

~ AGENDA ~
AUSTIN TRANSIT PARTNERSHIP
BOARD OF DIRECTORS MEETING
2910 East Fifth Street Austin, TX 78702

~ Agenda ~

Wednesday, June 16, 2021

2:00 PM

Capital Metro Rosa Parks Boardroom

I. Public Comment

II. Monthly Program Updates

1. Community Engagement and Involvement Update
2. Project Connect Technical Update
3. Administrative Program Updates

III. Executive Session

Section 551.072 of the Texas Government Code for real property issues

IV. Action Items

1. Approval of minutes from the May 19, 2021 Austin Transit Partnership board meeting.
2. Approval of a resolution appointing the initial members of the following technical advisory committees of the Austin Transit Partnership (“ATP”) Board of Directors: (i) the Engineering, Architecture and Construction Committee (“EAC”); (ii) the Planning, Sustainability, Equity & DBE Advisory Committee (“PSEC”); and (iii) the Finance and Risk Committee (“FAR”; together with the EAC and PSEC, the “Technical Advisory Committees”).
3. Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute a task order with CBRE, Inc. (“CBRE”) pursuant to the terms of that certain Contract between the Austin Transit Partnership (“ATP”) and CBRE for Real Estate Advisory & Transaction Services Supporting Implementation of Project Connect (the “CBRE Contract”) in an amount not to exceed four million seven hundred and fifty thousand dollars (\$4,750,000) for CBRE to provide certain owner representative services, including remodeling, finish-out and equipping of administrative lease space (the “Task Order”).

4. Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute a Sublease Agreement (“Sublease Agreement”) with Parsley Energy, L.P. of approximately 20,591 square feet of administrative space located at 301 Congress Avenue for a two-year (24-month) term and a total amount not to exceed one million four hundred thousand dollars (\$1,400,000), and approximately 32,000 square feet of administrative space located at 203 Colorado Street for a five and a half-year (66-month) term in an amount not to exceed ten million dollars (\$10,000,000.00).

5. Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute an interlocal agreement with the City of Austin (the “City”) for the transfer of the property tax revenue collected by the City to the Austin Transit Partnership (“ATP”), as provided in the City’s “Contract with the Voters” under City Council Resolution No. 20200812-015.

V. Discussion Items

1. Project Connect Orange Line Alignment Review

VI. Executive Director Report

VII. 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: *Veronica Castro de Barrera, Chair; Colette Pierce Burnette, Vice Chair; Steve Adler, Tony Elkins, Eric Stratton and Gina Fiandaca (ex officio).*

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.

AUSTIN TRANSIT PARTNERSHIP

**Board of Directors Meeting
June 16, 2021**

ATP Board Meeting – June 19 Agenda

- **CALL TO ORDER & PUBLIC COMMENT**
- **MONTHLY PROGRAM UPDATES**
 1. Community Engagement and Involvement Update
 2. Project Connect Technical Update
 3. Administrative Program Updates
- **EXECUTIVE SESSION**
- **ACTION ITEMS**
 1. Approval of minutes from the May 19, 2021 Austin Transit Partnership board meeting
 2. Approval of a resolution appointing the initial members of the Austin Transit Partnership Technical Advisory Committees
 3. Approval of a resolution authorizing the Executive Director, or their designee, to negotiate and execute a task order with CBRE, Inc. in an amount not to exceed \$4,750,000 to provide certain owner representative services with respect to potential administrative space
 4. Approval of resolutions authorizing the Executive Director, or their designee, to negotiate and execute sublease agreements with Parsley Energy, L.P. for certain administrative space located at 301 Congress Avenue and 203 Colorado Street
 5. Approval of a resolution authorizing the Executive Director, or their designee, to negotiate and execute the Interlocal Agreement between ATP and the City of Austin for Terms of Joint Powers Agreement on Transfer of “November 2020 Proposition A” property tax revenue
- **DISCUSSION ITEMS**
 1. Project Connect Orange Line Alignment Review
- **EXECUTIVE DIRECTOR’S REPORT**

PUBLIC COMMENT

MONTHLY PROGRAM UPDATE:

COMMUNITY ENGAGEMENT AND INVOLVEMENT UPDATE

Community Engagement Update

- “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...”

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)?

- “Incorporating interactive play features for children. Having coffee and newspaper stands for leisure reading and comfort.”
- “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...”

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**

MONTHLY PROGRAM UPDATE:

PROJECT CONNECT TECHNICAL 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



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

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



PROGRAM UPDATES:

Blue & Orange Planning/NEPA Progress

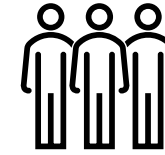
- Notice of Intent Published
- Submitted Entry into Project Development Letter
- Continue to develop various Resource Technical Reports
- Drafting EIS Document
 - Chapter 1 – Introduction, Description, Purpose and Need
 - Chapter 2 – Alternatives Considered
 - Overall, there are 7 Chapters and numerous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



MONTHLY PROGRAM UPDATE:

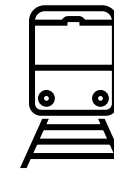
ADMINISTRATIVE PROGRAM UPDATES

Hiring & Recruitment Update – Extensive, Diverse Experience



657 Years of Government, Non-Profit, Private Sector Professional Experience

- Design
- Engineering
- Law
- Finance
- Procurement
- Outreach
- Planning
- Real Estate
- Architecture
- Systems



329 Years of Public Transit Professional Experience

- New York
- Boston
- Washington
- Chicago
- St. Louis
- Dallas
- Houston
- Bay Area
- Phoenix
- Los Angeles

Hiring & Recruitment Update



Manan Garg
Senior Director,
Design & Construction (Orange Line)



Sofia Ojeda
Director, Design
Orange Line



Leonid Bukhin
Director, Systems



Rahul Nair
Director, Vehicle &
Equipment Engineering



Courtney Chavez
Director, Equity & DBE

Hiring & Recruitment Update



Brandon Carr
Deputy Counsel

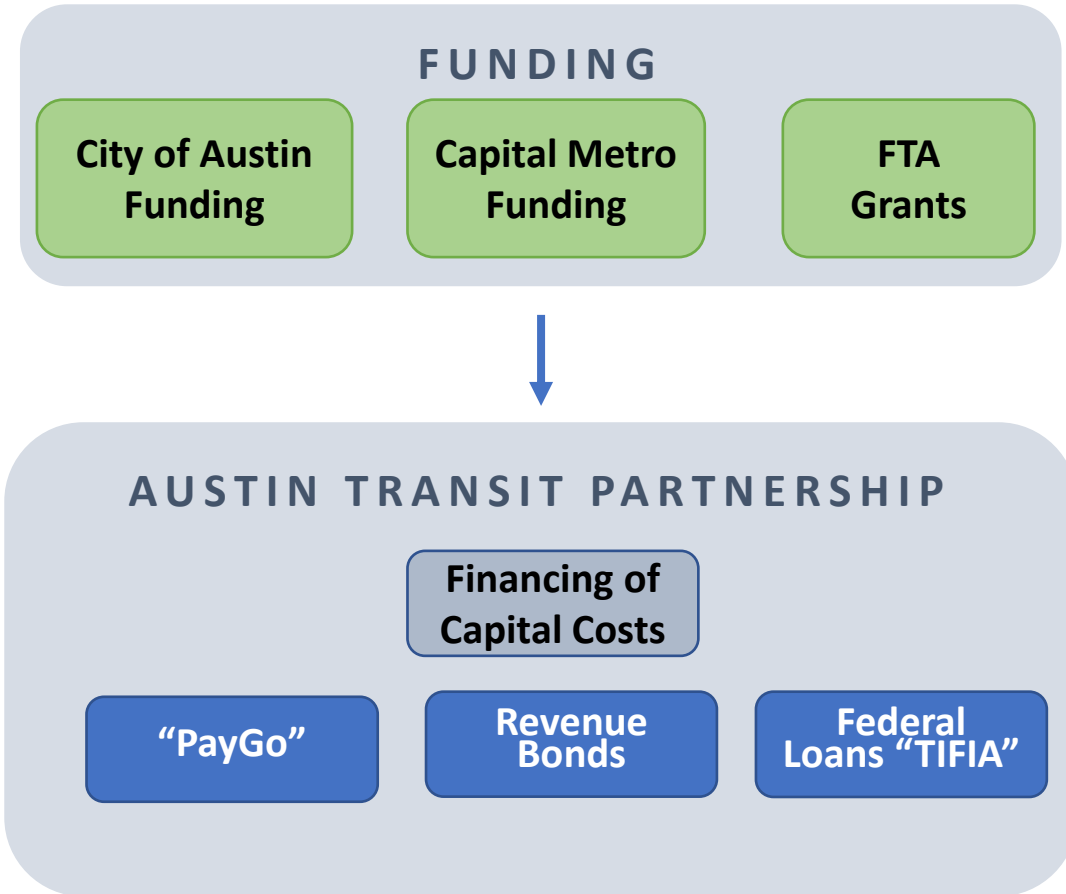


Barbara Cote
Project Control Analyst





Cathy Hamilton
Procurement Advisor

Project Connect: *Integrated Financial Model*



- Funds from City, Capital Metro and Federal will flow to ATP
- ATP will fund construction via:
 - "PayGo"
 - Revenue Bonds
 - Federal Loan Programs ("TIFIA")
- ATP will be issuer of new revenue bonds with separate credit
- ATP will flow funds to Capital Metro for operations & maintenance

FY 2021-22 Budget Calendar

May 19		Budget calendar presented to Board
June 16		Budget framework presented to Board
August 18		Proposed budget presented to Board
August TBD		Proposed budget presented to Finance & Risk Advisory Committee
September 15		Budget Adoption
October 1		Approved budget posted online, beginning of FY22

ATP Budget Framework: *Revenue*

- Prop A Property Tax Revenue
 - Maintain assumption of 3.5% revenue growth
 - City Assumptions
- Capital Metro annual contribution per Financial Model
- Working with financial advisor on the timing of Federal funding
 - MetroRapid Expo and Pleasant Valley lines in President Bidens FY22 Budget
 - Officially requested entry into Project Development for Orange and Blue Lines

ATP Budget Framework: *Expenditures*

- Dessau pick-up service operational
- Advancing engineering/design, community engagement on light rail, MetroRapid, and Red Line projects
- Funding MetroRapid, Red Line improvements, Electric Bus procurements
- Property acquisition on multiple projects

Project Connect: *Horizon Issues*

- Federal Funding
 - Infrastructure legislation
 - Federal share of project costs
- Construction cost escalation
- Property acquisition escalation
- Design decisions and costs



EXECUTIVE SESSION

ACTION ITEM 1:

Approval of minutes from the May 19, 2021 ATP Board of Director's meeting

AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS MEETING

www.capmetrotx.iqm2.com

~ Minutes ~

Board Secretary Casey Burack
512-369-6040

Wednesday, May 19, 2021
3:00 PM

2:10 PM Meeting Called to Order
3:40 PM Meeting Adjourned

I. Public Comment

There was no Public Comment this month.

II. Discussion Items

1. Monthly Community Engagement Update

Manager of Community Involvement, Jackie Nirenberg, gave the update. During the “Let’s Talk Station Alignment” virtual community meetings we’ve had 990 unique visitors and 78 surveys received. There are additional Orange and Blue Line 15-percent design virtual public meetings planned for July. Her team’s focus this month has been developing neighborhood working groups for the Blue Line and the Orange Lines. Recently, ATP sent postcards to residents who live within a half-mile of these corridors with information on community involvement. The groups are divided into the following areas for the Orange Line: Tech Ridge and the North Lamar Transit Center, North Lamar, North Guadalupe, Drag, SoCo, St. Edwards to Stassney, and the South Line to Slaughter. The Blue Line working groups will include: the South Shore, East Riverside, and the Metro Center/ Airport group. Finally, a Downtown Working Group will consist of both the Orange and Blue Lines. The Community Advisory Committee (CAC) held its inaugural meeting was held on April 26, and the next meeting will be on May 26. Members of the Technical Advisory Committees will be approved at the June ATP Board meeting. Chair Castro de Barrera acknowledged that she participated in the April CAC meeting and thanked those involved for developing a large and diverse network for community involvement in Austin.

2. Project Connect Technical Update

Program Officer, Dave Couch, gave the update. The 15% design package for the Blue Line has been submitted, and the review with stakeholders is ongoing. Dave’s team is working to finalize the 15% Design Package for the Orange Line, which will be finished in the next few weeks. Additional plans are being made regarding the Right of Way (ROW) impacts and necessary real estate acquisitions. Dave recognized that the utilities will be the most challenging aspect, and his team is working to mitigate any problems early by coordinating with the City. The heritage tree survey is complete, and the archeological and environmental field investigation is underway. ATP continues to work with the City on guideways, roadways, bike and pedestrian facilities, and planned development. The FTA has approved a Categorical Exclusion for MetroRapid Pleasant Valley line, and we will complete the 30% design for the Burnet to Menchaca and Oak Hill MetroRapid by this summer. Completion of the FTA Entry into Project Development letter and materials is underway and will go to FTA to kick off the CIG Process. Randy Clarke thanked Dave’s team for their hard work in completing the FTA process.

Attachment: ATP May Board Meeting Minutes May 3 (4882 : May 2021 Board Minutes)

3. Administrative Update

CFO, Greg Canally, started the presentation by discussing the FY2022 budget and the deadlines associated with its completion. In August, a presentation of the proposed budget is expected, and the budget will be adopted at the September Board Meeting.

Juliana Harris, Director of Human Resources, shared ATP hiring and recruitment updates. The cumulative experience of those hired to date is 561 years of government, non-profit, private sector professional experience, and 280 years of public transit professional experience. Board Member Elkins recognized the hiring challenges and the success of the HR Team. Board Member Pierce-Burnette commended the HR Team for their diverse hiring and the broad experience. Board Member Stratton provided his comments regarding the recent team additions, and Board Member Adler made similar comments. Chair Castro De Barrera asked Juliana about challenges in the hiring process and offered Board support.

III. Action Items

1. Approval of minutes from the April 21, 2021 Austin Transit Partnership board meeting.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Colette Pierce Burnette, Vice Chair

SECONDER: Mayor Steve Adler, Board Member

AYES: Castro de Barrera, Adler, Burnette, Elkins

ABSTENTION: Stratton (due to previous absence)

ABSENT: none

2. Approval of the Austin Transit Partnership Board Procedures Policy.

General Council Casey Burack provided background on the Board Procedures policies. Board Member Elkins asked about the feasibility of future updates to board policies. Casey assured Board Member Elkins the Board could adopt revisions should the Board deem it necessary.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Eric Stratton, Board Member

SECONDER: Tony Elkins, Board Member

AYES: Castro de Barrera, Pierce Burnette, Adler, Elkins, Stratton

ABSENT: none

IV. Discussion Item

1. Project Connect Blue Line Alignment Review

Deputy Program Officer, John Rhone, and Chief of Architecture and Urban Design, Peter Mullan informed the Board they would update them on the Blue Line (Airport to Lady Bird Lake) today, the Orange Line (South: Stassney to SoCo, North: Government Center to North Lamar Transit Center) at the June Board Meeting and the Orange and Blue Lines (Government Center to Downtown and SoCo/urban core) at the July Board Meeting. Peter discussed the selection of Blue Line Stations and the numerous factors that go into making these selections and various design features of the Blue Line adapted to fit the City. Board Member Fiandaca acknowledged her excitement and recognized Jackie Yaft, Austin Bergstrom International Airport (ABIA)

Director, for her update about the Airport's financial recovery at a separate meeting and the future impacts of the Blue Line on ABIA. Board Member Elkins asked whether various forms of multi-modal transportation and park and rides would be incorporated into station designs. John addressed plans to help residents access the Blue and Orange Lines in response. Peter mentioned plans for park and rides at Metro Center Station. Randy Clarke brought up the adjustment of the bus routes as these rail lines open to build network connections. Board Member Pierce-Burnette asked for additional details about the Blue Line ABIA station, and the distance riders would have to walk to reach the airport entrance. Peter responded that the walk would be about 3-5 minutes. Burnette also asked whether ATP is coordinating the schedules with the Texas Department of Transportation (TxDOT) IH-35 reconstruction schedule. John answered yes and discussed a meeting that took place with TxDOT the day before (May 18). Board Member Stratton asked for additional clarity regarding how station locations are selected and if that process has evolved as the planning phase moves forward. Mayor Adler spoke to comments he's receiving and suggested information that would be helpful to have online, so his office has a place to send people. Peter suggested the Mayor's office refer residents to the working groups. Board Member Pierce-Burnette suggested an animated/visual feature for residents to utilize. Board Member Elkins brought up concerns about the impact on retail during the construction phase. Chair Castro de Barrera highlighted pedestrian safety, and Peter talked about the human-centric focus of development and construction.

V. Executive Director's Report

Executive Director Clarke began his Monthly Report by discussing challenges related to recruiting and relocating people to Austin and the general excitement he's hearing from people coming to ATP from outside of Texas. Next, he talked about workforce coordination. He also discussed federal updates which will impact development and the work being done to secure the federal partnership funding. Board Member Elkins expressed his hope that this group will be open to suggestions as they come in. Mayor Adler said he hopes that this will be the largest jobs program the City has ever had, especially with the reconstruction of IH-35 and continued downtown development. He emphasized the potential for significant workforce needs.

VI. Adjournment

ADA Compliance

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BOARD OF DIRECTORS: Veronica Castro de Barrera, Chair; Colette Pierce Burnette, Vice Chair; Steve Adler, Tony Elkins, Eric Stratton and Gina Fiandaca (ex officio).

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ACTION ITEM 2:

Approval of a resolution appointing the initial members of the Austin Transit Partnership Technical Advisory Committees

Technical Advisory Committee Members

Engineering, Architecture & Construction (EAC)

David Bodenman
Karen Bondy
Danelle Briscoe
Jacqueline Dudley
Lyndon Henry
Justin Adair
Frank Kittredge
Schiller Liao
Efrain Velez

Finance & Risk (FAR)

Art Alfaro
Sandra Menjivar-Suddeath
Cindy Matula
John Langmore
Sarah Campbell
David Sullivan
Sumit DasGupta

Planning, Sustainability, Equity & DBE (PSEC)

Ed Alosco
Jennifer Cregar
James Douglas
Marcel Gutierrez-Garza
Frances Jordan
Margaret Kercher
Karen Magid
Vivian Venish
Patrick Howard



Austin Transit Partnership Board of Directors Resolution

Meeting Date: 06/16/2021

ATP-2021-016

Appointment of Initial Technical Advisory Committee Members

SUBJECT: Approval of a resolution appointing the initial members of the following technical advisory committees of the Austin Transit Partnership (“ATP”) Board of Directors: (i) the Engineering, Architecture and Construction Committee (“EAC”); (ii) the Planning, Sustainability, Equity & DBE Advisory Committee (“PSEC”); and (iii) the Finance and Risk Committee (“FAR”); together with the EAC and PSEC, the “Technical Advisory Committees”).

FISCAL IMPACT: No Fiscal Impact.

BUSINESS CASE: Does not apply.

EXECUTIVE SUMMARY: After reviewing applications from community members seeking to serve on one of its three Technical Advisory Committees, the ATP Board of Directors has selected the initial members, which include: (i) on EAC: David Bodenman; Karen Bondy; Danelle Briscoe; Jacqueline Dudley; Lyndon Henry; Frank Kittredge; Schiller Liao; and Efrain Velez; (ii) on PSEC: Ed Alosco; Jennifer Cregar; James Douglas; Marcel Gutierrez-Garza; Frances Jordan; Margaret Kercher; Karen Magid; Vivian Venish; and Patrick Howard; and (ii) on FAR: Art Alfaro; Sandra Menjivar-Suddeath; Cindy Matula; John Langmore; Sarah Campbell; David Sullivan; and Sumit DasGupta.

RESPONSIBLE DEPARTMENT: All.

PROCUREMENT SUMMARY: Does not apply.

**RESOLUTION
OF THE
AUSTIN TRANSIT PARTNERSHIP
BOARD OF DIRECTORS**

STATE OF TEXAS

Resolution ID: ATP-2021-016

COUNTY OF TRAVIS

***Appointment of Initial Technical Advisory Committee
Members***

Whereas, Austin Transit Partnership (the “ATP”) is a “local government corporation” formed pursuant to (i) Chapter 431 of the Texas Transportation Code (the “Act”) and Chapter 394 of the Texas Local Government Code to aid and act on behalf of the City of Austin (the “City”) and the Capital Metro Transportation Authority (“CapMetro”) and (ii) that certain Interlocal Agreement between the City and CapMetro; and

Whereas, Section 431.029 of the Act provides that the ATP Board of Directors (the “Board”) may appoint advisory directors to serve on committees (the “Technical Advisory Committees”) and assist in promoting and developing new and expanded transportation facilities and serve until completion of a project or at the will of the Board; and

WHEREAS, the Board desires to appoint certain individuals as the initial members of such Technical Advisory Committees, which include: (i) the Engineering, Architecture and Construction Committee; (ii) the Planning, Sustainability, Equity & DBE Advisory Committee; and (iii) the Finance and Risk Committee; and

NOW, THEREFORE, BE IT RESOLVED by the Board that the persons listed immediately below are hereby appointed to serve as the initial members of each of the following ATP Technical Advisory Committees:

Engineering, Architecture and Construction Advisory Committee:

David Bodenman
Karen Bondy
Danelle Briscoe
Jacqueline Dudley
Lyndon Henry

Attachment: ATP Board Resolution - Technical Advisory Committee Member Approval (4883 : ATP TAC Appointments)



Frank Kittredge
Schiller Liao
Efrain Velez

Planning, Sustainability, Equity and DBE Advisory Committee:

Ed Alosco
Jennifer Cregar
James Douglas
Marcel Gutierrez-Garza
Frances Jordan
Margaret Kercher
Karen Magid
Vivian Venish
Patrick Howard

Finance and Risk Advisory Committee:

Art Alfaro
Sandra Menjivar-Suddeath
Cindy Matula
John Langmore
Sarah Campbell
David Sullivan
Sumit DasGupta

Casey Burack
Secretary of the Board

Date: _____



ACTION ITEM 3:

Approval of a resolution authorizing the Executive Director, or their designee, to negotiate and execute a task order with CBRE, Inc. in an amount not to exceed \$4,750,000 to provide certain owner representative services with respect to potential administrative space



Austin Transit Partnership Board of Directors Resolution

Meeting Date: 6/16/2021

ATP-2021-017

Approval of Task Order with CBRE for Leased Space Services

SUBJECT: Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute a task order with CBRE, Inc. ("CBRE") pursuant to the terms of that certain Contract between the Austin Transit Partnership ("ATP") and CBRE for Real Estate Advisory & Transaction Services Supporting Implementation of Project Connect (the "CBRE Contract") in an amount not to exceed four million seven hundred and fifty thousand dollars (\$4,750,000) for CBRE to provide certain owner representative services, including remodeling, finish-out and equipping of administrative lease space (the "Task Order").

FISCAL IMPACT: See Executive Summary for further explanation.

BUSINESS CASE: ATP will benefit from CBRE providing owner representative services with respect to its administrative lease space, by leveraging CBRE's existing relationships, economies of scale, experience and expertise to provide turnkey office space for ATP in a timely manner.

EXECUTIVE SUMMARY: In February, the Board authorized ATP to enter into a Master Cooperative Purchasing Agreement (the "Co-Op Agreement") with the City of Austin, Capital Metropolitan Transportation Authority and Travis County to leverage certain of those agencies' existing contracts to assist ATP in standing up the organization, including to meet its administrative space requirements.

On March 4, 2021, ATP entered into the Co-Op Agreement, and on April 14, 2021, ATP executed the CBRE Contract for certain services, including the services contemplated in the Task Order.

The Task Order amount will not exceed four million seven hundred and fifty thousand dollars (\$4,750,000) and will require CBRE to serve as AP's owner's representative and ensure that, upon execution of the applicable lease, (i) the leased premises at 203 Colorado is remodeled and equipped to fit the needs of the organization within a reasonable timeframe; and (ii) that the leased premises at 301 Congress is equipped to meet ATP's immediate needs. As owner's rep, CBRE will competitively source the goods and services necessary to remodel, furnish and equip the lease spaces for ATP to occupy. Approximately \$2,000,000 of these costs will be expended in the current Fiscal Year and are available in the FY2020-21 Approved Budget. Funding for the remainder of the Task Order costs will be included in the FY2021-22 budget.

RESPONSIBLE DEPARTMENT: Finance

PROCUREMENT SUMMARY: Does not apply.

**RESOLUTION
OF THE
AUSTIN TRANSIT PARTNERSHIP
BOARD OF DIRECTORS**

STATE OF TEXAS

Resolution ID: ATP-2021-017

COUNTY OF TRAVIS

Approval of Task Order with CBRE for Leased Space Services

WHEREAS, the Austin Transit Partnership Board of Directors (the “Board”) recognizes that, as the organization grows, it has certain administrative space requirements necessary for efficient operation and to meet the mission of the Austin Transit Partnership (“ATP”) to implement Project Connect; and

WHEREAS, the Board authorized ATP to enter into a Master Cooperative Purchasing Agreement (the “Co-Op Agreement”) with the City of Austin, Capital Metropolitan Transportation Authority and Travis County to enable ATP to leverage certain of those agencies’ existing contracts to assist ATP in standing up the organization, including to meet its administrative space requirements; and

WHEREAS, ATP subsequently entered into the Co-Op Agreement on March 4, 2021 and, in accordance with its terms, a separate contract with CBRE, Inc. on April 14, 2021 for real estate advisory services, owner’s representation services, including lease negotiation and space build out services, and other related services (the “CBRE Contract”); and

NOW, THEREFORE, BE IT RESOLVED by the Austin Transit Partnership Board of Directors that the Executive Director, or his designee, is authorized to negotiate and execute a task order pursuant to the terms of the CBRE Contract to authorize CBRE, Inc. to provide certain owner representative services, including remodeling, finish-out and equipping of administrative lease space for an amount not to exceed four million seven hundred and fifty thousand dollars (\$4,750,000).

Casey Burack
Secretary of the Board

Date: _____

Attachment: ATP Board Resolution CBRE for Lease Space Services (4884 : Contract for Lease Space Services)



ACTION ITEM 4:

Approval of resolutions authorizing the Executive Director, or their designee, to negotiate and execute sublease agreements with Parsley Energy, L.P. for certain administrative space located at 301 Congress Avenue and 203 Colorado Street

ATP Office Space: Board Action Items

Sub-Leases

- Approximately 50,000 square feet requirement
- Locations with great access to transit
- Large meeting spaces for staff and public (i.e. Advisory Committees)
- Below market pricing:
 - Significant savings vs standard downtown lease
 - Utilize existing furniture
 - Lower operating expenses vs traditional office tower

Owner's Representation Services

- Provide turnkey services to allow ATP to occupy 203 Colorado
- Moderate remodeling / construction
- Furniture, Technology and A/V equipment



Austin Transit Partnership Board of Directors Resolution

Meeting Date: 6/16/2021

ATP-2021-018

*Approval of Sublease with Parsley Energy for
301 Congress Avenue*

SUBJECT: Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute a Sublease Agreement (“Sublease Agreement”) with Parsley Energy, L.P. of approximately 20,591 square feet of administrative space located at 301 Congress Avenue for a two-year (24-month) term and a total amount not to exceed one million four hundred thousand dollars (\$1,400,000).

FISCAL IMPACT: See Executive Summary for further explanation.

BUSINESS CASE: The Austin Transit Partnership (“ATP”) is growing quickly and needs office space for its employees, consultants and City partners working on the Project Connect program. This Sublease Agreement at below-market rates will help meet ATP’s short-term space needs.

EXECUTIVE SUMMARY: In February, the Board authorized ATP to enter into a Master Cooperative Purchasing Agreement (the “Co-Op Agreement”) with the City of Austin, Capital Metropolitan Transportation Authority and Travis County to leverage certain of those agencies’ existing contracts to assist ATP in standing up the organization, including to meet its administrative space requirements.

On March 4, 2021, ATP entered into the Co-Op Agreement, and on April 14, 2021, ATP executed a separate contract with CBRE, Inc. (“CBRE”) in accordance with the terms of the Co-Op Agreement for real estate advisory and transaction services.

CBRE conducted market outreach and helped ATP assess its evolving space needs. CBRE and ATP staff determined that entering into a sublease, which offered space at a below-market cost and with a shorter lease term as compared to other evaluated properties, was the best approach.

