



Project Connect

April 2023



Today's Agenda

1. Austin Strategic Mobility Plan
2. Transit System Expansion Planning
3. Lead up to November 2020 Election



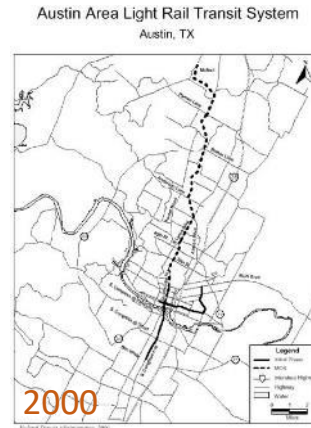
Project Connect History – How Did We Get Here?

2000 – Failed Light Rail Vote

2014 – Failed Urban Rail Vote

2016 – ASMP and Project Connect Visioning Kick-Off

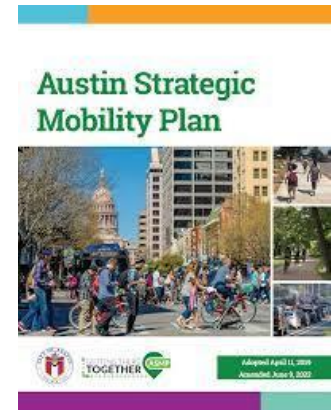
2018 – CapMetro Board Approves Project Connect Vision Plan



2019 – Austin Strategic Mobility Plan Approved

June 2020 – Project Connect System Plan

July 2020 – Project Connect Investment Decision



The Public

The product of **60,000+** conversations with Austin residents – **17,000** from virtual engagement in May, June, and July 2020.



Community Leaders

Engaged with more than **150** community organizations and stakeholders.



Partnerships

Collaboration with dozens of local cities, counties, transportation agencies, and many others.



Stakeholders

Extensive outreach through neighborhood meetings, corridor working groups, and small-group presentations.



2000 & 2014 – Failed Light Rail Votes and Plans

2000 Failed Light Rail Vote

- Lost by <2,000 votes; 15-mile line

2014 Failed Transportation Plan Update

- Previous plan was 20 years old; City attempted to update
- City puts together transportation vision without community input
- City Management rejects plan, does not make to council

2014 Failed Project Connect Light Rail Vote

- 57% voting “No”; plan was for a starter 9.5 mile light rail line



The Importance of a Transportation Plan

- Imagine Austin is the City's "North Star"
- The previous transportation plan was outdated
- There was no vision or guidance for Austin's transportation future
- Solutions were needed for how to handle traffic and transit while Austin experienced unprecedented growth
- The foundational goals of this plan needed to involve priorities of the community.
- This plan would become the Austin Strategic Mobility Plan ("ASMP")



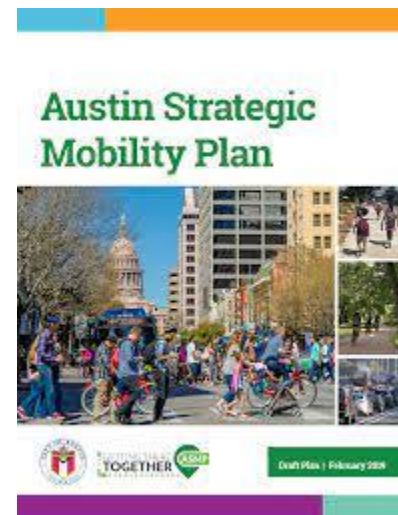
Austin City's Charter

requires



Comprehensive Plan
"Imagine Austin"

Traffic Circulation and Mass Transit Element



"ASMP"

9 other elements including Land Use, Public Services, Housing, and others

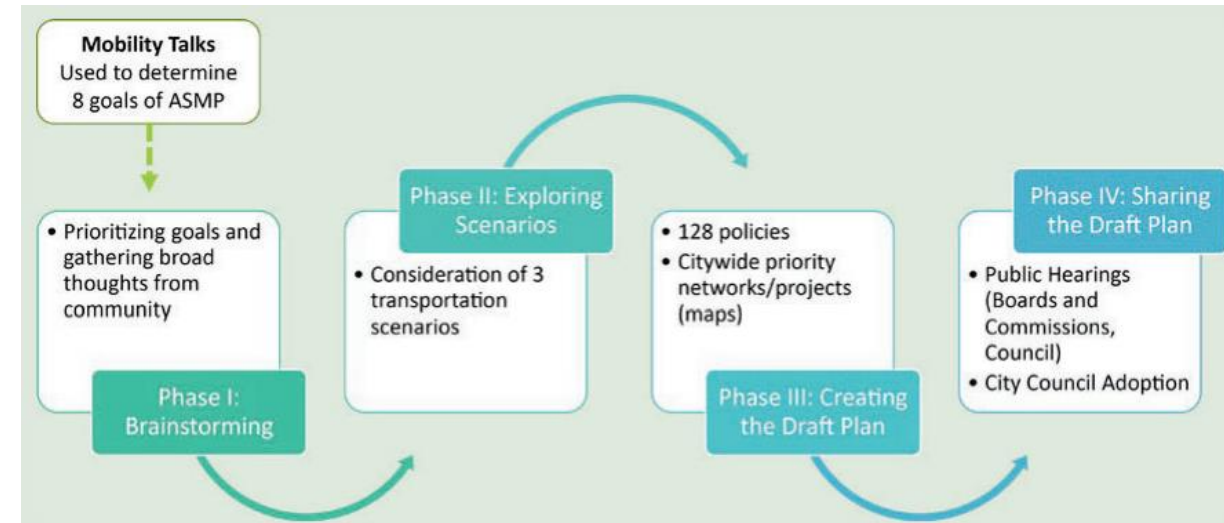


2016 – ASMP and Project Connect Visioning Kick-Off

- City and Transit Agency come together and regroup:
 - Analyze, discuss and learn lessons from 2014
 - Commit to work together on new high-capacity planning process with a locally focused transportation plan (ASMP)
 - Go to the community together
- Transportation plan would encompass transportation improvements for the entire city and each mode (car, bike, pedestrian, etc.)
- High-capacity transit plan would be incorporated into the ASMP
- Community would be heavily engaged
- Intent on reaching historically underrepresented and underserved communities in Austin



ASMP Planning Phases



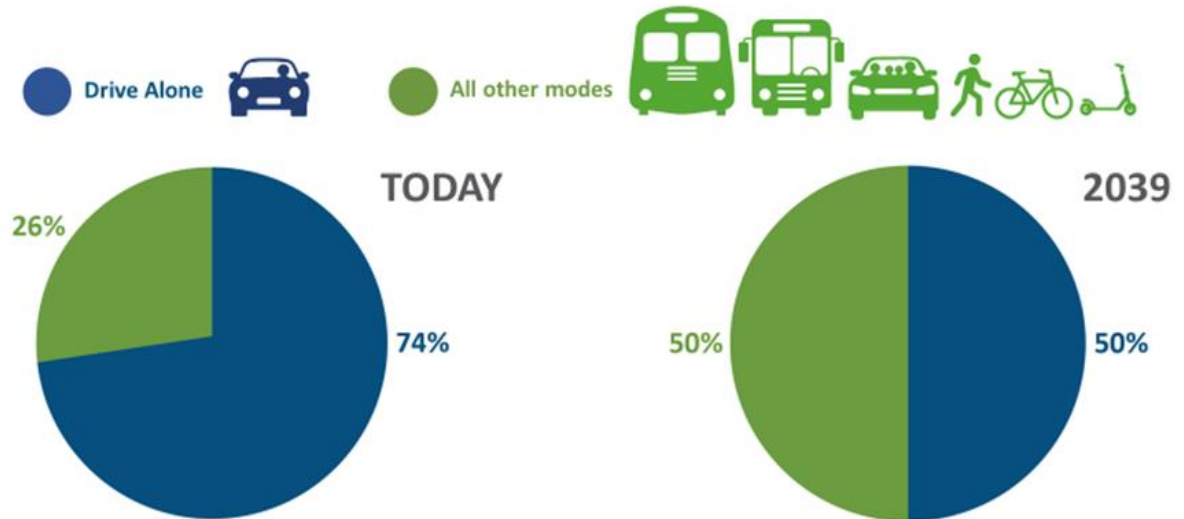
“The ASMP Goal is to be perfectly bold.”

Overall ASMP Goal: With a 50/50 mode share, we can manage congestion and maintain the same number of cars on the road today based on forecasted growth by 2039.

ASMP Included Future Looking:

- Indicators + Targets
- Policies
- Actions
- Priority networks
- Transportation network maps
- Street Network Tables

