

~ NOTICE OF MEETING ~
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
2910 East Fifth Street Austin, TX 78702

~ Agenda ~

Monday, July 19, 2021

12:00 PM

Capital Metro Rosa Parks Boardroom

I. Oath of Office

II. Public Comment:

III. Advisory Committee Updates:

1. Access Advisory Committee
2. Customer Service Advisory Committee (CSAC)

IV. Board Committee Updates:

1. Operations, Planning and Safety Committee
2. CAMPO update
3. Austin Transit Partnership update

V. Consent Items

1. Approval of minutes from the May 24, 2021 board meeting.
2. Approval of a resolution appointing Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.
3. Approval of an amendment to the Interlocal Agreement between Capital Metropolitan Transportation Authority (CMTA) and the Combined Transportation and Emergency Communications Center (CTECC) requiring all partners to immediately notify CTECC in case of any dangerous conditions that may impact the operations of the CTECC facility or procedures including Information Technology system breaches, unexpected outage of shared systems, or interruptions in the continuity of operations at the facilities.

VI. Action Items:

1. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed \$17,578,715.

2. Semi-annual update on Diversity Equity and Inclusion and approval of a resolution adopting the Capital Metropolitan Transportation Authority Board of Director's Diversity, Equity, and Inclusion Policy Statement.

3. Approval of a resolution authorizing the President & CEO, or his designee, to approve a contract for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts with Colette Holt & Associates for a one (1) year term in an amount not to exceed \$348,525.

4. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Interlocal Agreements (ILAs) with suburban communities within the service area for the FY2022 Build Central Texas Program.

5. Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

6. Approval of a resolution authorizing the President & CEO, or his designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

VII. Presentations:

1. FY2022 Budget Proposal
2. Project Connect Update

VIII. Reports:

1. President's Report

IX. Items for Future Discussion:

X. Adjournment

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email ed.easton@capmetro.org if you need more information.

BOARD OF DIRECTORS: Wade Cooper, Chair; Jeffrey Travillion, Vice Chair; Eric Stratton, Secretary; Terry Mitchell; Becki Ross; Ann Kitchen, Leslie Pool and Pio Renteria.

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 07/19/2021
(ID # 4917)

Customer Service Advisory Committee (CSAC)

Customer Service Advisory Committee (CSAC)

Customer Satisfaction Advisory Committee (CSAC)**Wednesday, July 14, 2021****Teams Virtual Meeting****6:00 p.m. – 7:30 p.m.****Call to Order:** Chairman Taylor called the meeting to order at 6:07 pm**Attendees****Committee Members:** Ephraim Taylor, David Foster, David Shapiro**Capital Metro Staff:** Yannis Banks, Robert Gonzalez, Jennifer Govea, James Bush, Nadia Barrera-Ramirez, Brian Carter, Jo Anne Ortiz, Edna Parra**General Public:** Ruven Brooks**Community Communications**

Ruven Brooks – question on Reduced Fare ID process and is there a way to cross-check the database to streamline customer experience; Edna will ask appropriate CapMetro departments and will get back to the committee in August

David Foster – has gone to all Austin FC games on CapMetro, and transportation to get there is working well; consider having some service lines that do not go to the very end to improve efficiency

Project Connect Update/Pickup Update*Yannis Banks, Community Outreach Manager, MetroRapid & Green Line*

Yannis Banks informed the committee about the upcoming Project Connect Open House on July 31, at the Central Library, and that there will be Blue and Orange Line Project live virtual meetings and self-guided open houses from July 27 to August 5.

Banks also provided updates on new zone opening: South Menchaca will launch in the first week of August; North Oak Hill will open on August 24; and Dessau opened on June 15. Ruven asked about if Ridership data will be placed on the dashboard. James let him know that since it is just leaving the pilot phase it's not there currently. Since we have just passed our service standards we will be looking to get them on the dashboard at some point.

Committee asked if the South Menchaca will be marketed. Banks let them know that it will be in the paper once it launches, and they will work to get mailers sent out to community members, as well as work with Council Member Kitchen to get the information sent to key organizations and community.

Record and Post CSAC and ACCESS Meetings and Committee Transition*Yannis Banks, Community Outreach Manager, MetroRapid & Green Line*

Introduced Edna Parra to the committee; Edna is the new CapMetro Community Engagement and Outreach Manager and will be taking on the role of committee liaison.

Banks also informed the committee that the board is interested in pursuing changes to the current committee meetings, which includes recording all meetings and posting them on the CapMetro website, along with the agendas and minutes.

Chairman Taylor talked about the committee vacancies and expressed concern about the need to reach a quorum to have more formal meetings and start recording them. Currently they have four empty seats.

Brian Carter discussed the logistical needs such as, location, technology, etc., that need to be considered to have committee meetings align similarly to board meetings. The process would have to be defined and outlined with the support of the CapMetro Board Liaison.

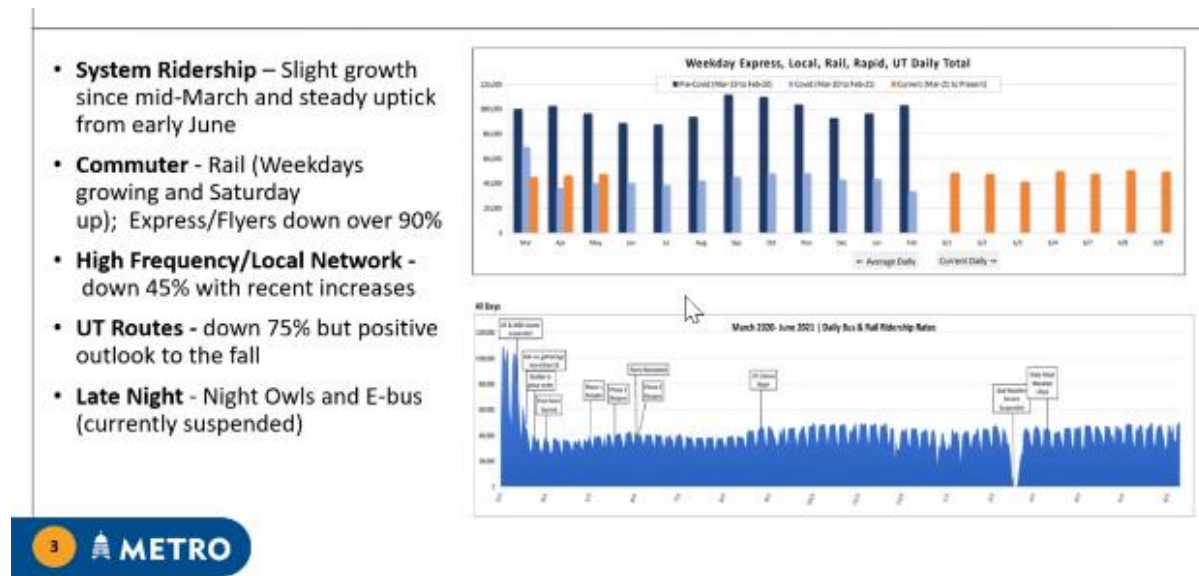
The committee will discuss it in future meetings and have a recommendation in August or September.

Chairman Taylor also discussed the role of this committee and Project Connect; they would like to provide feedback on some of the lines. Yannis let them know that they can get Austin Transit Partnership members and consultant come speak at some of these meetings.

Ridership Update

Robert Gonzalez, Service Planning Director; Jennifer Govea, Manager, Service Analysis

Jennifer Govea explained that they are currently seeing an uptick in ridership and presented on system ridership, commuter, high frequency/local network, and late-night services (see image below).



Govea brought up that as employers bring back employees back into the office might increase ridership this summer and fall. Also, UT Austin moving to in-person classes this fall will add to ridership increase.

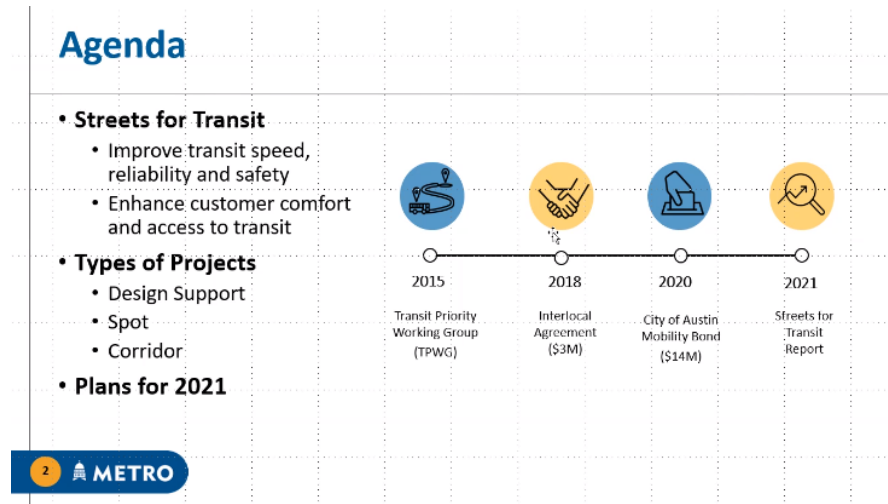
Govea also noted that the Late Night are considering bringing back the Late Night services, but they are continuing to monitor Covid-19 recommendations and guidelines from Austin Public Health.

Lastly, Govea informed the committee that Austin FC service lines have been full. The committee asked if they had exceeded capacity; she did not know if they exceeded capacity but did let them know that trains have over-flow when returning from Q2 Stadium. David Shapiro commented again on consolidating services, so that they can return to pick up passengers faster instead of going all the way to the end. Govea noted that she will look into consolidating that midtown section to turn back for efficiency.

Transit Speed and Reliability Program

Nadia Barrera-Ramirez, Manager, Cross Agency Transportation & MP

Nadia Barrera-Ramirez presented updates on the Transit Speed and Reliability Program to get feedback on current and future projects. See presentation agenda below:



The committee also discussed the Zicla Pilot Project located on Guadalupe at 26th Street and challenges associated with getting valid before/after data on its effectiveness. Current plans are to keep the pilot in place until September when traffic volumes are projected to return to normal.

Leander Update

Yannis Banks, Community Outreach Manager, MetroRapid & Green Line

The Leander Council has not yet called for an election to consider leaving the service area. The council has directed staff to gather information on the implications of leaving the service area. Capital Metro is committed to continuing to serve the residents of Leander who rely on and enjoy the benefits of our services. We recently announced the return of Saturday rail service, and we saw our Leander customers respond positively—especially as many people are making summer plans, venturing out to the Domain, and planning their very first trips to Q2 Stadium. Capital Metro leadership has met with the new Mayor and continues to have productive discussions on our partnership. Staff also continues to work with the city manager and his staff on several initiatives and opportunities

August Meeting Agenda Discussion

January – start planning for the year-long work plan

Reduced Fares – reaching out to departments to see what systems can be improved to improve Reduced Fare ID procedures

Publicizing meetings and discuss process to record meetings

Chairman Taylor discussed current members and future possible elected member; David Shapiro asked who is not coming back:

BJ Taylor will return

Betsey – still a member, but need to check in and see if she can maintain her seat according to bylaws

Cooper is appointing a new member as well

Council Member Kitchen and the new Leander Board Member each have an applicant pending

Budget update by Kevin Conlan

August Service Change

Question brought up: When will the public outreach be done?

Continuously, there shouldn't be too much change, but CapMetro is working on a plan.

For September – priority - Have a discussion in September about the Orange line, but need quorum if they want to make any recommendations or comments about those lines

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4905)
May 2021 Board Minutes**

Approval of minutes from the May 24, 2021 board meeting.

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
 2910 East Fifth Street Austin, TX 78702

~ Minutes ~

Monday, May 24, 2021
 12:00 PM

12:15 PM Meeting Called To Order
 2:31 PM Meeting Adjourned

I. Public Comment:

Zenobia Joseph, citizen, provided comments related to Title VI of the Civil Rights Act of 1964. She call the board's attention to an email she sent to the state's Local Government Committee on H.B. 3893 about the agency's lack of meaningful engagement or opportunities for public comment under Title VI prior to making cuts and changes to bus routes in 2017. She highlighted the increased frequencies on Routes 383 and 392 that are planning for Austin F.C. game days, which is nice, but minority populations who use these routes are just trying to get to work and would benefit from increased frequencies all the time. She urges the board to restore service all the way to Great Hills, and to the Samsung and Apple campuses north of U.S. 183.

Barbara Epstein, who is an elder law attorney who serves on the City's aging in place group, has been an Austin bus rider for 47 years. She urges the board to restore the previous Route 10 stop at the Hancock Shopping Center, which was moved to a location which is less safe for customers. (At this point Ms. Epstein's phone connection dropped. She joined a short time later to finish her comments.) he commented on difficulties using - and the safety of - the new Route 10 stop outside the Hancock HEB. Among other issues this causes customers to make an unsafe mid-block crossing. Routes and stops must be both efficient and safe.

II. Advisory Committee Updates:

1. Access Advisory Committee

Community Outreach Manager Yannis Banks gave the monthly report.

This month the Access Committee heard updates on both Project Connect and the Pickup service. They also heard presentations the Austin F.C. game day service plan, the upcoming Title VI policy updates, and an update on the Capital Metro Public Safety Department's activities.

2. Customer Service Advisory Committee (CSAC)

Community Outreach Manager Yannis Banks gave the monthly report.

This month CSAC heard updates on Project Connect, the Austin F.C. stadium service plan, Title VI policy updates, and the agency's Public Safety Department.

III. Board Committee Updates:

1. Operations, Planning and Safety Committee

Chair Kitchen provided the update.

The Operations, Planning and Safety Committee met on May 12th and recommended for consent the item to install auxiliary cooling units on MetroRail vehicles, and heard a presentation on the budget calendar.

2. Finance, Audit and Administration Committee

Chair Mitchell provided the update.

Attachment: 210524 Board Meeting minutes (4905 : May 2021 Board Minutes)

The Finance, Audit and Administration met on May 12th and recommended for action today's Ethics Policy update. They also heard the annual presentation on Capital Metro's financial audit, and received an update on current Internal Audit projects.

3. CAMPO update

Board Member Mitchell provided the update.

CAMPO met on May 10th and had action items related to a public dashboard and an minor amendment the policy board's bylaws. They also heard a presentation on the status of the Unified Work Planning program.

4. Austin Transit Partnership update

Board Member Stratton provided the update.

The Austin Transit Partnership board met for the first time in person and received updates on community engagement, including the new technical and community advisory committees. There was also a project update on the NEPA process, and updates on both administrative issues and human resources. The board also took action on a board policies item and heard a presentation on the Blue Line alignment.

IV. Consent Items

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Leslie Pool, Board Member
SECONDER:	Jeffrey Travillion, Board Member
AYES:	Mitchell, Cooper, Kitchen, Travillion, Stratton, Pool
ABSENT:	Renteria, Hill

1. Approval of minutes from the March 29, 2021 board meeting.
2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with STADLER Rail Group for the purchase, installation, testing and commissioning of six (6) Auxiliary Cooling Systems for MetroRail Diesel Multiple Units (DMUs) in an amount not to exceed \$185,590 which includes \$20,000 in contingency.

V. Action Items:

1. Approval of a resolution authorizing updates to the Code of Ethics adopted by the Board of Directors.

General Counsel Ashley Glotzer brought this item forward.

This is a minor update related to the revolving door policy on staff and board members working on Capital Metro-related contracts after they leave the agency.

Zenobia Joseph added public comment prior to the vote on the resolution. She does not believe that the current Code of Ethics clause that calls for honesty and integrity is being adhered to. She referenced Federal Transit Administration Circular 4702.1b Chapter 4-16 requiring reanalysis of routes and implementation of the least discriminatory alternative. She feels that a failure to do so represents a non-compliance with the current Code of Ethics. She also continues to have safety concerns about the mid-block Chinatown stop along North Lamar. She will continue to fight for a more equitable system.

Attachment: 210524 Board Meeting minutes (4905 : May 2021 Board Minutes)

RESULT:	ADOPTED [5 TO 0]
MOVER:	Jeffrey Travillion, Eric Stratton
AYES:	Mitchell, Cooper, Travillion, Stratton, Pool
ABSENT:	Renteria, Hill
RECUSED:	Kitchen

2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Agreement Regarding Transit Matters with Austin Stadco LLC to (i) memorialize certain financial commitments of Austin Stadco LLC to Capital Metro pursuant to the lease with the City of Austin concerning Q2 Stadium and (ii) address certain matters related to the development and operation of the proposed McKalla Place rail station, including the development of a transportation, parking and event plan that addresses certain safety and security measures, among other items.

Executive Vice President of Planning and Development Sharmila Mukherjee brought this item forward.

Sharmila reviewed the financial terms of the agreement and how this initiative aligns with the strategic goals of the agency. She also highlighted the current service plans for events at Q2 stadium. The Kramer Station will remain open until the new station is completed.

Board Member Stratton asked for clarification on the types of stadium transportation improvements covered under this agreement. He also asked Sharmila to elaborate on the use of the stadium parking on non-event days as a park and ride.

Board Member Pool asked about the timing of the payments under the agreement, and Board Member Kitchen followed up with a question that led to a discussion about adding or amending a clause in the agreement and resolution related to how the repayments to Capital Metro should be spent.

Board Member Pool put forward a motion to approve the resolution with the addition of a phrase that the funds received be used to defray Capital Metro's costs and expenses incurred during the design, construction and permitting of McKalla Place Station, which is in the Executive Summary of the resolution.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Leslie Pool, Board Member
SECONDER:	Ann Kitchen, Board Member
AYES:	Mitchell, Cooper, Kitchen, Travillion, Stratton, Pool
ABSENT:	Renteria, Hill

VI. Presentations:

1. Project Connect Monthly Update

Project Connect Program Officer Dave Couch gave the presentation.

Dave began with a review of the Program Sequencing Plan and the gave recent technical updates for the Blue and Orange Lines, including the NEPA process. He also gave updates on other Project Connect initiatives including the new MetroRapid lines and extensions, progress on the Red Line upgrades, and Pickup neighborhood circulators. He also updated the board on recent community engagement opportunities and highlight several upcoming ones.

Dave then walked the board through the alignment, station geometry, and features of the Blue Line from the airport into downtown Austin.

Attachment: 210524 Board Meeting minutes (4905 : May 2021 Board Minutes)

Board Member Kitchen asked about the effect of the project on the Waller Creek boathouse. Dave relayed that current the designs include trying to retain the lower portion of the boathouse.

2. Capital Metro Brand Refresh

Chief Experience and Engagement Officer Brian Carter gave the presentation.

Brian started by reviewing the "brand journey" and reasons behind -- and timing of -- this review. He also discussed the differences between a brand refresh and a rebranding, and mentioned some of the elements that would be updated as part of a brand refresh. There is currently brand research underway involving both staff and customer focus groups, and Brian hopes to return to the board this summer with the results, which will inform next steps.

Board member Stratton asked about integration of the Capital Metro brand with the Austin Transit Partnership one, then followed up with a question about the brand's perception with our regional cities and partners.

3. Contracting Review Requirements

Executive Vice President of Administration Donna Simmons and Chief Counsel Ashley Glotzer gave the presentation.

Donna began with a review of Federal Transit Administration contracting requirements, which are outlined in an FTA Best Practices manual, including Buy America requirements for rolling stock and infrastructure, the Davis-Bacon Act for prevailing wages, bonding requirements, and Disadvantage Business Enterprise (DBE) guidelines. Ashley then followed with research and analysis done recently by staff to identify opportunities to update and improve Capital Metro construction and labor contracts for things like living wages, apprenticeship programs, local hiring preferences and workforce development.

Board Member Kitchen about the timing of board engagement on elements of the plan presented. President Clarke summarized several of the considerations for doing so.

VII. Reports:

1. President's Report

President Clarke gave his monthly update. This month's topics included an update on recent increases in service levels, highlighting the upcoming plans for service to Austin FC games, and an update on activities of the federal government to fund transit and infrastructure projects.

VIII. Items for Future Discussion:

IX. Adjournment

ADA Compliance

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BOARD OF DIRECTORS: Wade Cooper, Chair; Jeffrey Travillion, Vice Chair; Eric Stratton, Secretary; Terry Mitchell; Troy Hill; Ann Kitchen, Leslie Pool and Pio Renteria.

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Date: May 24, 2021

Ed Easton
Manager of Board Relations

Attachment: 210524 Board Meeting minutes (4905 : May 2021 Board Minutes)

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4901)**

Appointment to Board Committee

Approval of a resolution appointing Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/19/2021
(ID # AI-2021-1502)
Appointment of Board Committee Member**

SUBJECT:

Approval of a resolution appointing Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

1. Internal/External Customer Service Excellence

Strategic Objectives:

1.2 Continuous Improvement

EXPLANATION OF STRATEGIC ALIGNMENT: Does not apply.

BUSINESS CASE: Does not apply.

COMMITTEE RECOMMENDATION: This item will be presented to the full board.

EXECUTIVE SUMMARY: In accordance with the Capital Metropolitan Transportation Authority Board of Directors Bylaws the board desires to formalize the appointment of a member to replace Troy Hill on the Board's Finance, Audit and Administration Committee. The Board of Directors Bylaws require that the Chairperson recommend members of the board committees, subject to the concurrence of the members of the board.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Board of Directors



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

**RESOLUTION (ID # AI-2021-1502)
Appointment of Board Committee Member**

WHEREAS, the Board of Directors desires to formalize the appointment of a new member to the Finance, Audit and Administration Committee in accordance with the Board Bylaws; and

WHEREAS, the Chairperson of the Board recommends Becki Ross as a member to serve on the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors hereby approves the appointment of Becki Ross as a member of the Finance, Audit and Administration Committee for the remainder of the 2021 Calendar Year.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2021-1502 (4901 : Appointment to Board Committee)

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4897)
Amendment 1 to CTECC ILA**

Approval of an amendment to the Interlocal Agreement between Capital Metropolitan Transportation Authority (CMTA) and the Combined Transportation and Emergency Communications Center (CTECC) requiring all partners to immediately notify CTECC in case of any dangerous conditions that may impact the operations of the CTECC facility or procedures including Information Technology system breaches, unexpected outage of shared systems, or interruptions in the continuity of operations at the facilities.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/14/2021
(ID # AI-2021-1498)
Amendment #1 to CTECC ILA**

SUBJECT:

Approval of an amendment to the Interlocal Agreement between Capital Metropolitan Transportation Authority (CMTA) and the Combined Transportation and Emergency Communications Center (CTECC) requiring all partners to immediately notify CTECC in case of any dangerous conditions that may impact the operations of the CTECC facility or procedures including Information Technology system breaches, unexpected outage of shared systems, or interruptions in the continuity of operations at the facilities.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1.High Quality Customer Experience
- 3.Sustainability

Strategic Objectives:

- 1.1 Safety & Risk
- 3.2 Safety Culture

EXPLANATION OF STRATEGIC ALIGNMENT:

Capital Metro is working with our partners at the Combined Transportation and Emergency Communications Center to ensure integrity of shared systems and facilities in case of any single entity vulnerability.

BUSINESS CASE:

Partner's timely notification of data and/or system breaches/compromises will allow others on the shared systems to react quickly and possibly prevent the spread of malicious code/activity into their networks.

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval at the Operations, Planning and Safety Committee meeting on July 14, 2021.

EXECUTIVE SUMMARY:

This amendment adds the following requirement: In the event that there has been an information system breach, a safety compromise of shared employee or an employee working in the CTECC facility, an unexpected outage of one or more shared systems or



any interruption in the continuity of operations, that each partner agency make notification to CTECC through the most expeditious method available, and within a four hour period.

This process gives each partner the opportunity to protect the System and partner agencies from cyber and/or other breaches.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Safety and Security



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1498)

Amendment #1 to CTECC ILA

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to work with our public safety partners to achieve mutually beneficial public safety goals; and

WHEREAS, Capital Metro endeavors to work closely with those partners to ensure that the Combined Transportation and Emergency Communications Center operates efficiently and in a state of readiness that allows it to respond immediately to a crisis in our community.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to execute an amendment to the ILA with the Combined Transportation and Emergency Communications Center requiring immediate notification in the case of shared systems breach.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2021-1498 (4897 : Amendment 1 to CTECC ILA)

Contract for ERP System Replacement

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed \$17,578,715.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/14/2021
(ID # AI-2021-1474)**

Enterprise Resource Planning System Replacement

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed \$17,578,715.

FISCAL IMPACT:

Funding for this action is available in the FY2021 Capital Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

3. Sustainability

Strategic Objectives:

3.6 Adherence to State of Good Repair Program

EXPLANATION OF STRATEGIC ALIGNMENT:

Our current financial management system is no longer being actively updated by the vendor. Mainstream support for the system by the vendor is expected to end by October 2021 and steps are being taken to seek out 3rd party support until the system can be replaced. At the same time, the system used for human capital management and payroll is a siloed system, lacks robust features, and not integrated with the financial system. As part of the State of Good Repair program, it is imperative to replace these mission-critical systems that are at the end of their useful life.

BUSINESS CASE:

Capital Metro currently uses Microsoft Dynamics AX 2012 as the financial management system for the Authority, and UltiPro for human capital management and payroll. The systems are at the end of their useful life and do not satisfy current business needs for integrating mission-critical business data, budget management, grant management, project accounting, reporting and business intelligence, payroll, employee benefits, recruiting, onboarding and human capital management. At the same time, upgrades require extensive testing and disruption when implemented, and product feature deficiencies result in inefficiencies of staff across the Authority. An ERP system will provide enhanced features, functionality, analytics and reporting to allow more flexible access to business information, streamline business processes, increase efficiencies in



and across multiple departments, improve financial management, increase business analytics and decrease disruption. The new ERP system is expected to eliminate shortcomings that currently exist, add critical features, improve efficiencies, and be scalable as the agency grows. A comprehensive needs analysis was conducted by our ERP consultant, KPMG with all stakeholders throughout the agency to determine the requirements for a best-fit with the agency and to identify an experienced system integration partner with transit agency experience to implement the ERP system.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full board of directors on July 19, 2021.

EXECUTIVE SUMMARY:

Capital Metro will be implementing a new ERP system to replace the out-of-lifecycle financial management, human capital management, and payroll systems. To help ensure that Capital Metro procures a best-fit system that meets the current and future business needs of the agency and to ensure that it is implemented most effectively, Capital Metro is seeking to procure licenses and the services of an ERP system integrator. The licensing included with the contract will address all Capital Metro and ATP users. The implementation services will examine our business needs and deliver a fully functional system to include migration of data, training, organizational adoption, as well as ongoing managed services for maintenance and support.

DBE/SBE PARTICIPATION:

The SBE goal is 5%. The prime contractor will meet the goal utilizing the following SBE subcontractors:

SBE Subcontractors	Race/Gender	Services/Products	SBE Responsive
Soal Technologies LLC Austin, Texas	Asian/ Male	Consulting, Implementation and training.	5%
			5%

PROCUREMENT:



On February 2, 2021, a Request for Proposals was issued and formally advertised. By the closing date of March 22, 2021, eight (8) proposals were received.

The evaluation team used the following factors in the evaluation of proposals:

- (1) The offeror's ability to meet requirements defined in Exhibit F, Scope of Services and Compliance Matrix.
- (2) The qualifications and experience of the firm and proposed project staff including recent experience (within the last 5 years) of project team members in implementing core modules, emphasizing public sector and transportation organizations.
- (3) The offeror's project approach, methodology and work plan to meet the requirements defined in Exhibit F, Scope of Services and Compliance Matrix.

The proposal from Applications Software Technology was determined to be the best value to the Authority, price and other factors considered. The contract is a fixed price contract. The term of the Contract is for a base period of two (2) years with three (3) option periods for twelve (12) months each for managed services, licensing, and support as follows:

TOTAL BASE PERIOD - YEAR 1	\$7,131,815
TOTAL BASE PERIOD - YEAR 2	\$2,515,465
TOTAL OPTION PERIOD - YEAR 3	\$1,361,725
TOTAL OPTION PERIOD - YEAR 4	\$1,341,705
TOTAL OPTION PERIOD - YEAR 5	\$1,236,885
TOTAL	\$13,587,595
PROJECT AND PORTFOLIO MANAGEMENT	\$1,691,920
CONTINGENCY	\$2,299,200
GRAND TOTAL	\$17,578,715

RESPONSIBLE DEPARTMENT: IT



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

**RESOLUTION (ID # AI-2021-1474)
Financial (ERP) System Replacement**

WHEREAS the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to keep systems in the state of good repair and replace its out-of-lifecycle Enterprise Resource Planning (ERP); and

WHEREAS the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to procure and implement a best-fit ERP system that will provide improved functionality to meet current and future business growth.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute a contract with Applications Software Technology LLC for Enterprise Resource Planning (ERP) system and implementation services for a base period of two (2) years with three (3) option periods for twelve (12) months each in an amount not to exceed \$17,578,715.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2021-1474 (4906 : Contract for ERP System Replacement)

Enterprise Resource Planning System Replacement

Capital Metro Board Meeting
July 2021

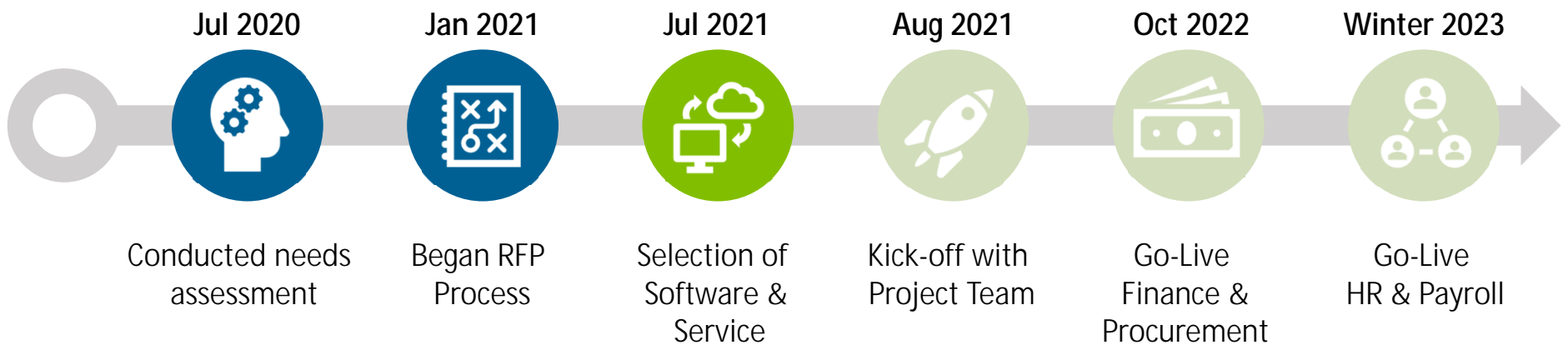


Executive Summary - Enterprise Resource Planning

- What is an Enterprise Resource Planning (ERP) System?
 - ERP systems tie together a multitude of business processes (i.e., Finance, Budgeting, Procurement, HR, Benefits, and Time and Attendance to name a few) and enable the flow of data between these processes in one integrated solution
- Current State Summary
 - Capital Metro and ATP use Microsoft Dynamics AX, an outdated, soon to be unsupported system
 - Implemented in 2016 – Performs limited Finance, Budgeting, and Procurement functions
 - System at end-of-life , which Microsoft will no longer support after 2021
 - Not scalable to support Capital Metro growth and ATP expansion
 - Capital Metro and ATP both use UltiPro for Human Resources and Payroll Management
 - Implemented in 2007 – performs limited features and functions as implemented today
 - Not scalable to support integrated HR, Benefits Management, Talent Management, Learning Management and other functions with ERP across both Capital Metro and ATP

ERP Replacement – Proposed Timeline

- State of Good Repair Initiative for replacement of Out-of-Lifecycle systems for Capital Metro and ATP
- Full implementation planned for Winter 2023



Why Oracle ERP and AST as Implementation Partner?

- Oracle Cloud ERP System
 - Regarded as a top ERP system by Gartner in 2020; provides enhanced analytics and reporting
 - Key industries served: Information Technology and Services, Financial Services, Hospital and Government Administration and Public Sectors, etc.
 - Meets Capital Metro and ATP requirements for present needs and future growth
- AST Corporation
 - Platinum (top-tier) Oracle ERP implementation partner; leader in state and local government implementations
 - 25+ years of 500+ implementations and 20+ Oracle Cloud ERP implementations over the last six years
 - Experience with transit agencies (LA Metro, Metra, Chicago Transit)
 - SBE commitment of 5%
- Recommended Award July 2021 - \$17,578,715
 - Base: 2 years \$9,647,280
 - Options: 3 one-year Managed Services, Licensing & Support - \$3,940,315
 - Contingency: \$2,299,200
 - PPM: \$1,691,920



METRO

THANK YOU!

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4907)**

Diversity Equity and Inclusion Semi Annual Update and Board Policy Statement

Semi-annual update on Diversity Equity and Inclusion and approval of a resolution adopting the Capital Metropolitan Transportation Authority Board of Director's Diversity, Equity, and Inclusion Policy Statement.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/19/2021
(ID # AI-2021-1500)**

Diversity, Equity and Inclusion Policy Statement

SUBJECT:

Semi-annual update on Diversity, Equity and Inclusion and approval of a resolution adopting the Capital Metropolitan Transportation Authority Board of Director's Diversity, Equity, and Inclusion Policy Statement.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

1. Internal/External Customer Service Excellence

Strategic Objectives:

1.2 Continuous Improvement

EXPLANATION OF STRATEGIC ALIGNMENT: The Board's Diversity, Equity and Inclusion Policy Statement aligns with several Capital Metro strategies, and will demonstrate the Board's commitment to centering diversity, equity and inclusion in Board decisions impacting the Capital Metro strategic vision.

BUSINESS CASE: The Policy Statement affirms and clarifies the Capital Metro Board's role and commitment regarding ensuring diversity, equity and inclusion are prioritized in decisions brought before the Board.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY: The Capital Metro Board of Directors and the community have stressed the need to clearly state the Board's position on ensuring diversity, equity and inclusion are centered in their decision making. The proposed Diversity, Equity and Inclusion Policy Statement is intended to provide clear definition to the Board's commitments in these areas. By adopting a Diversity, Equity and Inclusion Policy Statement, the Capital Metro Board of Directors reaffirms the mission of the Capital Metro Transportation Authority (Capital Metro) to connect people and communities to jobs and opportunities by providing quality transportation choices. Further, the Policy Statement reaffirms that the provision of public transit is an essential public service, and that Board decisions will be made through a lens of ensuring this essential service is providing equitably, and without discrimination.



Consideration of the Board Policy Statement will be proceeded by a semi-annual update on Capital Metro's Diversity, Equity and Inclusion programs.

TITLE VI, DBE/SBE PARTICIPATION and EEO: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Diversity, Equity and Inclusion



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1500)

Diversity, Equity and Inclusion Policy Statement

WHEREAS, The Capital Metro Board is committed to diversity, equity and inclusion in the delivery of our programs, projects and services, and to demonstrating our commitment through transparency and accountability. We define diversity, equity and inclusion as follows:

- Diversity: The range of human differences, including but not limited to, race, ethnicity, gender identity, sexual orientation, age, social class, physical or mental disability or functional ability, religion, national origin, language spoken or political beliefs.
- Equity: Fairness in process, distribution of resources, opportunity, and provision of varying levels of support to achieve greater fairness of outcomes.
- Racial equity: In acknowledgement of historical inequity based on race, where race no longer determines one’s outcomes and when everyone has what they need to thrive.
- Inclusion: Involvement and empowerment, where everyone feels welcomed, respected, supported and valued and has the opportunity to be heard.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors approves the attached Diversity, Equity & Inclusion Policy Statement.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2021-1500 (4907 : Diversity Equity and Inclusion Semi Annual Update and Board Policy Statement)



Capital Metro Board of Directors Policy Statement Regarding Diversity, Equity and Inclusion

The Capital Metro Board of Directors reaffirms the mission of the Capital Metro Transportation Authority (Capital Metro) to connect people and communities to jobs and opportunities by providing quality transportation choices. Through the provision of public transit as an essential public service, the Board of Directors further notes it is Capital Metro's goal to provide safe, equitable, reliable, and cost-effective public transit to improve mobility, and stimulate economic development. The mobility Capital Metro provides ensures access to jobs, healthcare, education, worship, entertainment and much more.

The Capital Metro Board is committed to diversity, equity and inclusion in the delivery of our programs, projects and services, and to demonstrating our commitment through transparency and accountability. We define diversity, equity and inclusion as follows:

- **Diversity:** The range of human differences, including but not limited to, race, ethnicity, gender identity, sexual orientation, age, social class, physical or mental disability or functional ability, religion, national origin, language spoken or political beliefs.
- **Equity:** Fairness in process, distribution of resources, opportunity, and provision of varying levels of support to achieve greater fairness of outcomes.
- **Racial equity:** In acknowledgement of historical inequity based on race, where race no longer determines one's outcomes and when everyone has what they need to thrive.
- **Inclusion:** Involvement and empowerment, where everyone feels welcomed, respected, supported and valued.

We acknowledge the role transportation systems and infrastructure play in creating civil rights, social and economic inequities in the U.S. and affirm our commitment to address any inequities of our system. In the delivery of our programs, projects and services, we commit to the following:

- We pledge to consider fare and service changes with a lens of minimizing and mitigating disproportionate impacts based on race, color or national origin and income level, in accordance with Title VI of the Civil Rights Act of 1964.
- Recognizing that the Capital Metro service area is a complex region, with varying views and perspectives, Capital Metro strives to create educational and engaging community dialogues inclusive of all races, cultures, and identities—ensuring fair access for underserved and excluded communities. We commit to furthering this work by providing equitable opportunities for diverse perspectives and communities to engage and be heard in Board decisions.
- We will seek to include opportunities for diverse vendors to do business with Capital Metro. Capital Metro engages the community to develop disadvantaged businesses in line with the Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) programs and provide opportunities for small-business owners, people of color, women, and others to attain upward economic



mobility through business with Capital Metro. We will meet the federal and local requirements for our DBE and SBE programs and strive to exceed those requirements. The Board commits to being mindful of the value these opportunities can provide for disadvantaged and small businesses.

- Concerning Capital Metro employment opportunities, we support the President and CEO's Equal Employment Opportunity Policy (Policy Statement OOD-104), which notes, "[Capital Metro] strives to have a workforce at all levels that reflects the community we serve" and commits to non-discrimination based on any protected class.

Finally, as we, the Board of Directors, make policy decisions to advance the Capital Metro mission and goals, we commit to integrating equity and inclusion into our policies, programs and practices. We are collectively committed to being actively anti-racist and anti-discriminatory in our community and in our decision making and practices.

