



METRO



*project***connect**

Austin City Council/Capital Metro Board

JOINT SPECIAL SESSION

JUNE 10, 2020

AGENDA

- ENGAGING WITH THE COMMUNITY
- HOW DID WE GET HERE & WHY WE NEED TO BUILD
- TODAY'S ACTION
- BREAK
- OVERSEEING THE PROGRAM
- INVESTMENT OPPORTUNITIES
- WHAT'S NEXT



METRO



projectconnect

PROJECT CONNECT

ENGAGING WITH THE COMMUNITY

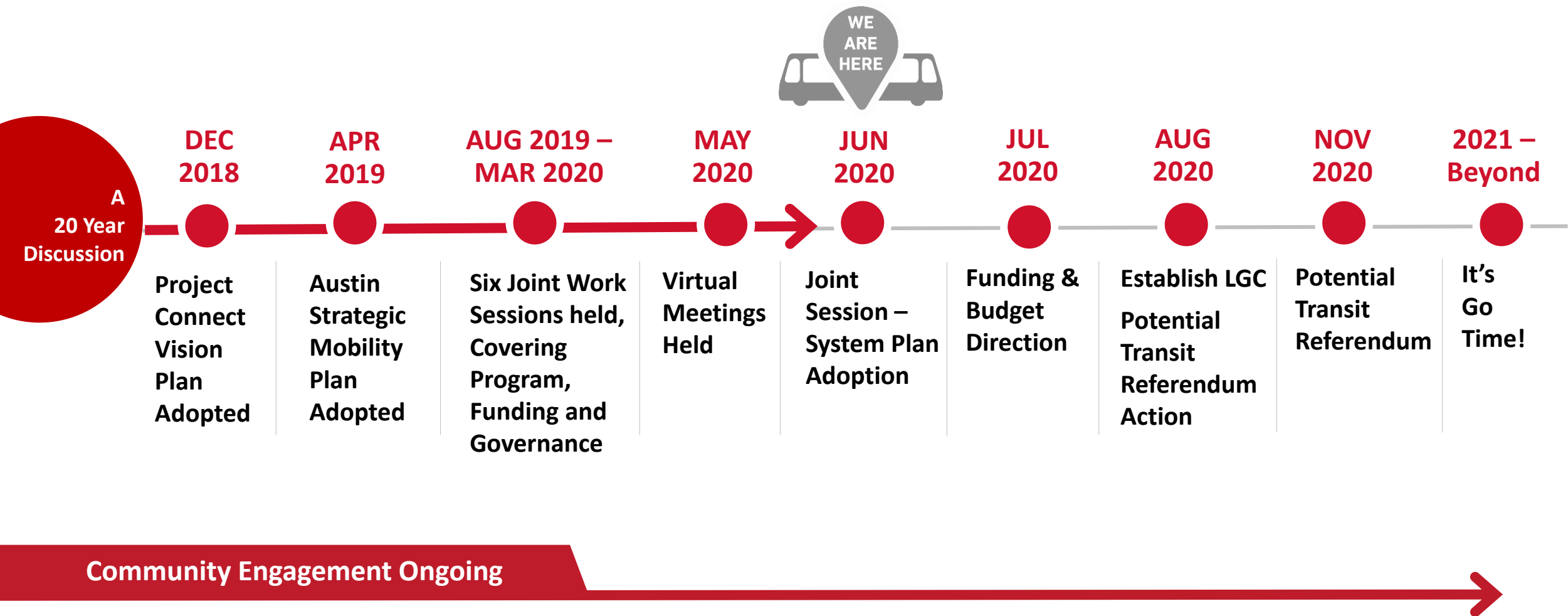


METRO



projectconnect

PROJECT CONNECT TIMELINE



METRO



projectconnect

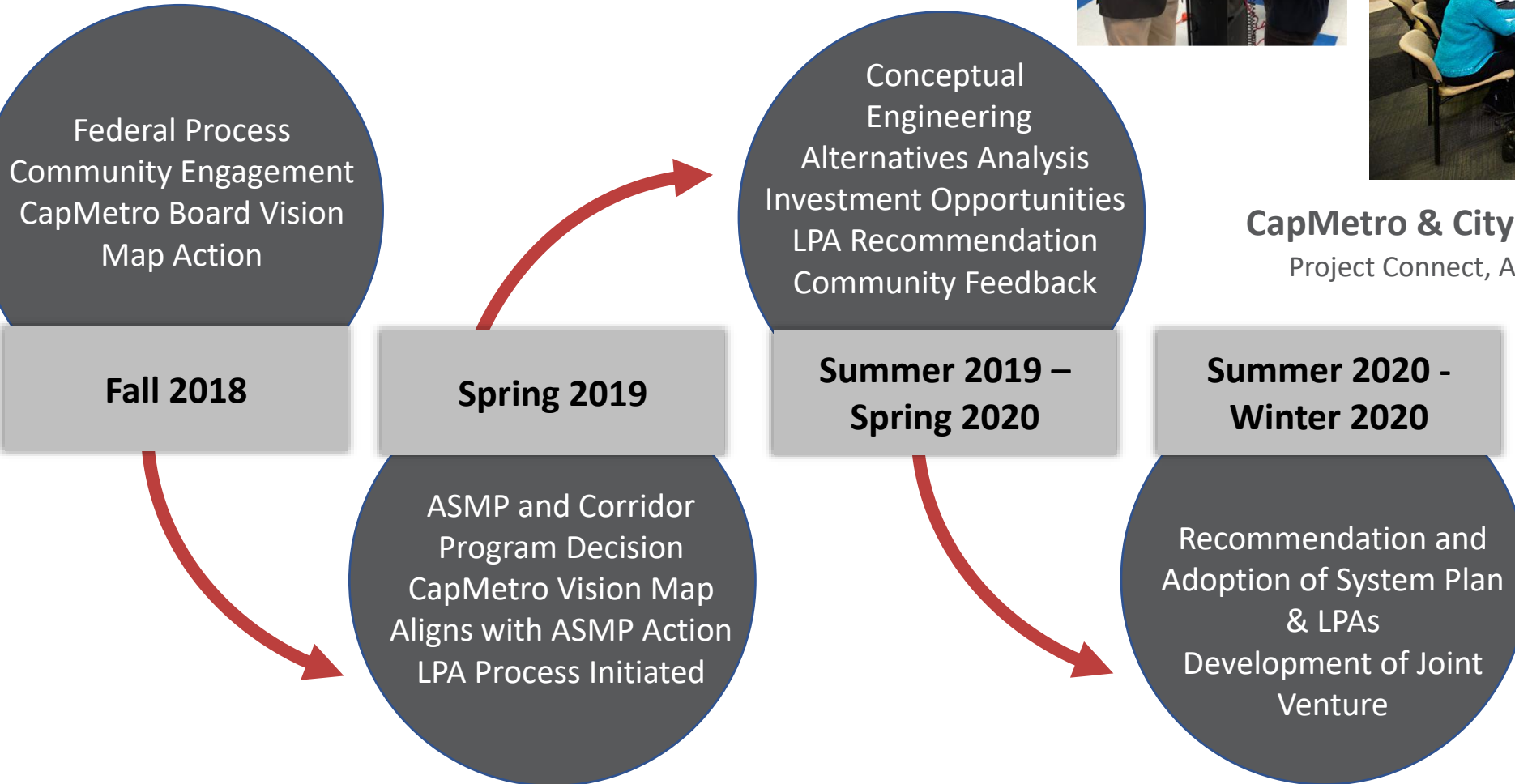
WORKING TOGETHER

CONNECTING WITH THE COMMUNITY



CapMetro & City of Austin Working Together

Project Connect, ASMP, Corridor Program Coordination



LEARNING, LISTENING & COLLABORATING

LOCAL OUTREACH More than 57,000 community members engaged through outreach programs
IN ADDITION TO ALL ENGAGEMENTS & OUTREACH COMPLETED WITH **AUSTIN STRATEGIC MOBILITY PLAN (ASMP)**

ENGAGEMENTS BY THE NUMBERS

- Street team outreach
15,605 engaged
- Community outreach events
18,761 engaged
- Live and virtual open houses
22,367 engaged



STAKEHOLDER GROUPS ENGAGED

Technical
Advisory
Committee (TAC)

Project Connect
Ambassador
Network (PCAN)

Corridors Program Coordination
Technical Group Reviews



City Council & CapMetro Joint Meetings

AUG 6	NOV 28	MAR 4
OCT 30	JAN 14	MAR 9
JUN 10	JULY 20	AUG 7

COMMUNITY OUTREACH

CONNECTING WITH THE COMMUNITY

Project Connect Ambassador 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



**Resolutions of Support
from CapMetro's**

*Access Advisory
Committee (AAC)*

— & —

*Customer Satisfaction
Advisory Committee (CSAC)*

COMMUNITY OUTREACH

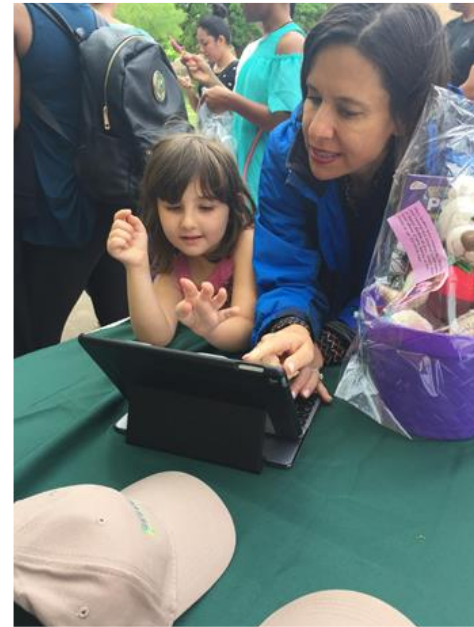
CONNECTING WITH THE COMMUNITY

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

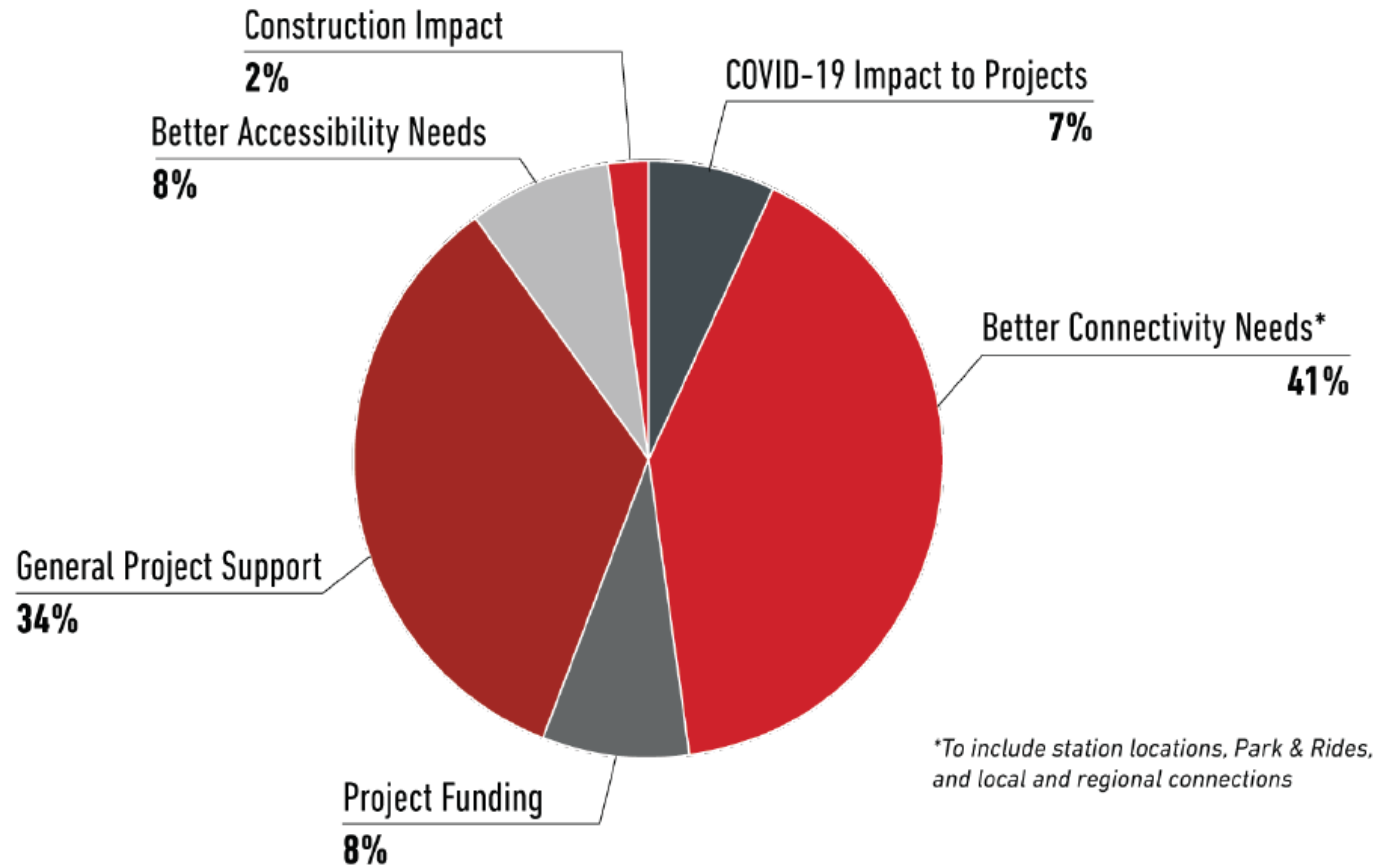
Community and Partner Events: Focus on target audience that's not likely to come across our materials in other ways

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



VIRTUAL OPEN HOUSE

CONNECTING WITH THE COMMUNITY: MAY 7 TO MAY 31



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

WHAT WE HEARD:

"It is past time for Austin to do this. We are a large, international city and have been for years. This proposal is transformative and enduring. It will be our legacy to future generations."

"I am completely in favor of putting the full system as described with 3 LRT lines and a new river crossing and underground tunnel to a vote this November..."

PARTICIPATION:

Over 3,500 unique views

Over 1,300 survey submissions



METRO



projectconnect

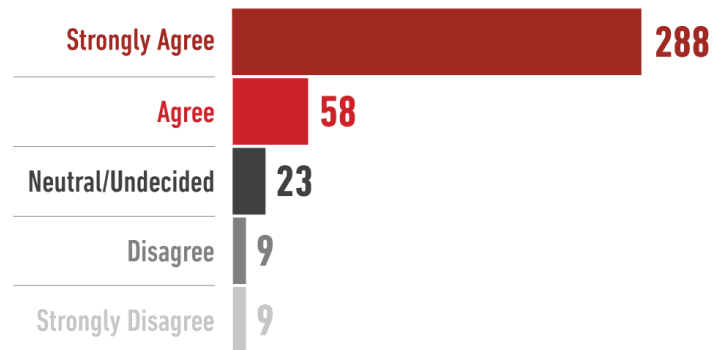
VIRTUAL OPEN HOUSE

WHAT WE HEARD

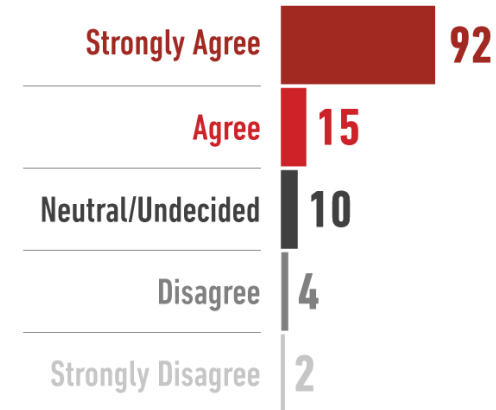
90% agree that the Recommended System Plan creates a more accessible transit service.