AUSTIN’S MOBILITY CHALLENGE

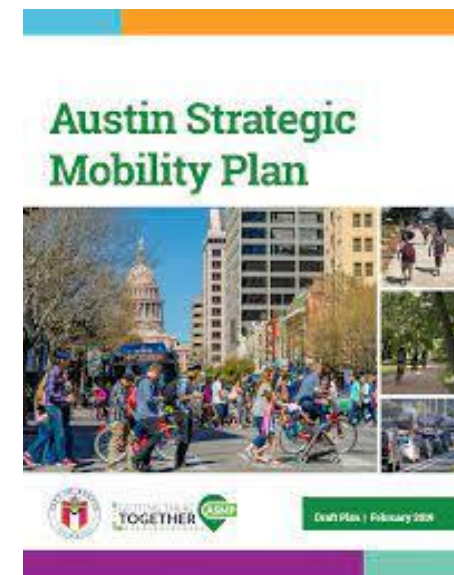
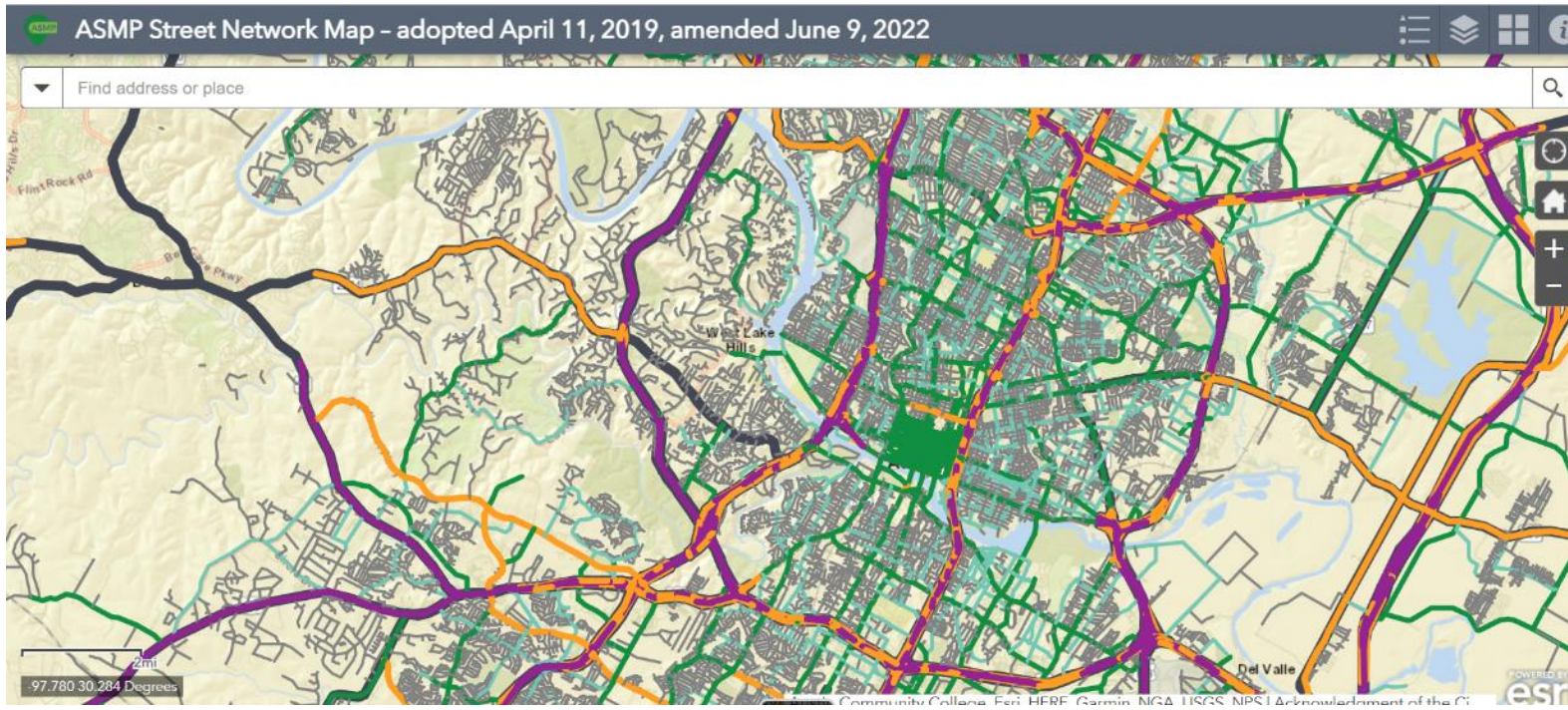


Project Connect Vision Plan adopted into the ASMP.



2019 – Austin Strategic Mobility Plan Approved

- City Council unanimously approves the ASMP in April 2019
- Result of a 2-year community planning process





Locally Preferred Alternative Development



TIMELINE LEADING UP TO 2020 ELECTION

2014 – Project Connect (“Roads + Rail”) initiative failed with Austin Voters

2016 – 2017 – CapMetro relaunches Project Connect work, to identify transit expansion program beginning first with engagement on *who* is moving *where* (identifying corridors)

2018 – CapMetro Board adopts Draft Vision Plan (Dec. 2018), following months-long community engagement that was conducted in partnership with City’s ASMP work.

2019

- Begin Preliminary Engineering and development of LPAs (including identification of modes)
- April – City Council adoption of ASMP with included transit prioritization and priority corridors
- August – City Council resolution directing the City Manager to provide options to support the creation, operation and maintenance of a high capacity transit system
- Oct. – First joint meeting of the Council and CapMetro Board, focused on reviewing the system vision and corridors, along with preliminary costs.

2020

- Jan - Joint meeting to provide overview of financing/funding/investment opportunities and constraints, and joint governance options
- June – Unanimous approval of System Plan and adoption of LPAs, with City Council resolution in support of both
- July – Unanimous Board and Council approval of resolutions directing the Initial Investment Plan and Map
- July – City Council adopts tax rate
- Aug. – Joint meeting with adoption of community commitment/contract with voters, and ILA committing to form ATP
- Aug. – City Council approves budget and orders election (sets ballot language)
- Nov. – Approval by Austin voters of the Project Connect Program and Tax Rate



Project Connect Advisory Network (PCAN)

- Group of over 150 community organizations and stakeholders
- Meeting monthly to receive update and provide input to process
- Three subcommittees:
 - Technical
 - Communications
 - Placemaking



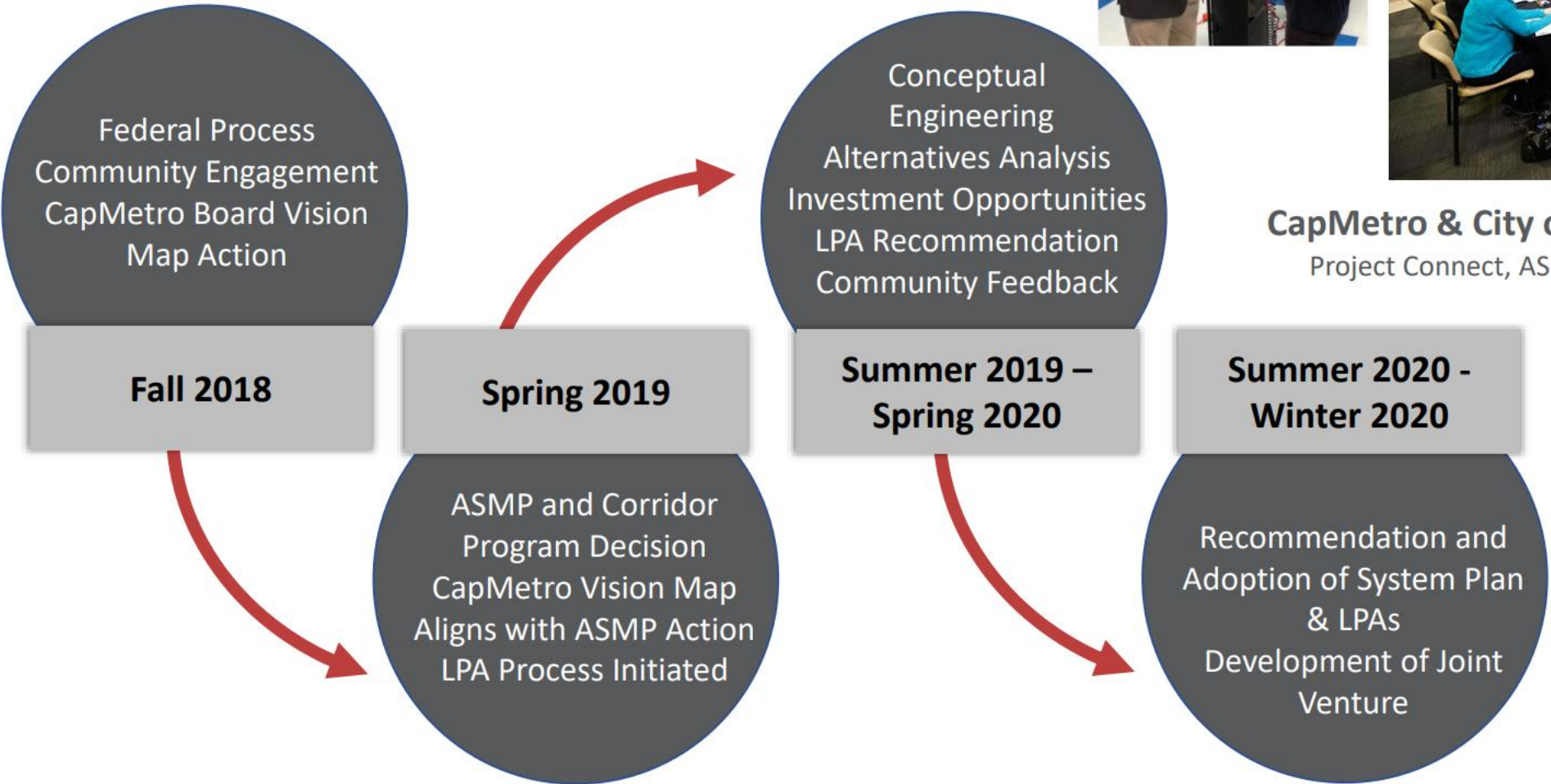
Technical Advisory Committee Members

MONTHLY COORDINATION WITH TECHNICAL STAKEHOLDERS



WORKING TOGETHER

CONNECTING WITH THE COMMUNITY



CapMetro & City of Austin Working Together
Project Connect, ASMP, Corridor Program Coordination



COMMUNITY OUTREACH

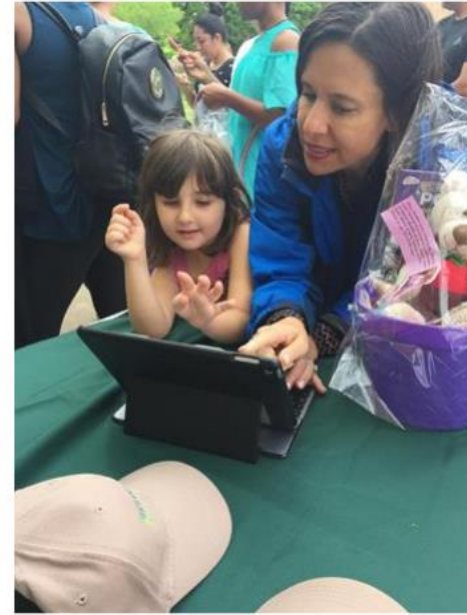
CONNECTING WITH THE COMMUNITY

Employer-Based Engagement: Breaking down barriers by engaging with people where they are, by partnering with local industry