Version as of 7/13/21

Diversity, Equity and Inclusion Program Update & Consideration of Board Policy Statement

Board of Directors Meeting
July 19, 2021

Donna Simmons, EVP Administration
Diversity, Equity, and Inclusion Officer

Jacqueline Evans, Director Diversity, Equity and Inclusion

1



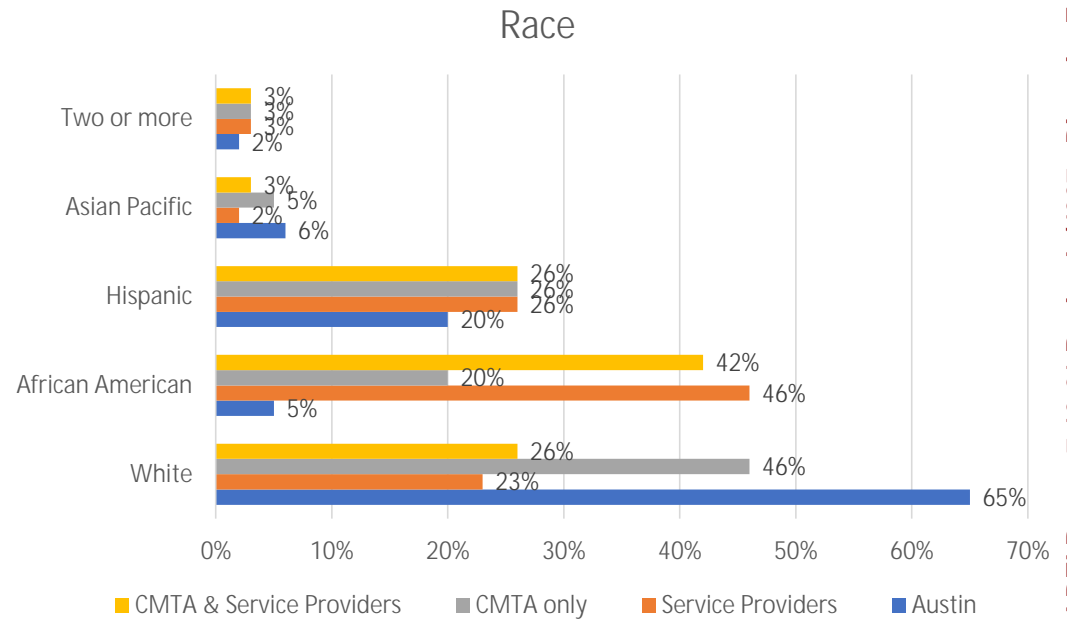
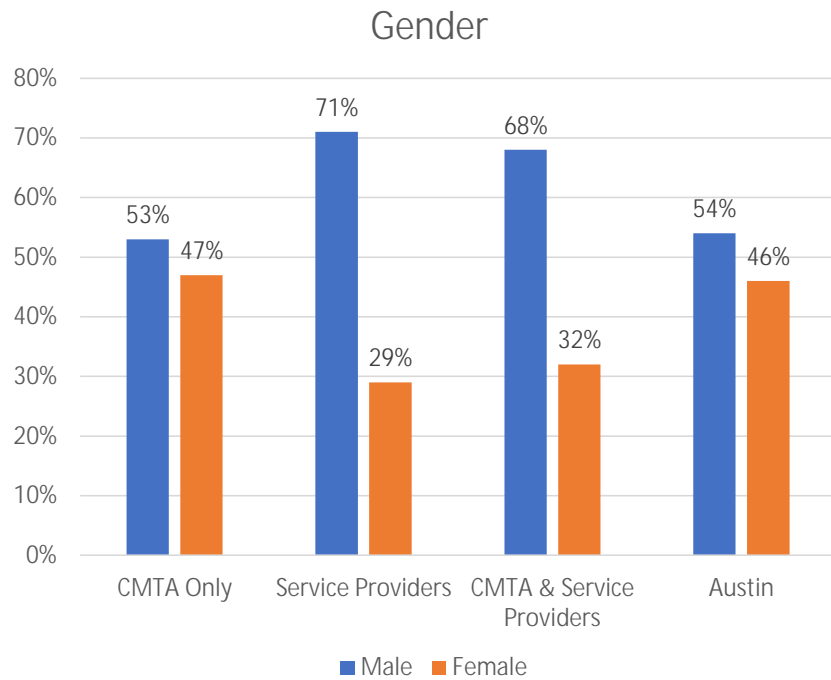
Contents

- Diversity Updates
 - Workforce
 - Required by Federal Transit Administration (FTA) for EEO Plan Update
 - Service Provider data
 - Vendor
 - DBE commitment update compared to goals as required by FTA
 - DBE payments
 - SBE commitments and payments
- Diversity, Equity, and Inclusion Program Update
- Proposed Board of Directors DEI Policy Statement



Overall Diversity Report

CMTA, Service Providers and Austin (As of March 2021)



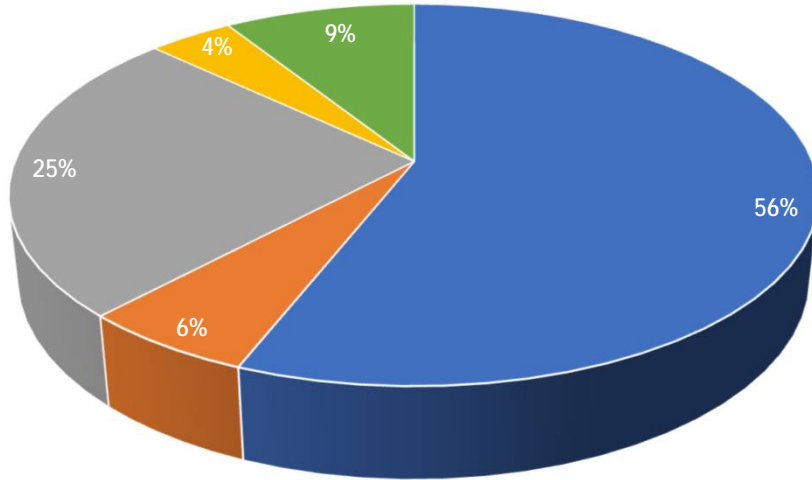
of CMTA Employees - 327
 # of Service Provider Employees - 1,720
 Total Workforce - 2,047
 Austin availability: American Community Survey (ACS) 2018



Promotion Demographics

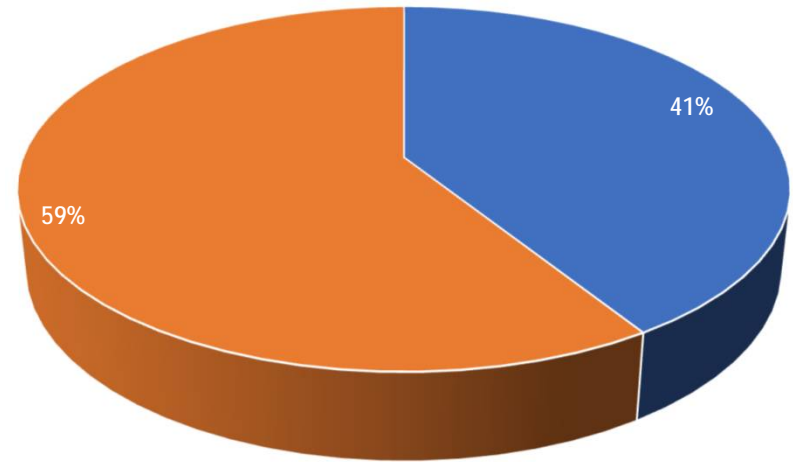
Capital Metro Fiscal Year 2021 (10/1/20-3/31/21)

Promotions by Race



■ White ■ Asian Pacific ■ African American ■ Two or More ■ Hispanic

Promotions by Gender

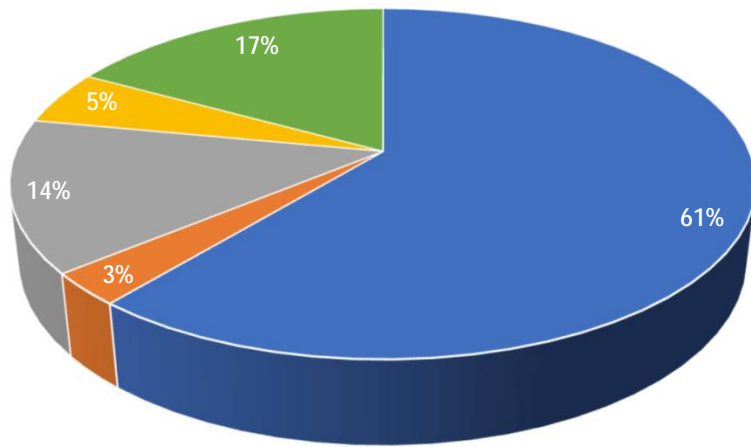


■ Male ■ Female

New Hire Demographics

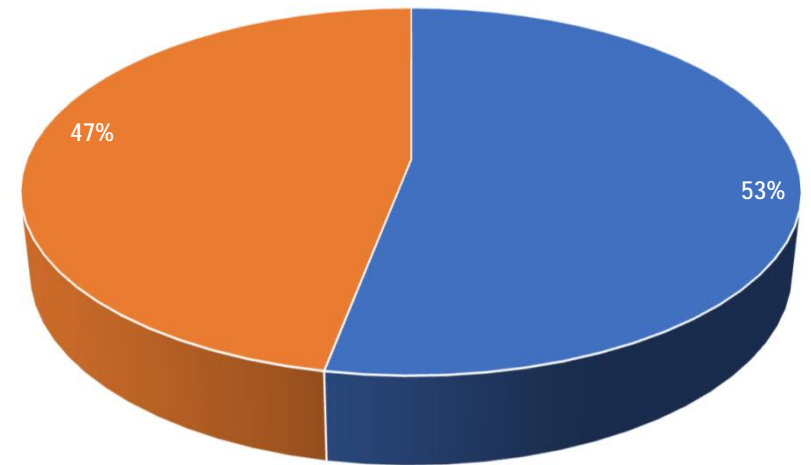
Capital Metro Fiscal Year 2021 (10/1/20-3/31/21)

New Hires by Race



- White
- Asian Pacific
- African American
- Not Specified
- Hispanic

New Hires by Gender

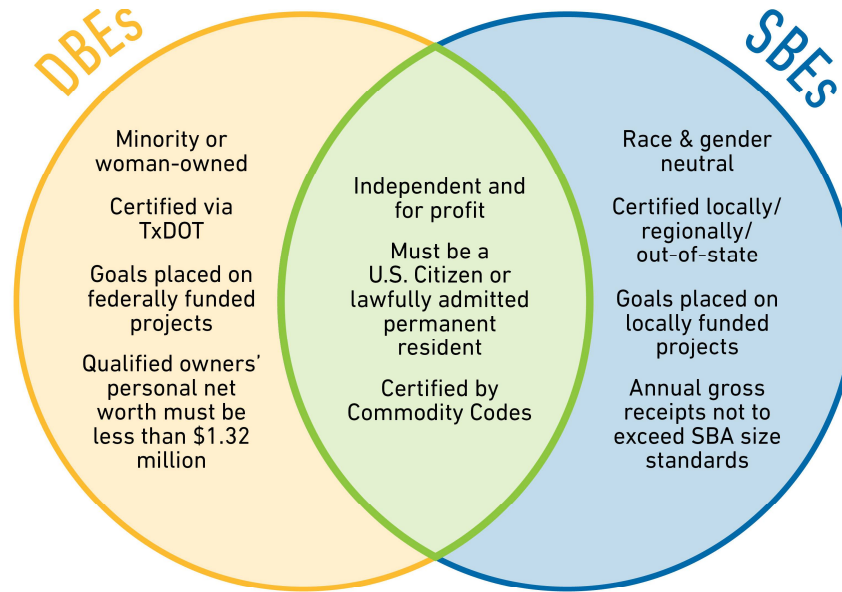


- Male
- Female

Total New Hires
36



Vendor Diversity: Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Programs



Vendor Diversity: Capital Metro FY21 DBE Semi-Annual Goal Achievement

FY 2020 DBE Goal 19%				FY 2021 DBE Goal 19%			
	DBE Achievement	Total Contract Amount	Total DBE Commitment Amount		DBE Achievement	Total Contract Amount	Total DBE Commitment Amount
Annual Goal	18.7%	\$13,886,945	\$2,599,759	October 1, 2020 – March 31, 2021	*12%	\$1,791,792	\$215,015

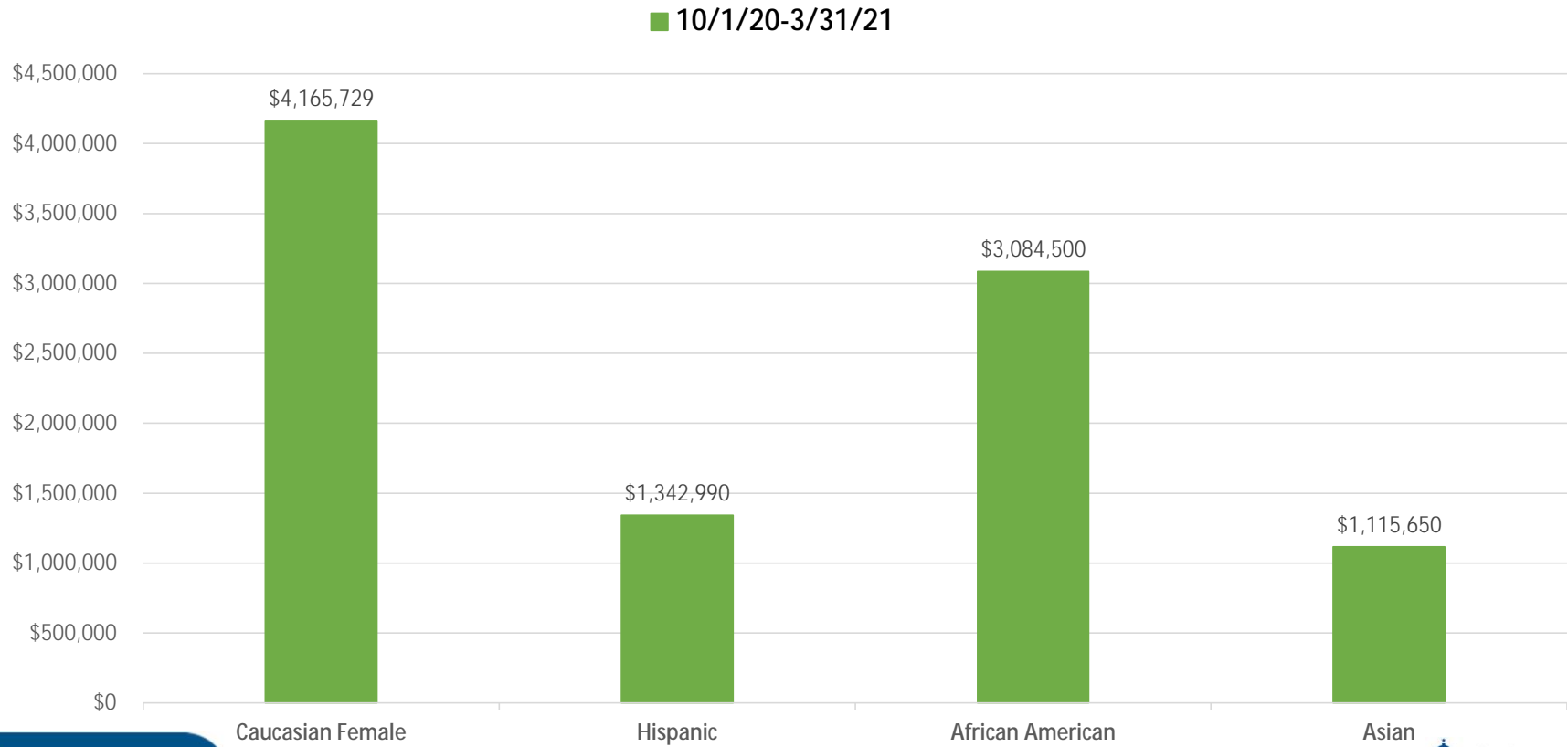
*Project to meet the annual goal through contracting opportunities in the second half of the fiscal year.



Vendor Diversity: Capital Metro FY21 SBE Semi-Annual Goal Achievement

FY 2021 SBE Goal 21%			
	SBE Achievement	Total Contract Amount	Total SBE Commitment Amount
October 1, 2020 – March 31, 2021	66%	\$2,645,733	\$1,747,935

Vendor Diversity: Payments to DBE/SBE Contractors by Race/Gender



DIVERSITY, EQUITY, & INCLUSION UPDATE



Definitions:



Diversity

The range of human differences, including but not limited to, race, ethnicity, gender identity, sexual orientation, age, social class, physical or mental disability or functional ability, religion, national origin, language spoken or political beliefs.

Equity

Fairness in process, distribution of resources, opportunity, and provision of varying levels of support to achieve greater fairness of outcomes.

Racial Equity

In acknowledgement of historical inequity based on race, where race no longer determines one's outcomes and when everyone has what they need to thrive.

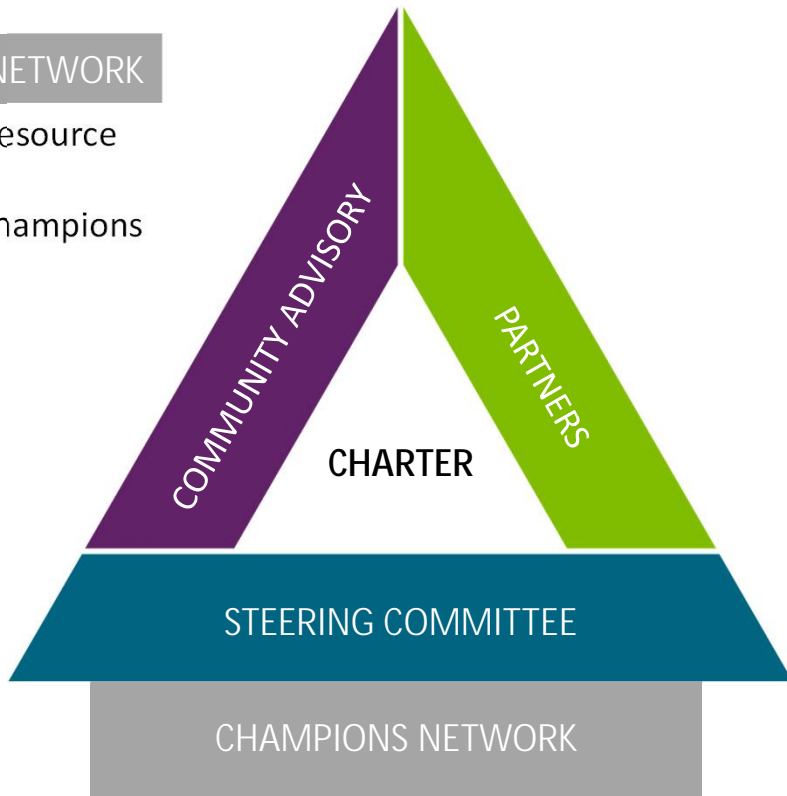
Inclusion

Involvement and empowerment, where everyone feels welcomed, respected, supported and valued.

DIVERSITY, EQUITY AND INCLUSION COUNCIL

CHAMPIONS NETWORK

- q Employee Resource Groups
- q Volunteer champions



STEERING COMMITTEE

- q Various CapMetro departments
 - Including frontline employees
- q Service provider leadership
- q ATU leadership

PARTNERS

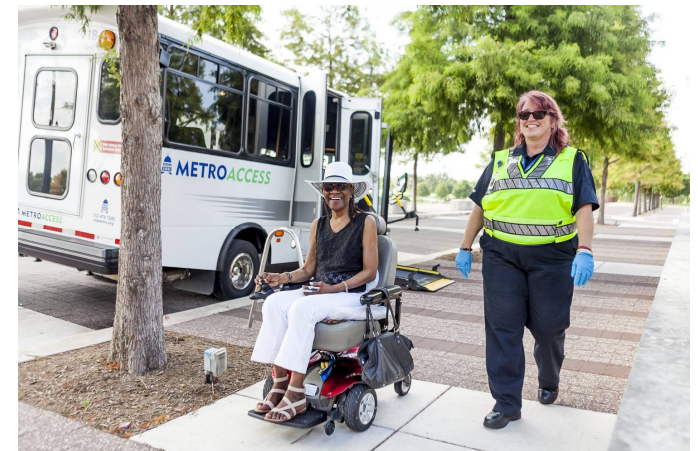
- q Access
- q CSAC

COMMUNITY ADVISORY GROUP

Representatives of community organizations committed to diversity, equity and inclusion

2021 Updates

- Diversity, Equity and Inclusion Council
 - Community Advisory Group
 - Quarterly meetings established
 - Developed the Advisory Group Charter
- Gap Assessment
 - Diversity, Equity and Inclusion employee survey of service provider employees
 - SBE Disparity and DBE Availability Study
- Resource Enhancement
 - Hired a Director, Diversity, Equity and Inclusion
- Completed Title VI Update and Policy Approval
- Board Diversity, Equity, and Inclusion Policy Statement
- Community Events & Awareness



Equity Initiatives

- Pick-up Zones Added
- Norwood Bus Stop Improvement Project
- Bus Stop Lighting and Accessibility Improvements
- Fare Capping Pilot
- Free Transit to Vaccines
- Weekends Free (June to July 4th)
- Juneteenth Holiday Observation



What's Next?

- Completion of the Diversity, Equity, and Inclusion Plan
 - Strategy
 - Review of Policies and Procedures
 - Employee Resources Groups
 - Diversity, Equity, and Inclusion Website
- Community Advisory Group Meetings – Continued



Proposed Diversity, Equity and Inclusion Board Policy Statement

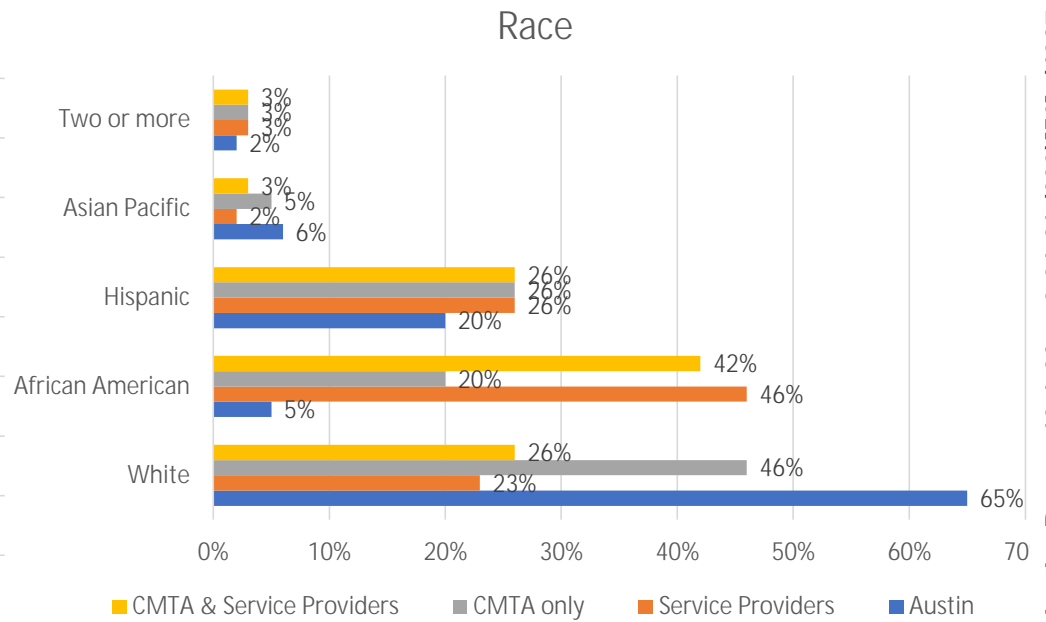
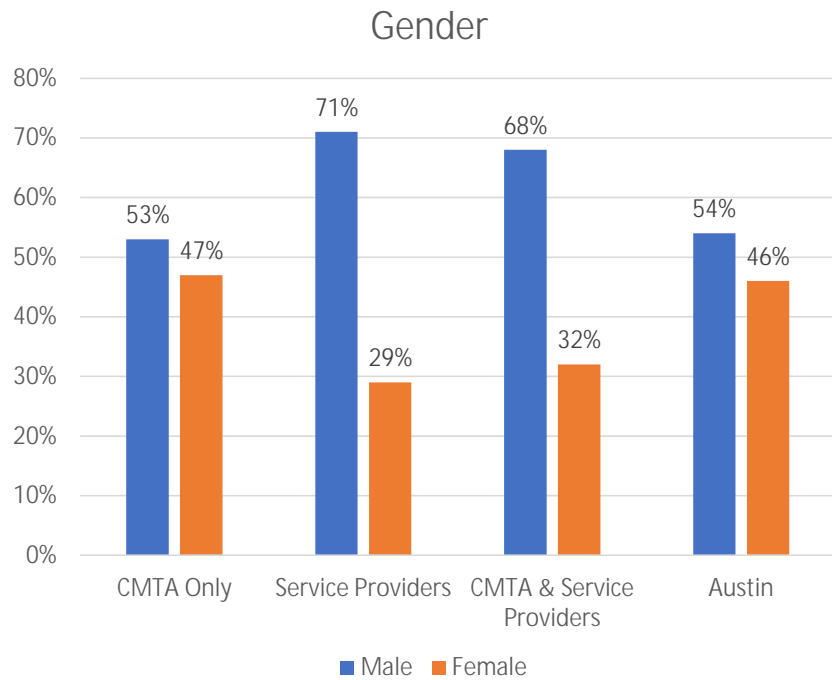
- Consider adoption of Board of Directors Policy Statement that defines Diversity, Equity and Inclusion and highlights ways the Board can center these objectives in Board policy and decision making.



THANK YOU!

Workforce and Vendor Diversity Report as of March 31, 2021

Overall Diversity Report CMTA, Service Providers and Austin (As of March 2021)

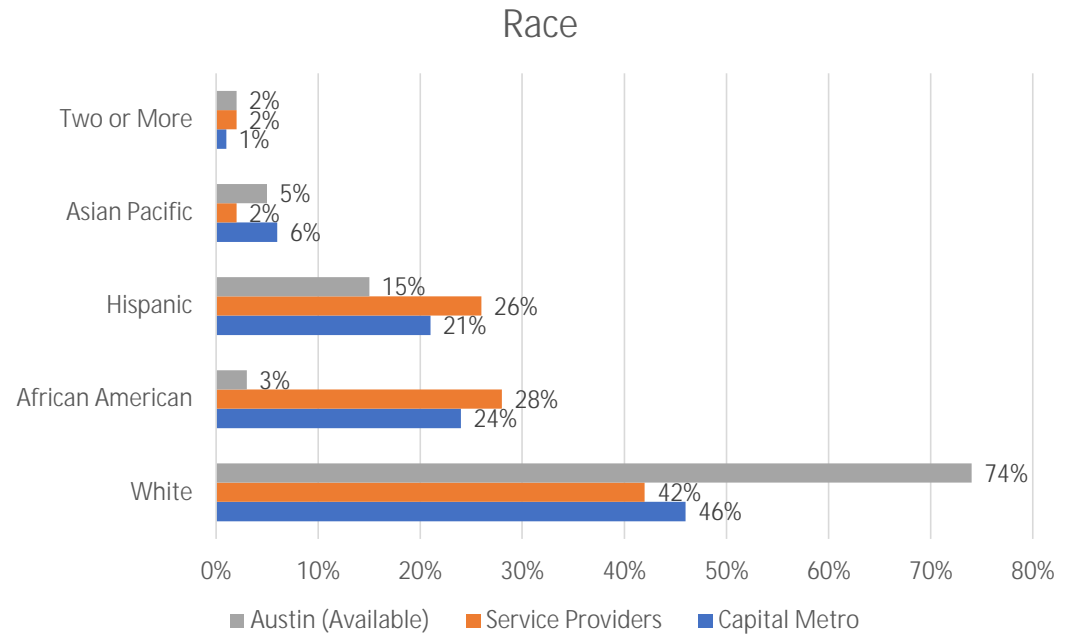
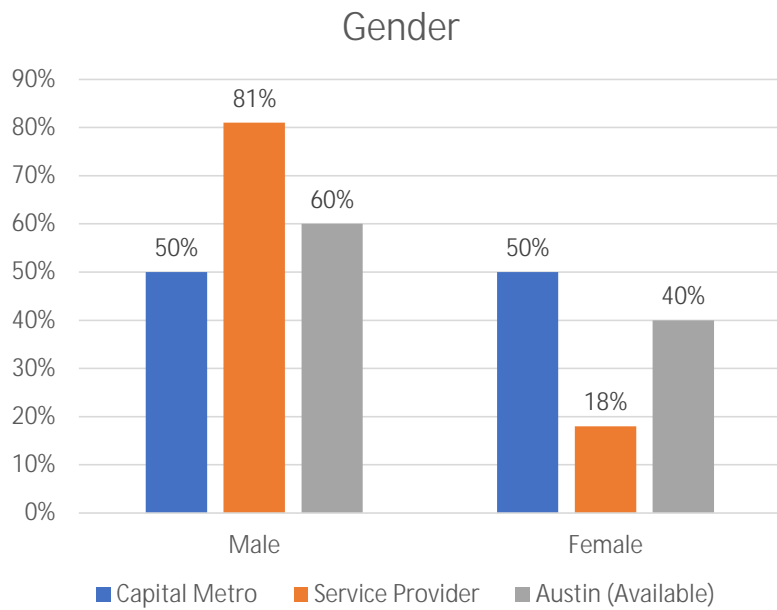


of CMTA Employees-327
 # of Service Provider Employees-1,720
 Total Workforce 2,047
 Austin availability: American Community Survey (ACS) 2018



Officials and Administrators

Capital Metro- President, EVP, VP, Directors, Managers and Supervisors
Service Providers- VP, Directors, Managers, Supervisors (Herzog Only)



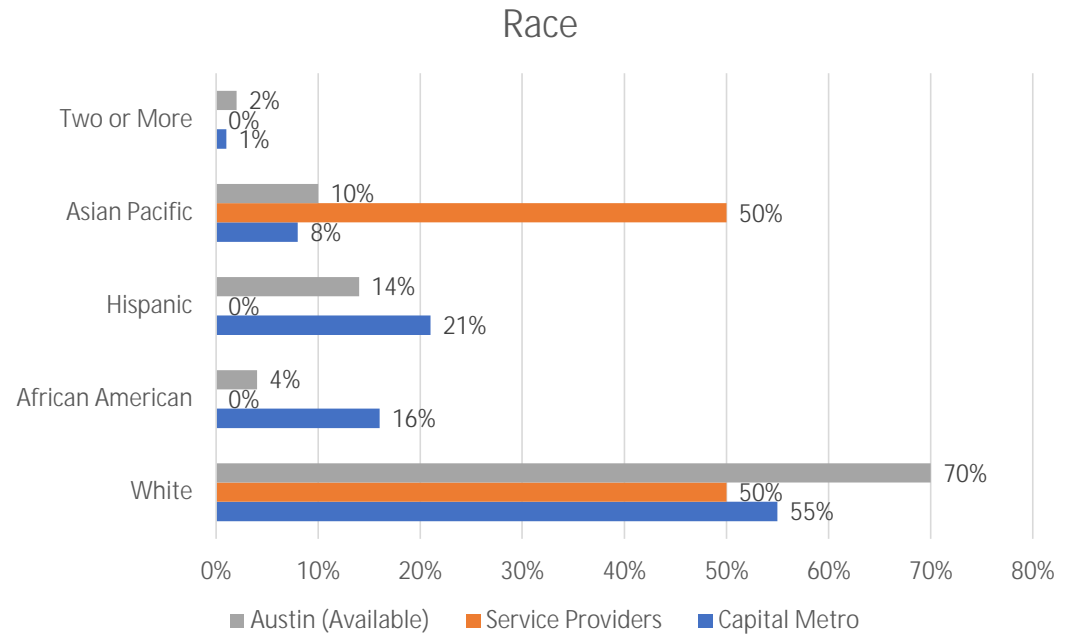
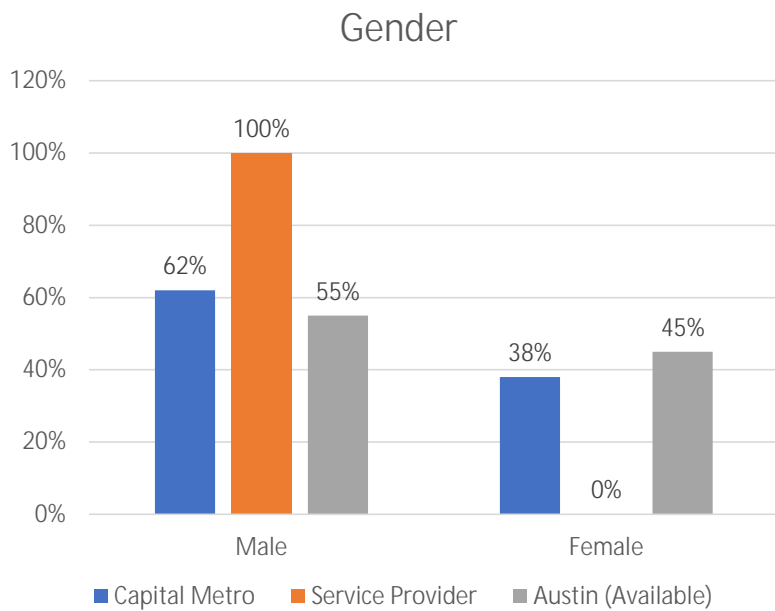
of CMTA Employees-84
 # of Service Provider Employees-43
 Austin availability: American Community Survey (ACS) 2018



Professionals

Capital Metro-Accountants, Business System Analysts, Communications Specialist, Contracts Administrators, Coordinators, Data Analysts, HR Generalists, Planners, Buyers, Legal Coordinators, QA Specialists, Inventory Specialist, and other similar jobs.

Service Providers- Program Compliance Administrator, Logistics Technology Specialist

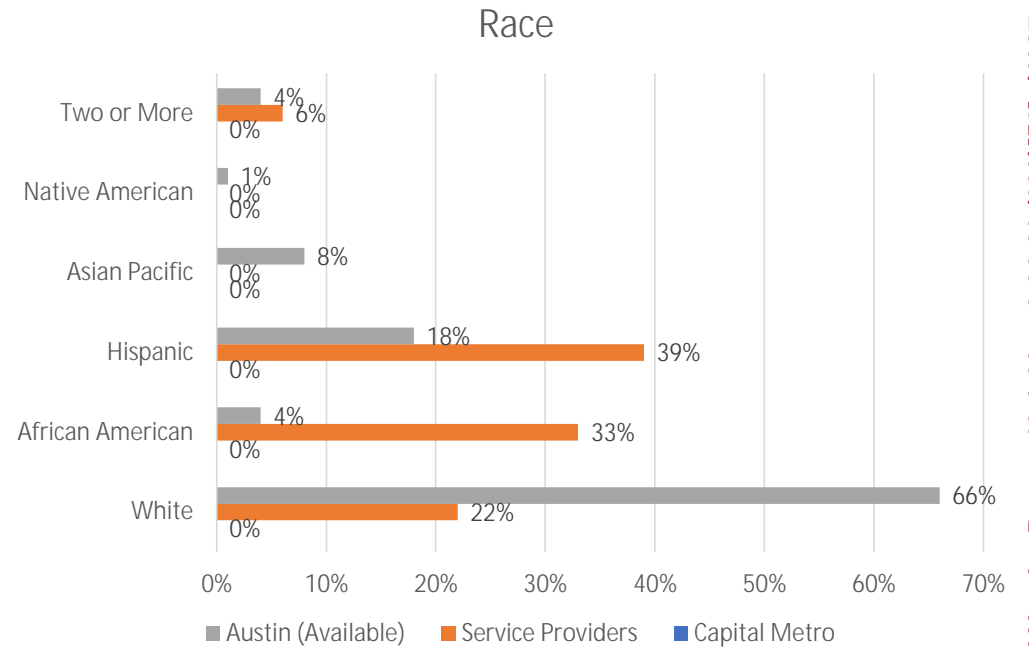
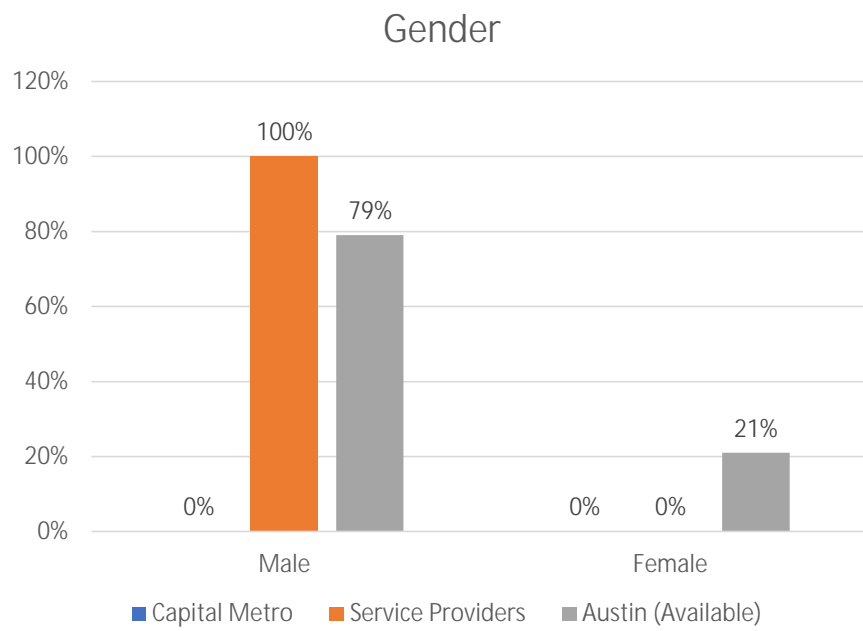


of CMTA Employees-154
 # of Service Provider Employees-2
 Austin availability: American Community Survey (ACS) 2018



Technicians

Service Providers-Facility Technician, Logistics Technology Technician, Maintenance, Shop Foreman

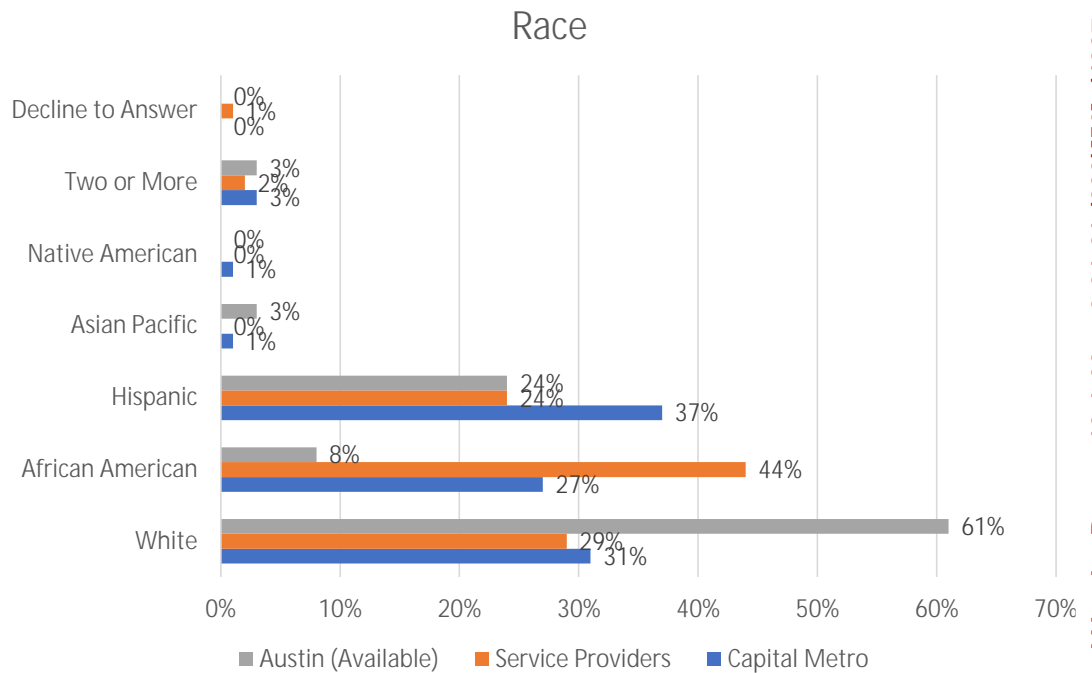
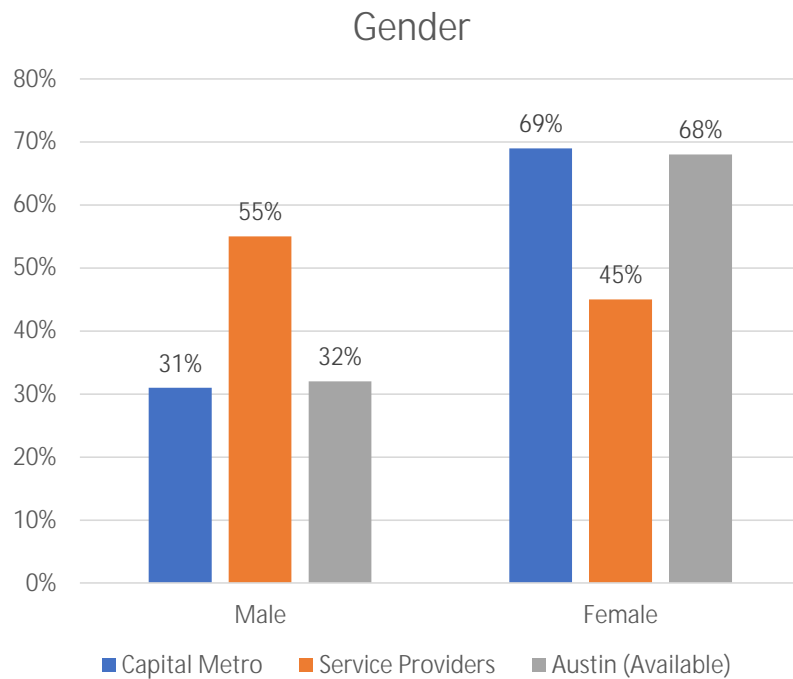


of CMTA Employees-0
 # of Service Provider Employees-18
 Austin availability: American Community Survey (ACS) 2018



