

**AUSTIN TRANSIT
PARTNERSHIP BOARD OF
DIRECTORS MEETING**
Austin Energy Headquarters

~ Agenda ~

Wednesday, April 20, 2022 2:00 PM **Austin Energy Headquarters**
4815 Mueller Blvd, Austin, TX 78723

1. **Public Comment**
2. **Technical Advisory Committee Reports**
3. **Executive Director Report**
4. **Monthly Program Updates**
 1. Community Engagement and Involvement Update
 2. Technical Program Update
5. **Action Items**
 1. Approval of minutes from the March 23 Board Meeting
 2. Adoption of a resolution determining the executive director leadership of ATP in accordance with Section 4.2.2 of the Joint Powers Agreement, and the possible appointment of an Interim Executive Director
6. **Discussion Items**
 1. Sustainability Policy Briefing
 2. Quarterly Financial Update
7. **Executive Session**
 1. Section 551.074 of the Texas Government Code on personnel matters for ATP Executive Director position
8. **Adjournment**

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 389-7525 or email chloe.maxwell@atptx.org if you need more information.

ATP has resumed in-person board meetings. They can be [streamed live](#) and public comments may be made virtually over Teams or in-person. Those wishing to contribute comments must notify ATP 24-hours before the meeting (by 2:00 p.m. on Tuesday, April 19) by calling 512-389-7525 or emailing chloe.maxwell@atptx.org. Give your name, a phone number and the topic you wish to discuss. On the day of the meeting, you will be contacted, added as an attendee of the board meeting, and have 3 minutes to speak.

Please Note: You will have only one opportunity at the beginning of the board meeting to speak on all items you intend to address.

Public comment will be over Webex (camera may be turned off) or in person. Once registered for Public Comment, a participation link will be distributed.

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.

Date: April 13, 2022

AUSTIN TRANSIT PARTNERSHIP

Board of Directors Meeting
April 20, 2022

April 20 - AGENDA

- 1. Public Comment**
- 2. Technical Advisory Committee Reports**
- 3. Executive Director Report**
- 4. Monthly Program Updates**
 1. Community Engagement and Involvement Update
 2. Technical Program Update
- 5. Action Items**
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PUBLIC COMMENT

TECHNICAL ADVISORY COMMITTEE REPORTS

- **Engineering, Architecture & Construction Advisory Committee (EAC)**
- **Planning, Sustainability, Equity & DBE Advisory Committee (PSEC)**



COMMITTEE: Engineering, Architecture & Construction

DATE: April 6, 2022

ATTENDANCE: We had 25 people attending

- Karen Bondy (EAC)
- Lyndon Henry (EAC)
- David Bodenman (EAC)
- Efrain Velez (EAC)
- Gina Fiandaca (CoA/ATP)
- Veronica Castro de Barrera (ATP/EAC)

PRIMARY AGENDA ITEMS:

- a. Introductions and new ATP staff
- b. Vehicle procurement process
- c. Blue Line Bridge at Lady Bird Lake

COMMITTEE DISCUSSION & RECOMMENDATIONS:

Introductions –

Peter Mullan, ATP Chief of Architecture and Urban Design, introduced new ATP staff member Lisa Storer, Program Manager for Urban Design

Vehicle procurement process-

The committee discussed the federal process and the technical, operations, and maintenance scopes associated with the procurement of Light Rail Vehicles (LRV). The procurement is expected to take between 18-24 months from date of advertisement. The subsequent development of the vehicles is expected to take 30-36 months.

These cars will be using the latest service-proven technology. One member of the EAC members expressed caution about using unproven systems, including an entire catenary free system, and staff concurred. There was a continued discussion about how the team will balance the need to be cautious while ensuring that the technology and vehicles are modern and future proofed as best as possible.

The timeline for vehicle procurement and the FTA Full Funding Grant Agreement (FFGA) was discussed in relation to the overall program schedule. ATP's Senior Director for Project Controls, Risk, and Federal Processes Jen Pyne explained how the FTA allows for the initial stages of the vehicle procurement process to begin in advance of the FFGA award.

Blue Line Bridge-

Staff from ATP, the City of Austin, and Capital Metro presented a summary of their analysis of how the Blue Line Bridge over Lady Bird Lake could accommodate buses in addition to LRT and facilities for pedestrians and cyclists. The committee looked at the design options available and discussed the opportunities associated with increased transit options.

City policy decisions and operational support for transit priority infrastructure on the east side of downtown will be necessary to leverage the additional investment required to accommodate buses on the bridge.

The committee emphasized the importance of placemaking associated with any design options for the bridge, especially in the area on the north shore of Lady Bird Lake, and to make sure aesthetics are an integral consideration in the decision-making process.

REQUESTS FOR MORE INFORMATION:

The Committee asked for a cross-section of the design options for the bridge. They suggested this would be helpful at the upcoming community meeting at the end of April.

FUTURE MEETING TOPICS:

Members of the EAC committee will write recommendations for the Lady Bird Bridge design in a memo to all policy makers after hearing input from the public meetings regarding the bridge.

The design options for the Pleasant Valley / Riverside Transit Center will be reviewed at the May meeting as well.



COMMITTEE: Planning, Sustainability, Equity & DBE (PSEC)

DATE: April 7, 2022

ATTENDEES:

- Jocelyn Vokes (PSEC)
- Gina Fiandaca (CoA/ATP)
- Vivian Venish (PSEC)
- Karen Magid (PSEC)
- Jen Cregar (PSEC)
- Matt Douglas (PSEC)
- Marcel Garza (PSEC)

PRIMARY AGENDA ITEMS:

- Introduce Lisa Storer, ATP Program Manager for Sustainability
- Blue Line Bridge discussion
- Rollout of first Anti-Displacement Allocation - Julie Smith, City of Austin Housing & Planning Division (Postponed to next month)

COMMITTEE DISCUSSION & RECOMMENDATIONS:

Blue Line Bridge

The teams from ATP, the City of Austin, and Capital Metro presented a summary of their analysis of how the Blue Line Bridge over Lady Bird Lake could accommodate buses in addition to LRT and facilities for pedestrians and cyclists. The committee reviewed the design options available and discussed the opportunities associated with additional capacity for buses on the bridge, as well as the City policies and operational procedures that would be necessary to support bus movements on Trinity and San Jacinto Street downtown and to leverage the additional investment necessary to make that possible.

ATP will host a Community Design Workshop about these options on April 26 that will allow the team to talk to the community members and gather feedback in advance of a recommendation that will be included in the Draft Environmental Impact Statement (DEIS).

FUTURE MEETINGS AND REQUESTS:

- Outline of sustainability plan and procurement practices
- Provided feedback that ATP needs to connect environmental messaging with planning and to move away from NEPA language (*e.g.*, talk through air quality, noise, etc.)

NEXT MEETING:

- May 05, 2022

EXECUTIVE DIRECTOR'S REPORT

Randy Clarke

Executive Director

Austin Transit Partnership

MONTHLY PROGRAM UPDATES:

COMMUNITY ENGAGEMENT AND INVOLVEMENT UPDATE

Community Engagement Update

Event

Orange & Blue Line Topics Community Meetings –
March 29 & 31

SoCo Working Group – April 6

Crestview Station Area Working Group

South Line Working Group

Participants

185

49

124

14

Advisory Groups

Joint CAC/TACs Alignment Tour – April 2

EAC Meeting – April 6

PSEC Meeting – April 7

CAC Meeting – (no meeting in April)



Joint Advisory Committees Alignment Tour April 2, 2022



Community Engagement Look-Ahead

- **April 19** – N. Guad / N. Lamar Working Group
- **April 26** – Blue Line Bridge at Lady Bird Lake Meeting
- **May 3** - North Line Working Group Meeting
- **May 4** – EAC Meeting
- **May 5** – PSEC Meeting
- **May 10** - Combined Maintenance Facility Community Meeting
- **May 10** – FAR Committee Meeting
- **May 12** – CAC Meeting



Community Engagement Look-Ahead

- **May 18** – Pleasant Valley/E. Riverside Working Group Meeting
- **May 24** – The Drag Working Group Meeting
- **June 1** - Vehicles & Systems Community Meeting
- **June TBD** – Tunnel Technology/Subway Community Meeting
- **June TBD** - Auditorium Shores/Republic Square/Government Center Stations Working Group Meeting



MONTHLY PROGRAM UPDATES:

TECHNICAL UPDATE

PROGRAM UPDATES:

Orange Line Engineering Activities

- Continue Orange Line 30% design development and comment resolution efforts with City of Austin, TxDOT and other stakeholders
- Continue coordination with FTA on environmental document