This two-year Sublease Agreement includes existing furniture and equipment and allows ATP to move in immediately after execution while longer-term administrative space is being readied for occupancy. It also provides workspace for future, additional staff and consultants. The total amount will not exceed \$1.4 million for the term of the Sublease Agreement (i.e., approximately \$700,000 per year). The first three months of the lease are at no cost to ATP. Funding for the remainder of the lease term will be available in subsequent budgets.

RESPONSIBLE DEPARTMENT: Finance

PROCUREMENT SUMMARY: Does not apply.



RESOLUTION
OF THE
AUSTIN TRANSIT PARTNERSHIP
BOARD OF DIRECTORS

STATE OF TEXAS

Resolution ID: ATP-2021-018

COUNTY OF TRAVIS

Approval of Sublease with Parsley Energy for 301 Congress Ave.

WHEREAS, the Austin Transit Partnership Board of Directors (the “Board”) recognizes that, as the organization grows, it has certain administrative space requirements necessary for efficient operation and to meet the mission of the Austin Transit Partnership (“ATP”) to implement Project Connect; and

WHEREAS, the Board also recognizes that the staffing needs of the Austin Transit Partnership will continue to change over time, as will its space needs, and therefore, desires to move forward at this time with a sublease agreement to maintain flexibility and economy; and

NOW, THEREFORE, BE IT RESOLVED by the Austin Transit Partnership Board of Directors that the Executive Director, or his designee, is authorized to negotiate and execute a sublease agreement with Parsley Energy, L.P., as landlord, for approximately 20,591 square feet of administrative space located at 301 Congress Avenue, Austin, Texas 78701 for a two (2)-year term and a total amount not to exceed one million four hundred thousand dollars (\$1,400,000).

Casey Burack
Secretary of the Board

Date: _____

Attachment: ATP Board Resolution Approving Sublease for 301 Congress (4885 : Sublease Agreements 301 Congress 203 Colorado)

ACTION ITEM 5:

Approval of a resolution authorizing the Executive Director, or their designee, to negotiate and execute the Interlocal Agreement between ATP and the City of Austin for Terms of Joint Powers Agreement on Transfer of “November 2020 Proposition A” property tax revenue

Inter-Local with City of Austin: *Transfer of Property Tax Revenue*

Background

Prop A Property Tax Revenue Election Ballot:

“ .. to be dedicated by the City to an independent board (ATP) to oversee and finance the acquisition, construction, equipping, and operations of the rapid transit system.”

Prop A Contract with the Voters:

“ .. to develop procedures to transfer the Project Connect Tax Revenue in a proportionate amount on an annual or more frequent basis ...”

- **Inter-Local Agreement:**

- Calculation of tax revenue
- Timing of payments throughout year
- Requirement for Annual budget appropriation
 - Necessary for Credit Rating Agencies and Underwriters to ensure unimpeded transfer of funds per approved Ballot



Austin Transit Partnership Board of Directors Resolution

Meeting Date: 6/16/2021

ATP-2021-019

Approval of Sublease with Parsley Energy for 203 Colorado St.

SUBJECT: Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute a Sublease Agreement (“Sublease Agreement”) with Parsley Energy, L.P. of approximately 32,000 square feet of administrative space located at 203 Colorado Street for a five and a half-year (66-month) term in an amount not to exceed ten million dollars (\$10,000,000.00).

FISCAL IMPACT: See Executive Summary for further explanation.

BUSINESS CASE: The Austin Transit Partnership (“ATP”) is growing quickly and needs office space for its employees, consultants and City partners working on the Project Connect program. This Sublease Agreement at below-market rates will help meet ATP’s space needs over the next five and a half years.

EXECUTIVE SUMMARY: In February, the Board authorized ATP to enter into a Master Cooperative Purchasing Agreement (the “Co-Op Agreement”) with the City of Austin, Capital Metropolitan Transportation Authority and Travis County to leverage certain of those agencies’ existing contracts to assist ATP in standing up the organization, including to meet its administrative space requirements.

On March 4, 2021, ATP entered into the Co-Op Agreement, and on April 14, 2021, ATP executed a separate contract with CBRE, Inc. (“CBRE”) in accordance with the terms of the Co-Op Agreement for real estate advisory and transaction services.

CBRE conducted market outreach and helped ATP assess its evolving space needs. CBRE and ATP staff determined that entering into a sublease, which offered space at a below-market cost and with a shorter lease term as compared to other evaluated properties, was the best approach.

This five and a half-year Sublease Agreement at 203 Colorado is for a stand-alone, two-story building in Downtown Austin. The space will be built out to accommodate offices, workstations and meeting space for ATP staff, consultants, City partners and visitors. The total amount will not exceed \$10 million for the term of the Sublease Agreement (i.e., approximately \$1.8M per year). Funding for lease costs for the remainder of this Fiscal Year (i.e., July 2021 through September 2021) of approximately \$400,000 are available in the FY2020-21 Approved Budget. Funding for the remainder of the lease term will be available in subsequent budgets.

RESPONSIBLE DEPARTMENT: Finance

PROCUREMENT SUMMARY: Does not apply.

**RESOLUTION
OF THE
AUSTIN TRANSIT PARTNERSHIP
BOARD OF DIRECTORS**

STATE OF TEXAS

Resolution ID: ATP-2021-019

COUNTY OF TRAVIS

Approval of Sublease with Parsley Energy for 203 Colorado Street

WHEREAS, the Austin Transit Partnership Board of Directors (the “Board”) recognizes that, as the organization grows, it has certain administrative space requirements necessary for efficient operation and to meet the mission of the Austin Transit Partnership (“ATP”) to implement Project Connect; and

WHEREAS, the Board also recognizes that the staffing needs of the Austin Transit Partnership will continue to change over time, as will its space needs, and therefore, desires to move forward at this time with a sublease agreement to maintain flexibility and economy.

NOW, THEREFORE, BE IT RESOLVED by the Austin Transit Partnership Board of Directors that the Executive Director, or his designee, is authorized to negotiate and execute a sublease agreement with Parsley Energy, L.P., as landlord, for of approximately 32,000 square feet of administrative space located at 203 Colorado Street, Austin, Texas 78701 for a five and a half (5.5)-year term in an amount not to exceed ten million dollars (\$10,000,000.00).

Casey Burack
Secretary of the Board

Date: _____

Attachment: ATP Board Resolution Approving Sublease for 203 Colorado (4885 : Sublease Agreements 301 Congress 203 Colorado)





Austin Transit Partnership Board of Directors Resolution

Meeting Date: 06/16/2021

ATP-2021-020

*Interlocal Agreement with City for Transfer of Nov. 2020 Prop A
Property Tax Revenue*

SUBJECT: Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute an interlocal agreement with the City of Austin (the “City”) for the transfer of the property tax revenue collected by the City to the Austin Transit Partnership (“ATP”), as provided in the City’s “Contract with the Voters” under City Council Resolution No. 20200812-015.

FISCAL IMPACT: Funding for this item is available in the approved FY2021 Budget.

BUSINESS CASE: Not applicable.

EXECUTIVE SUMMARY: On November 3, 2020, Austin voters approved a ballot measure to dedicate funding to ATP for the implementation of Project Connect. Pursuant to Resolution No. 20200812-015, which the City of Austin adopted on August 13, 2020, known as the “Contract with the Voters”, the City Manager is to transfer the property tax revenue collected pursuant to the approved ballot measure to ATP, as well as develop procedures to transfer such revenue in a proportionate amount and on regular basis in a “future Joint Powers Agreement (‘JPA’) between the City and [ATP]”.

This interlocal agreement describes the process and timing for the City’s transfer of the property tax revenue allocable to ATP, including the apportionment formula the City will use to determine the share of tax revenue to transfer to ATP unless the agreement is amended. The agreement further contemplates any changes to that formula related to the tax calculations applicable to existing special tax districts and provides for a schedule and method of payment.

The City must provide an annual projection of payments to be made to ATP and provides for ATP’s audit rights upon reasonable notice.

The Joint Powers Agreement that will subsequently be developed and approved by the City of Austin, Capital Metro and ATP will reference this interlocal agreement related to the transfer of the Proposition A tax revenue, along with any other interlocal agreements contemplated in the Contract with the Voters related to Project Connect.

RESPONSIBLE DEPARTMENT: Finance.

PROCUREMENT SUMMARY: Does not apply.

**RESOLUTION
OF THE
AUSTIN TRANSIT PARTNERSHIP
BOARD OF DIRECTORS**

STATE OF TEXAS

Resolution ID: ATP-2021-020

COUNTY OF TRAVIS

***Interlocal Agreement with City for Transfer of Prop A
Property Tax Revenue***

WHEREAS, the Austin Transit Partnership (“ATP”) Board of Directors (the “Board”) recognizes that on August 13, 2020, the City of Austin (the “City”) adopted Resolution No. 20200812-015, known as the “Contract with the Voters”, which requires the City Manager to transfer the property tax revenue collected pursuant to the approved November 3, 2020 ballot measure (the “Prop A Property Tax Revenue”) to ATP, as well as to develop procedures to transfer such revenue in a proportionate amount and on a regular basis in a future Joint Powers Agreement (“JPA”) between the City and ATP; and

WHEREAS, the Board recognizes that the JPA is not expected to be executed until the end of 2021 and, to ensure the timely transfer of the Prop A Property Tax Revenue in accordance with the Contract with the Voters, the need to move forward at this time to identify the process and timing for the City’s transfer of such revenue, which will be incorporated by reference in the JPA along with any other interlocal agreements contemplated in the Contract with the Voters related to Project Connect; and

NOW, THEREFORE, BE IT RESOLVED by the Austin Transit Partnership Board of Directors that the Executive Director, or his designee, is authorized to negotiate and execute the Interlocal Agreement with the City of Austin to provide the Prop A Property Tax Revenue to the ATP in accordance with the Contract with the Voters, substantially in the form attached hereto as Exhibit A.

Casey Burack
Secretary of the Board

Date: _____

Attachment: ATP Board Resolution - ILA with City of Austin for Prop. A Funding - FINAL (4886 : ILA with City of Austin for JPA Terms)



**INTERLOCAL AGREEMENT BETWEEN CITY OF AUSTIN AND THE AUSTIN TRANSIT PARTNERSHIP
FOR TERMS OF JOINT POWERS AGREEMENT ON TRANSFER OF
“NOVEMBER 2020 PROPOSITION A” PROPERTY TAX REVENUE**

The purpose of this Interlocal Agreement Between City of Austin and the Austin Transit Partnership for Terms of Joint Powers Agreement on Transfer of “November 2020 Proposition A” Property Tax Revenue (“Agreement”) is to define the process and procedures for the allocation and distribution of November 2020 Proposition A property tax revenue collected by the City of Austin (“City”), to the Austin Transit Partnership (“ATP”). This Agreement is consistent with the direction from City Council in the Contract with the Voters, shall satisfy the requirement of the Contract with Voters to include such process and procedures, and shall be referenced as such when the full Joint Powers Agreement is approved.

Background

On November 3, 2020, voters approved Proposition A (“Prop A”) Tax Rate Election, which dedicated \$0.0875 of the approved \$0.5335 City tax year 2020 property tax rate for the current Fiscal Year (FY) 2020-21 for the investment in Project Connect. The FY 2020-21 property tax revenue associated with this \$0.0875 tax rate, and property tax revenue in future years calculated in accordance with a formula defined below, is:

“to be dedicated by the City to an independent board (ATP) to oversee and finance the acquisition, construction, equipping, and operations of the rapid transit system.”

In the Contract with the Voters approved by City Council (Resolution 20200812-00315) the City committed that:

“Upon voter approval of the tax rate, beginning in Fiscal Year 2020-21, the City Manager is directed to transfer the Project Connect Tax Revenue to Austin Transit Partnership.”

Further, the City Manager was directed:

“...to develop procedures to transfer the Project Connect Tax Revenue in a proportionate amount on an annual or more frequent basis, for the current and future years, and include those procedures in a future Joint Powers Agreement (“JPA”) between the City and Austin Transit Partnership. The transfer of the Project Connect Tax Revenue will continue until such time as all debt issued and financial obligations incurred by Austin Transit Partnership are paid off and funds are no longer required for operations, maintenance, or state of good repair for assets funded by Austin Transit Partnership.

Property Tax Revenue

Language in the Contract with the Voters that directs the City Manager to develop procedures to transfer the Project Connect Tax Revenue in a proportionate amount was crafted with the purpose and intent of acknowledging that tax rates generally change each year. As background, the City’s annual tax rate is set by the City Council based on the interplay between taxable property values (certified by each of the appraisal districts that have property in the City limits: Travis Central Appraisal District, Williamson Central Appraisal District, and Hays Central Appraisal District), the City’s revenue needs, and the calculation formula mandated by State law. Currently, State law allows the City to adopt an operations and

maintenance property tax rate that would generate up to 3.5% more property tax revenue for operations and maintenance than in the previous year from properties taxed in both years, net of certain adjustments. A property tax rate increase in excess of this level requires approval by the voters in a citywide election. As taxable property values rise, it exerts downward pressure on the property tax rate. Conversely, if taxable values were to decrease, it would generate upwards pressure on the tax rate. The Project Connect financial model was created and presented, not based on a static property tax rate, but on a proportionate share basis recognizing this dynamic. At the time the model was developed, when the City Council approved the Prop A ballot, and when the City adopted the Fiscal Year 2020-21 tax rate, ATP's proportionate share of the operations and maintenance property tax rate was 20.789% and the allocation formula detailed below is intended to provide ATP with this same proportion of operations and maintenance property tax revenue in future years.

Section 1: Allocation of Property Tax Revenue

A: Revenue Definition

For the purposes of this agreement, Property Tax Revenue shall refer to the revenue collected by the City for maintenance and operations ("M&O"). It shall exclude revenue pertaining to the debt service portion of the total annual property tax rate. With respect to revenue associated with the maintenance and operations property tax rate, it includes current collections, delinquent collections, and penalties and interest incurred or accrued beginning with the 2020 tax year. Delinquent collections, and penalties and interest related to tax years prior to tax year 2020 are excluded from this agreement.

B: Apportionment Formula

The apportionment of the annual property tax revenue collected, beginning in FY2020-21 shall be calculated using the following formula. It is based on the first-year (Tax year 2020 and City fiscal year 2020-21) voter-approved M&O ad valorem rate of \$0.4209 per \$100 of taxable valuation, with \$0.0875 dedicated to Project Connect. All future property tax revenue shall be apportioned using this formula until use of the formula is superseded by subsequent amendment to this agreement (see 4C for amendment process) or the dissolution of ATP (consistent with the Contract with the Voters).

$$\text{City Share of Maintenance and Operations Property Tax Revenue} = 0.3334/0.4209 = \mathbf{79.211\%}$$

$$\text{Austin Transit Partnership Share of Maintenance and Operations Property Tax Revenue} = 0.0875/0.4209 = \mathbf{20.789\%}$$

C: Allowances

The City currently has three approved Tax Increment Reinvestment Zones (TIRZ), the Mueller, Waller Creek, and Seaholm TIRZs, to which 100% of the incremental property tax revenue collected within the TIRZ boundaries is currently allocated, and one Homestead Preservation Zone (HPZ), to which 20% of the incremental property tax revenue collected within the HPZ boundaries is currently allocated. Tax revenue required for each TIRZ and HPZ shall first be deducted from the total tax property tax revenue received by the City, prior to the proportional (based on share of the tax rate) disbursement of the revenue to the General Fund (M&O), Project Connect Fund (M&O) and debt service.

Prior to the amendment of an existing TIRZ, or approval of any future TIRZ or HPZ, the City shall require the consent of ATP as to whether the ATP share of Prop A property tax revenue can be included in the capture rate of the TIRZ or HPZ. However, the City may create a TIRZ on city owned property without the consent of ATP, including a TIRZ in which city property is the majority (50.1%) of the acres included in the zone.

In addition, the City has four economic incentive agreements (Chapter “380”) in which the City has agreed to rebate all or some of the property tax paid back to the partner corporation. The corporation, terms of the agreement, and expiry dates of the agreements are included in the following table:

Corporation	Reimbursement Calculation	Expiry
Samsung	In years 1-10, 100% of tax on new equipment and machinery purchased and real property improvements made after 1/1/2006 for the 300 mm Fab; in years 11-20, 75% of taxes on same.	12/31/2027
Domain	25% of City's incremental property tax, based on 5/1/2003 property valuation of \$235,228 per acre. Baseline value is \$12,504,720.	12/31/2028
Apple	100% of the City's incremental property tax on improvements and on business personal property.	12/31/2026
HDI	100% of the City's incremental property tax on improvements and on business personal property.	12/31/2024

In the calculation of the apportionment of property tax revenue, the City shall retain the portion of the property tax rebates related to ATP’s share of the property tax paid by these corporations that is required to be reimbursed per the agreement between the City and the corporation. The retained property tax revenue will be paid to the corporations the following fiscal year in accordance with the agreements. The remittance to ATP will be net the pro rata share of the rebate agreements for the remaining term of the agreements.

If the City negotiates a new agreement, whether with these existing firms or new firms/corporations/entities to rebate property taxes for any reason, the City shall not include in any such agreement the portion of the Prop A property tax revenue without ATP’s consent.

Attachment: COA-ATP ILA Property Tax Agreement - FINAL (4886 : ILA with City of Austin for JPA Terms)

D: Remittance Calculation for FY21

The calculation below shall be based on transactions recorded by the City for the time periods outlined in Section 2A.

Step 1		Total City Property Tax Revenue Collected
Step 2	(less)	TIRZ and HPZ capture revenue and debt service
Step 3	(less)	Share of revenue associated with annual debt service tax rate
Step 4	=	Total M&O Property Tax Revenue
Step 5	(less)	Chapter 380 Requirements
Step 6	=	Adjusted Total M&O Property Tax Revenue
Step 7	X	20.789% (ATP Share)
Step 8	=	ATP Property Tax Revenue

Section 2: Payment Process

A: Remittance Schedule

The City shall make payments of annual Property Tax Revenue to ATP through the term of this Agreement according to the following schedule:

Month-End	Time Period	Payment Due
January	October 1 to January 31 for current fiscal year; plus, audit adjustment transactions from prior fiscal year	April 20 th *
June	February 1 to June 30 for the current Fiscal Year	July 20 th
October	July 1 to September 30 for the current Fiscal Year	November 20 th

* The first payment to ATP will be made no later than 30 days after this agreement is signed by both parties and shall be based time period(s) per schedule, to accommodate the adoption of this Agreement.

B: Payment Method

The City shall make payments to ATP using electronic funds transfer. ATP should provide a letter on ATP's letterhead at least 30 days prior to the payment due dates listed above with the appropriate ACH or wiring instructions (full Routing Number and last four digits of the Account Number) so that this information may be verified against ATP's vendor code in the City's financial system. The ACH or wiring instructions must match the payment address that contains these instructions in the City's financial system. This 30-day window will allow time for updates to ATP's vendor record if necessary.

C: Credits

In the event the calculated payment to ATP results in a net credit to the City, the credit will be applied to the next positive payment balance. ATP is not expected nor required to issue a payment to the City for the credit amount.

D: Interest for Late Payments

Payments remitted 15 days past the due date due to no fault of ATP shall accrue interest, if such late remittance is caused by actions or events within the control of the City. The interest rate shall be equal to the One-Year Treasury Constant Maturity rate on the day the payment is due. Interest shall accrue until the payment is remitted and shall be compounded and calculated by the City. The interest shall be added to the next payment.

E: Remittance Documentation

Concurrent with each payment remitted to ATP, the City shall provide to ATP documentation that details the computations underlying the payment amount. The February 20th payment shall include for the prior fiscal year the final remittance calculation outlined in 1D as well as any credits or interest from late payments applied to the payment. In addition, the Total City Property Tax Revenue Collected from Step 1, 1D shall be shown by revenue type (current collections, delinquent collections, and penalties and interest incurred).

Section 3: Annual BudgetA: Estimation and Projections of Payment

On or before May 1 of each year, commencing May 1, 2022, the City shall provide to ATP a projection of payments consistent with this agreement to be made for the current and following five fiscal years. The City will endeavor to provide ATP updates on projected payments throughout the year.

B: Annual Budget

For the term of this Agreement, as authorized and directed by the voters and council, in the November 2020 election and the Contract with the Voters, the City Manager will provide a budget for council adoption that provides the appropriate proportionate share of the City's M&O tax rate following the calculations and procedures in this Agreement, specifically Section 2A of this Agreement.

Section 4: MiscellaneousA: Term

This agreement shall remain in place from date of execution until the earlier of:

- 1) The date all debt issued and financial obligations incurred by Austin Transit Partnership are paid off and funds are no longer required for operations, maintenance, or state of good repair for assets funded by Austin Transit Partnership; or
- 2) The dissolution of ATP, in accordance with state law.

B: Audit Requirements

Upon reasonable prior written notice, ATP shall have the right to review all data and work relevant to the Property Tax Revenue calculations and payments to ATP.

C: Financial Cooperation

The City and ATP agree to share any necessary financial information, data, and reports to support each entities' annual budgets, Comprehensive Annual Financial Reports, and bond sales. Both entities also agree that staff of each entity shall work to support any such request for this information, data, and reports.

D: Amendment

This agreement may be modified only by a written instrument executed by both the City and ATP.

If an amendment is necessary to address changes in applicable law, that amendment will be brought forth in a manner consistent with the applicable law and the contract with the voters.

D: Effective Date of Agreement

The provisions of the agreement will come into full force and effect upon the execution and delivery by the parties.

By signing this agreement, each party represents that the person executing this agreement is duly authorized to do so, and that each party agrees to the terms.

Date: _____

By: _____

Ed Van Eenoo, Chief Financial Officer
City of Austin

Date: _____

By: _____

Greg Canally, Chief Financial Officer/Chief
Development Officer
Austin Transit Partnership

Attachment: COA-ATP ILA Property Tax Agreement - FINAL (4886 : ILA with City of Austin for JPA Terms)