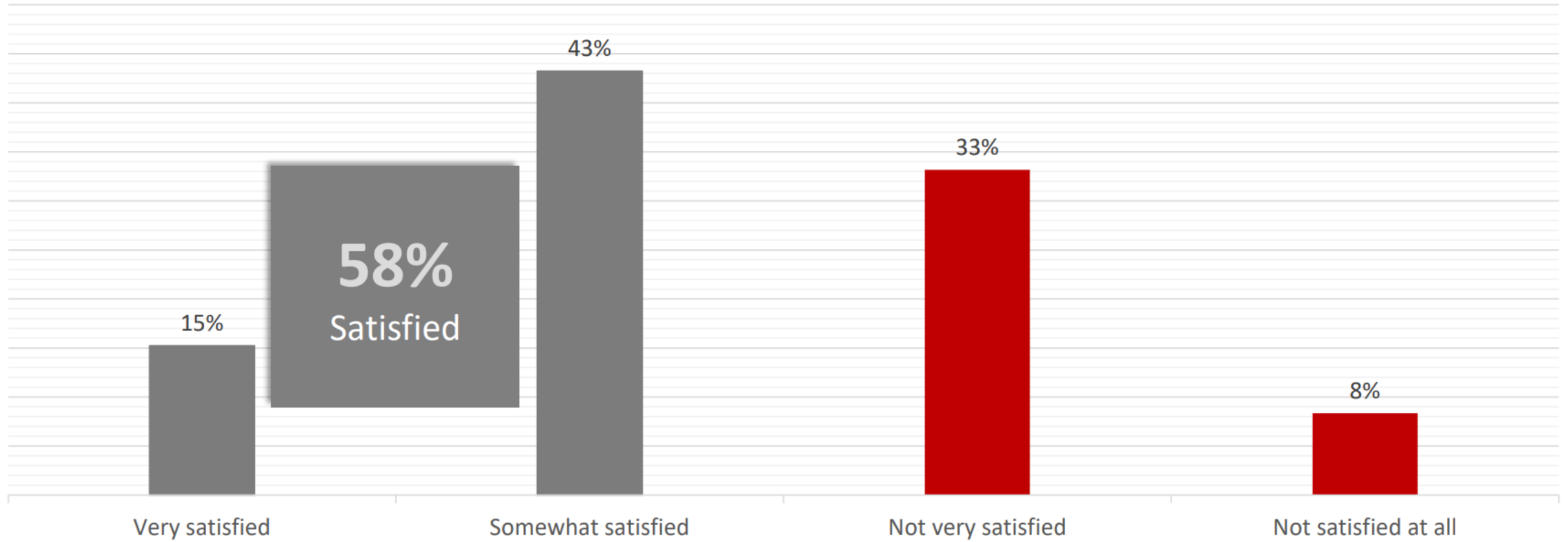
Traffic Jam Events: Community-wide participation; two-way learning; demonstrating partnerships

Community and Partner Events: Focus on target audience that's not likely to come across our materials in other ways

Build and Maintain Relationships: Returned to same groups in later phases



Satisfaction with transit is good, but could be better



Q: How satisfied are you with the quality of Austin's public transit choices?

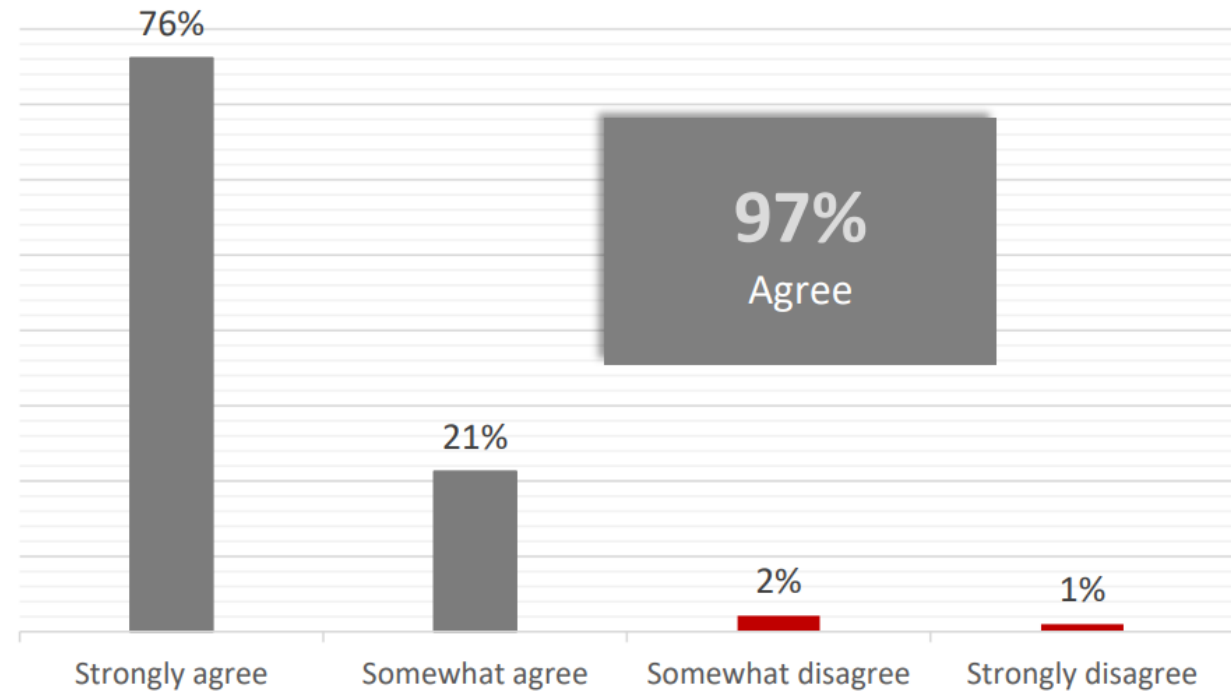
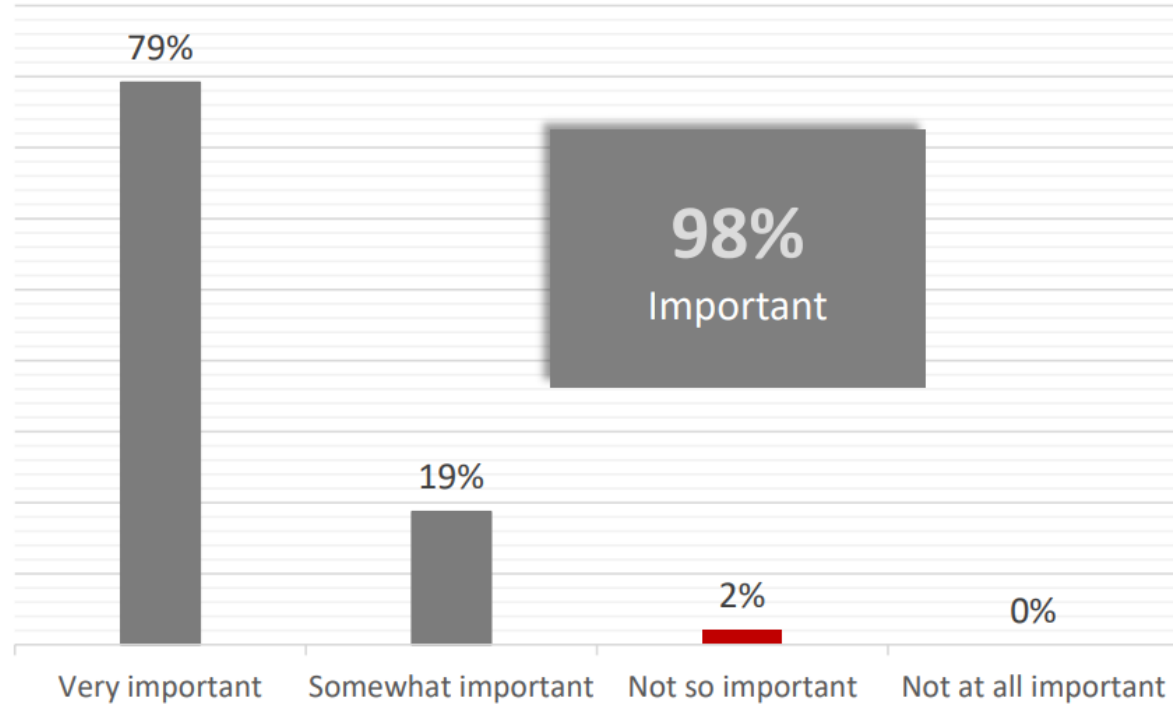
** Percentages may not total 100% due to number rounding*



Austin needs “major city” transit.

As #11 largest city, important to have public transit similar to other large cities

To live up to our potential. Austin should have a public transit system like other major cities.