Blue Line Engineering Activities

- Blue Line Draft 30% design received and working through review process
- Blue Line evaluating the LBLB (Lady Bird Lake Bridge) separate bus and LRT guideway design options
- Working with City on the evaluation of Pleasant Valley Station design options

PROGRAM UPDATES:

Blue & Orange Line Planning/NEPA Progress

- Orange Line and Blue Line teams responding to Federal Transit Administration (FTA) and City of Austin (COA) comments on the Administrative Draft Environmental Impact Statement (ADEIS) documents and supporting Technical Reports
- Environmental team continues to work through to resolution, multiple environmental topics (Noise, Section 4f, Section 6f, Environmental Justice) in anticipation of developing the DEIS documents
- Coordinating with parkland impacts and potential mitigation for 4f and 6f properties
- Developing the Section 106 Programmatic Agreements needs with Texas Historical Commission (THC)
- Advancing the Combined Maintenance Facility (CMF) National Environmental Policy Act (NEPA) and COA Water Quality Protection issues

PROGRAM UPDATES:

MetroRapid

Expo & Pleasant Valley

- Projects were recommended for funding by the FTA in the upcoming funding cycle with increased federal share
- Construction activities underway on Expo TO#1 stations, and finalizing negotiations for Pleasant Valley construction TO#1
- Shelter contract executed and initiated weekly design coordination meetings - TVM & ePaper contracts approved
- Continued design development and submittal reviews (60%, 90%, IFC). Emphasis in first quarter on utility coordination and conflict mitigation

Gold Line & South Lamar

- Continued coordination for the design of the Gold Line and South Lamar projects
 - S. Lamar 30% design plans submittal scheduled for April 14th. 30% Gold Line plans submittal scheduled for April 28th
 - Surveying, SUE, and Geotechnical work began on the S. Lamar project. These tasks will begin on Gold Line once complete on S. Lamar

PROGRAM UPDATES:

Red Line

- McKalla Station
 - 90% design for double track & drainage improvements received on March 14th and under review
 - Design/Build contract awarded by the CapMetro Board in March
- Lakeline-to-Leander
 - Subgrade & sub-ballast work for the second track in progress
- Broadmoor Station
 - Preparing for Construction

DISCUSSION ITEMS:

Sustainability Policy Briefing


CapMetro

Sustainability Vision Plan

April 20, 2022

Sustainability Vision Statement

- CapMetro Board approved Sustainability Vision Statement
 - Vision statement
 - Guiding principles
 - Goals
 - Action areas/action plans
 - Sustainability Leadership Committee/Sustainability Advisory Group
 - Annual Report

 METRO	Sustainability Vision Statement Board of Directors	Effective: [month year] Resolution No.
<p>1. PURPOSE To outline Capital Metro's commitment to providing a robust, sustainable transportation network and minimizing the environmental impact of its operations and construction through sound practices.</p>		
<p>2. CAPITAL METRO'S COMMITMENT</p> <p>A. <u>General</u>. Capital Metro is committed to operating its transit system sustainably by reducing its environmental impact and helping to improve the environment in the communities in which it operates. We will apply sustainability and environmental best practices and comply with all environmental laws and regulations as we expand transit opportunities through Project Connect. We recognize that transportation contributes a significant amount of greenhouse gases to the atmosphere, and Capital Metro, as a public transit provider, will take steps to lessen the risk of climate change through design, technology choices, and by providing its customers with lower-impact transportation options.</p> <p>B. <u>Sustainability Vision Plan</u>. Capital Metro will implement a Sustainability Vision Plan that guides all operations, and the planning, design, construction, and performance of its transit system with the following overarching vision: To build and operate sustainable transit infrastructure that keeps communities connected, protects, and restores our natural systems and environment, and helps grow a vibrant local economy.</p> <p>The Sustainability Vision Plan will:</p> <ul style="list-style-type: none">i. Be guided by the principles of equity, climate resilience, and sustainability valuation.ii. Establish goals for zero waste; water and nature; sustainable buildings and infrastructure; greenhouse gas emissions; and equitable and livable communities.iii. Consist of the following initial Action Areas: (a) Energy conservation, efficiency, and renewable sources; (b) Sustainable and zero emission fleet; (c) Zero waste and natural resource management; (d) Water and natural world; (e) Active transportation; (f) Green building and infrastructure; and (g) Environmental and sustainability management.iv. Be led by the Sustainability Officer and the Sustainability Leadership Committee consisting of senior staff from Capital Metro and Austin Transportation Partnership. The Committee will review and, as necessary, revise the Action Areas on an annual basis, and establish measurable and meaningful targets and strategies for each of the Action Areas. The Action Areas, targets and strategies will be subject to approval by Capital Metro's Senior Management Team and the President & CEO. <p>C. <u>Annual Report</u>. The Sustainability Officer will report annually to the Board of Directors on the Action Areas and Capital Metro's progress on meeting the targets.</p>		

SUSTAINABILITY PLAN IMPLEMENTATION

Vision

To build and operate sustainable transit infrastructure that keeps communities connected, protects and restores our natural systems and environment, and helps grow a vibrant economy.

Sustainability Goals



GREENHOUSE GAS EMISSIONS (GHG)/ CARBON NEUTRAL GOAL:

Carbon Neutral by 2040, consistent with Austin Climate Equity Plan.



ZERO WASTE GOAL:

90% reduction of waste to landfills by 2040, consistent with Austin Zero Waste Plan.



WATER AND NATURE GOAL:

Sustainably manage water resources and enhance nature and natural systems through conservation and green infrastructure.



SUSTAINABLE BUILDINGS AND INFRASTRUCTURE GOAL:

Use sustainable design guidelines and rating systems (Envision, Austin Energy Green Building, LEED) to guide all capital projects.



EQUITY AND LIVABLE COMMUNITIES:

Leverage transit resources to enhance sustainability, connectivity, access to opportunities, and create livable places; especially in historically disinvested communities.



Action Areas

ENERGY: CONSERVATION, EFFICIENCY, RENEWABLES

SUSTAINABLE AND ZERO EMISSION FLEET

WATER AND NATURAL WORLD

ZERO WASTE, NATURAL RESOURCE MANAGEMENT

GREEN BUILDING AND INFRASTRUCTURE

ACTIVE TRANSPORTATION

ENVIRONMENTAL AND SUSTAINABILITY MANAGEMENT

Sustainability Goals



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EQUITY AND LIVABLE COMMUNITIES:

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Sustainability Guiding Framework

Building on existing programs

- CapMetro Strategic Plan/Project Connect Guiding Principles
- FTA Sustainable Transit for a Healthy Planet
- American Public Transportation Association- Sustainability Commitment
- Austin Climate Equity Plan and other regional plans
- Envision for Sustainable Infrastructure
- Austin Energy Green Building/LEED/SITES

Sustainability Vision Plan

CONNECTION TO RELATED PROGRAMS & INITIATIVES



CapMetro



REGIONAL INITIATIVE AND GUIDING FRAMEWORKS



CapMetro Strategic Vision/Project Connect Guiding Principles



Federal Transit Administration Sustainable Transit for a Healthy Planet Challenge



Austin Energy Green Building/LEED



APTA's, Sustainability Commitment



Envision: Framework for Sustainable Infrastructure



Austin Climate Equity Plan and Other Regional Plans

Alignment with Regional Initiatives

- Austin Climate Equity Plan
- Austin Zero Waste Plan
- Austin Water Forward
- Ozone Advance and Regional Air Quality Plan
- and other regional plans

