

## Capital Metropolitan Transportation Authority

### Access Advisory Committee

Wednesday, October 6<sup>th</sup>, 2021

### Virtual Presentation

6:15PM – 7:15PM

#### Attendees

**Committee Members:** Audrea Diaz, Chris Prentice, David Foster, James Bush, John McNabb, Mike Gorse, Paul Hunt, Raul Vela, Glenda Born

**Members of the Public:** Awais Azhar, Gavino Fernandez

**Capital Metro Staff:** Alvin Livingstone, Chris Mojica, Jacqueline Evans, Jenna Maxfield, Julie Lampkin, Martin Kareithi, Sam Sargent, Suzie Edrington, Tevin Lionel, Chad Ballentine

#### Welcome / Introductions / Call to Order

6:15 PM

#### Official Access Committee Begins: Welcome / Introductions / Call to Order

*Chair Chris Prentice*

#### Public Communications

**Audrea Diaz:** I was having difficulty using the Night Owl service. I wanted to know if everything is up and running?

**Chris Prentice:** We've had service interruptions due to the shortage of drivers and have had to make a service change in September. That may have also impacted your service.

**Richard Loera:** I've had issues with Metro Access and the Pick-up service. They don't pick me sometimes or they'll drop me off in non-designated areas. I've made numerous complaints in the past, but nothing ever seems to change.

**Chad Ballentine:** I am not currently aware of these kinds of complaints, but we will reach back out with you to address these concerns

**Chris Prentice:** Are these recent complaints?

**Richard Loera:** Yes.

**Chris Prentice:** Chad Ballentine will take down your information and follow up with you on that

**Chad Ballentine:** Yes, I will. This level of service is unacceptable, and we will investigate the problem and rectify it with you.

**Glenda Born:** Richard, do you know how to use the automated system to call when a ride is late and find out what's going on?

**Richard Loera:** Yes.

#### Joint Powers Agreement

**Sam Sargent** - *Austin Transit Partnership Program Strategy Director*

#### Project Connect Update:

#### Timeline of Project Connect:

- 2018 – 2020 – Launch of Community Engagement and planning for Project Connect.
- June 2020 – System Plan & Locally Preferred LPAs adopted and supported.
- July & Aug 2020 – Initial Investment and finance & governance model approved; election ordered.
- November 2020 – Project Connect approved by voters
- December 2020 – ATP Articles of Incorporation filed; organization created.
- 2021 – It's Go Time! First ATP Board Meeting / Agreements between parties & more

#### What is Austin Transit Partnership?

- An independent local government corporation, parented by CapMetro and City of Austin, with the sole purpose of holding onto the money for Project Connect and issue contracts to complete Project Connect.

#### What is each Partner responsible for?

- Austin Transit Partnership
  - Orange Line, Blue Line, Downtown Tunnel, Green Line (Phase 1), Facilities.
- CapMetro
  - MetroRapid, MetroExpress, Neighborhood Circulators (Pickup) Customer Tech, Red Line (Phase 1)
- City of Austin
  - Transit Supportive Anti-Displacement Investments, Utilities Relocations, Permitting, Right of Way, etc.