Administrative Support

Capital Metro-Account Payable/Receivable Specialists, Customer Service Reps, Support Specialists, and other similar jobs.
 Service Providers- Supervisors, Administrative Assistant, Specialists, HR Generalist, Coordinators, Trainers, Clerks, Foreman
 Operations Assistant, Dispatchers, Data Analyst, Schedulers

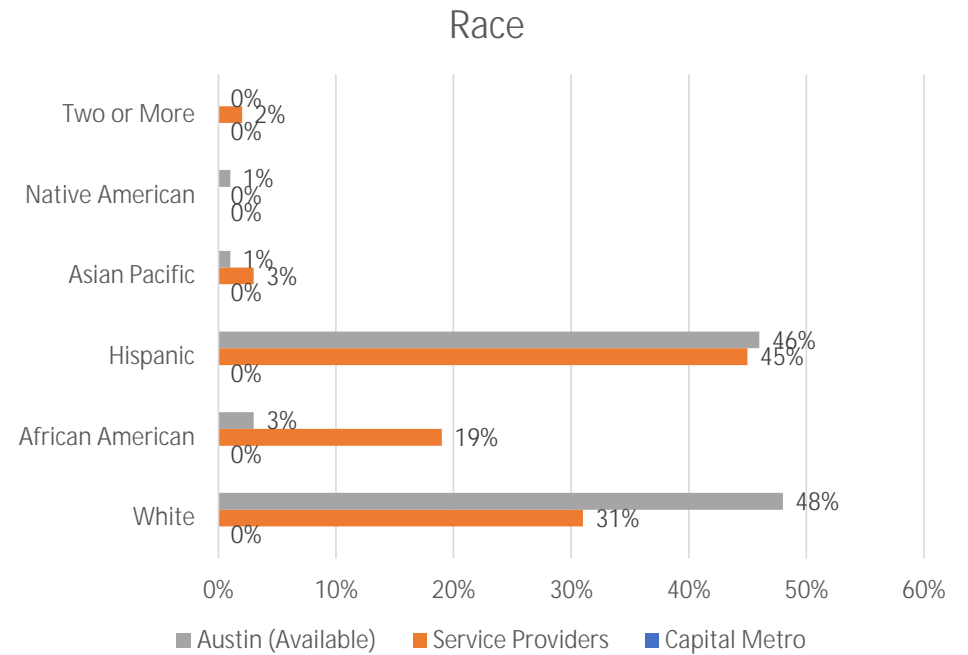
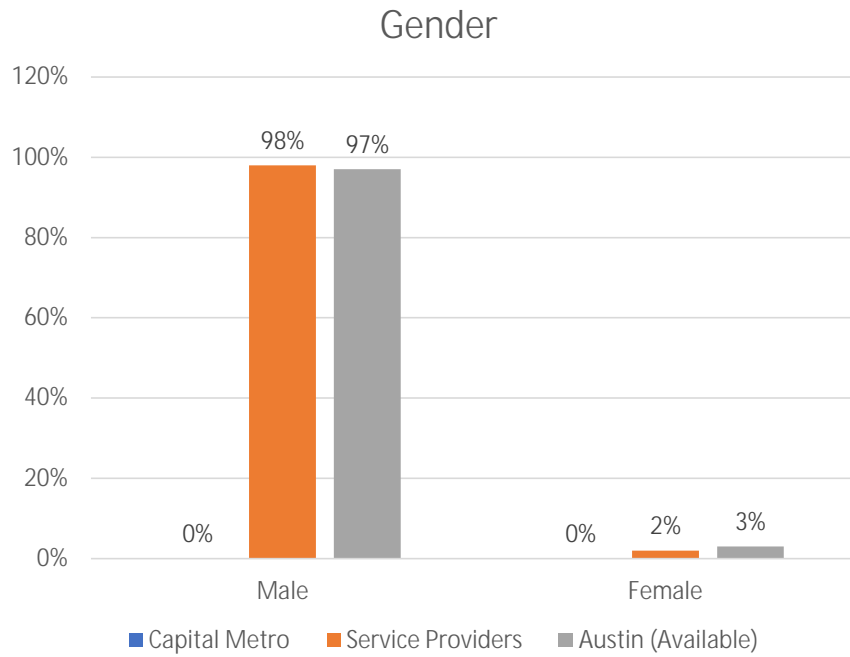


of CMTA Employees-75
 # of Service Provider Employees-138
 Austin availability: American Community Survey (ACS) 2018



Skilled Craft Workers

Service Providers-Auto Techs, Body Shop Techs, Mechanics



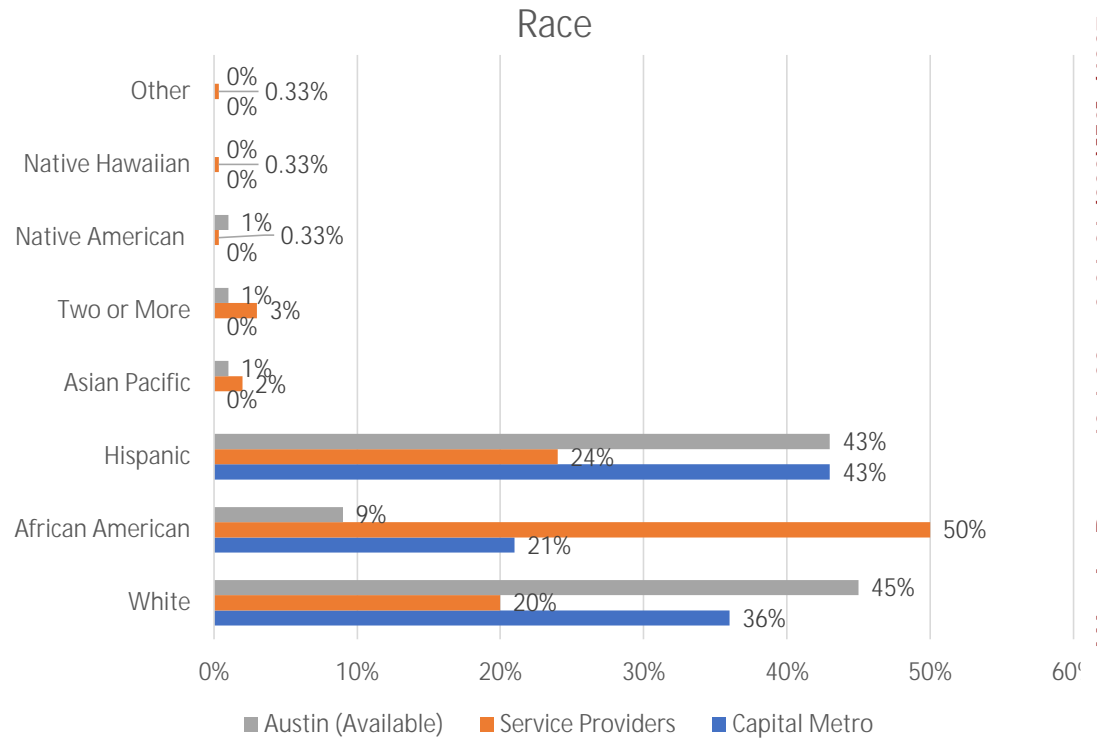
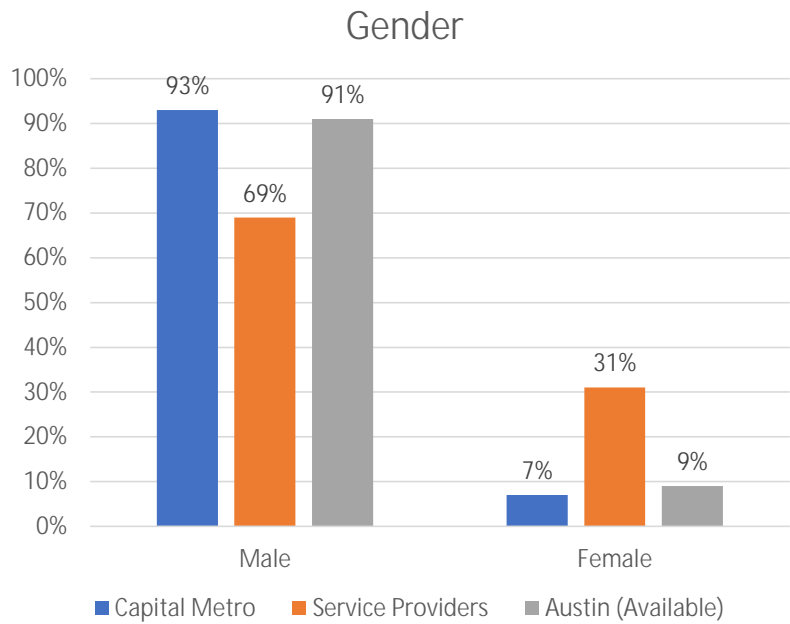
of CMTA Employees-0
 # of Service Provider Employees-149
 Austin availability: American Community Survey (ACS) 2018



Service and Maintenance

Capital Metro- Bus Operators, Facility Installers, and other similar jobs.

Service Providers- Dispatchers (Herzog Only), Engineers, Conductors, Utility Workers, Facilities Techs & Maintenance, Drivers, Operators

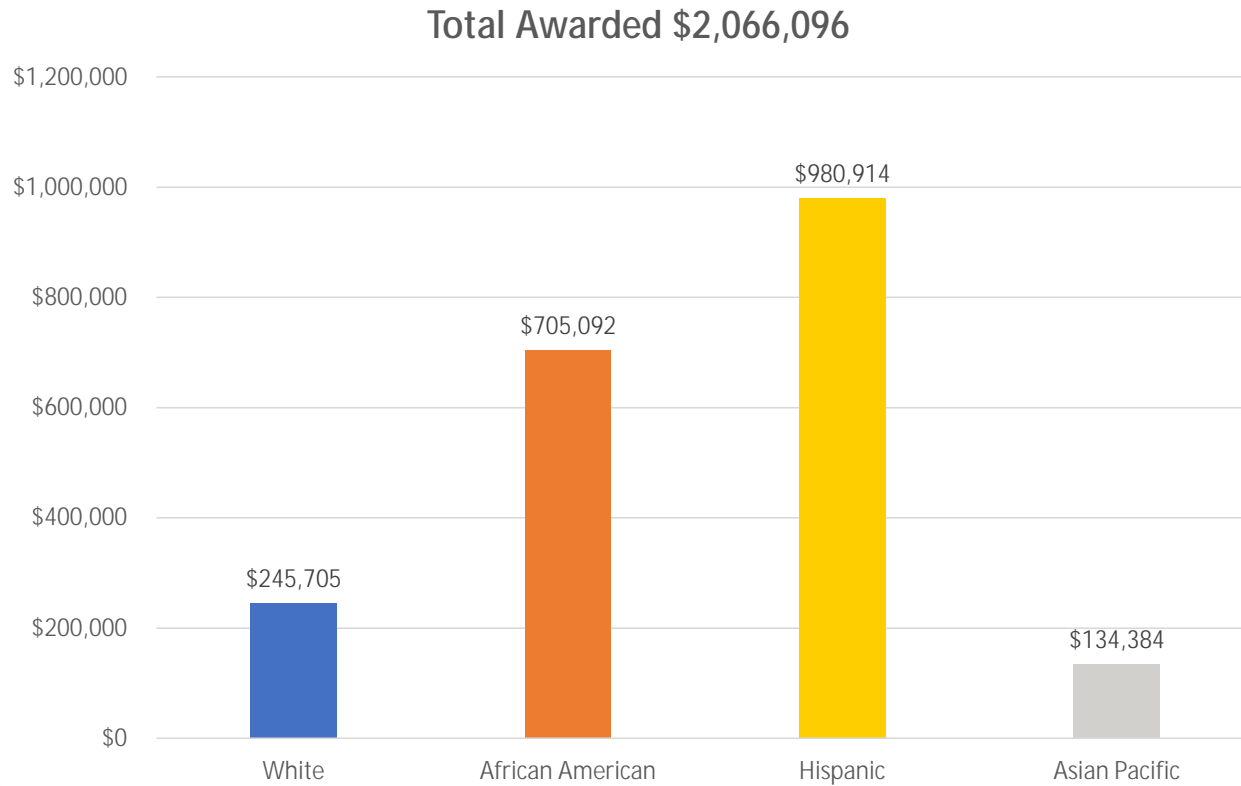


of CMTA Employees-14
 # of Service Provider Employees-1,349
 Austin availability: American Community Survey (ACS) 2018



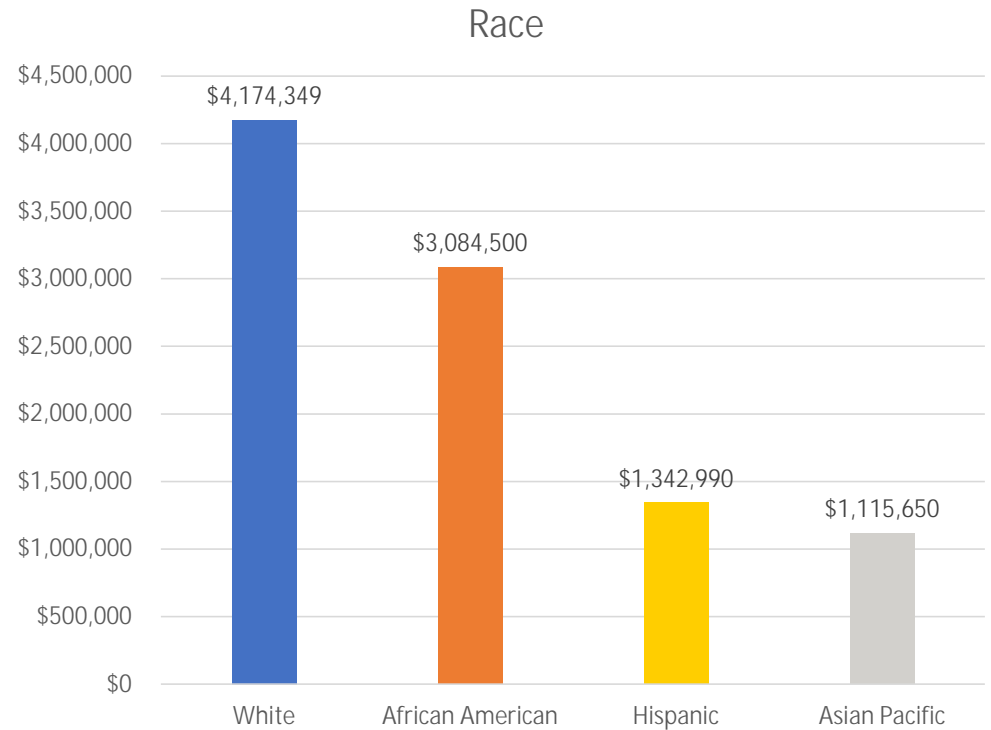
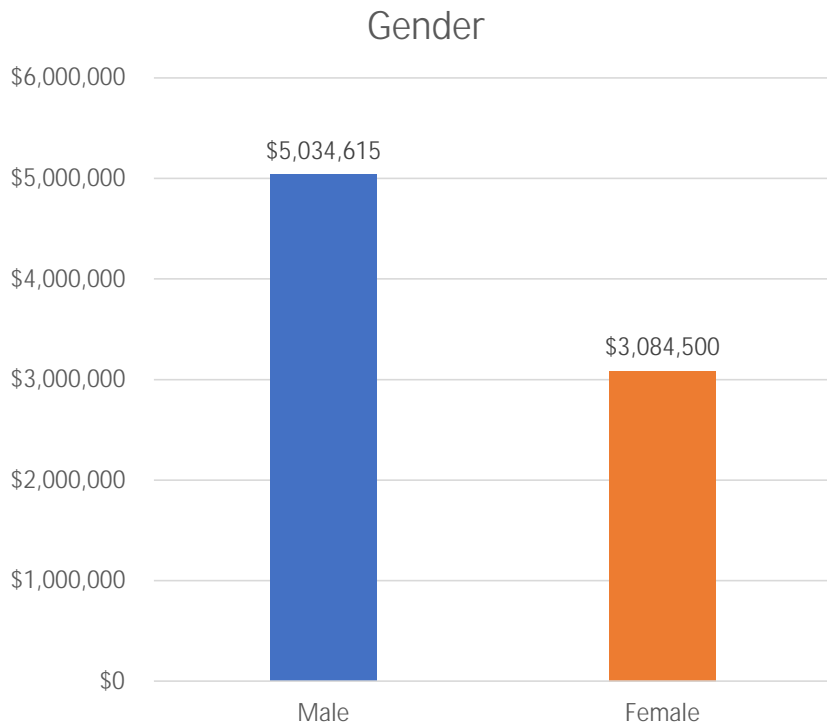
Vendor Diversity: DBE/SBE Contractor Commitments

October 1, 2020 – March 31, 2021



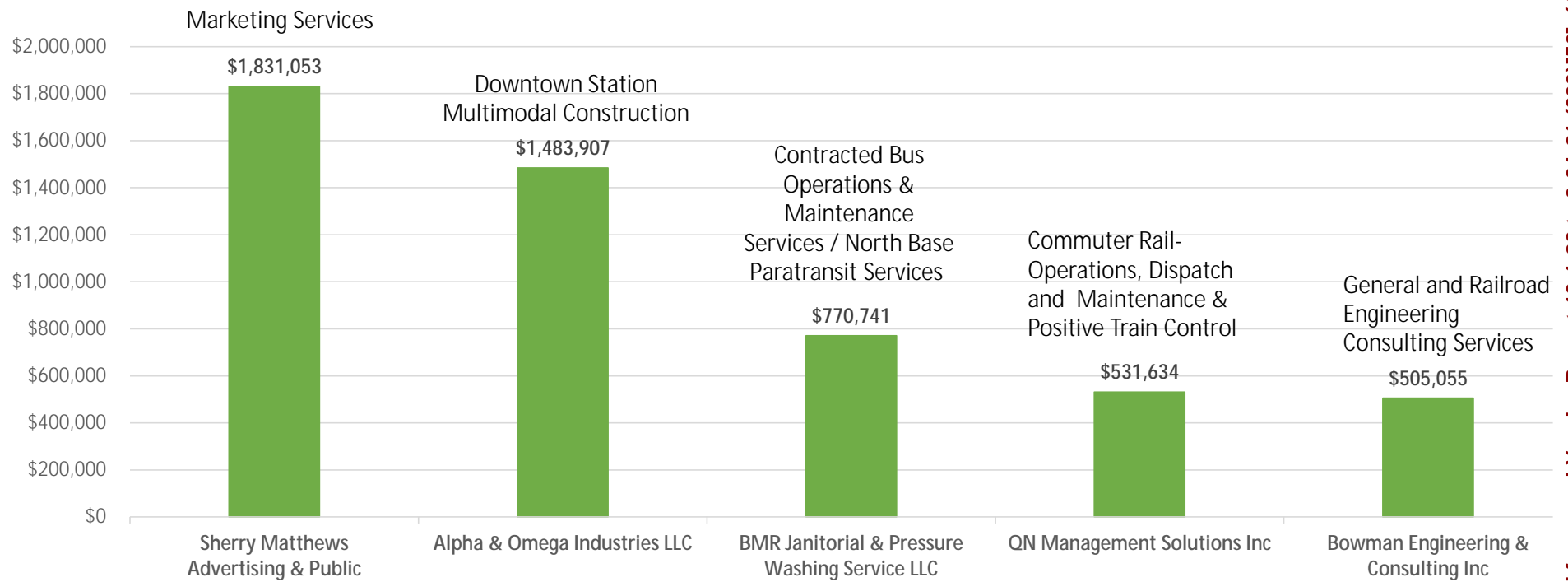
Vendor Diversity: Payments to DBE/SBE Contractors by Race/Gender

October 1, 2020 – March 31, 2021



Vendor Diversity: Highest Paid DBE/SBE Vendors

October 1, 2020 – March 31, 2021





METRO

THANK YOU!

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4898)**

Contract for D/SBE Disparity Study

Approval of a resolution authorizing the President & CEO, or his designee, to approve a contract for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts with Colette Holt & Associates for a one (1) year term in an amount not to exceed \$348,525.

**Capital Metropolitan Transportation Authority
Board of Directors**

MEETING DATE: 7/14/2021

(ID # AI-2021-1473)

**Contract for Availability Study on federally funded contracts and
Disparity Study on locally funded contracts**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to approve a contract for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts with Colette Holt & Associates for a one (1) year term in an amount not to exceed \$348,525.

FISCAL IMPACT:

Funding for this action is available in the FY2021 and 22 Operating Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

1. Internal/External Customer Service Excellence

Strategic Objectives:

1.2 Continuous Improvement.

EXPLANATION OF STRATEGIC ALIGNMENT:

Capital Metro's Disadvantaged Business Enterprise (DBE) program follows the federal requirements under CFR 49 Part 26 and the Small Business Enterprise (SBE) Program follows internal policies and guidelines. A consultant's review of these programs will benefit Capital Metro by assisting in identifying ways to increase D/SBE participation in its projects.

BUSINESS CASE:

CFR 49 Part 26 has specific guidelines that Capital Metro follows on annual goal and individual project goal calculation. Only DBEs certified in Texas qualify for DBE credit. However, Capital Metro utilizes a race neutral SBE program where any firm certified using Small Business Administration's size standards will qualify for credits toward the SBE goal on any project, such as Minority-owned Business Enterprise (MBE), Women-owned Business Enterprise (WBE), and Historically Underutilized Business (HUB).

Utilizing its interlocal agreement for cooperative purchasing, Capital Metro seeks to use the City of Austin's current contract with Colette Holt & Associates in conducting an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts. The Contractor will conduct these studies consistent with governing law and D/SBE best practices. The Contractor's final report will outline the results of the studies and recommendations regarding D/SBE participation in Capital Metro projects as well as future Austin Transit Partnership (ATP) projects.



COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY:

A Disparity Study examines whether there is evidence of discrimination affecting minorities and women, and minority- and women-owned business enterprises (M/WBE). It helps ensure any race-or gender-based remedial programs will withstand scrutiny in a court of law. The primary goal of the study is to assess, quantify, and evaluate the prevalence, significance (degree and weight) and scope of discrimination in the marketplace, if any, against M/WBEs. A Disparity Study will identify ways to provide fair opportunities for all firms interested in doing business with Capital Metro.

The Availability Study calculates and analyzes the percentage of dollars in USDOT funded contracts that might be expected to go to DBEs if there were a level playing field for firms to obtain these prime contracts and subcontracts. It examines what contractor availability would have been on recent prime contracts and subcontracts to project future DBE participation. The availability analysis accounts for the type and size of a contract and whether it was a prime contract or subcontract. This study will help establishing the overall DBE goal for Capital Metro. Capital Metro's triennial DBE goal submission for FY2023-25 is due to FTA by August 1, 2022. This study will also incorporate ATP's future projects. ATP will be able to utilize the study results to calculate its goal when needed as well as to identify DBEs within the NAICS Codes associated with contracting opportunities on individual Project Connect projects.

DBE/SBE PARTICIPATION:

No SBE goal is assigned to this procurement due to Capital Metro using a cooperative contract with the City of Austin. However, the selected vendor is a certified Small Business Enterprise (SBE) and will receive 100% SBE credit towards small business participation.

PROCUREMENT:

The contract will utilize the City of Austin Contract No. PA20000030 with Colette Holt & Associates for Disparity Study Services.

The City of Austin awarded contracts are made available for use by Capital Metro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act.



Purchases made using the City of Austin contracts satisfy otherwise applicable competitive bidding requirements. Pricing for an Availability Study on federally funded contracts and a Disparity Study for locally funded contracts was determined to be fair & reasonable by the City of Austin during its solicitation and award process.

The following is Colette Holt & Associates pricing per their City of Austin contract:

Description	Lump Sum
Disparity and Availability Study Consulting Services	\$348,525.00

RESPONSIBLE DEPARTMENT: Diversity and Compliance



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1473)

***Contract for Availability Study on federally funded contracts and
Disparity Study on locally funded contracts***

WHEREAS, Capital Metro receives funding from the Federal Transit Administration and local sources; and

WHEREAS, federal Disadvantaged Business Enterprise (DBE) regulations in CFR 49 Part 26 apply to Capital Metro; and

WHEREAS, DBE regulations require Capital Metro to calculate overall triennial DBE goals; and

WHEREAS, Capital Metro assigns individual DBE goals on federally funded projects and SBE goals on locally funded projects; and

WHEREAS, these studies will help Capital Metro in identifying the availability of DBE vendors and a disparity, if any, in SBE contracting with small and minority vendors.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute a contract with Colette Holt & Associates to conduct an Availability Study for federally funded contracts and a Disparity Study for locally funded contracts in an amount not to exceed \$348,525.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2021-1473 (4898 : Contract for D/SBE Disparity Study)

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4902)
2021 Build Central Texas ILA**

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Interlocal Agreements (ILAs) with suburban communities within the service area for the FY2022 Build Central Texas Program.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/19/2021
(ID # AI-2021-1497)
Build Central Texas Program ILA**

SUBJECT: Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Interlocal Agreements (ILAs) with suburban communities within the service area for the FY2022 Build Central Texas Program.

FISCAL IMPACT:

Funding for this action is included in the FY2022 proposed budget.

STRATEGIC PLAN:

Strategic Goal Alignment: Valued Community Partner

Strategic Objectives: Build Partnerships

EXPLANATION OF STRATEGIC ALIGNMENT: This interlocal agreement outlines the terms and conditions under which suburban communities in Capital Metro's service area are eligible to receive funding under the Build Central Texas (BCT) Program that will help support public transportation in Central Texas.

BUSINESS CASE: The current ILAs for the BCT Program will end in FY2021. A new ILA is needed for FY2022. The recommended term is a period of three years plus two one-year optional extensions. These ILAs are intended to provide support of the transportation infrastructure in the suburban communities by providing funding for their transportation system improvement projects.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY: Four suburban communities are currently participants in the BCT Program. These communities include Lago Vista, Manor, Point Venture, and San Leanna. The current ILAs with the communities will end in FY2021. Minor edits to the ILAs have been made to reduce repetition within the ILA document but no changes have been made to the program guidelines or payment procedures. Currently, the Board of Directors funds the BCT program annually during the budget approval process. Communities are notified of their proportionate share after the annual budget has been adopted and are asked to provide an update on projects that are underway, as well as any new projects that are planned for the upcoming year.



DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Chapter 791 of the State of Texas Government Code encourages governmental entities to increase the efficiency and effectiveness of local governments by authorizing them to contract, to the greatest possible extent, with one another. In doing so, local governments are permitted to forego the requirements of full and open competition and contract directly with one another.

RESPONSIBLE DEPARTMENT: Finance



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1497)

Build Central Texas Program ILA

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors desires to approve the attached Build Central Texas Program Interlocal Agreements with suburban communities in the service area.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute Interlocal Agreements with suburban communities in the service area for the Build Central Texas Program.

Date: _____

**Secretary of the Board
Eric Stratton**

Attachment: Resolution-AI-2021-1497 (4902 : 2021 Build Central Texas ILA)

**INTERLOCAL
AGREEMENT
BETWEEN
CAPITAL METROPOLITAN TRANSPORTATION
AUTHORITY
AND
[REDACTED]
FOR
BUILD CENTRAL TEXAS**

This Interlocal Agreement (“Agreement”) is entered into by and between the [REDACTED], a [REDACTED] (hereinafter “the Suburban Community”) and Capital Metropolitan Transportation Authority (“Capital Metro”) a transportation authority and political subdivision organized under Chapter 451 of the Texas Transportation Code. Capital Metro and the Suburban Community are referred to in this Agreement individually as a “Party” and collectively as the “Parties”.

I. Recitals

Whereas, this Agreement is authorized and governed by the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code;

Whereas, each Party represents and warrants that in the performance of its respective obligations as set forth in this Agreement, it is carrying out a duly authorized governmental function that it is authorized to perform individually under the applicable statutes of the State of Texas or its charter;

Whereas, Capital Metro has developed the Build Central Texas Program – Suburban Communities Program (“BCT Program”) to meet the transportation infrastructure needs of suburban cities and portions of counties in the Capital Metro service area by providing for their transportation system improvement projects;

Whereas, the Parties now desire to enter into a mutually beneficial agreement that meets the transportation mobility needs of both Parties; and

NOW THEREFORE, in consideration of mutual covenants and agreements contained herein, the Parties agree to the terms and conditions below as evidenced by the signatures of their respective authorized representatives.

II. BCT Program Funding, Guidelines and Procedures

- A. The Capital Metro Board of Directors (“Capital Metro Board”) is expected to allocate funds for the BCT Program for each fiscal year during the term of this Agreement. There is no guarantee that the Capital Metro Board will allocate any funds in any fiscal year. Capital Metro will review funding of the Program annually to ensure that funding for other major initiatives of Capital Metro is not detrimentally impacted by the Suburban Communities Program. The Capital Metro Board may eliminate funding for the BCT Program as part of its annual budget appropriation for each fiscal year, and in such event, no funds will be available under this Agreement. Elimination of funding of the Program in any one fiscal year does not affect funds previously allocated to the Suburban Community. If any funds are allocated to the BCT Program, Capital Metro staff will notify the Suburban Community of the amounts allocated to the Suburban Community and the terms and conditions of this Agreement will apply.

- B. Once Capital Metro staff notifies the Suburban Community of a fiscal year allocation under this Agreement, the Suburban Community shall submit to Capital Metro a proposed project list for that fiscal year in accordance with the Suburban Communities Program Procedures and Guidelines attached to this Agreement as **Exhibit A** (the “BCT Guidelines and Procedures”). If a project list for any fiscal year is not submitted to Capital Metro by the end of the calendar year in which funds are allocated, then such fiscal year funds are forfeited.
- C. The Suburban Community will comply with the BCT Guidelines and Procedures, which set out the rules and regulations governing participation in the BCT Program and payments to be made to the Suburban Community under this Agreement. Capital Metro reserves the right, in its sole discretion to make amendments to the BCT Guidelines and Procedures from time to time.

III. Term and Termination

- A. The initial term of this Agreement is from the date of the last Party to sign (“Effective Date”) through September 30, 2024. Capital Metro may, in its sole discretion, exercise the option to extend this Agreement for up to two (2) additional one (1) year periods contingent upon the availability of funding. Any subsequent optional renewal will be mutually agreed to by the Parties. Notwithstanding anything to the contrary, the Parties may mutually agree to terminate this Agreement at any time.
- B. If for any fiscal year, funds are not appropriated or allocated by one of the Parties to this Agreement, for such Party’s performance of its obligations under this Agreement, this Agreement shall become void, without penalty to either Party, and the Party shall promptly give notice to the other Party that funds were not appropriated or allocated.
- C. If Capital Metro becomes subject to a legislative change, revocation of statutory authority, or lack of funds which would render Capital Metro’s performance under this Agreement impossible or unnecessary, this Agreement will be terminated or cancelled and be deemed null and void. In the event of such termination or cancellation, Capital Metro will not be liable to the Suburban Community for any damages, which are caused or associated with such termination, or cancellation.

IV. General Provisions

- A. Successors and Assigns. This Agreement will be binding upon and inure to the benefit of the Parties and their successors and assigns, including without limitation, any receivers, administrators, or trustees in bankruptcy.
- B. Severability. If any provision of the Agreement will, for any reason, be held to violate any applicable law, and so much of the Agreement is held to be unenforceable, then the invalidity of such a specific provision will not be held to invalidate any other provisions, which other provisions will remain in full force and effect unless removal of said invalid provisions destroys the legitimate purpose of the Agreement, in which event the Agreement will be canceled.
- C. Cooperation. The Parties to this Agreement agree to cooperate at all times in good faith to effectuate the purposes and intent of this Agreement.
- D. Independent Contractor. This Agreement will not be construed as creating an employer-employee relationship, a partnership, or a joint venture between the Parties.
- E. Entire Agreement. This Agreement, together with Exhibit A, represents the complete and entire agreement between the Parties respecting the matters addressed herein, and supersedes all prior negotiations, agreements, representations, and understanding, if any, between the parties respecting the subject of this Agreement.

- F. No Amendment of Other Agreements. Unless otherwise expressly stipulated in this Agreement, this Agreement is separate from and is not an amendment or modification of any other agreement between the parties.
- G. Applicable Law. This Agreement will be governed by and construed in accordance with the laws of the State of Texas, exclusive of its choice of law provisions. Both parties recognize that the Suburban Community and Capital Metro are subject to the Texas Public Information Act (“TPIA”) and unless accepted by that Act, documents and information in the Suburban Community’s and Capital Metro’s possession are subject to public disclosure.
- H. Venue. Venue for any action arising under this Agreement will be in Travis County, Texas.
- I. Interpretation of Laws and Authorities. All federal and state contractual provisions, as applicable, will be included in any corresponding contracts or procurements by the Parties. The Parties shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into by the individual Party in support of the contract work. The Parties will retain responsibility for ensuring that the performances rendered under any subcontracts comply with all requirements of this Agreement as if the respective Party, entering into the subcontract, rendered such performances. In no event does this provision relieve each Party of its individual responsibility for ensuring that the services rendered under all subcontracts are rendered in compliance with this Agreement.
- J. Notices. Any notice given hereunder by either Party to the other will be in writing and may be effected by personal delivery in writing or by registered or certified mail, return receipt requested when mailed to the proper Party, at the following addresses:

Suburban Community: _____

Capital Metro: President/CEO
 Capital Metropolitan Transportation Authority
 700 Lavaca, Suite 1400
 Austin, Texas 78701

With a copy to: Chief Counsel
 Capital Metropolitan Transportation Authority
 700 Lavaca, Suite 1400
 Austin, Texas 78701

K. Liability. **THE PARTIES AGREE THAT EACH GOVERNMENTAL ENTITY IS RESPONSIBLE FOR ITS OWN PROPORTIONATE SHARE OF ANY LIABILITY FOR THE NEGLIGENT ACTS OR OMISSIONS OF ITS EMPLOYEES, AGENTS, CONTRACTORS, OR SUBCONTRACTORS ARISING OUT OF, CONNECTED WITH, OR AS A CONSEQUENCE OF ITS PERFORMANCE UNDER THIS AGREEMENT.**

NEITHER PARTY SHALL BE LIABLE TO THE OTHER FOR ANY INDIRECT, SPECIAL, INCIDENTAL, PUNITIVE, OR CONSEQUENTIAL DAMAGES (INCLUDING BUT NOT LIMITED TO LOSS OF BUSINESS, REVENUE, PROFITS, OR OTHER ECONOMIC ADVANTAGE), HOWEVER IT ARISES, WHETHER IN AN

Attachment: Build_Central_Texas_City of Lago Vista ILA Revisions FY2022 (4902 : 2021 Build Central Texas ILA)

ACTION OF CONTRACT, NEGLIGENCE, TORT OR OTHER ACTION, ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT, EVEN IF ADVISED OF THE POSSIBILITY THEREOF.

- L. Administrative Approval. The Suburban Community’s duly authorized representative and the Capital Metro President/CEO will have the authority to negotiate and execute amendments to this Agreement without further action or action from their respective governing bodies, but only to the extent necessary to implement and further the clear intent of the respective governing bodies’ approval, and not in such a way as would constitute a substantive modification of the terms and conditions hereof or otherwise violate Chapter 791 of the Texas Government Code. Any amendments that would constitute a substantive modification to the Agreement must be approved by the governing bodies of the Parties.
- M. Government Immunity. By execution of this Agreement, neither Party waives nor relinquishes any immunity rights available to it by law except as otherwise stipulated by applicable laws.

V. Signatories

This Agreement is hereby accepted and agreed to by the following individuals or officers who are duly authorized to bind the Parties as set forth above:

**Capital Metropolitan
Transportation Authority**

By: _____
 Catherine Walker
 EVP, Chief Financial & Risk Officer
 Date: _____

By: _____
 Printed Name: _____
 Title: _____
 Date: _____

Attachment: Build_Central_Texas_City of Lago Vista ILA Revisions FY2022 (4902 : 2021 Build Central Texas ILA)

EXHIBIT A

THE BUILD CENTRAL TEXAS - SUBURBAN COMMUNITIES PROGRAM PROCEDURES AND GUIDELINES

The Build Central Texas – Suburban Communities Program was established by Capital Metro to finance transportation projects that are of mutual benefit to Capital Metro and the respective communities in the Capital Metro service area. The Capital Metro Board of Directors created the Suburban Communities Program to ensure that the suburban cities and portions of counties in the Capital Metro service area (collectively, the “Suburban Communities”) benefit from the Build Central Texas Program.

The following procedures and guidelines are provided to assist the Suburban Communities in Capital Metro's service area with developing and administering their annual Build Central Texas Program - Suburban Communities Program project proposals. Capital Metro staff will be available to assist with any questions that may arise regarding the program.

Project Criteria

1. The purpose of a project must be for transit related capital improvements and generally will fall into one of the following categories, unless otherwise agreed to by Capital Metro:
 - a. Transit Capital Improvements:
 - i. Includes sidewalks, sidewalk curb ramps, safety signage, electronic pedestrian signals, walkway lighting and hike and bike facilities, passenger amenities such as shelters, benches, landscaping, bus stop lighting, concrete bus pads, and roadway improvements that improve traffic safety or traffic flows.
 - ii. Must be along a transit route or directly leading to a transit route or transit facility, unless otherwise approved by Capital Metro. A statement from the Suburban Community that the project is along or directly leading to a transit route must be included in the proposed project list when submitted to Capital Metro.
 - b. Street Resurfacing and Improvements:
 - i. Includes asphalt and concrete resurfacing of streets, street reconstruction, and construction of new streets which will serve as transit corridors. Street repair and maintenance should focus on current and future transit routes. Street projects may only include non-transit related roadways when all transit roadways are in an improved condition.
 - ii. Transit street projects are given priority for resurfacing over non-transit streets. Funding may be applied to the repair of non-transit streets provided all of a Suburban Community's transit streets have been resurfaced in the last five years and are in good condition, as determined by Capital Metro staff. Written verification of such resurfacing must be submitted.

c. Mobility Improvements:

- i. Includes planning, review, and implementation of programs and projects which have a benefit to transit service and include the planning for, review of, and implementation of intersection improvements, signal timing changes, widening of roadways, signage, lighting, transit-related bicycle and pedestrian improvements, and other mobility enhancement projects and programs. Transit-related bicycle and pedestrian improvements are defined as those projects which use various transportation methods to providing multi-modal access to homes, business, public facilities and which provide improved access to transit facilities or service.
2. Strong preference is given to projects that are directly on a transit route.
 3. Strong preference is given to projects that directly improve transit service, traffic safety, or passenger convenience.
 4. Joint funding of projects between Capital Metro, the Suburban Community, and other financing sources is encouraged.

Project Submittal

1. If Capital Metro staff notifies the Suburban Community of a fiscal year allocation, the Suburban Community shall submit to Capital Metro a proposed project list for that fiscal year (October 1-September 30). The proposed project list must be submitted on or before March 31 of each fiscal year that funds are allocated provided the project list does not exceed the fiscal year allocation. The project list shall define the scope of work for the services to be provided by the Suburban Community.
2. Upon request, the Suburban Community may be required to submit to Capital Metro additional project details and timelines. Capital Metro has the right to reject any submitted project. Any project not rejected by Capital Metro shall be deemed approved.
3. The Suburban Community's projects list must include all new projects as well as any previously approved unfinished projects and their status. Capital Metro will review the proposed projects and provide guidance to the respective Suburban Communities as applicable. Final project proposals should be in letter form and directed to Capital Metro at the following address:

Capital Metropolitan Transportation Authority

Attn: Finance
2910 East Fifth Street
Austin, Texas 78702

4. Projects that are not competitively contracted will only be reimbursed for directly related costs. No indirect costs will be covered. It is a requirement under this Agreement that the Suburban Community will so state in their submitted projects list that all projects will be competitively bid noting any exceptions for emergency projects. Direct costs that are covered include the categories of project development, project design, and project construction. A letter or agreement detailing eligible costs will be required for projects that are not competitively contracted before final payment is released. Notwithstanding the foregoing, emergency projects deemed by the Suburban Community to be of grave

- public necessity and necessary to meet unusual and unforeseen conditions are exempt from the competitive contracting requirement.
5. In order to advance efforts by Capital Metro and the Suburban Community to increase the participation of small businesses in publicly funded projects, Small Business Enterprise (“SBE”) participation is strongly encouraged. Each Suburban Community may set SBE goals on procurements using its own “Small Business Program” or the Suburban Community may follow Capital Metro’s SBE program.
 6. If a project list for any fiscal year that funds are allocated is not submitted to Capital Metro by the end of the calendar year in which funds are allocated, then such fiscal year funds are forfeited.
 7. Requests for modifications to project lists or any substitution of the projects previously approved must be submitted in writing to Capital Metro. Written approval by Capital Metro of proposed changes is required.