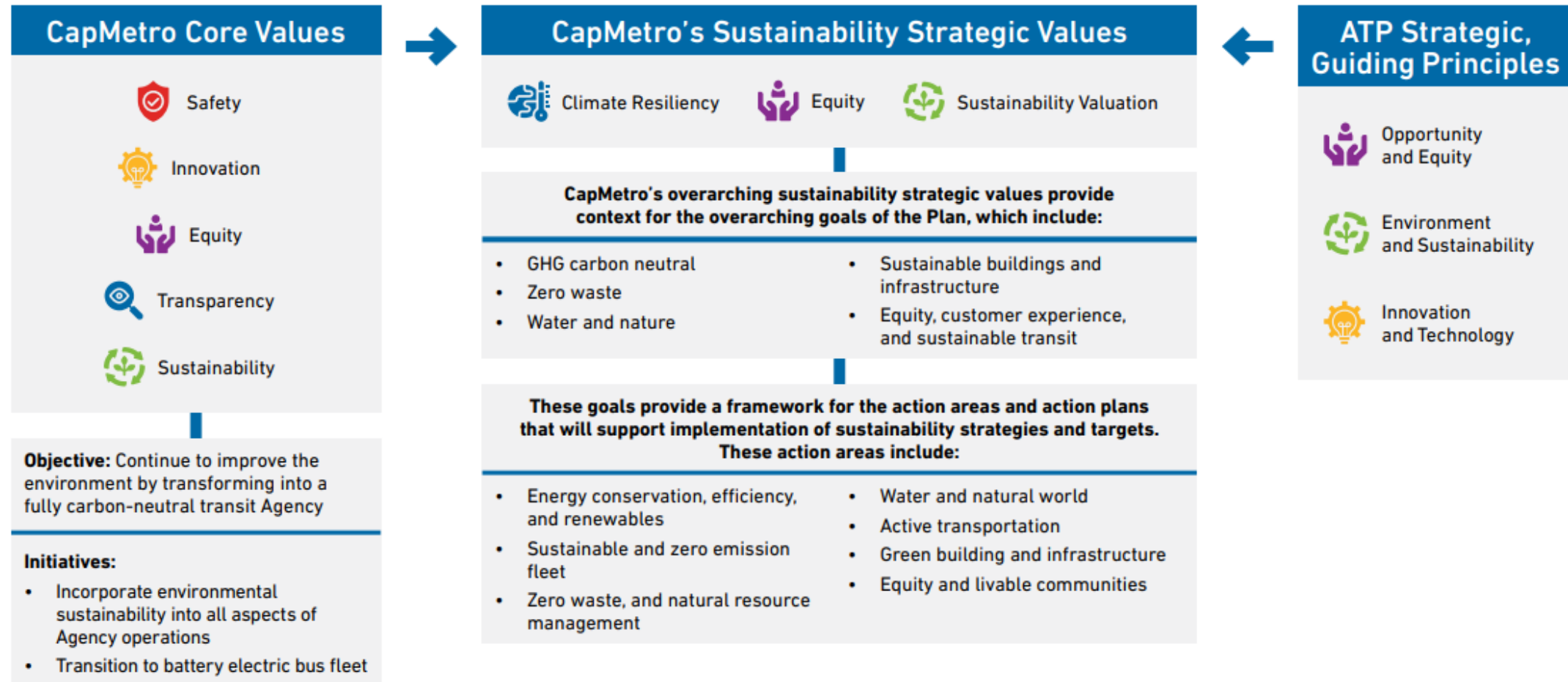
Austin Climate Equity Plan Strategies

The Austin Climate Equity Plan proposes specific strategies and targets supported by CapMetro and, in many cases, equivalent to the Sustainability Vision Plan's strategies and targets. As a transit agency, CapMetro supports the Climate Equity Plan's focus on public transit and other active transportation options. CapMetro's commitment to electrification of our vehicles, reducing the carbon footprint of our buildings, and reduced construction and operational waste are strategies shared by the Climate Equity Plan.

		SUPPORT THROUGH SERVICE DELIVERY	EQUIVALENT TO INTERNAL STRATEGY/TARGET
Related to Buildings and Structures, (Sustainable Buildings)	Net zero carbon buildings/reduce emissions from existing buildings		✓
	Reduce embodied carbon footprint of building materials		✓
	Reduce water demand		✓
Electrifying Public Transit and Equitable Distribution of Electric Vehicles (Transportation and Land Use, Transportation Electrification)	80% new non-residential in city's activity center	✓	
	Preserve housing units, new housing within ½ mile of activity center	✓	
	50% of trips in Austin – public transit, biking, walking, carpooling, work from home	✓	✓
	40% of vehicle miles are electrified	✓	✓
	Equitable distribution of electric vehicle charging	✓	
	Region is leader in transportation electrification	✓	✓
Urban Planning Priorities, Use of Natural Lands (Food and Product Consumption, Natural Systems)	Access to sustainable food system	✓	✓
	Zero waste	✓	✓
	Protect natural lands as carbon pools and for resilience	✓	✓
	50% tree cover with a focus on equitable tree cover	✓	✓
	All city-owned lands under a management plan to reduce carbon and maximize benefits		✓

Consistency with CapMetro Strategic Plan and Values

The CapMetro Sustainability Vision Plan's strategic values of equity, climate resiliency, and sustainability valuation reflect the strategies, priorities, and guiding principles of our overall Strategic Plan.



Elements of the Plan

Sustainability Vision Plan

- Establish vision statement, goals, guiding principles, action areas
- Align with CapMetro Strategic Plan and Project Connect Values; Provide a route map to APTA Sustainability Platinum Level; Align with FTA Sustainable Transit for a Healthy Planet Challenge
- Transparent to the community

Internal Action Plans

- Set department-level sustainability goals and commitments; Aligned with budget cycle; Integrated with other plans –FMP, Fleet Transition; MetroBike Strategic Expansion
- Identify strategies and track action items
- Monitor and report metrics on GHG/Carbon, Air Emissions, Energy, Water, Waste/Reuse
- Establish departmental leads and responsibilities

Annual Report

- Report metrics and key activities
- Aligned with Strategic Plan (annual update and report; revisit and innovate 5-year cycle)
- Track APTA Sustainability Commitment
- Available to the community and stakeholders

Plan Implementation and Support

Proposed leadership structure



Progress toward meeting sustainability goals

ENERGY EFFICIENCY

IN 2021, 97% OF PURCHASED ELECTRICITY

ORIGINATED FROM TEXAS WIND FARMS, TOTALING AROUND 8.7 MILLION KILOWATT HOURS OF ENERGY



WATER USE REDUCTION



* REDUCED FACILITY WATER CONSUMPTION BY **2.8 MILLION GALLONS ANNUALLY**

WASTE REDUCTION



RECYCLED 10%

OF THE AGENCY'S ADMINISTRATIVE AND PUBLIC FACILITY WASTE IN 2021



* REDUCED OVERALL SOLID WASTE PRODUCTION BY NEARLY

90,000 POUNDS

AIR QUALITY IMPROVEMENTS AND EMISSIONS REDUCTIONS

* REDUCED TRANSIT BUS PARTICULATE MATTER EMISSIONS BY **96%**

* REDUCED TRANSIT BUS GHG EMISSIONS BY **15%**

* REDUCED FACILITY GHG EMISSIONS BY **11%**

* REDUCED TRANSIT BUS NOX EMISSIONS BY **70%**

PURCHASED 12 ELECTRIC BUSES IN 2021 TO REDUCE OVERALL FLEET EMISSIONS

Fleet will grow to nearly 200 electric buses by 2026



Sustainability Vision Plan Structure



ACTION PLAN SUMMARY



Solar panel installation from Austin Energy

Energy: Conservation, Efficiency, Renewables

Path forward

Reduce the energy used in our current facilities and operations through a comprehensive energy management program, conservation, and energy upgrades. Apply Zero Energy design guidelines for all new facilities. Renewable energy is the first choice.

Current Strategies:

- 100% powered by Austin Energy Green Choice. Meeting environmental and consumer-protection standards.
- Installed over 200 solar bus stop lighting systems and information displays.
- Completed energy upgrades such as LED lighting at park and rides.
- Partnered with the State Energy Conservation Office to audit and analyze all facilities and identify ways to reduce the Agency's energy load.
- Reduced energy by 34% since 2014 (normalized to revenue miles traveled).
- Reduced carbon emissions/GHG by 32% since 2016.

Targets:

- Use 100% renewable energy for all electric sources.
- Achieve net zero carbon/energy buildings and facilities.

ACTION PLAN SUMMARY



Sustainable and Zero Emission Fleet

Path forward

Transition all revenue and non-revenue fleets to zero emission, as technology becomes available to meet the needs of our operation and benefits our customers. Guide our fleet conversion with a comprehensive zero emission vehicle transition plan.

Current Strategies:

- Readied North Ops Electric Bus Depot for 179 electric buses.
- Launched an electric vehicle program, purchased electric fleet vehicles, and installed charging stations for employee use of our fleet vehicles.
- Expanding on current fleet of 8 electric Nissan Leaf staff fleet vehicles with 15 plug-in hybrid vehicles.
- Expanding charging infrastructure for non-revenue vehicle fleets and staff members.
- Reduced Criteria Air Pollutants (NOx) by 63% since 2016.
- Reduced GHG emissions due to electrification.

Targets:

- Procure 197 new electric buses over the next 5 years.
- Attain 100% zero-emission revenue and non-revenue fleets.
- Attain 100% zero-emission light rail.
- Install public charging infrastructure at public facilities for customers and the community.