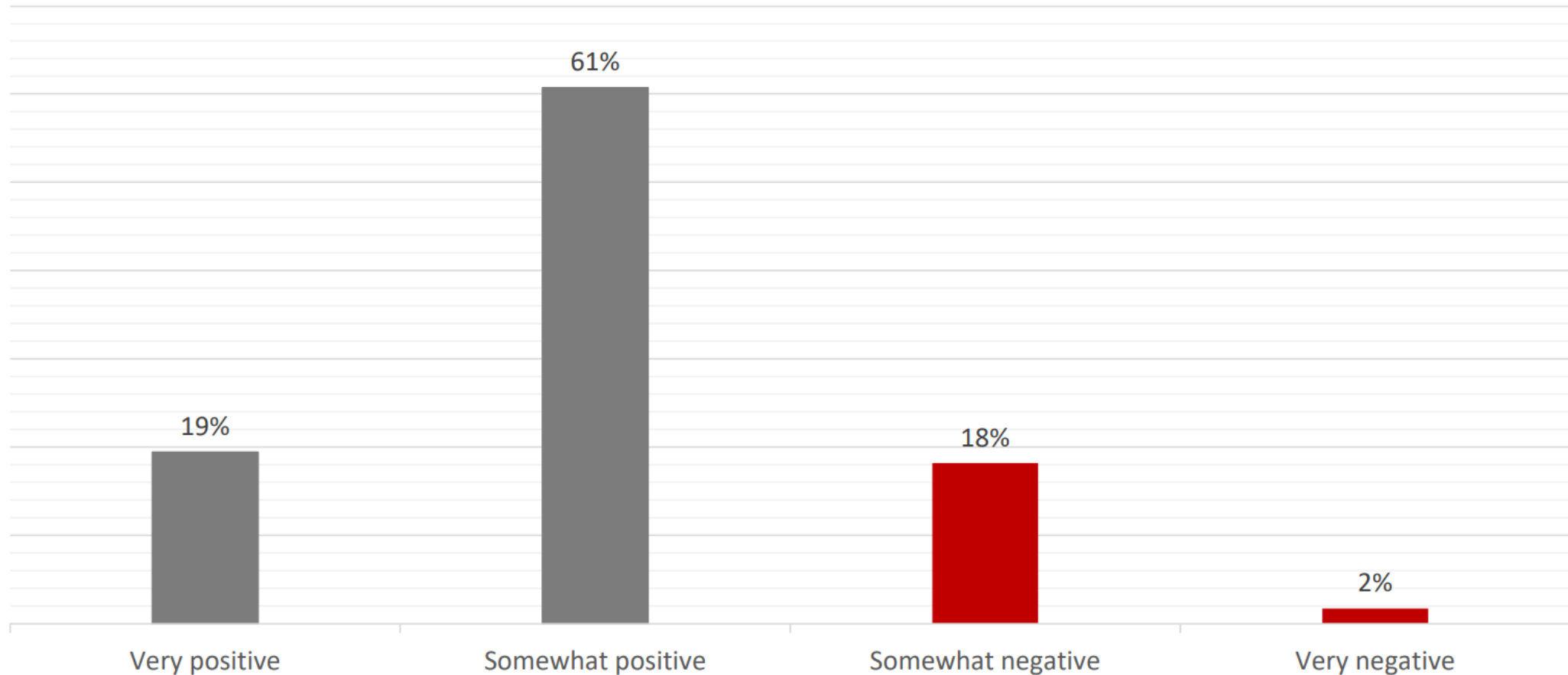


Q: Austin is the #11 largest city in the country. How important is it for Austin to have a public transit system similar to other large cities? Q32. Do you agree or disagree with the following statement? If Austin is going to live up to its potential, it should have a public transit system as good as other major cities.

** Percentages may not total 100% due to number rounding*



Positive perceptions of Capital Metro.



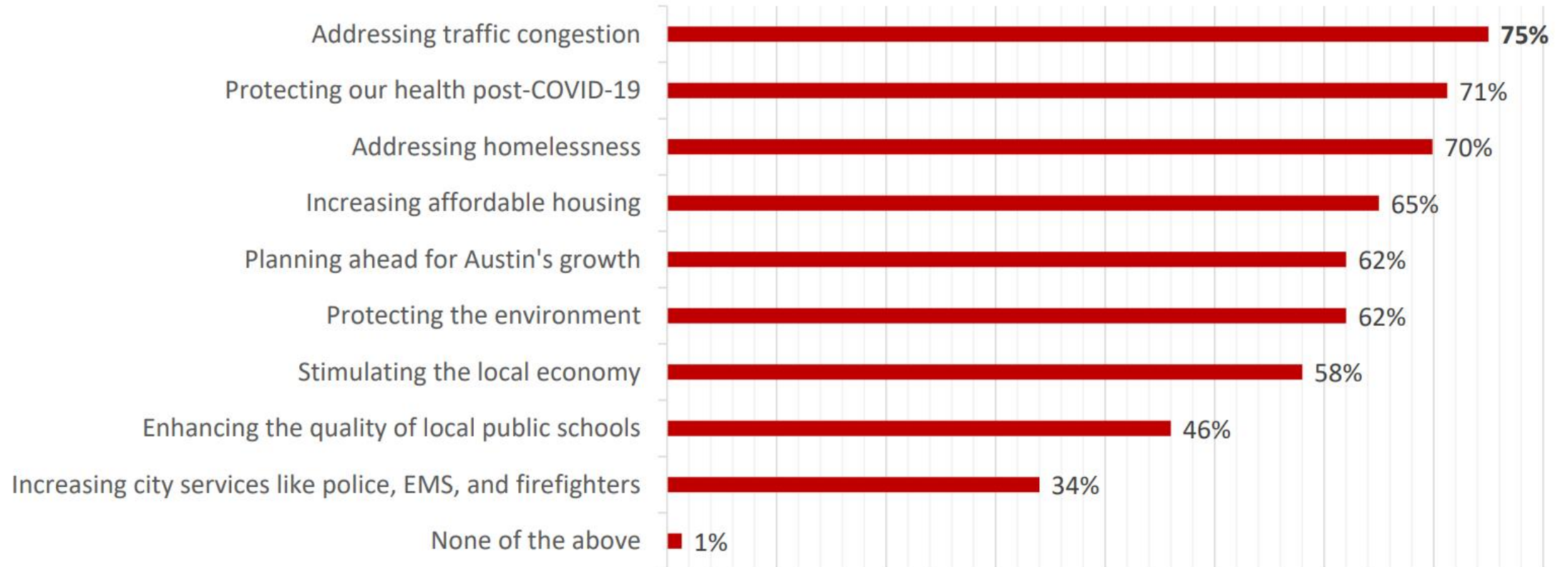
Q: What is your impression of Capital Metro?

** Percentages may not total 100% due to number rounding*



75% select *addressing traffic congestion* a top issue.

Important Issue to Quality of Life in Austin, TX

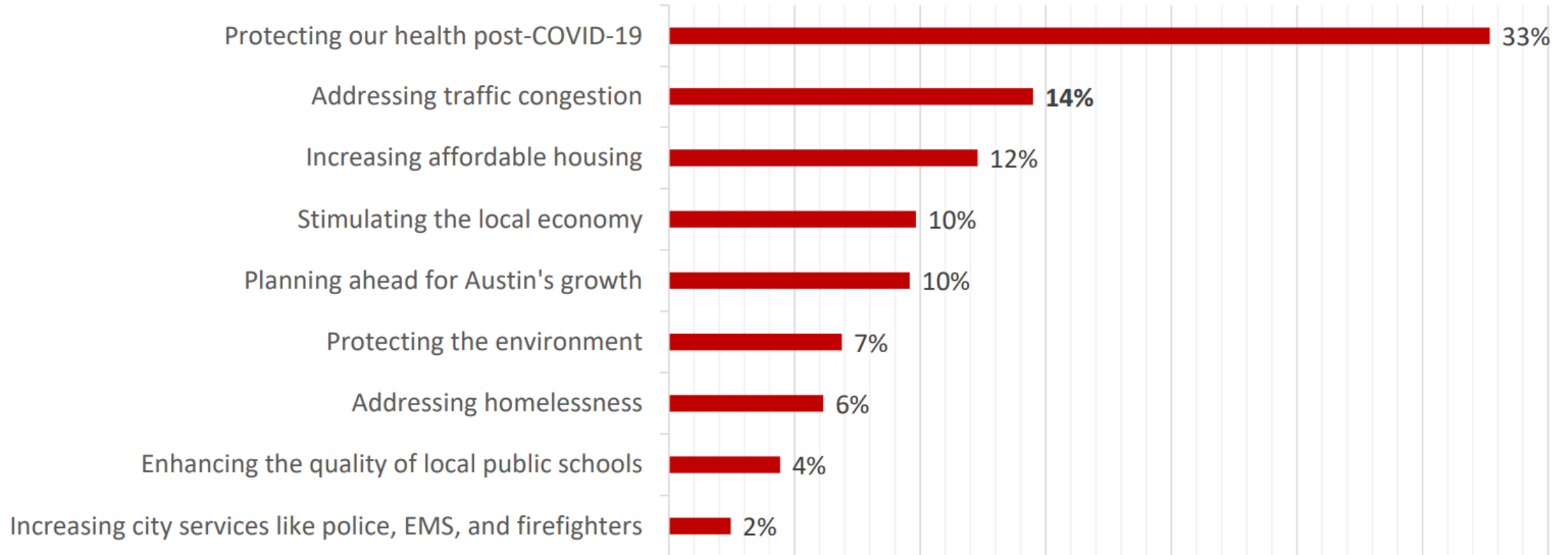


Q: Which of the following are important issues for quality of life in Austin? SELECT ALL THAT APPLY. RANKING



Addressing traffic congestion ranked 2nd of the most important issue.

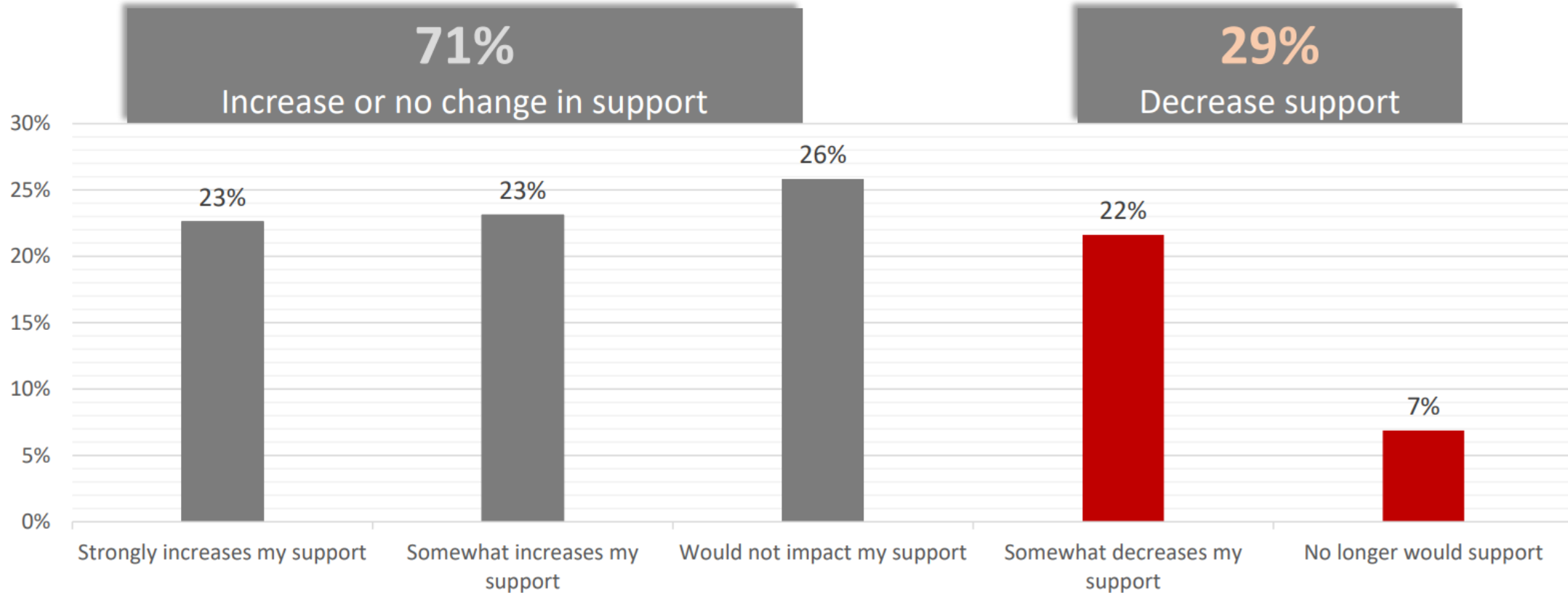
RANKED MOST Important Issue to Quality of Life in Austin, TX



Q: Please rank your selection in order of importance (1 = most important).