Project Administration

Throughout the term of any project, the Suburban Community will:

1. Maintain regular communication with Capital Metro.
2. If requested, provide Capital Metro with all requested documentation needed to conduct a project audit. In the event Capital Metro determines that fiscal year funds were not spent on an approved project, then upon demand, the Suburban Community shall reimburse Capital Metro for any funds identified by in such audit as not spent on an approved project.
3. Ensure all pedestrian projects and policies developed through the BCT Program are developed in accordance with the requirements of the Americans with Disabilities Act.
4. Notify Capital Metro or its representative when the project is complete or substantial completed.
5. Upon request, arrange a site visit to allow Capital Metro or its representative an opportunity to inspect a project.

Invoicing and Payment

1. The Suburban Community is responsible for invoicing Capital Metro upon completion or substantial completion of the project in accordance with the terms of the Agreement. The invoices should be in letter form to Capital Metro and have attached photocopies of any documentation pertaining to the cost of the project such as construction contracts, supply invoices, timesheets, change orders, contractor pay vouchers, etc.
2. The Suburban Community shall provide Capital Metro with any documentation pertaining to any approved project, including pre-construction or construction meeting minutes, copies of pay applications, change orders, progress reports, photographs, payment vouchers, and project close-out documents if requested by Capital Metro.
3. The Suburban Community is responsible for informing Capital Metro in a timely manner of any substantial delays or alterations in the project scope of work.
4. Capital Metro shall make payments to the Suburban Community, under this Agreement, as

follows: a check for fifty percent (50%) of each fiscal year allocation under this Agreement shall be mailed to the Suburban Community upon submittal of an approved project list for the fiscal year in which funds are allocated and an invoice on the Communities' letterhead. A check for the remaining fifty percent (50%) of the allocated amount for any fiscal year shall be mailed to the Suburban Community upon submission of an invoice from the Suburban Community, together with satisfactory documentation of completion of all approved projects for which funds have been allocated. Capital Metro shall pay all invoices in accordance with Texas Prompt Payment Act, Chapter 2251, Texas Government Code.

5. Capital Metro shall pay all invoices from revenue that is currently available to Capital Metro.
6. Payments to Suburban Community are expressly contingent upon the Suburban Community's strict compliance with this Agreement, including the BCT Guidelines and Procedures.
7. All interest that may accrue to program funding held by the Suburban Community must be allocated toward program projects. The local Suburban Community administrator will propose the projects to which the funding will be allocated and submit in writing a project modification request to Capital Metro.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4903)**

Travis County ILA Amendment #4

Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/19/2021
(ID # AI-2021-1493)
Travis County ILA Amend #4**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment: 4. Valued Community Partner.

Strategic Objectives: 4.3. Value of Transit

EXPLANATION OF STRATEGIC ALIGNMENT:

Extension of the ILA with Travis County will maintain a strong partnership that supports Capital Metro's mission and vision. The ILA extension has the potential to increase ridership on Capital Metro services and increase revenue.

BUSINESS CASE:

The ILA has helped establish a strong partnership with Travis County that supports Capital Metro's strategic objectives. The proposed ILA amendment will maintain this relationship. The ILA has been well utilized by Travis County employees, and the proposed amendment has the potential to increase the usage of our services by Travis County employees.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY:

As part of Capital Metro's desire to build strong community partnerships that further Capital Metro's mission and vision and as part of Capital Metro's and Travis County's continued joint effort to promote sustainability through transportation alternatives, this amendment of an Interlocal Agreement (ILA) with Travis County governs the distribution and use of digital passes by Travis County employees under the terms of the ILA.

DBE/SBE PARTICIPATION: Does not apply.



PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Finance



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2021-1493)

Travis County ILA Amd. 4

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to build strong community partnerships that further Capital Metro’s mission and vision; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to build ridership and increase market share of alternate transit use.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to amend an Interlocal Agreement (ILA) with Travis County to govern the distribution and use of digital passes by Travis County employees under the terms of the ILA.

Date: _____

**Secretary of the Board
Eric Stratton**

Attachment: Resolution-AI-2021-1493 (4903 : Travis County ILA Amendment #4)

**AMENDMENT NO. 4 TO THE INTERLOCAL AGREEMENT
BETWEEN
TRAVIS COUNTY AND
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
FOR EMPLOYEE TRANSIT SERVICES**

This Amendment No. 4 to the Interlocal Agreement for Employee Transit Services (“Amendment”) is entered into by and between Travis County, Texas (“Travis County”), a political subdivision of the State of Texas, and Capital Metropolitan Transportation Authority (“Capital Metro”), a transportation authority and political subdivision organized under Chapter 451 of the Texas Transportation Code. Capital Metro and Travis County are referred to in this Amendment collectively referred the “Parties” and individually as a “Party”.

I. Recitals

1. The Parties entered into that certain Interlocal Agreement for Employee Transit Services dated effective September 26, 2018 under which Capital Metro provides transit services to employees of Travis County (as amended, the “Interlocal Agreement”).
2. The Parties desire to amend the Interlocal Agreement to provide for the use of digital transit passes.

In consideration of mutual covenants and agreements contained herein, the Parties agree to amend the Interlocal Agreement as evidenced by the signatures of their respective authorized representatives.

II. Agreement

1. **Scope.** Article II of the Interlocal Agreement is amended as follows:
 - (a) Article II.2 is deleted in its entirety and replaced with the following:

“**MetroAccess.** MetroAccess service will be provided to Eligible County Employees who have been certified for MetroAccess service via Capital Metro’s certification process. Such certified Eligible County Employees must follow the Capital Metro process for reservations and services.”
 - (b) Article II.4.b. is deleted in its entirety and replaced with the following:

“(b) Travis County will promote transit use to its employees with the assistance of the Capital Metro Communications and Marketing staff.
 - (c) Eligible County Employees may access the Services with either physical passes or, after Capital Metro has installed and successfully tested its on-board validators on the Capital Metro bus fleet, digital passes. At least ten (10) weeks before the start date of each renewal term of the Agreement, Travis County will notify Capital Metro of the number of physical transit passes needed for the term. Capital Metro

will make available to Travis County the passes at least two (2) weeks before the start date of each renewal term of the Agreement. Travis County may request additional passes, as needed. After Capital Metro provides Travis County with notice that Capital Metro has installed and successfully tested its on-board validators on the Capital Metro bus fleet, Travis County will access the digital passes through Capital Metro's secure website. Travis County will be responsible for distributing the passes to Eligible County Employees. Travis County will distribute digital passes to Eligible County Employees only through County-affiliated electronic mail addresses."

(c) Article II.6 is deleted in its entirety and replaced with the following:

(a) **Monitoring and Reporting.** Capital Metro will use its fare collection equipment to monitor, compile and analyze Eligible Travis County Employee ridership data. Capital Metro will provide monthly reports to Travis County based on this data.

(b) **MetroAccess (Paratransit) Reconciliation.** From the listing of MetroAccess monthly passes issued to Travis County for its MetroAccess-certified employees, Capital Metro will monitor, compile, and analyze Eligible County Employees' use of MetroAccess services and provide a monthly ridership report to Travis County. Capital Metro and Travis County will review the ridership services and eligibility for MetroAccess Services each month to reconcile the services. Capital Metro will submit invoices to Travis County for these services based upon the reconciliation."

2. **Contract Amount.** Section 1.2 of Article IV.1 is deleted in its entirety and replaced with the following:

"Travis County will pay Capital Metro for processing and/or production costs of physical transit passes for Eligible County Employees at the rate of \$0.81 per pass. There is no charge for the processing and/or production of digital transit passes."

3. **Entire Agreement.** Except as otherwise set forth in this Amendment, the Interlocal Agreement will remain in full force and effect in accordance with its original terms, as previously amended, and be binding on the Parties and their respective heirs, executors, administrators, successors, and assigns.

4. **Capitalized Items.** Capitalized items used in this Amendment and not otherwise defined have the meanings assigned to them in the interlocal Agreement.

5. **Multiple Counterparts.** This Amendment may be executed by the Parties in one or more counterparts, each of which shall be considered one and the same Amendment. Signatures transmitted electronically by e-mail in a "PDF" format, by DocuSign or similar e-signature service shall have the same force and effect as original signatures in this Amendment.

IN WITNESS WHEREOF, this Amendment has been signed by an authorized representative of each Party, to be effective as of the last signature date below.

**Capital Metropolitan
Transportation Authority**

Travis County, Texas

By: _____
Catherine Walker
Executive Vice President, Chief Financial &
Risk Officer

By: _____
Andy Brown
Travis County Judge

Date: _____

Date: _____

Approved as to form:

By: _____
CMTA Legal

Attachment: Amendment 4 to ILA - Travis Co -Capital Metro Employee Transit Services - FINAL (4903 : Travis County ILA Amendment #4)

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 07/19/2021
(ID # 4904)
ACC Transit Pass ILA Extension**

Approval of a resolution authorizing the President & CEO, or his designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 7/19/2021
(ID # AI-2021-1492)
ACC Interlocal Agreement Extension**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

FISCAL IMPACT:

This action reimburses CMTA for expenses incurred.

STRATEGIC PLAN:

Strategic Goal Alignment:

4.0 Valued Community Partner

Strategic Objectives:

4.3 Value of Transit

EXPLANATION OF STRATEGIC ALIGNMENT:

Extension of the ILA with Austin Community College will maintain a strong partnership that supports Capital Metro's mission and vision. The ILA extension has the potential to increase ridership on Capital Metro services and sustain revenue.

BUSINESS CASE:

The ILA has helped establish a strong partnership with Austin Community College that supports Capital Metro's strategic objectives. The proposed ILA extension will maintain this relationship. The ILA has been well utilized by Austin Community College students and employees, and the proposed extension has the potential to increase the usage of our services by Austin Community College students and employees.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on July 19, 2021.

EXECUTIVE SUMMARY:

As part of Capital Metro's desire to build strong community partnerships that further Capital Metro's mission and vision and as part of Capital Metro's and Austin Community College's continued joint effort to promote sustainability through transportation alternatives, this agreement extends an Interlocal Agreement (ILA) with Austin



Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Finance



**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

STATE OF TEXAS

COUNTY OF TRAVIS

**RESOLUTION (ID # AI-2021-1492)
ACC Interlocal Agreement Extension**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to build strong community partnerships that further Capital Metro’s mission and vision; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to build ridership and increase market share of alternate transit use.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that establishes a pay-per-ride arrangement for paratransit, rail and fixed-route bus services for the months of August 2021 through September 2022.

Date: _____

**Secretary of the Board
Eric Stratton**

Attachment: Resolution-AI-2021-1492 (4904 : ACC Transit Pass ILA Extension)

**AMENDMENT NO. 4
TO
INTERLOCAL AGREEMENT BETWEEN
AUSTIN COMMUNITY COLLEGE DISTRICT
AND
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY**

This Amendment No. 4 (“**Amendment**”) is made and entered into by and between 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, and Austin Community College District (“**ACC**”) a public junior college and political subdivision of the State of Texas, to be effective as of the last signature date below (“**Amendment Effective Date**”). Capital Metro and ACC are collectively referred to in this Agreement as the “Parties” and individually as a “Party”.

RECITALS

1. Capital Metro and ACC entered into that one certain Interlocal Agreement, dated effective September 1, 2018 (as amended, the “**Agreement**”) for the provision of Capital Metro’s mass transit services and passes to ACC employees and students.
2. The Parties entered into that one certain Amendment No. 1 to the Agreement dated September 3, 2019 wherein the Parties agreed to extend the term of the Agreement until August 31, 2020.
3. The Parties entered into that one certain Amendment No. 2 to the Agreement dated September 30, 2020 wherein the Parties agreed (i) to extend the term of the Agreement until August 31, 2021 and (ii) that, due to the COVID-19 pandemic, ACC would pay Capital Metro for bus and rail services on a per “ride” basis rather than a flat fee arrangement for the period beginning June 1, 2020 and ending December 31, 2020.
4. The Parties entered into that one certain Amendment No. 3 to the Agreement dated December 22, 2020 wherein the Parties agreed to extend the per “ride” fee arrangement through August 31, 2021.
5. The Parties now desire to amend the Agreement to extend the term of Agreement for the remaining one (1) 12-month extension period beginning September 1, 2021 and ending August 31, 2022 (the “FY22 Extension Period”) and extending the per “ride” fee arrangement for the FY22 Extension Period.

NOW, THEREFORE, in consideration for the mutual promises, covenants, obligations, and benefits contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree to the terms and conditions stated herein as evidenced by the signatures of their respective duly authorized representatives below.

AGREEMENT

- A. **EXTENSION.** The Term of this Agreement is extended for the FY22 Extension Period beginning September 1, 2021 through August 31, 2022.
- B. **COMPENSATION.** Notwithstanding any term or condition in the Agreement to the contrary, the Parties agree that during the FY22 Extension Period, ACC will not be responsible to pay

the monthly Flat Fee contemplated in Section 1.1, Article IV of the Agreement. Instead, payment and invoicing for the FY22 Extension Period will be as follows:

1. For every physical ACC Green Pass used by an Eligible ACC Employee or Student, ACC will pay Capital Metro for bus and rail services on a per “ride” basis, at sixty-five percent of the then-current, per-ride rates for each class of service provided under the Agreement.
 2. For every digital ACC Green Pass used by an Eligible ACC Employee or Student, ACC will pay Capital Metro for bus and rail services on a per “ride” basis, at sixty-five percent of the then-current, per-ride rate for each class of service provided under the Agreement. For purposes of invoicing and payment in accordance with the foregoing, a “ride” means a digital pass “use”, which is an activation trigger moving a ticket from status “usable” to status “using”. Capital Metro will provide ACC with monthly reports of ridership.
 3. Notwithstanding the foregoing, the total amount paid by ACC to Capital Metro for bus and rail services provided during the FY22 Extension Period will not exceed \$441,968.
 4. In addition to the payment for bus and rail services, ACC will continue to reimburse Capital Metro for Capital Metro’s out of pocket costs for production of physical or digital passes.
- C. **ENTIRE AGREEMENT.** The terms of this Amendment No. 4 are in addition to, and construed together with, the terms of the Agreement, as amended. In the event of conflict in any language in the Agreement and this Amendment No. 4, the language in this Amendment No. 4 will control.
- D. **CAPITALIZED TERMS.** Capitalized items used in this Amendment No. 4 and not otherwise defined have the meanings assigned to them in the Agreement.
- E. **RATIFICATION.** The Agreement, as modified and amended by this Amendment, is ratified and confirmed in all respects.
- F. **CONFLICT.** In the event of a conflict between the terms of this Amendment and the terms of the Agreement, the provisions of this Amendment shall control.

Signatures on Next Page

IN WITNESS WHEREOF, the Parties have caused this Amendment to be executed by their respective undersigned duly authorized representatives as of the date of the last party to sign.

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Catherine Walker,
Executive Vice President,
Chief Financial & Risk Officer

Date: _____

AUSTIN COMMUNITY COLLEGE DISTRICT

By: _____
Richard M. Rhodes, Ph.D.
Chancellor

Date: _____

Attachment: ACC Amend No. 4 - FINAL (4904 : ACC Transit Pass ILA Extension)

**Capital Metropolitan Transportation Authority
Board of Directors**

MEETING DATE: 07/19/2021

(ID # 4911)

FY2022 Budget Proposal

TITLE: FY2022 Budget Proposal

FY2022 Budget Proposal


Presented on July 19, 2021



Discussion Outline

- Budget Development Calendar
- Budget Overview
- Operating Budget Highlights
- Capital Improvement Plan Update

FY2022 Budget Development Calendar

- Feb 4 Operating and Capital Budget kick-off meeting with departments
- Apr 16 Capital and Operating Budget requests received from departments
- May 12 Board Committees review proposed budget calendar
- Jun 2 Initial review with Access Advisory Committee
- Jun 9 Initial review with Customer Satisfaction Advisory Committee
- Jun 28 Board of Directors initial review and discussion
-  Jul 19 Budget proposal presented to Board of Directors



FY2022 Budget Development Calendar

PUBLIC OUTREACH / FEEDBACK PROCESS

- Aug 4 Presentation to Access Advisory Committee
- Aug 11 Presentation to Customer Satisfaction Advisory Committee
- Aug 18 Update Board Committees
- Aug 23-27 Public outreach at transit centers and rail stations
- Aug 24 Proposed budget document is published online
- Aug 24 Notice of public hearing on proposed budget and capital improvement plan
- Sep 15 Update Board Committees
- Sep 15 Public hearing on proposed budget and capital improvement plan at noon
- Sep 27 Board of Directors considers budget proposal for adoption



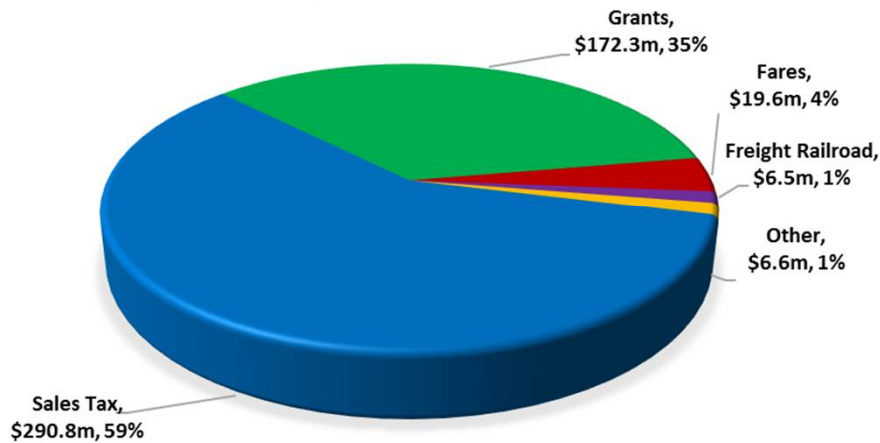
Proposed Budget Overview



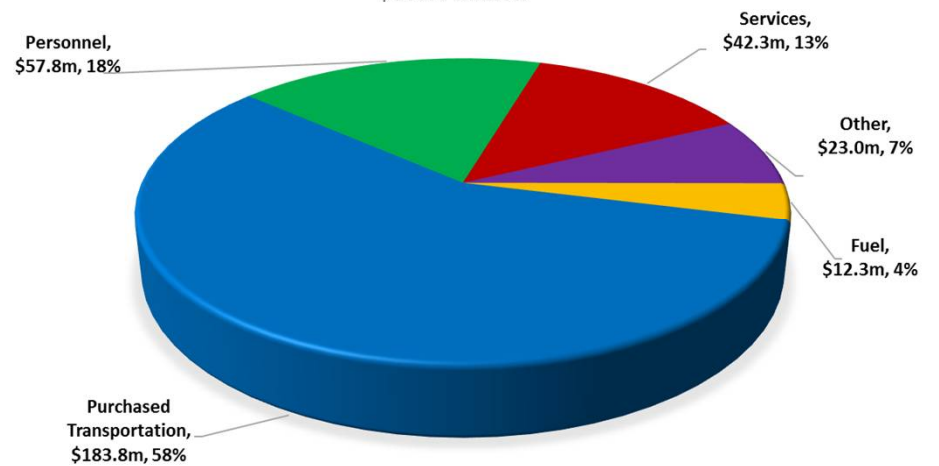
- Proposed budget is structurally sound and balanced
 - Ongoing revenue is sufficient to fund operations and provide funds for capital needs
- Meets operating reserve requirements
 - Statutory operating and budget stabilization reserves are fully funded
 - New Sustainability Capital Fund of \$10 million
- Projected sales tax growth of 4.8% for Fiscal Year 2022
 - Recovery from the COVID-19 pandemic impact in early Fiscal Year 2021
 - In line with the City of Austin budget assumption
- Service funding at Pre-COVID levels and based on August Service Plan
- Investment in customer focused transit infrastructure projects

FY2022 Operating Budget Summary

FY2022 Operating Revenue \$495.7 Million



FY2022 Operating Expenses \$319.1 Million



- Heavily dependent on sales tax revenue and grants for annual funding
- Grants include CRRSAA, American Rescue Plan Act and 5307 formula funds

- Majority of budget pays for contracted transit services
- Spending depends on hours of service and contractor rates
- Personnel includes restructure of Public Safety department



Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)

Operating Cost Drivers



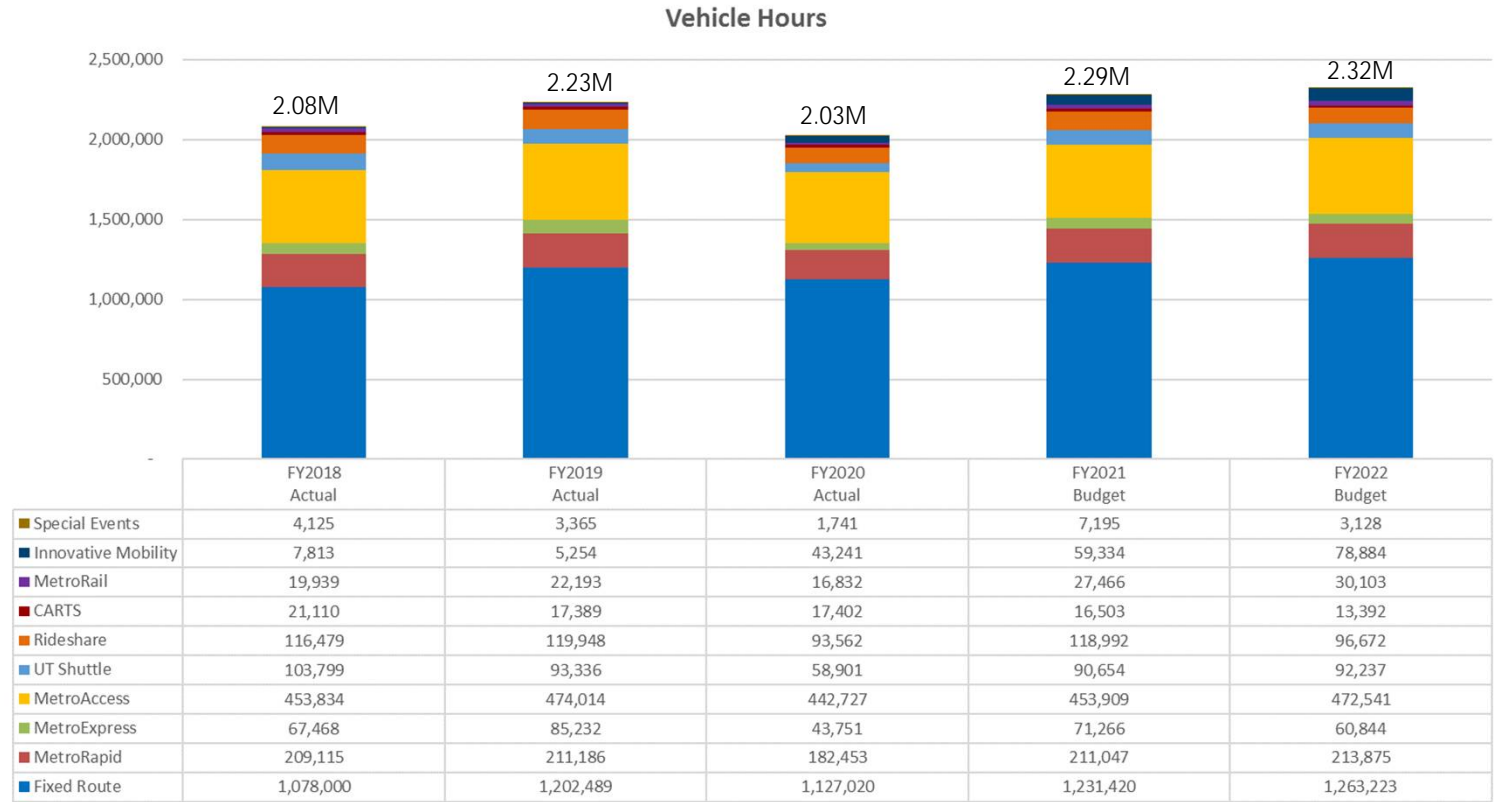
- Service levels based on August Service Plan changes
 - Purchased transportation costs are developed using budgeted hours and contractual rates
- Continuation of Pickup innovative mobility zones
- Fuel prices to remain stable over next fiscal year with hedging in place
 - Estimate of \$1.90 per gallon, net of hedging activities
 - Fuel hedge is 86.5% of projected fuel usage
- 3.0% average annualized pay increase for employees
 - Performance-based program that represents an average cost across the agency
- 43.5 new and contractor converted positions for the FY2022 budget
 - Primarily Public Safety department restructure and IT department additions/conversions
- Strategic plan initiatives considered in budget preparation

Operating Expense Comparison

\$' Million Expense Category	FY2020 Actual	FY2021 Forecast	FY2021 Budget	FY2022 Budget	\$ Increase / (Decrease)
Salaries and Benefits	\$46.4	\$47.8	\$49.6	\$57.8	\$8.3
Professional Services	23.5	30.6	29.9	42.3	12.4
Materials and Supplies	1.6	1.7	2.1	2.5	.4
Fuel and Fluids	12.6	11.1	12.2	12.3	.0
Utilities	3.1	2.7	3.4	3.9	.6
Purchased Transportation	165.2	158.5	168.7	183.8	15.1
Lease/Rentals	3.0	3.7	3.3	6.8	3.5
Other Expenses	3.0	5.1	9.2	9.8	.6
Total Operating Expense	\$258.3	\$261.1	\$278.2	\$319.1	\$41.0

- Salaries and Benefits – Includes additional 43.5 FTEs primarily for Public Safety, IT and Project Connect support
- Professional Services – Additional vehicle configuration changes and software maintenance expense
- Purchased Transportation – Service level funding restored to Pre-COVID levels and based on August Service Plan

Service Levels



Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)

Employee Pay and Benefits

- 42.5 additional positions during FY2021
 - Primarily Public Safety department restructure, Marketing & Communications and Paratransit Reservations & Control Center
- 43.5 new and contractor converted positions for the FY2022 budget
 - Primarily Public Safety department restructure and IT department additions/conversions
- Employee insurance costs of \$6.2 million
 - Increase for additional FTEs added in FY2021 and FY2022
- Continues level funding for closed bargaining (StarTran) pension plan of \$4.0 million
- Employer expense for administration pension plan of \$5.5 million



METRO

FY2022 BUDGET REVENUES

Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)

Operating Revenue

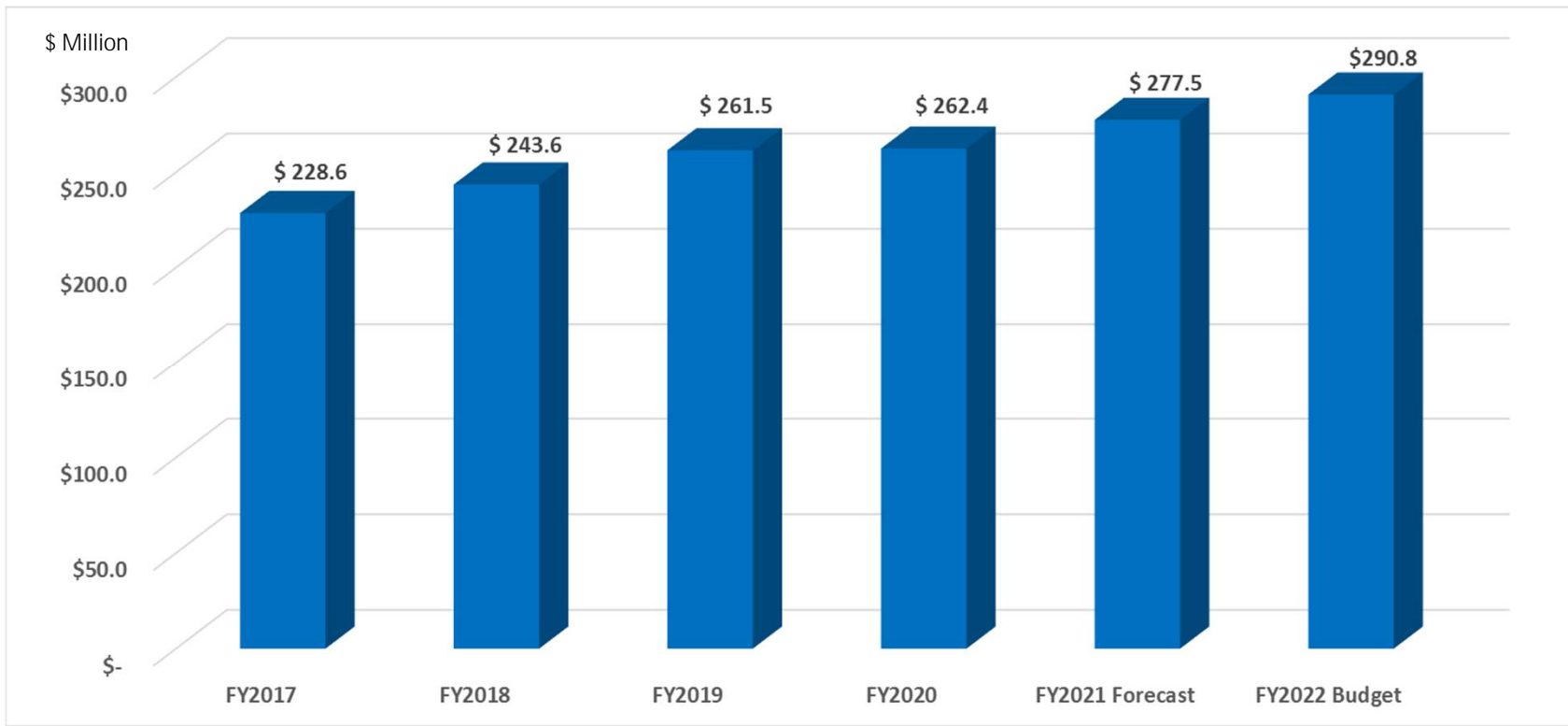
- Fare Revenue
 - No fare increase proposed for FY2022
 - Fare revenue based on gradual return of ridership in FY2022
- Federal Grants
 - Approximately \$33.7 million annually in Section 5307 funds
 - Primarily dedicated to “capital cost of contracting” for agencies that contract for transit services
 - CRRSAA funding of \$66.2 million awarded in January 2021
 - American Rescue Plan (ARP) Act funding of \$128.2 million awarded in March 2021
- Freight Railroad Revenue
 - Mainline Revenue on target with FY2021 Budget
 - Section 45G Railroad Track Maintenance Tax Credit of ~ \$544 thousand

Revenue Comparison

\$' Million Revenue Category	FY2020 Actual	FY2021 Forecast	FY2021 Budget	FY2022 Budget	\$ Increase / (Decrease)
Sales Tax	\$262.4	\$277.5	\$251.7	\$290.8	\$39.1
Passenger Revenue	14.7	12.9	15.0	19.6	4.6
Freight Railroad Revenue	6.5	5.9	5.6	6.5	.9
Other Revenue	9.9	6.5	5.6	6.6	.9
Operating Contributions and Grants	117.1	75.7	43.2	172.3	129.1
Capital Grants and Contributions	21.4	15.8	10.8	21.9	11.0
Total Revenue	\$432.1	\$394.4	\$331.8	\$517.5	\$185.7

- Sales Tax – Projected 4.8% increase for Fiscal Year 2022 Budget over Fiscal Year 2021 Forecast
- Passenger Revenue – Gradual increase in ridership and return of full-year University of Texas service
- Operating Grants – FY2022 includes \$93.2 million ARP, \$42 million 5307 formula grant and \$35 million CRRSAA funding
- Capital Grants and Contributions – FY2022 includes Electric Vehicle grants, CRISI and 5339a and 5337 formula grants

Sales Tax Revenue





Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)



Electric Buses

110 transit bus purchases FY2022 – FY2026

- 5-year spending of \$155.5 million

Charging infrastructure construction

- 5-year spending of \$34.7 million



Broadmoor Rail Development

Public/Private Development Opportunity

- Partnership between Capital Metro and Brandywine
- \$12 million contribution





Customer Experience Technology Enhancements

- Hands-free and equitable solutions
- Bus on-board validators
- Account based back-end system
- New fare media and technologies



Bus Stop Enhancements

Continued plan and spending to improve bus stop amenities

- FY2022 – FY2026 spending of \$4 million
- Improved shading, ePaper dynamic message signs, cameras and lighting

Proposed 5-Year Capital Plan

\$' Million Project Category	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Bus and Paratransit	\$41.4	\$65.4	\$15.9	\$3.8	\$91.3	\$217.8
Commuter Rail	34.5	19.6	3.0	2.8	3.3	63.1
Facilities	24.8	23.5	14.6	7.4	10.3	80.6
Freight Railroad	4.0	1.5	.0	.0	.0	5.7
Information Technology	24.1	17.3	12.1	12.3	8.0	73.7
Other	6.8	2.5	2.5	2.4	2.0	16.2
Property and Asset Mgmt	16.2	12.4	.9	1.1	1.0	31.6
Total Capital Projects	\$151.8	\$142.2	\$49.0	\$29.8	\$115.8	\$488.6
Funding						
Local Funding	129.9	131.5	42.7	26.3	106.7	437.1
Grants/Contributions	21.9	10.7	6.3	3.5	9.1	51.5
Total Capital Projects	\$151.8	\$142.2	\$49.0	\$29.8	\$115.8	\$488.6
Project Type						
Enhancement	98.4	68.6	18.0	9.9	27.1	222.0
State of Good Repair	53.4	73.5	31.0	20.0	88.8	266.6
Total Capital Projects	\$151.8	\$142.2	\$49.0	\$29.8	\$115.8	\$488.6

Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)



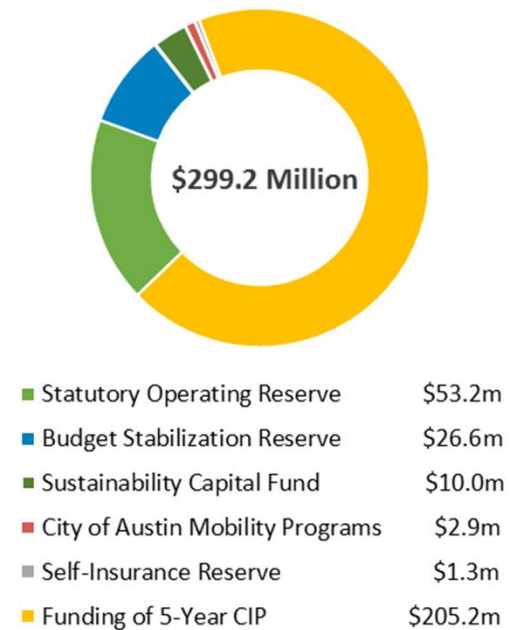
METRO
SUMMARY

Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)

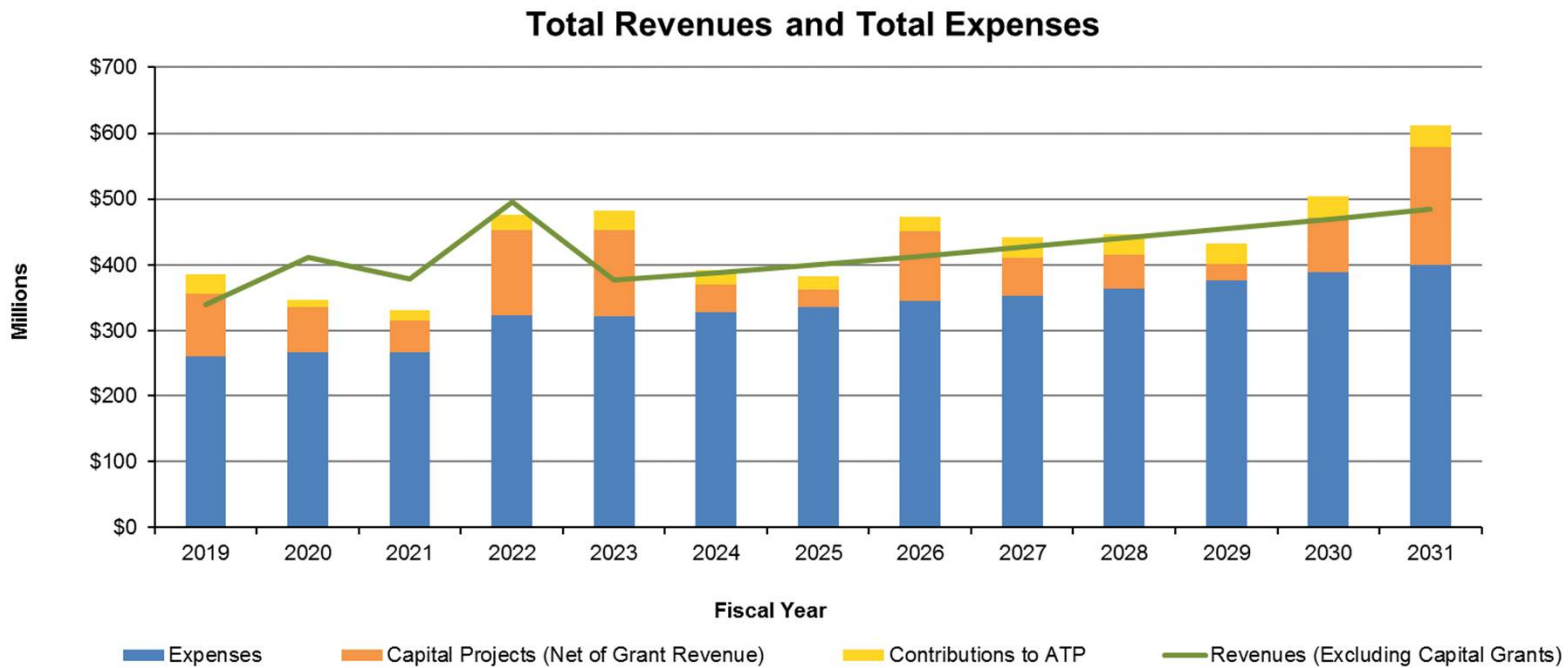
Fund Balance and Reserves

FY2022 Projected Activity	\$' Million
Projected Beginning Balance	\$280.0
+ Revenue	517.5
- Operating Expenses	(319.1)
- Capital Projects	(151.8)
- Contribution to ATP	(23.4)
- Interlocal Agreements	(4.1)
Projected Ending Balance	\$299.2

Fund Allocation



Long-Range Financial Model



- Ongoing revenue assumption is sufficient to fund operations and capital needs through Fiscal Year 2030
- Budget risk if sales tax growth does not develop as projected

Next Steps

- Review budget proposal with Board's advisory committees
- Publish draft budget document online
- Public outreach across Capital Metro's service area
- Public hearing on the proposed budget
- Budget updates to Board Committees
- Final Board approval scheduled for September 27
- Board update on Long-Range Financial Plan



METRO

THANK YOU!