Sustainability Project Fund

Description

A supplemental fund for capital and operational projects that support:

- The goals of the Sustainability Vision Plan;
- Achieving/Maintaining APTA Sustainability Commitment (Platinum Level);
- The goals of the Austin's Climate Equity Plan/Zero Waste Plan/ Water Forward Plan

Project Categories

- Energy and Climate
- Sustainable and Zero-emission Fleet
- Zero Waste
- Water and Natural World
- Active Transportation
- Green Building and Infrastructure
- Environmental and Sustainability Management

Examples of Projects

- Zero-emission vehicles or charging infrastructure
- Green building/Infrastructure design
- MetroBike equipment
- Urban forestry, sustainable landscaping, or habitat projects
- Public facility recycling
- Renewable energy projects or pilots
- Pollution prevention projects
- Third-party support for sustainability rating (AEGB, Envision, SITES)
- Energy conservation upgrades/ retro-fits
- IT equipment and software for energy conservation

Process

Sustainability leadership committee will identify and select projects consistent with procurement guidelines; and based on sustainability impact and sustainability return on investment.

CapMetro

To build and operate sustainable transit infrastructure that keeps communities connected, protects, and restores our natural systems and environment, and helps grow a vibrant local economy.



There is a shared passion in our community for the environment, and that's why a commitment to environment and sustainable practices are core to Project Connect. Program objectives include:



- Set a national standard for green transit system operations
- Respect our parks, natural areas and ecosystems
- Reduce our carbon footprint system through electrification
- Build an all-electric fleet
- Use renewables like solar and wind as major sources of energy
- Use battery and energy storage capacity to reduce consumption and waste
- Use the most advanced systems to reduce water and waste in all operations

CapMetro

Sustainability Vision

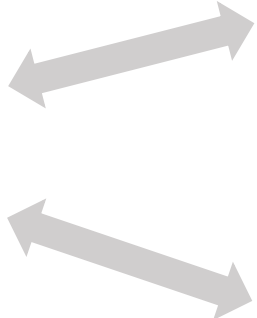
CapMetro's sustainability vision is based on input collected from the Sustainability Leadership Committee and Sustainability Advisory Group.

Sustainability Goals

- GHG/CARBON NEUTRAL GOAL:** Carbon Neutral by 2040, consistent with Austin Climate Equity Plan.
- ZERO WASTE GOAL:** 90% reduction of waste to landfills by 2040, consistent with Austin Zero Waste Plan.
- WATER AND NATURE GOAL:** Sustainably manage water resources and enhance nature and natural systems through conservation and green infrastructure.
- SUSTAINABLE BUILDINGS AND INFRASTRUCTURE GOAL:** Use sustainable design guidelines and rating systems (Envision, Austin Energy Green Building, LEED) to guide all capital projects.
- EQUITY AND LIVABLE COMMUNITIES:** Leverage transit resources to enhance sustainability, connectivity, access to opportunities, and create livable places; especially in historically disinvested communities.

Action Plans

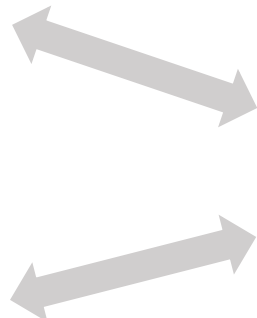
- Energy Conservation, Efficiency, Renewables
- Sustainable/Zero Emission Fleet
- Zero Waste, Natural Resource Management
- Water and Natural World
- Active Transportation
- Green Building and Infrastructure
- Environmental and Sustainability Management



Inter-Agency Sustainability Advisory Group



- ATP Sustainability Program Plan
- Sustainability Guidelines (Design Criteria Manual)
- ATP Organizational Sustainability (Green Business Leaders)



COA Project Connect Office

COA Office of Sustainability

COA AE, EDD, H&P, PARD, WPD, etc.

Climate Equity Plan (2021)

Green Building Policy (2021)

Austin Energy Resource Generation and Climate Protection Plan (2020)

Water Forward (2019)

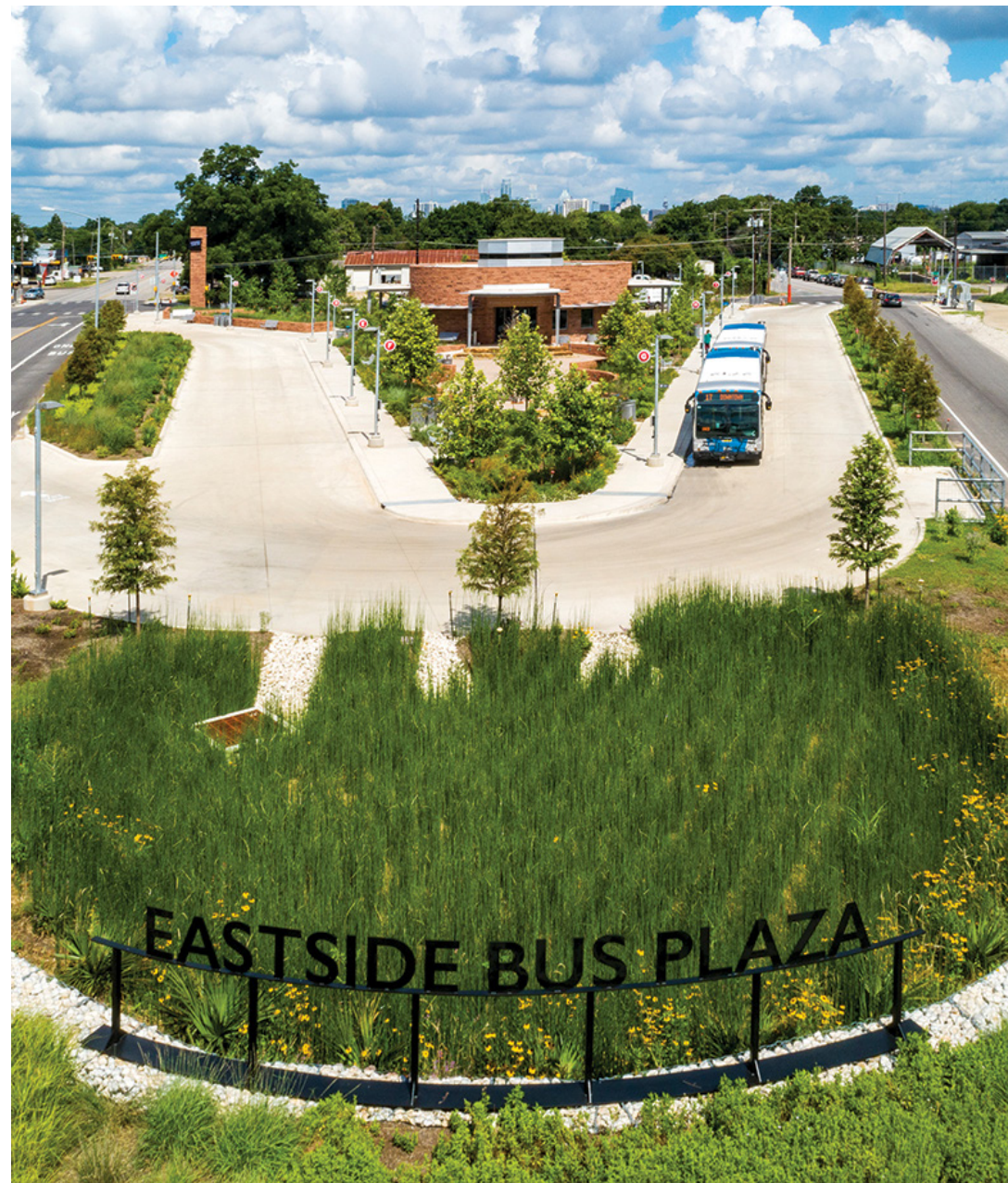
Zero Waste Plan (2011)

**AUSTIN
TRANSIT
PARTNERSHIP**

THANK YOU!

SUSTAINABILITY VISION PLAN

April 2022

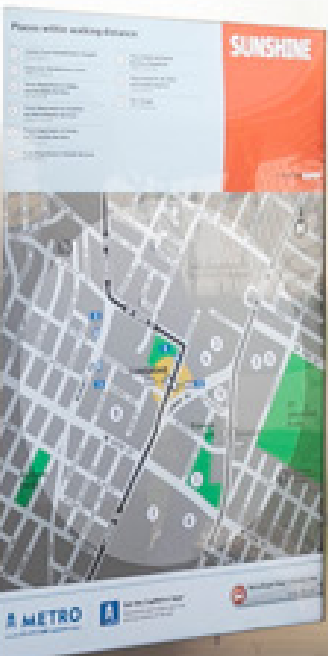




SUNSHINE

A METRO RAPID

SUNSHINE



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RAPID 803

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EXECUTIVE SUMMARY

Sustainability is central to the mission of CapMetro and is reflected as a core value. Sustainability is also built into our commitment to the region and community of Central Texas as a guiding principle of Project Connect. This Sustainability Vision Plan outlines the path to integrating sustainability into operations and capital projects; it formalizes CapMetro's commitment to sustainability by documenting the values, goals, and action areas we will pursue to do our part in protecting the planet in an equitable and resilient way.