71% still support Project Connect after seeing funding source: property tax.



Q. Project Connect will be funded by an annual increase in property taxes averaging \$200 a year plus state and federal grants. How does this impact your support for Project Connect?

** Percentages may not total 100% due to number rounding*



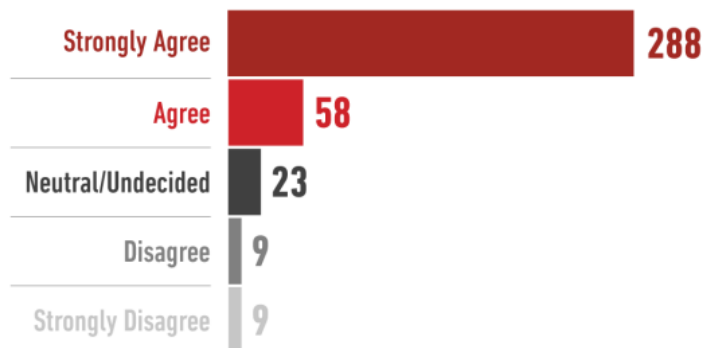
VIRTUAL OPEN HOUSE

WHAT WE HEARD

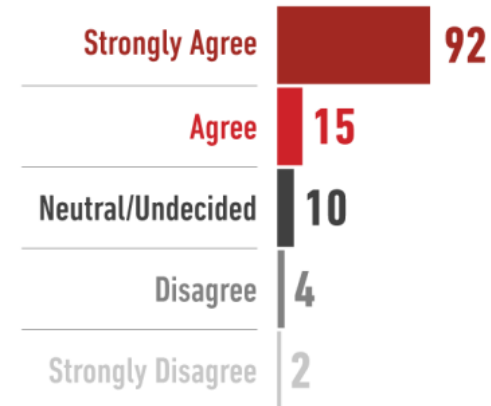
90% agree that the Recommended System Plan creates a more accessible transit service.



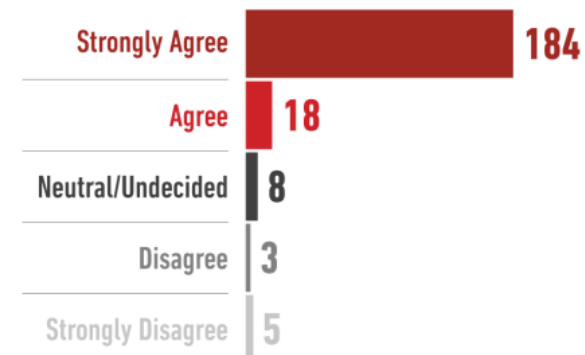
90% agree the Blue Line and Gold Line should be built.



87% agree 7 new MetroRapid routes should be created.

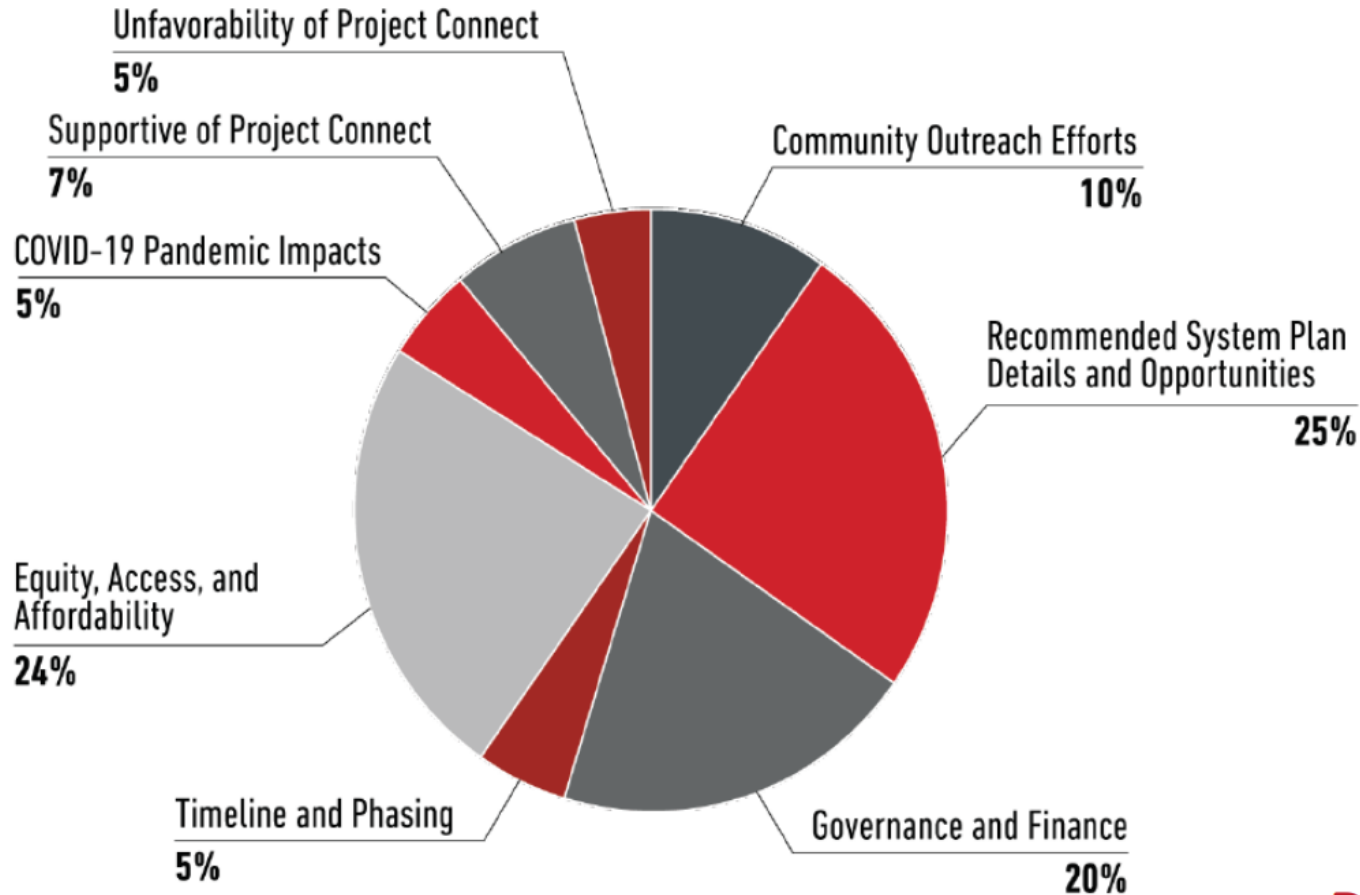


92% agree the Orange Line should be built.



VIRTUAL COMMUNITY MEETINGS

CONNECTING WITH THE COMMUNITY: MAY 15 TO MAY 29



* Percentages may not total to 100% due to number rounding

- May 15** Greg Casar, City Council Member, District 4
Leslie Pool, City Council Member, District 7
- May 18** Natasha Harper-Madison, City Council Member, District 1
Jeffrey Travillion, CMTA Board Member
- May 19** Kathie Tovo, City Council Member, District 9
Wade Cooper, CMTA Board Member & Chair
- May 20** Jimmy Flannigan, City Council Member, District 6
Troy Hill, CMTA Board Member & Mayor of Leander
Eric Stratton, CMTA Board Secretary
- May 20** Alison Alter, City Council Member, District 10
Terry Mitchell, CMTA Board Member
- May 26** Steve Adler, Mayor of Austin
Wade Cooper, CMTA Board Chair
- May 28** Ann Kitchen, CMTA Board Member &
City Council Member, District 5
Paige Ellis, City Council Member, District 8
- May 29** Delia Garza, CMTA Board Vice Chair & Mayor Pro Tem.
District 2 Sabino 'Pio' Renteria, CMTA & City Council
Member, District 3

PARTICIPATION: Over 13,500 unique views
(Zoom, Facebook Live, and YouTube)



SYSTEM PLAN AND LPA ACTIONS

- **Capital Metro Board Approval of the following:**

- The System Plan
 - Orange Line LPA
 - Blue Line LPA
 - Gold Line LPA
 - Green Line LPA
 - MetroRapid LPA
 - Improvements to MetroRail Red Line
 - New Customer Technology
 - Local Bus and MetroAccess Improvements
 - Maintenance & Support Facilities

- **Austin City Council:**

- Supports the System Plan, LPAs and System Improvements as approved by the Capital Metro Board
- Direct City Manager to initiate a process to amend the ASMP



SYSTEM PLAN AND LPAS TO BALLOT INITIATIVE

March 2020
Recommended
System Plan



June 2020
Adoption of System
Plan and LPAS



July 2020
Approval of
recommended
funding and
governance structure
and initial
investment



August 2020
Election Ordered;
Guiding Resolutions
Approved; Initial
framework for ATP
Approved



WHAT WE HEARD: Community & Council Direction

AUSTIN STRATEGIC MOBILITY PLAN:

“...before we begin the implementation of [major infrastructure] projects, we [must] work with our partners, develop strategies, and utilize tools to support current neighborhood residents and businesses, stopping or limiting their displacement.”