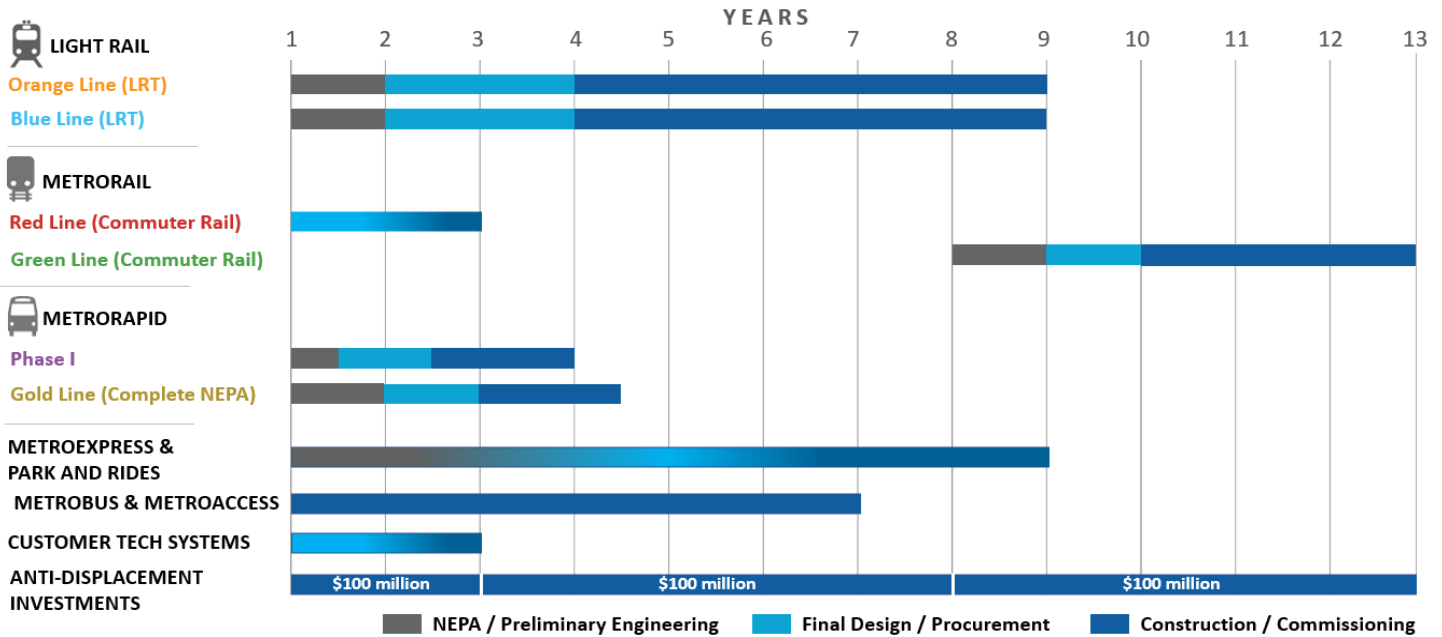
## Joint Powers Agreement

Sam Sargent - Austin Transit Partnership Program Strategy Director

Project Connect Update: CONTINUED

### Sam Sargent:

- A way to conceptualize what the partners are responsible for, is that ATP is responsible for everything that's brand new. CapMetro continues to focus on investments on what CapMetro already does well today. And the City of Austin critical role here is to help with the administration of \$300 Million of the total program for Anti-Displacement Investments, Permitting and re-configuring the streets for Right of Way for the new assets on the streets.



### Timeline of Events:

#### Light Rail

##### Orange Line

- 1-2 Years: Preliminary Engineering
- 2-4 Years: Final Design / Procurement
- 4-9 Years: Construction / Commissioning

##### Blue Line

- 1-2 Years: Preliminary Engineering
- 2-4 Years: Final Design / Procurement
- 4-9 Years: Construction / Commissioning

#### MetroRail

#### MetroRapid

##### Red Line (Commuter Rail)

- Phase 1 1-3 Years: Final Design / Construction & Commissioning
- 1 - 1 1/2 Years: Preliminary Engineering
- 1 1/2 - 2 1/2 Years: Final Design
- 2 1/2 - 4 Years Construction / Commissioning

##### Green Line (Commuter Rail)

- Gold Line (Complete NEPA)
- 8-9 Years: Preliminary Engineering
- 9-10 Years: Final Design
- 1 - 2 Years: Preliminary Engineering
- 10-13 Years: Construction / Commissioning
- 2 - 3 Years: Final Design
- 3 - 4 1/2 Years Construction / Commissioning

**MetroExpress & Park and Ride** - Ongoing Engineering, Procurement and Construction over the next 13 years.

**MetroBus & MetroAccess** – Construction / Commissioning over the next 7 years.

**Customer Tech Systems** – Procurement and Commissioning over the next 3 years

**Anti-Displacement Investments** – Distributed over the next 13 years.

### Joint Powers Agreement Timeline

- Nov 3<sup>rd</sup>, 2020 – Voter Approval of Project Connect / Initial Investment

- **Spring – Fall 2021** - JPA Drafting by ATP, City of Austin, Capital Metro Staff
- **Oct 4<sup>th</sup>, 2021** - ATP, Cap Metro, City Council Work Session to Discuss JPA and Other Program Updates
- **Oct 5<sup>th</sup>, 2021** - Virtual Public Meeting with Invited CAC, TACs, and community
- **Oct 29<sup>th</sup>, 2021** - ATP, Capital Metro, City Council Meeting to Approve JPA
- **Nov 2021 – 2022** - Approve Other Actions for Project Connect Implementation as Needed