To help guide our journey, CapMetro has established a sustainability leadership committee comprised of staff from CapMetro and Austin Transit Partnership (ATP) and a sustainability advisory group, of regional peers to guide the implementation of CapMetro's Sustainability Vision Plan and inform the Agency's sustainability goals and action areas. Integrated throughout the Sustainability Vision Plan are CapMetro's overarching sustainability strategic values of climate resiliency, equity, and sustainability valuation. This framework will help guide us to the right strategies and set actionable targets for our action plans to keep us on the path toward meeting our sustainability goals.

CapMetro's sustainability vision illustrates the connections between our environment, our communities, and the local economy, and is consistent with our overall strategic vision. Our partners and stakeholders helped us to create a vision to guide us toward a sustainable future.

SUSTAINABILITY PLAN IMPLEMENTATION

Vision

To build and operate sustainable transit infrastructure that keeps communities connected, protects and restores our natural systems and environment, and helps grow a vibrant economy.

Sustainability Goals



GREENHOUSE GAS (GHG) EMISSIONS/ CARBON NEUTRAL

Carbon neutral by 2040, consistent with Austin Climate Equity Plan.



ZERO WASTE

90% reduction of waste to landfills by 2040, consistent with City of Austin Zero Waste Strategic Plan.



WATER AND NATURE

Sustainably manage water resources and enhance nature and natural systems through conservation and green infrastructure.



SUSTAINABLE BUILDINGS AND INFRASTRUCTURE

Use sustainable design guidelines and rating systems (Envision, Austin Energy Green Building, LEED) to guide all capital projects.



EQUITY AND LIVABLE COMMUNITIES

Leverage transit resources to enhance sustainability, connectivity, and access to opportunities; and create livable places, especially in historically disinvested communities.



Action Areas

ENERGY: CONSERVATION,
EFFICIENCY, RENEWABLES

SUSTAINABLE AND
ZERO EMISSION FLEET

WATER AND
NATURAL WORLD

ZERO WASTE, NATURAL
RESOURCE MANAGEMENT

GREEN BUILDING AND
INFRASTRUCTURE

ACTIVE
TRANSPORTATION

ENVIRONMENTAL AND
SUSTAINABILITY MANAGEMENT

BOARD-APPROVED POLICY STATEMENT

The Sustainability Vision Policy approved by the CapMetro Board guides the implementation of the Sustainability Vision Plan by formally integrating sustainability strategies into operations and capital projects, contributing to an overall Net Zero Carbon goal by 2040.



1. PURPOSE

To outline Capital Metro's commitment to providing a robust, sustainable transportation network and minimizing the environmental impact of its operations and construction through sound practices.

2. CAPITAL METRO'S COMMITMENT

A. General. Capital Metro is committed to operating its transit system sustainably by reducing its environmental impact and helping to improve the environment in the communities in which it operates. We will apply sustainability and environmental best practices and comply with all environmental laws and regulations as we expand transit opportunities through Project Connect. We recognize that transportation contributes a significant amount of greenhouse gases to the atmosphere, and Capital Metro, as a public transit provider, will take steps to lessen the risk of climate change through design, technology choices, and by providing its customers with lower-impact transportation options.

B. Sustainability Vision Plan. Capital Metro will implement a Sustainability Vision Plan that guides all operations, and the planning, design, construction, and performance of its transit system with the following overarching vision: To build and operate sustainable transit infrastructure that keeps communities connected, protects, and restores our natural systems and environment, and helps grow a vibrant local economy.

The Sustainability Vision Plan will:

- i. Be guided by the principles of equity, climate resilience, and sustainability valuation.
- ii. Establish goals for zero waste; water and nature; sustainable buildings and infrastructure; greenhouse gas emissions; and equitable and livable communities.
- iii. Consist of the following initial Action Areas: (a) Energy conservation, efficiency, and renewable sources; (b) Sustainable and zero emission fleet; (c) Zero waste and natural resource management; (d) Water and natural world; (e) Active transportation; (f) Green building and infrastructure; and (g) Environmental and sustainability management.
- iv. Be led by the Sustainability Officer and the Sustainability Leadership Committee consisting of senior staff from Capital Metro and Austin Transportation Partnership. The Committee will review and, as necessary, revise the Action Areas on an annual basis, and establish measurable and meaningful targets and strategies for each of the Action Areas. The Action Areas, targets and strategies will be subject to approval by Capital Metro's Senior Management Team and the President & CEO.

C. Annual Report. The Sustainability Officer will report annually to the Board of Directors on the Action Areas and Capital Metro's progress on meeting the targets.



SUSTAINABILITY VISION PLAN BACKGROUND

CapMetro's mission is to empower, enhance and serve the region and its communities through the responsible delivery of high-quality public transportation. It is increasingly important to evaluate equitable and resilient sustainability initiatives while aligning these efforts with regional and national sustainability priorities.

Sustainability has long guided our transit system's planning, project development, and operations as a charter signatory to the American Public Transportation Association (APTA) Sustainability Commitment Program and through participation in numerous regional programs. This Plan further solidifies the path to continued innovations and improvements that will advance our sustainability goals and achieve net zero carbon emissions.

CapMetro has an opportunity to reduce the impact of our operations and projects while providing a better customer experience through sustainable infrastructure development and restorative design—increasing ecosystem benefits and customer comfort. The purpose of the Sustainability Vision Plan is to advance CapMetro's commitment to sustainability by integrating the values, goals, and actions we will pursue into our planning processes, and to do our part in protecting the planet in an equitable and resilient way.

The Sustainability Vision Plan draws from the best practices and strategies that focus on transit equity, improving environmental outcomes, and supporting access for communities. CapMetro benchmarked itself with leading transit agencies across North America and reviewed their sustainability and innovative practices. Additionally, the sustainability plans of local and regional government peers and were reviewed. This research ensured CapMetro's goals are aligned with and build upon these plans, best practices, and strategies.

The Sustainability Vision Plan outlines the methods CapMetro will use to reduce impacts, improve the environment, and expand transit in the region while addressing specific needs of the regional environment and the community's need for smarter, efficient, and enjoyable transit opportunities. Moreover, this Plan will be integrated with other CapMetro and Project Connect planning efforts, such as zero emission fleet planning, facility master planning, and new service planning.










SCOPE OF THE SUSTAINABILITY VISION PLAN

As the regional transit provider for Central Texas, CapMetro is implementing the Sustainability Vision Plan to guide its operations and capital projects. This Sustainability Policy will be incorporated throughout our activities, including the implementation of Project Connect, as the overall plan for transit enhancements, capital improvements, and transit service expansion in the region. ATP, in partnership with CapMetro, will ensure that sustainability is incorporated into all new capital projects and will communicate the quantitative and qualitative value that sustainability brings to the Agency and the region.

Current CapMetro Service

CapMetro's revenue transit service includes bus, commuter rail, paratransit, on-demand service, and shuttle services utilizing diesel and electric buses, diesel-electric trains, paratransit, and pickup vehicles. Facilities include 2,300 bus stops, 26 MetroRapid bus stations, 17 Park & Ride transit centers, 9 commuter rail stations along 32 miles of track, a 162-mile freight rail alignment, 76 MetroBike stations, and 800 shared bikes of which 200 are e-bikes (co-managed with the Austin Transportation Department).