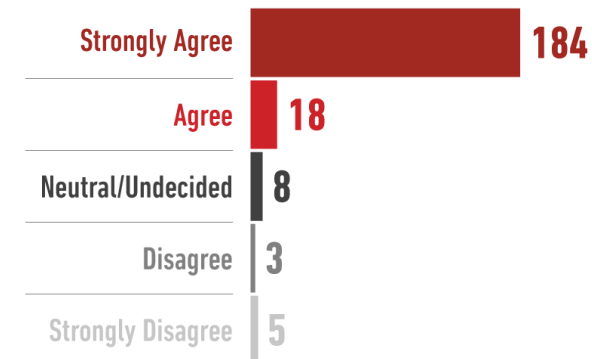
90% agree the Blue Line and Gold Line should be built.



87% agree 7 new MetroRapid routes should be created.



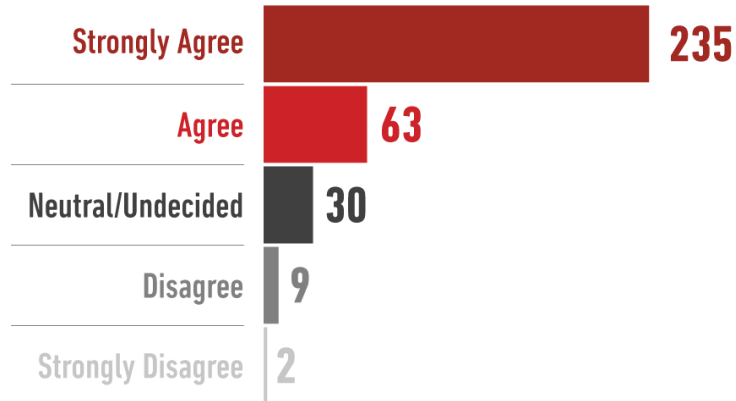
92% agree the Orange Line should be built.



VIRTUAL OPEN HOUSE

WHAT WE HEARD

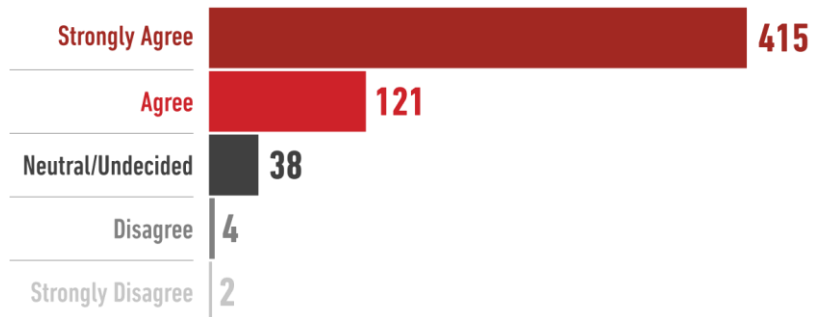
88% agree on expanding MetroExpress.



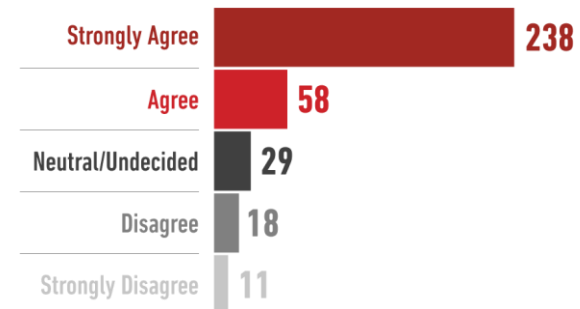
90% agree we should construct a downtown transit tunnel.



92% agree on expanding local connections.

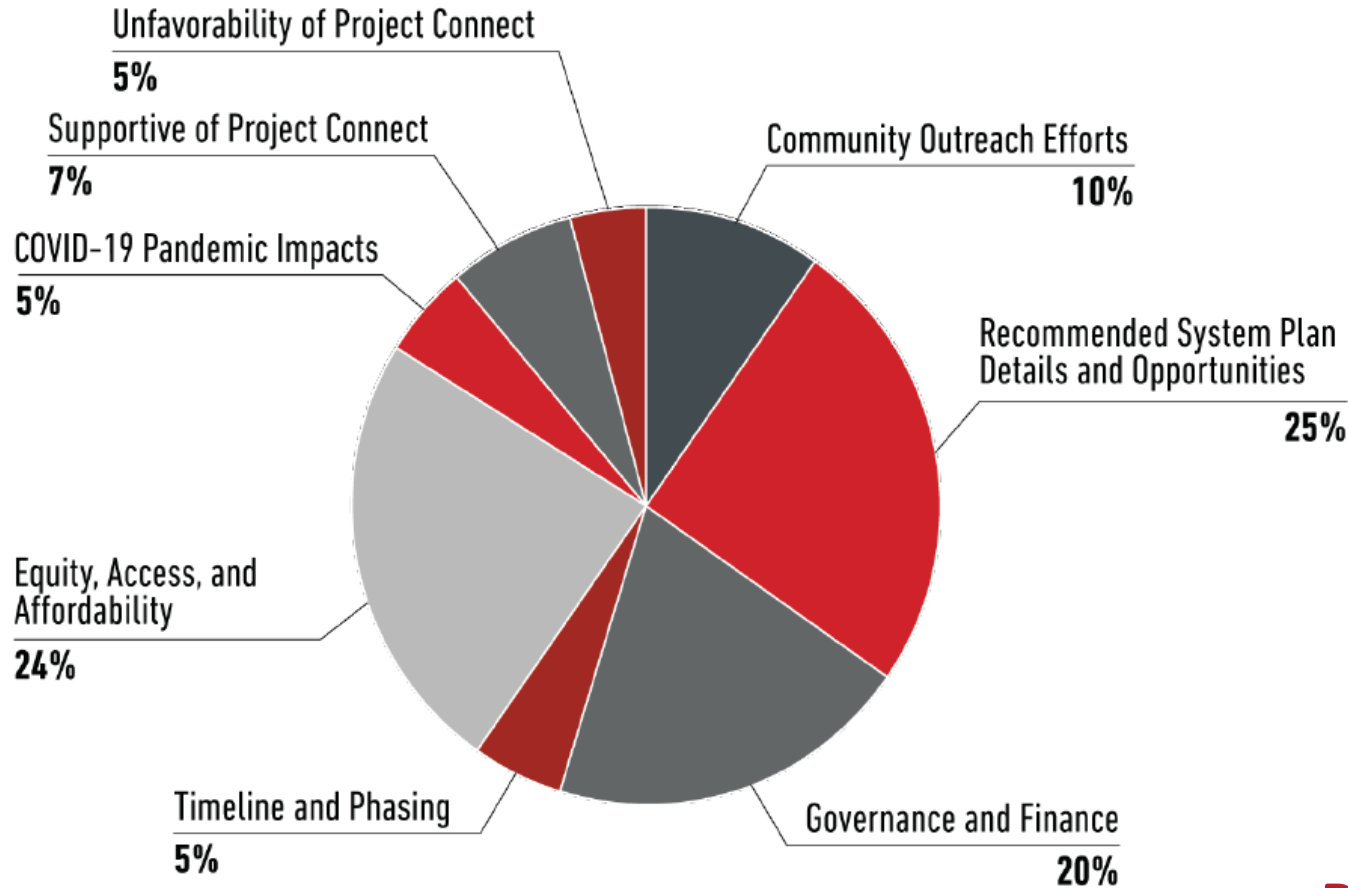


84% agree the Red Line should be improved and the Green Line built.



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)

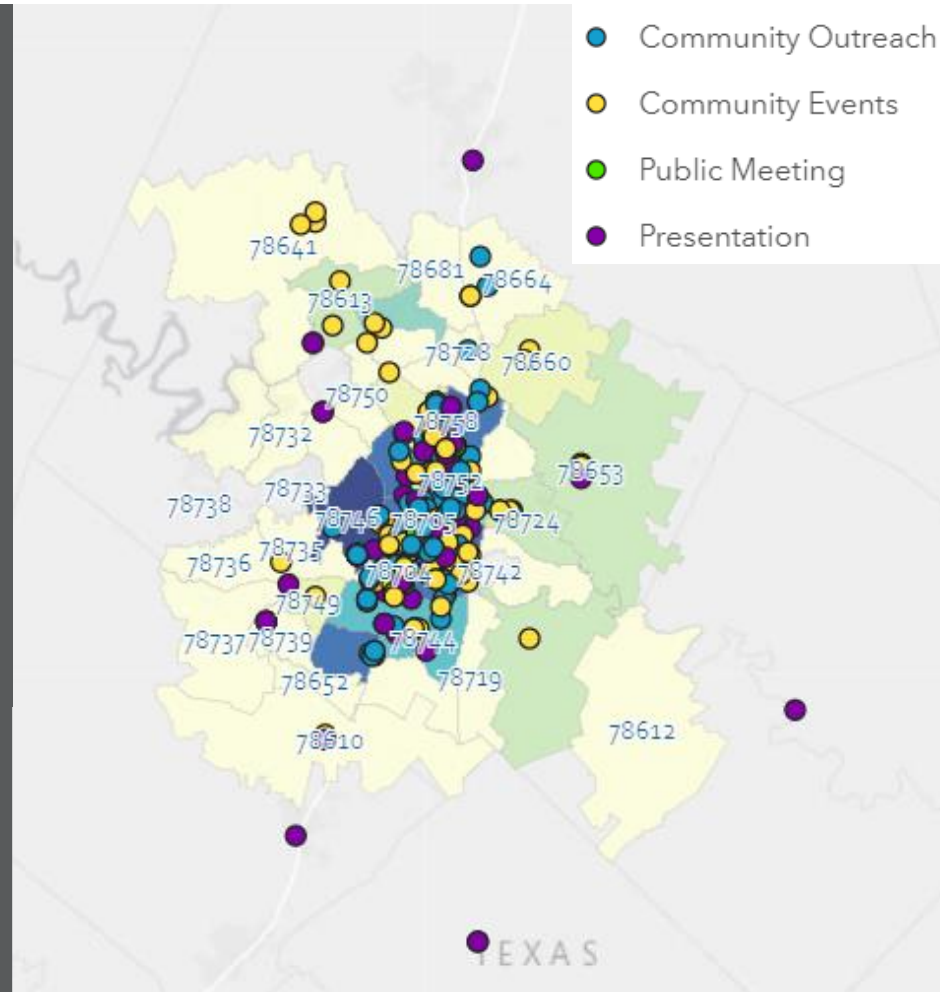


DASHBOARD

CONNECTING WITH THE COMMUNITY

COMMUNITY
ENGAGEMENT

LOCAL
OUTREACH:
57,000



I am completely in favor of putting the full system as described with 3 LRT lines and a new river crossing and underground tunnel to a vote this November in what is likely to be a favorable electorate.

It is past time for Austin to do this. We are a large, international city and have been for years. This proposal is transformative and enduring. It will be our legacy to future generations.

I think this plan is very good and has focused on a lot of key goals like increasing frequency, broadening access to opportunities for marginalized populations, and adding elements to make transit reliable and dignified.



METRO



projectconnect

PROJECT CONNECT

GATHERING COMMUNITY INPUT



METRO

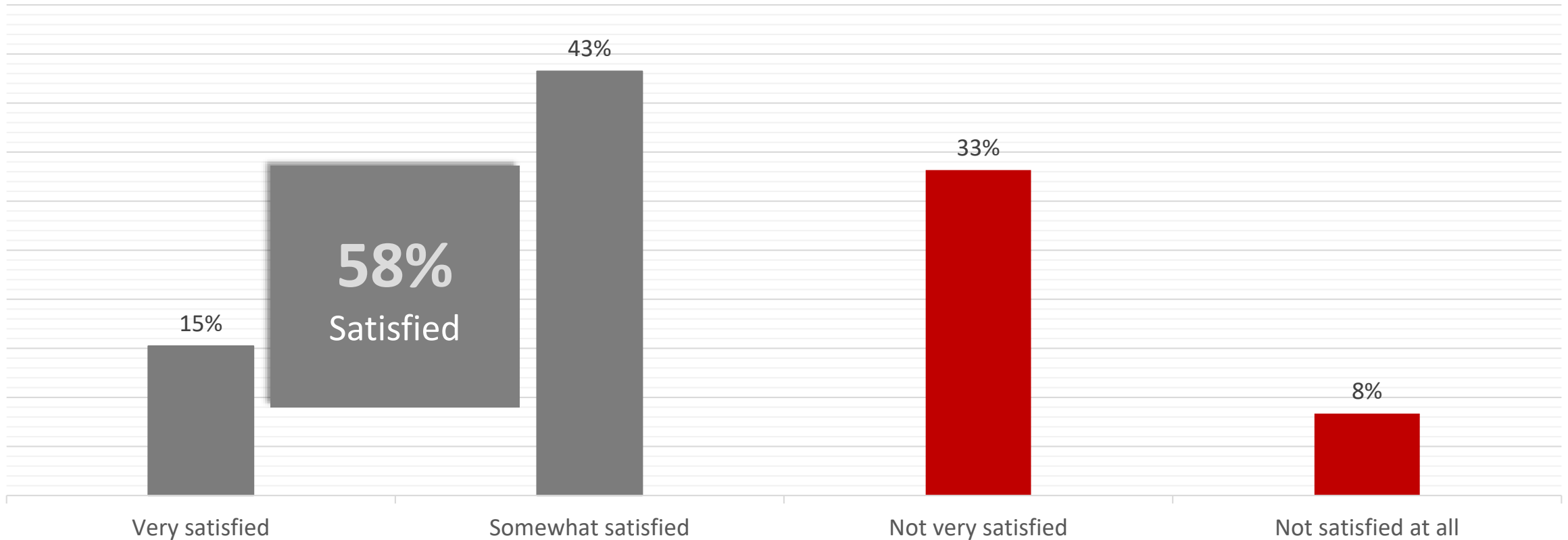


projectconnect

Methodology

- Online survey using *SurveyMonkey* platform and *Lucid* sample providers. Programmed, managed, and analyzed by Sherry Matthews Group.
- Fielding period May 8 - 27, 2020
- Total sample N=407

Satisfaction with transit is good, but could be better



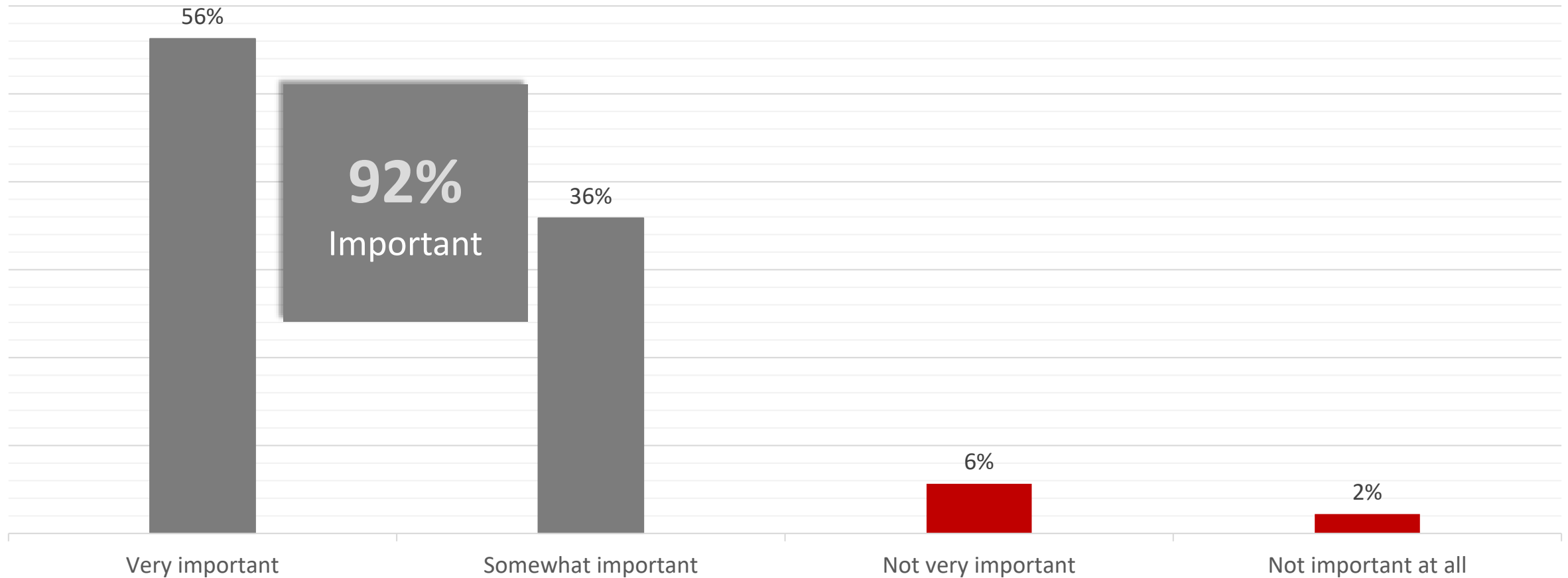
Q: How satisfied are you with the quality of Austin's public transit choices?