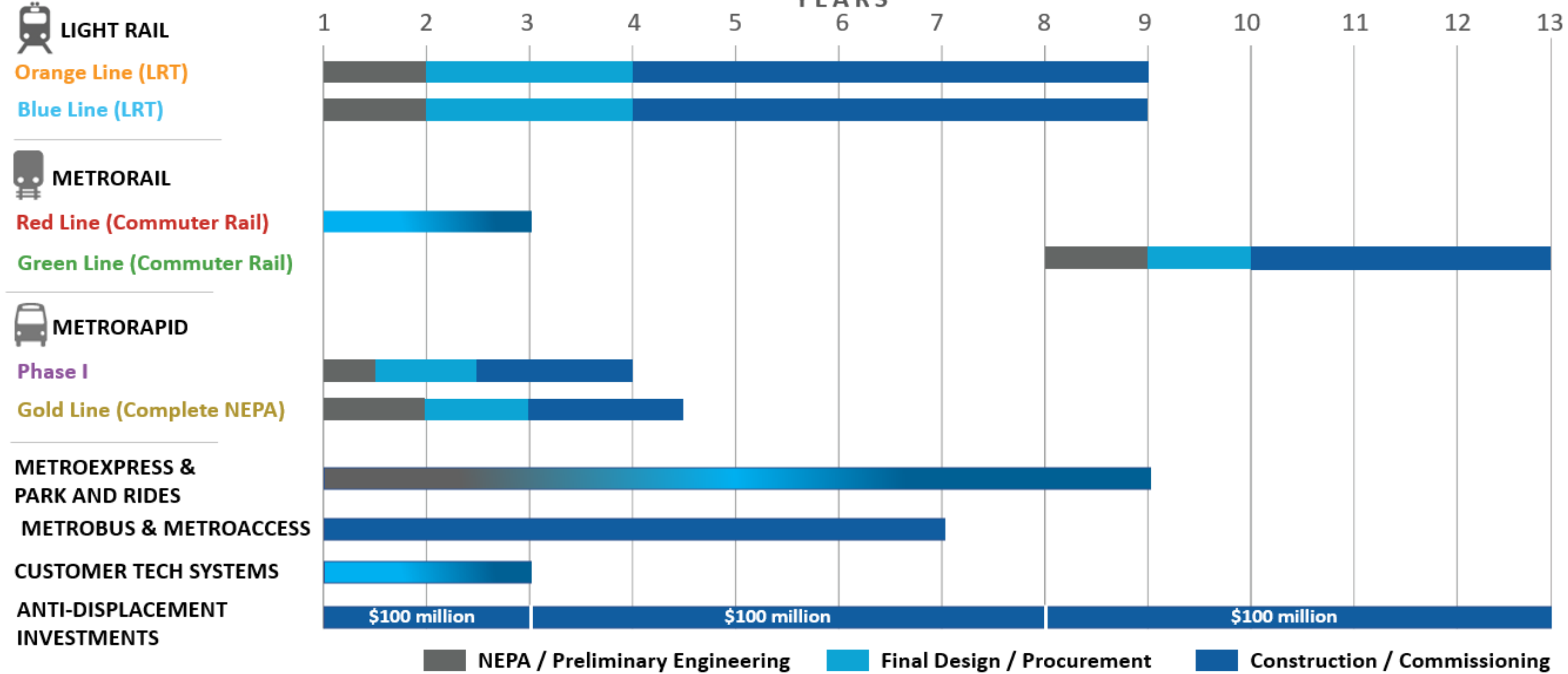
PROJECT CONNECT OVERVIEW

ORANGE LINE ALIGNMENT BRIEFING

SOUTH: SLAUGHTER to OLTORF

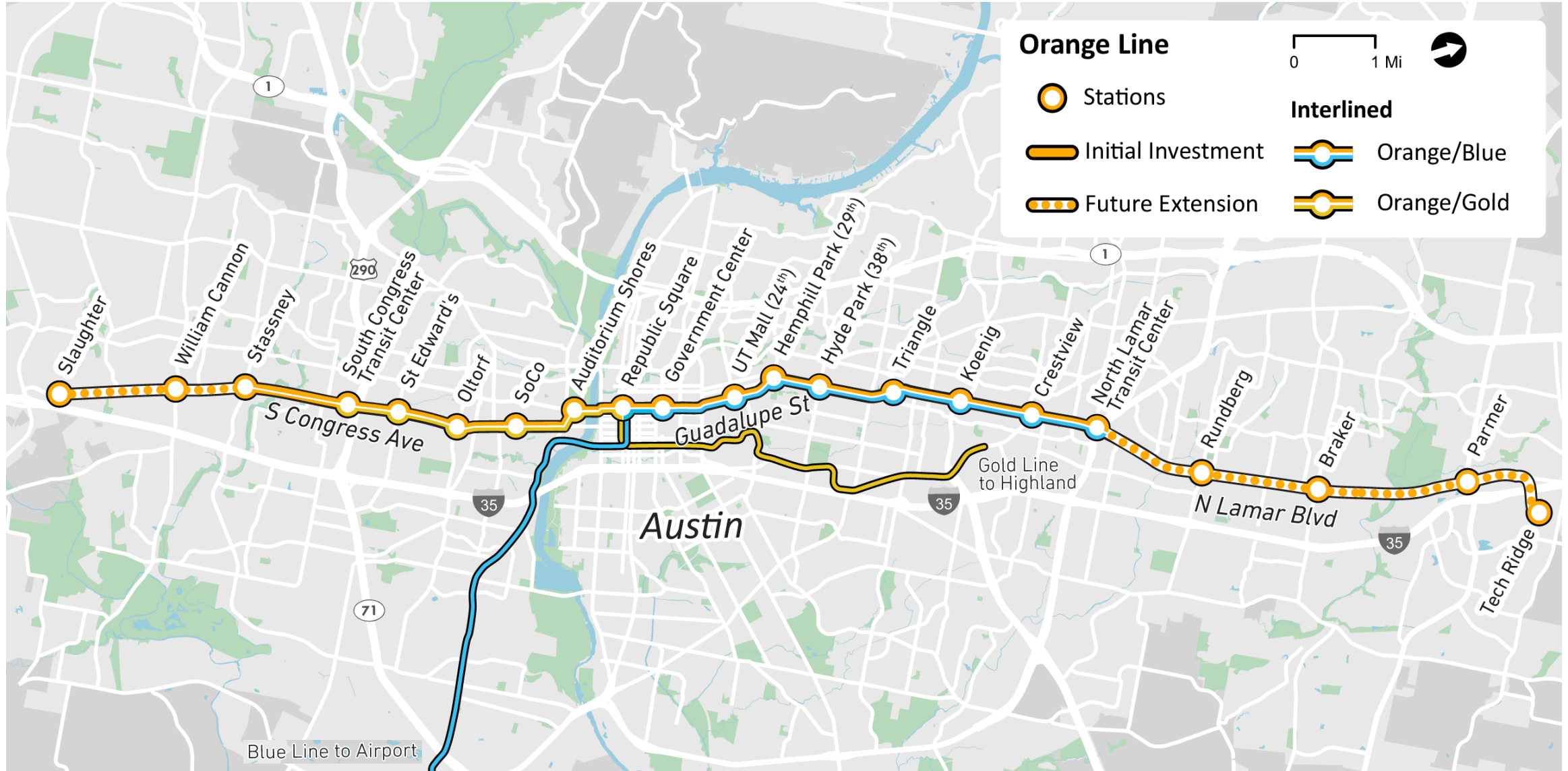
NORTH: TECH RIDGE to the DRAG

Program Sequence Plan



Orange Line Stations

Note: Station locations and names subject to change



Alignment Briefing Sequence

MAY



BLUE LINE



Airport to Lady Bird Lake

JUNE



ORANGE LINE

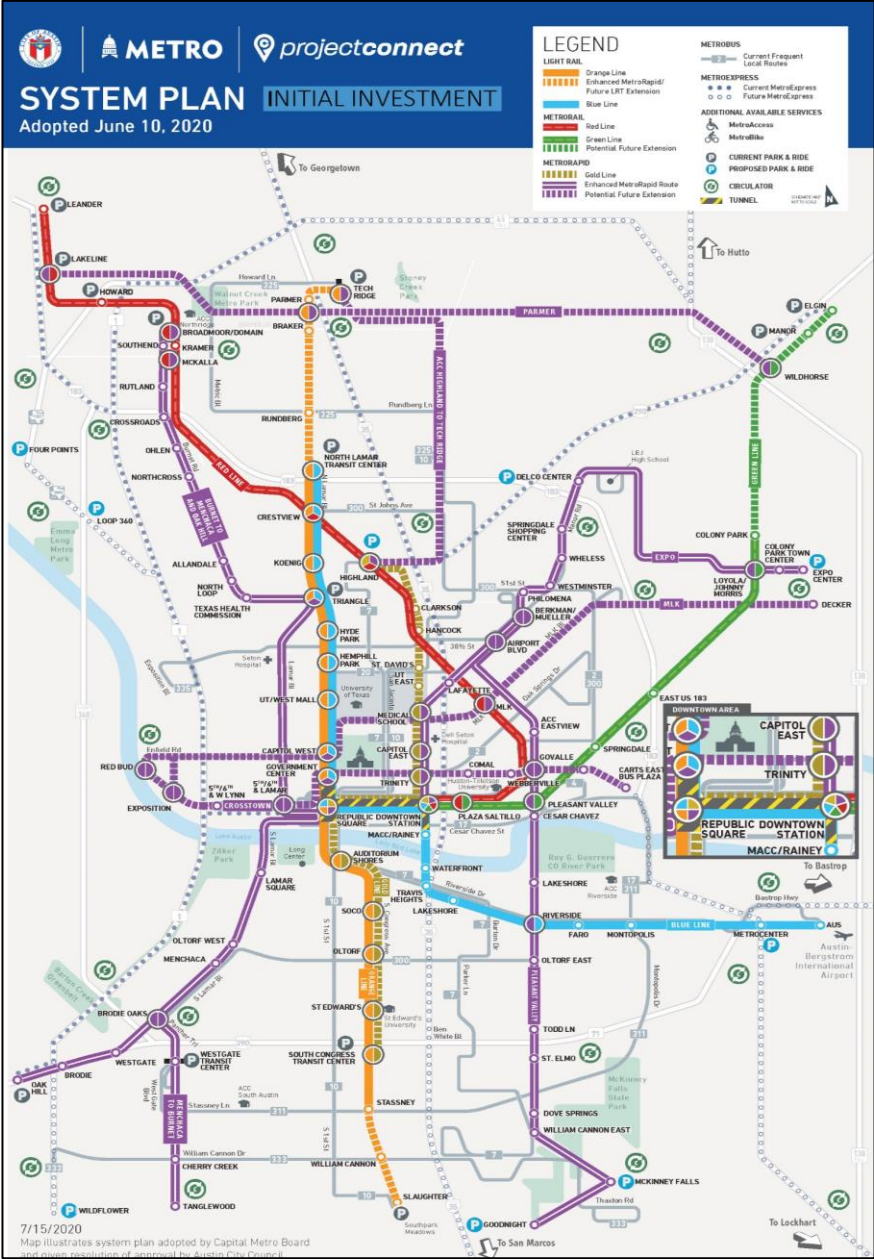


South: Slaughter to Oltorf
North: Tech Ridge to the Drag

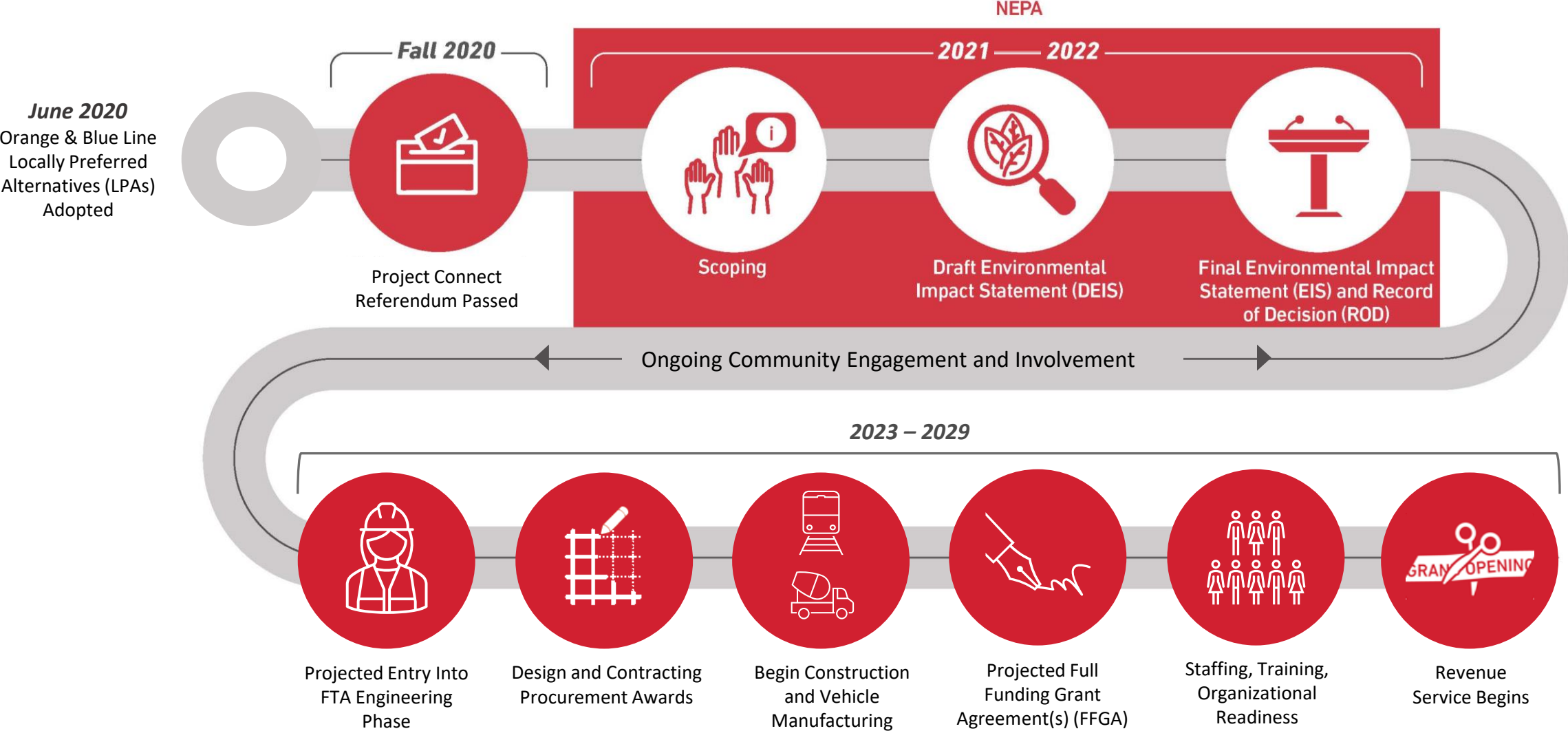
JULY



Downtown - SoCo



Orange & Blue Line Projects – Overall Timeline



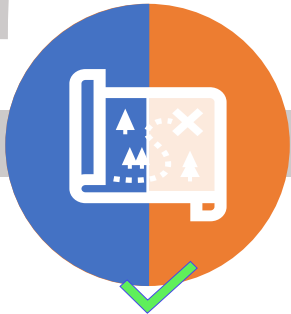
Orange & Blue Line Key Milestones (2021 – 2022)

April 2021

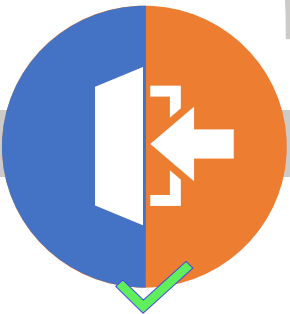


National Environmental Policy Act (NEPA) Notice of Intent

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) Complete

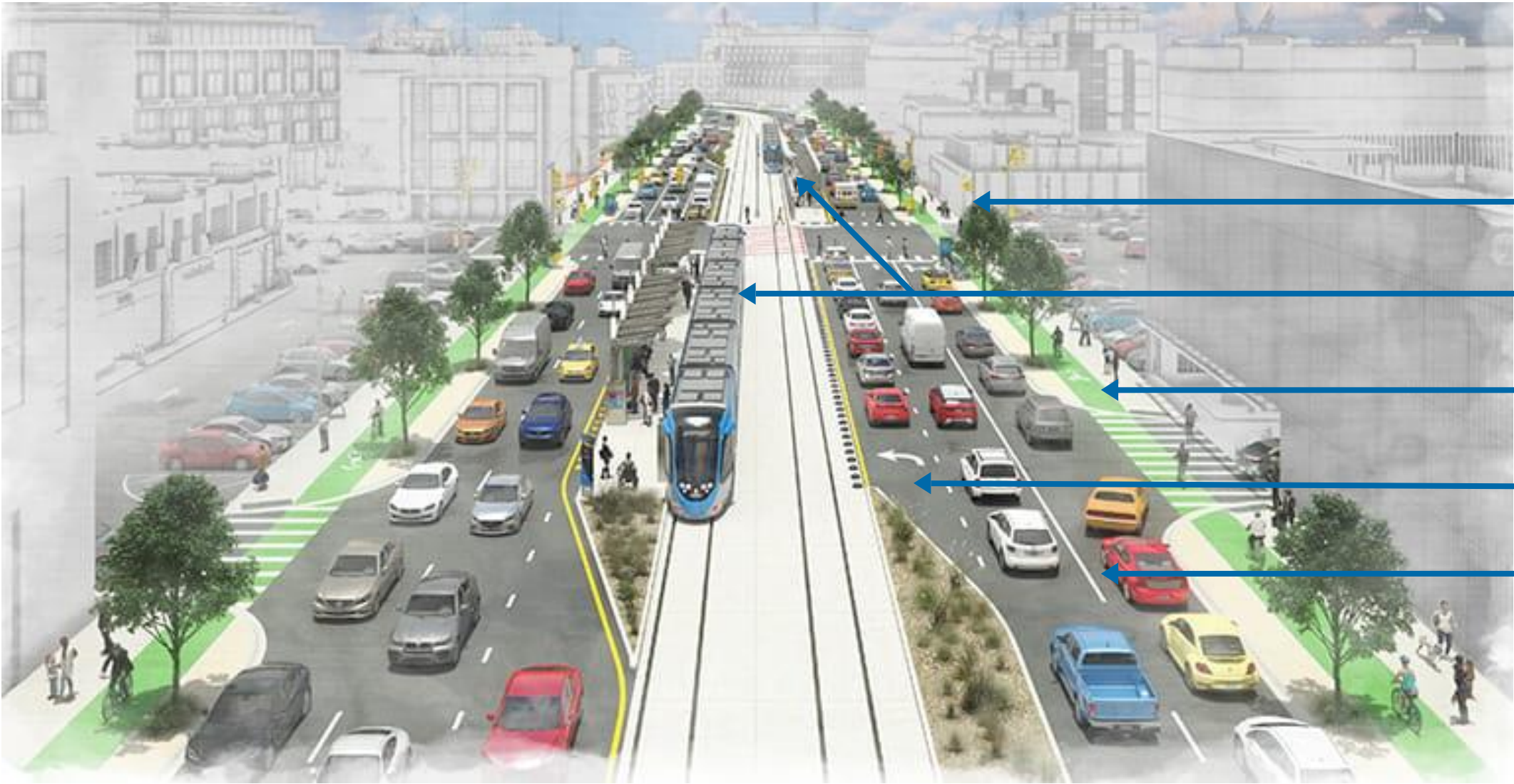


FTA NEPA Record of Decision (ROD)

2023 - Beyond

Reimagining the Right of Way – Complete Streets

*Conceptual rendering



Example Right of Way Elements

Tree Canopy

Station Platforms

Bike Paths

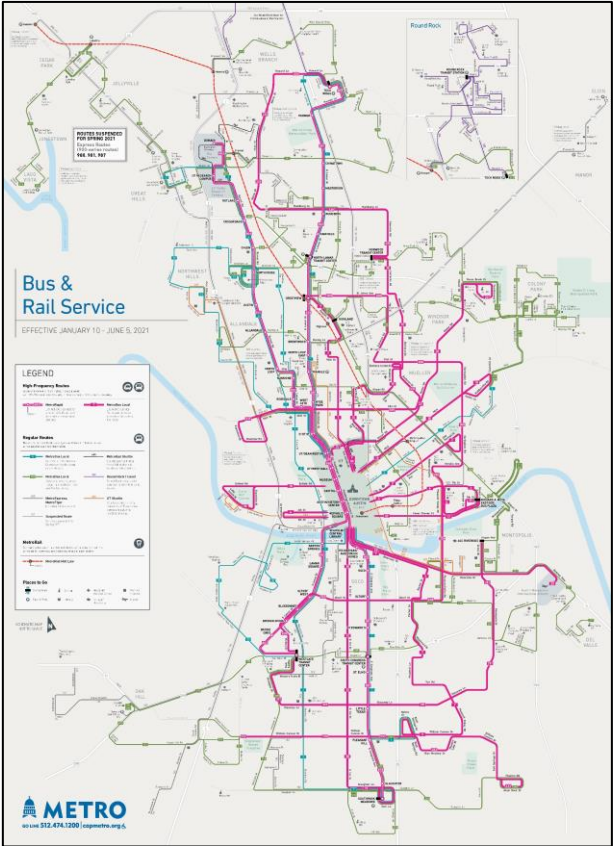
Turn Lane

Travel Lanes

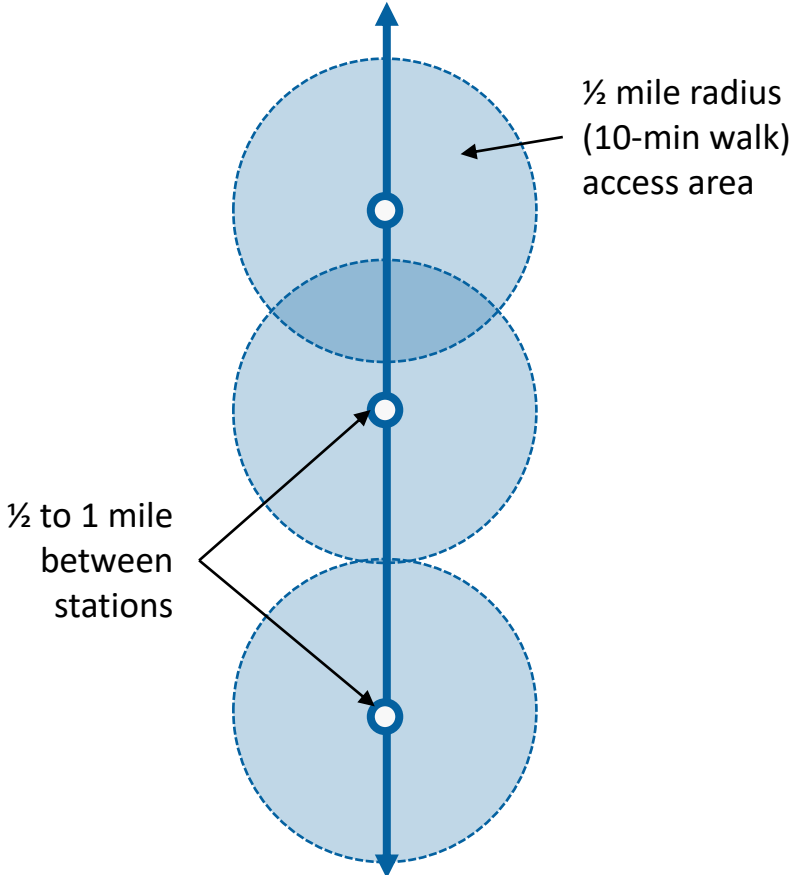
Station Location Principles

* Reviewed at April virtual community meetings

Maximize connectivity to transit network



Balance speed and access with station spacing



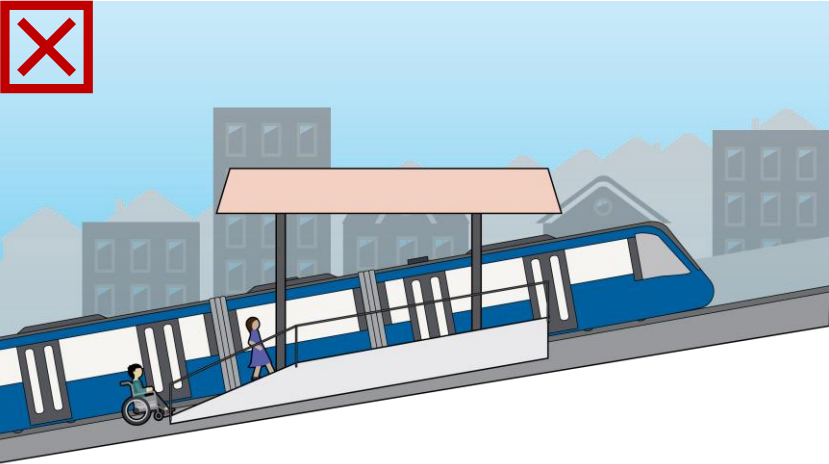
Serve high-activity corridor destinations