OUR SERVICES

-  MetroBuses
-  MetroRapid
-  Night Owl
-  Pickup
-  MetroAccess
-  Freight Rail
-  MetroExpress
-  MetroRail
-  E-Buses
-  MetroRideShare
-  MetroBike

OUR FLEET



368
MetroBuses



55
MetroRapid
Vehicles



49
Pickup Vehicles



10
Diesel Electric
Trains



181
Paratransit
Vehicles



77
MetroBikes

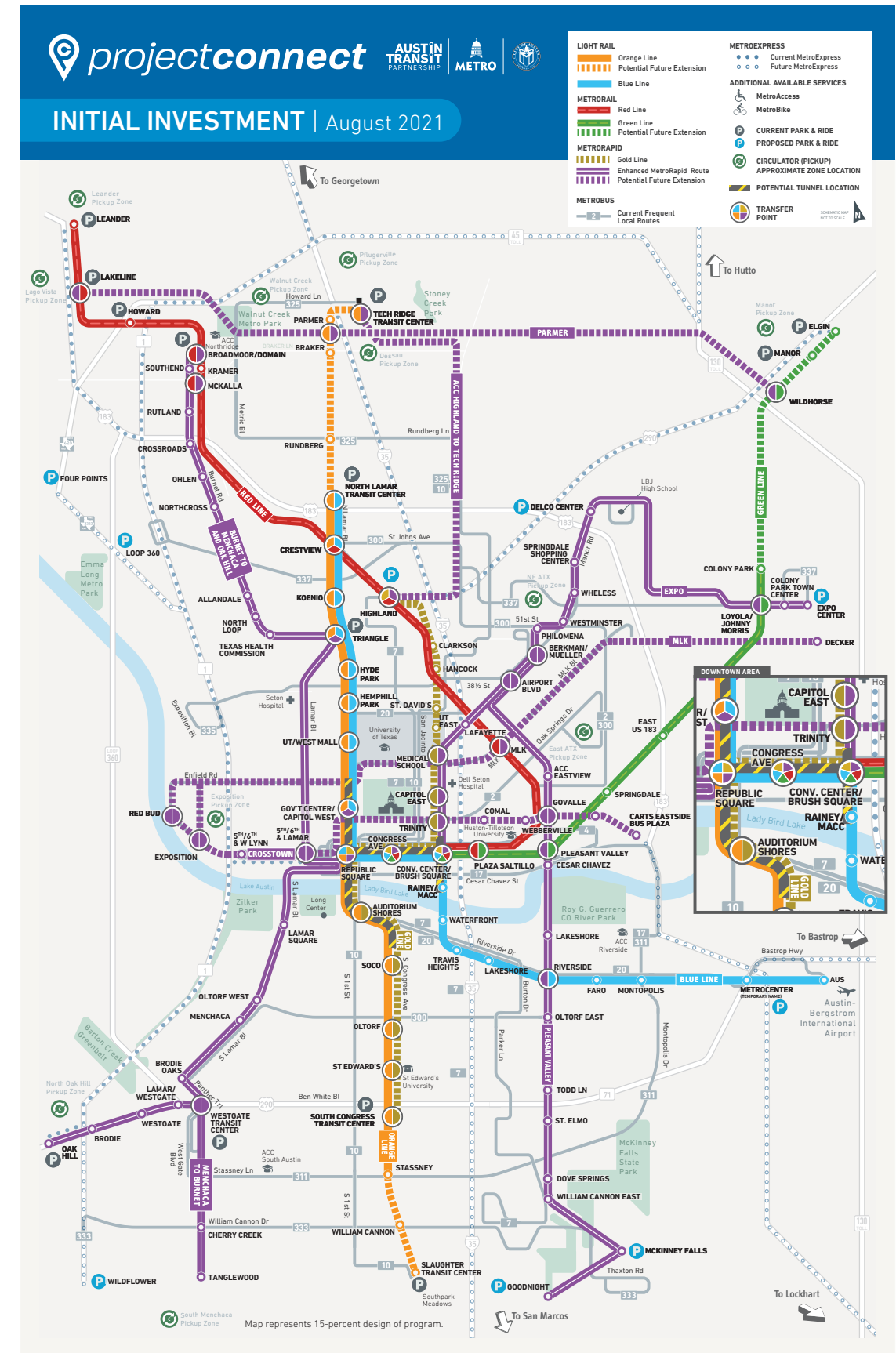


12
E-Buses

Project Connect

Project Connect will expand and improve our public transportation network for the entire Central Texas region, including new light rail, a subway under downtown, and an accessible bus system to better connect neighborhoods in and outside our great city. Project Connect is a program of projects designed to improve access to essential jobs, health care and education—making our communities more livable, equitable, and sustainable.

Project Connect partners (CapMetro, ATP, and City of Austin) collaborate on every element of the program, which includes environmental studies and adopting sustainable construction and operation practices.



Source: https://projectconnect.com/docs/librariesprovider2/maps/pcon_sys-tem-map-august-2021.pdf?sfvrsn=768e4c75_2



SUSTAINABILITY VISION PLAN LEADERSHIP STRUCTURE

The Sustainability Vision Plan is guided by the sustainability leadership committee to assure that sustainability is integrated into all relevant areas of operations, planning, and project implementation. This multi-tiered collaboration encourages feedback and ideas, sets priorities, and identifies resources for implementation.

The CapMetro Senior Executive Team provides leadership and approves the overarching goals, while assuring that sustainability is integrated into the Agency's strategic plan and vision.

An external sustainability advisory group of peers from regional and local agencies and organizations provides regional insight, shares best practices, and cooperatively works toward regional sustainability goals.

Finally, CapMetro's green team consists of staff at all levels and will help implement the Plan across the Agency.

Organizational Framework

A tiered approach to implementation allows us to engage staff from CapMetro and ATP to join forces and share resources on the path toward our sustainability goals. In partnership with our local peers, we can cooperatively support each other's efforts to reach our common regional goals.

SUSTAINABILITY LEADERSHIP COMMITTEE – CAPMETRO & PROJECT CONNECT

- ATP and CapMetro staff
- Led by CapMetro Sustainability Officer
- Implements Sustainability Vision Plan and action plans
- Approves sustainability fund projects

SUSTAINABILITY ADVISORY GROUP

- Staff from City of Austin, Travis County, Capital Area Council of Governments (CAPCOG), etc.
- Led by CapMetro Sustainability Officer
- Guides implementation, collaborates, exchanges knowledge and experience

GREEN TEAM

- Staff from all areas that are interested in implementing sustainability strategies
- Assist in outreach, engagement, and communication
- Provide feedback, day-to-day sustainability management



DEFINING SUSTAINABILITY

Sustainability is about creating vibrant, healthy, and resilient communities by considering how to improve our environment, support social equity, and grow a robust local economy. In fact, the three Es of sustainability (Environment, Economics, and Equity) are built into our overall vision as a public transit provider for Central Texas, which states:

“CapMetro is integral to the region and its communities, providing connectivity, fostering economic activity, and ensuring safe, environmentally sustainable, and equitable access to opportunity.” - CapMetro Strategic Plan April 2022

By integrating sustainability into all aspects of our operations and capital project delivery, we will continue to provide a valuable service to our community.

Sustainability is recognized as the intersection between environment, equity, and economy. According to the U.S. Environmental Protection Agency (EPA), "Sustainability is based on the simple principle: Everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. To pursue sustainability is to create and maintain conditions under which humans and nature can exist in productive harmony to support present and future generations."

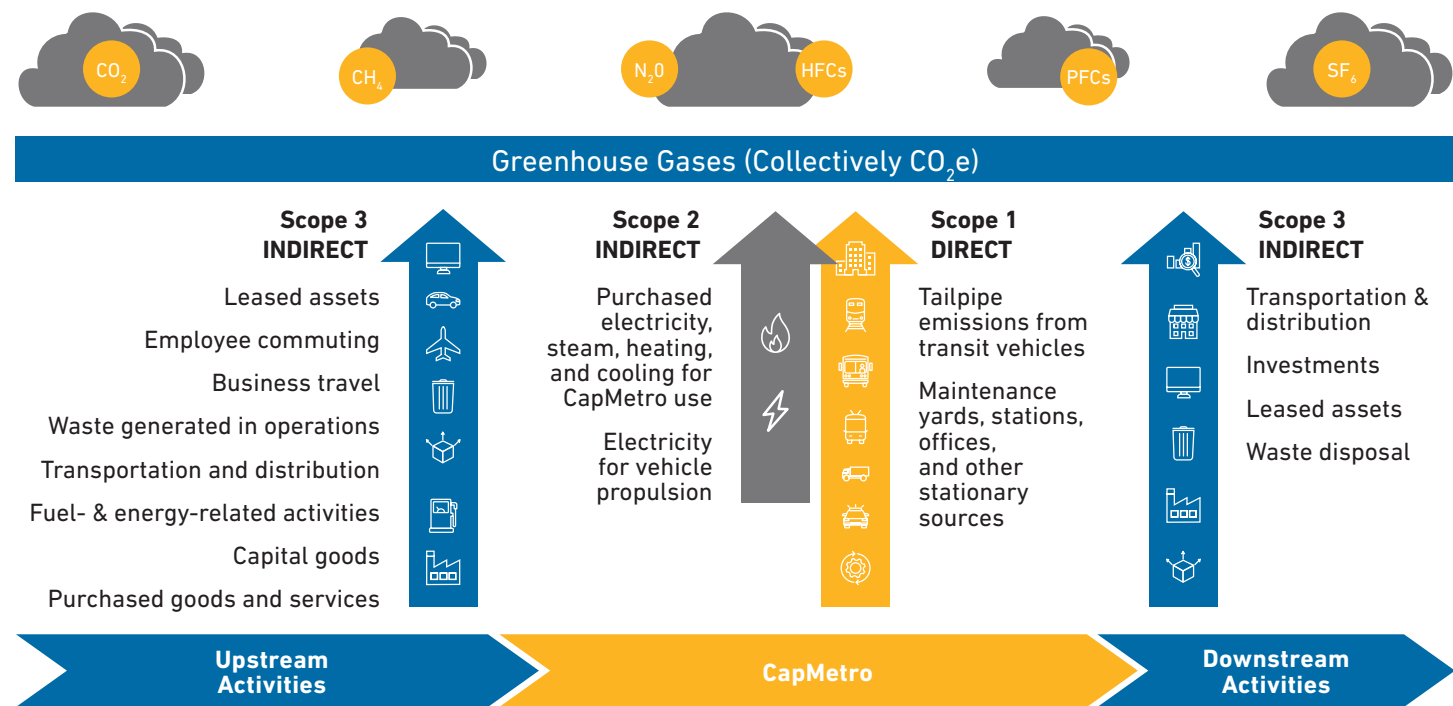


Net Zero Carbon

Net Zero Carbon by 2040 is a primary goal of the Sustainability Vision Plan. In order to meet this goal, we will reduce emissions, use renewable energy, and implement other methods to prevent or remove emissions in the atmosphere.