**Joint Powers Agreement Actions to Date:**

Date	Purpose	Parties
August 2020	Interlocal agreement committing to the creation of the ATP local government corporation.	Capital Metro & City of Austin
December 2020	Joint resolutions creating the ATP, approving and adopting the corporations Articles of Incorporation and Bylaws, and appointing the initial Board (Articles of Incorporation were subsequently filed with the Attorney General’s Office and Bylaws adopted by the ATP Board).	Capital Metro & City of Austin
December 2020	Amendment to the August 2020 Interlocal agreement related to the Project Connect Community Advisory Committee.	Capital Metro & City of Austin
January 2021	Interlocal agreement for Capital Metro to provide certain administrative and corporate support functions to ATP, and for Capital Metro to implement certain projects that are part of the Project Connect program.	Capital Metro & ATP
March 2021	Interlocal agreement to transfer funding from ATP to the City of Austin for the City of Austin’s support in the implementation of the Project Connect transit program.	ATP & City of Austin
March 2021	Interlocal agreement to transfer funding from ATP to the City of Austin for transit-supportive anti-displacement programs, as required by the Contract with Voters.	ATP & City of Austin
July 2021	Interlocal agreement establishing procedures to transfer Proposition A revenue from the City to ATP to implement Project Connect, as required by the Contract with Voters	City of Austin & ATP

**Documents with JPA Direction**

As a commitment to the community and the partners, certain documents required elements or terms to be included in a Joint Powers Agreement between the City of Austin, Capital Metro and Austin Transit Partnership:

- City of Austin Contract with Voters (Aug. 2020)
- Capital Metro Community Commitment Resolution (Aug. 2020)
- Interlocal Agreement between the City of Austin and Capital Metro regarding ATP (Aug. 2020) and Creation of ATP Resolutions (Dec. 2020)

**JPA Requirements**

<b>City of Austin Contract with Voters</b>	Transfer tax revenue for FY 20-21 from City to ATP and establish a procedure to transfer tax revenue on an annual basis that provides a proportional amount.	Interlocal agreement between the City of Austin and ATP (July 2021).
<b>Capital Metro Community Commitment Resolution</b>	CapMetro to to dedicate the balance of the Capital Expansion Fund and certain revenue as long-term program contribution.	Interlocal agreement between Capital Metro and ATP; and CapMetro’s FY22 Budget Approval, anticipated on September 27, 2021.
	CapMetro to transfer funds received from grant agreements with US DOT to ATP.	CapMetro submitted and was approved to enter into project development for MetroRapid Expo and Pleasant Valley lines, and Orange and Blue Line grant. CapMetro and ATP to develop and execute grant-specific ILAs upon FTA grant approval.
	CapMetro to continue design, construction and implementation and ongoing operation and maintenance of Project Connect in future fiscal years.	CapMetro’s FY 21 and FY 22 budget includes various design and construction contracts to support the program. CapMetro participates in ATP design work to ensure operational readiness. Future ILAs for operations and maintenance will be necessary.