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



projectconnect

Improving our transit system is very important.



Q: How important is an improved public transit system to Austin?

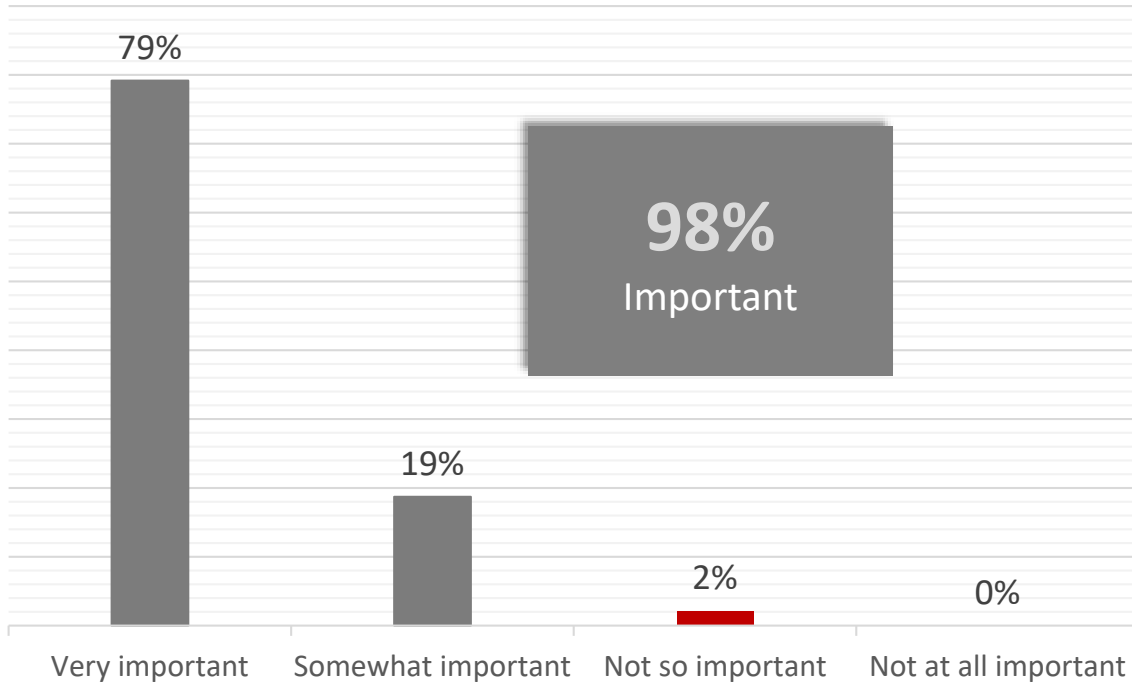
** Percentages may not total 100% due to number rounding*



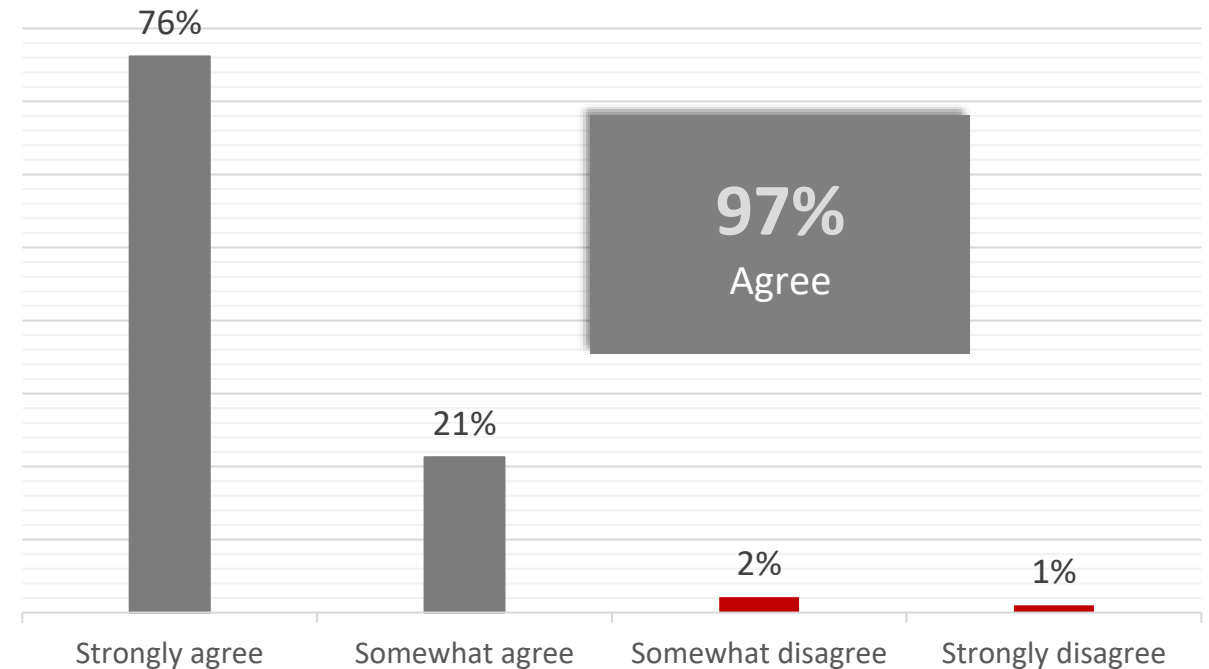
projectconnect

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*

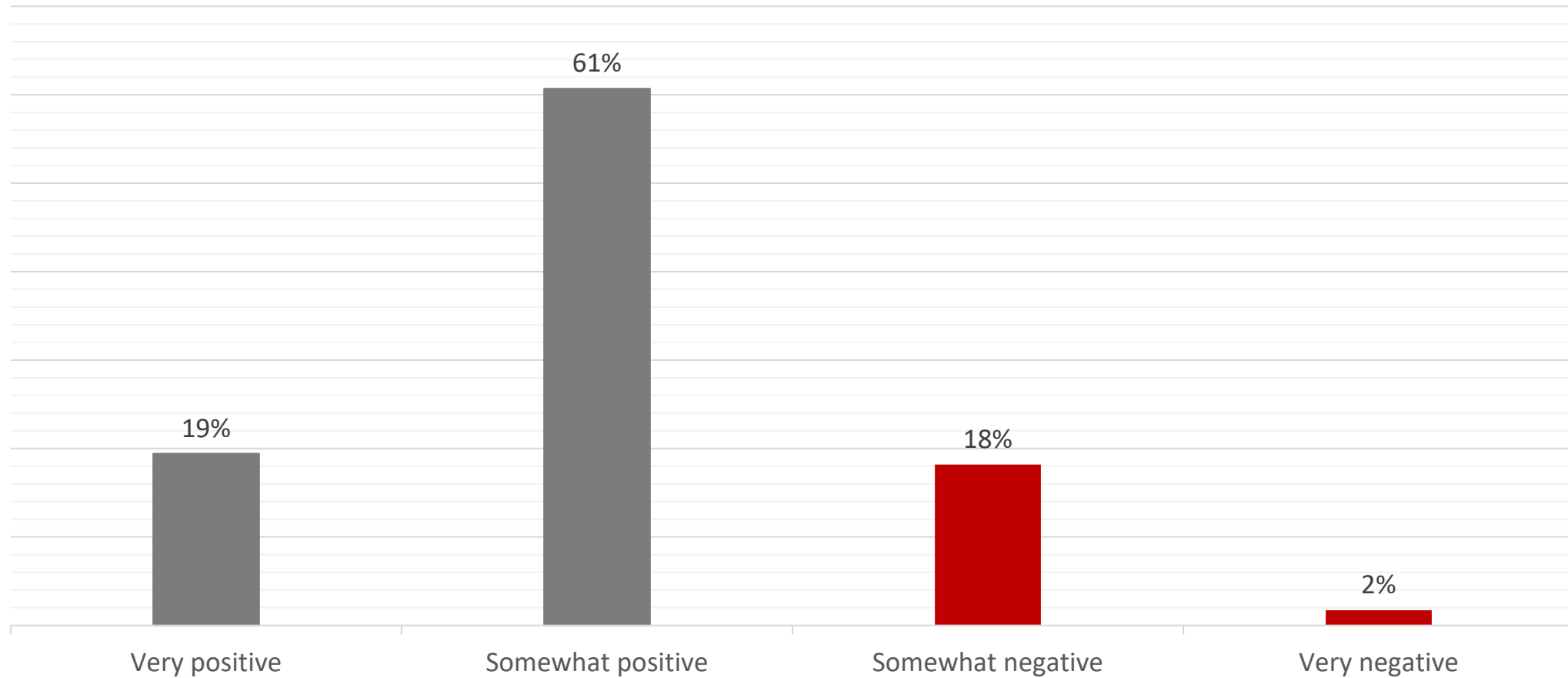


METRO



projectconnect

Positive perceptions of Capital Metro.



Q: What is your impression of Capital Metro?

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



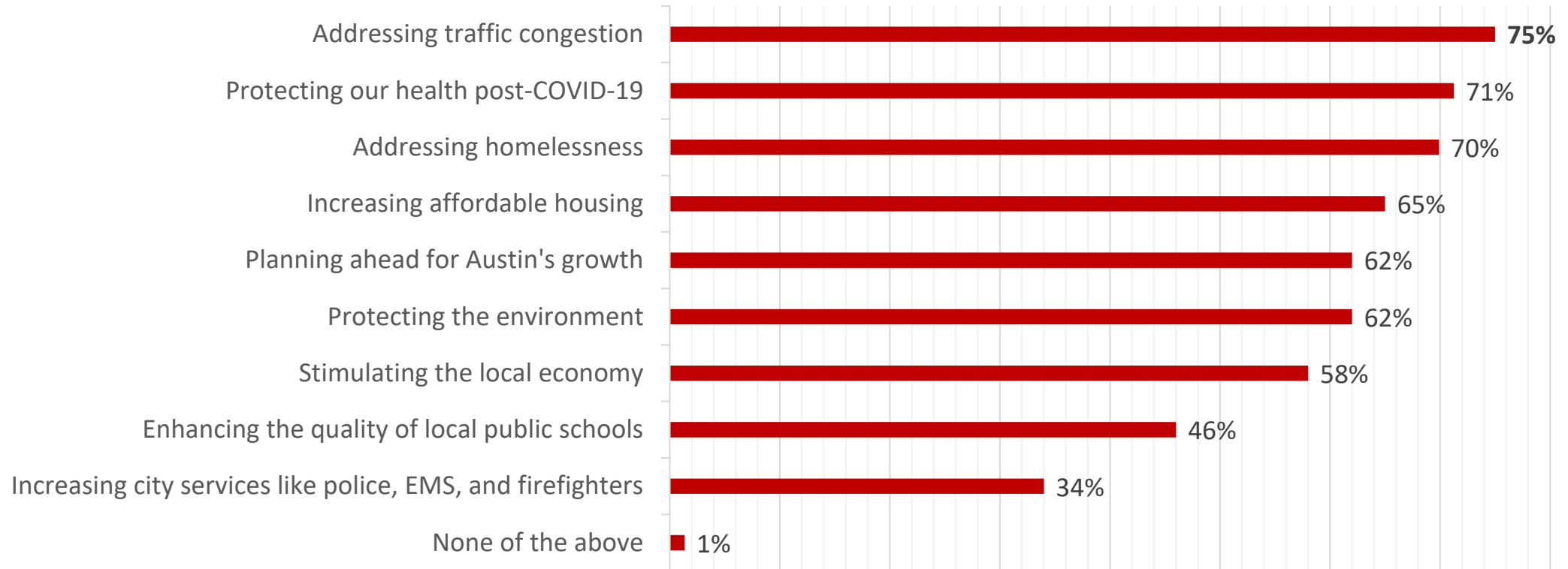
METRO



projectconnect

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

* Percentages may not total 100% due to number rounding



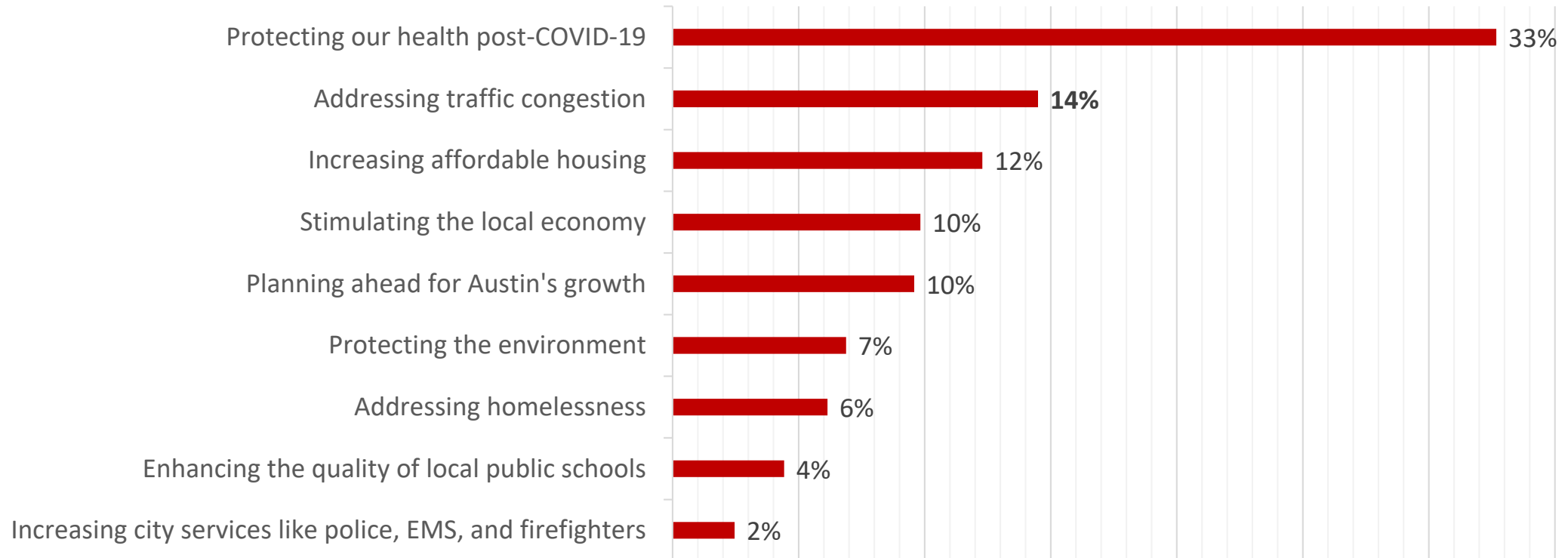
METRO



projectconnect

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).