Attachment: FY2022 Budget Update - July 2021 (4911 : FY2022 Budget Proposal)

**Capital Metropolitan Transportation Authority
Board of Directors**

MEETING DATE: 07/19/2021

(ID # 4912)

Project Connect Update

TITLE: Project Connect Update

PROJECT CONNECT OVERVIEW

ORANGE LINE ALIGNMENT BRIEFING

SOUTH: SLAUGHTER to OLTORF

NORTH: TECH RIDGE to the DRAG

Program Sequence Plan



LIGHT RAIL

Orange Line (LRT)

Blue Line (LRT)



METRORAIL

Red Line (Commuter Rail)

Green Line (Commuter Rail)



METRORAPID

Phase I

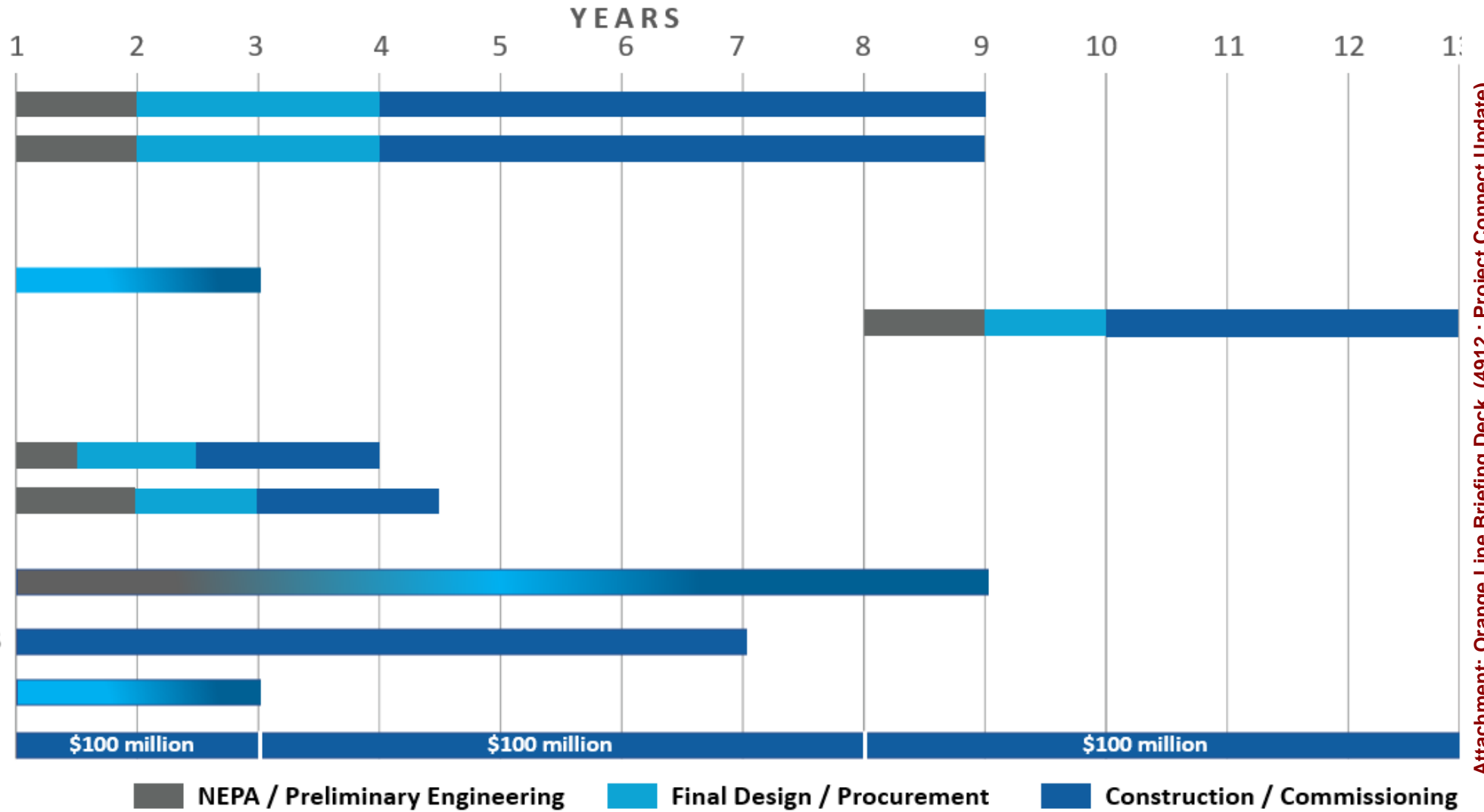
Gold Line (Complete NEPA)

METROEXPRESS & PARK AND RIDES

METROBUS & METROACCESS

CUSTOMER TECH SYSTEMS

ANTI-DISPLACEMENT INVESTMENTS



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

PROGRAM UPDATES:

Red Line & Pick-Up Service

Red Line

McKalla Station

- Preliminary engineering & ENV in progress
- Safety analysis underway
- Ongoing coordination with City of Austin

Broadmoor Station

- Ongoing coordination with station neighbors regarding drainage, and construction easements
- Coordination with Urban Trail team on Red Line Trail

Lakeline-to-Leander

- Construction bidding in progress

Park & Rides

Under planning review

Neighborhood Circulators

- First of the three zones (Dessau) goes live on June 15th
- In-depth community engagement has begun for the remaining two zones, being launched this summer
- Public-facing dashboards in development for a late summer release



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

PROGRAM UPDATES:

MetroRapid

Expo & Pleasant Valley

- Published in the *FY22 Annual Report on Funding Recommendations*
- Project Management Oversight Consultant (PMOC) assigned by FTA
- Categorical Exclusion (CE) approved by FTA
- Completed 30% design
- 100% design consultant selected and NTP forthcoming
- Progressed FTA Small Starts Readiness Documents
- Continued station location and guideway coordination with the City of Austin (ATD and CPO)
- Bus procurement underway, anticipate Board action in September

Gold Line, Menchaca, South Lamar / Oak Hill

- Conducted station site visits and operational discussions;
- Developing 30% design scope
- Analyzing options for federal funding and project implementation phasing

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

PROGRAM UPDATES:

Blue & Orange Line Field & Engineering Activities

- Blue Line 15% Draft Design Package comment disposition completed and revisions for final submittal underway
- Orange Line 15% Draft Design Package submitted and conducted reviews with technical stakeholders
- Surveys complete for geotechnical boring locations
- Completed drilling for 7 out of 10 borings for tunnel
- Archeological and environmental field investigation underway
- Continued coordination with City on guideway, roadway, bike/ ped facilities and planned development ongoing



7.2.a

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

PROGRAM UPDATES:

Blue & Orange Planning/NEPA Progress

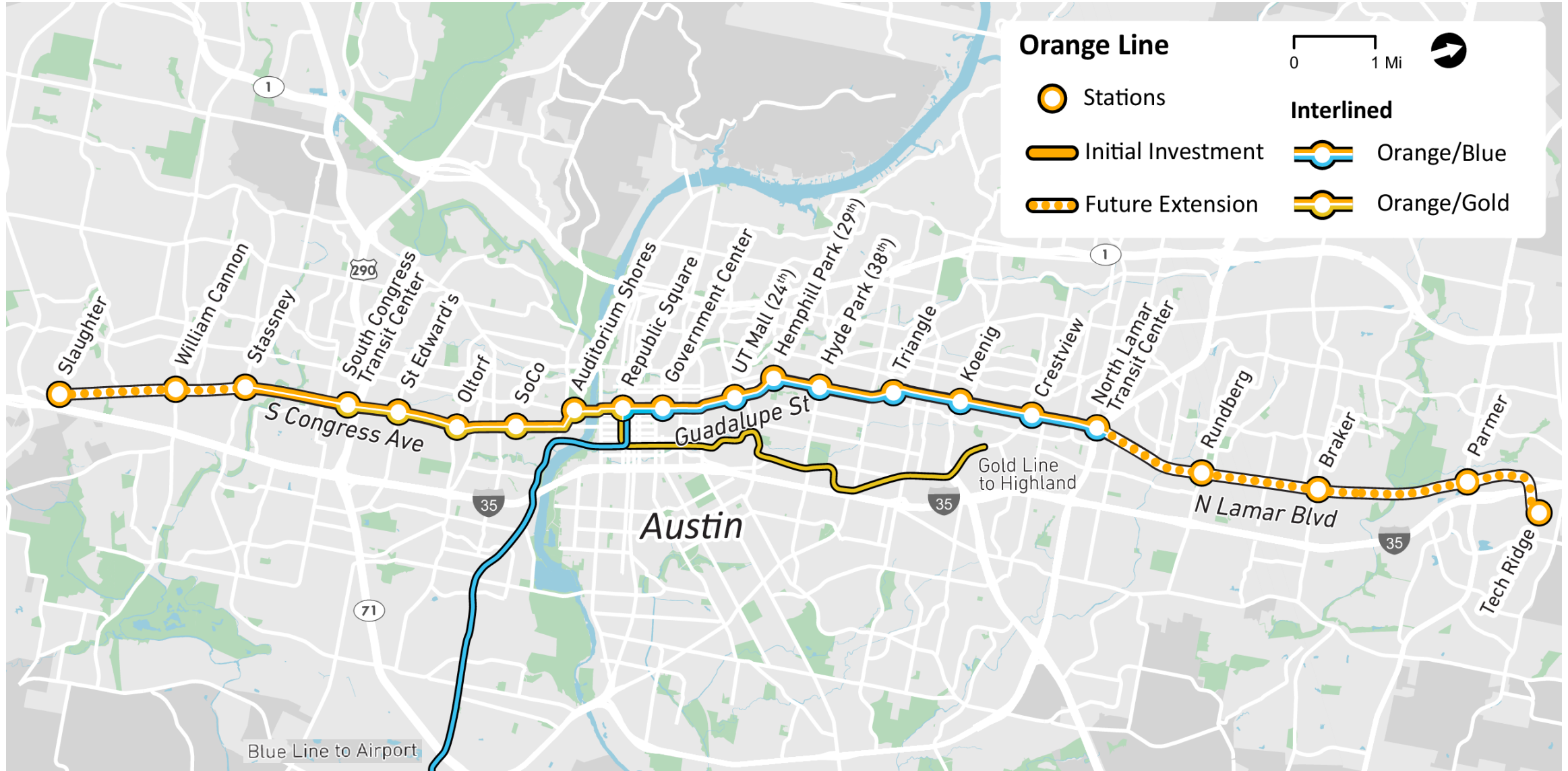
- Notice of Intent Published
- Submitted Entry into Project Development Letter
- Continue to develop various Resource Technical Reports
- Drafting EIS Document
 - Chapter 1 – Introduction, Description, Purpose and Need
 - Chapter 2 – Alternatives Considered
 - Overall, there are 7 Chapters and numerous sections and reports that comprise the EIS
- Continued coordination with Agencies and Partners



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line Stations

Note: Station locations and names subject to change



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Alignment Briefing Sequence

MAY



Airport to Lady Bird Lake

JUNE

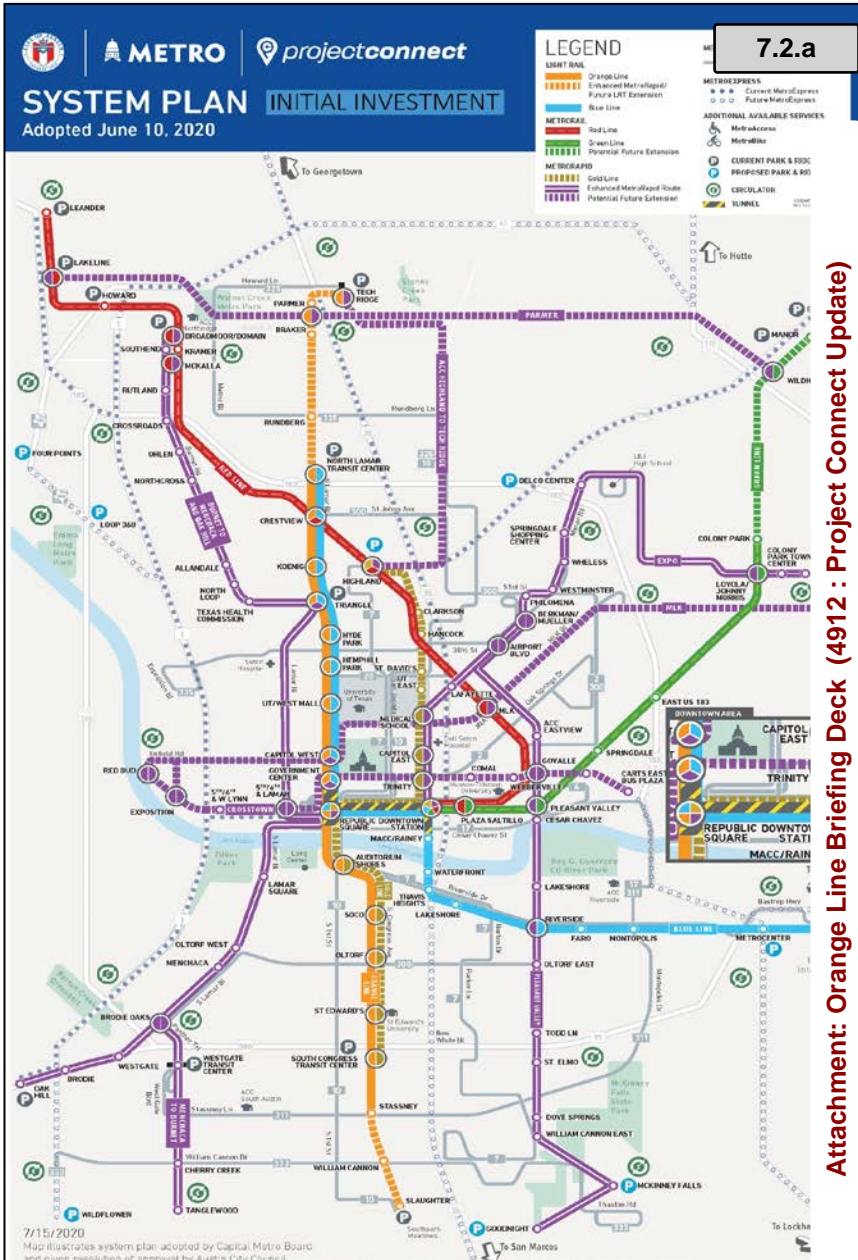


South: Slaughter to Oltorf
North: Tech Ridge to the Drag

JULY

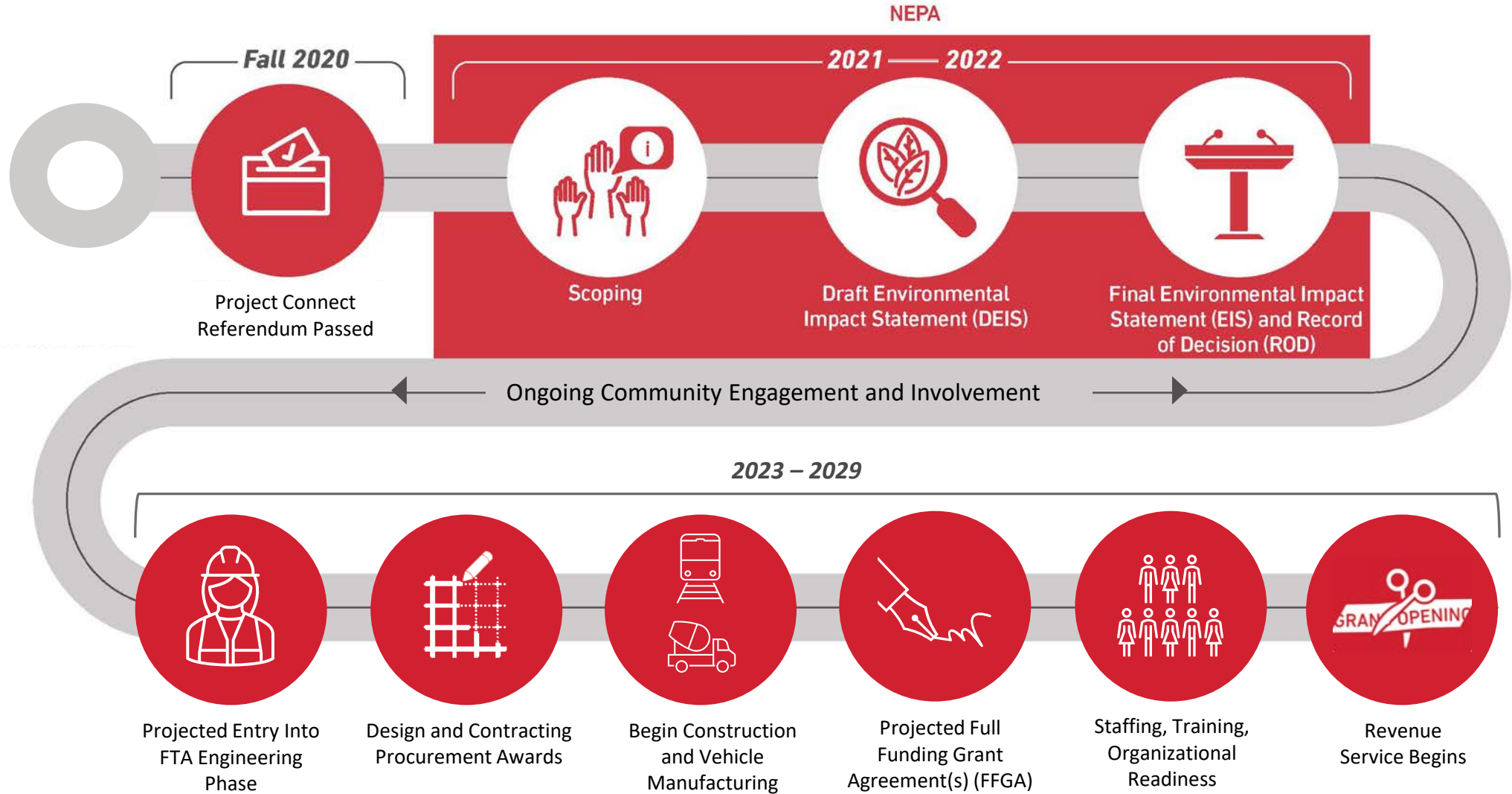


Downtown - SoCo



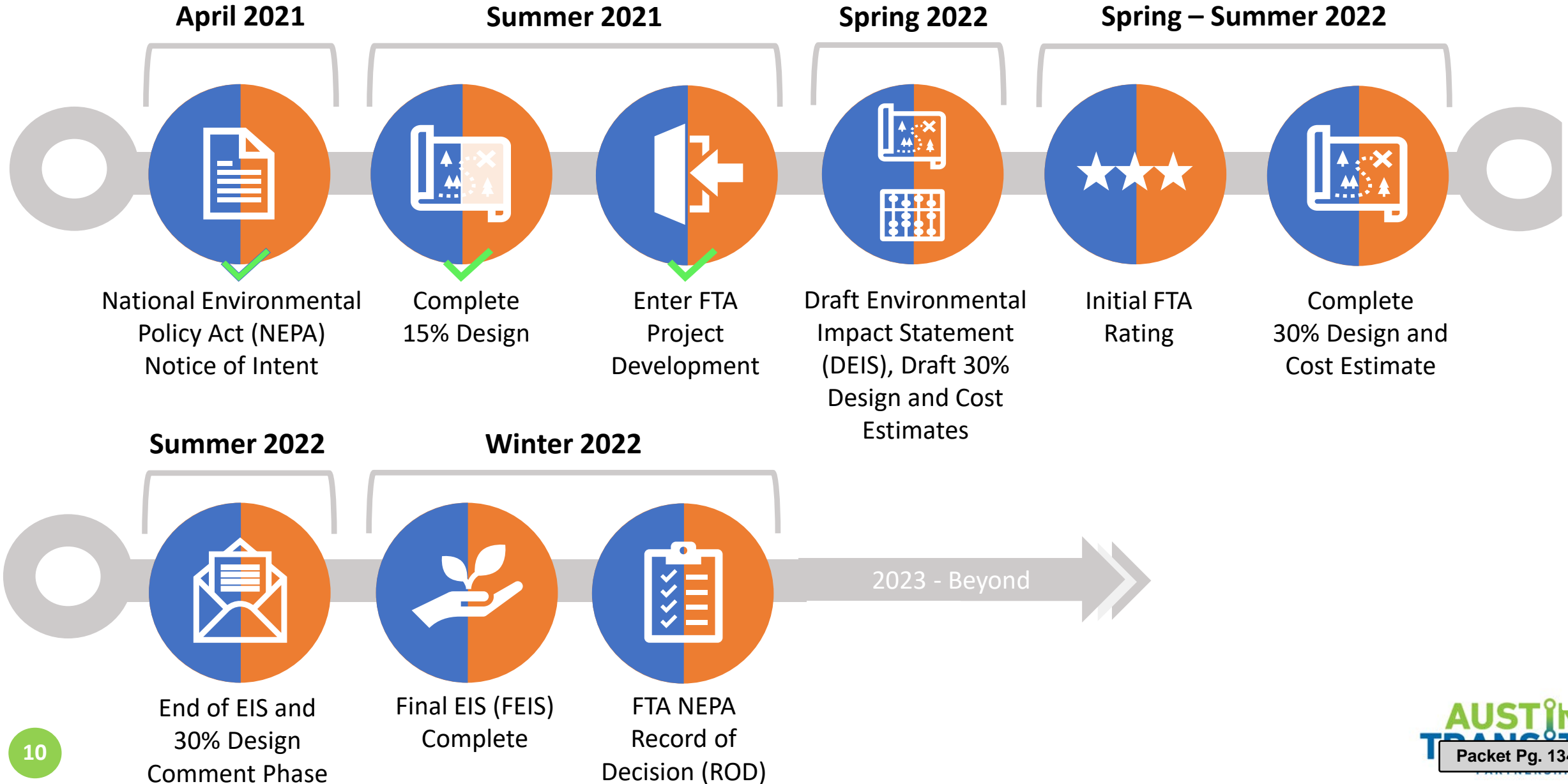
Orange & Blue Line Projects – Overall Timeline

June 2020
Orange & Blue Line
Locally Preferred
Alternatives (LPAs)
Adopted



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange & Blue Line Key Milestones (2021 – 2022)



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Community Engagement Updates

- “Let’s Talk Station Alignment” virtual community meetings
April 26-May 21 final numbers:

Event Participation	Totals
Total Live Meeting Views	293
Total Self-Guided Meeting Unique Users	1,235
Total Participation	1,528

- CAC Meeting May 26
- PCAN Meeting May 27
- Blue Line Working Groups May 24
- Orange Line Working Groups June 7-10



What We Heard

*What do you love about your community?
How do you think a new station could be designed to reflect what you love about your community?*

- “Stations should feature local art and be context sensitive (locally sourced colors/materials where possible); they need substantial shade structures designed to maximize shade in the hottest parts of the year and time of day...also need to be built with sustainable materials and designed to be energy efficient.”
- “I love the parks and open space. All of the retail activity should be at the street level to create vibrancy and make the City come alive through its natural amenities.”

What improvements are needed at and around stations to make getting to and from stations safe and convenient?

- “Parking. There will need to be ample parking, and it must have accommodations for disabled community members. (Easy and convenient ramps, textured ground guides for the blind, lots of seating for the elderly and less mobile, ticket booths that speak so the blind can use them) Please make sure these accommodations are not afterthoughts...”
- “Pedestrian and cycling infrastructure **must** be present. As a full-time pedestrian and cyclist for more than 12 years, I know that most of these station locations are terrible and stressful for pedestrians...so investing in fully protected bicycle lanes and wide sidewalks are essential...”

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

What We Heard

What features do you envision when imagining your experience at a station (when accessing the station, waiting for the next train and boarding a train)?

- “Nice architecture, shade, benches, trees. Ideally a screen that displays when trains will arrive, rather than annoying announcements on the loudspeaker...”
- “I would like the ability to park a food truck, have a kiosk or micro business at the station. Allow busking for local musicians or artists at stations. Include vending machines and Wifi...”

Please share any additional comments or questions you have.

- “Various mockups have been shown of the airport station T'ing into the terminal. However, designing the station so that it runs alongside the terminal would better accommodate potential/future extensions of the Blue line further east.”
- “It’s important to ensure that bus timetables align with train timetables to make connections efficient. I’m hoping that the speed of these trains actually makes it feasible to travel from south to north Austin...”
- “For far too long, American transit has been built at minimum cost. We need to fully invest in this system and go the extra mile...”

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Upcoming Engagement Activities

- **Next round of Community Conversations (Orange & Blue Lines 15% Design) July 26-31**
 - Six virtual meetings
 - One in-person open house meeting
 - Self-guided virtual open house meeting July 26 through August

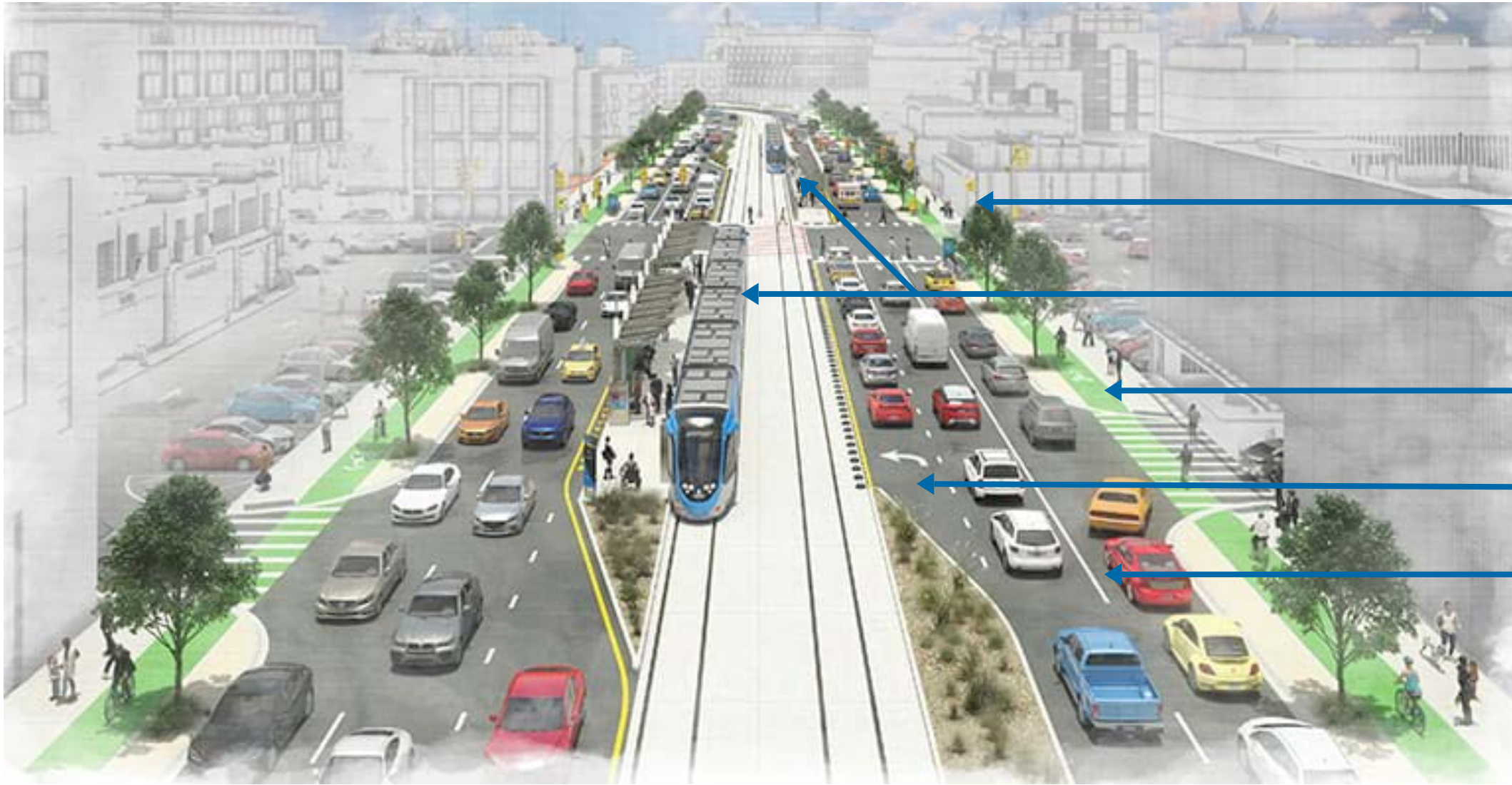
- **Community Advisory Committee meeting:**
 - June 30

- **Project Connect Ambassador Network Meetings:**
 - June 23
 - July 22

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Reimagining the Right of Way – Complete Streets

*Conceptual rendering



Example Right of Way Elements

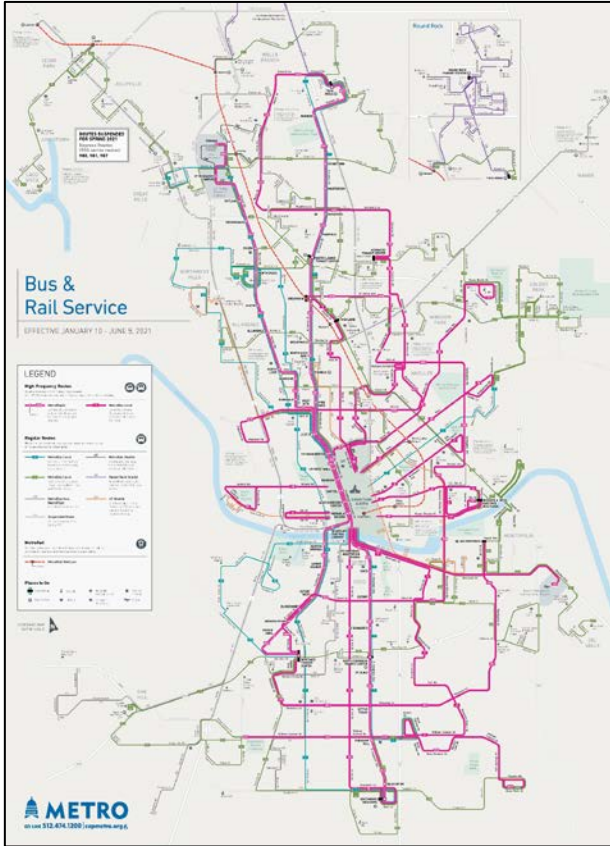
- Tree Canopy
- Station Platforms
- Bike Paths
- Turn Lane
- Travel Lane

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

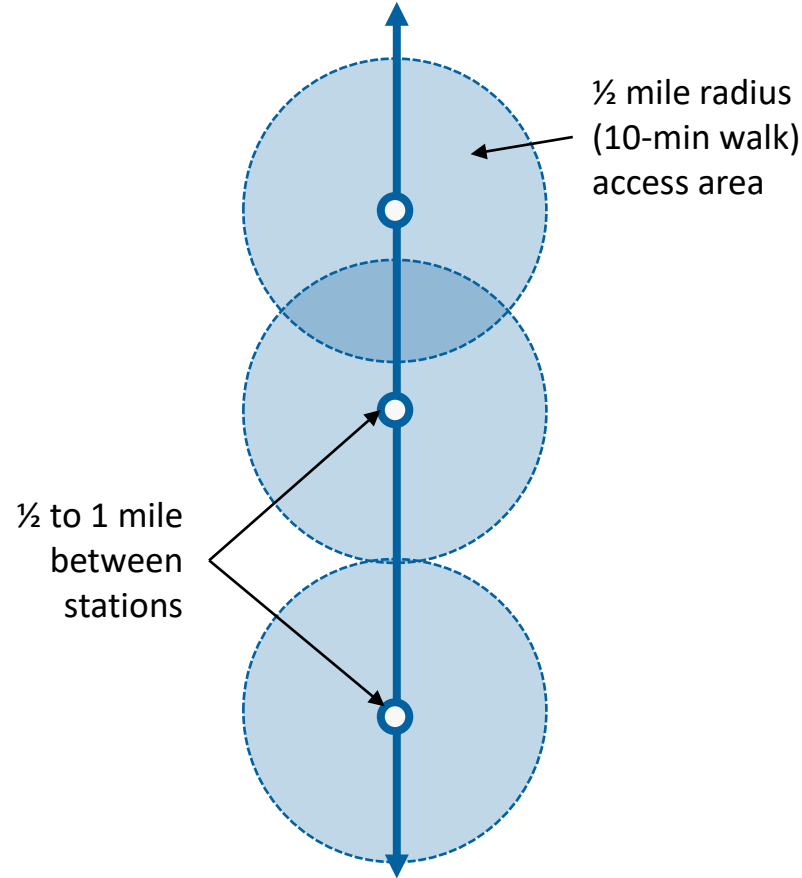
Station Location Principles

* Reviewed at April virtual community meetings

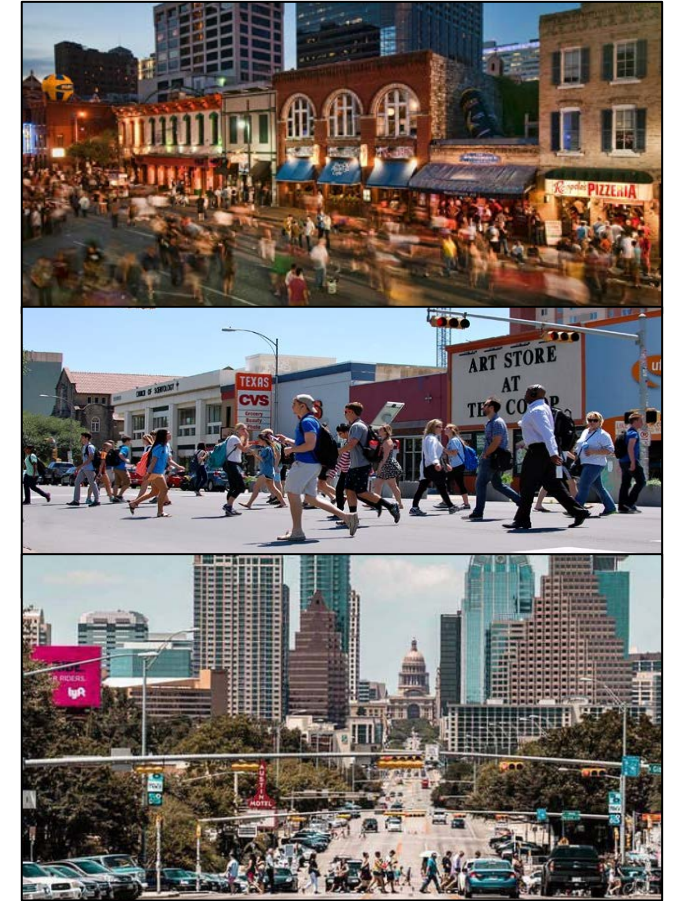
Maximize connectivity to transit network



Balance speed and access with station spacing



Serve high-activity corridor destinations

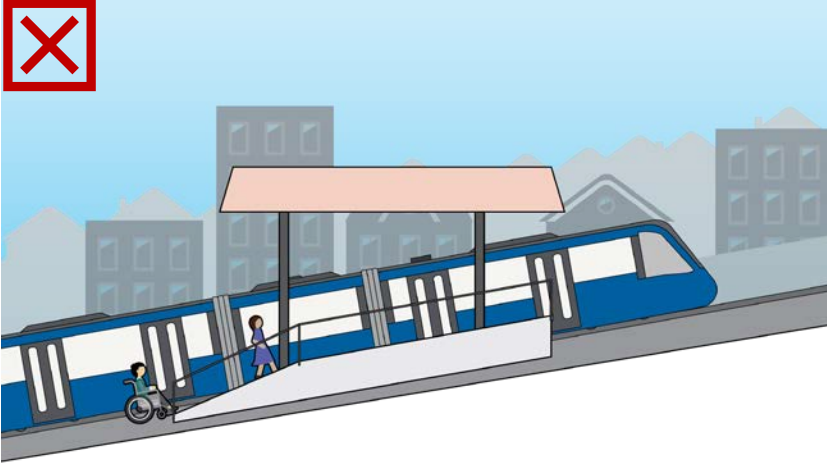


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Station Geometry

* Reviewed at April virtual community meetings

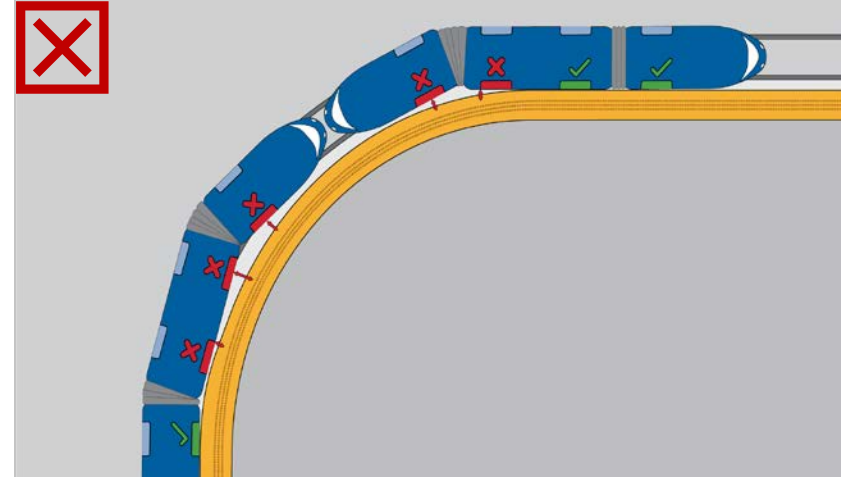
Station on an incline



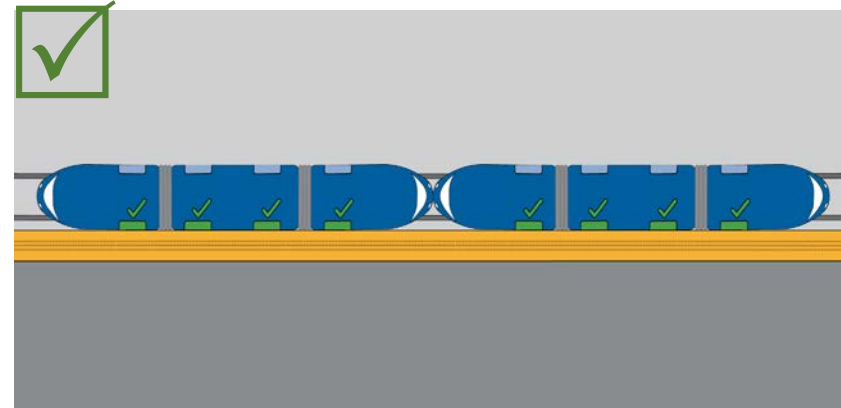
Station on flat land



Station on a curve



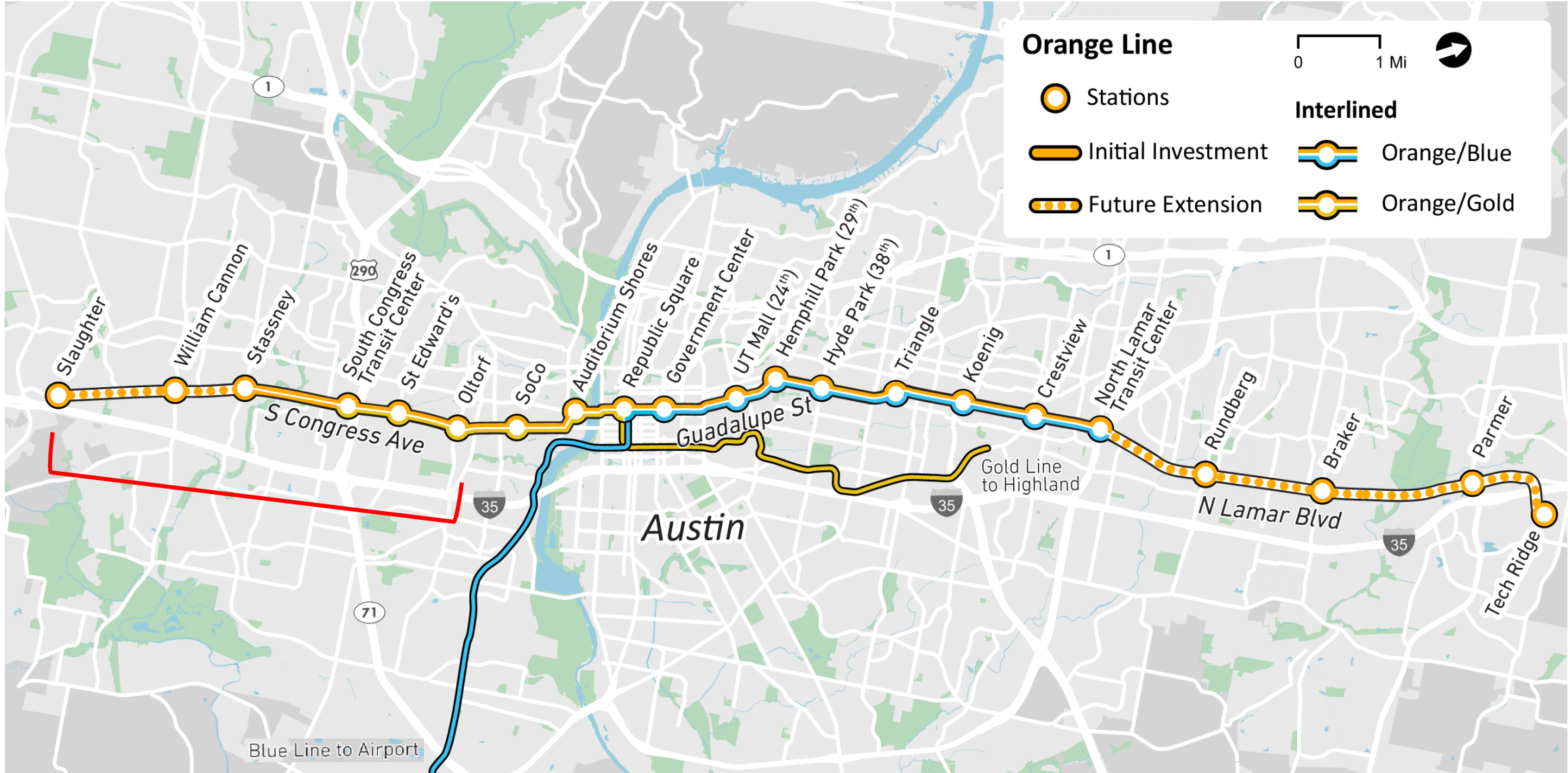
Station on a straight line



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line Stations - South

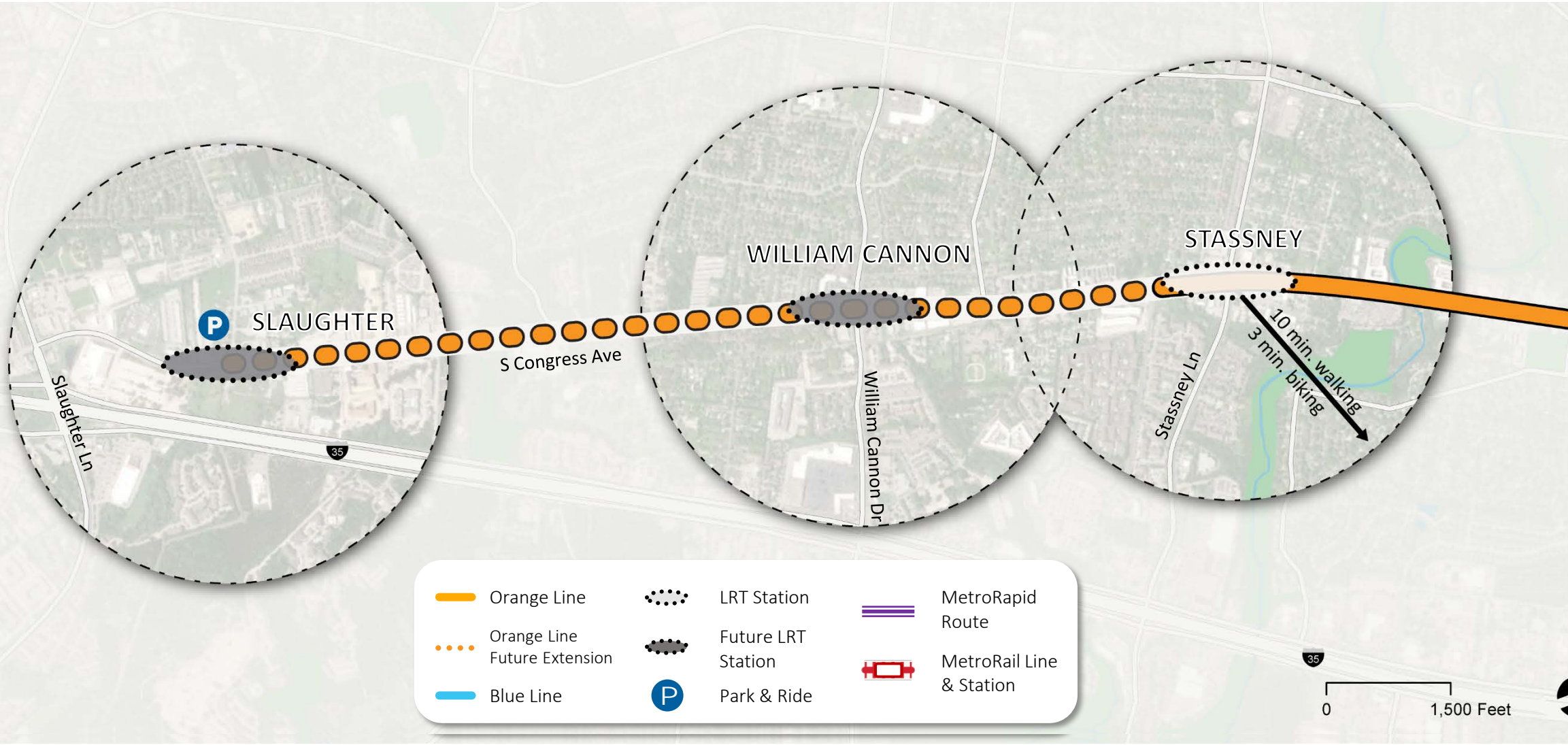
Note: Station locations and names subject to change