**JPA Requirements: CONTINUED**

<b>Contract with Voters &amp; Community Commitment Resolution</b>	<p>“A requirement that Austin Transit Partnership participate in the Better Builder Program® or a similar program with worker protections for all construction workers, including City of Austin hiring goals as allowed by federal law and regulations, completion of OSHA 10-hour training, workers' compensation, on-site monitoring independent of construction companies and their affiliates, and in compliance with all applicable state, federal, and local laws.”</p>	<p>ATP Board direction is anticipated at 10/20 Board Meeting directing these conditions in ATP construction contracts.</p> <p>CapMetro contracts have livable wage, workers compensation, OSHA training and requirement for on-site monitoring independent of construction companies.</p>
	<p>“A requirement that all contracts awarded by Austin Transit Partnership ensure a living wage as established by the City of Austin or prevailing wage under the Davis-Bacon Act for all workers under the contract, ensure access to healthcare and paid sick leave to the extent possible, and that local workers be afforded a hiring preference where allowed by federal law and regulation.”</p>	<p>ATP Board direction is anticipated at 10/20 Board Meeting directing these conditions in construction contracts.</p> <p>CapMetro MetroRapid contract contains livable wage requirement.</p>
	<p>“A requirement that Austin Transit Partnership take steps to address potential impacts to businesses during construction through development and implementation of a business impact mitigation strategy that includes approaches for establishing robust business outreach and communications, supporting business access and operations, and creating effective project scheduling and sequencing that minimizes the length of construction impacts.”</p>	<p>Anticipated Board action on 10/20, directing staff to engage the community and businesses and develop a light rail construction mitigation program, to be approved by the ATP Board.</p>
	<p>“A requirement that Austin Transit Partnership develop a comprehensive program that meets the federal Disadvantaged Business Enterprise laws and regulations to ensure that maximum opportunities are available to women, minority, and veteran-owned businesses and small businesses to participate in Project Connect and related projects implemented by Austin Transit Partnership.”</p>	<p>The ATP Board adopted a DBE goal during the September 2021 ATP Board meeting.</p> <p>CapMetro Board approved a resolution funding an availability and disparity study to assist CapMetro and ATP on DBE goal development for future procurement.</p> <p>DBE goals may be updated and brought back to ATP Board for approval, based on the study.</p>

**JPA Requirements Crosswalk**

<b>August 2020 CapMetro / City Interlocal Agreement</b>	<p>ATP to present a management report at an annual joint meeting.</p>	<p>The first annual meeting will be held on October 29, 2021. The ATP Executive Director will work with the partners to schedule and deliver future annual meetings. The ATP Board is in the process of hiring an independent auditor that will report directly to the ATP Board.</p>
	<p>Further delineate roles and responsibilities of Community Advisory Committee.</p>	<p>The Project Connect CAC has formed, held meetings and adopted bylaws, based on City Council and Capital Metro Board direction via Amendment 1 to the ILA related to the CAC.</p>
	<p>The JPA shall include roles and responsibilities included but not limited to the following:</p> <ol style="list-style-type: none"> <li>1. Establishment of corporate functions, responsibility and costs;</li> <li>2. Financial policies;</li> <li>3. Funding allocations and procedures for use of funds for transit-supportive anti-displacement strategies related to the implementation of Project Connect;</li> <li>4. Term and conditions of appointment of the Capital Metro President &amp; CEO as a succeeding Executive Director of the Joint Local Government Corporation (LGC);</li> </ol>	<ol style="list-style-type: none"> <li>5. The 7 interlocal agreements executed to date established corporate functions, responsibility and the partners' investment in the Project Connect program. The JPA will reference or restate these agreements as necessary.</li> <li>6. As independent organizations, ATP, CapMetro and the City shall follow Board- or Council-approved financial policies related to procurements, expenditures, budgeting, etc. of Project Connect components under their responsibility. The JPA will include language relating to the annual review of the integrated financial model for opportunities to potentially accelerate or delay elements of the program.</li> <li>7. Interlocal agreement between the City of Austin and ATP (March 2021).</li> <li>8. The CapMetro Board approved extension of new contract w/ CapMetro CEO, which included the job duties and responsibilities of the ATP Executive Director, in December 2020. The CapMetro Board and ATP Board shall define terms &amp; conditions under which the ATP Board will appoint succeeding Executive Directors and evaluate performance.</li> </ol>
	<p>The JPA shall include roles and responsibilities included but not limited to the following:</p> <ol style="list-style-type: none"> <li>5. Utility and right of way agreements;</li> <li>6. Design review and permitting standards;</li> <li>7. Development of a Disadvantaged Business Enterprise program consistent with federal laws and regulations;</li> <li>8. Development of worker safety and wage requirements; and</li> <li>9. A community engagement process.</li> </ol>	<ol style="list-style-type: none"> <li>5. Staff are developing a Utilities Rules of Practice (UROP); direction to use the UROP is included in the JPA. Additional partnership agreements related to right of way and real estate may be needed as the program progresses.</li> <li>6. Concurrent action on Oct. 29 will include direction to staff regarding design review and permitting</li> <li>7. DBE is covered above.</li> <li>8. Worker safety and wage requirements are covered above.</li> <li>9. The JPA includes language with principles and commitments related to community engagement for the program.</li> </ol>