Net Zero Carbon or Carbon Neutrality is the state where any GHG emissions released are balanced by an equal amount being taken out of the atmosphere. CapMetro will prioritize opportunities to balance our carbon directly in the region, reducing emissions locally and potentially creating local economic opportunities.

The primary sources of carbon emission at CapMetro are from our vehicles that run on fossil fuels and from the energy that is used to power our facilities. By electrifying our fleet and maximizing the amount of renewable wind and solar energy that we use to power our vehicles and buildings, we are going a long way toward meeting our Net Zero Carbon goal. However, we also impact emissions in other ways through our business processes and activities. Energy is used and carbon dioxide (CO₂) is embedded in our construction activities, building materials choices, procurement processes, and employee travel. Each of these activities uses energy, and we can work toward reducing the CO₂ that is associated with each.



Methods to Achieve a Goal of Net Zero Carbon

There are three primary ways for CapMetro to achieve its goal of carbon neutrality:

- Direct reductions in GHG emissions associated with CapMetro activities, services, and related construction materials
- Mitigation activities to reduce carbon through partnerships and project-related decisions (i.e., planting trees in right-of-way to sequester carbon)
- Renewable energy or carbon credits as a form of investment to achieve carbon emission reductions



Why a Sustainability Vision Plan is Important to Central Texas

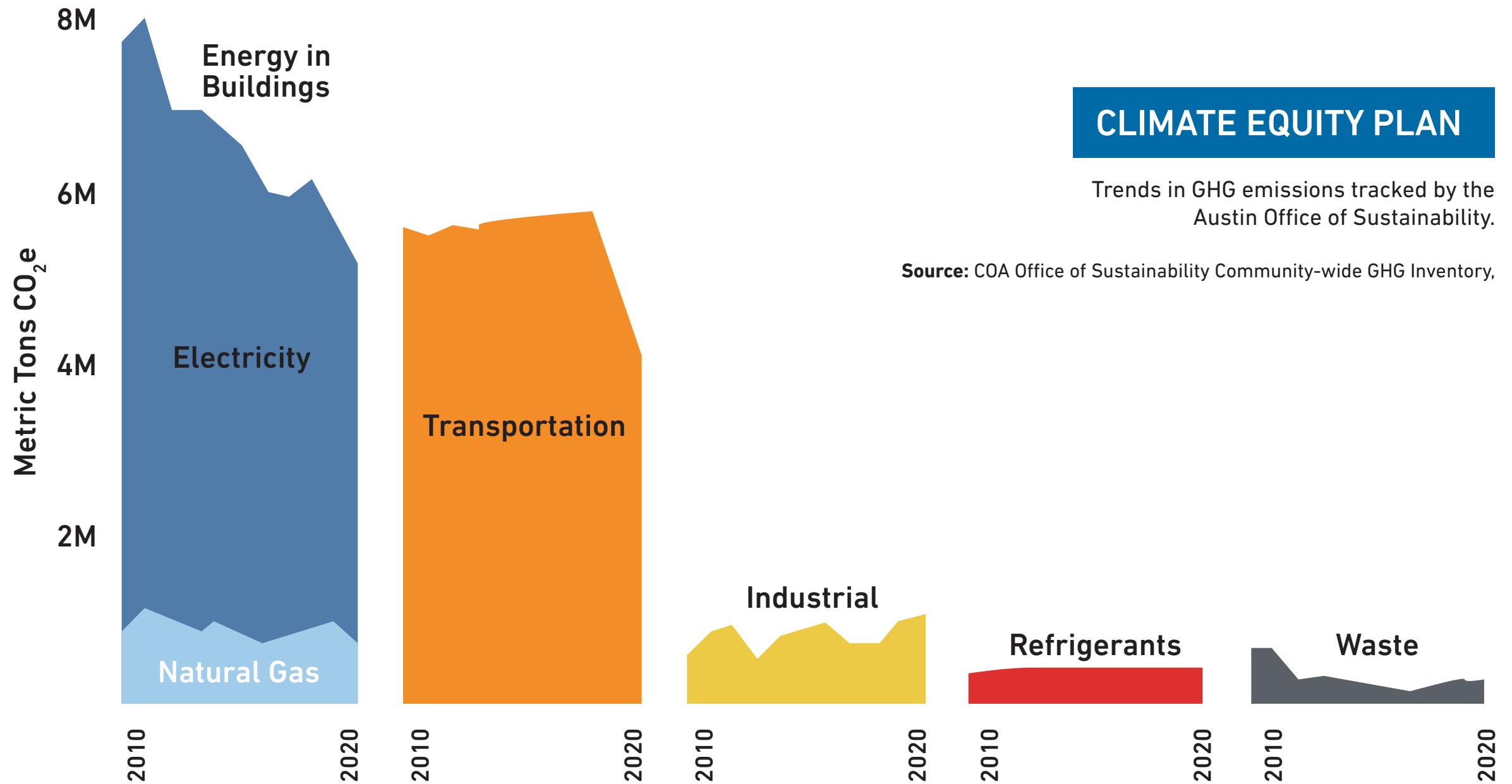
Texas is the largest producer of GHG emissions in the U.S. by a large margin, and transportation accounts for 32.6% of GHG emissions today. By 2036, we expect:

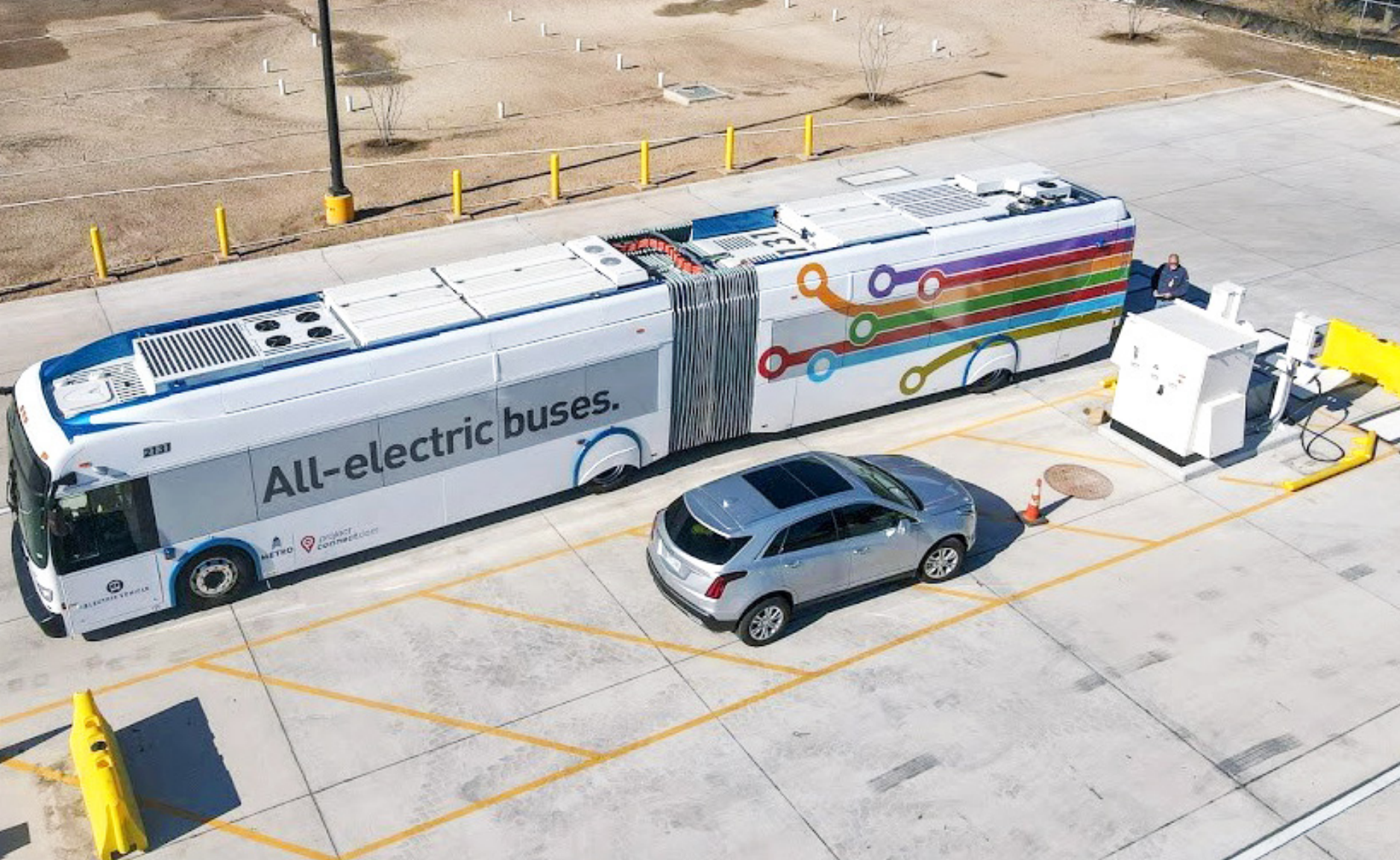
- The number of 100-degree days to be nearly double the 2001-2020 average
- Extreme precipitation events to be 6%-10% larger in intensity
- Extreme precipitation events to be 30%-50% more frequent than the 1950-1999 average.