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

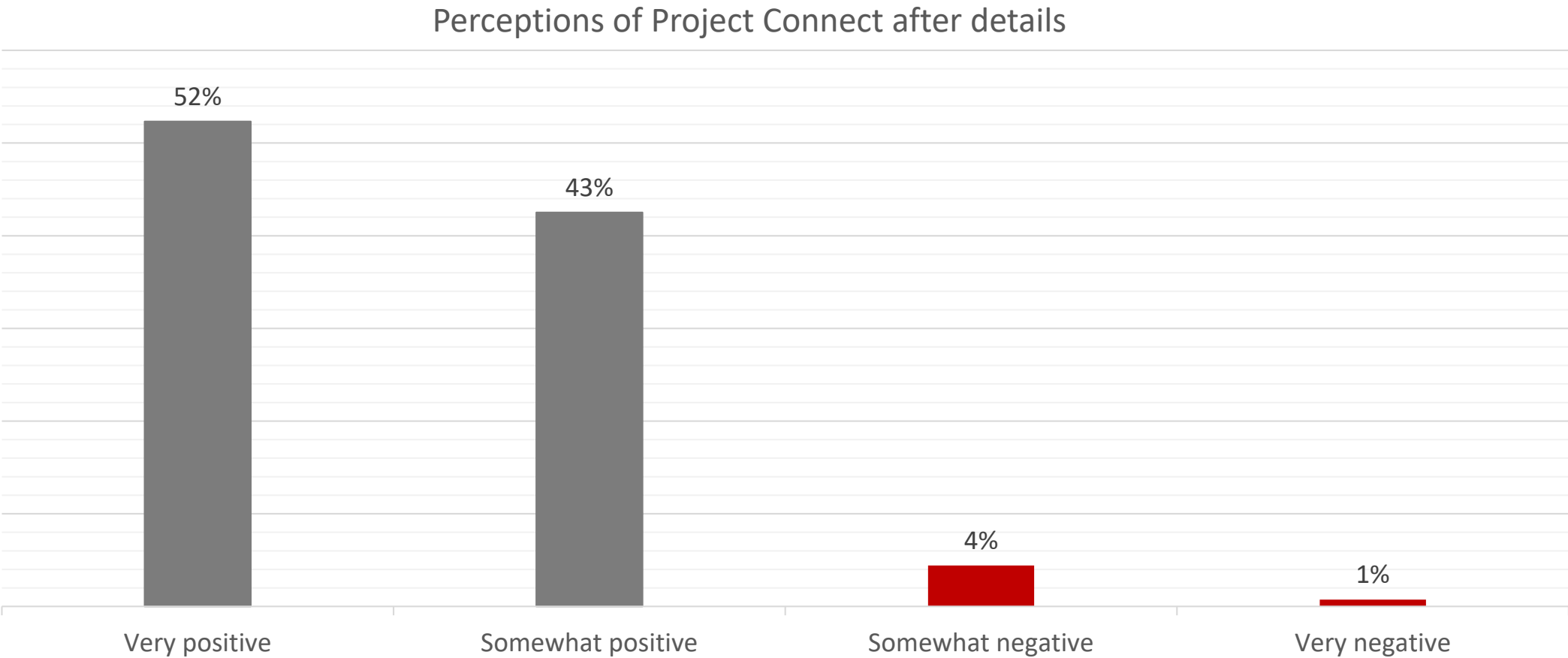


METRO



projectconnect

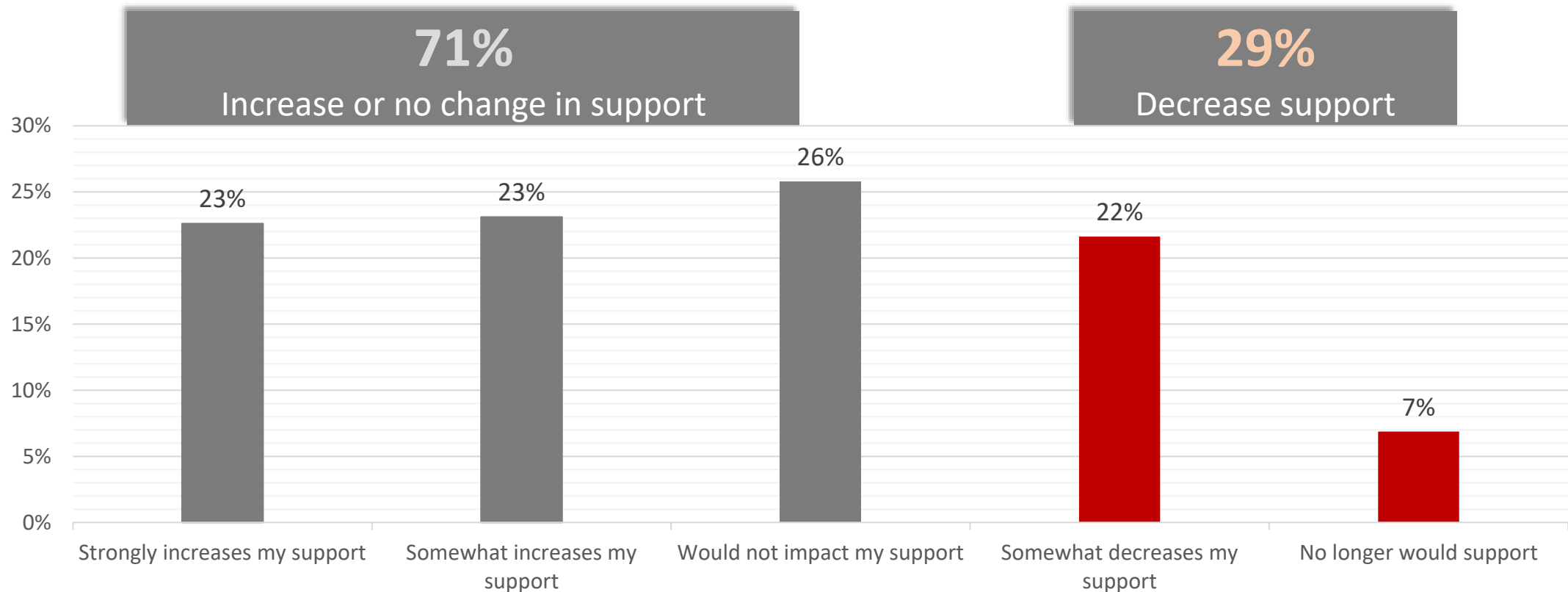
95% positive after seeing details of Project Connect



Q: Now that you've heard more about Project Connect, how do you feel about it?

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

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*



PROJECT CONNECT

HOW DID WE GET HERE & WHY WE NEED TO BUILD



METRO



projectconnect

THE TEAM

BUILT TOGETHER TO BENEFIT ALL



AECOM

HDR

HNTB



METRO



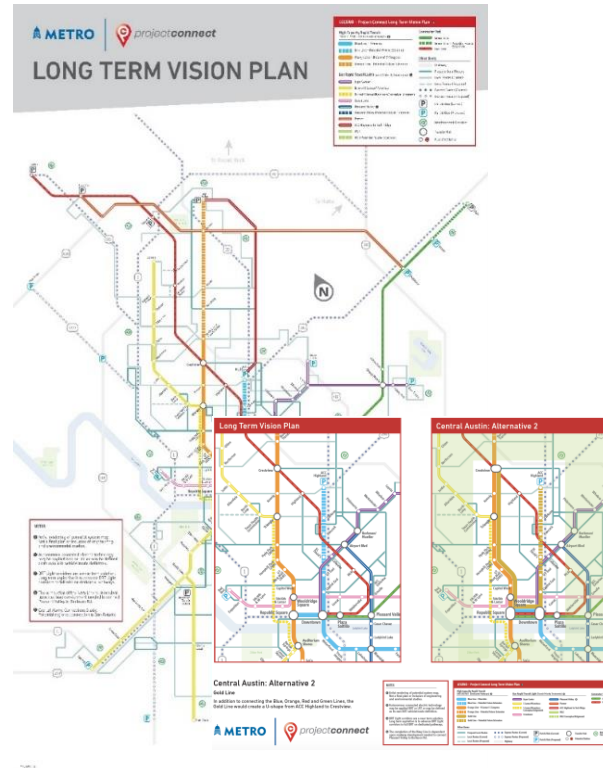
projectconnect

HOW WE GOT HERE

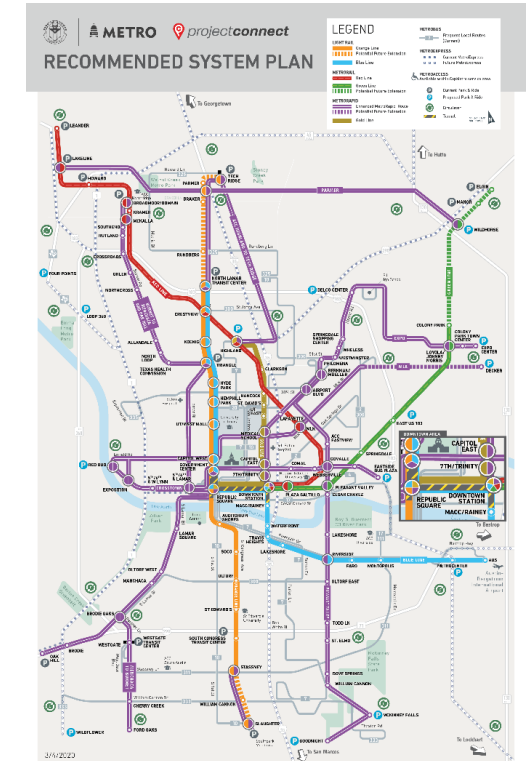
EVOLUTION OF THE SYSTEM PLAN



OCTOBER 30, 2018
INITIAL VISION PLAN



DECEMBER 17, 2018
ADOPTED VISION PLAN

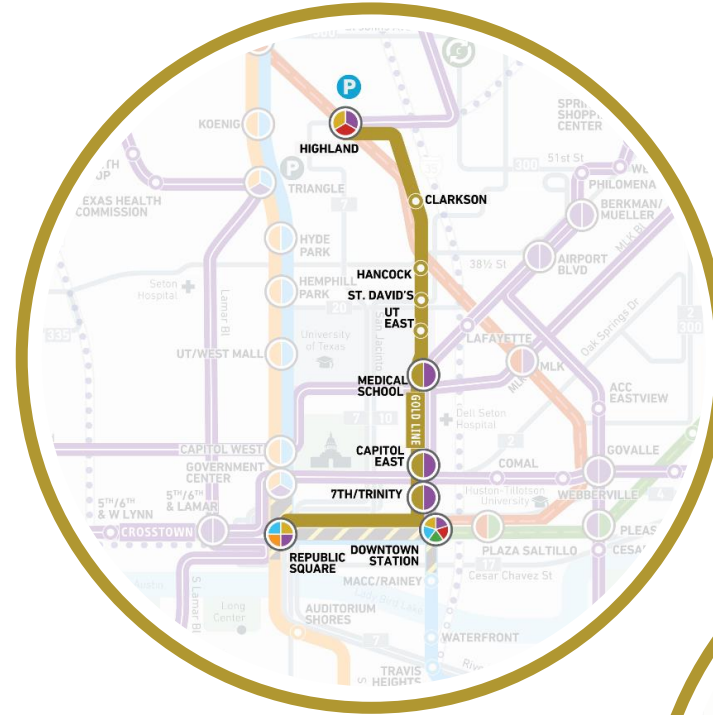


MARCH 9, 2020
RECOMMENDED SYSTEM PLAN

HOW WE GOT HERE

CHANGES SINCE MARCH 9, 2020

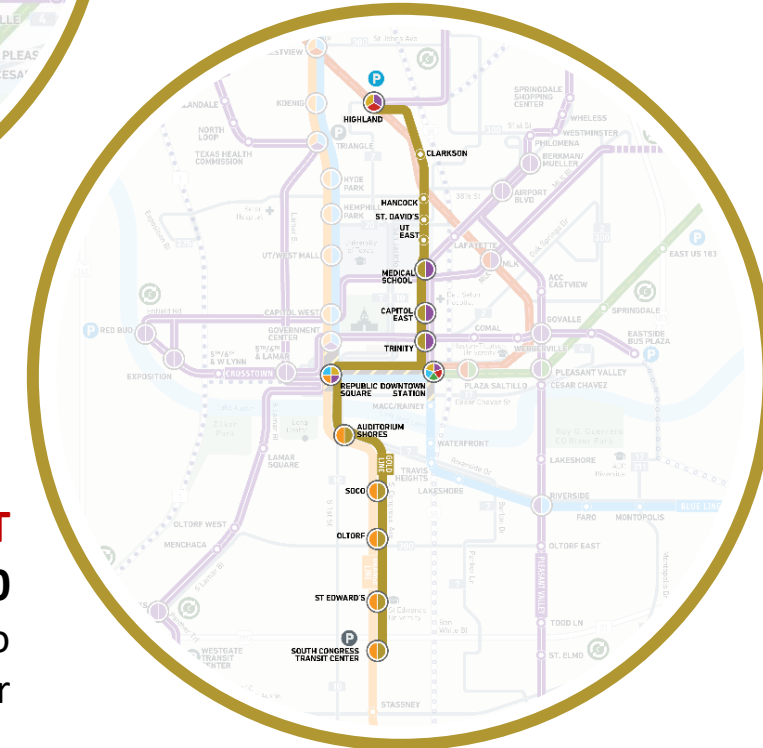
- Utilized preliminary 2045 CAMPO demographics for updated system plan ridership
 - Analysis of Gold Line as LRT
- Red Line Phase II removed
 - Phase I improvements allow 15-minute service which will provide additional ridership capacity
 - Major transfer to downtown anticipated at Crestview with Orange Line