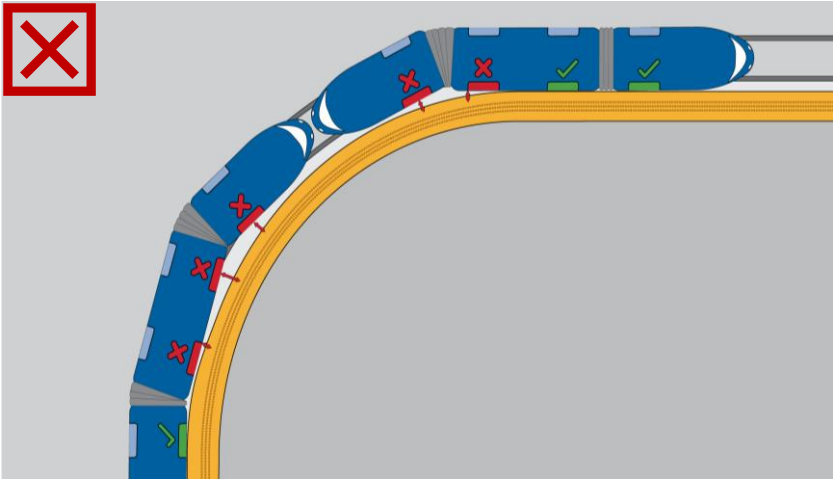
Station Geometry

* Reviewed at April virtual community meetings

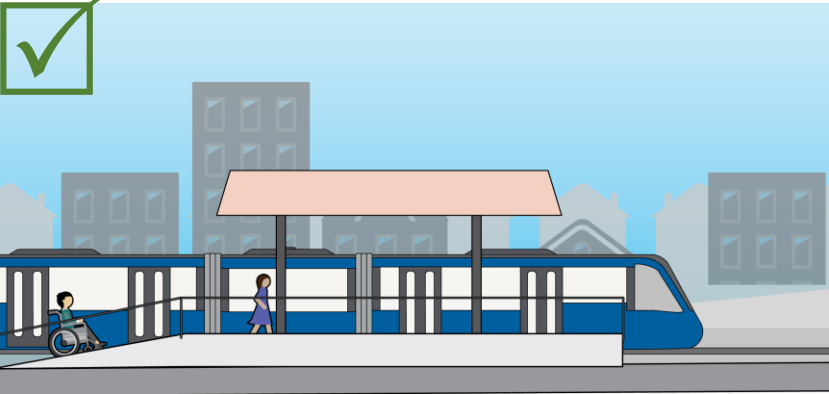
Station on an incline



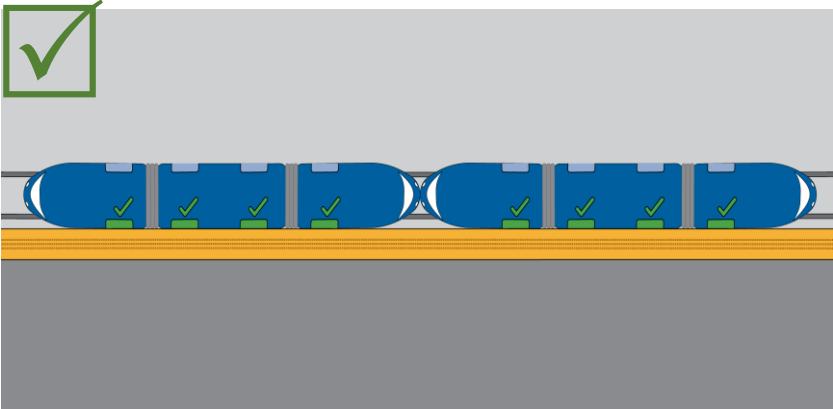
Station on a curve



Station on flat land

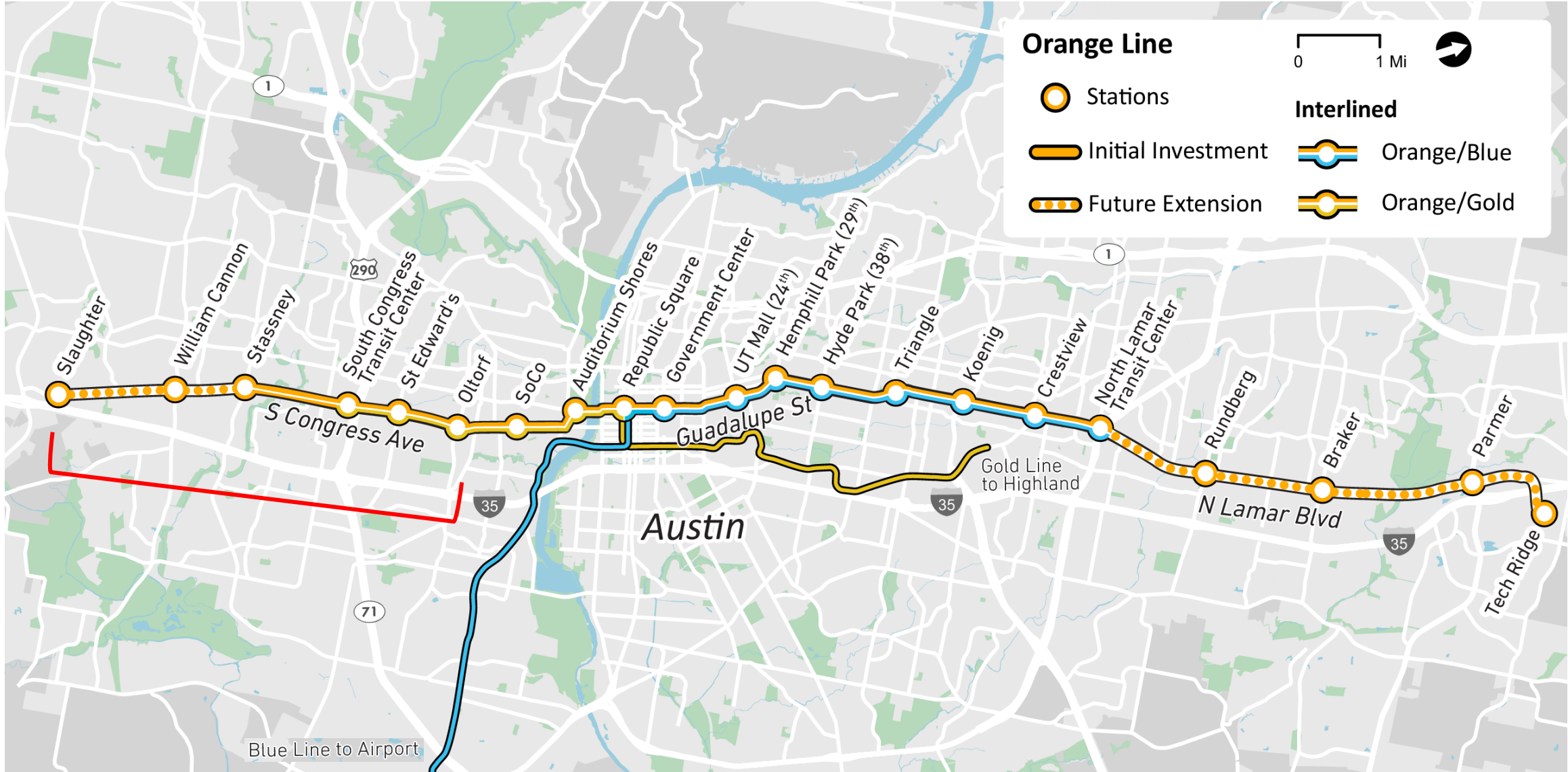


Station on a straight line



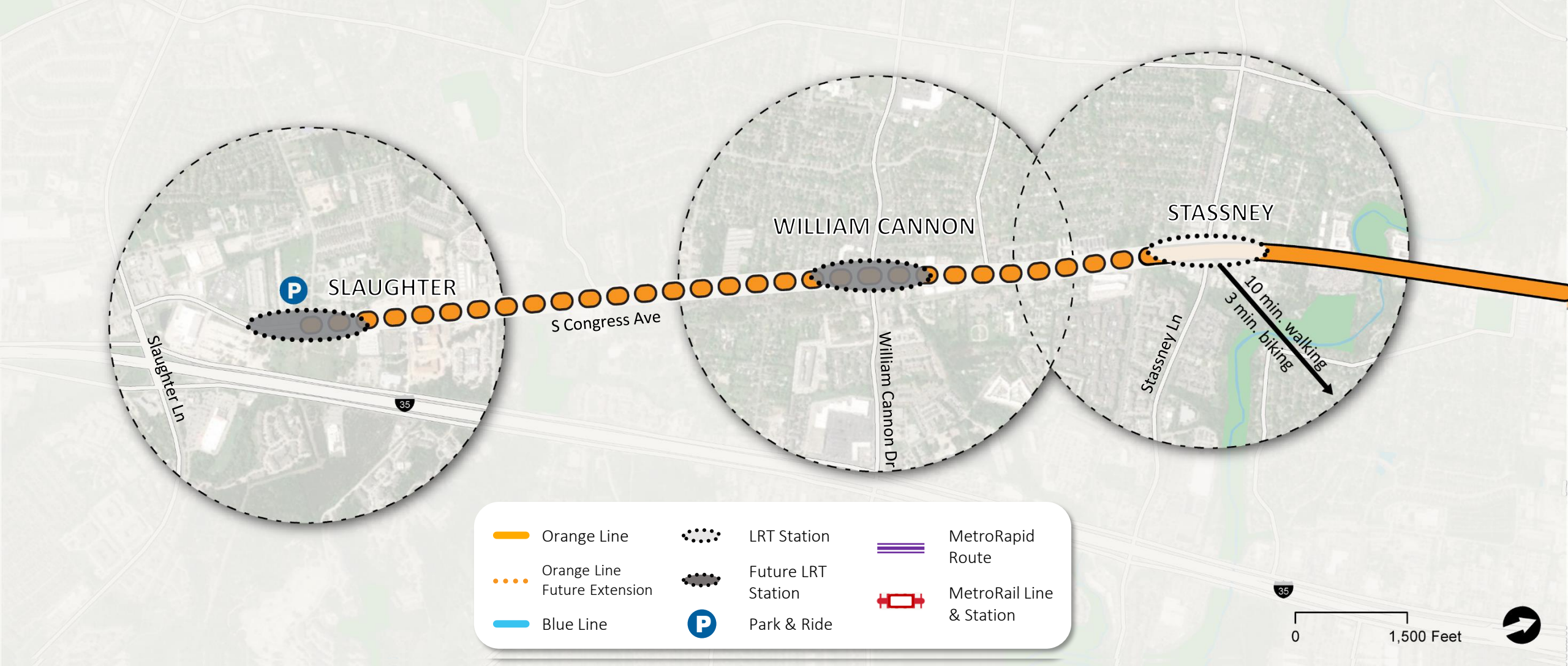
Orange Line Stations - South

Note: Station locations and names subject to change



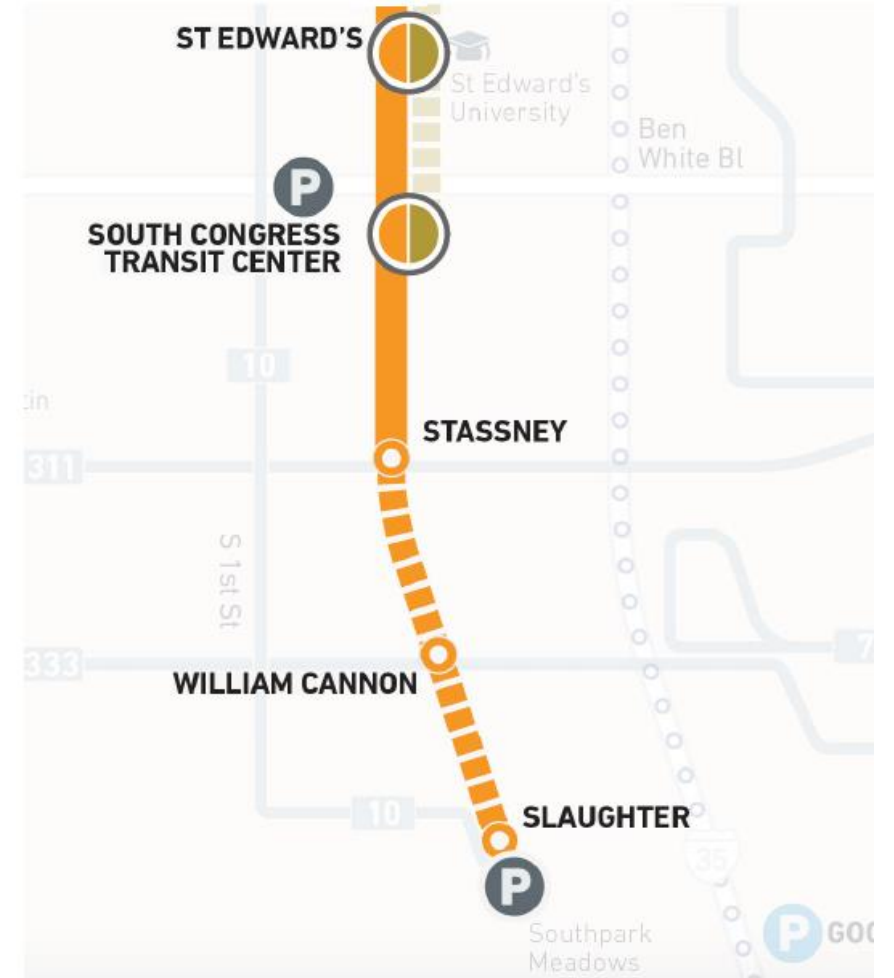
Orange Line – Slaughter to Stassney

Note: Station locations and names subject to change






Orange Line Extensions - South

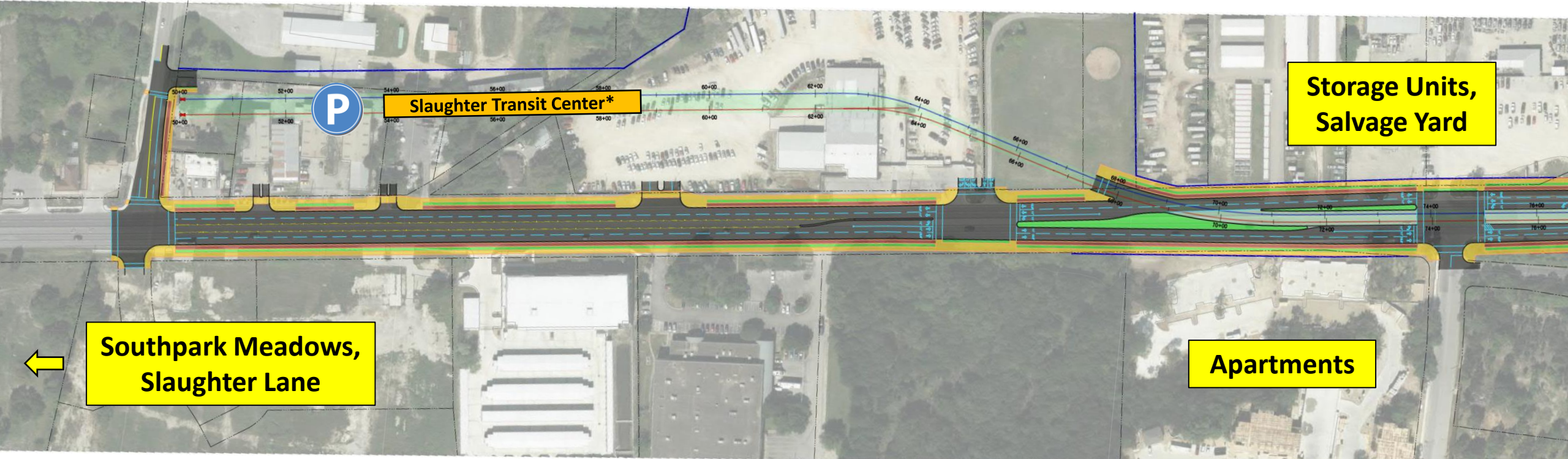
- Initial Investment Begins / Ends at Stassney.
- Future Extension would continue to Slaughter Lane.
- Until the future extension is complete, the Orange Line Extensions will be served by enhanced MetroRapid.
- Current federal review process (NEPA) includes the Orange Line Extensions to expedite design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



Slaughter Transit Center

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

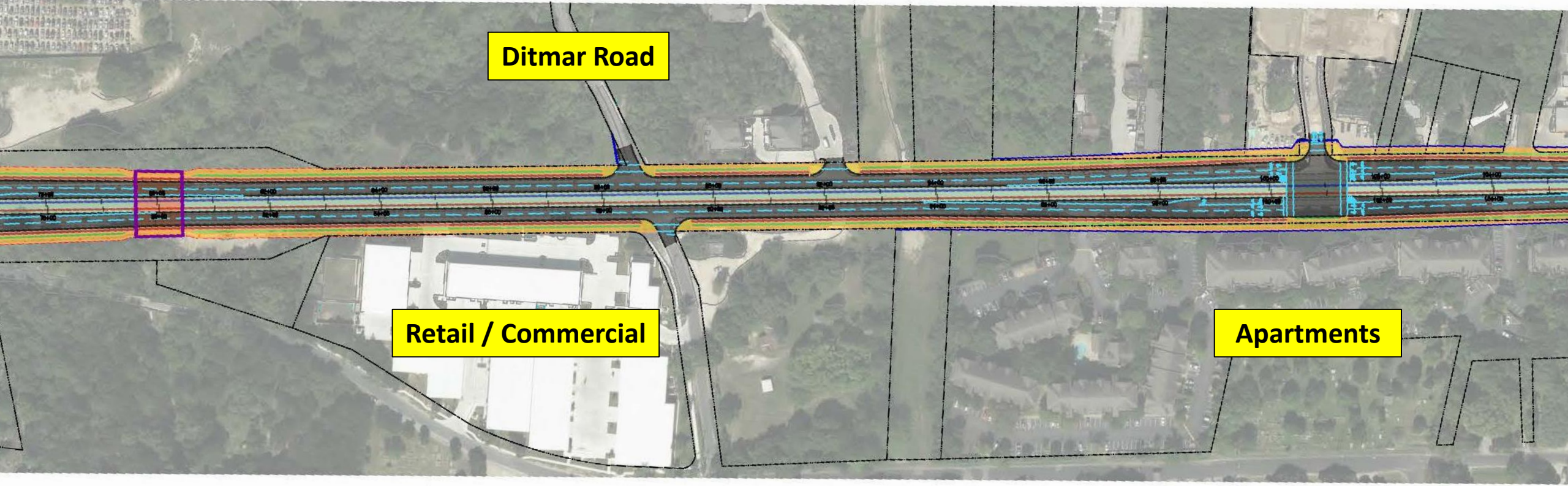
	Tree Zone / Median		Roadway
	Bikeway		Sidewalk



South Congress at Ditmar Road

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

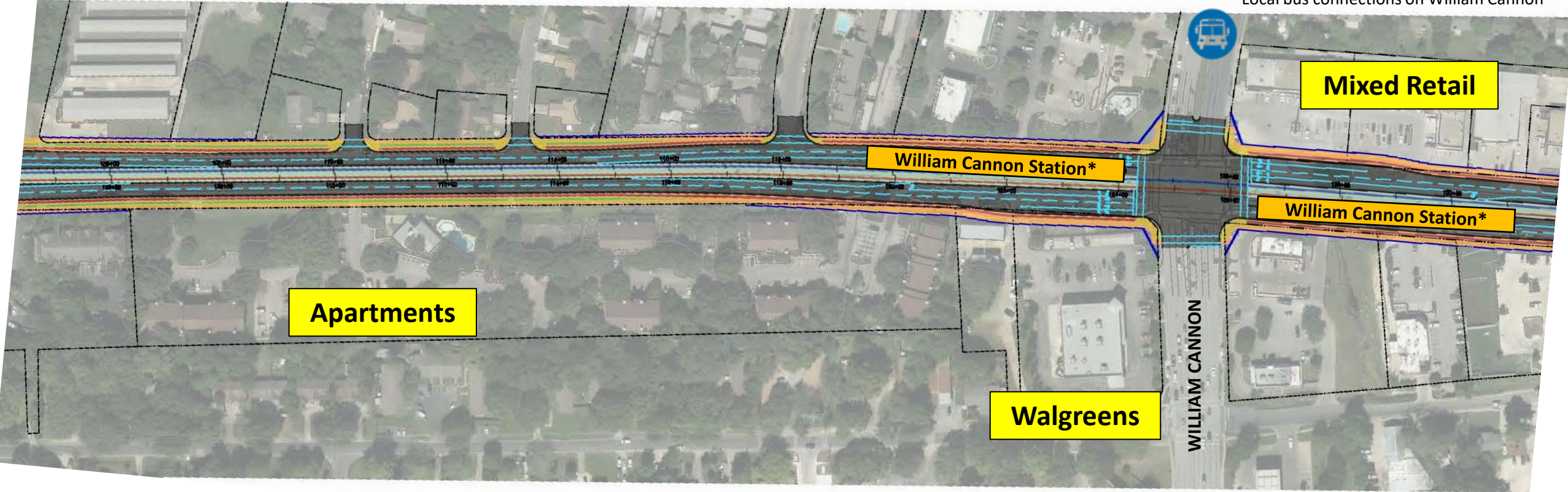


South Congress at William Cannon Station

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

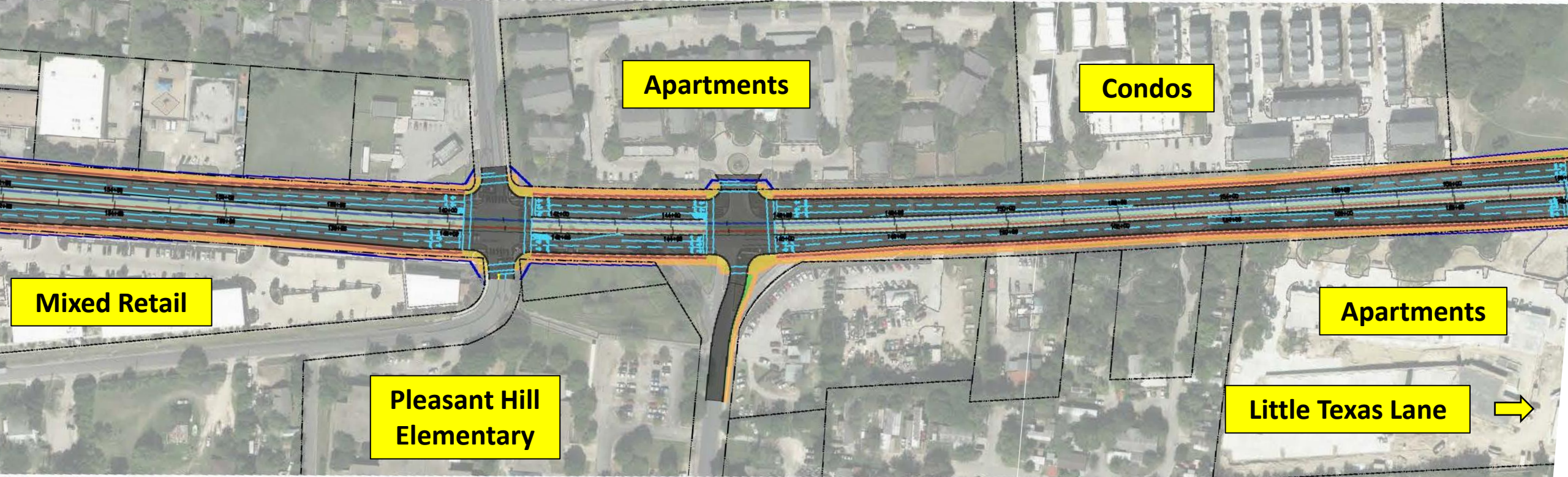
*Local bus connections on William Cannon



South Congress to Little Texas Lane

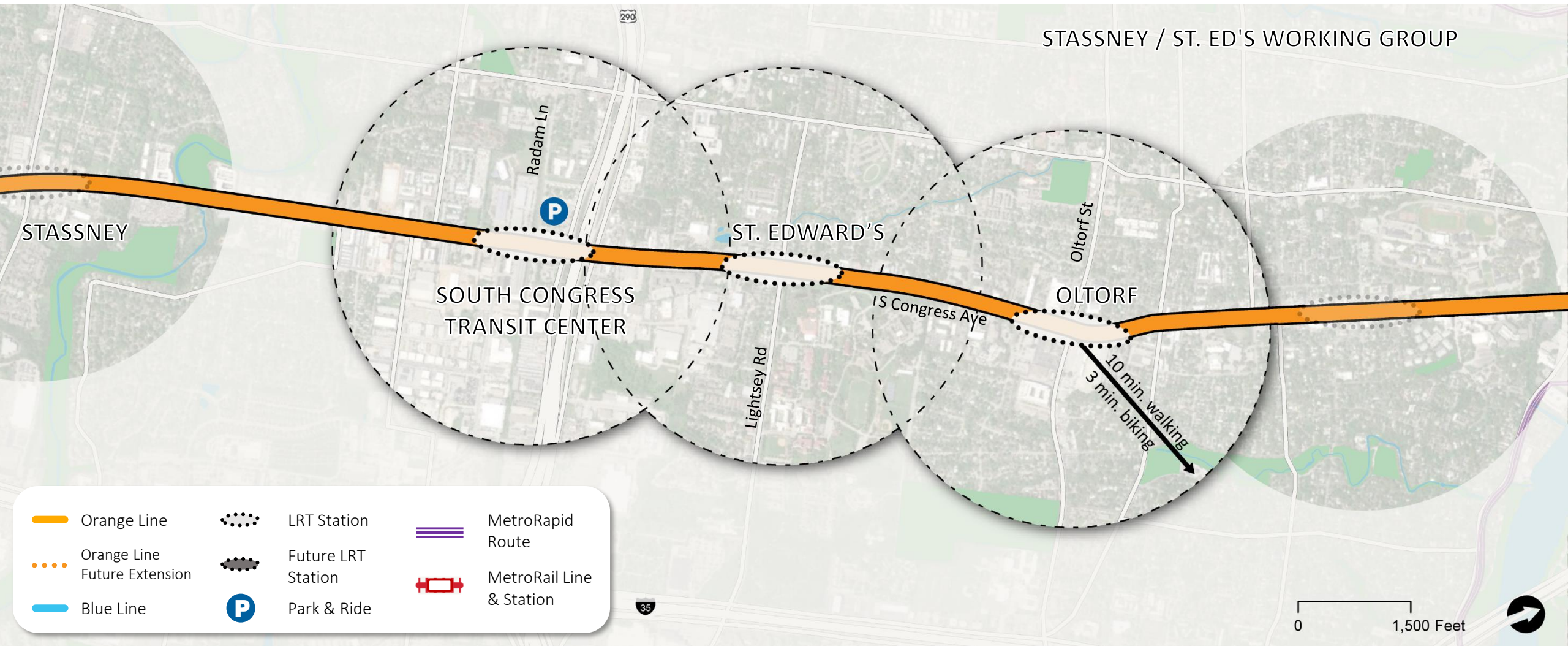
*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk



Orange Line – Stassney to Oltorf

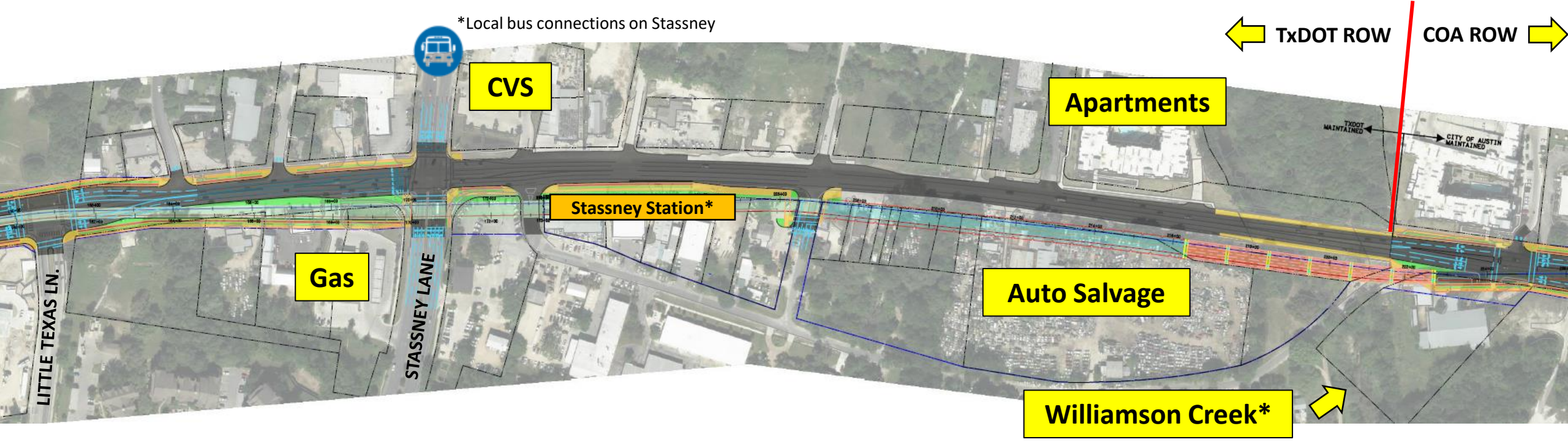
Note: Station locations and names subject to change



South Congress at Stassney Station

*Station locations and names subject to change

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



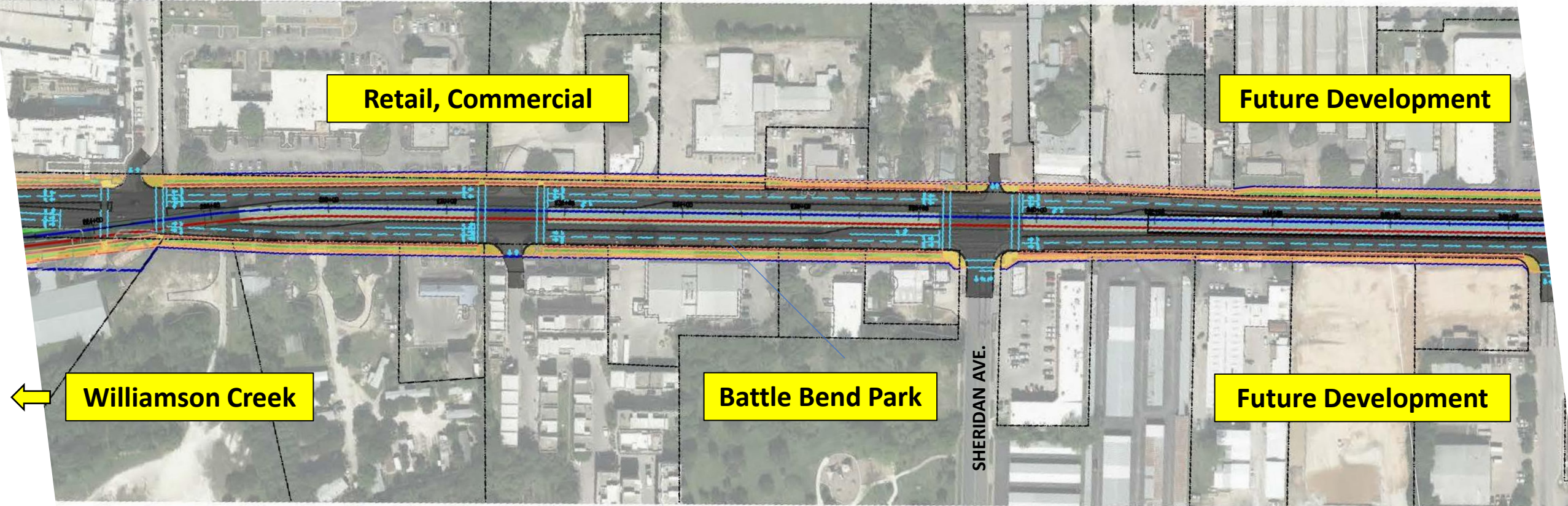
*Structure over creek due to floodplain conditions



Stassney to South Congress Transit Center

*Station locations and names subject to change

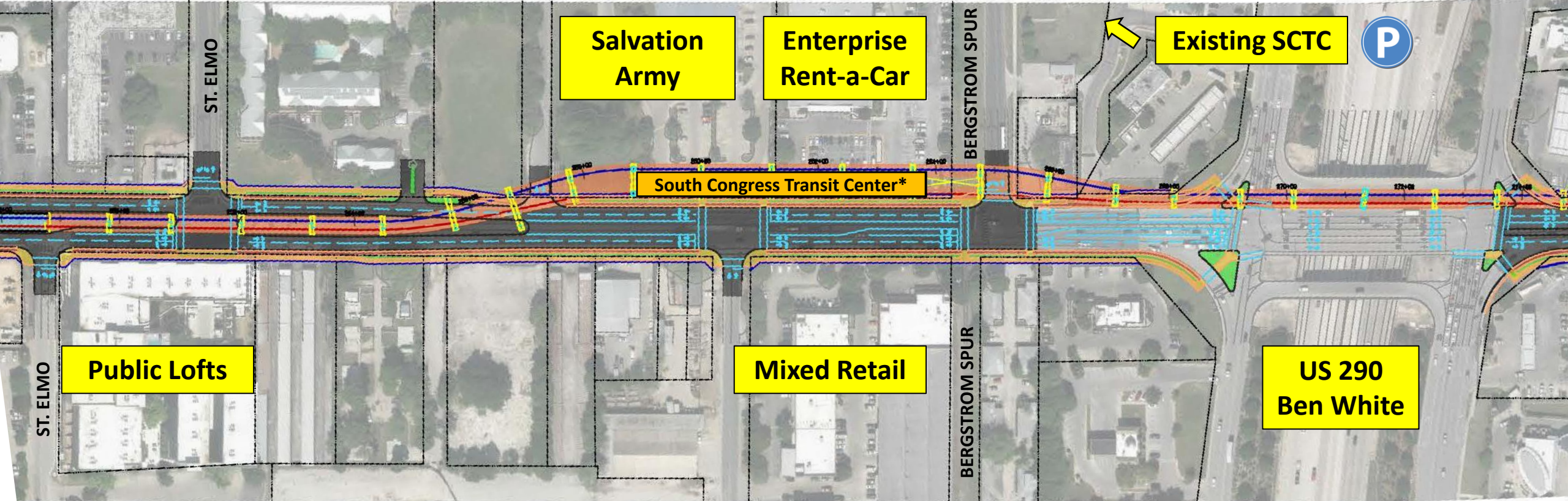
- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



South Congress Transit Center

*Station locations and names subject to change

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

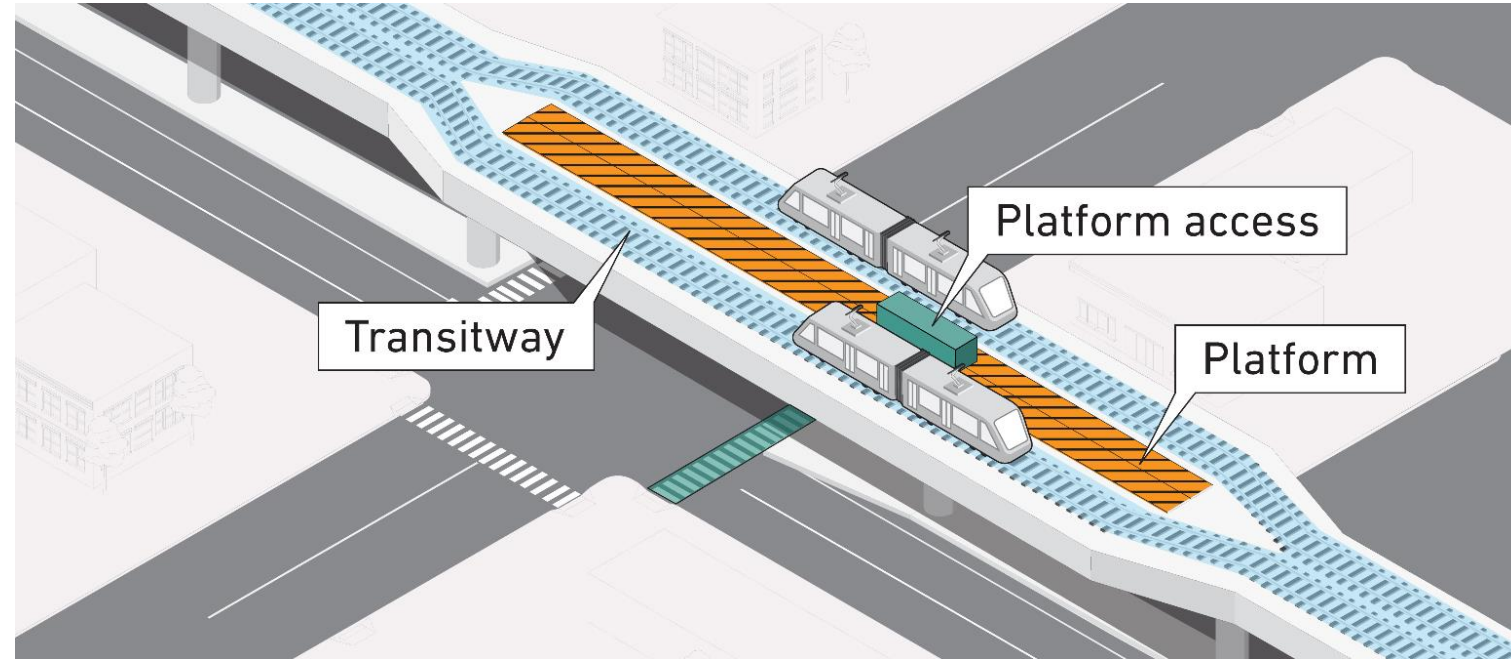


Elevated Platform – Typical Layout



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

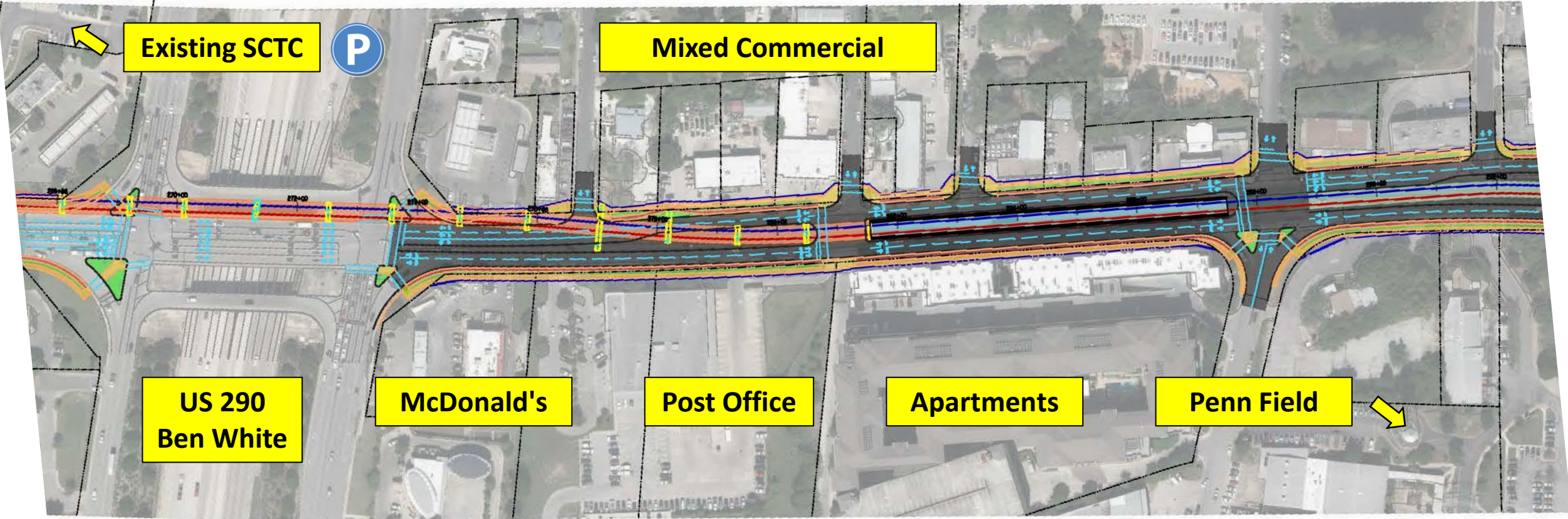
- Passengers access platforms directly from the sidewalk.
- Elevated transitway and stations are used to address engineering or environmental challenges, including:
 - Crossing other major transportation infrastructure