## October 29<sup>th</sup> Action Item Summary

### Components of our Partnership:

- ATP Board Action:
  - Resolution supporting COA staff direction & Predictability Ordinance
- Capital Metro Board Action:
  - Resolution supporting COA staff direction & Predictability Ordinance
- City of Austin Action:
  - Resolution directing staff regarding permitting and regulations
  - Predictability Ordinance
- Tri-Party Action:
  - Joint Powers Agreement

### Looking Ahead

- October 5<sup>th</sup> – 28<sup>th</sup> 2021
  - Meetings with Technical Advisory Committees, Project Connect Community Advisory Committee, stakeholders, etc., regarding the partnership agreements.
- October 5<sup>th</sup> 2021
  - Virtual Public Meeting for the community to learn more about the partnership agreements.
  - Video of meeting will be posted on [www.ProjectConnect.com](http://www.ProjectConnect.com)
- October 6<sup>th</sup>
  - ATP Engineering, Architecture, Construction (EAC) Technical Advisory Committee (TAC) **and** Capital Metro Access Advisory Committee
- October 7<sup>th</sup>
  - Community Advisory Committee (CAC) **and** ATP Planning, Sustainability, Equity (PSEC) TAC
- October 13<sup>th</sup>
  - Capital Metro Customer Satisfaction Advisory Committee
- October 29<sup>th</sup>
  - Project Connect Ambassador Network (PCAN) meeting
  - Tri-party meeting of the City Council, Capital Metro Board and Austin Transit Partnership Board
  - Presentation of the first annual management report
  - Action on the partnership agreement (JPA) and concurrent items

### Questions and Comments

- [Feedback@CapMetro.org](mailto:Feedback@CapMetro.org)

**Paul Hunt:** Is there anything in the agreement mentioning that people need to be able to legally be able to work here.

**Sam Sargent:** Though not mentioned specifically, it is legally required that people who work on the project, must be legal residents and authorized to work in the U.S. In accordance with local regulations.

### Orange Line Design Overview

**Sam Sargent** - Austin Transit Partnership Program Strategy Director

- The Orange line is the longest line in the system.
- Runs from Slaughter to Tech Ridge
- Currently we are at 15% design.

### Orange & Blue Line Key Milestones

- April 2021 – National Environmental Policy Act (NEPA) Notice of Intent
- Summer 2021 – Complete 15% design / Enter FTA Project Development
- Spring 2022 – Draft Environmental Impact Statement (DEIS), Draft 30% Design and Cost Estimates
- Spring – Summer 2022 - Initial FTA Rating / Complete 30% Design and Cost Estimate
- Summer 2022 – End of EIS and 30% Design Comment Phase
- Winter 2022 - Final EIS (FEIS) / FTA NEPA Record of Decision (ROD)

### Orange Line Overview:

- 21 miles of alignment with ~2-3 miles of tunnel
- Stations are Fully Accessible; Equity in terms of mobility
- Accessible Design: compliance with ADA regulations, standards and best practices
- Clear, designated accessible routes in Station Areas



- Grade separated platforms served with elevators
- Low Floor Boarding (400 ft of ADA compliant platforms)
- Intermodal connections at Transit Centers
- Community-centered Designs
- Conveniently located neighborhood stations near employment and attractions

**Sam Sargent:** One of the main goals of this investment is to create a high-quality mobility experience for all, that has always been one of our main goals. How do we create an equitable, sustainable accessible city that creates opportunities for everybody?

### Reimagining the Right of Way – Complete Streets



**Sam Sargent:** Here is an image of cross-section of an imagined street. We’re trying to make the corridors where light rail will exist as accessible as possible. Tree canopies for pedestrian shade, non-obtrusive tramways, bike paths and sidewalks and roadways for cars. We want to re-create the corridors we’re working through, so they work better for the greatest number of people.

### 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.

**Sam Sargent:** The extensions that are not part of the initial Light Rail investment, we plan on adding MetroRapid so that there is 5 – 10 minute service connecting the North Lamar Transit Center to Tech Ridge so we have the best connectivity between these hubs. This would increase transit reliability for people north of the river.