Gold Line as BRT

March 2020

ACC Highland to
Republic Square



Gold Line as LRT

June 2020

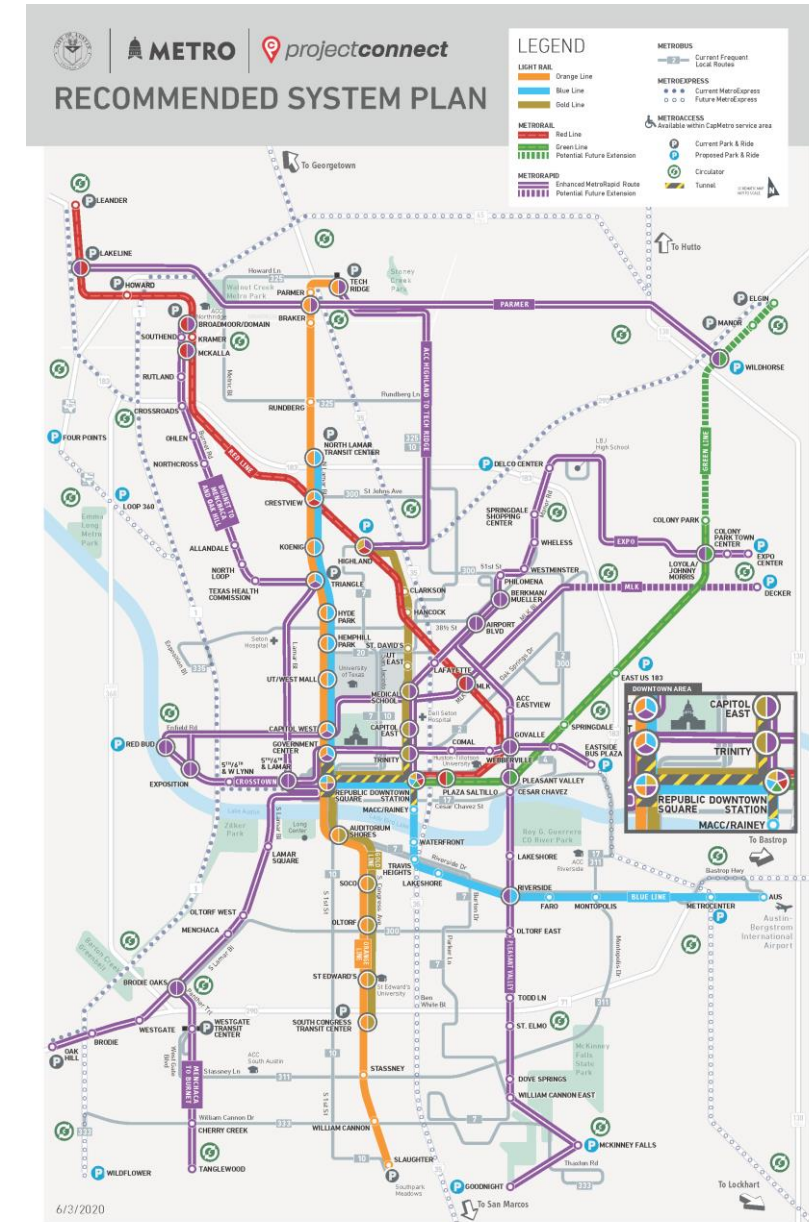
ACC Highland to
South Congress Transit Center

RECOMMENDED SYSTEM PLAN



INDIVIDUAL PROJECTS BUILD
UPON EACH OTHER TO
COMPLETE THE SYSTEM

- The Recommended System Plan provides more ways to use transit
- Projected system ridership to nearly triple with the implementation of Project Connect



PROJECT CONNECT RECOMMENDED SYSTEM PLAN



LIGHT RAIL

ORANGE LINE



BLUE LINE



GOLD LINE



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

- 36 Miles, 40 Stations
incl. Downtown Transit
Tunnel



METRORAPID



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



METRORAIL

RED LINE



GREEN LINE



Station and Operational
Improvements

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 the service area



METROBUS

Better bus service and
stop amenities



METROACCESS

Enhanced demand
response service

PLUS



Zero
Emissions



Improved
Customer Tech



New Circulator
Zones (Pickup)



Maintenance Facility
Improvements

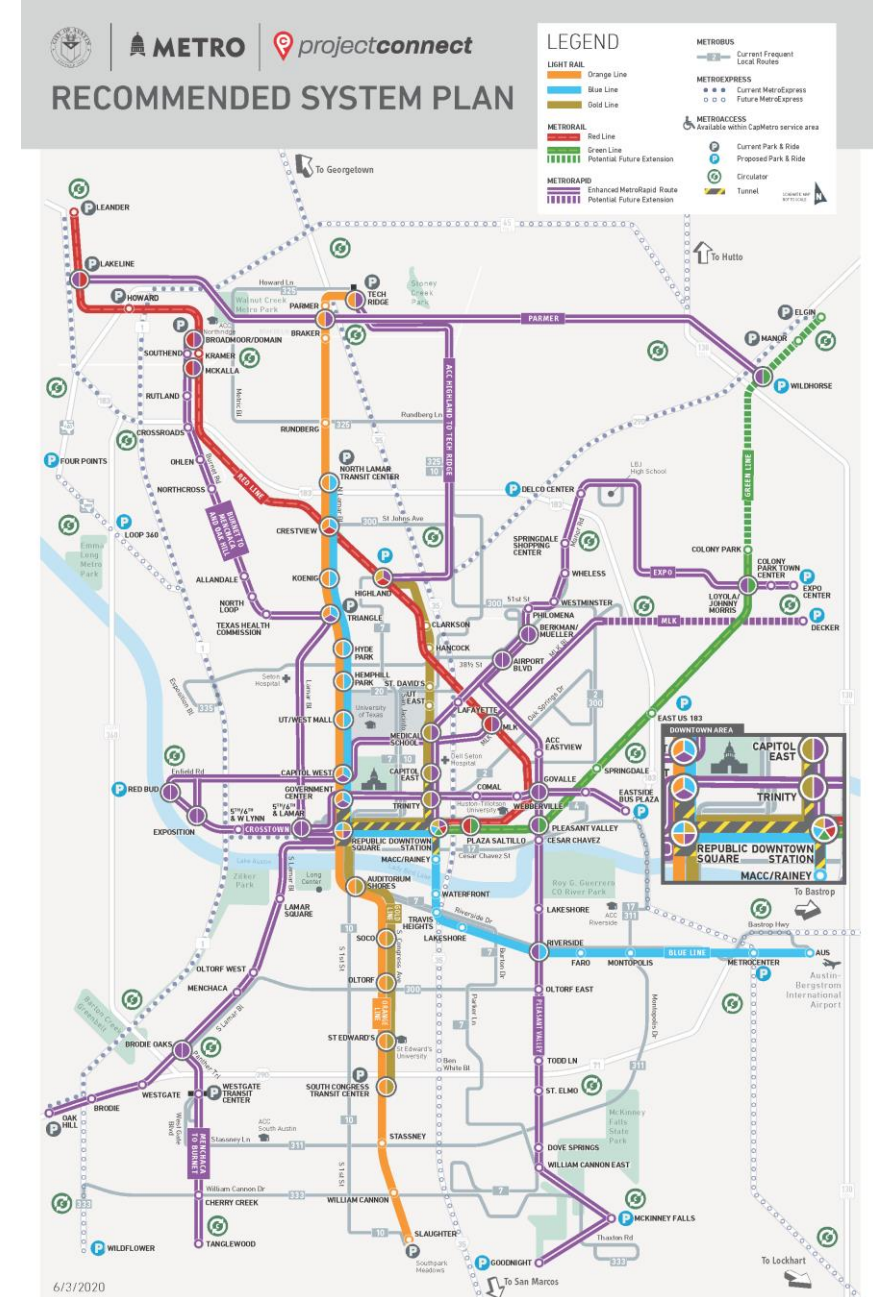
WHY WE NEED TO BUILD

RECOMMENDED SYSTEM PLAN



A SYSTEM BUILT ON CONNECTIONS

- ✓ Improves the entire transportation network
- ✓ Increases frequency, more service and faster travel
- ✓ Supports sustainability and improved air quality
- ✓ Expands access to jobs, health care and education
- ✓ Improves reliability
- ✓ Creates more types of transit
- ✓ Supports regional plans
- ✓ Places investments in the future

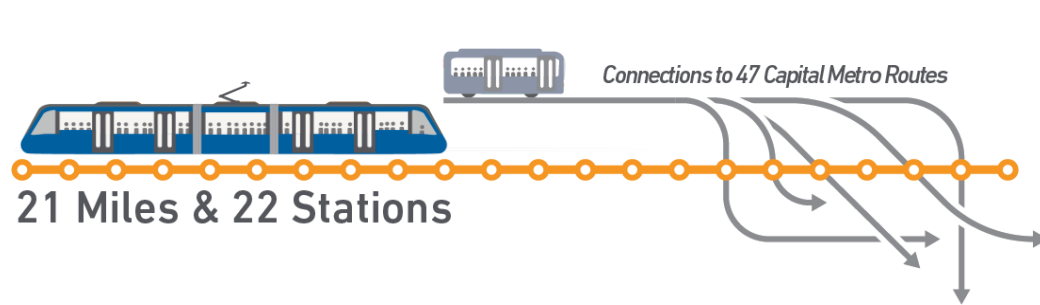


 ELECTRIC VEHICLE | CLEAN AIR FOR OUR TOMORROW. IMAGINED BY STUDENTS

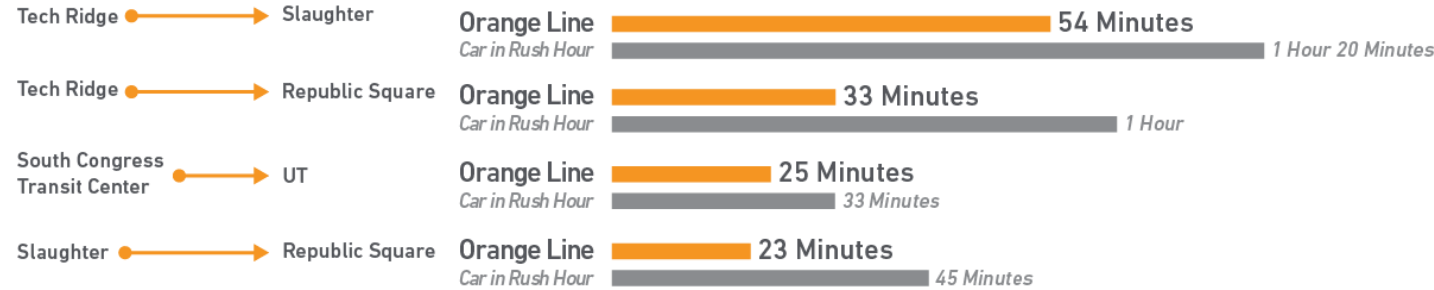


Making Connections

ORANGE LINE



Travel Time



Ridership

Weekday Ridership (2040)
54,000 - 74,400



Demographics

Zero Car Households in Station Areas
3,400 | 8%

Individuals in Poverty in Station Areas
21,900 | 23%

Minorities in Station Areas
45,700 | 48%



Employment within 1/2 mile

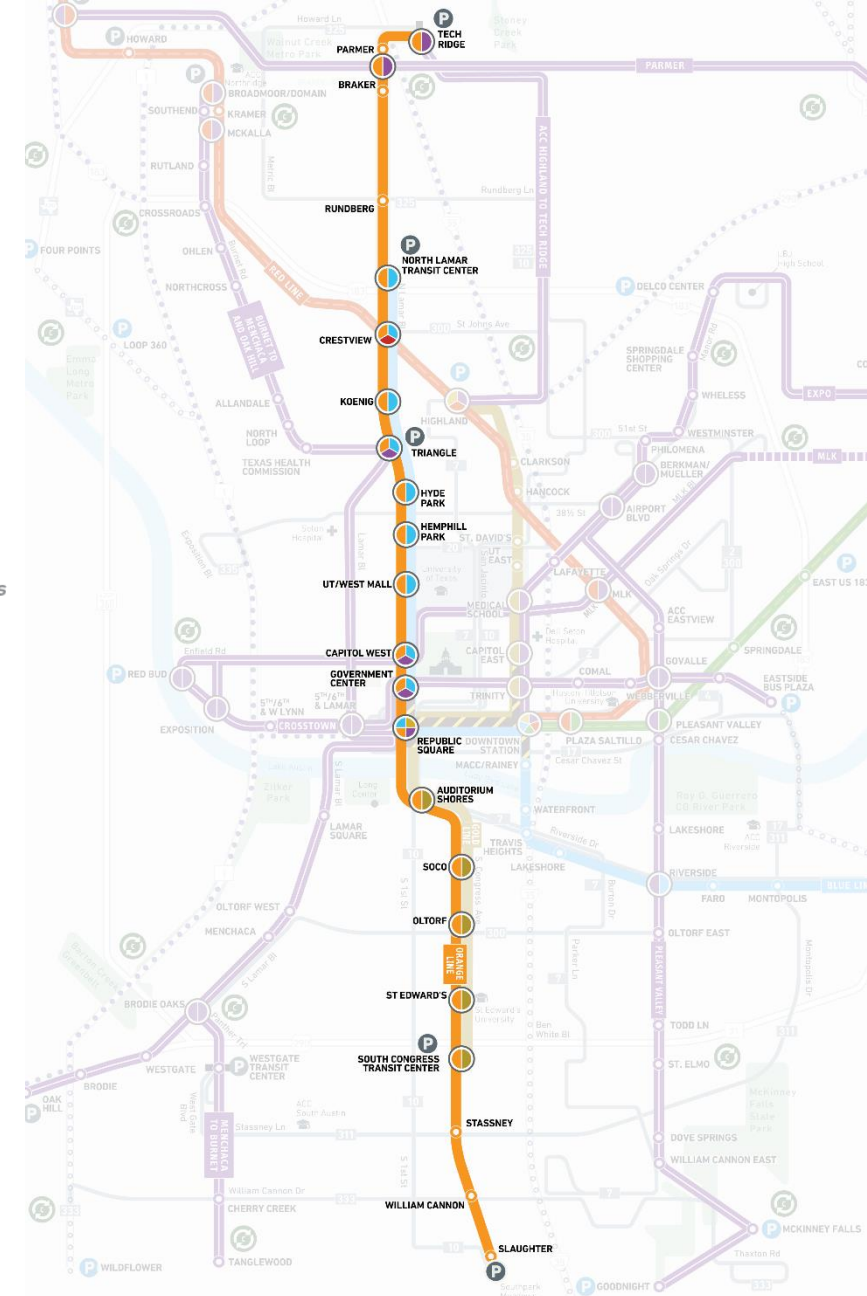
Total Employees (2045)
262,597



Environmental

Vehicle Miles Traveled Reduction
107.8 million fewer miles annually

Greenhouse Gas Reduction
42,800 tons fewer annually



METRO



projectconnect

BLUE LINE



SYSTEM CONNECTIONS

- 2 connections to LRT routes
- 2 connections to MetroRail routes
- 4 connections to MetroRapid routes



Travel Time

AUS Airport	→	Republic Square	Blue Line	21 Minutes
			Car in Rush Hour	45 Minutes
Riverside	→	Downtown	Blue Line	8 Minutes
			Car in Rush Hour	24 Minutes
MACC/Rainey	→	Metro Center	Blue Line	12 Minutes
			Car in Rush Hour	26 Minutes