US 290 to Penn Field


*Station locations and names subject to change

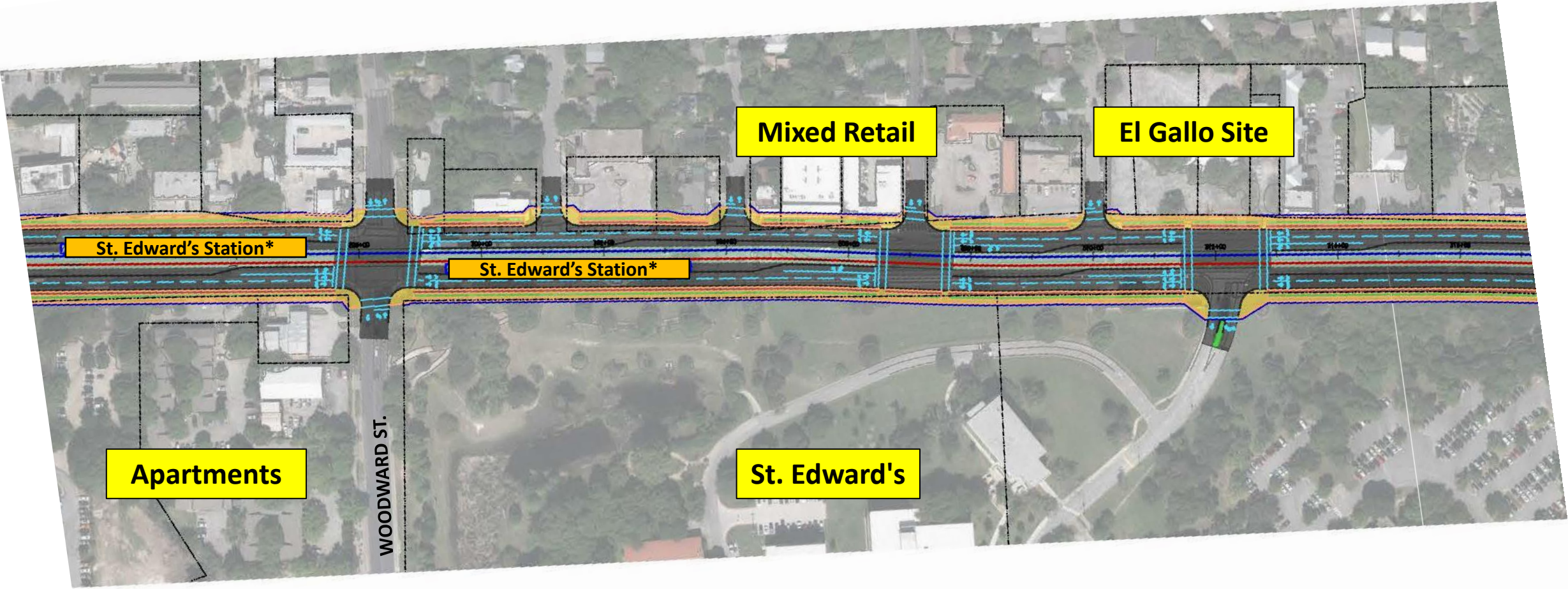
- Elevated Track
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



St. Edward's University (Split Platform Option)

*Station locations and names subject to change

	Tree Zone / Median		Roadway
	Bikeway		Sidewalk

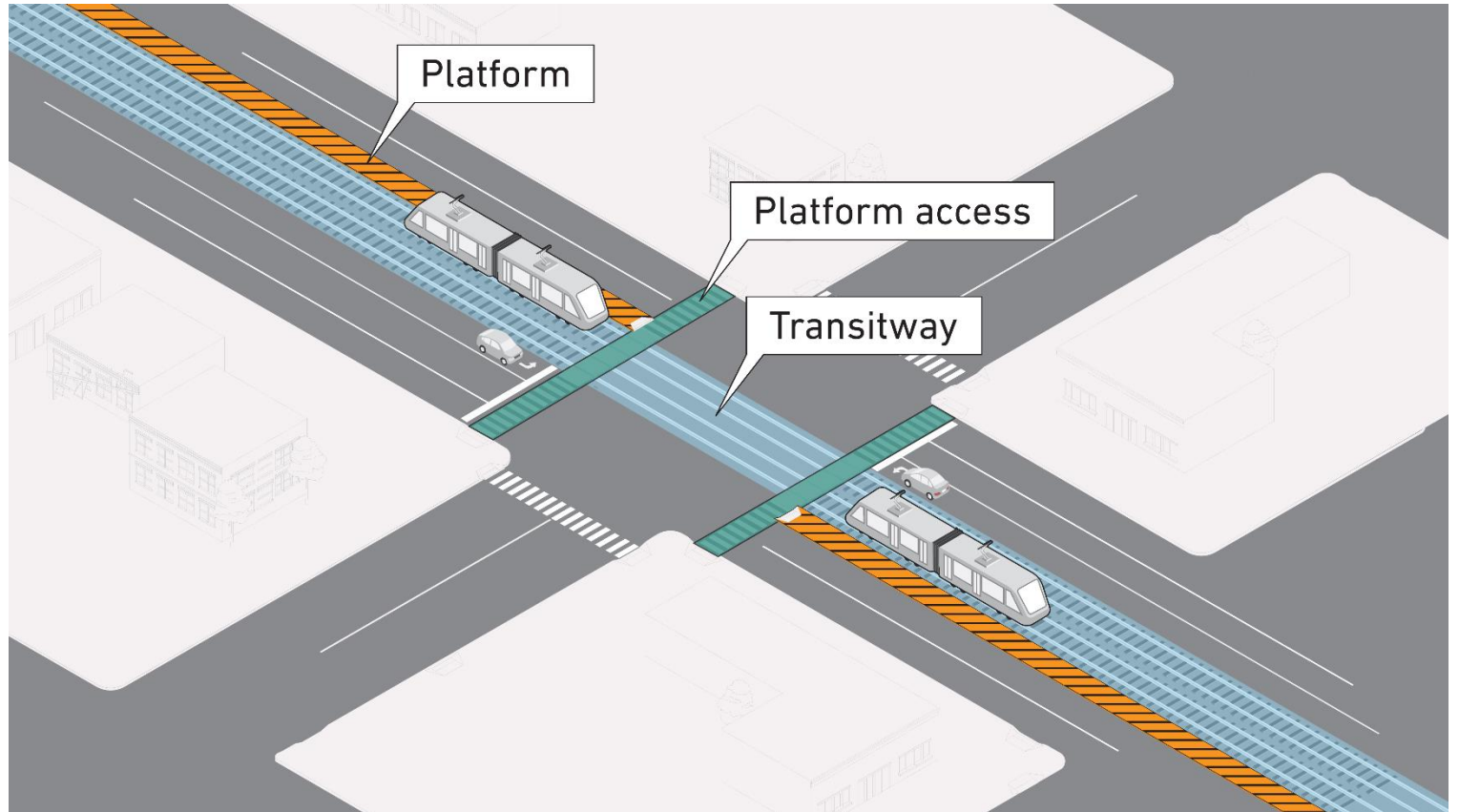


Split Platform Station – Typical Layout



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

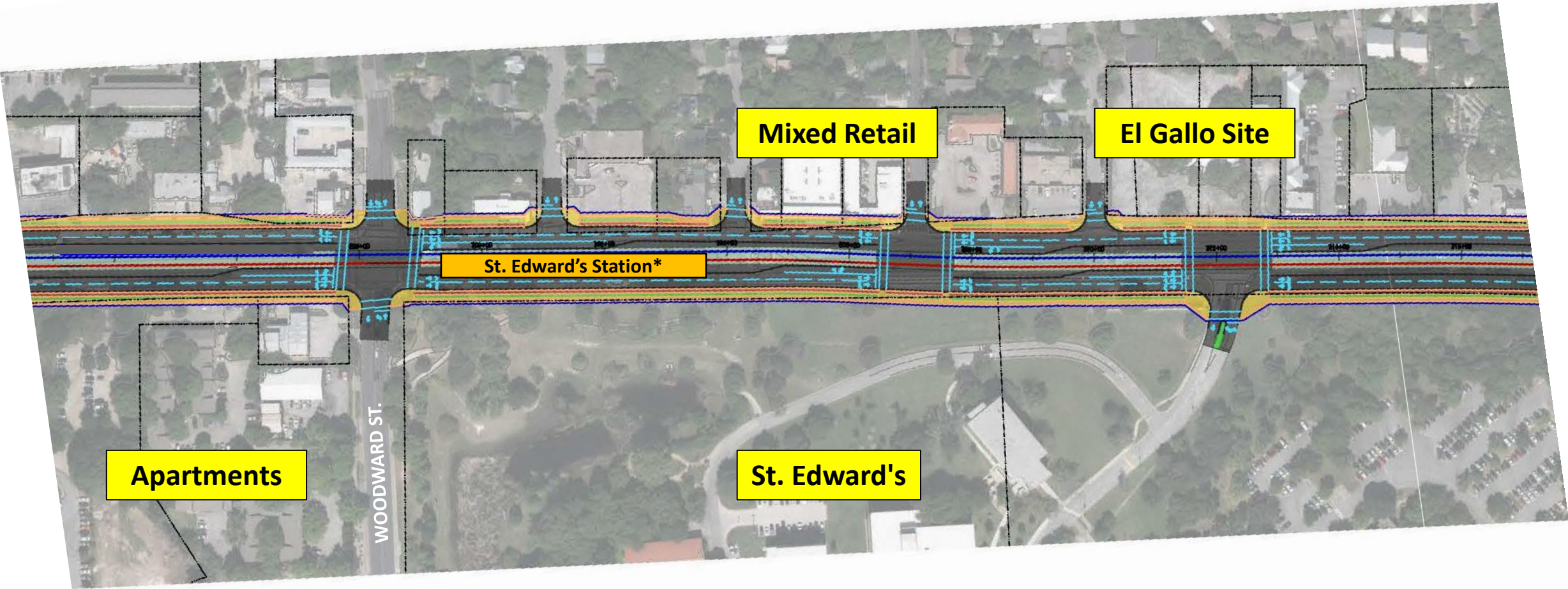
- Platforms are narrower since they only serve one direction.
- Offset platforms can provide more space for left turn lanes.



St. Edward's University (Center Platform Option)

*Station locations and names subject to change

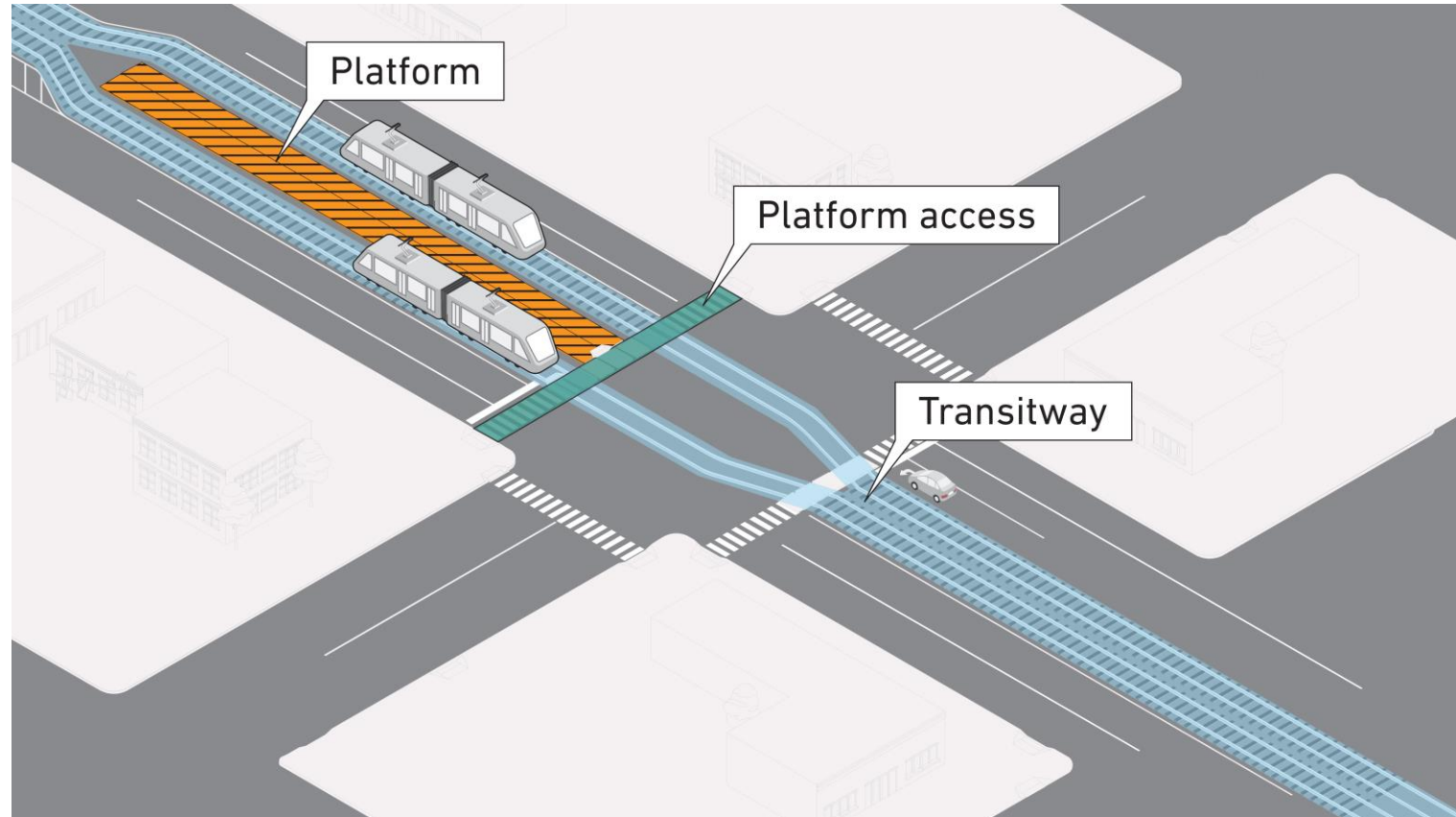
	Tree Zone / Median		Roadway
	Bikeway		Sidewalk



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

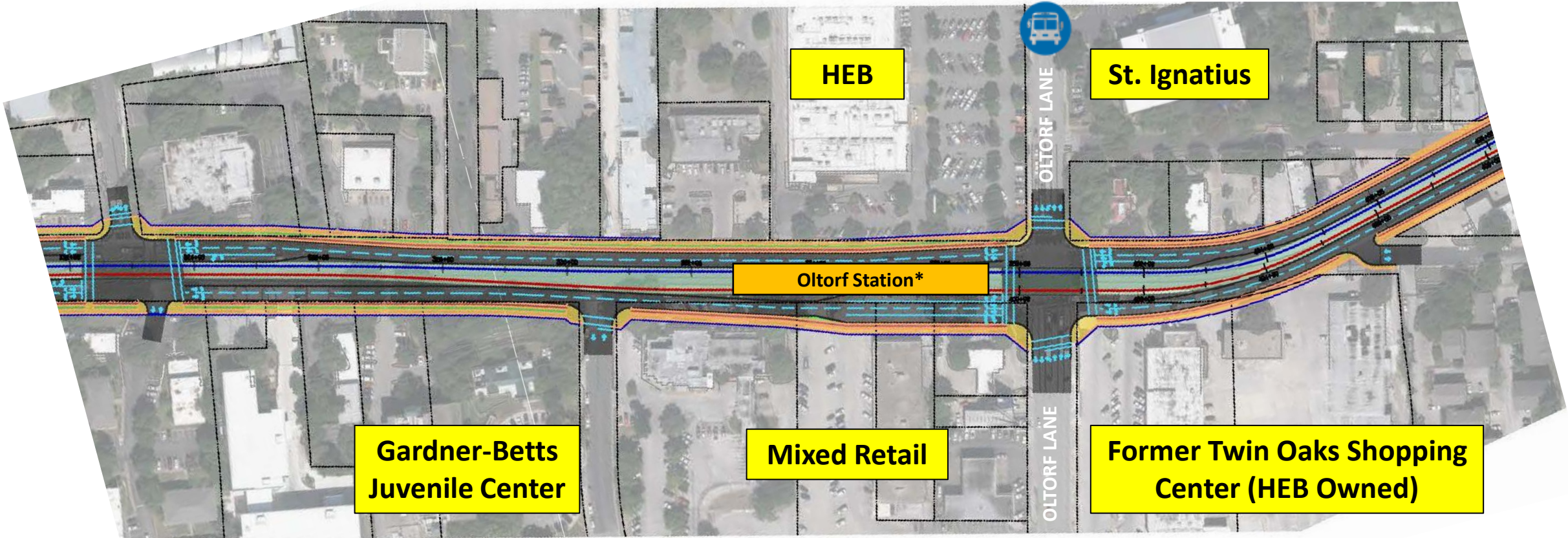


South Congress at Oltorf Station

*Station locations and names subject to change

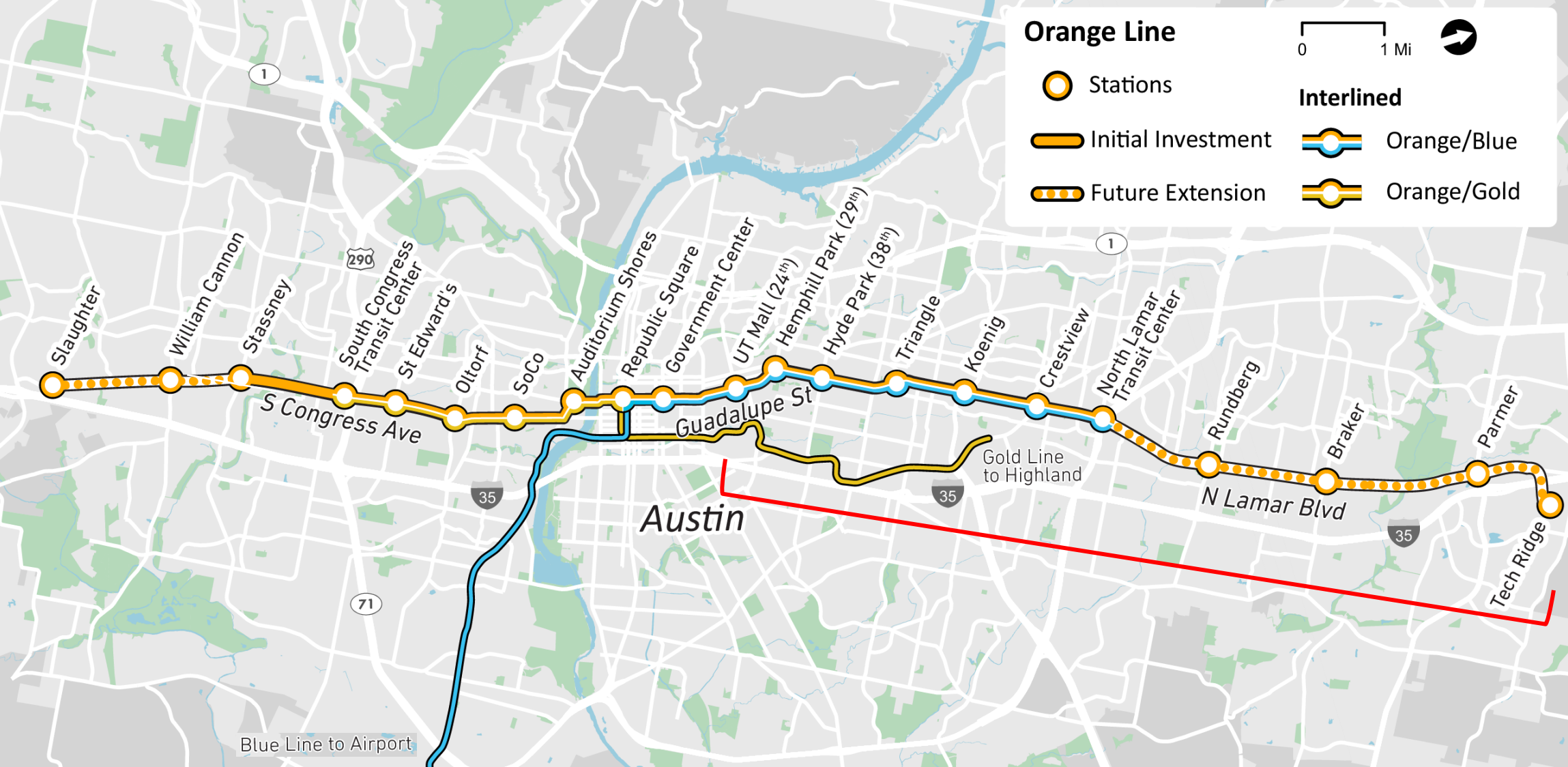
*Local bus connections on Oltorf

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



Orange Line Stations - North

Note: Station locations and names subject to change



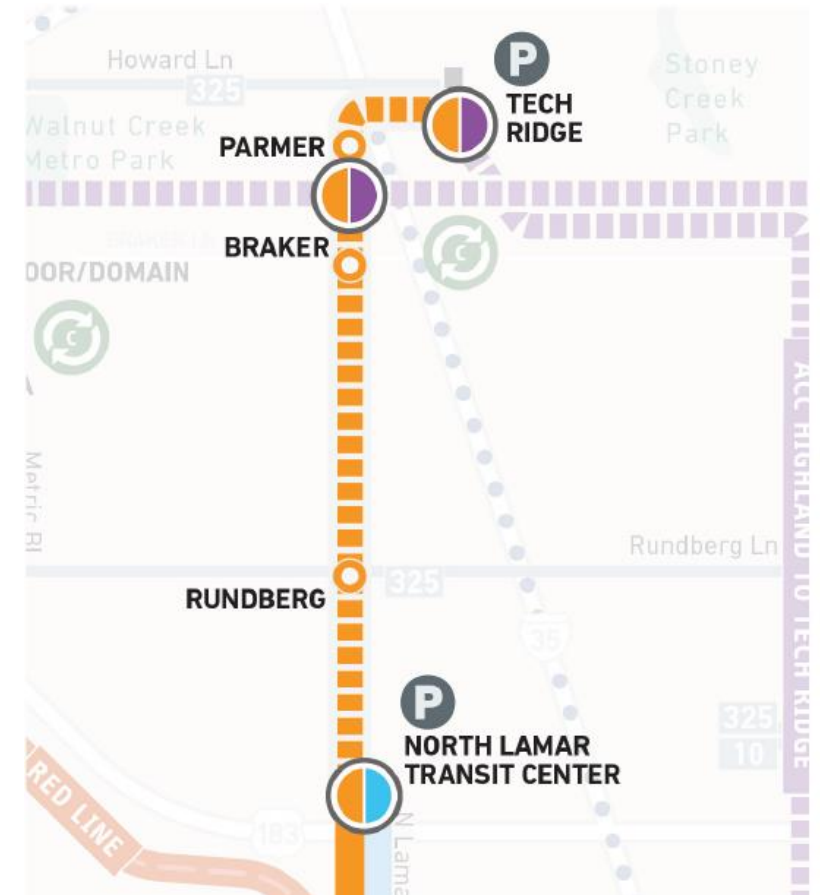
Orange Line – Rundberg to North Lamar Transit Center

Note: Station locations and names subject to change



Orange Line Extensions - North

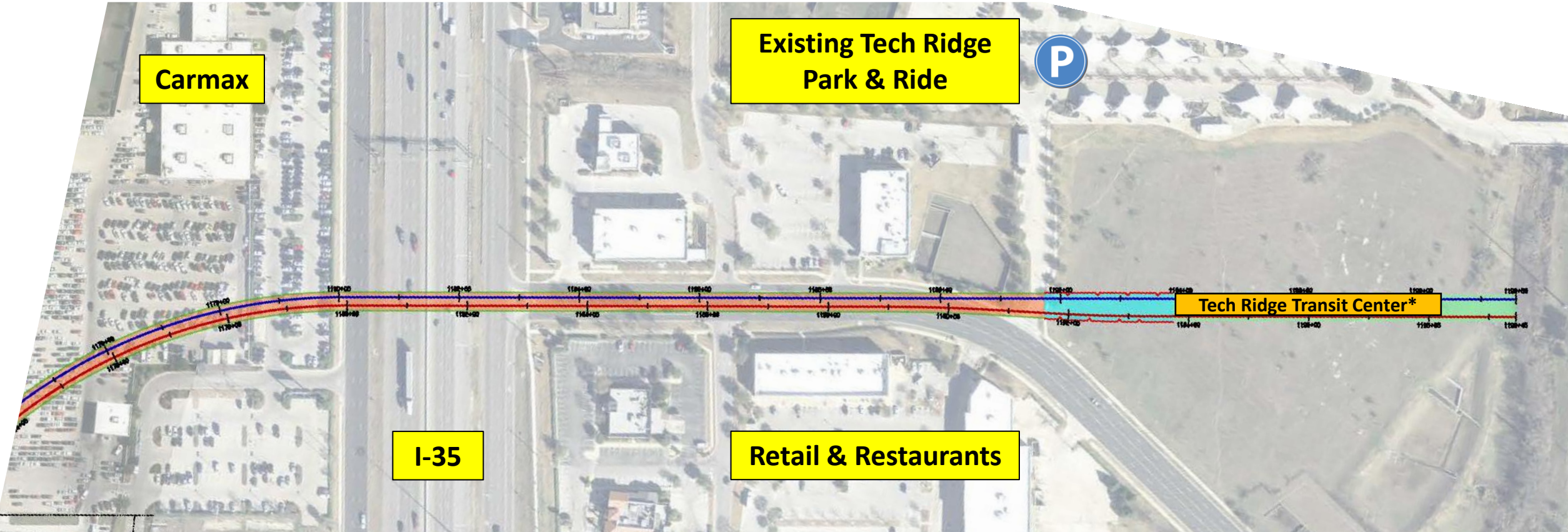
- Initial Investment Begins / Ends at North Lamar Transit Center.
- Future Extension would continue to Tech Ridge
- Until the future extension is complete, the Orange Line Extensions will be served by enhanced MetroRapid.
- Current federal review process (NEPA) includes the Orange Line Extensions to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