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line – Slaughter to Stassney

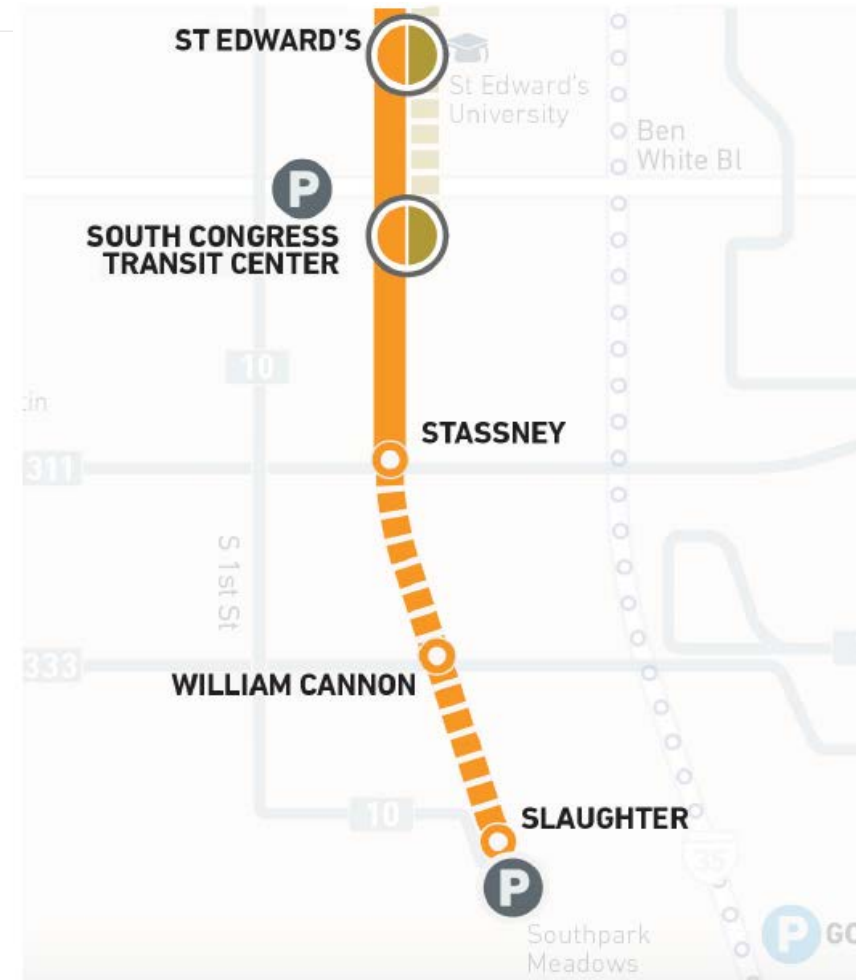
Note: Station locations and names subject to change



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line Extensions - South





- Initial Investment Begins / Ends at Stassney.
- Future Extension would continue to Slaughter Lane.
- Until the future extension is complete, the Orange Line Extensions will be served by enhanced MetroRapid.
- Current federal review process (NEPA) includes the Orange Line Extensions to expedite design and implementation once funding is secured.

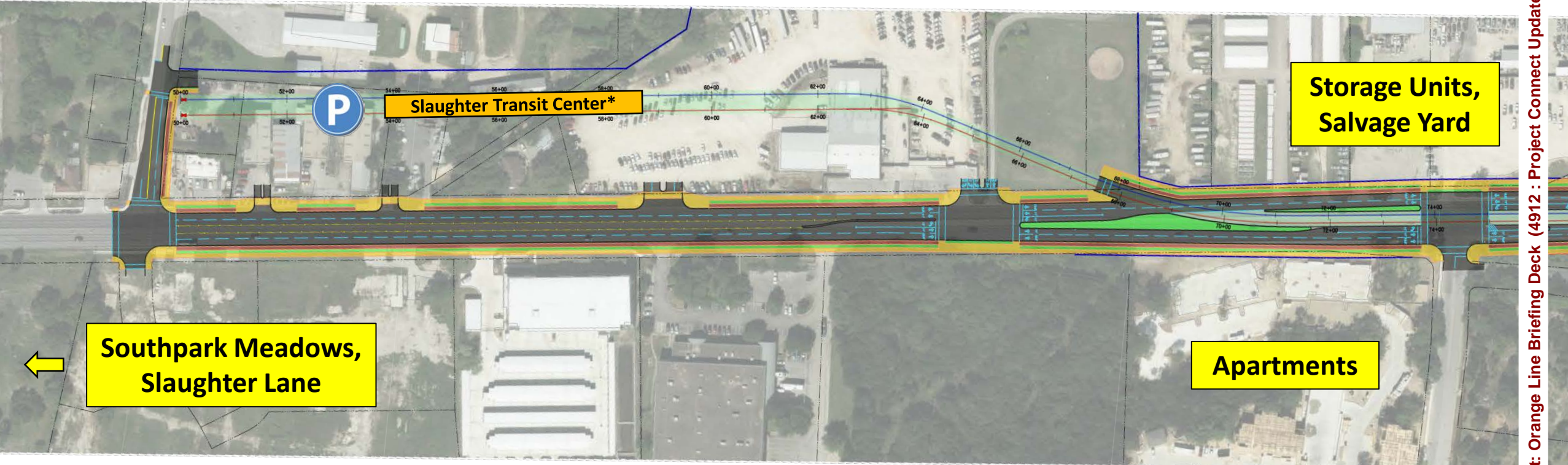


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Slaughter Transit Center

*Station locations and names subject to change
 *Station proposed to be off-alignment with parking

	Tree Zone / Median		Roadway 7.2.a
	Bikeway		Sidewalk







Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



South Congress at Ditmar Road

*Station locations and names subject to change

	Tree Zone / Median		Roadway 7.2.a
	Bikeway		Sidewalk

Ditmar Road

Retail / Commercial

Apartments



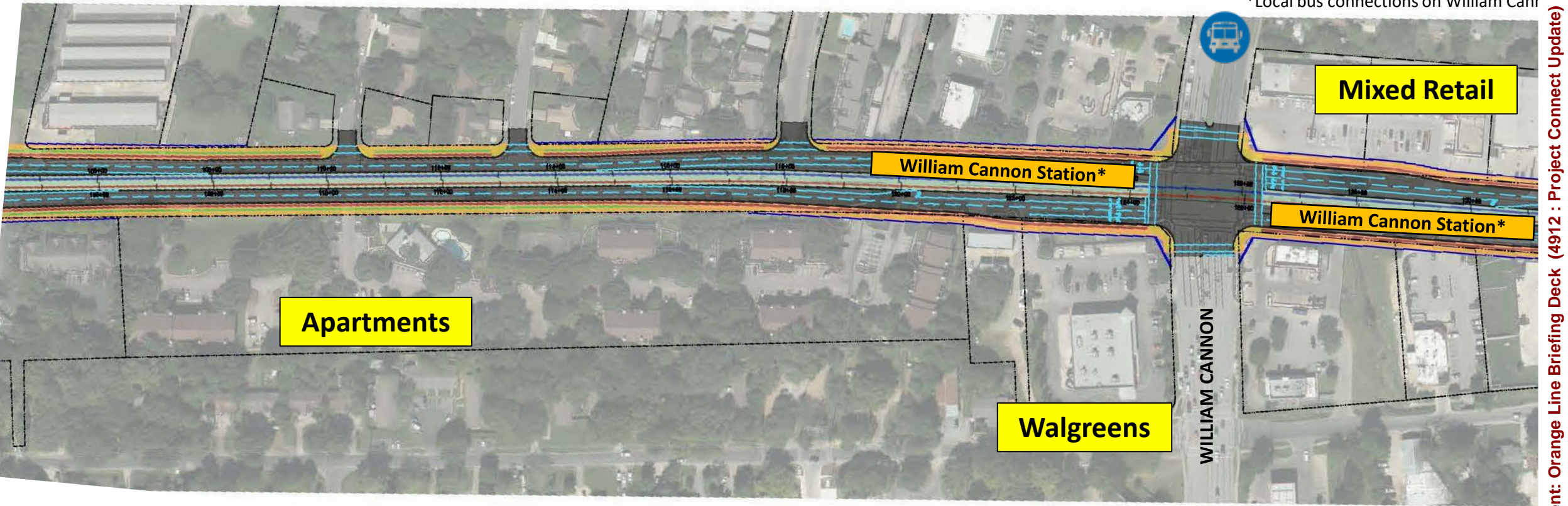
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

South Congress at William Cannon Station

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

7.2.a



*Local bus connections on William Cannon

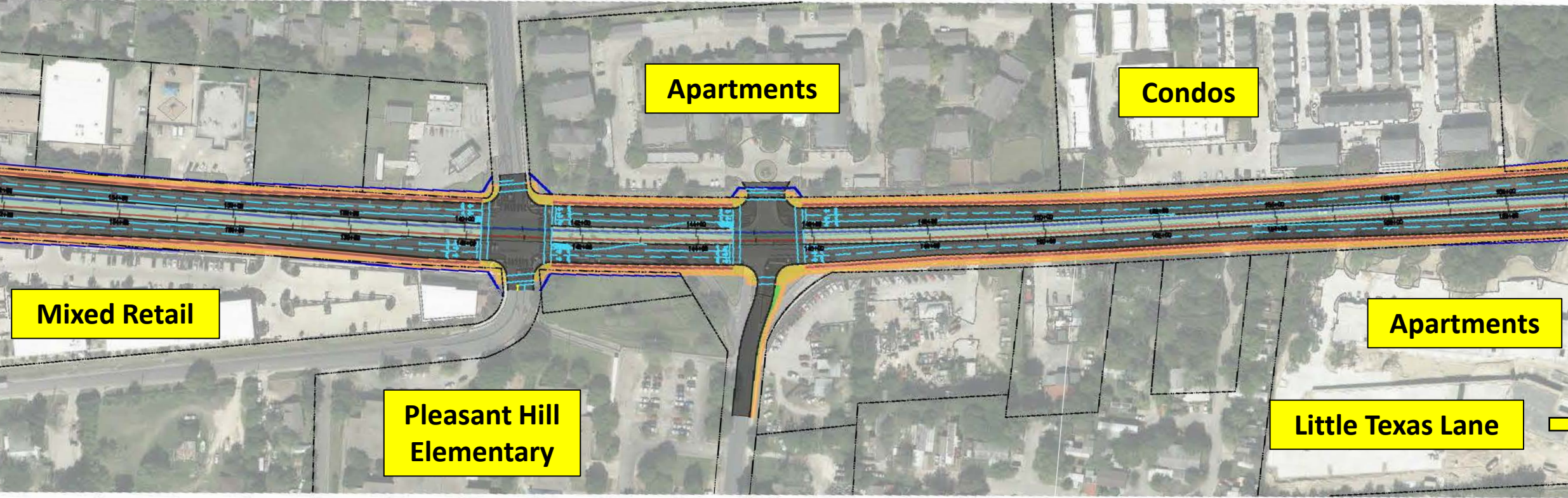


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

South Congress to Little Texas Lane

*Station locations and names subject to change

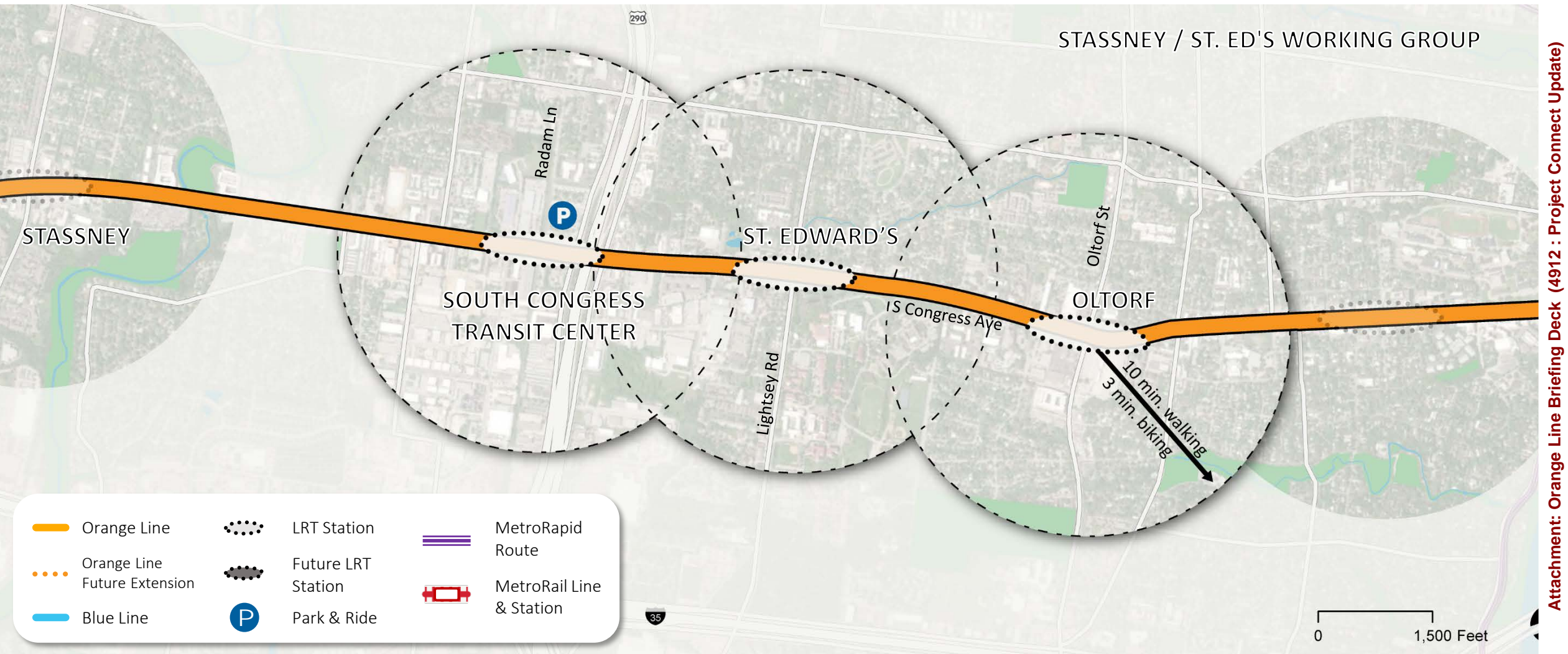
 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line – Stassney to Oltorf

Note: Station locations and names subject to change



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

South Congress at Stassney Station

*Station locations and names subject to change

 Elevated Track

 Tree Zone / Median

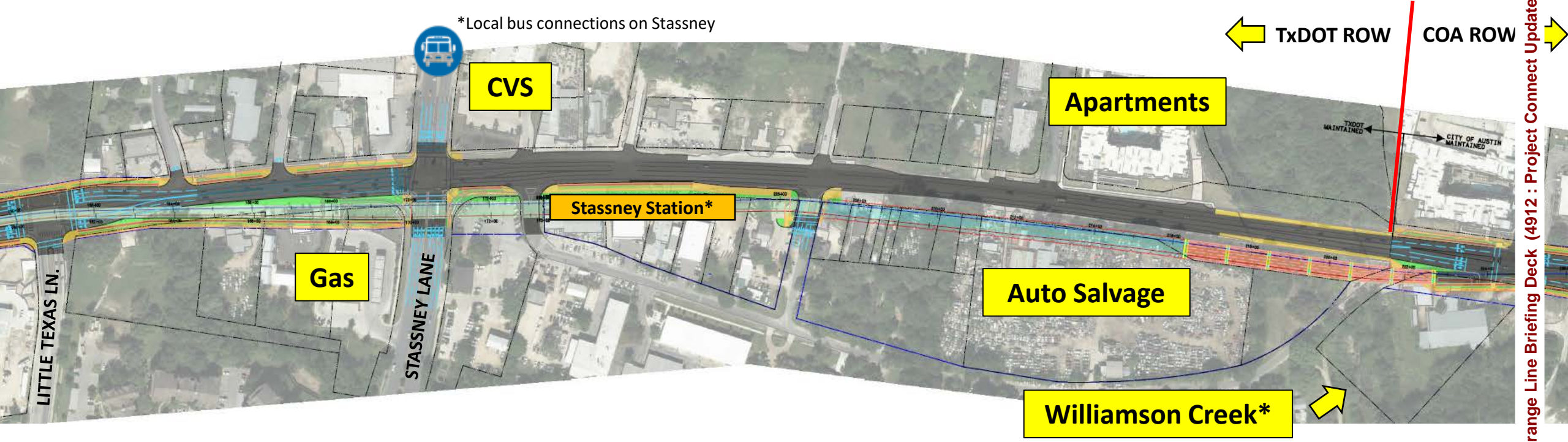
 Roadway

 Bikeway

 Sidewalk

7.2.a

*Local bus connections on Stassney



*Structure over creek due to floodplain conditions



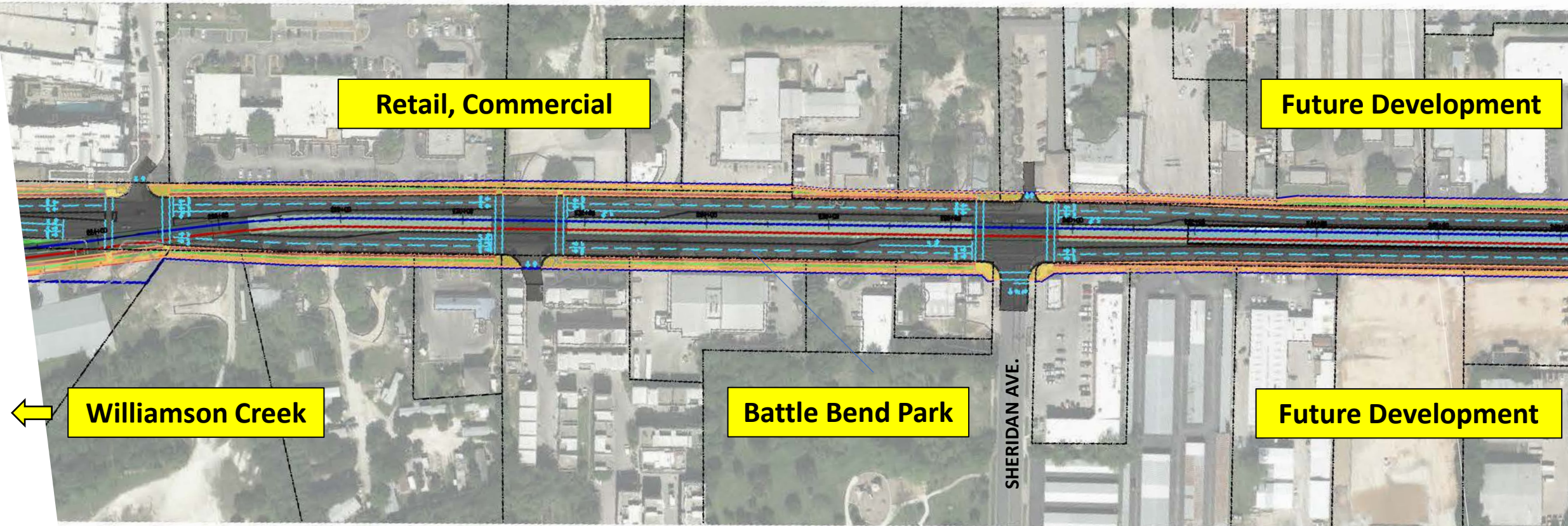
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Stassney to South Congress Transit Center

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

7.2.a




Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)




South Congress Transit Center

*Station locations and names subject to change

 Elevated Track

 Tree Zone / Median
 Bikeway

 Roadway
 Sidewalk

7.2.a

ST. ELMO

Salvation Army

Enterprise Rent-a-Car

BERGSTROM SPUR



Existing SCTC



South Congress Transit Center*

ST. ELMO

Public Lofts

Mixed Retail

BERGSTROM SPUR

US 290 Ben White



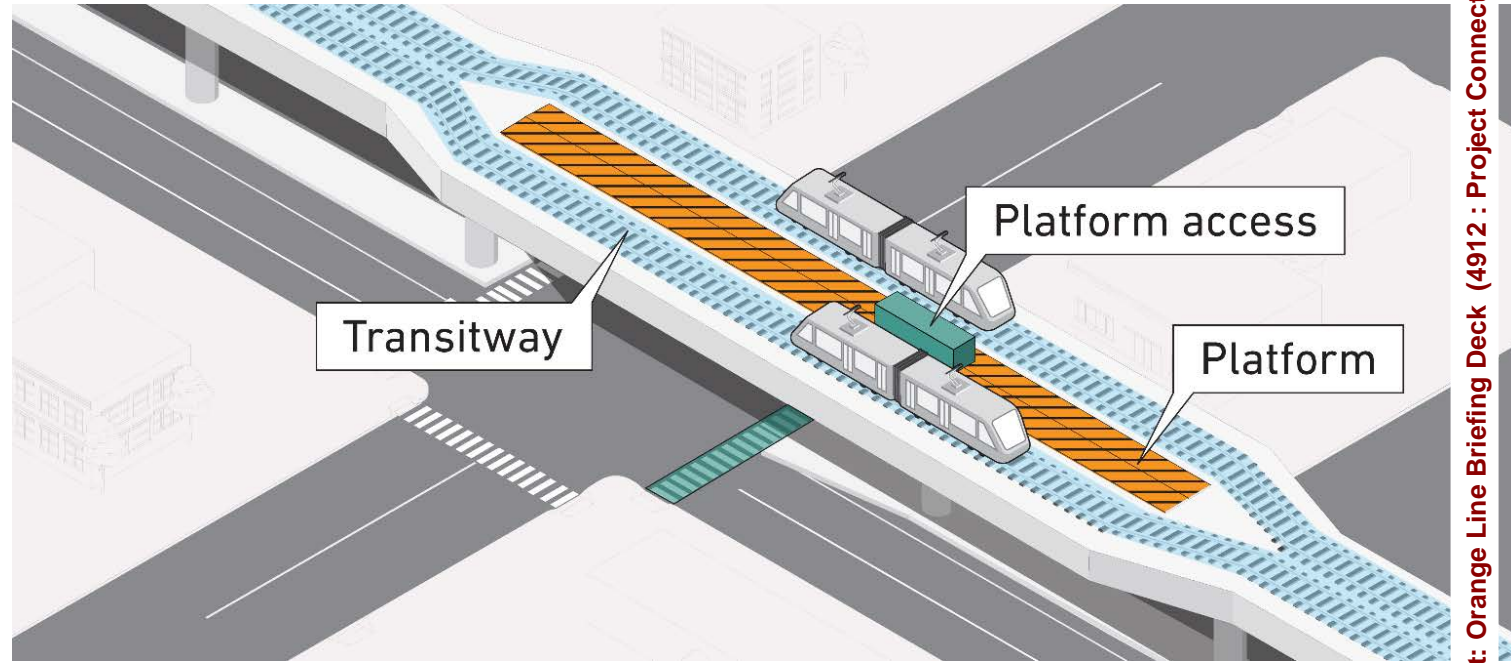
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



Elevated Platform – Typical Layout

Platforms are elevated above the street and can be placed to the side or in the center of the transitway.

- Passengers access platforms directly from the sidewalk.
- Elevated transitway and stations are used to address engineering or environmental challenges, including:
 - Crossing other major transportation infrastructure



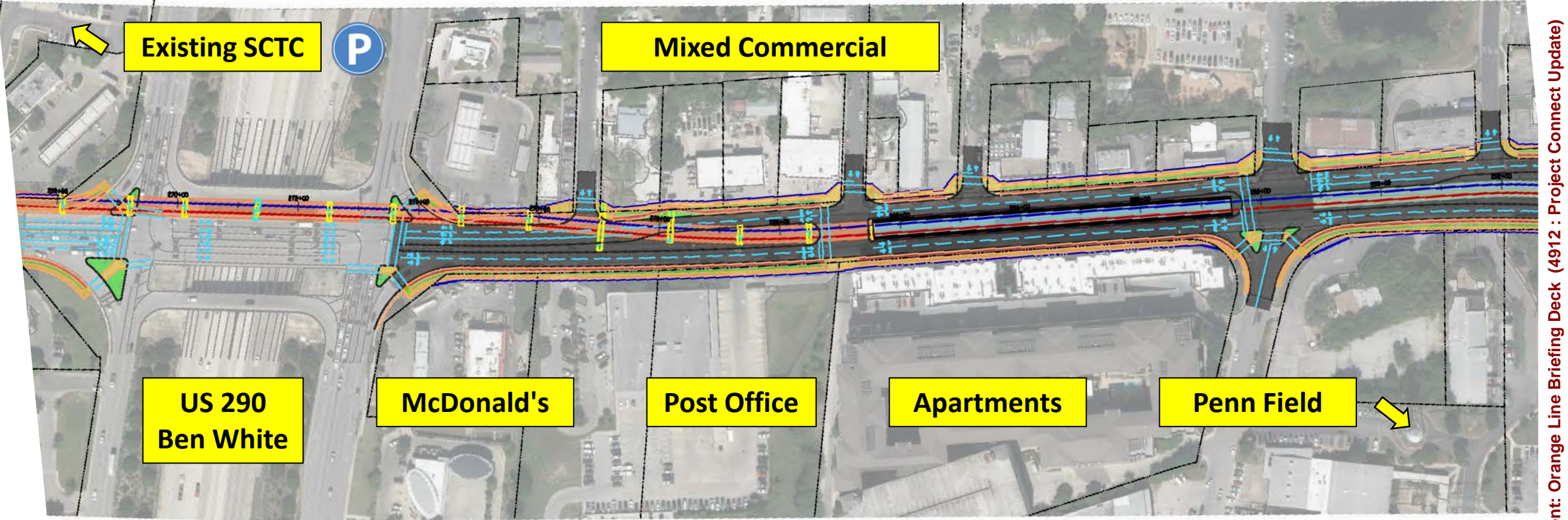
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

US 290 to Penn Field

*Station locations and names subject to change

	Elevated Track		Tree Zone / Median		Roadway
			Bikeway		Sidewalk

7.2.a



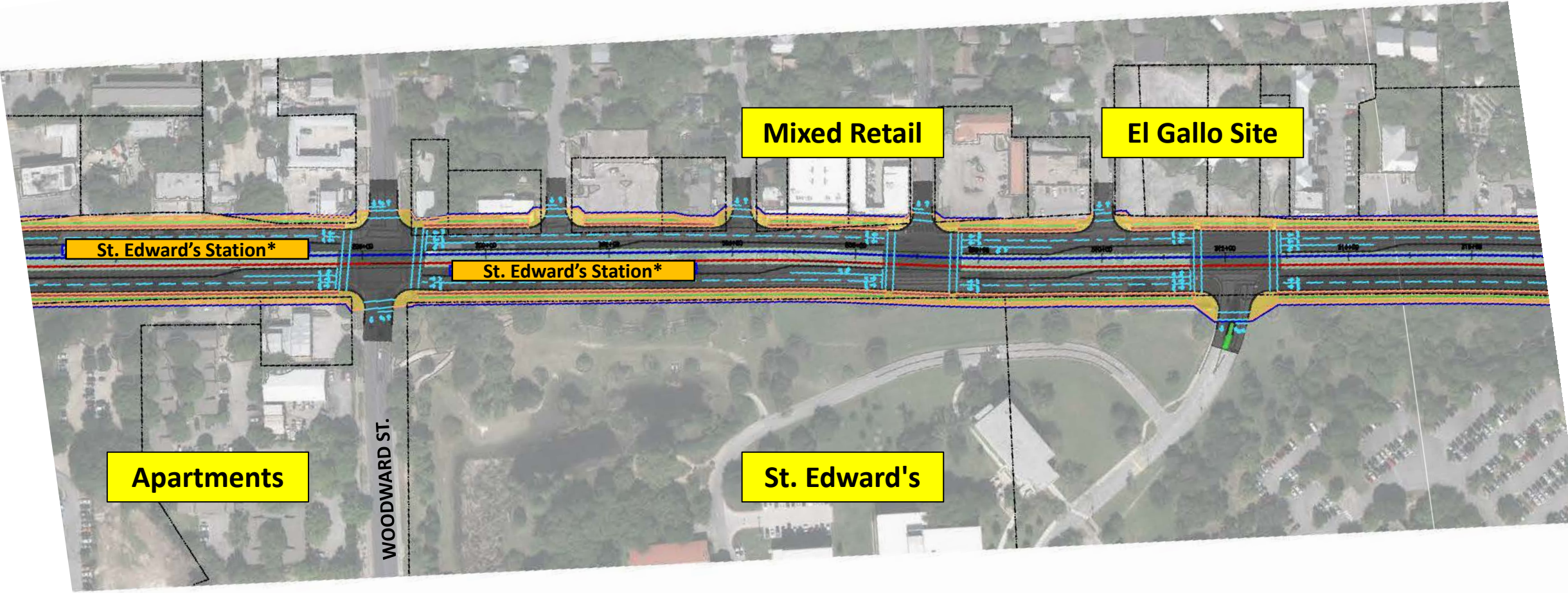
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

St. Edward's University (Split Platform Option)

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

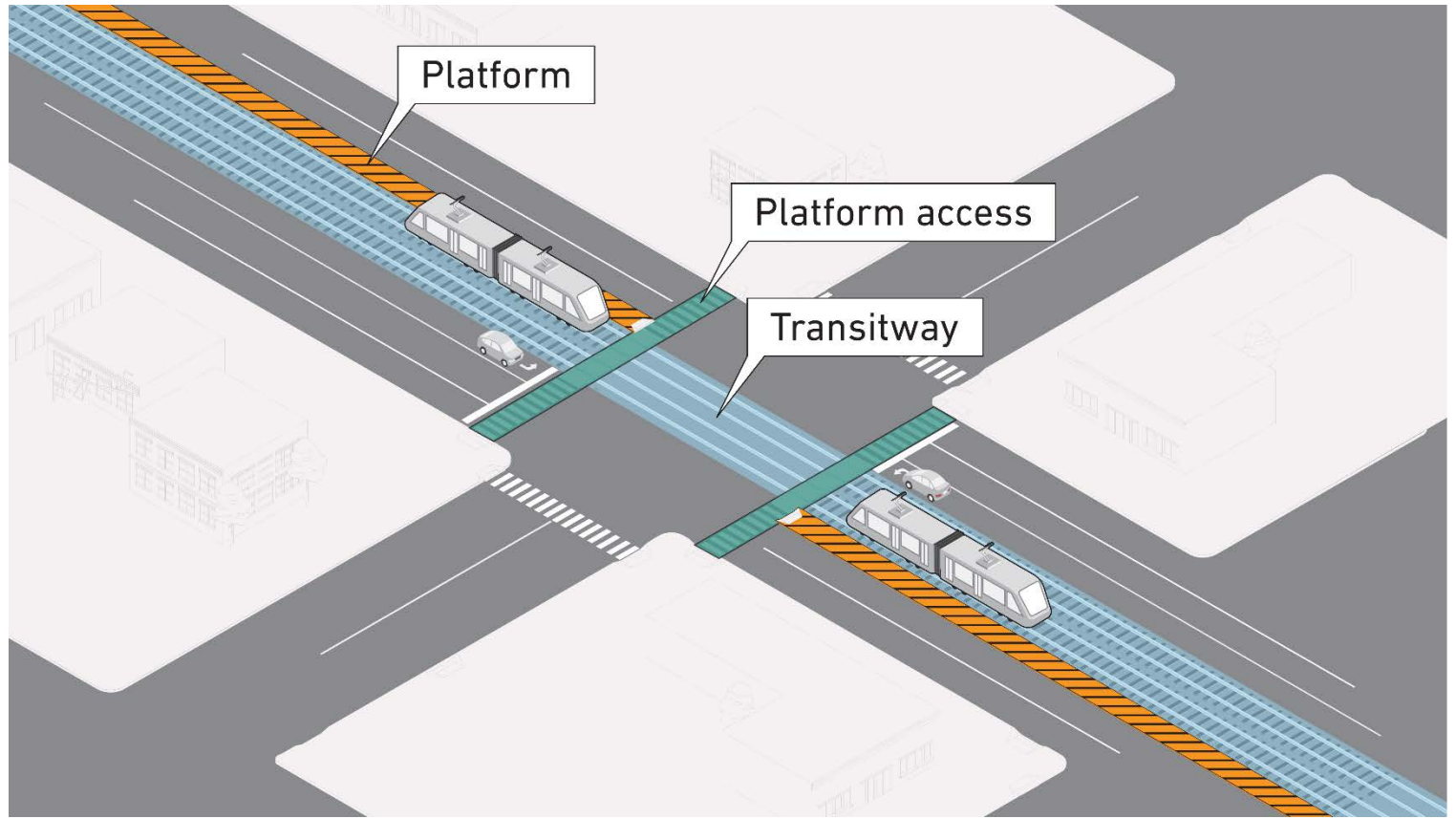




Split Platform Station – Typical Layout

Each direction served by its own platform, usually located on opposite sides of an intersection.

- Platforms are narrower since they only serve one direction.
- Offset platforms can provide more space for left turn lanes.