CITY COUNCIL ANTI-DISPLACEMENT RESOLUTION:

“Directed staff to provide data-informed recommendations to align current policies, services, programs, and resources already in place at the City to more specifically prevent transportation investment-related displacement and ensure people of different incomes can benefit from transportation investments.”

Austin City Council Resolution 2020043-038



CREATING ACCESS AND EQUITABLE OPPORTUNITY

A system built on better connecting people to a broad set of transit choices:



Total Jobs



Minority Population



Average Median Income



Population Below Poverty Level



Zero Car Households



Affordable Units



Educational Facilities
(Public K-12 & Higher Ed)



Accessible Health Facilities
(Hospitals & APH Facilities)

METRORAPID

	Total Jobs	Minority Population	Average Median Income	Population Below Poverty Level	Zero Car Households	Affordable Units	Educational Facilities	Accessible Health Facilities
All MetroRapid	316K	57%	\$62K	16%	7%	13,296	118	47
Cameron/Dessau	31K	74%	\$56K	16%	7%	2,557	17	12
Crosstown	104K	51%	\$80K	14%	9%	1,686	15	23
Expo Center	134K	57%	\$67K	17%	8%	2,716	24	12
MLK	74K	53%	\$58K	19%	9%	2,000	15	12
Parmer	19K	55%	\$77K	6%	4%	1,359	10	0
Pleasant Valley	19K	81%	\$48K	19%	11%	3,601	13	7
Burnet-Menchaca-Oak Hill	216K	37%	\$70K	15%	8%	3,374	42	12
Menchaca-Oak Hill	165K	38%	\$67K	17%	8%	2,880	5	3

Data for 1/2 mile radius from route. Based on 2020 demographics



CREATING ACCESS AND EQUITABLE OPPORTUNITY

The Project Connect System Plan creates better transit service for historically underserved parts of our community to essential city services, education, jobs, health care and affordable housing.



Total Jobs



Minority Population



Average Median Income



Population Below Poverty Level



Zero Car Households



Affordable Units



Educational Facilities
(Public K-12 & Higher Ed)



Accessible Health Facilities
(Hospitals & APH Facilities)

HIGH CAPACITY RAIL								
Orange	195K	54%	\$54K	21%	8%	4,934	37	11
Blue	175K	54%	\$49K	23%	9%	5,760	17	7
Gold	151K	44%	\$70K	16%	7%	1,935	25	14
Red	129K	53%	\$67K	12%	6%	3,169	33	21
Green	60K	78%	\$60K	17%	7%	2,282	18	17

Data for 1/2 mile radius from route. Based on 2020 demographics



ECONOMIC OPPORTUNITY ANALYSIS:

LOCAL IMPACTS

Near-Term Impacts

- Construction benefits the local economy
 - For every \$1 billion invested, \$1.38 billion in economic activity
 - **System Plan:** \$13.8 billion in activity
 - For every \$1 billion invested, 9,745+ jobs
 - **System Plan:** 97,450+ jobs created

Long-Term Impacts

- **Economic Benefits**
 - Cost-savings for transit users and others
 - Congestion reduction and productivity
- **Community Benefits**
 - Access to employment, housing, medical
 - Environmental quality
 - Public safety (Vision Zero)
 - Tax base and costs of public service provision



SCALED INVESTMENT OPTIONS

Capital Cost: \$10 billion

Financing: ongoing CapMetro revenue, Federal Grants, City TRE

City TRE Tax Rate: 11 cents

Total Tax Bill Impact:
5.14%

Median Value

Home Value	\$250,000	\$325,000	\$500,000	\$750,000
Annual	\$275	\$358	\$550	\$825
Monthly	\$22.92	\$29.79	\$45.83	\$68.75



SCALED INVESTMENT OPTIONS

Capital Cost: \$7 billion

Financing: ongoing CapMetro revenue, Federal Grants, City TRE

City TRE Tax Rate: 8.5 cents

Total Tax Bill Impact:
3.97%

Median Value

Home Value	\$250,000	\$325,000	\$500,000	\$750,000
Annual	\$213	\$276	\$425	\$638
Monthly	\$17.71	\$23.02	\$35.42	\$55.13



PROJECT CONNECT PROGRAM COMPONENTS



LIGHT RAIL

ORANGE LINE



Light Rail Transit in Dedicated Transitways for Orange, Blue and Gold Lines

BLUE LINE



- 36 Miles, 40 Stations incl. Downtown Transit Tunnel

GOLD LINE



High Frequency Bus with Priority Treatments
7 New Routes
- ~74 Miles, 193 Stations



METRORAIL

RED LINE



Station and Operational Improvements

GREEN LINE



New Commuter Rail service to connect Downtown to Colony Park with potential extension to Manor and Elgin



METROEXPRESS



8 New Routes
- 5 outside service area



24 New Park & Rides
- 10 outside service area



METROBUS

Better bus service and stop amenities



METROACCESS

PLUS



Zero Emissions



Improved Customer Tech



New Circulator Zones (Pickup)



Maintenance Facility Improvements





CapMetro

projectconnect

SYSTEM PLAN INITIAL INVESTMENT

Adopted June 10, 2020

LEGEND

LIGHT RAIL

- Orange Line
- Potential Future Extension
- Blue Line

METRORAIL

- Red Line
- Green Line
- Potential Future Extension

METRORAPID

- Gold Line
- Enhanced MetroRapid Route
- Potential Future Extension

METROBUS

- Current Frequent Local Routes

METROEXPRESS

- Current MetroExpress
- Future MetroExpress

ADDITIONAL AVAILABLE SERVICES

- MetroAccess
- MetroBike

- CURRENT PARK & RIDE
- PROPOSED PARK & RIDE

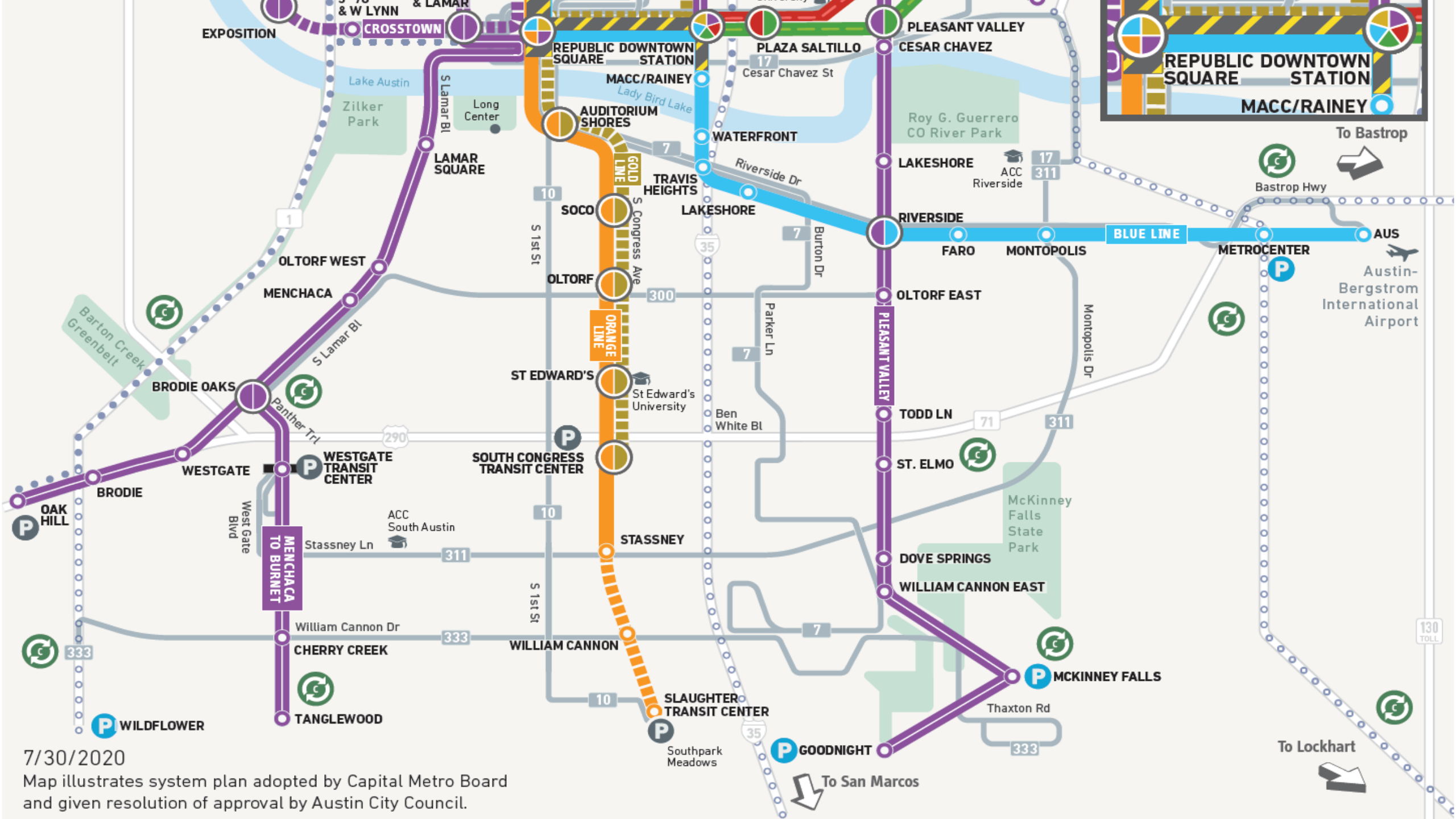
- CIRCULATOR

- TUNNEL

SCHEMATIC MAP NOT TO SCALE







7/30/2020

Map illustrates system plan adopted by Capital Metro Board and given resolution of approval by Austin City Council.