### 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.

### North Portal Design Options

**Sam Sargent:** We have a couple design options for the North Portal Design.

- Option A:
  - The Orange and Blue line would run from the middle of the street and then down into the tunnel south of MLK. The disadvantage is that there would be a conflict at MLK.
- Option B:
  - The tunnel would sub-surface at Doby Mall around 20<sup>th</sup> – 21<sup>st</sup> street, north of MLK.
- Option C:
  - Similar to the position of the tunnel entrance of Option B, though the next station would be in different streets, underground.

**Sam Sargent:** All the Tramways in Downtown, would be underground.

### **South Congress Options A & B**

**Sam Sargent:** We also have some design options for the tunnel south of Congress. Either a long tunnel (Design A) or a short tunnel (Design B). There are operational advantages for staying underground, like lower disruptions to business on the street, but could inflate construction length.

### **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.

### **Blue Line Design Overview**

**Alvin Livingstone** - *Austin Transit Partnership Senior Director for Design and Construction*

- Currently we are at 15% design.
- 2024 – 2028 Construction
- 2028 – 2029 Opening
- Trams should not be placed on too steep of an incline - Maximum of 06% incline
- Smooth turns are a necessity
- Trams get signal priority
- Goes over how intersections would work
- Stations must be straight and not curved
- Designs include traffic management
- Cars are not impeded from performing U-Turns and other cross street turns.
- Airport Section elevated to span over highways

### **AUS Station**

- Elevated Transitway
- Connection to future terminal expansion

### **US 183 Bridge**

- Elevated over Hwy. 183
- Center running street level along Riverside Drive.

### **Metro Center Station (Option 2)**

- Evaluating Park and Ride opportunities
- Center running street level

### **Montopolis Station**

- Center street running
- Center platform station
- Developments in progress

### **Faro Station**

- Center street running
- Center platform station
- Station raised above roadway

### **Riverside Station**

- Evaluating intersection reconfiguration
- Connection to MetroRapid; evaluating transit hub and placemaking potential
- Potential for transit oriented development
  - Riverside Options Currently Being Designed w/ Community Input
    - Option 1: Blue Line Underpass
      - Landscaped bridge and Pleasant Valley Rd. above transitway
      - MetroRapid stops located north of E Riverside Dr. intersection
      - Through-traffic remains across Pleasant Valley
    - Option 2: At Grade Transit Plaza
      - Blue Line at-grade

- Blue Line / MetroRapid transit plaza on E Riverside Dr.
- Pleasant Valley through traffic diverted via elongated roundabout loop

#### **Lakeshore Station**

- Center Running, side platform
- Planned development
  - Looking into if we can make this a center platform station. The station itself would take up less space, but would require widening around it, creating a bulb out.

#### **Travis Heights Station**

- Center street running
- Station raised above roadway
- Center platform
- Roadway re-alignment
- Connections to Butler hike and Bike Trail and boulevard being evaluated

#### **Waterfront Station**

- Center street running along East Riverside Drive
- Potential property impacts
- Connections to Butler Hike and Bike Trail and Boardwalk being evaluated
- Side platform
- Station to be coordinated with planned development
- Rail/Bike/Ped signature bridge
- Portal transition into subway and Rainey/MACC Station
- Evaluating neighborhood and trail connections as well as pedestrian access to Rainey/MACC station

#### **Rainey / MACC Station**

- Portal to subway
- Pedestrian concourses stations underground

#### **Congress Avenue Station**

- Pedestrian concourses connecting stations underground
- Connection to future Gold Line
- Connection to Orange Line

**Alvin Livingstone:** Most of the stations are double loaded, this allows easier accessibility for both sides of the street and allows people to cross the street easier.

**Alvin Livingstone:** We are working closely with the City of Austin and coordinating with new developments so we don't run into places where we would need to re-design a street twice. Increasing efficiency with the project and integration with the new developments.

**Martin Kareithi:** We've had dedicated accessibility meetings with our partners at Adapt, and there will continue to be design workshops throughout the following weeks. A strong goal of ours is to make sure people can access the stations and amenities with ease and confidence.

**Paul Hunt:** I am absolutely amazed by the project. This is the first time I've gotten a good view of what's going to happen.

#### **Meeting Systems Check-in**

*Edna Parra; Community Engagement & Outreach Manager*

#### **Approval of the minutes**

***Next Full Board Meeting November 3<sup>rd</sup>, 2021***