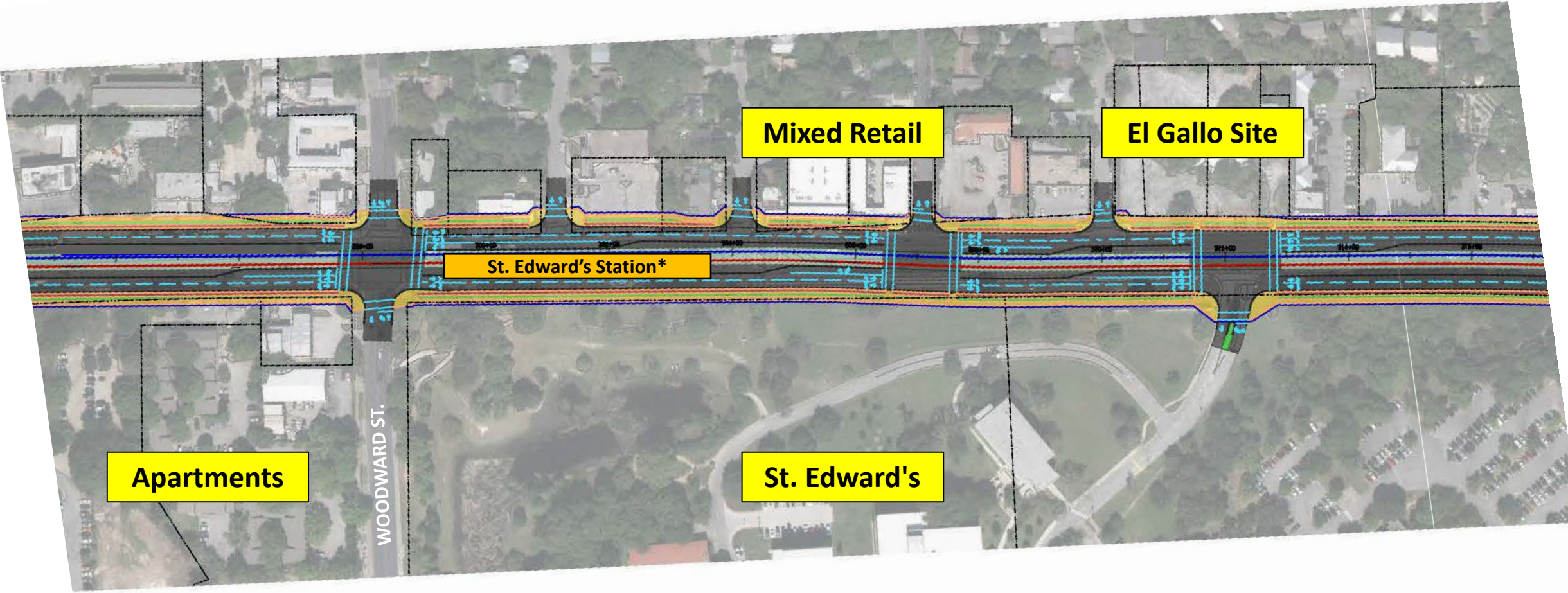
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

St. Edward's University (Center Platform Option)

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

7.2.a

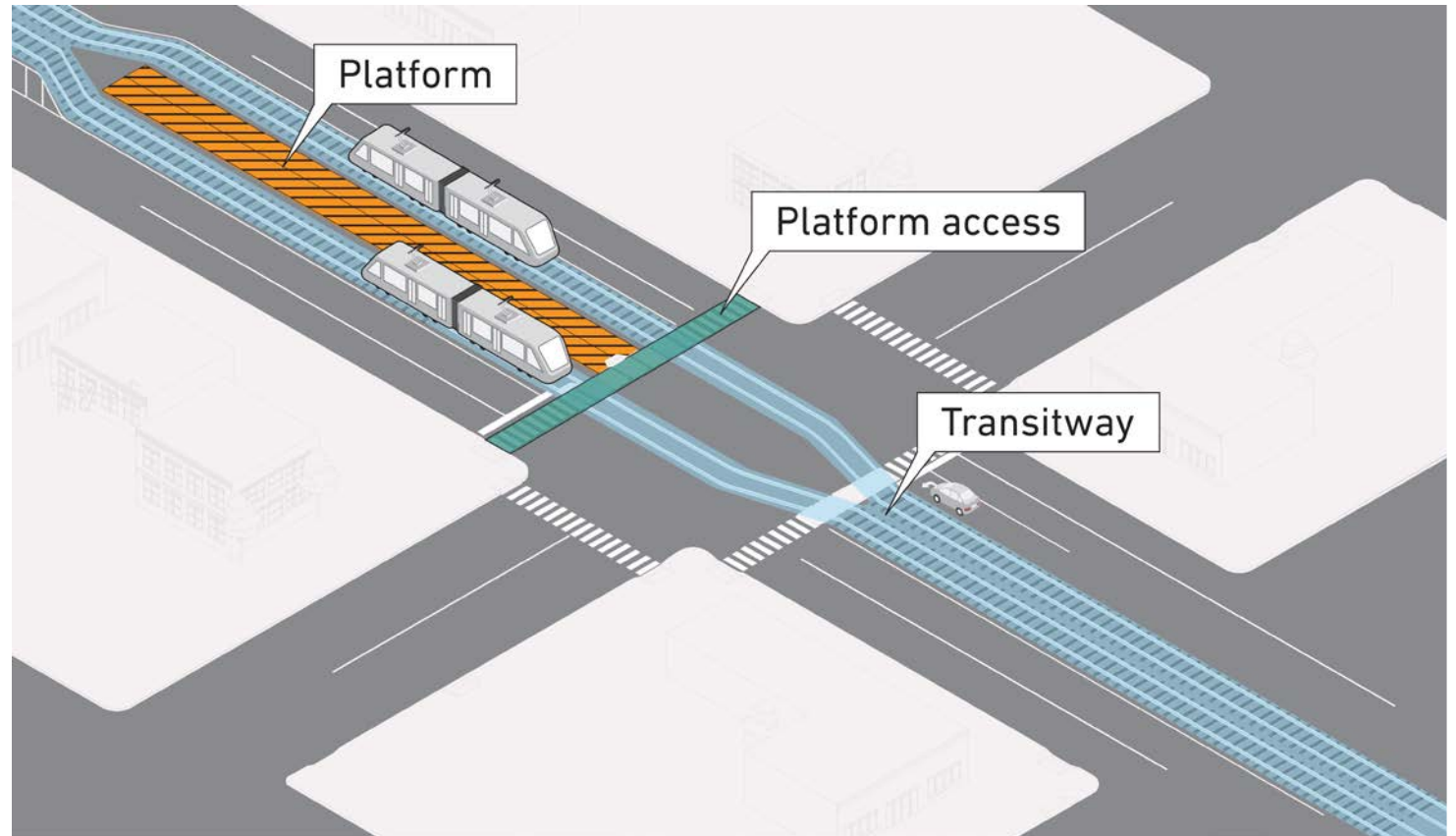


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



Center Platform Station – Typical Layout


- Both directions served by a single platform.
- Platform is typically wider to accommodate passengers loading in both directions.
- Allow facilities to be shared between both tracks
- Offer a more comfortable waiting space for passengers, who are separated from traffic by the tracks
- Cost effective



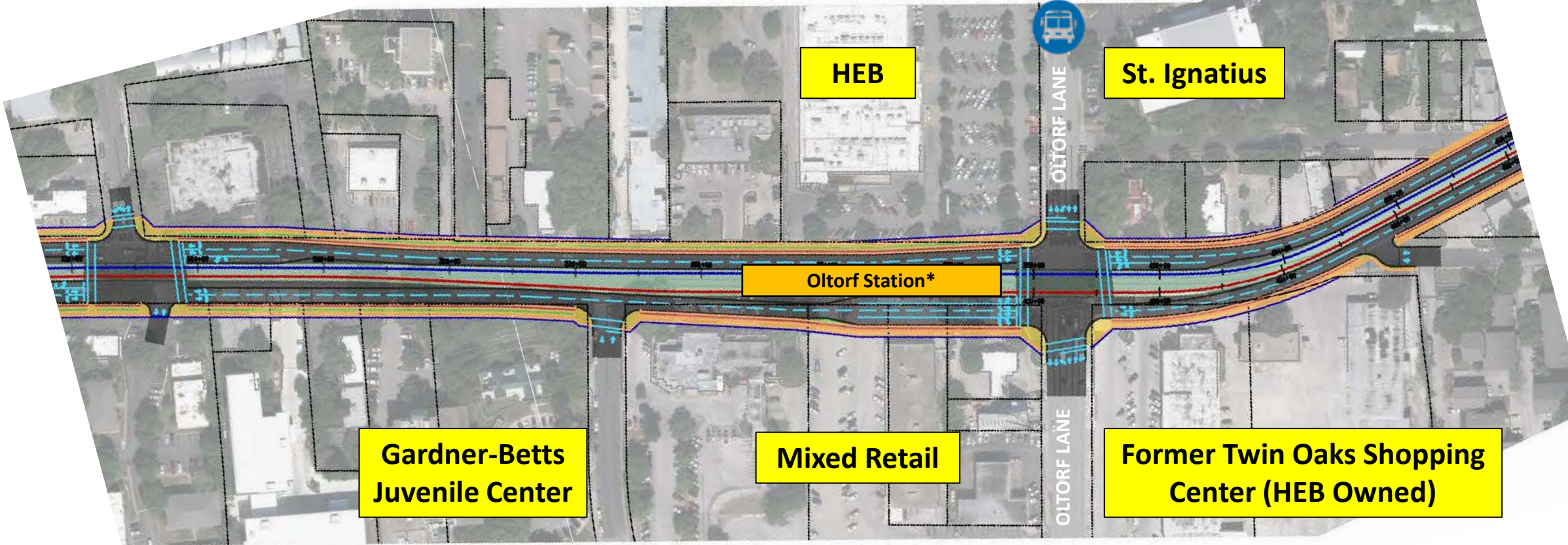
South Congress at Oltorf Station

*Station locations and names subject to change

*Local bus connections on Oltorf

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

7.2.a



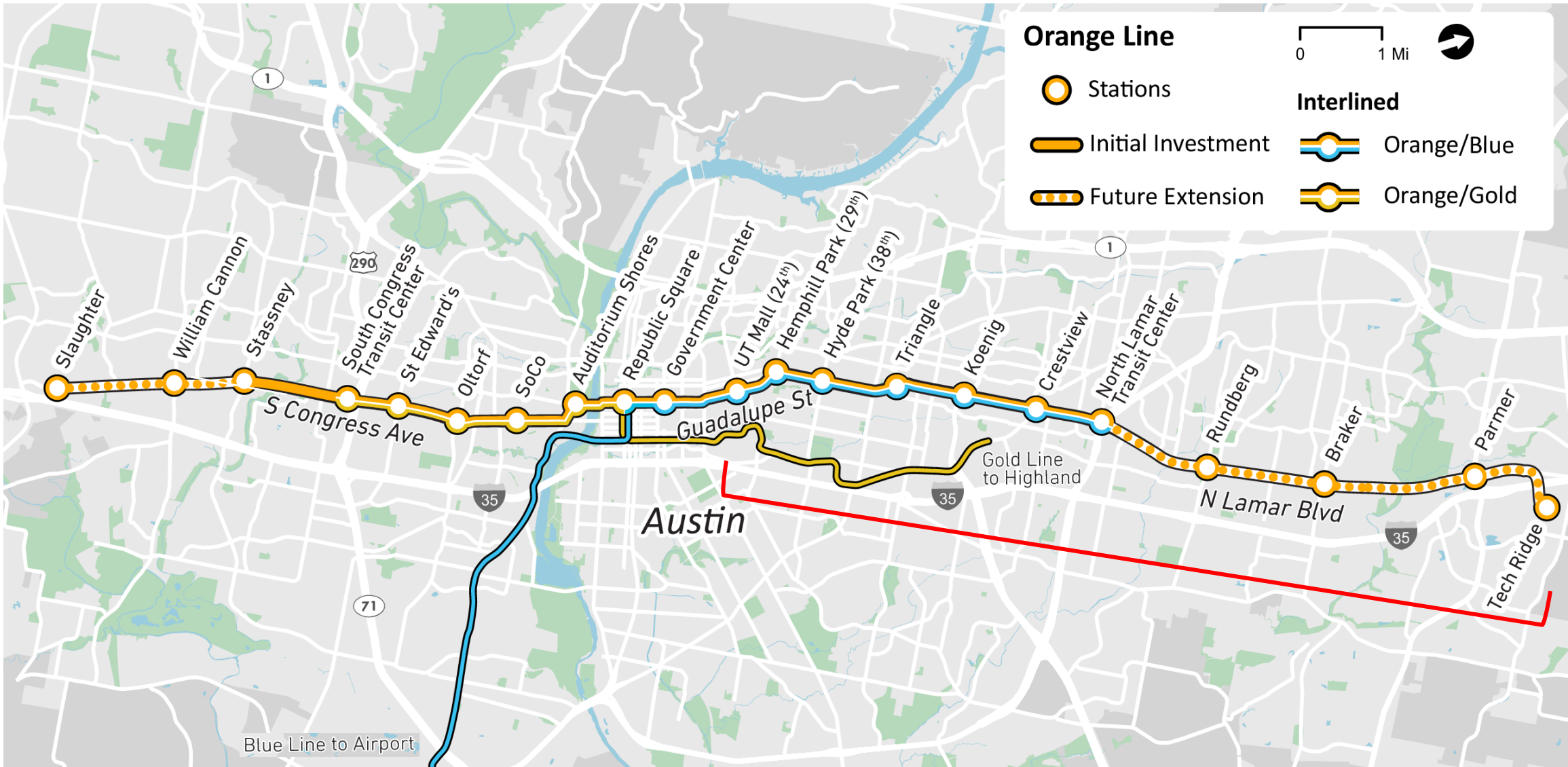
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



Orange Line Stations - North

Note: Station locations and names subject to change

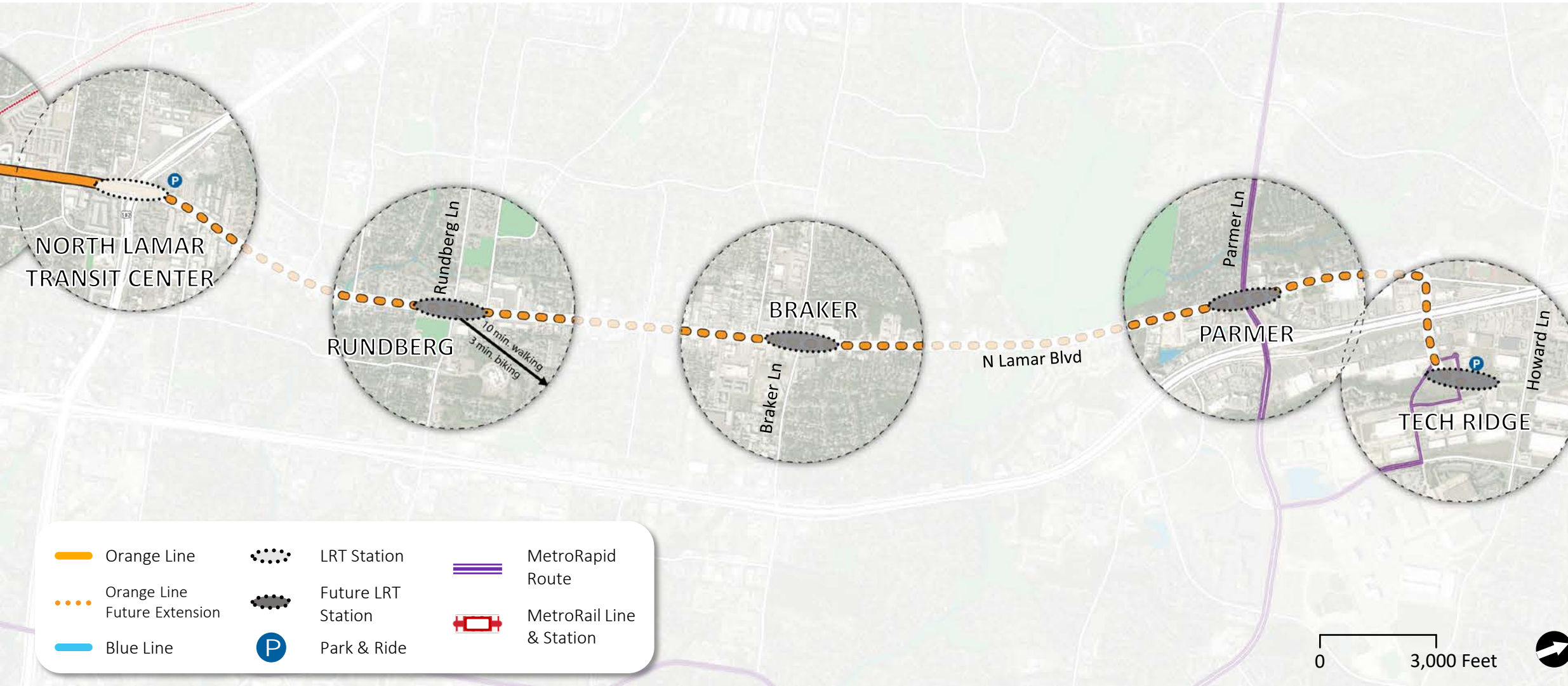
7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line – Rundberg to North Lamar Transit Center

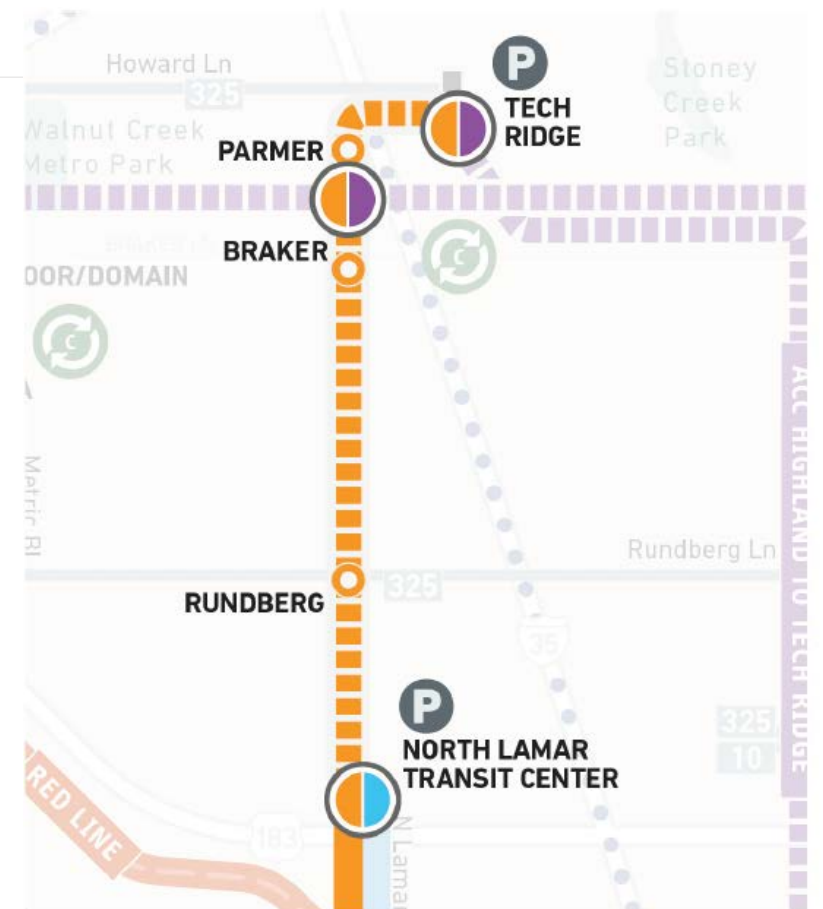
Note: Station locations subject to change 7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line Extensions - North

- Initial Investment Begins / Ends at North Lamar Transit Center.
- Future Extension would continue to Tech Ridge
- Until the future extension is complete, the Orange Line Extensions will be served by enhanced MetroRapid.
- Current federal review process (NEPA) includes the Orange Line Extensions to expedite design and implementation once funding is secured.





Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Tech Ridge Transit Center at I-35

*Station locations and names subject to change

 Elevated Track

 Tree Zone / Median
 Bikeway

 Roadway
 Sidewalk

7.2.a

Carmax

Existing Tech Ridge Park & Ride



Tech Ridge Transit Center*

I-35

Retail & Restaurants



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Far North Lamar

*Station locations and names subject to change

	Elevated Track		Tree Zone / Median		Roadway
			Bikeway		Sidewalk

7.2.a

Apartments

Connally High School

Walmart

Lowe's

I-35




Carmax



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar at Parmer Station

*Station locations and names subject to change

	Tree Zone / Median		Roadway 7.2.a
	Bikeway		Sidewalk

*Local bus connections on Parmer, future MetroRapid



PARMER LANE

Apartments

Parmer Station*

Parmer Station*

Hotels

Golden Corral



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar at Yager Lane

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

7.2.a

Walnut Creek Metropolitan Park

**NYOS
Charter
School**





Offices

YAGER LANE



North Lamar at Walnut Creek

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

7.2.a

Walnut Creek Metropolitan Park

Apartments





Apartments



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

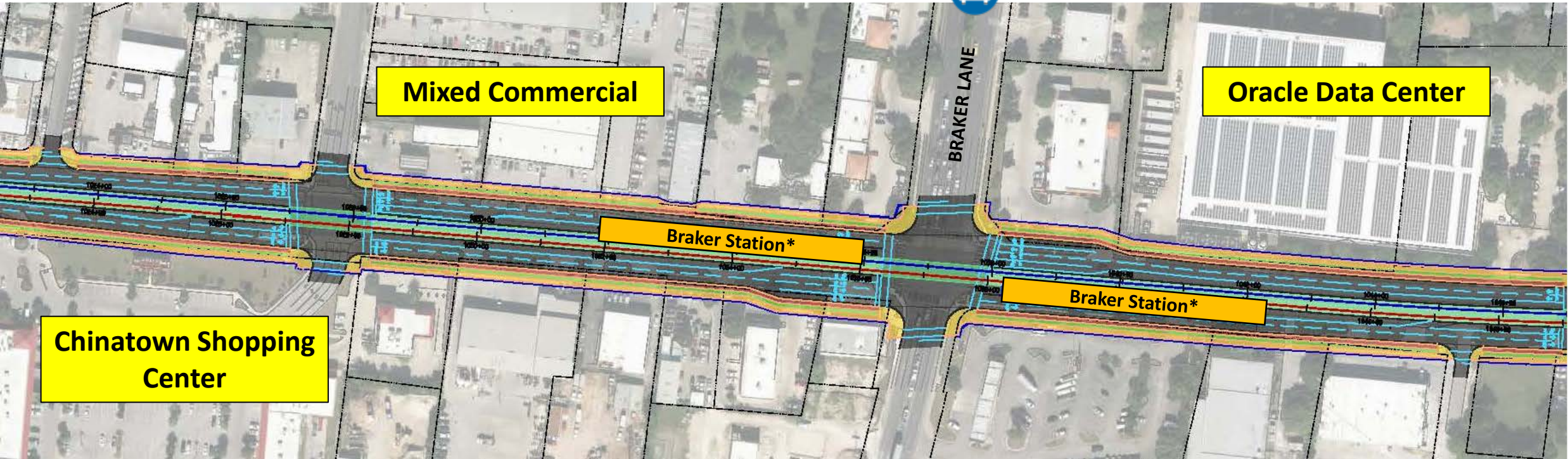
North Lamar at Braker Station

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk







*Local bus connections on Braker

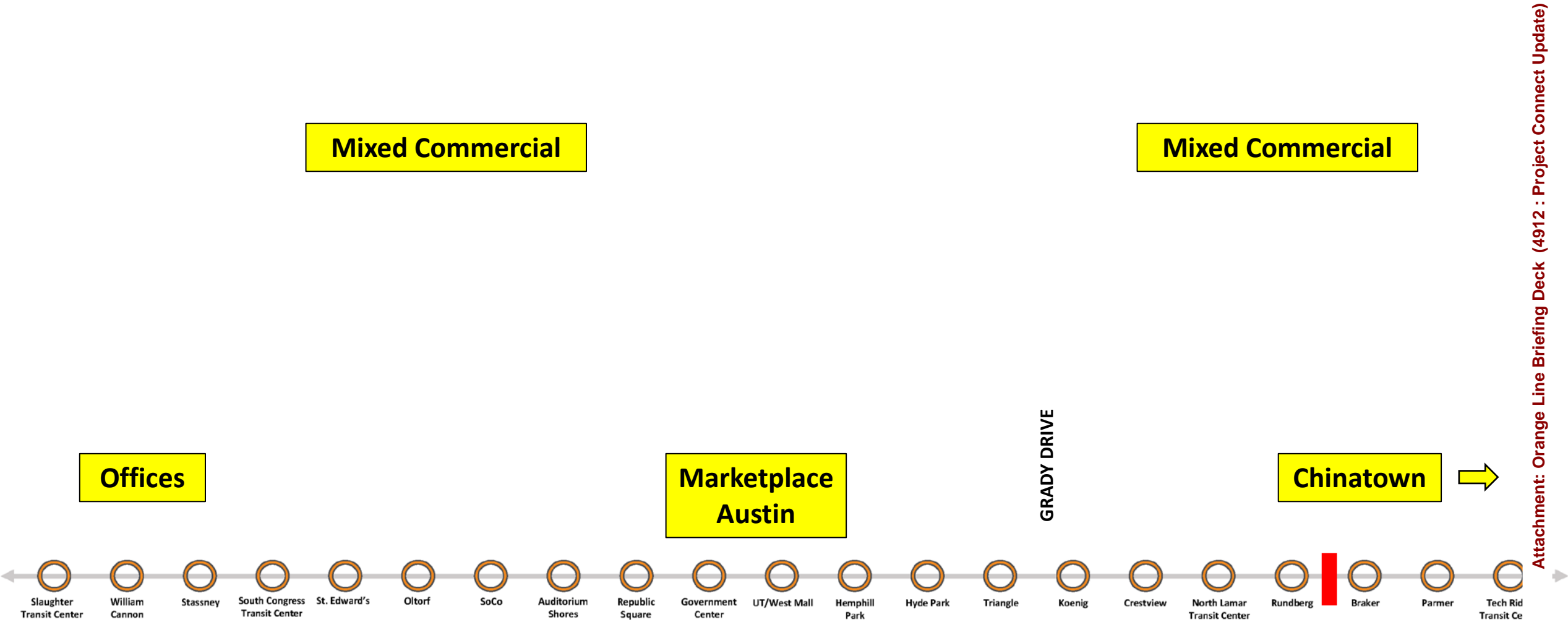


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar - Chinatown to Masterson





*Station locations and names subject to change

	Tree Zone / Median		Roadway 7.2.a
	Bikeway		Sidewalk



North Lamar at Rutland Drive

*Station locations and names subject to change

	Tree Zone / Median		Roadway 7.2.a
	Bikeway		Sidewalk

RUTLAND DRIVE

Retail & Restaurants

Apartments

Retail & Restaurants

Hotel



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar at Rundberg Station

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

7.2.a

Apartments

HEB & Retail

Retail & Restaurants

Rundberg Station*

Rundberg Station*

Barrington Elementary



*Local bus connections on Rundberg

RUNDBERG LANE

RUTLAND DRIVE



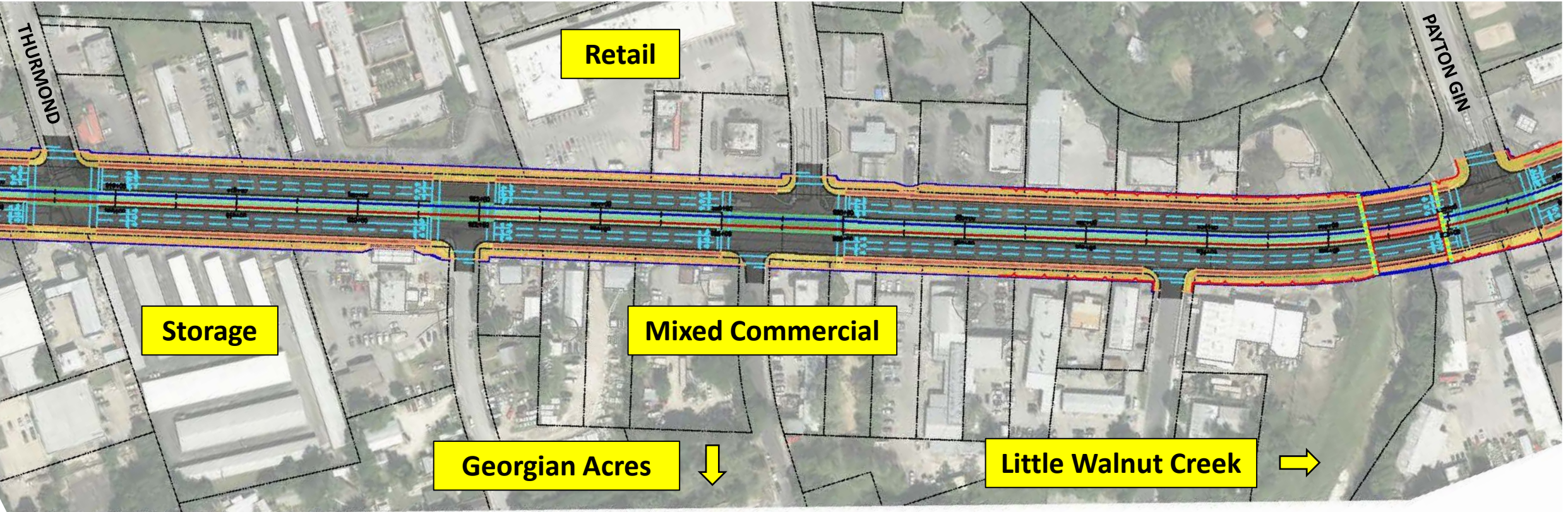
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar at Little Walnut Creek

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk





7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar Transit Center

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

Existing North Lamar Transit Center



Apartments

North Lamar Transit Center*

← US 183

Apartments

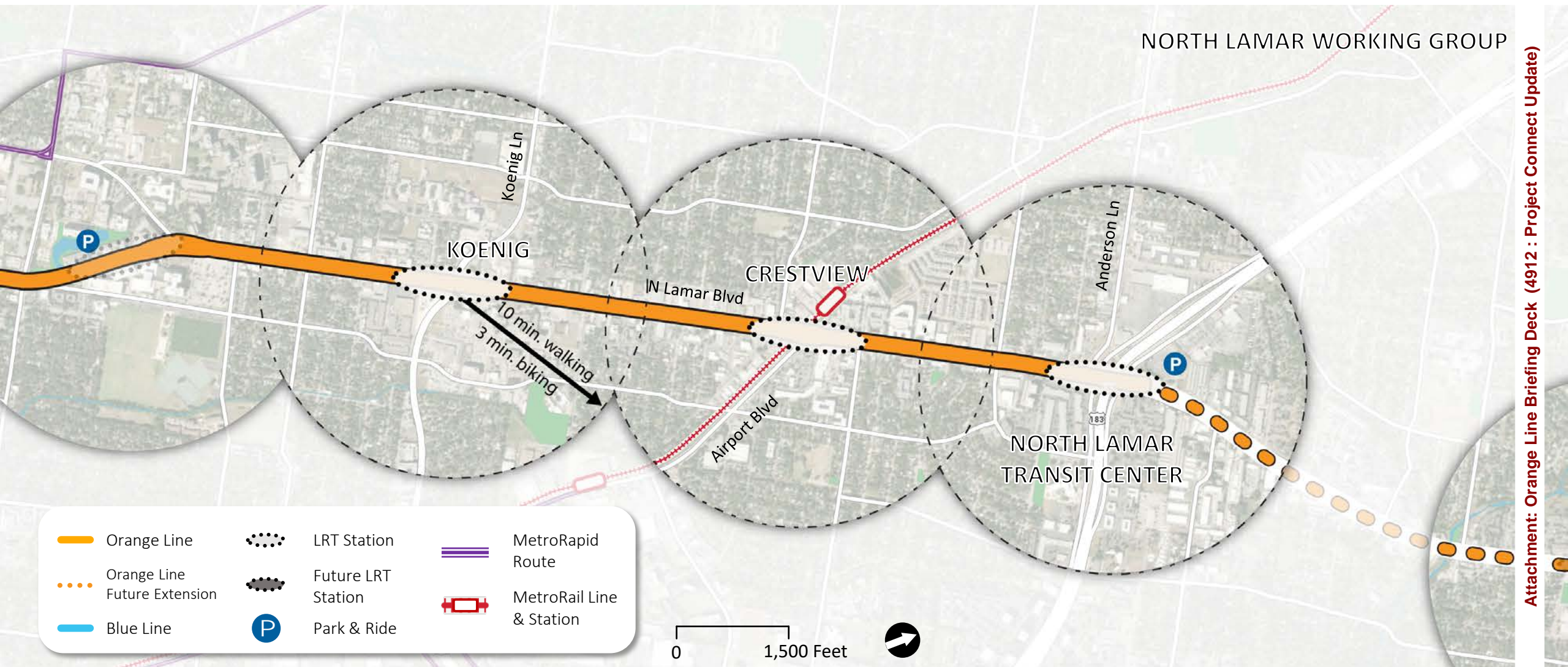
Mixed Commercial



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line – North Lamar Transit Center to Koenig

Note: Station locations and names subject to change



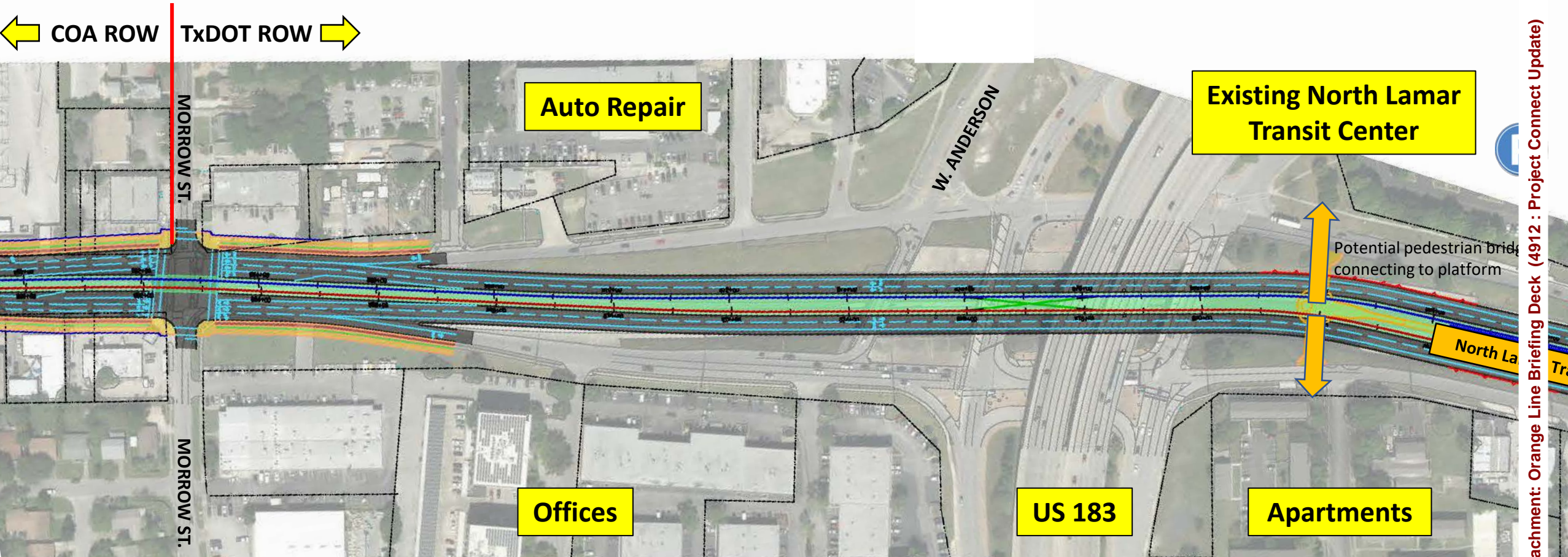
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar Transit Center and US 183

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

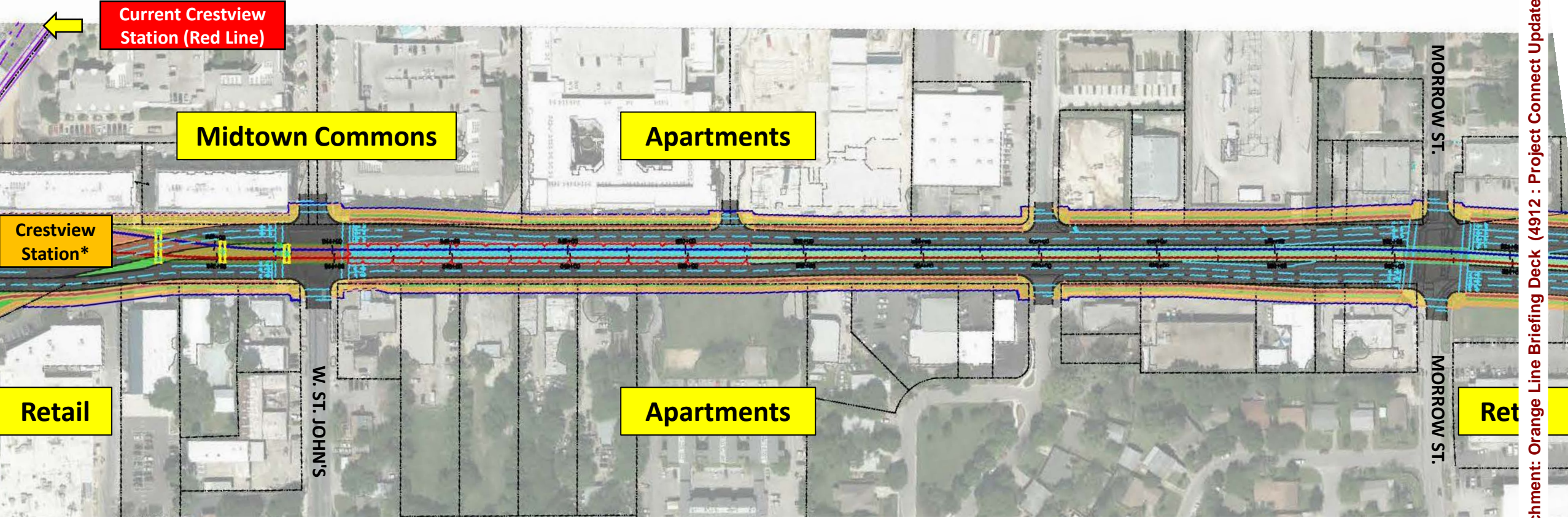


North Lamar to Crestview Station

*Station locations and names subject to change

- Elevated Track
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk

7.2.a





Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Crestview Station at Airport Blvd.

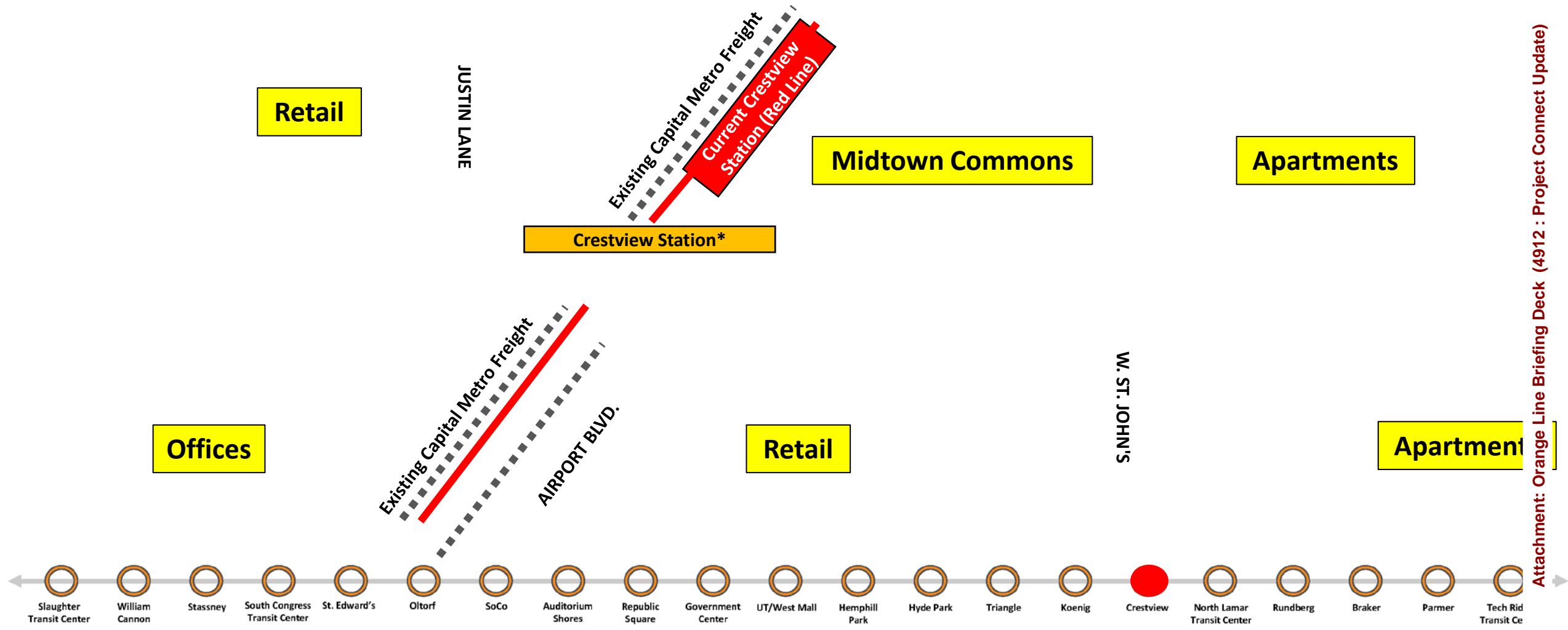
*Station locations and names subject to change

 Elevated Track

 Tree Zone / Median
 Bikeway

 Roadway
 Sidewalk





7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Lamar to Denson Drive

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

7.2.a

ROMERIA DR.

Mixed Commercial

BRENTWOOD ST.

Retail

DPS

DENSON DR.