Ridership

Weekday Ridership (2040)
16,000 - 19,000



Demographics

Zero Car Households in Station Areas
3,000 | 10%

Individuals in Poverty in Station Areas
17,900 | 26%

Minorities in Station Areas
41,100 | 59%



Employment within 1/2 mile

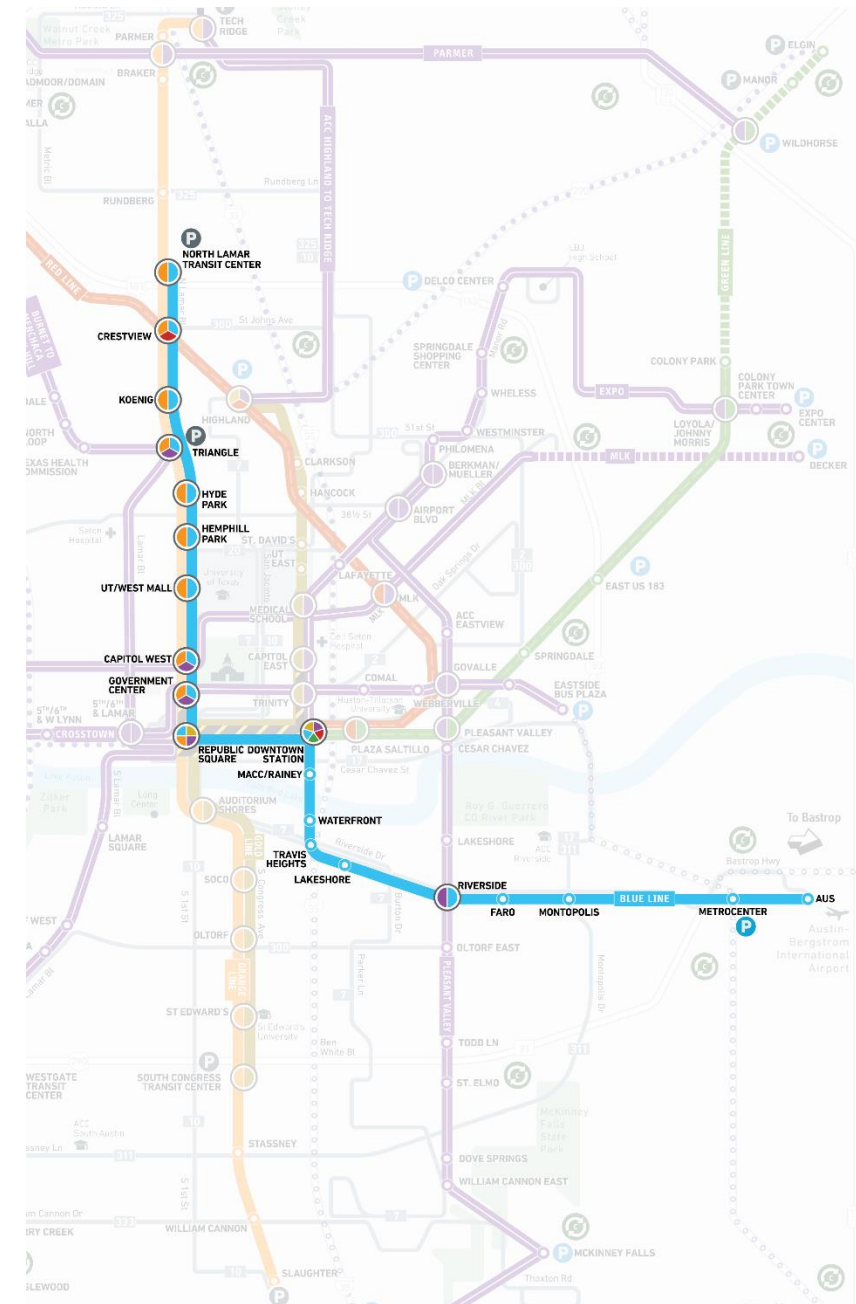
Total Employees (2045)
243,824



Environmental

Vehicle Miles Traveled Reduction
16.7 million fewer miles annually

Greenhouse Gas Reduction
6,600 tons fewer annually

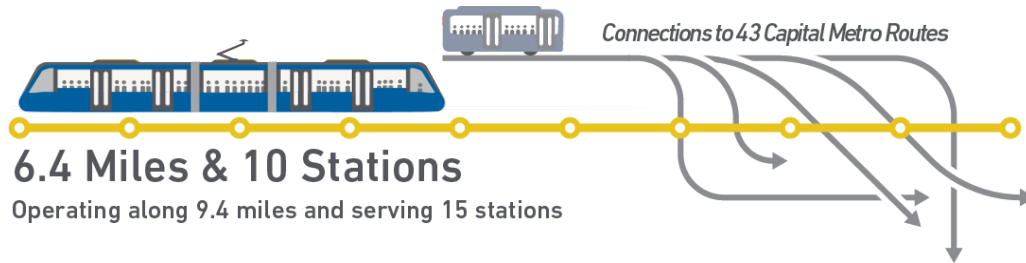


METRO



projectconnect

GOLD LINE



- SYSTEM CONNECTIONS**
- 2 connections to LRT routes
 - 2 connections to MetroRail routes
 - 5 connections to MetroRapid routes



Travel Time

ACC Highland	→	Republic Square	Gold Line	20 Minutes	
			Car in Rush Hour		45 Minutes
St. David's	→	Downtown	Gold Line	9 Minutes	
			Car in Rush Hour		35 Minutes
UT East	→	ACC Highland	Gold Line	10 Minutes	
			Car in Rush Hour		40 Minutes



Ridership

Weekday Ridership (2040)
18,000 - 20,000



Demographics

Zero Car Households in Station Areas
3,000 | 11%

Individuals in Poverty in Station Areas
11,400 | 20%

Minorities in Station Areas
25,200 | 37%



Employment within 1/2 mile

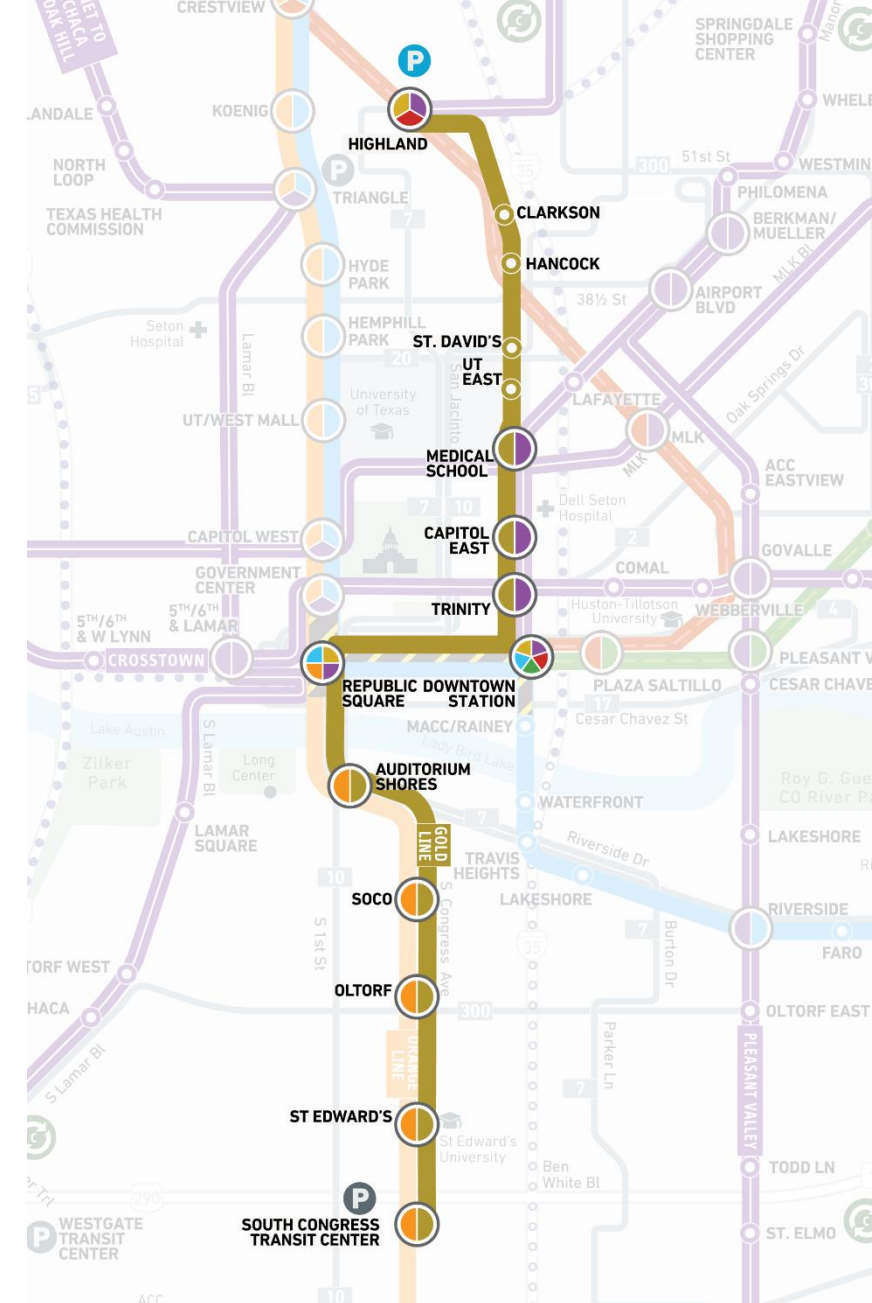
Total Employees (2045)
207,278



Environmental

Vehicle Miles Traveled Reduction
17.4 million fewer miles annually

Greenhouse Gas Reduction
7,000 tons fewer annually



DOWNTOWN TRANSIT TUNNEL



Fast, Safe & Reliable

A downtown tunnel benefits the entire network—transit and traffic



Travel Time Savings

People spend less time traveling overall



Safety

Enhances safety for everyone in the travel network



Road Conflicts

Reduces conflicts with other modes and 20% of traffic signals



Building Great Places

Creates partnership opportunities



Future Operational Flexibility

Future proof for increasing train lengths



WITH PLANNED
DEVELOPMENTS

RENDERING BY HENRY HAN
WWW.HENRYHAN.NET
PHOTOGRAPHY BY G-MAN435

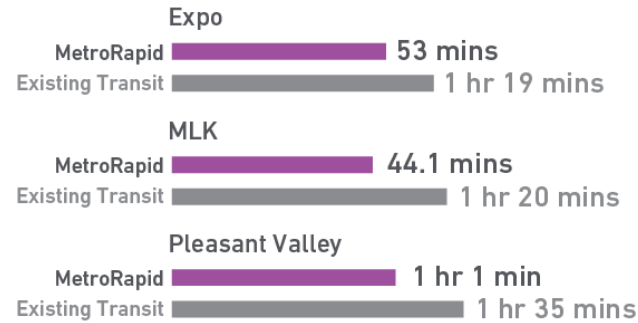
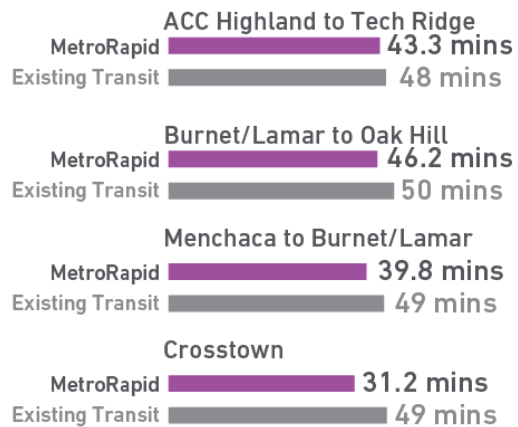


AUSTIN IS GROWING

METRORAPID



Travel Time



SYSTEM CONNECTIONS

- 3 connections to LRT routes
- 2 connections to MetroRail routes



Weekday Ridership (2040)
30,000 (for all lines)

Zero Car Households in Station Areas
14,555 | 8% of households

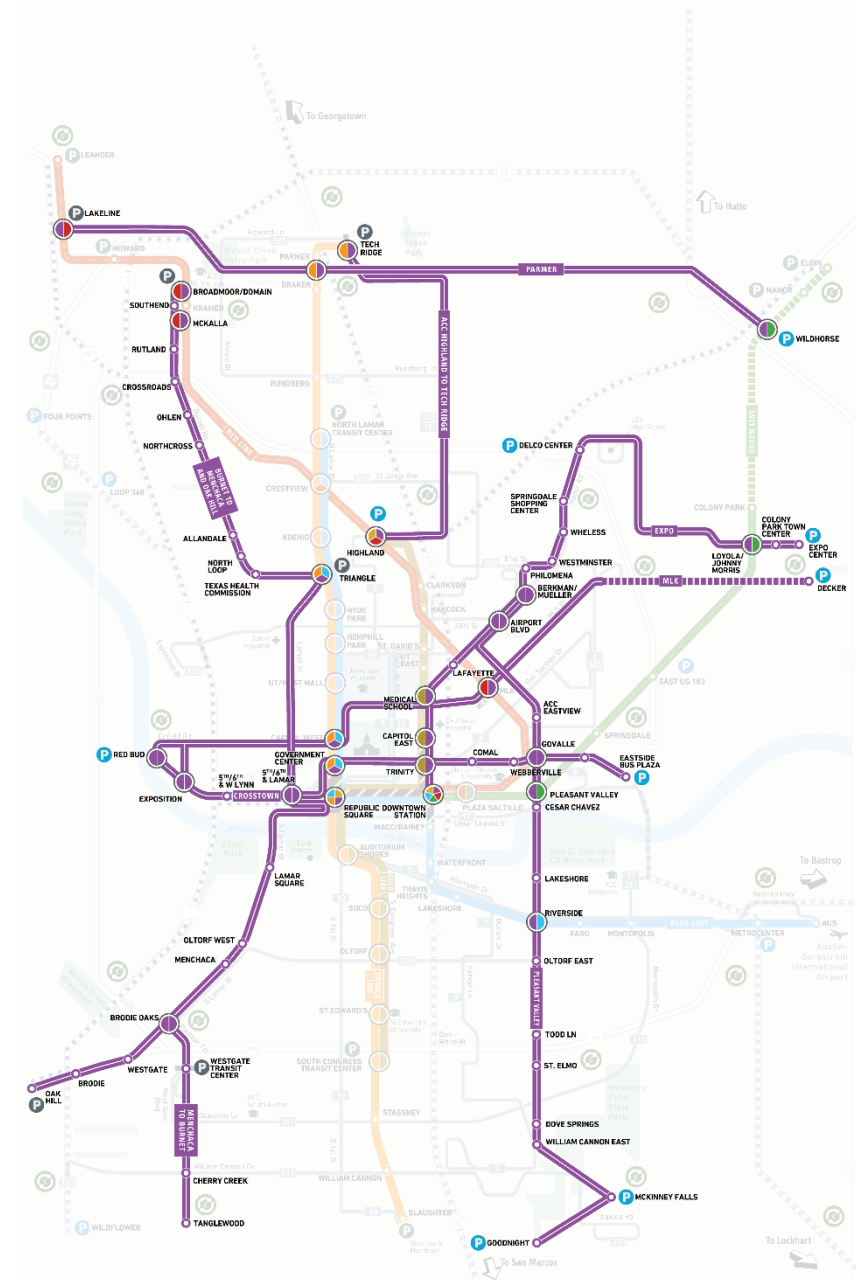
Individuals in Poverty in Station Areas
91,919 | 20%

Minorities in Station Areas
262,873 | 54%



Vehicle-Miles-Traveled
8 million fewer miles annually

Carbon Monoxide Emissions Reduction
40 Tons fewer annually



METRO

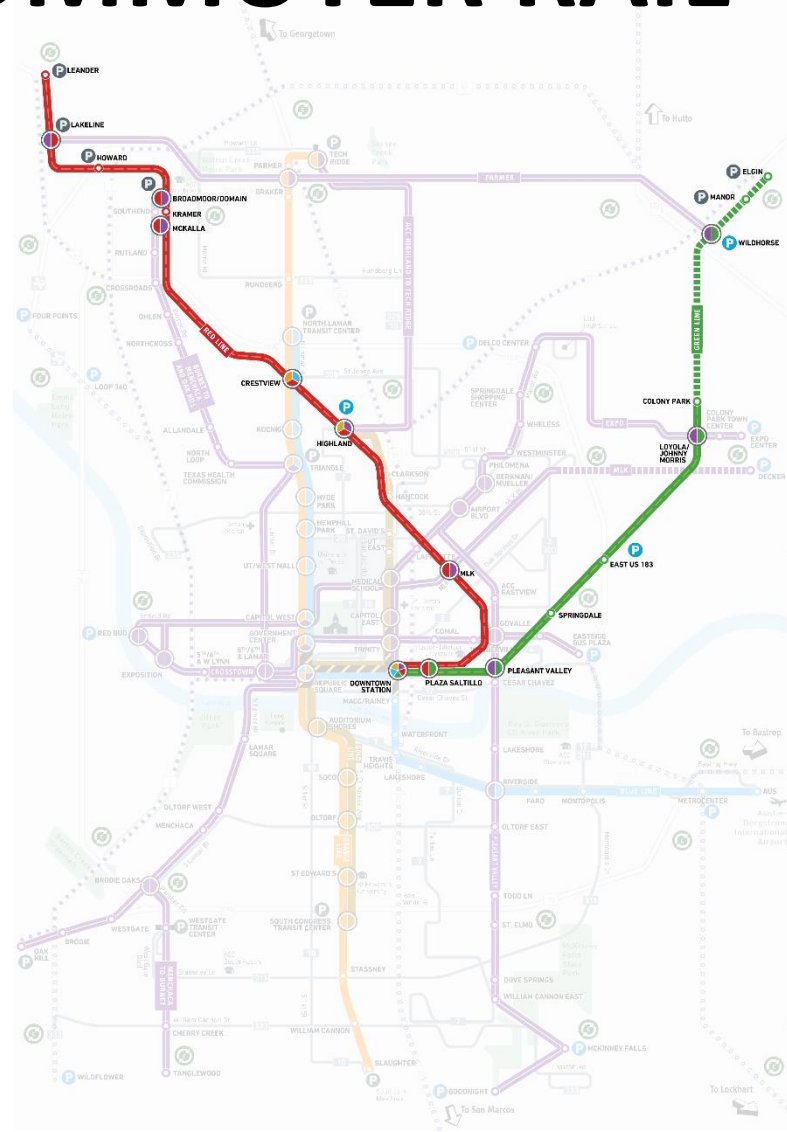


projectconnect

METRORAIL – COMMUTER RAIL

Red Line:

- New station at Broadmoor/Domain
- New station at McKalla (Soccer Stadium)
- Serving ten stations along 32 miles of track
- Installation of additional sidings
- 15-minute frequency during peak service and increased weekend service
- Major transfer at Crestview to Orange Line



Green Line:

- On existing CapMetro Right-Of-Way
- New commuter rail line connecting neighborhoods throughout East Austin
- Initial phase will serve 5 new stations along 8 miles of track to Colony Park
- Compliments the Colony Park master plan
- Provides unique opportunities for more affordable housing
- Provides more households with travel options to jobs, health care, and education

METROEXPRESS and PARK & RIDES



- Connects to frequent and reliable transit
- With 16 existing Park & Rides, Project Connect will add an additional 24 (10 outside of the service area)
- Will increase access to transit, provide a welcoming environment and more transportation options



- Serves outlying areas and neighboring communities
- More direct connections between Park & Ride locations and major employment hubs
- Envisions new MetroExpress service to other parts of the region, including Hutto, Bastrop, Lockhart, Buda and Oak Hill

METROBUS and METROACCESS



- Zero-emission, all-electric vehicles
- Shelters and benches at bus stops
- Future connections to the Orange, Blue, Gold, Red and Green Lines, as well as MetroRapid stations and Park & Rides



- Efficient, affordable transportation to grocery stores, medical treatments, education, and more
- Enhanced customer technology upgrades

FIRST MILE, LAST MILE – Circulators & MetroBike



- Connections to and from destinations without driving
- Makes it easier for customers to access the transit system from where they live
- Provides hyperlocal connection for our customers



- Partnership with the City of Austin BCycle Program
- Connecting bikes and transit
- Electrification of bikes
- Expanded service area

SMART, CONTACTLESS CUSTOMER TECHNOLOGY



A smarter, safer & more equitable way to pay for and use transit.



ACCOUNT-BASED SYSTEM

- Allows for fare capping, a pay-as-you-go solution that gives customers more control over their transit expenses



CARD OR APP: CONTACTLESS PAYMENTS

- Just tap and go when you board
- Cards are reloadable and reusable
- Use for smart city options – like parking, bike rental, etc.



TODAY'S ACTION



METRO



projectconnect

RECOMMENDATION

- **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



projectconnect

BREAK



METRO



projectconnect

OVERSEEING THE PROGRAM



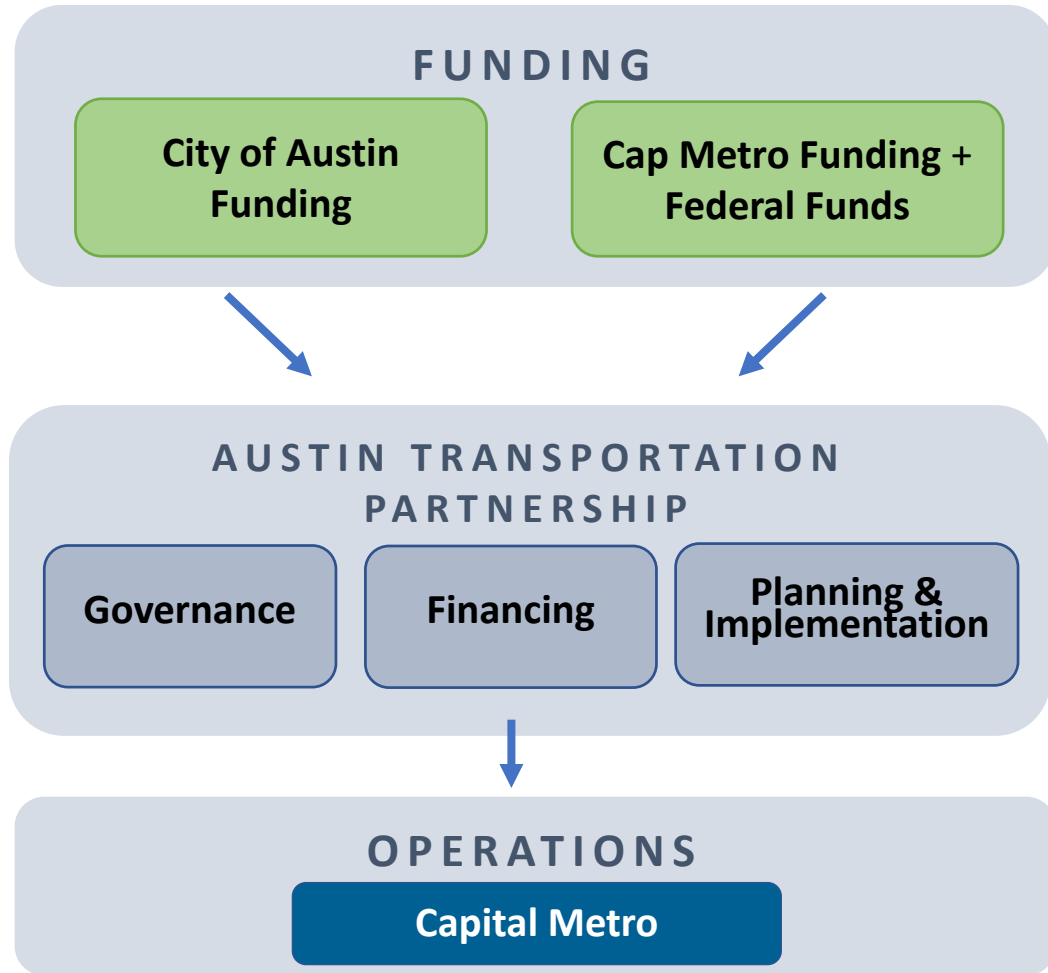
METRO



projectconnect

Austin Transportation Partnership

Partnership Framework



Guiding Principles

- Transparency
- Single entity vested with authority and resources to construct and implement Project Connect
- A new independent board
- City Council and Capital Metro Board oversight
- Joint Program Office staffing & management

BUILDING THE FUTURE TOGETHER



AUSTIN TRANSIT PARTNERSHIP

A JOINT VENTURE BETWEEN CAPMETRO
AND CITY OF AUSTIN



Project Connect Governance

Presentation to Joint Board Meeting

JUNE 2020



How can the Austin Transit Partnership govern Project Connect?



What can Austin learn from other transit projects?



What do Austin stakeholders want from the Austin Transit Partnership?



How should the Austin Transit Partnership be set up for long-term success?

Best practices from implementation of transit systems



Case studies chosen from large number of organizations based on identified best practices and seeking diverse set of communities; no single example is a perfect comparison for Austin and Project Connect

- Require **transparency** to elected officials and public
- Establish a **separate body** - ATP - to drive implementation
- Keep governing body **small & empowered**
- Involve program funders directly
- Leverage **industry expertise** to improve decision making
- Focus on **long-term** implementation
- **No two transit agencies are alike**, but Austin can learn from best practices

Feedback from community stakeholders



Austin Mayor & City Council



Capital Metro
Board of Directors












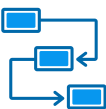




50+ Community
Stakeholders



- Establish body that can serve as true fiduciary to **entire community**
- Involve **community expertise** as well as industry experts
- Ensure **transparency** to funding agencies and public
- Avoid conflicts of interest, both financial and political
- Require **diversity** in governing body membership
- Plan for the **long-term**; establish change and removal processes

Governance recommendations based on best practice

	Board Role	Fiduciary of agencies, focused on implementation	 Crossrail - Sponsor Board focused on program implementation, not policy  WMATA - Members focused on representing home jurisdictions
	Board Size	5 to 7 members	 Valley Metro - 4 members, membership limited to only cities with light rail expansion in their city limits  RTD - Program expansion governed by full transit agency board, elected into 15 seats
	Membership	Combination of agencies and independent experts	 MBTA FMCB - Experts and MassDOT Board members ensure necessary expertise at the table  Valley Metro - No expertise required, board can be inefficient in decision making
	Term	2 to 4 years; no term limits	 Most agencies adhere to similar terms
	Appointment Process	Different for each type of seat, involves agencies directly	 Translink - Nominated by independent commission, chosen by Mayor's Council  BART - Publically elected to sit on transit agency board of directors, limiting ability to plan for the long term

 Best practice

 Not recommended

Austin Transit Partnership Board Recommendation

Recommended Membership

City of Austin Representative	Capital Metro Representative	Community Members & Experts		
1 Seat	1 Seat	3 Seats (Jointly approved by CapMetro Board and City Council)		
<ul style="list-style-type: none">Mayor of Austin or a designated member of the City Council	<ul style="list-style-type: none">Chair of the Capital Metro Board or a member of the Board designated by boardSeat cannot be held by an elected official	Finance <ul style="list-style-type: none">10+ years experience in finance, financial management, banking, investing, w/ focus in large capital projectsExperience in projects over \$500M investment	Engineering & Construction <ul style="list-style-type: none">10+ years experience in engineering or construction of large capital projects in any sector (transit, energy, industrial, commercial)	Sustainability & Planning <ul style="list-style-type: none">10+ years experience in urban planning, sustainable development, and or environmental planning

Term and other requirements

- Chair of the Board is selected by the Board members, cannot be City or Capital Metro representatives
- 2-4 years with no term limits; can be reappointed | Includes diversity consideration for whole board
- All members must be residents of City of Austin

Joint Appointment Process for selecting experts

Expert #1: Finance

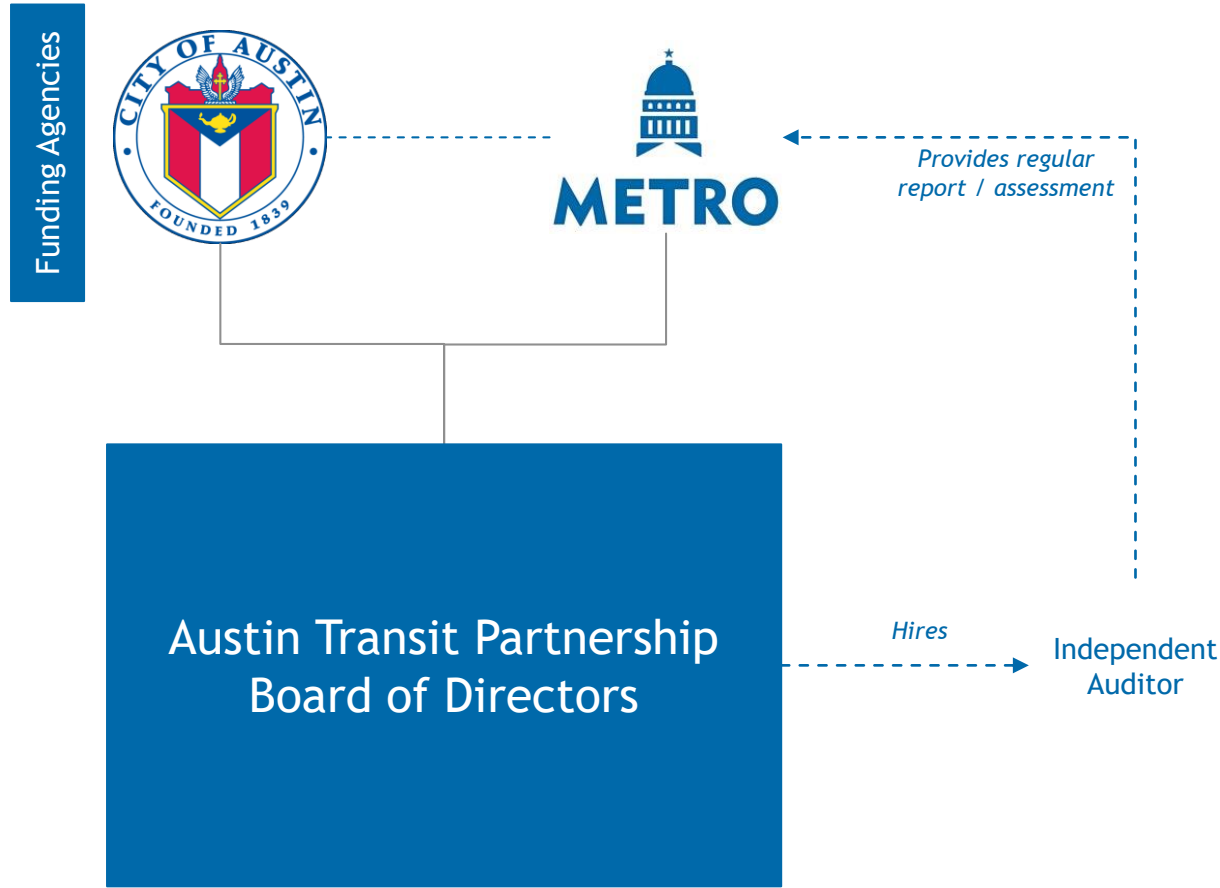
Expert #2: Engineering & Construction

Expert #3: Sustainability & Planning

- Candidates apply, are vetted and nominated to a slate; cannot be elected officials
- Jointly approved by the Capital Metro Board and the City Council



Recommended feedback mechanisms will ensure transparency and coordination



- Approves Project Connect system **plan** and **policies**
- Forms ATP, **establish policies**, select members
- Annually **allocates funding** to ATP
- **Quarterly** reports to select City Council and Capital Metro board committees
- **Annual** comprehensive report to City Council and Capital Metro board; and participation in annual joint meeting
- **Independent auditor** reports separately to City Council and Capital Metro board
- Manages day to day Project Connect **implementation** and execution of design and construction
- Ensures close **alignment** with Capital Metro operations

INVESTMENT OPPORTUNITIES



METRO



projectconnect

PROJECT CONNECT: *COST ESTIMATES*

Project Connect Program Components	Cost
Orange Line	\$4.2B
Blue Line	\$1.3B
Gold Line	\$700M
Downtown Tunnel	\$2.5B
MetroRapid	\$170M
MetroRail – Green	\$370M
MetroRail – Red	\$25M
MetroExpress and Park & Rides	\$100M
Neighborhood Circulators	\$3M
Maintenance Facility Improvements	\$300M
Fare Collection Systems	\$30M
Total	\$9.8B
45% Federal	(\$4.4 B)
Recommended System Plan Local Commitment	\$5.4B

Program components and total costs have been rounded.