Tech Ridge Transit Center at I-35

*Station locations and names subject to change

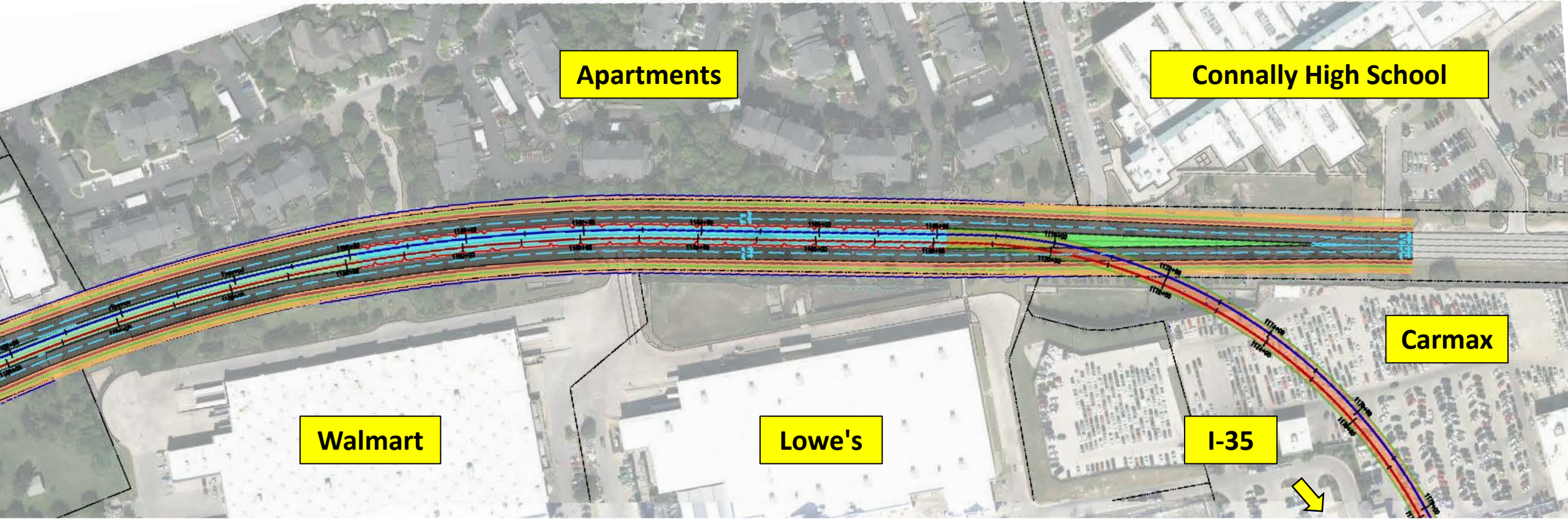
- Elevated Track
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



Far North Lamar

*Station locations and names subject to change

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

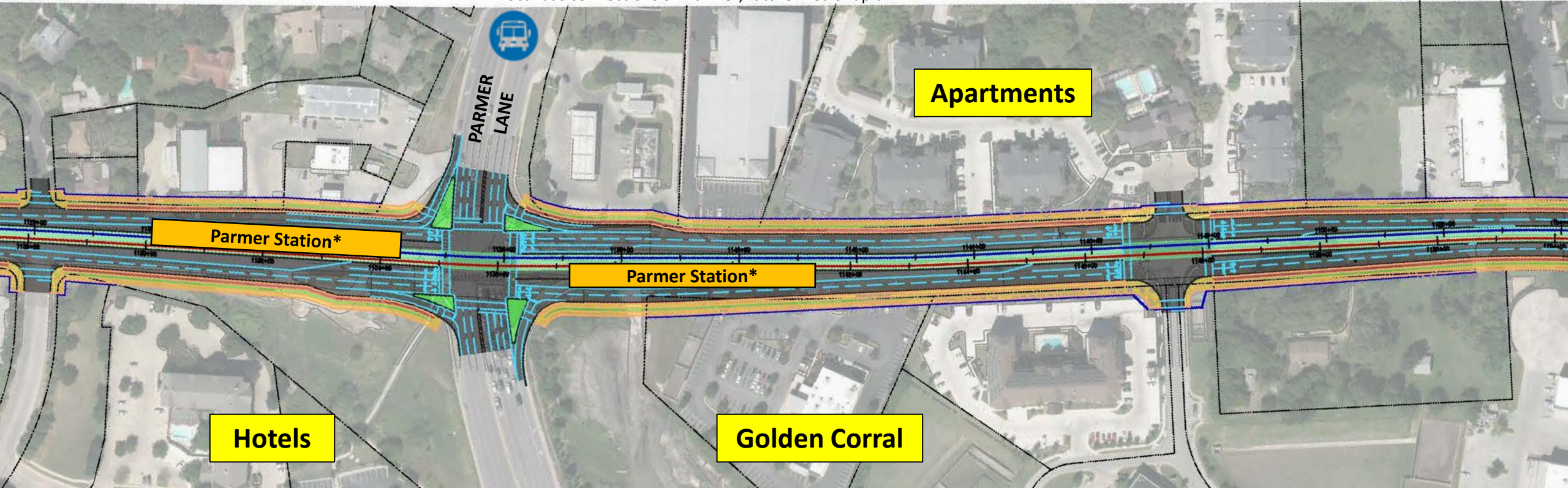


North Lamar at Parmer Station

*Station locations and names subject to change

- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk

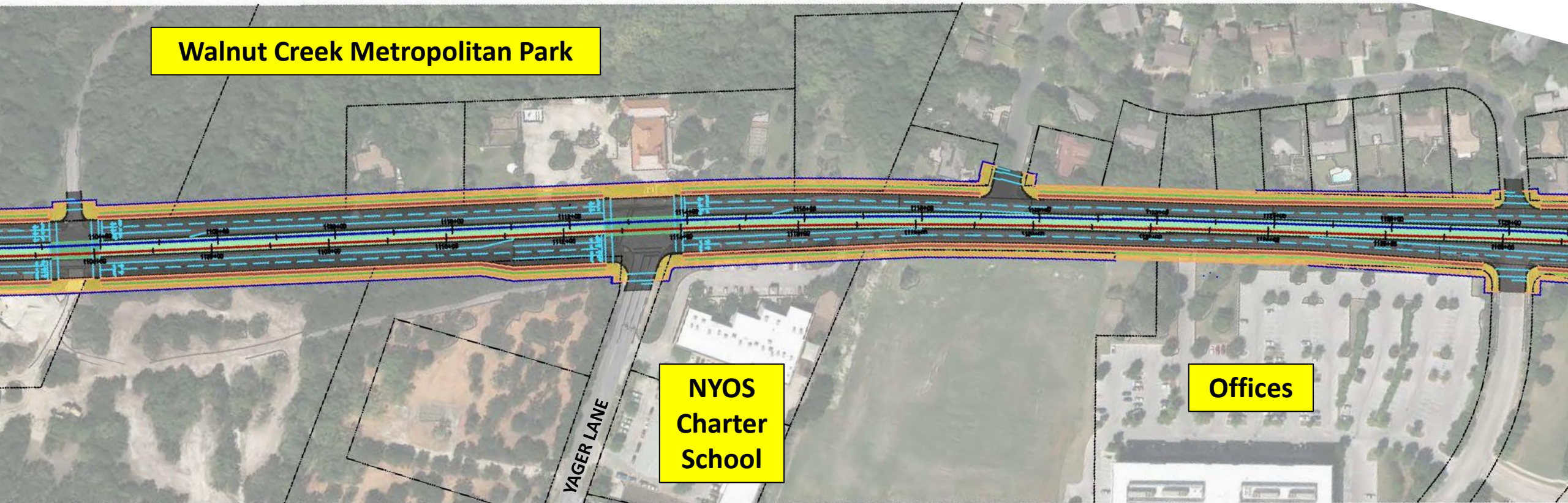
*Local bus connections on Parmer, future MetroRapid



North Lamar at Yager Lane

*Station locations and names subject to change

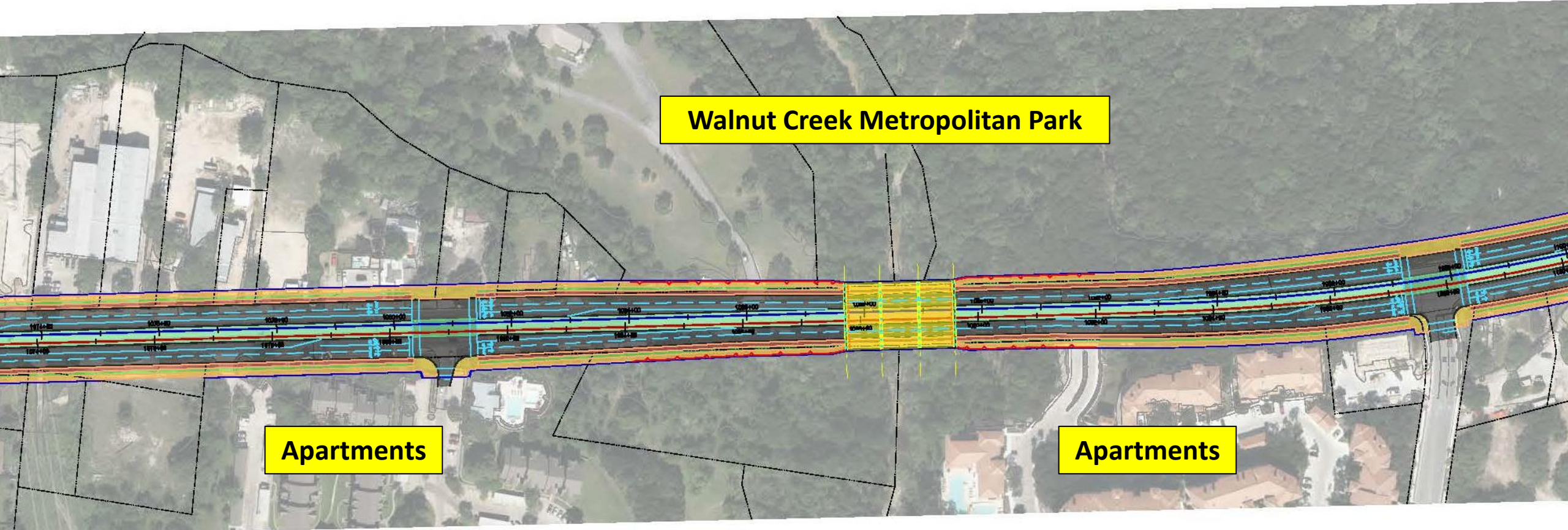
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



North Lamar at Walnut Creek

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



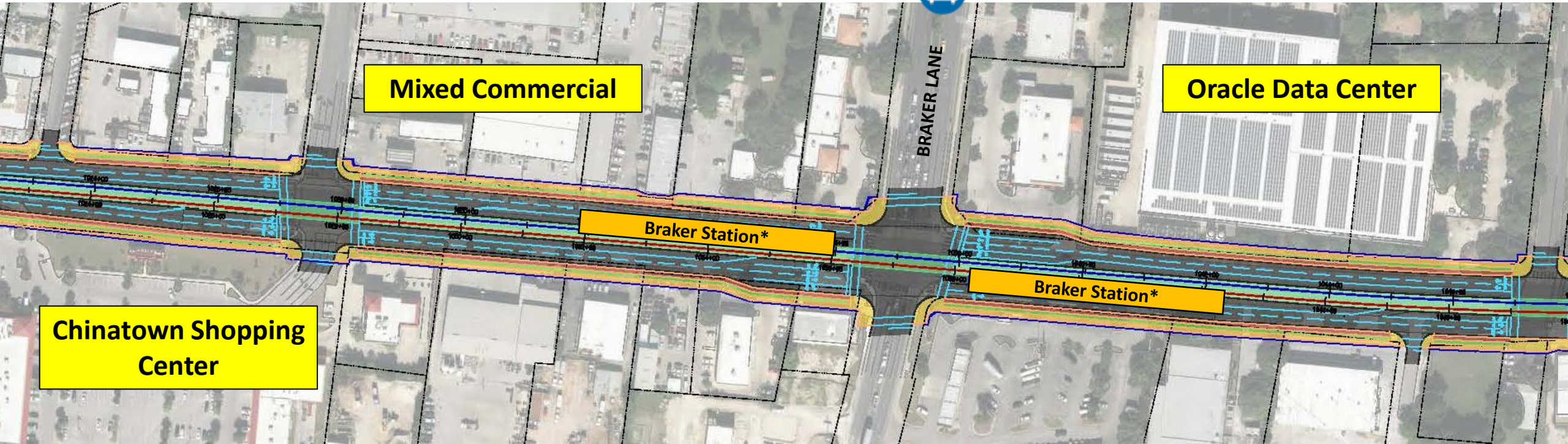
North Lamar at Braker Station

*Station locations and names subject to change

- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



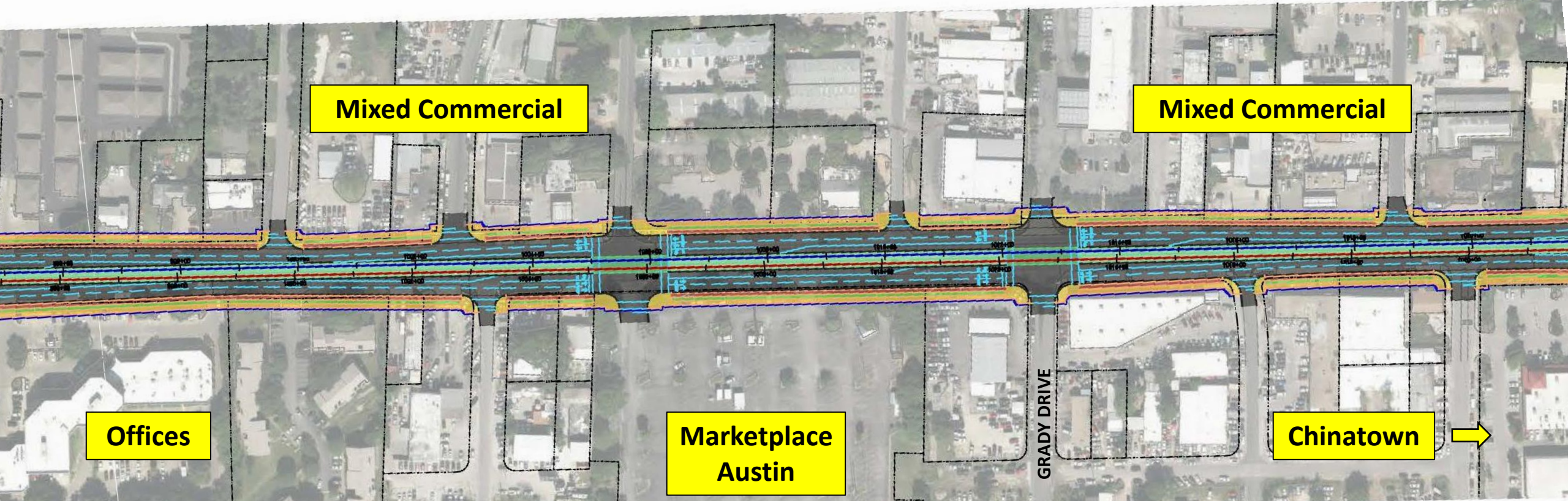
*Local bus connections on Braker



North Lamar - Chinatown to Masterson

*Station locations and names subject to change

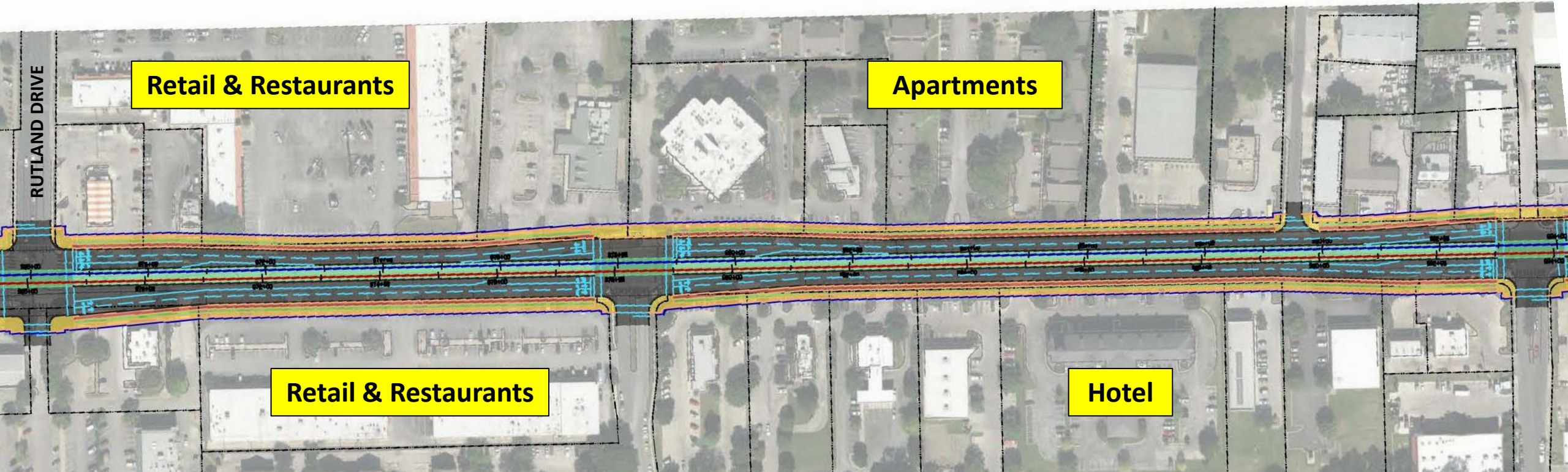
	Tree Zone / Median		Roadway
	Bikeway		Sidewalk



North Lamar at Rutland Drive

*Station locations and names subject to change

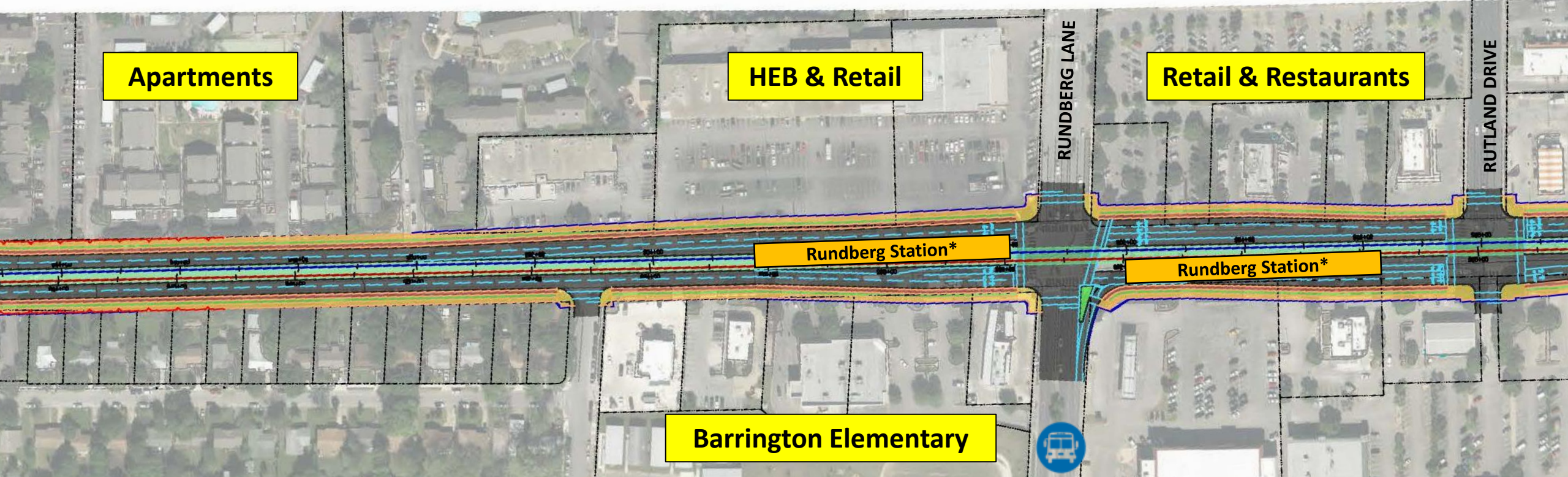
- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



North Lamar at Rundberg Station

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



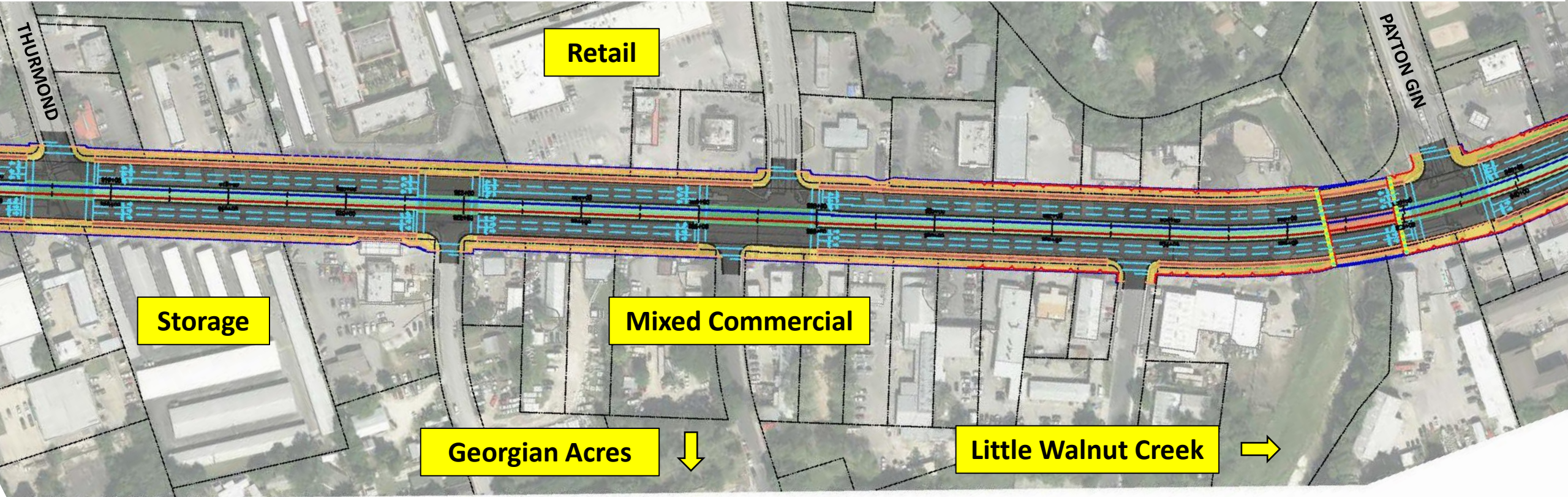
*Local bus connections on Rundberg



North Lamar at Little Walnut Creek

*Station locations and names subject to change

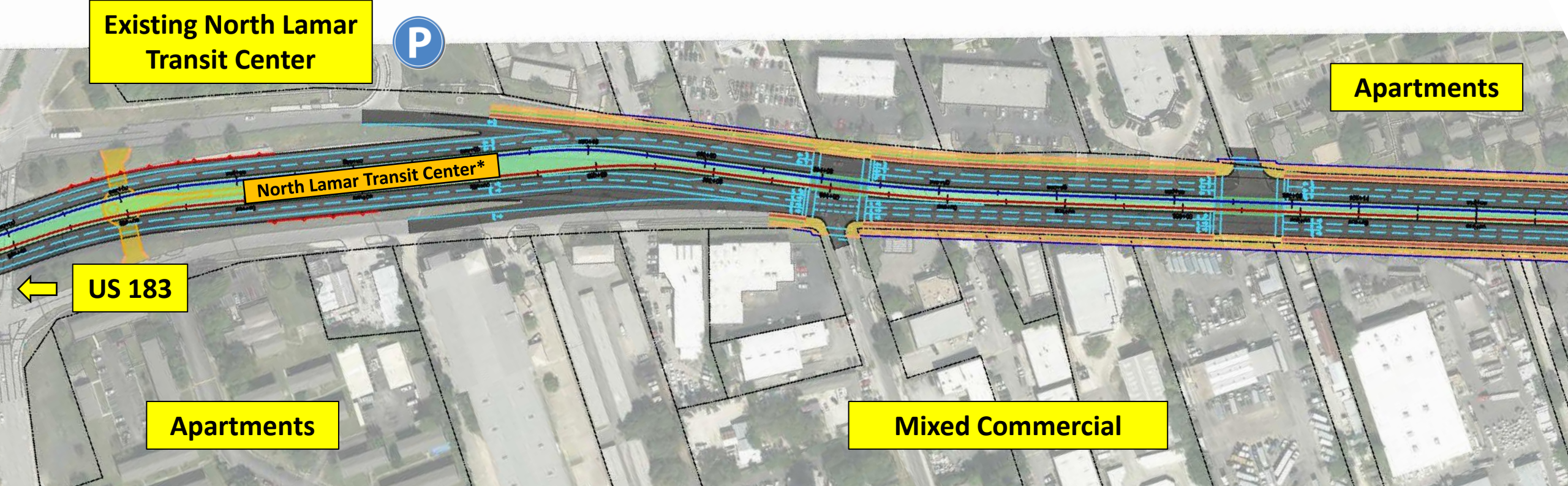
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



North Lamar Transit Center

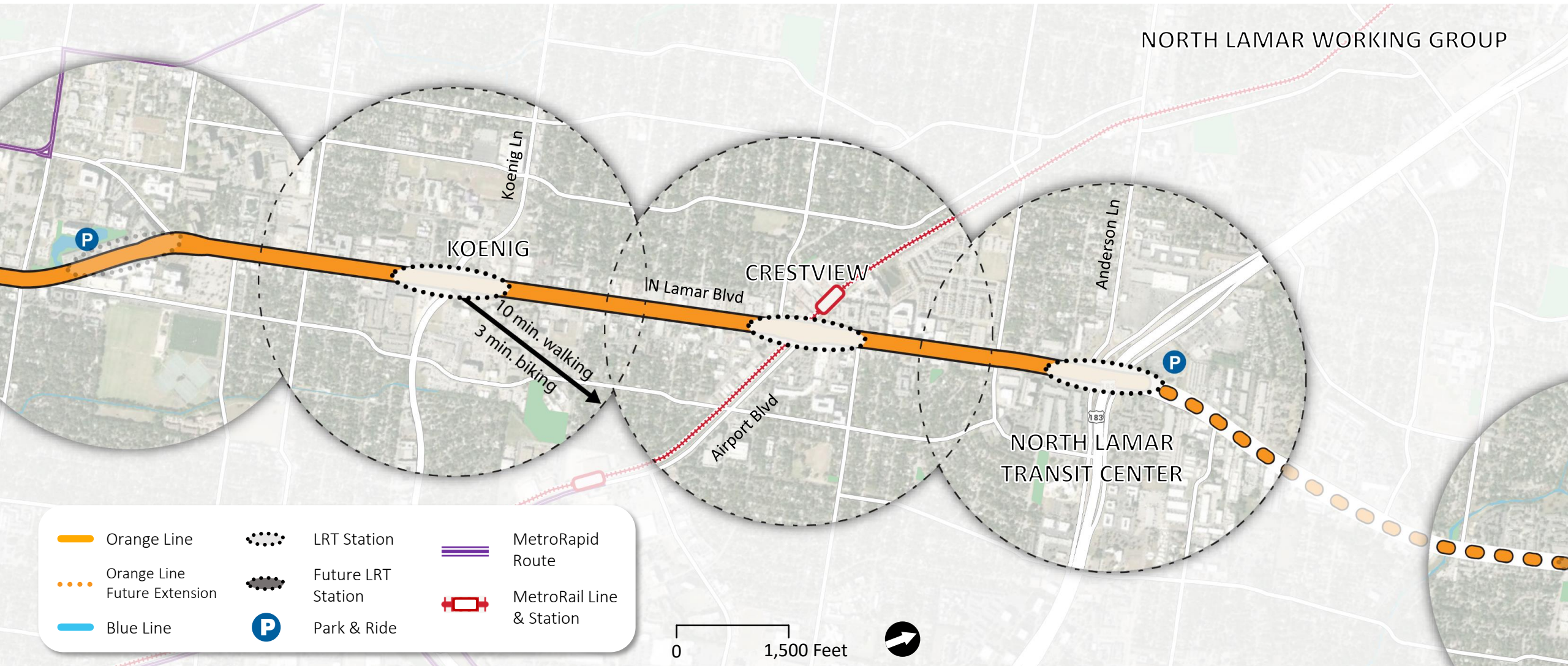
*Station locations and names subject to change

- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



Orange Line – North Lamar Transit Center to Koenig

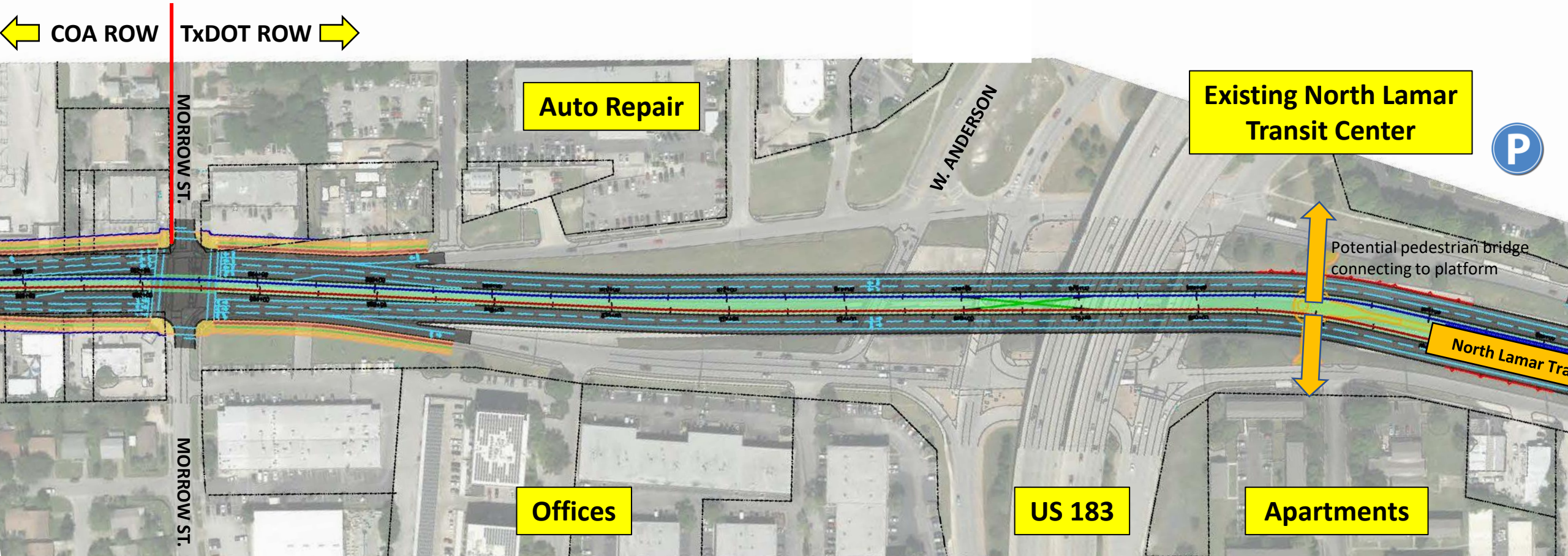
Note: Station locations and names subject to change



North Lamar Transit Center and US 183

*Station locations and names subject to change

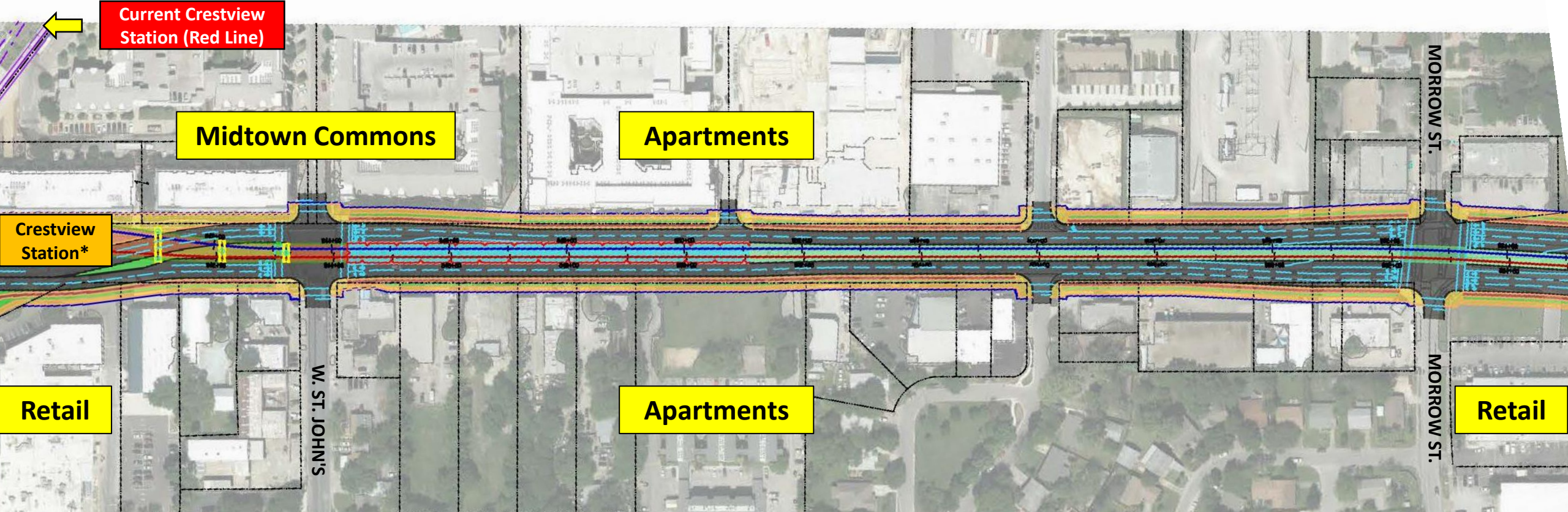
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



North Lamar to Crestview Station

*Station locations and names subject to change

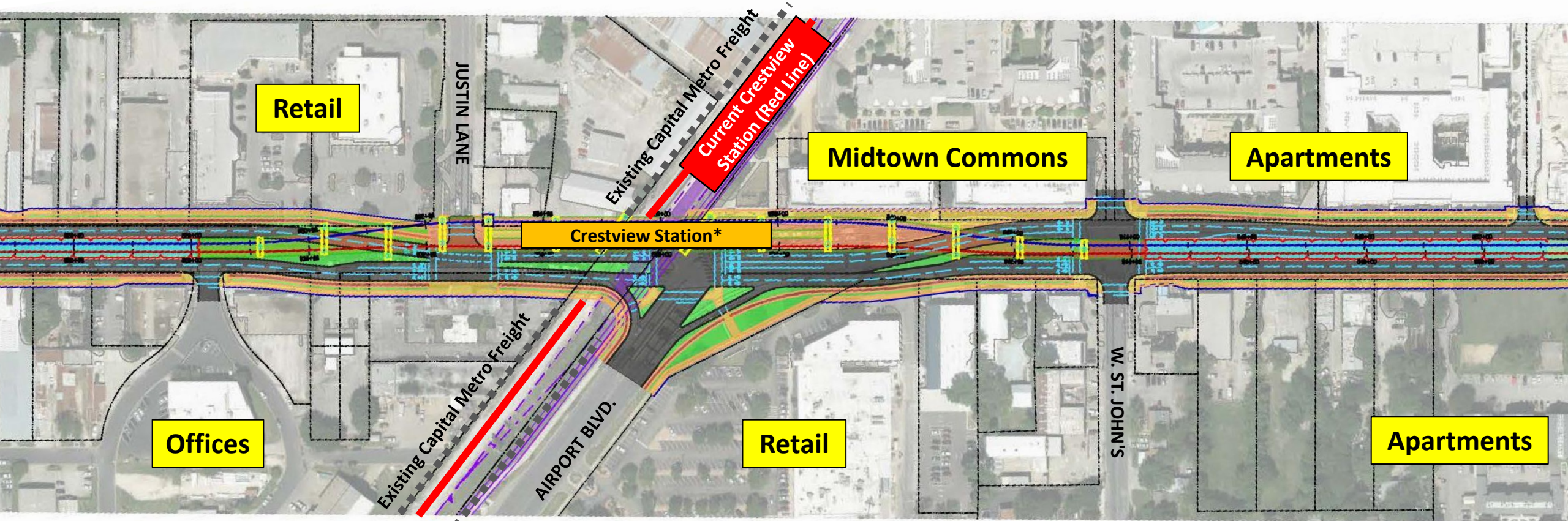
- Elevated Track
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



Crestview Station at Airport Blvd.

*Station locations and names subject to change

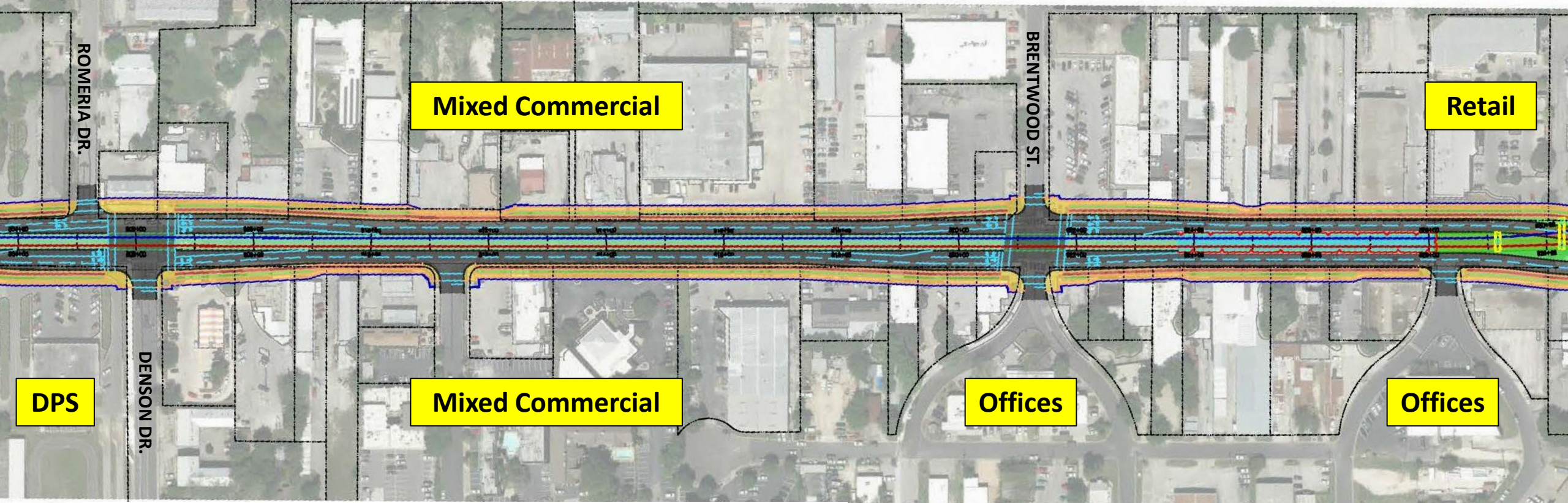
- Elevated Track
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



North Lamar to Denson Drive

*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

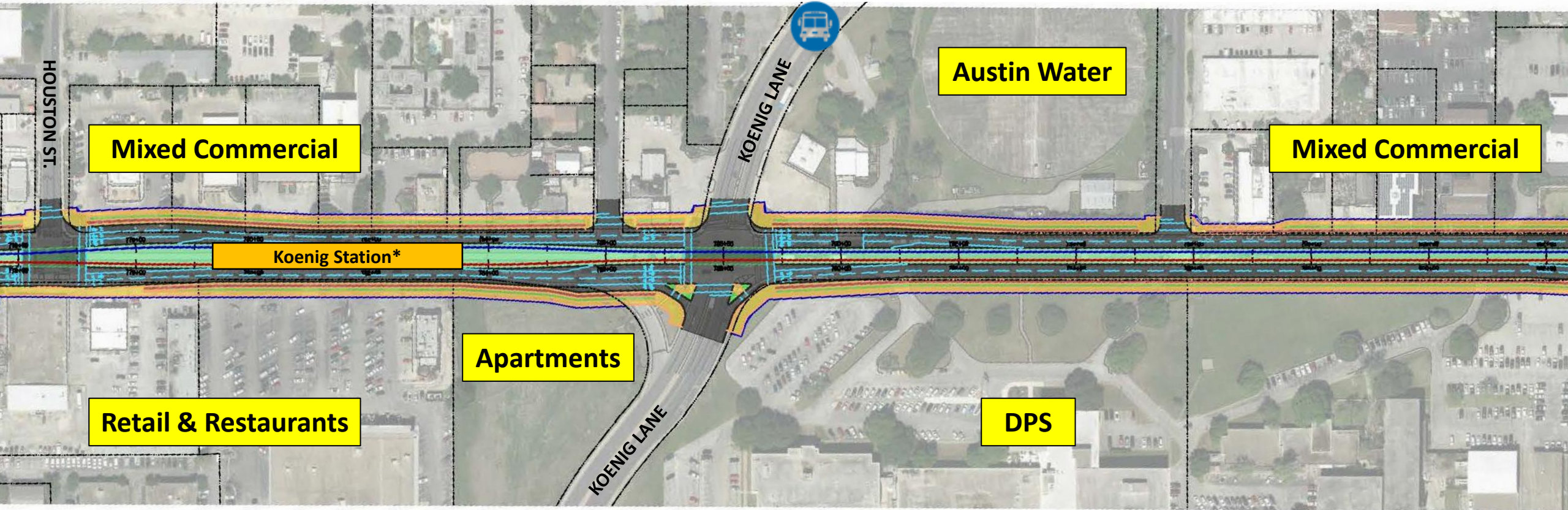


North Lamar at Koenig Station

*Station locations and names subject to change

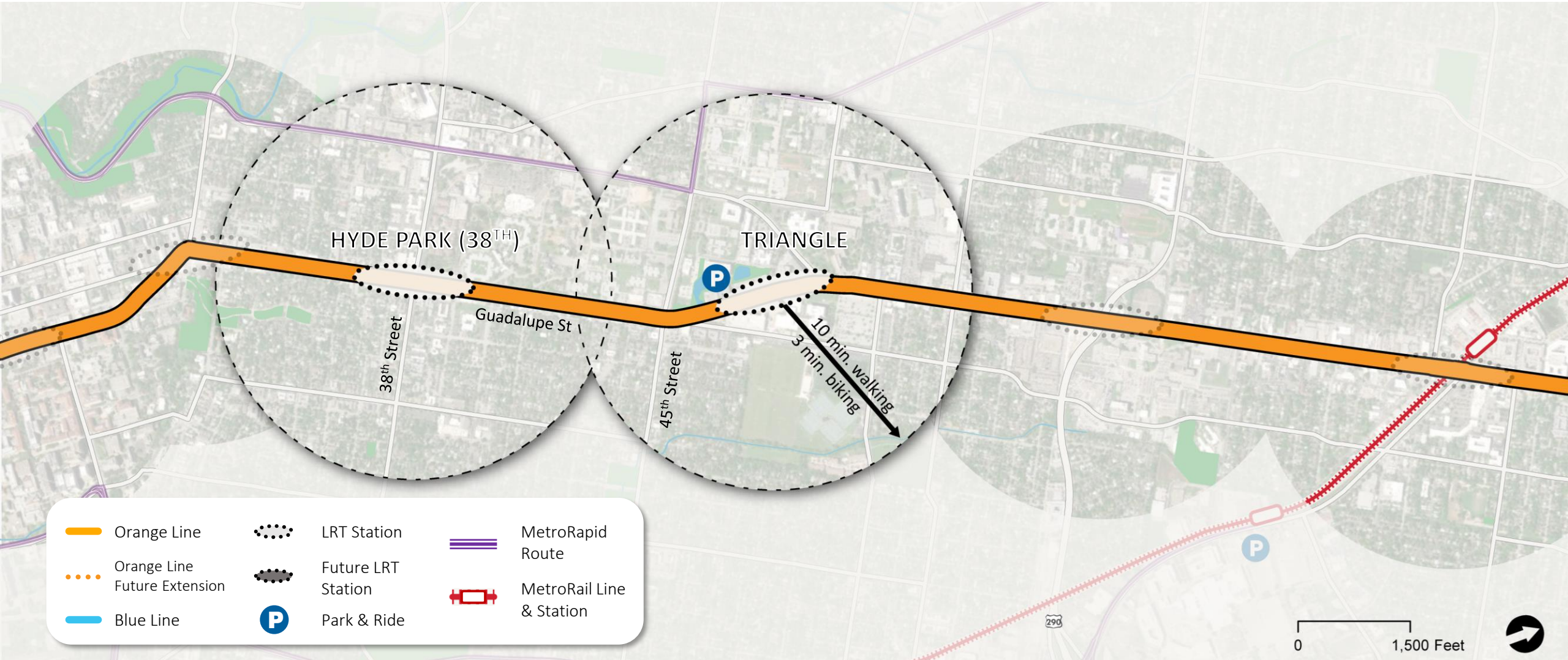
- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

*Local bus connections on Koenig



Orange Line – Koenig to Hyde Park (38th)

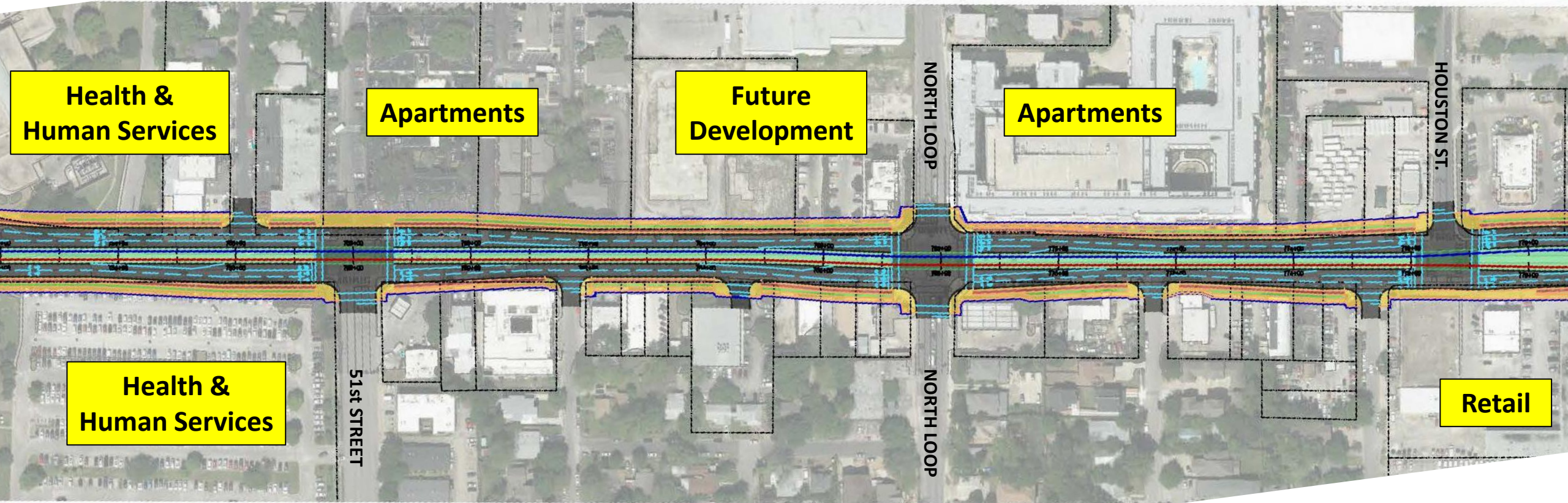
Note: Station locations and names subject to change



North Lamar to the Triangle

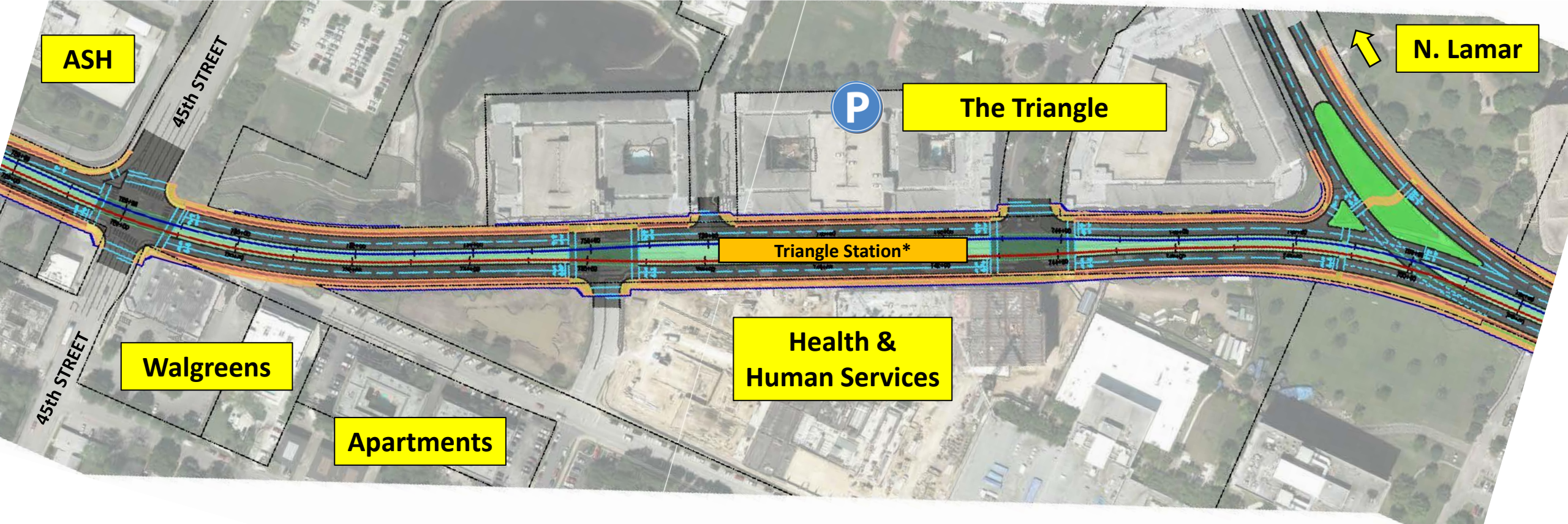
*Station locations and names subject to change

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



North Guadalupe at Triangle Station

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk

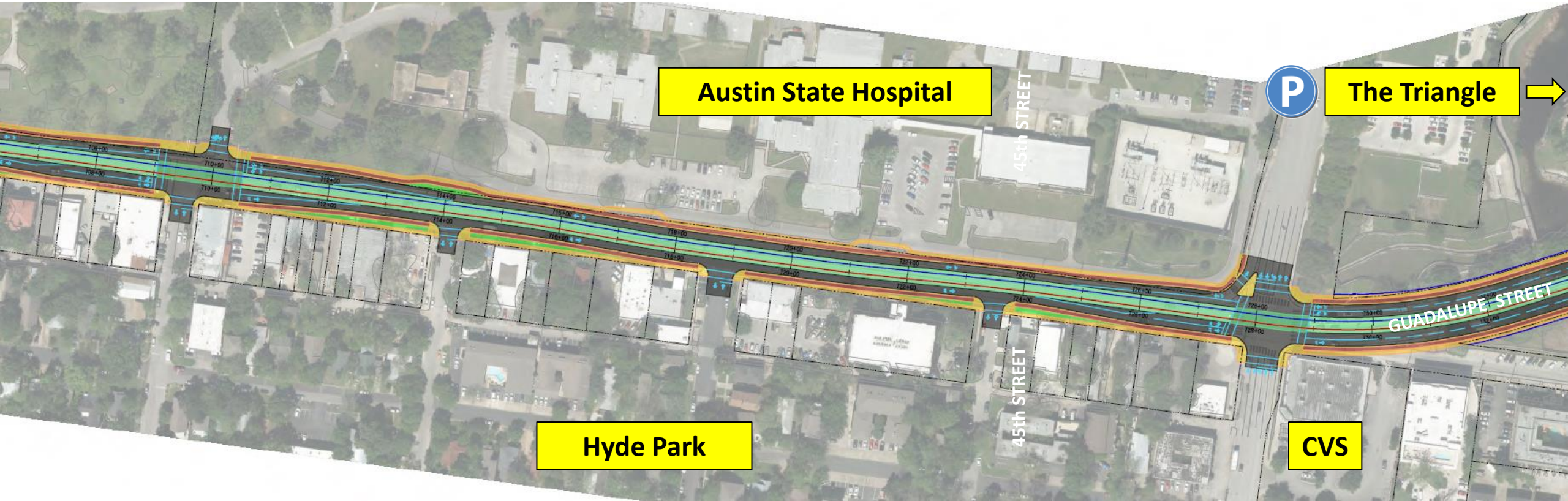


North Guadalupe (38th – 45th) - Existing Conditions

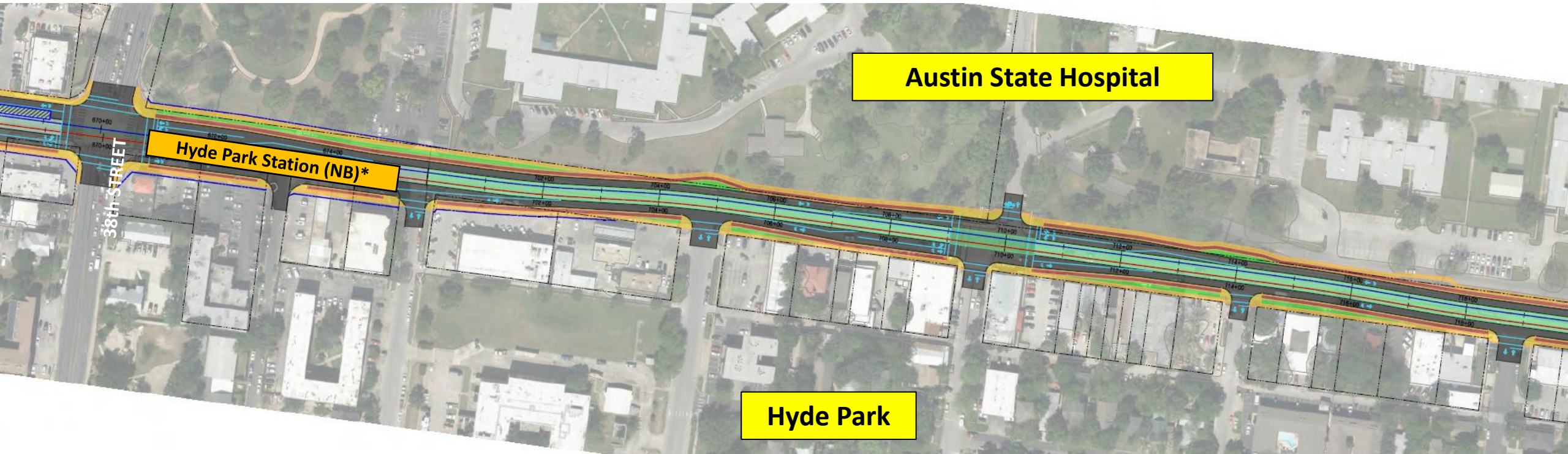


Looking North at 41st Street

North Guadalupe at 45th Street (Austin State Hospital)