Mixed Commercial

Offices

Offices



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

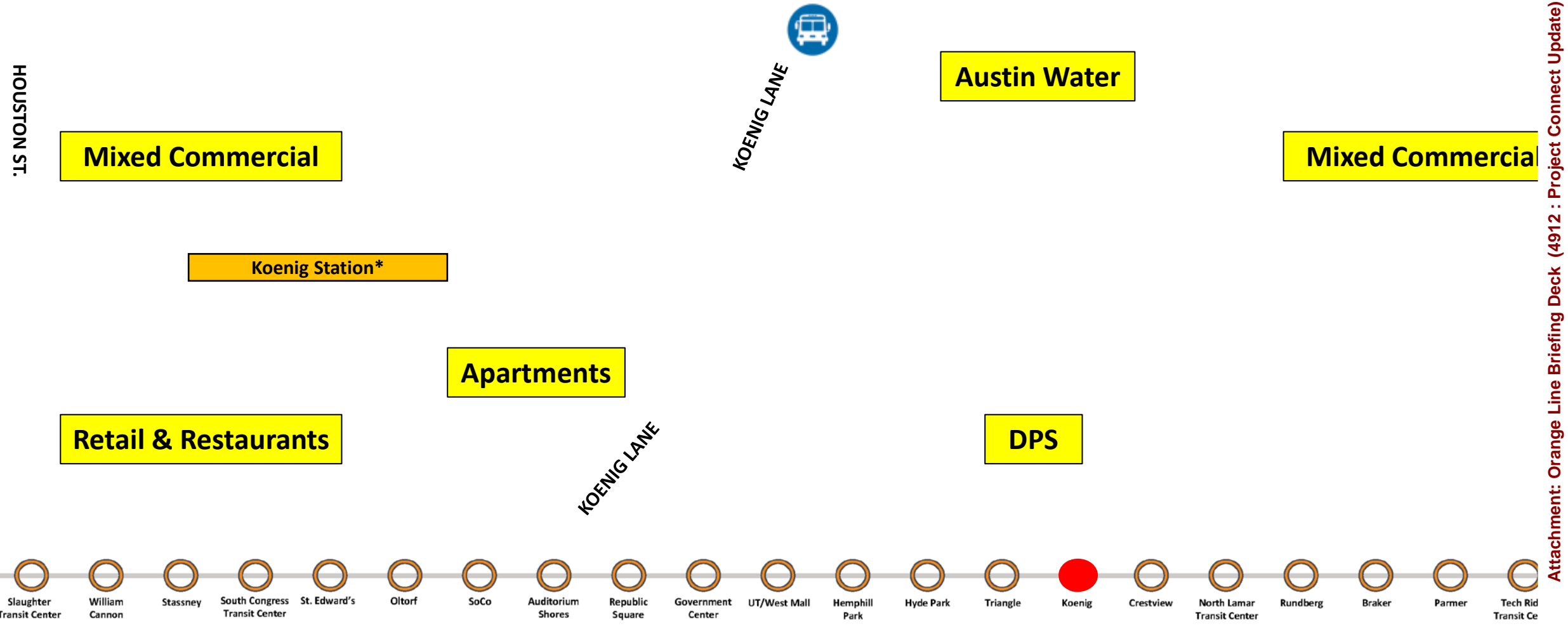
North Lamar at Koenig Station

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

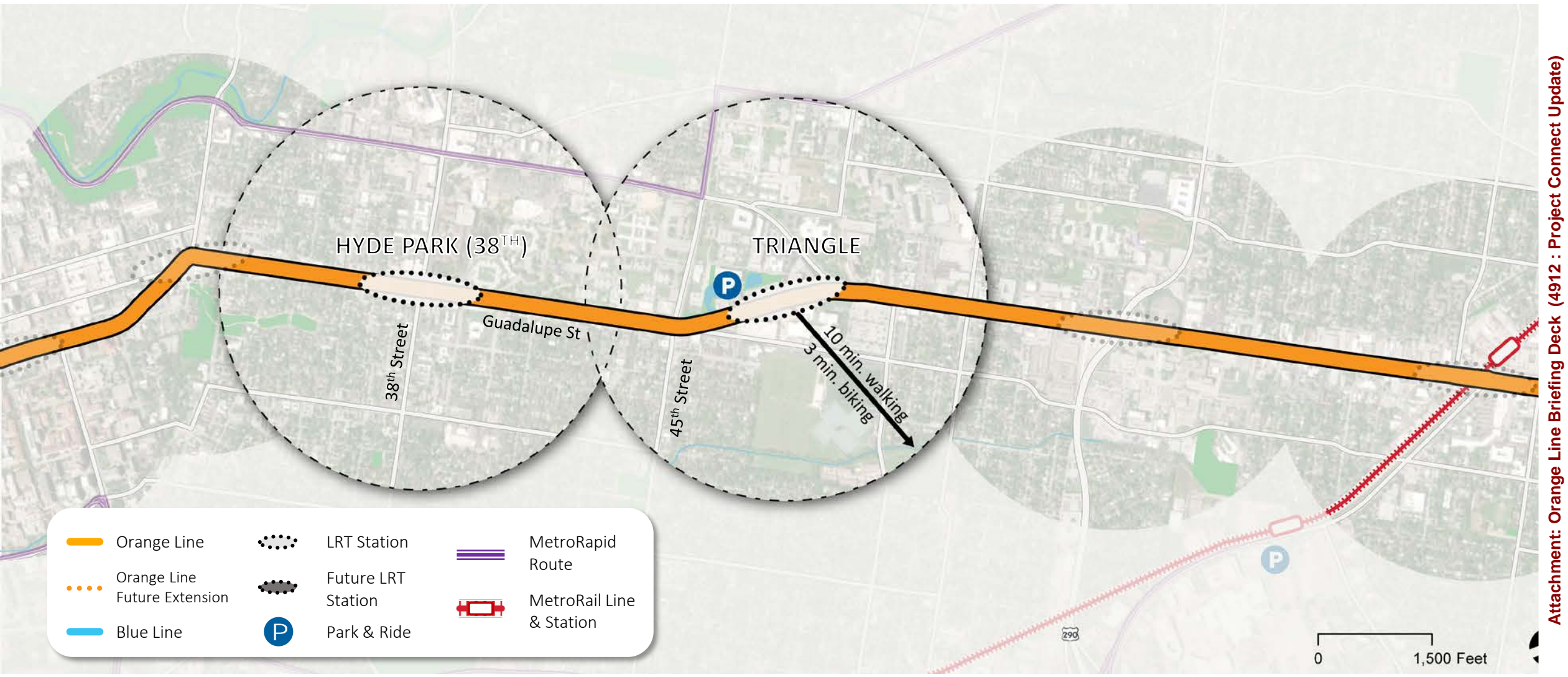
7.2.a

*Local bus connections on Koenig



Orange Line – Koenig to Hyde Park (38th)

Note: Station locations subject to change 7.2.a

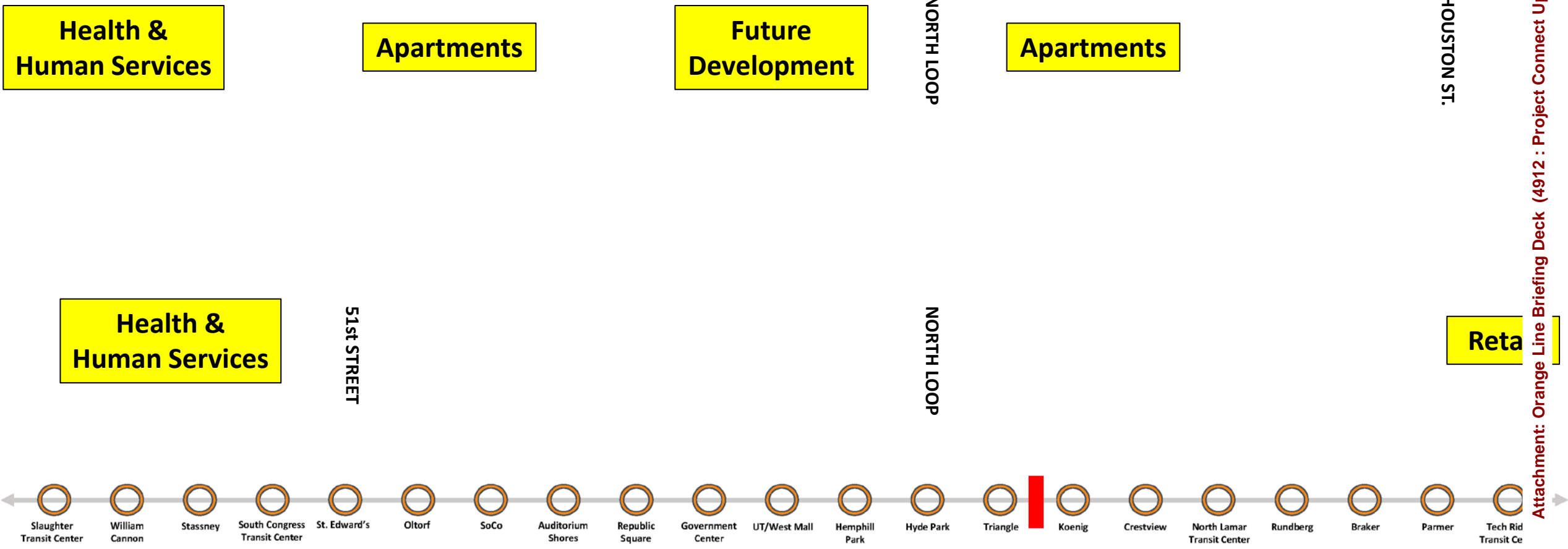


North Lamar to the Triangle

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

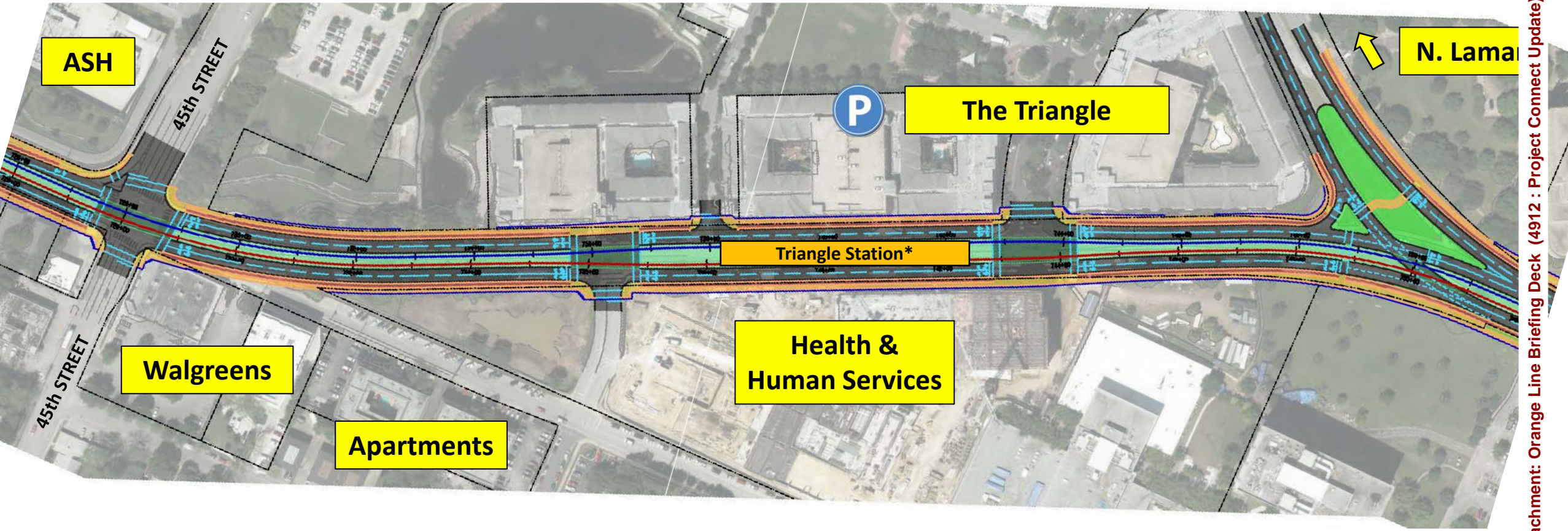
7.2.a



North Guadalupe at Triangle Station

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



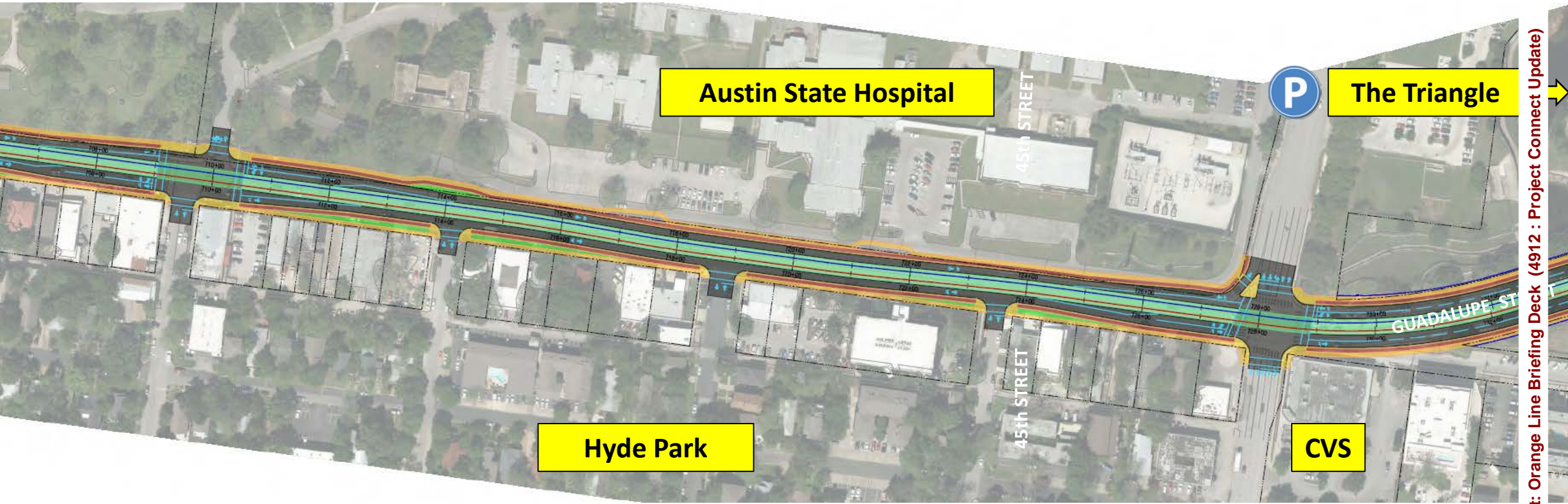
North Guadalupe (38th – 45th) - Existing Conditions



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Looking North at 41st Street

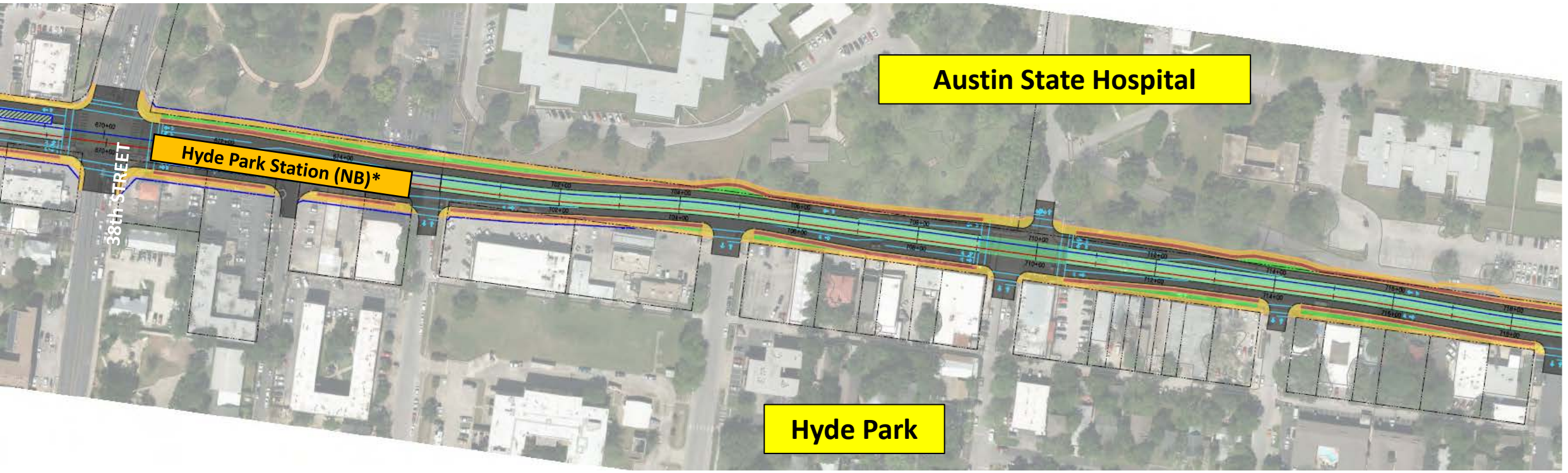
North Guadalupe at 45th Street (Austin State Hospital)



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



Hyde Park Station & Austin State Hospital

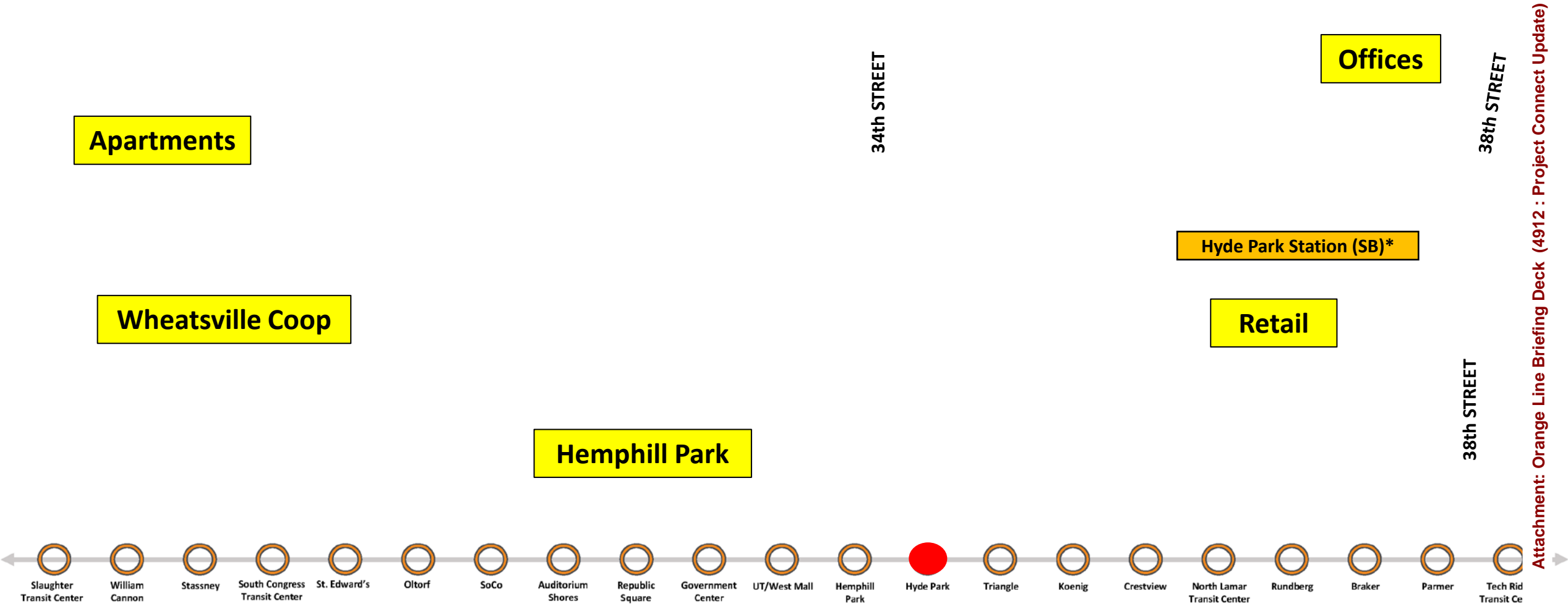


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

North Guadalupe (38th Street to Wheatsville)

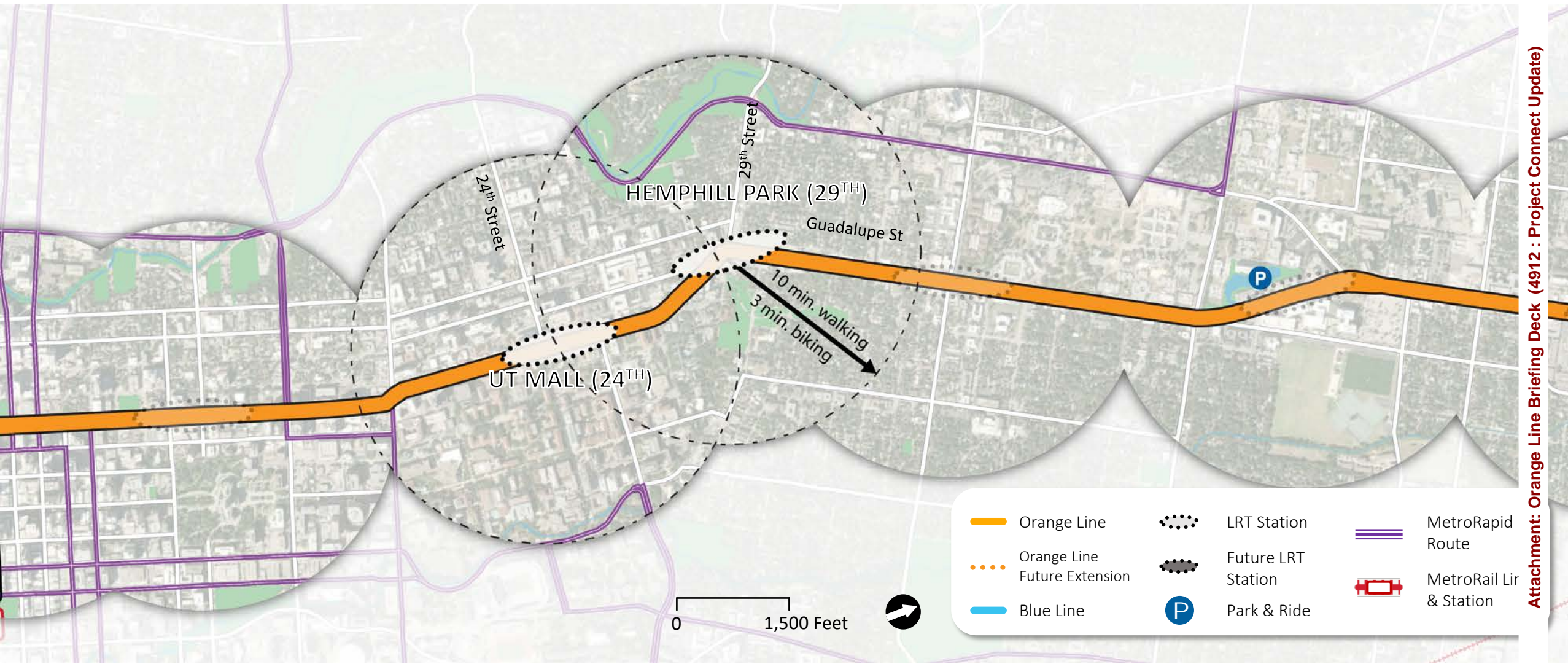
- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

7.2.a



Orange Line – Hemphill Park to the Drag

Note: Station locations **7.2.a**
names subject to change



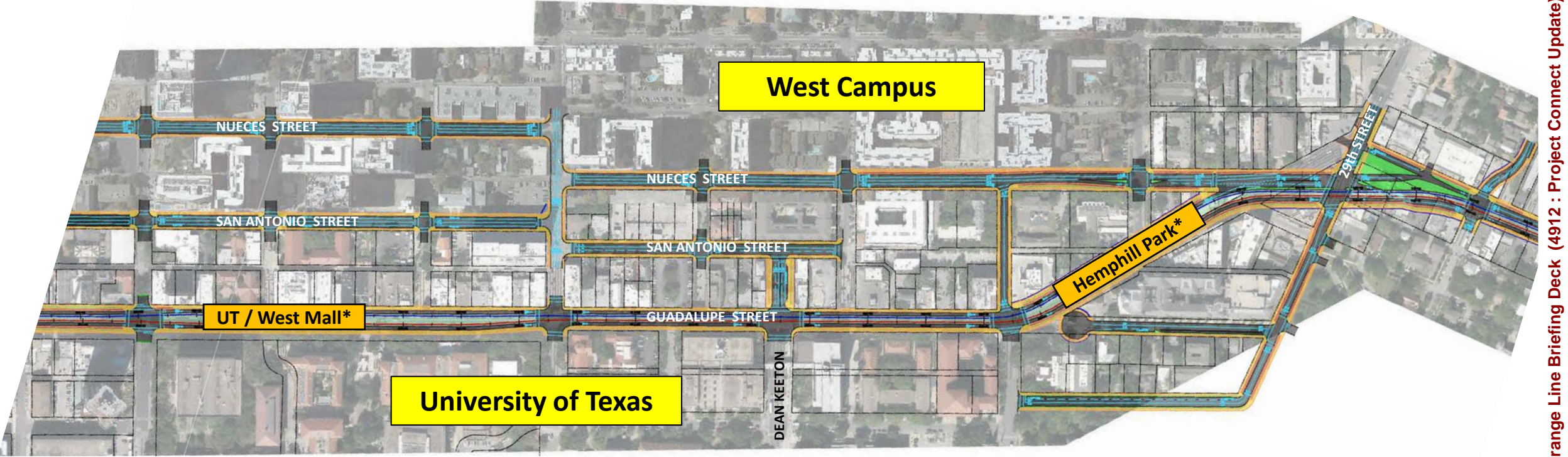
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

The Drag: 29th Street to MLK

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

7.2.a



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

The Drag – Current conditions



Robust pedestrian and retail activity



Narrow street width



Traffic congestion



Multiple mobility modes

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

The Drag - Aspirations

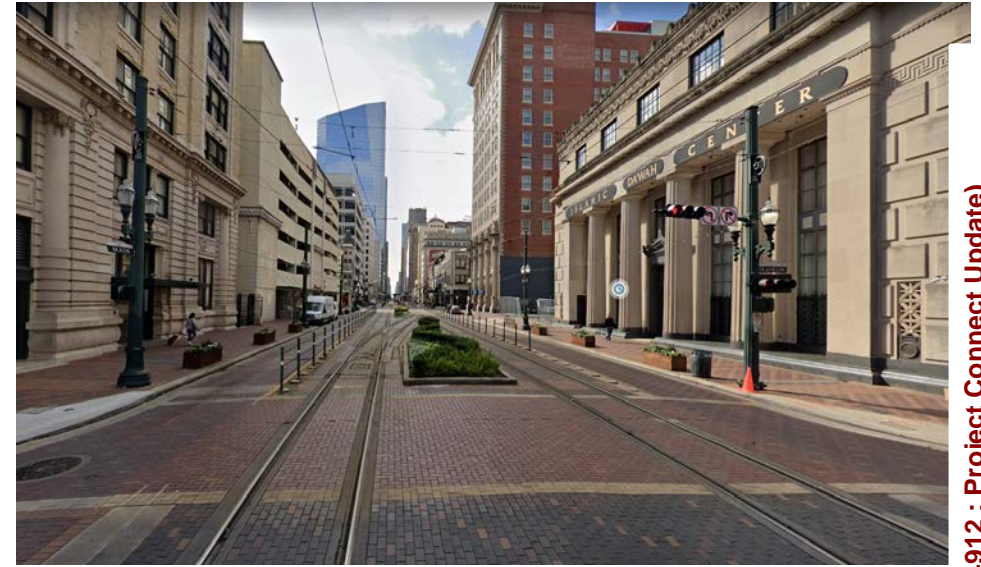
- Enhance the Drag as one of Austin's defining places
 - Enhanced safety and accessibility to UT (students, staff, faculty, visitors), West Campus housing, and local businesses
 - Enhanced pedestrian experience
 - Improved environment for local businesses
- Maintain access for local bus service in addition to new Light Rail Transit (LRT) service
- Maintain north-south vehicular throughput for the area
- Maintain historic UT campus edge

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

The Drag – Options*

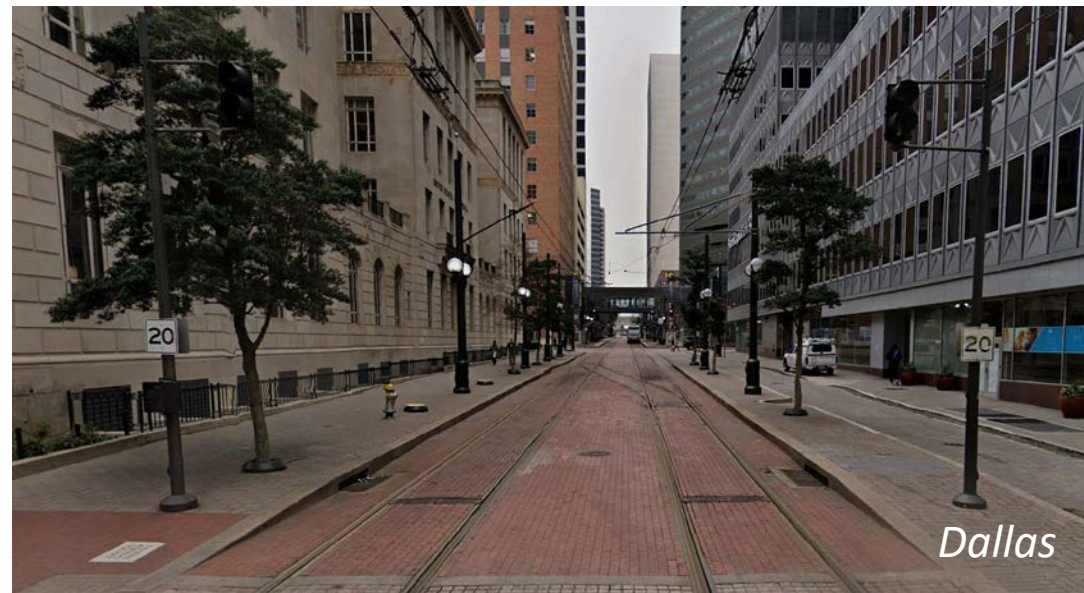
- LRT / Pedestrians and bikes only
- LRT / Bus / Pedestrians and bikes
- LRT / Bus / Pedestrians and bikes / General Purpose Traffic (one lane in each direction)
- Hybrid – different modes in different sections of the Drag

*All options to be considered with community and local stakeholders through the Drag Working Group



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)





The Drag - Precedents



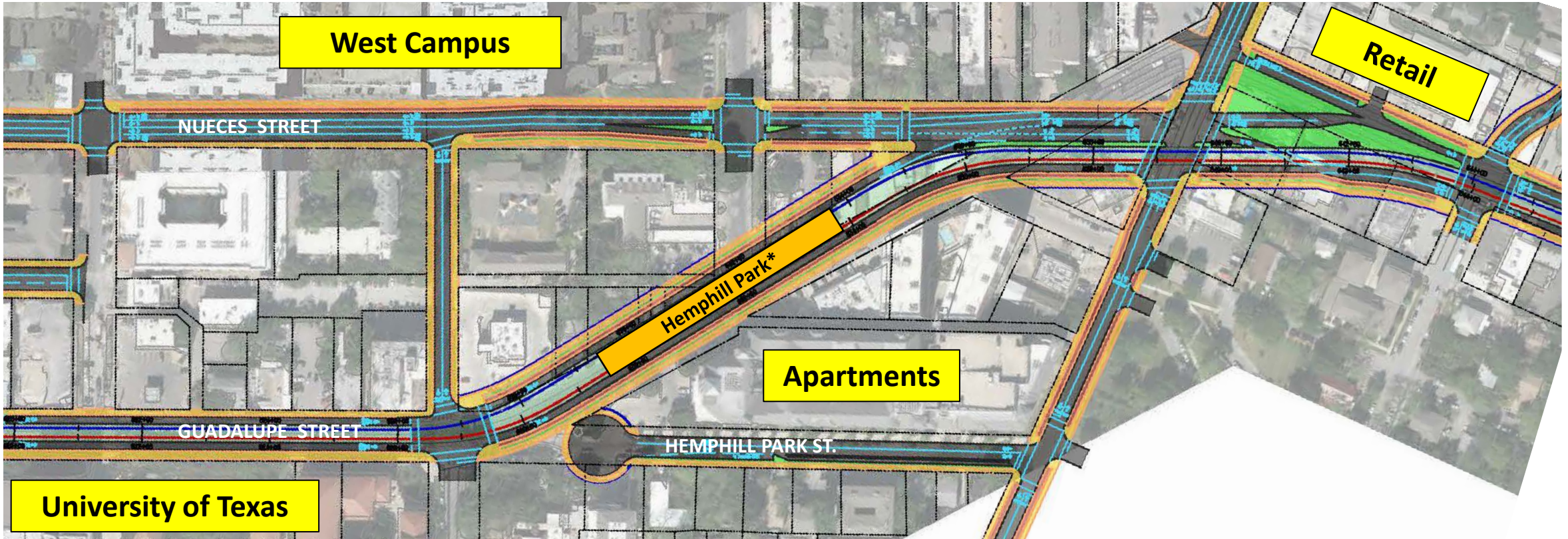
Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Hemphill Park Station and 29th Street

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

7.2.a







Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)



Dean Keaton and West Campus

*Station locations and names subject to change

 Tree Zone / Median	 Roadway
 Bikeway	 Sidewalk

7.2.a

Retail – The Drag

University of Texas

University of Texas



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

UT / West Mall Station

*Station locations and names subject to change

21st STREET

Retail – The Drag

UT / West Mall Station*

University of Texas

24th STREET

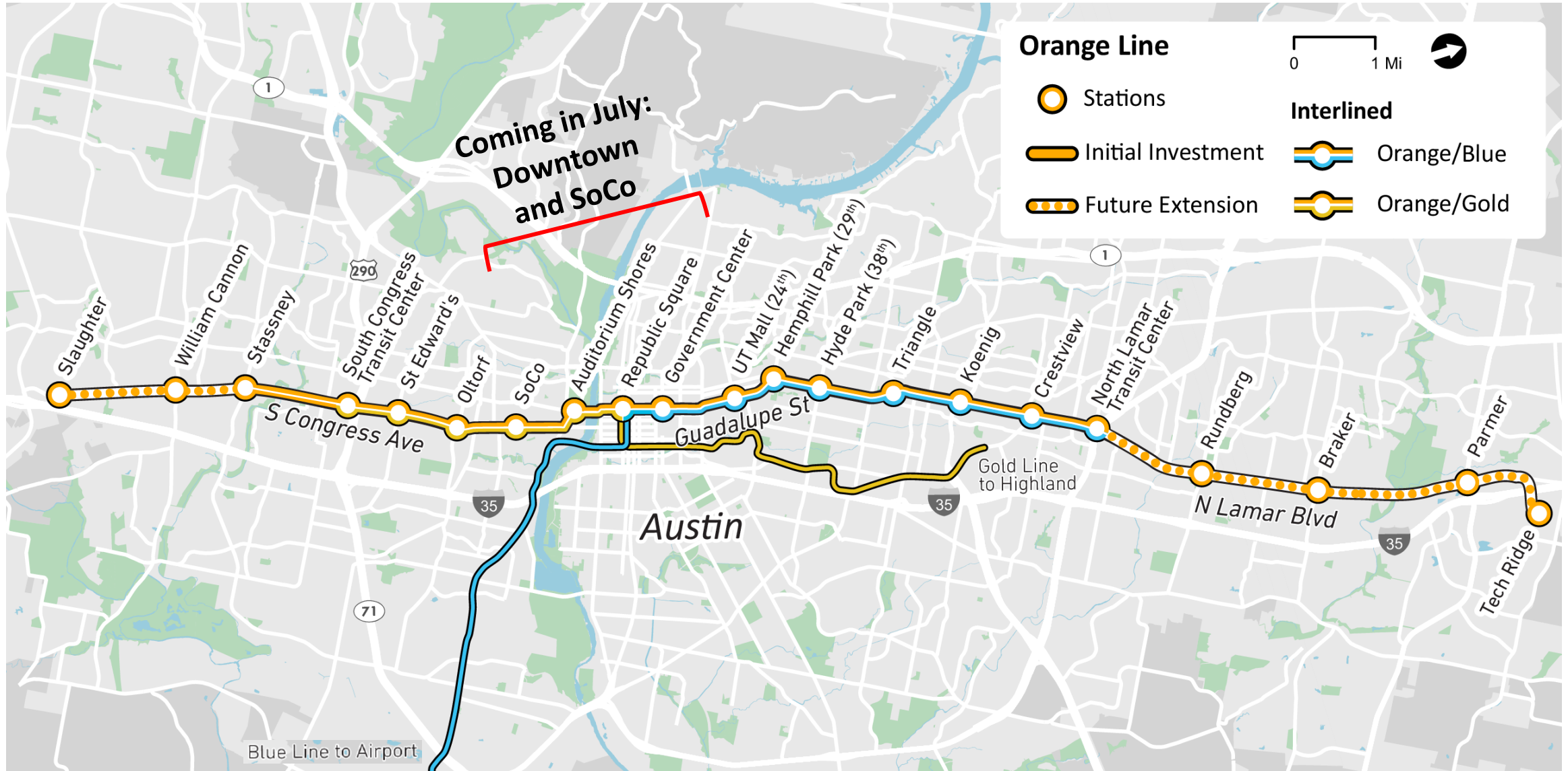


Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange Line Stations – July Briefings

7.2.a

Note: Station locations and names subject to change



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

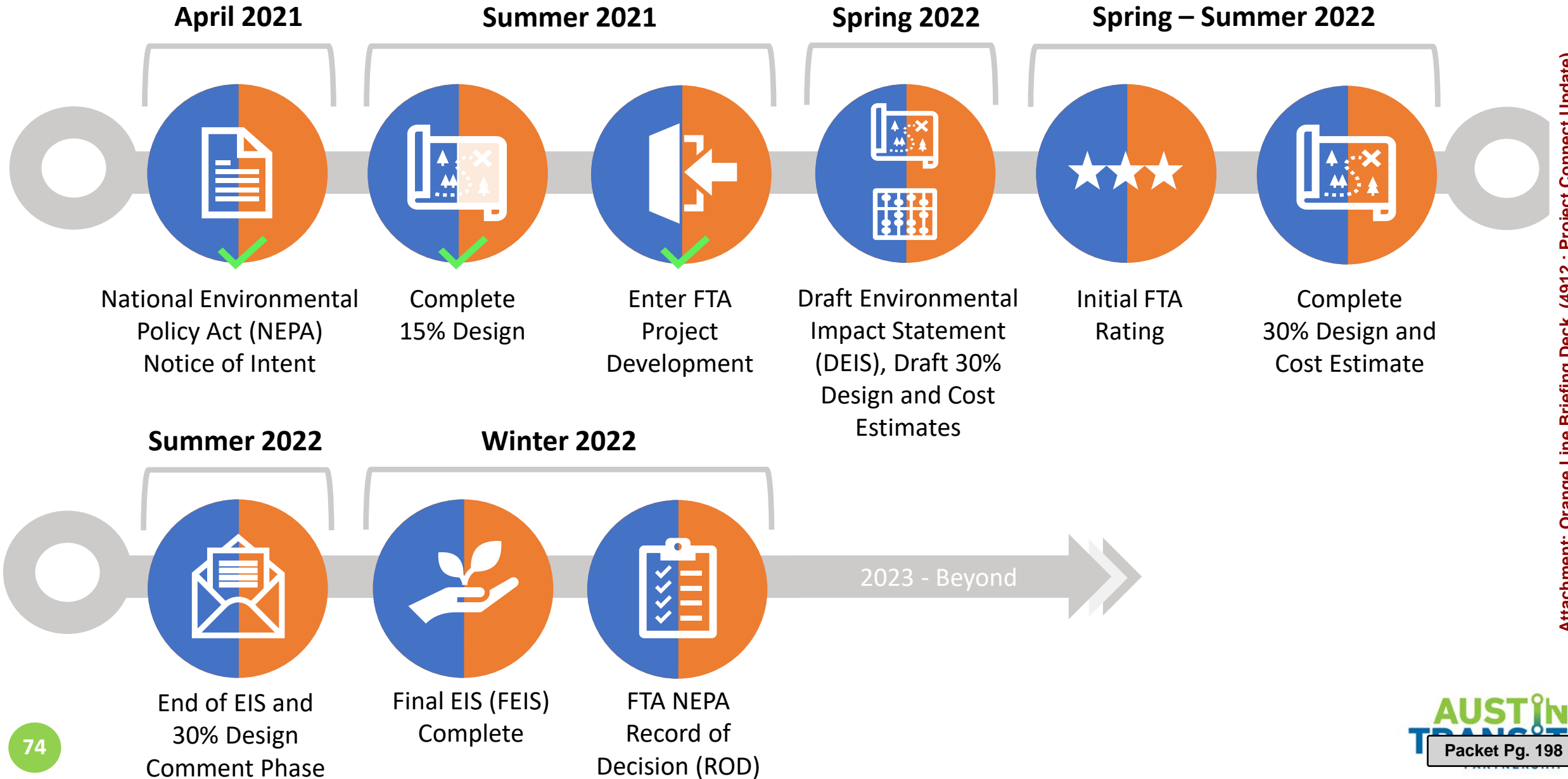


Next Steps

- Stakeholder meetings for Orange Line 15-percent design this month, Downtown and SoCo areas in June-July
- Soliciting community comments on 15-percent design for Orange and Blue Lines through Summer 2021 (NEPA milestone). Public meetings on 15-percent design to be held in July
- Continuing to work closely with City of Austin, TxDOT, State of Texas and other partner agency staff on program coordination
- Hold first Technical Advisory Committee (TAC) meetings this month

Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)

Orange & Blue Line Key Milestones (2021 – 2022)



Attachment: Orange Line Briefing Deck (4912 : Project Connect Update)