PFM Experience



- Nation's leading independent Financial Advisor for Governmental sector
- Top Ranked in Transportation and Mass Transit
 - Clients include Chicago Transit Authority, Los Angeles MTA, Washington Metro, Dallas Area Rapid Transit and Houston Metro
 - Building Federal Transit Administration (FTA) compliant Integrated Financial Models
 - Developing long-term plans of finance for transit investments
- Working with clients to secure Federal funding
 - \$5.6 billion in FTA grant awards and projects in engineering
 - Advised on over 20 successfully closed Department of Transportation TIFIA and RRIF Loans



METRO



projectconnect

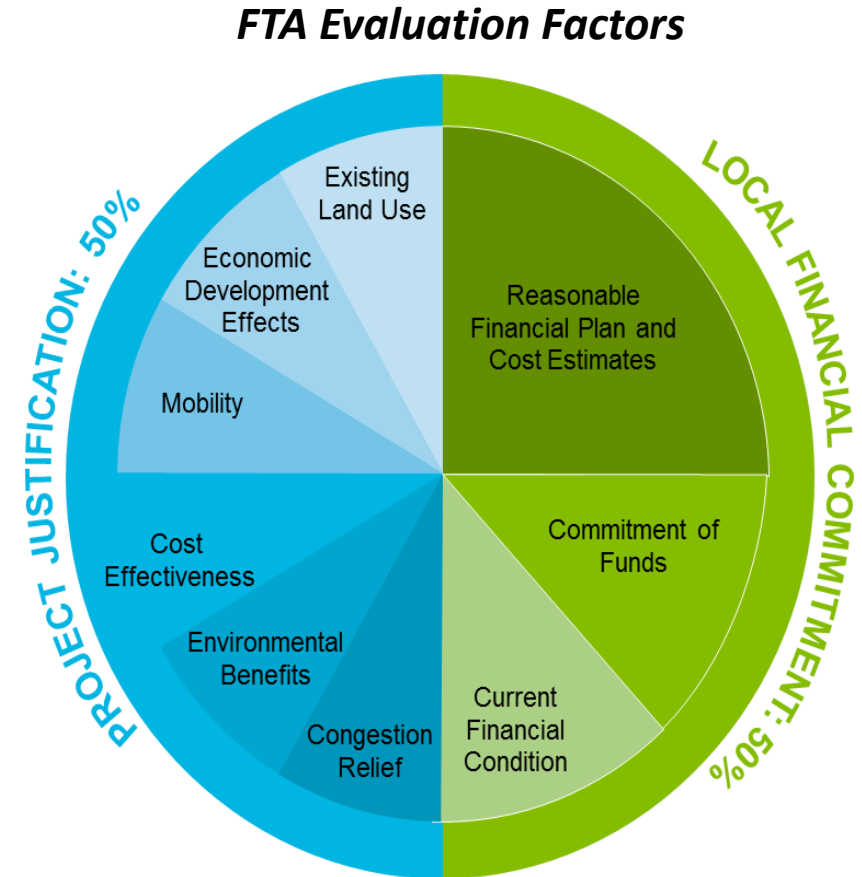
Integrated Financial Model

- We have developed an integrated financial model
 - Utilized to create a long-term funding and financial plan for Project Connect
 - Collaborative effort with the City, Capital Metro and HDR
- Cash flow requirements for entire Project Connect Program
 - City of Austin property taxes, Capital Metro funds, Federal grant revenues
 - Initial large outlays of capital expenditures funded with revenue (“PayGo”), revenue bonds, federal loans during construction
 - Operations begin in 2023 and scale up as projects are completed
 - Future vehicle replacements
 - Debt service on revenue bonds
- Federal Transit Agency (FTA) compliant model



CONSIDERATIONS IN PURSUING FEDERAL FUNDING

- Federal funding *essential* for Project Connect
 - CIG (New Starts/Small Starts) for 'big ticket' projects
 - Other federal funding sources for smaller projects and/or supplemental funding
- FTA will evaluate and conduct a risk assessment based on:
 - Technical capacity
 - Financial capacity
 - Partner agreements (right of way, utilities, etc.)
 - Program Management Plan thorough and highly detailed
 - Track record similar successful projects
- Partnerships required to develop competitive projects...a collective effort



FTA Funding: *Assumptions*

Existing New Starts FFGA Projects*	
City / Project*	Federal Share
Los Angeles / Westside Subway 1	44.3%
Los Angeles / Westside Subway 2	47.5%
San Diego / Mid-Coast Corridor Transit Project	48.1%
Los Angeles / Regional Connector	47.7%
Boston / Green Line Extension	43.4%
Maryland / National Capital Purple Line	37.4%
Fort Worth / TEX Rail	48.3%
Lynwood / Link Extension	36.0%
Seattle / Federal Way Link Extension	25.0%

*FFGA Projects with funding in federal fiscal years 2020 and 2021

- Analysis supports a **45%** Federal participation for Project Connect
- Federal grant funds are received over 20-25 years
- FTA looks for dedicated, on-going revenue stream
 - FTA scores projects on Reasonableness of the Financial Plan and Construction Cost estimates
 - FTA will “stress test” financial plan to handle additional cost contingencies for both capital and O&M



projectconnect

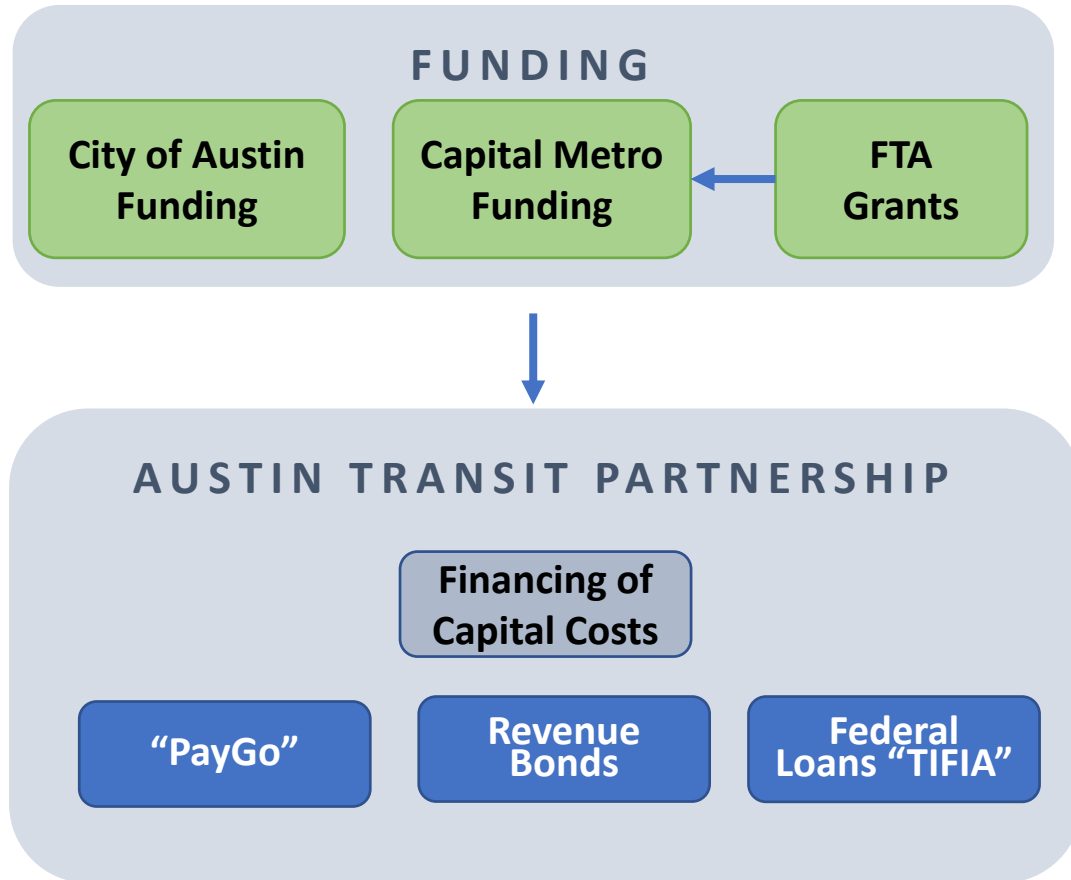
Method of Financing: *Local Share*

FTA looking for local funding for Capital, Operations & Maintenance, and State of Good Repair

- Capital Metro
 - Would allocate one-time capital funds for project development
 - Contributions of on-going revenue begins in FY23
 - Fare and other system revenue
- City of Austin
 - Dedicated property tax revenue via a Tax Rate Election
 - Full system requires an 11-cent TRE
 - Expected to score well for FTA Full Funding Grant Agreement (FFGA)



Project Financing: *Austin Transit Partnership*



- Funds from City, Capital Metro and Federal will flow to ATP
- ATP will fund construction via:
 - "PayGo"
 - Revenue Bonds
 - Federal Loan Programs ("TIFIA")
- ATP will be issuer of new revenue bonds with separate credit
 - Not a City of Austin G.O. credit

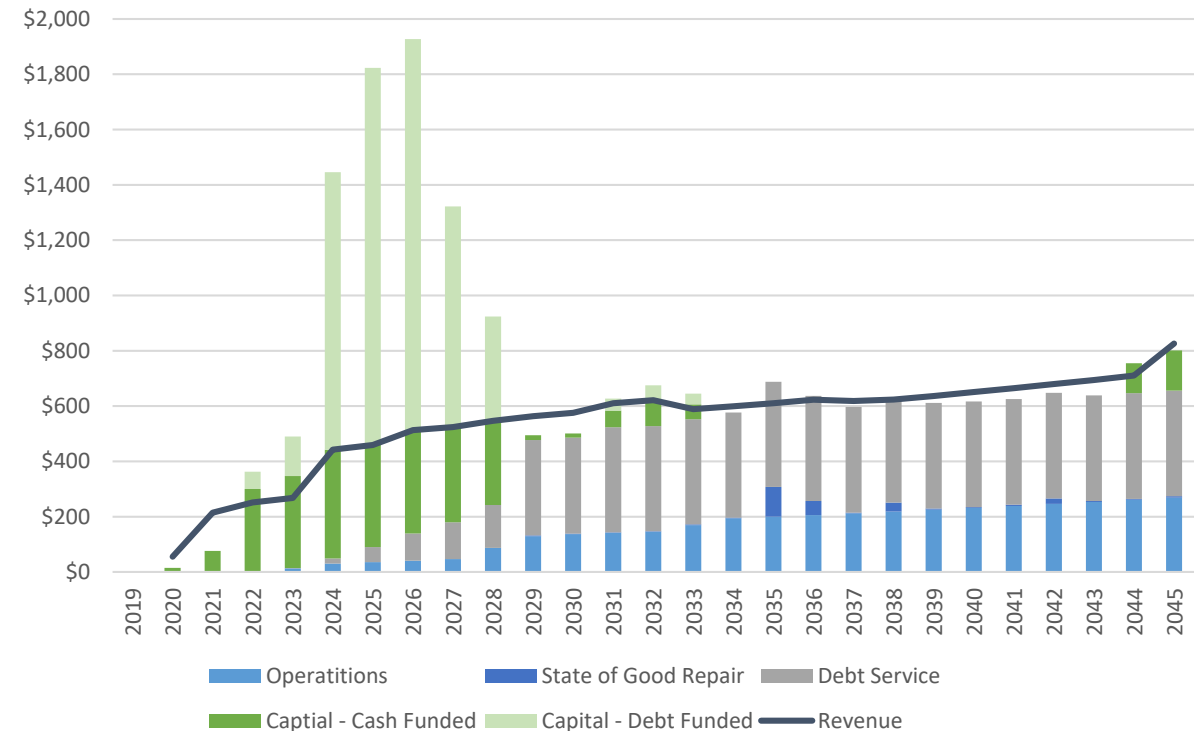
Integrated Financial Model: *Initial Results*

- Revenue optimized and sized to cover both capital and O&M

Capital

- Local funding and grant receipts significant “PayGo” funding for construction
 - This use of “PayGo” funding reduces amount of debt, and thus reduces overall cost of program
- Long-term financing
 - A mix of revenue bonds and low interest federal loans will be used
 - Repaid by ongoing local revenues and federal grant money after operations begin

Potential System Requirements (\$ Millions)

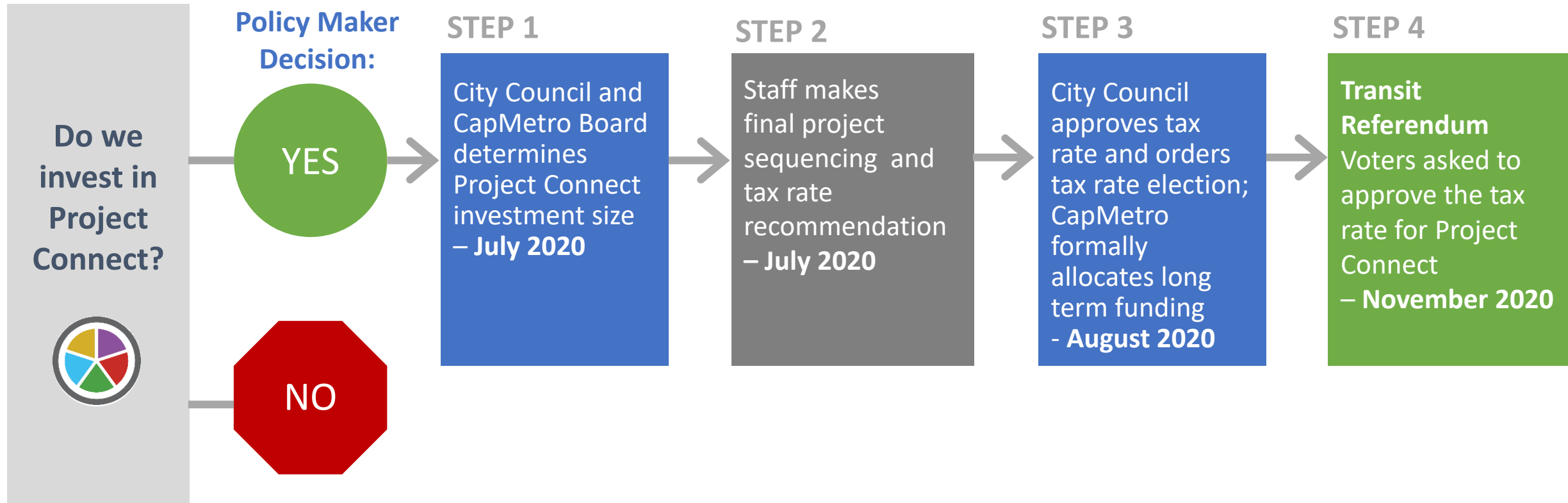


Project Connect: *Investment Policy Decision*

COUNCIL & BOARD DECISION

STAFF

Once Project Connect System Plan Is Approved, Then...



WHAT'S NEXT



METRO



projectconnect

TODAY AND UPCOMING DECISION POINTS



**MAY
2020**

Virtual
Meetings
Held

**JUN
2020**

Joint Session –
System Plan
Adoption on 6/10

**JUL
2020**

City of Austin
Annual Budget
Review Process
Begins on 7/13,
Hearings on 7/23 &
7/30; CapMetro
Annual Budget
Review on 7/27

**AUG
2020**

Potential Action to
Form Austin Transit
Partnership Board;
City Council Approves
Transit Referendum
and Budget on 8/12;
CapMetro Approves
Capital and O&M
Funding on 9/28

**NOV
2020**

Potential
Transit
Referendum

Community Engagement Ongoing





METRO



*project***connect**

Austin City Council/ Capital Metro Board

JOINT SPECIAL SESSION

JUNE 10, 2020