PROGRAM SEQUENCE PLAN



LIGHT RAIL

Orange Line (LRT)

Blue Line (LRT)



METRORAIL

Red Line (Commuter Rail)

Green Line (Commuter Rail)



METRORAPID

Phase I

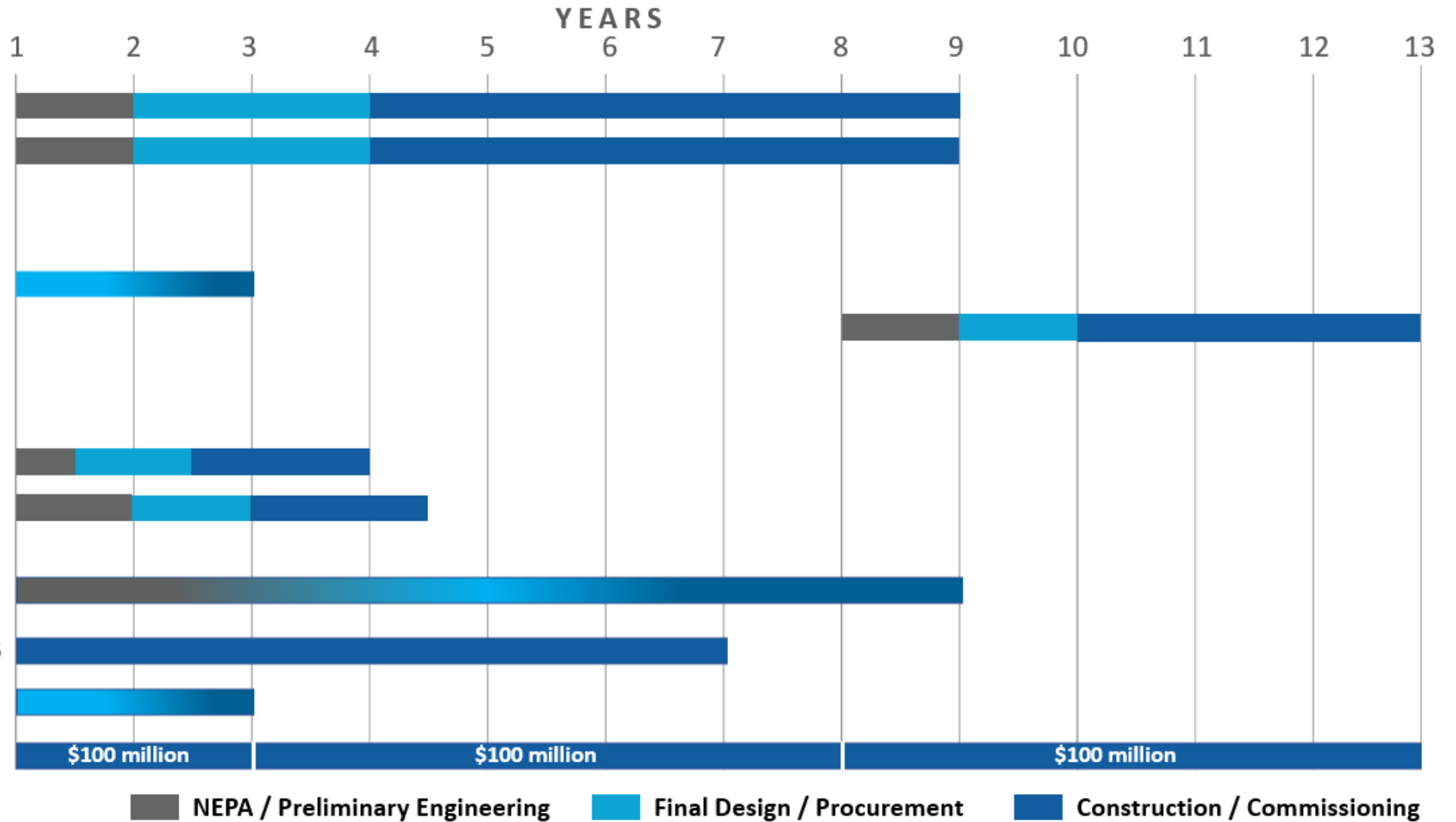
Gold Line (Complete NEPA)

METROEXPRESS & PARK AND RIDES

METROBUS & METROACCESS

CUSTOMER TECH SYSTEMS

ANTI-DISPLACEMENT INVESTMENTS



WHY THE INITIAL INVESTMENT SCENARIO?

- **Commitment to implementing full approved Project Connect System Plan**
- Provides opportunities to leverage future funding partners
 - Federal, state, regional, local, public-private partnerships
- System design considerations:
 - **Orange Line:** future coordination with TxDOT on ROW for north/south extensions
 - **Gold Line:** future coordination with University of Texas
 - **Green Line:** Phase II coordination with Travis County, Manor, Elgin
 - **MetroRapid:** additional routes as corridors develop potential ridership
 - **MetroExpress and Park & Rides:** future coordination with CTRMA, regional partners



CONSTRAINTS OF CONVENTIONAL FUNDING/FINANCING MECHANISMS

 **A partnership between the City and CapMetro was and is necessary to advance the work both agencies want to accomplish. It is especially necessary because of constrained financing options:**

1. Under state law, CapMetro cannot borrow more than what it can repay in one year.
2. General Obligation Bonds only fund Capitol, and the City and CapMetro did not have sufficient funds existing to fund operations and maintenance.



LOCAL FUNDING OPTION – TAX RATE ELECTION

Tax Rate Election

- New State Law (Senate Bill 2)
 - 3.5% cap on increases to operations & maintenance funding from property taxes
 - Mandatory election if a city goes above the 3.5% cap
- Transparency for voters on specific transit investment
 - Addresses intent of Legislature to allow voters to decide on local taxes
 - In subsequent years, the “new” piece of tax rate revenue would be dedicated to the specified purpose
 - Existing O&M tax rate & uses would not be impacted

Criteria for Funding: Tax Rate Election

Capital	Yes
Operations & Maintenance	Yes
Capital Repair & Replacement	Yes
Operating Reserves	Yes
Debt Reserves	Yes
Leverage Federal Funding	Yes



2020 Proposition A – Project Connect Tax Rate Election

Voters **approved the measure by 58%** during the pandemic. The approved language:

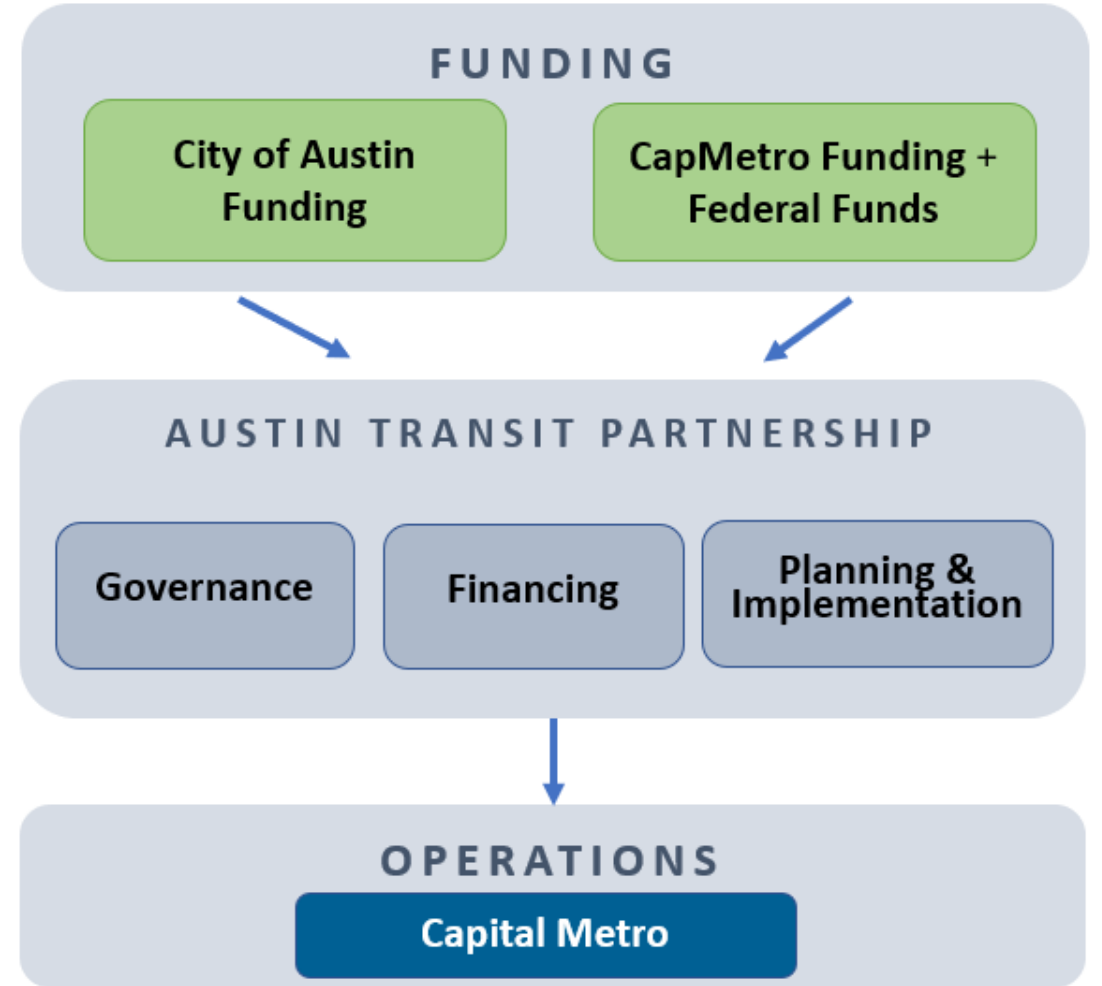
- **Approves a tax rate increase (8.75c/\$100 valuation)** dedicating that funding to the building, operating and maintaining of Project Connect
- **Dedicates the funding to an independent board (Austin Transit Partnership) to oversee** finance, acquisition, construction, equipping, operations, and maintenance
 - The City and CapMetro signed the Articles of Incorporation creating the Austin Transit Partnership, a local government corporation, on Dec. 18, 2020
- **States funding will finance transit-supportive anti-displacement strategies** related to Project Connect
- **Establishes CapMetro as operator** of system

CITY OF AUSTIN PROPOSITION A




Approving the ad valorem tax rate of \$0.5335 per \$100 valuation in the City of Austin for the current year, a rate that is \$0.0875 higher per \$100 valuation than the voter-approval tax rate of the City of Austin, for the purpose of providing funds for a citywide traffic-easing rapid transit system known as Project Connect, to address traffic congestion, expand service for essential workers, reduce climate change emissions, decrease traffic fatalities, create jobs, and provide access to schools, health care, jobs and the airport; to include neighborhood supportive affordable housing investments along transit corridors and a fixed rail and bus rapid transit system, including associated road, sidewalk, bike, and street lighting improvements, park and ride hubs, on-demand neighborhood circulator shuttles, and improved access for seniors and persons with disabilities; to be operated by the Capital Metropolitan Transportation Authority, expending its funds to build, operate and maintain the fixed rail and bus rapid transit system; the additional revenue raised by the tax rate is to be dedicated by the City to an independent board to oversee and finance the acquisition, construction, equipping, and operations and maintenance of the rapid transit system by providing funds for loans and grants to develop or expand transportation within the City, and to finance the transit-supportive anti-displacement strategies related to Project Connect. Last year, the ad valorem tax rate in the City of Austin was \$0.4431 per \$100 valuation.