Hyde Park Station & Austin State Hospital



Austin State Hospital

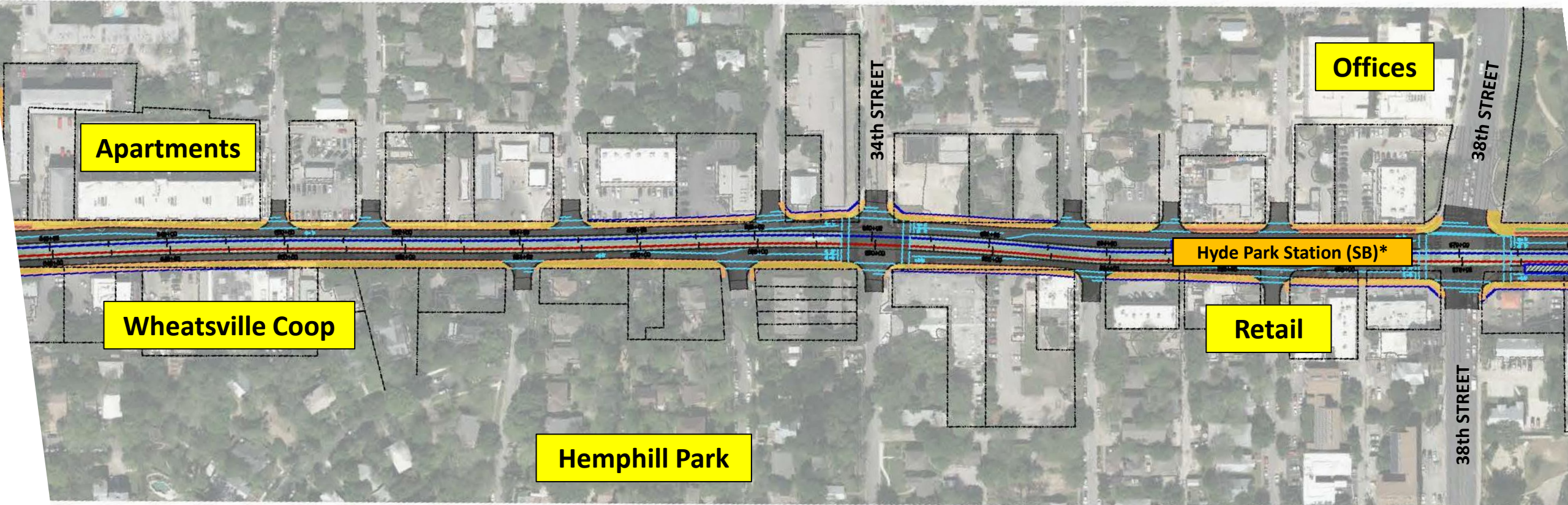
Hyde Park Station (NB)*

Hyde Park



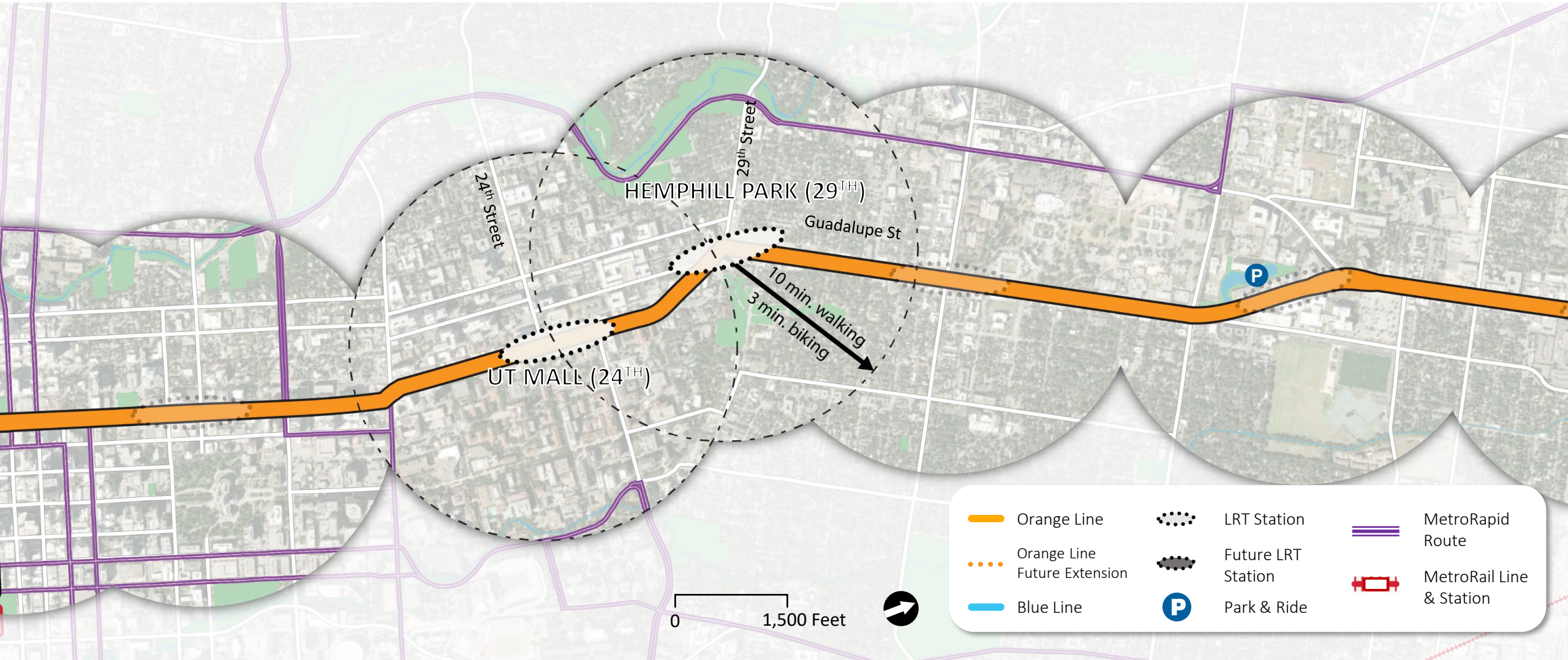
North Guadalupe (38th Street to Wheatsville)

- Tree Zone / Median
- Bikeway
- Roadway
- Sidewalk



Orange Line – Hemphill Park to the Drag

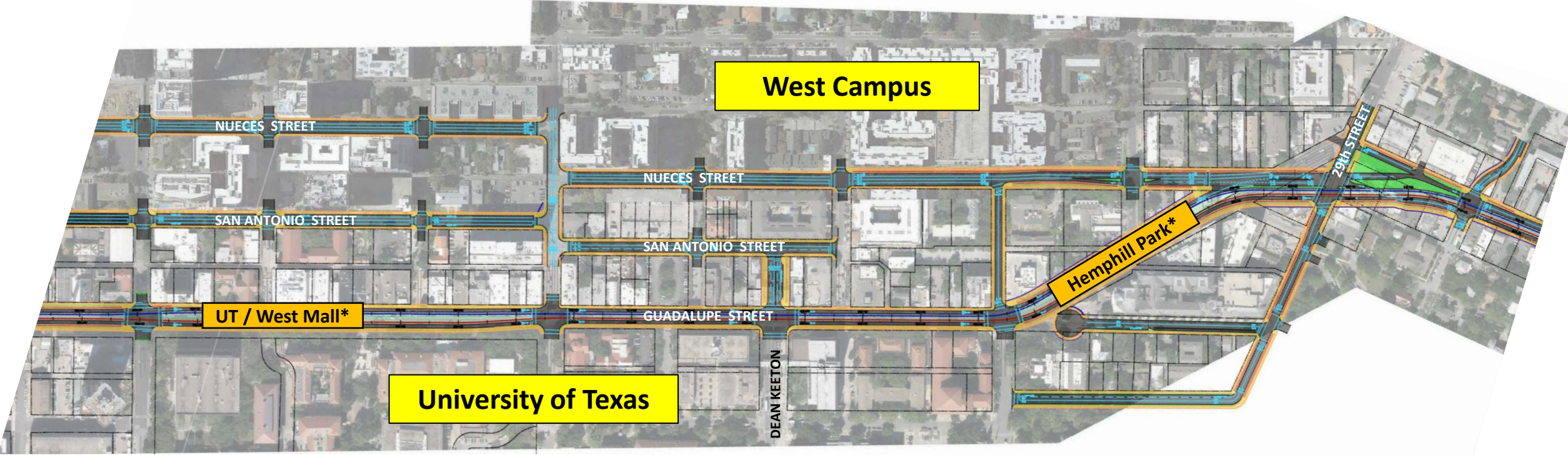
Note: Station locations and names subject to change



The Drag: 29th Street to MLK

*Station locations and names subject to change

- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



The Drag – Current conditions



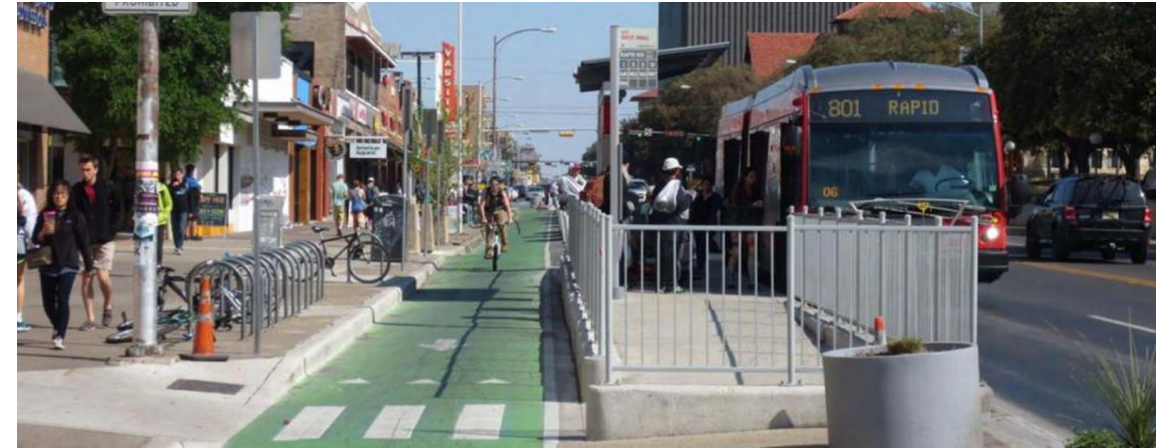
Robust pedestrian and retail activity



Narrow street width



Traffic congestion



Multiple mobility modes

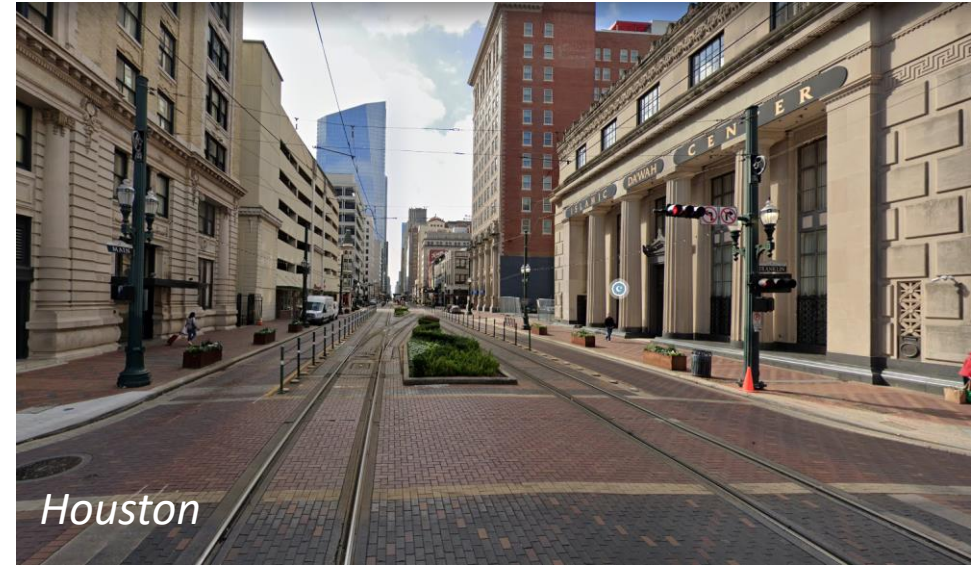
The Drag - Aspirations

- 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

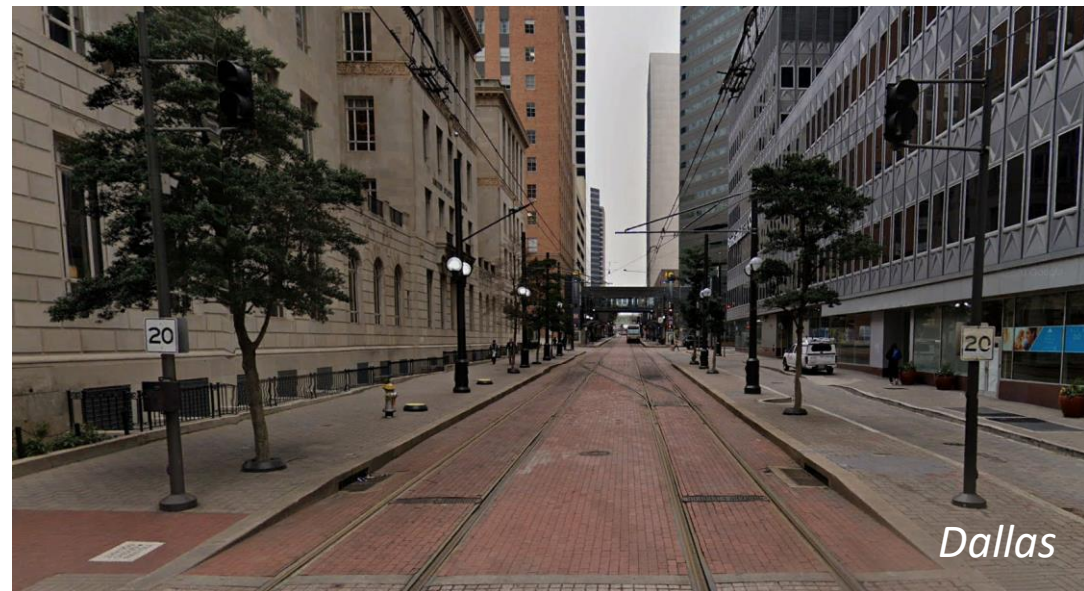
The Drag – Options*

- 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



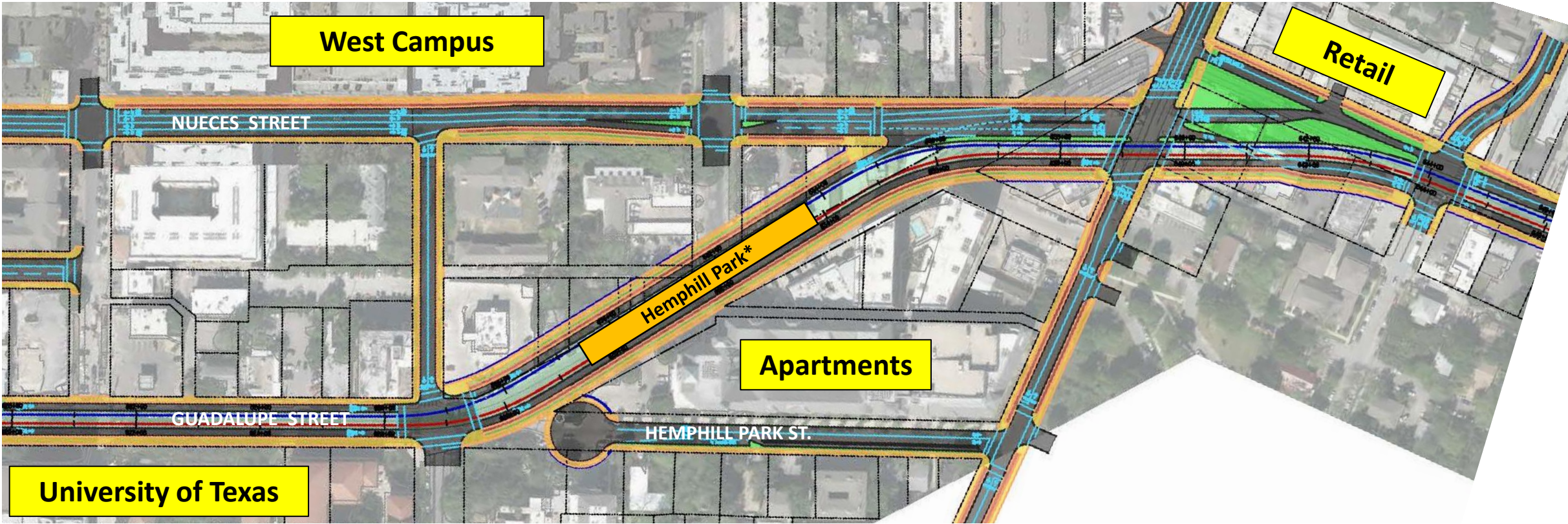
The Drag - Precedents



Hemphill Park Station and 29th Street

*Station locations and names subject to change

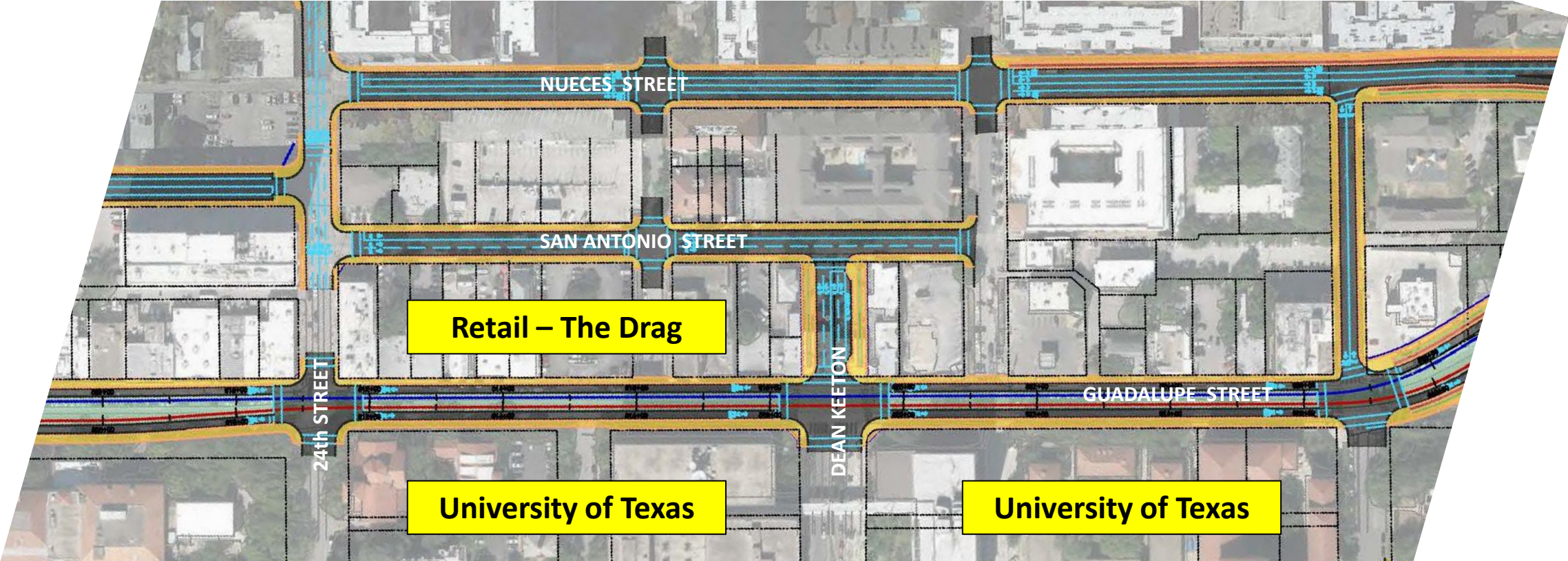
- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



Dean Keaton and West Campus

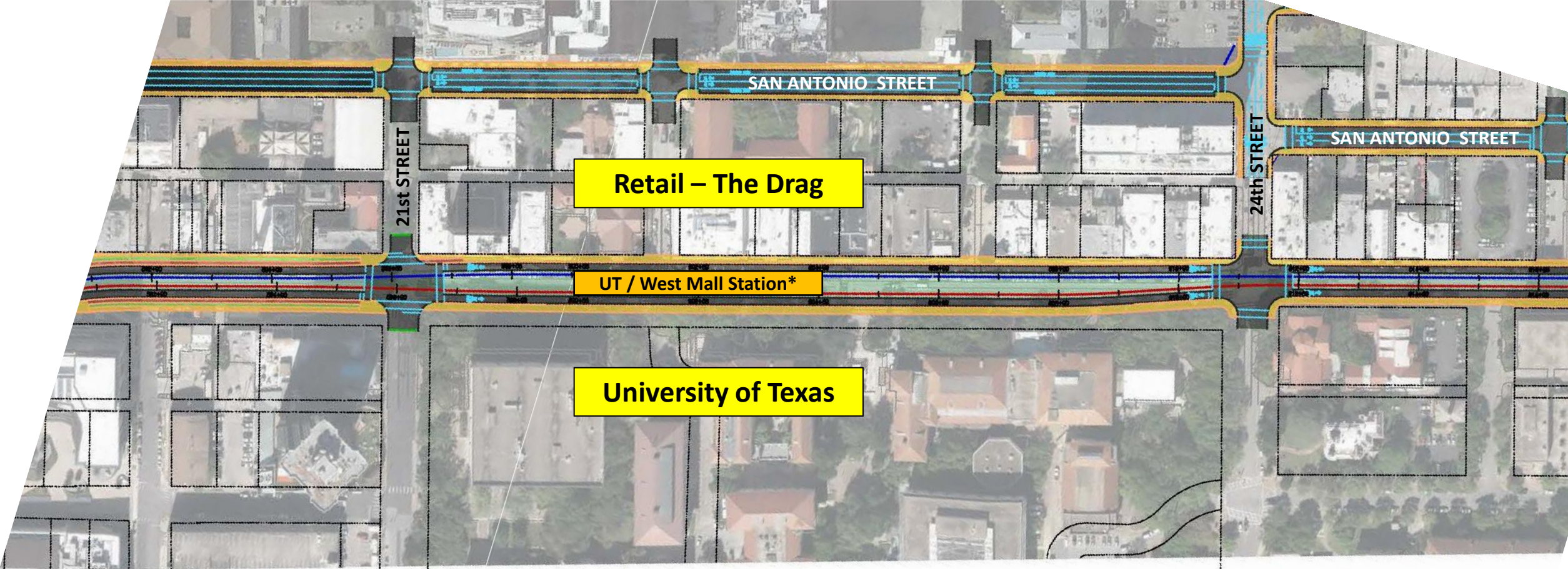
*Station locations and names subject to change

- Tree Zone / Median
- Roadway
- Bikeway
- Sidewalk



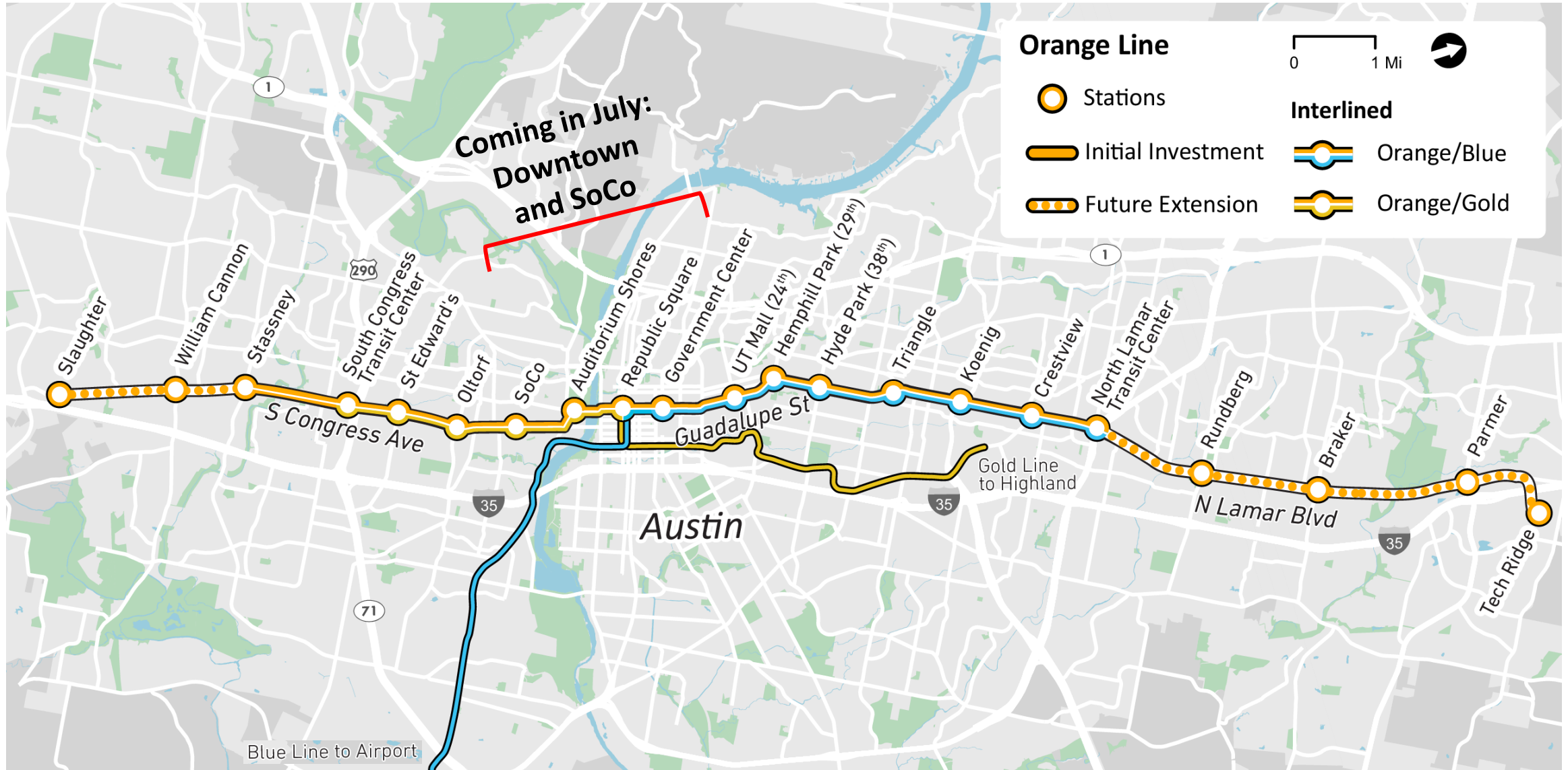
UT / West Mall Station

*Station locations and names subject to change



Orange Line Stations – July Briefings

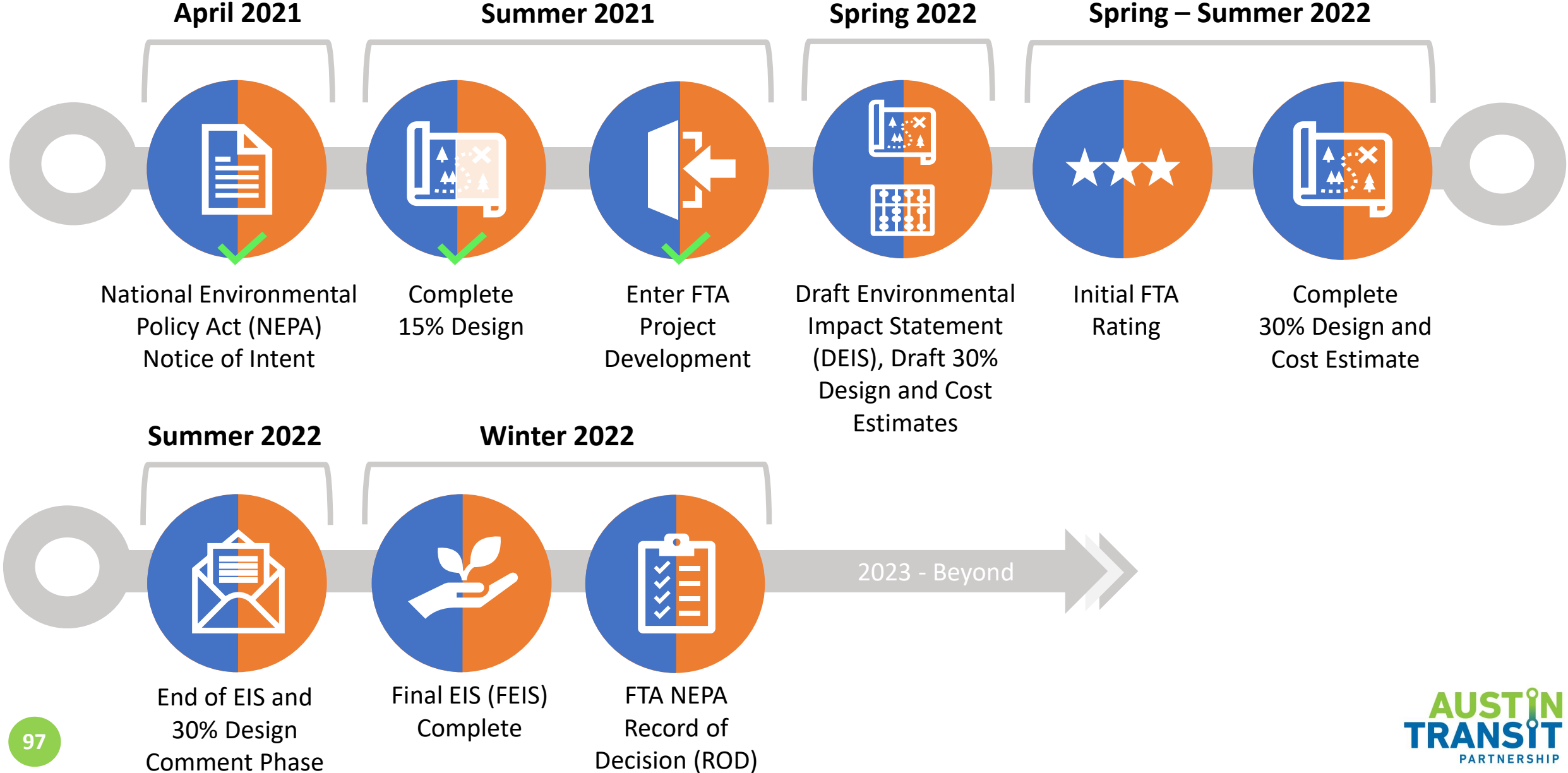
Note: Station locations and names subject to change



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

Orange & Blue Line Key Milestones (2021 – 2022)



EXECUTIVE DIRECTOR'S REPORT

Randy Clarke

Executive Director

Austin Transit Partnership

AUSTIN TRANSIT PARTNERSHIP

**Board of Directors Meeting
June 16, 2021**