AUSTIN TRANSIT PARTNERSHIP – JOINT LOCAL GOVERNMENT CORPORATION



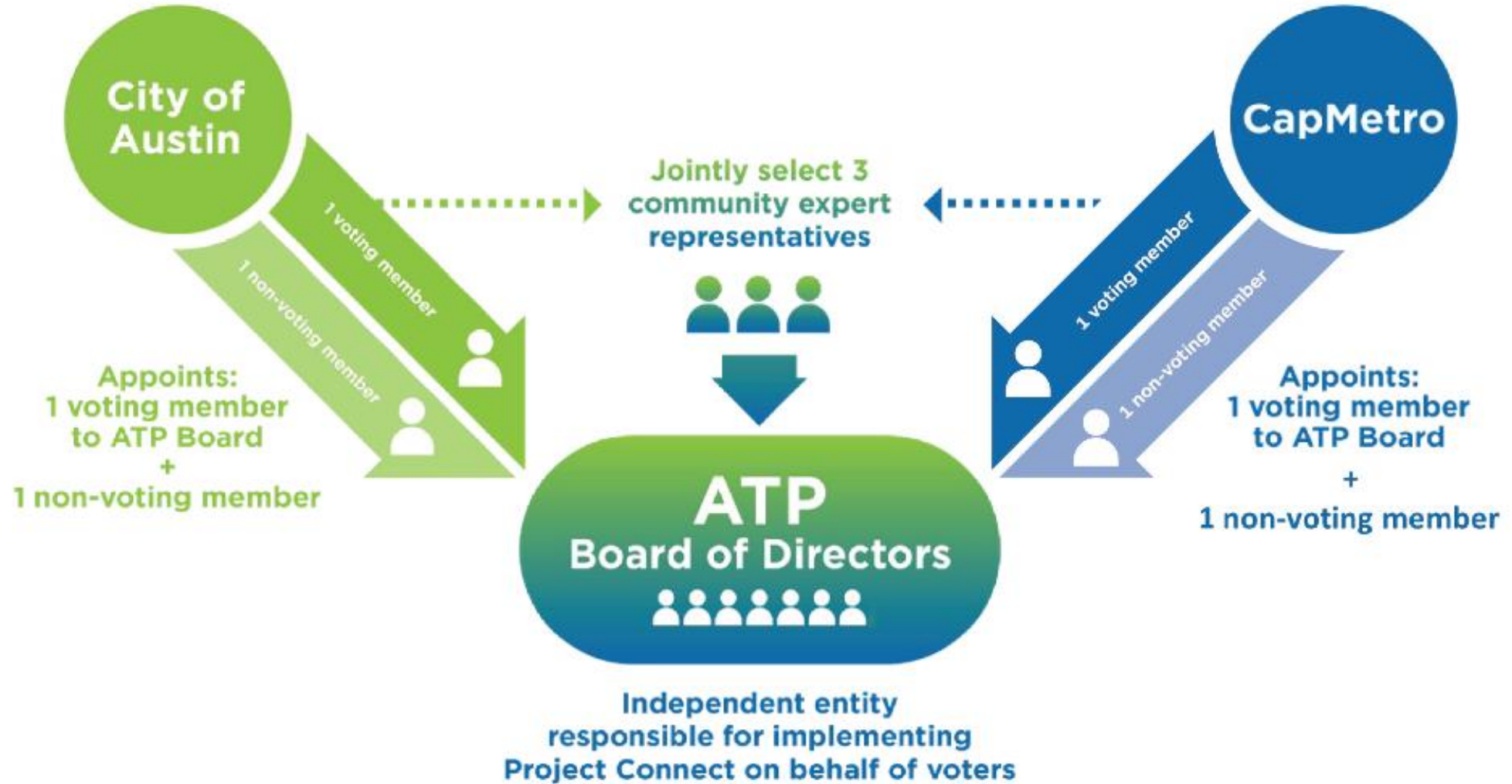
Tri-Party Roles & Responsibilities

	<ul style="list-style-type: none"> • Principal entity responsible for implementation, including the design, financing, acquisition, procurement, equipping and construction of all light rail elements, including related facilities; as well as the Green Line • Transfer \$300 million over 13 years to the City of Austin for anti-displacement
	<ul style="list-style-type: none"> • Per JPA, delegated duty to implement the MetroRapid, MetroExpress, Neighborhood Circulators, and Red Line components of system plan • Operate assets once completed and ensure operational readiness • Commit certain revenues to implement/operate Project Connect
	<ul style="list-style-type: none"> • Automatically transfer dedicated property tax revenue to ATP • Ensure adequate staffing resources related to design, utility relocation, permitting and anti-displacement programming • Implement the transit-supportive, anti-displacement initiatives



ATP Board Governance Structure

The City of Austin and CapMetro signed Articles of Incorporation to create the Austin Transit Partnership. Each entity has one voting member on the board.



Committees Created to Support and Provide Guidance to ATP and Partner Entities

Planning, Sustainability, Equity & DBE Committee (PSEC)



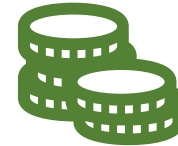
The PSEC's work informs decisions made by the ATP board and staff members regarding DBE and local business support programs, community planning and engagement, program equity, urban design, accessibility and environmental programs.

Engineering, Architecture & Construction Committee (EAC)



Members of the EAC provide input that informs decisions made by the ATP board and staff members surrounding engineering, architecture and construction of the Project Connect program.

Finance & Risk Committee (FAR)



The FAR's work informs decisions made by the ATP board and staff members on subjects including capital management, risk management, budgets, insurance, treasury management, internal audit, procurement, grants management and real estate.

Community Advisory Committee



ATP, the City of Austin and CapMetro have created an advisory committee to advise all 3 partners on topics related to equity and Project Connect, including efforts to curb displacement along the Project Connect system.



Contract with Voters ... Ballot ... Joint Powers Agreement

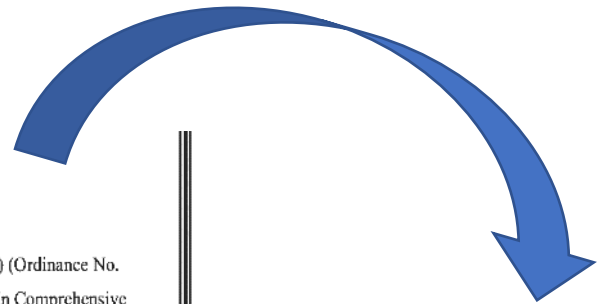
RESOLUTION NO. 20200812-015

WHEREAS, the Austin Strategic Mobility Plan ("ASMP") (Ordinance No. 20190411-033) is the transportation element of the Imagine Austin Comprehensive Plan; and

WHEREAS, the ASMP establishes that the policy of the City is to invest in a high-capacity transit system to meet our 50/50 mode share goals, stating that the City "must work with our public transportation partners and enhance services to create an experience that attracts and retains riders" and "unprecedented collaboration between the community, the City, and Capital Metro is critical;" and

WHEREAS, City Council adopted Resolution No. 20190808-081 directing

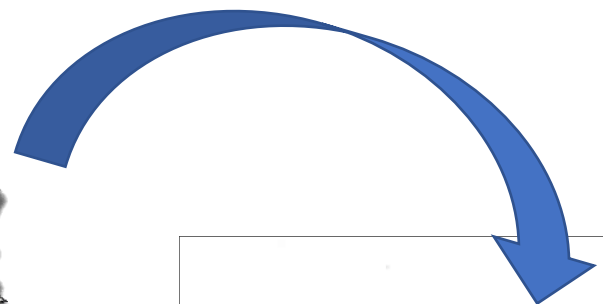
*August 2020 Contract
with the Voters*



Proposition A

Approving the ad valorem tax rate of \$0.5335 per \$100 valuation in the City of Austin for the current year, a rate that is \$0.0875 higher per \$100 valuation than the voter-approval tax rate of the City of Austin for the purpose of providing funds for citywide traffic-easing rapid transit system known as Project Connect, to address congestion, expand service for essential workers, reduce climate change emissions, decrease traffic fatalities, create jobs, provide access to schools, health care, and the airport; to include neighborhood supportive affordable housing investment along transit corridors and a fixed rail bus rapid transit system, including associated road, sidewalk, bike, and street lighting improvements, park and ride hubs, on-demand neighborhood circulator shuttles, and improved access for seniors and persons with disabilities; to be approved by the voters.

*November 2020
Proposition A Ballot*



Joint Powers Agreement Between Austin Transit Partnership and Capital Metropolitan Transportation Authority and the City of Austin

This Joint Powers Agreement ("Agreement") is entered into between Austin Transit Partnership ("ATP"), a joint local government corporation created under Ch. 431 of the Texas Transportation Code, the City of Austin, Texas (the "City"), a home-rule municipality incorporated by the State of Texas, and Capital Metropolitan Transportation Authority ("Capital Metro"), a transportation authority and political subdivision for the State of Texas organized under Chapter 451 of the Texas Transportation Code, each a "Party" and collectively referred to within this Agreement as the "Parties".

RECITALS

The City Council and the Capital Metro Board recognized the benefits of a high-capacity transit system and determined that implementation of the Project Connect System Plan will create an

*December 2021
Joint Powers Agreement*