Source: <https://climatexas.tamu.edu/files/ClimateReport-1900to2036-2021Update>

According to the Texas State Climatologist, over the next 15 years, we could experience hotter average temperatures than have ever been recorded in Central Texas, twice as many 100-degree days as we currently experience, and more extreme weather events. The impacts of climate change are intensified in urban areas where more development results in increased heat island impacts and reduced ecosystem functions. These potential changes will impact the comfort and safety of our customers and staff.

Implementing sustainability initiatives, such as converting the Agency's transit fleet to electric vehicles, promoting transit as a sustainable alternative, and committing CapMetro to renewable energy, can help reduce GHG emissions and their impact on our climate. Resilient design that considers the changing conditions will help us protect the value of our assets. Sustainable and restorative design can reduce the most severe impacts and help protect the health of our customers and ecosystems.





Measuring Sustainability at CapMetro

Sustainability indicators measure the effectiveness and capture the benefits and value of our efforts and strategies.

CapMetro has developed key metrics based on the APTA Sustainability Commitment to track water use, criteria air pollutant emissions, GHG emissions and GHG savings, energy use (electricity, fuel), recycling levels, waste generation, and operating expense. Electrification of transit vehicles and increasing ridership goals, as well as reducing the number of single-occupant vehicles, will further reduce emissions and help meet our goal of Net Zero Carbon by 2040 – a goal that is consistent with the Austin Climate Equity Plan and the regional Ozone Advance (clean air) Plan.

CapMetro's commitment to sustainability is recognized through:



- ✓ Our achievement of the APTA Gold Sustainability Commitment
- ✓ Our commitment to Federal Transit Administration's (FTA) Transit for a Healthy Planet Challenge, which is focused on climate action strategies with measurable goals to achieve GHG emissions reduction.
- ✓ Our recognition as a City of Austin Climate Leader
- ✓ Our commitment to EPA's Green Power Partnership for selecting renewable energy sources

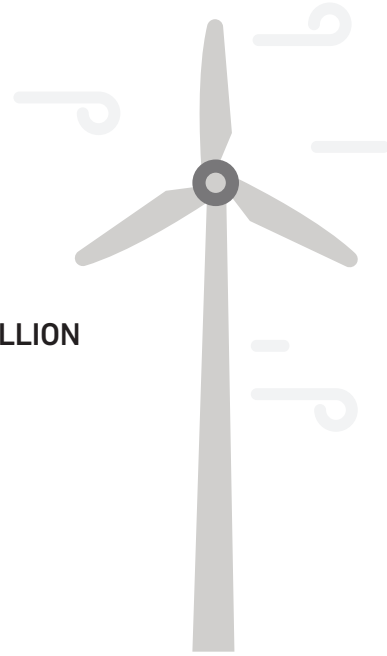
Progress CapMetro has made toward meeting sustainability goals

* Numbers in comparison to 2016 on an annual basis

ENERGY EFFICIENCY

IN 2021, 97% OF PURCHASED ELECTRICITY

ORIGINATED FROM TEXAS WIND FARMS, TOTALING AROUND 8.7 MILLION KILOWATT HOURS OF ENERGY



WATER USE REDUCTION



* REDUCED FACILITY WATER CONSUMPTION BY **2.8 MILLION GALLONS ANNUALLY**

WASTE REDUCTION



RECYCLED **10%**

OF THE AGENCY'S ADMINISTRATIVE AND PUBLIC FACILITY WASTE IN 2021



* REDUCED OVERALL SOLID WASTE PRODUCTION BY NEARLY

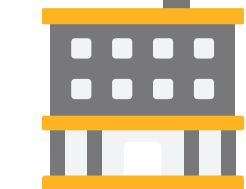
90,000 POUNDS

AIR QUALITY IMPROVEMENTS AND EMISSIONS REDUCTIONS

* REDUCED TRANSIT BUS PARTICULATE MATTER EMISSIONS BY **96%**

* REDUCED TRANSIT BUS GHG EMISSIONS BY **15%**

* REDUCED FACILITY GHG EMISSIONS BY **11%**



* REDUCED TRANSIT BUS NO_x EMISSIONS BY **70%**



PURCHASED **12 ELECTRIC BUSES IN 2021** TO REDUCE OVERALL FLEET EMISSIONS

Fleet will grow to nearly 200 electric buses by 2026



Co-Benefits of Sustainability Vision Plan

CapMetro's mission is to connect people and communities to jobs and opportunities by providing quality transportation choices to deliver a high-quality customer experience, with the help of our talented, diverse, and high-performance workforce. Optimizing our resources, instilling a culture of safety, and being a leader in sustainability assures that we are positioned to provide a robust, efficient transit network in Central Texas. Implementation of the Sustainability Vision Plan benefits us, our customers, and the region.

ACTION AREA	BENEFIT TO CAPMETRO	BENEFIT TO CUSTOMER	BENEFIT TO REGION
Energy: Conservation, Efficiency, Renewables	Lower operating costs with conservation, efficiency, and renewable energy. Increased resiliency through distributed energy systems.	Reliable and resilient service. Expanded amenities, such as solar lighting at bus stops.	Clean energy economy and transition. Supports goals of Austin Climate Equity Plan and Ozone Advance Plan.
Sustainable and Zero Emission Fleet	Reduced emissions, fuel cost, and routine maintenance. Healthier workplace.	Improved customer experience, quieter ride, no emissions, and no air pollutants.	Improved air quality and reduced idling. Reduced neighborhood noise level and carbon footprint.
Zero Waste, Natural Resource Management	Lower landfill cost. Safer, cleaner, and healthier workplace. Circular economy supported.	Opportunities to reuse materials at public facilities. Reduced litter.	Reduced waste to landfills. Supports Austin Zero Waste Plan. Circular economy supported.
Green Building and Infrastructure	Lower operating costs and improved asset management. Reduced materials costs, enhanced durability with innovative design. Healthier workplace.	Unique customer experience. Climate-conscious design, reduced heat island effect, improved comfort, and healthier spaces.	Reduced energy and water use, ecosystem impact, and materials use. Regenerative design. Supports goals of Austin Climate Equity Plan, Zero Waste Plan, Austin Water Forward, Ozone Advance Plan.
Active Transportation	Added mobility options and connectivity to transit routes. Efficient and flexible transit mode.	More customer choices. Low cost, on-demand, flexible option for short trips. Healthy, fun, and safe.	Supports climate, air quality, and community health goals. Space-efficient and flexible transit-connectivity option. Equitable bike ways and pedestrian paths.
Water and Natural World	Reduced water and wastewater utility cost. Reduced maintenance cost. Healthier workplace.	Improved customer experience. Increased shade and reduced heat island effect.	Increased biodiversity and ecosystem benefits. Increased water availability and resiliency.
Environmental and Sustainability Management	Lower operating and maintenance costs. Improved asset management. Safer, cleaner, and healthier workplace.	Improved customer experience.	Less risk of environmental impacts and increased pollution prevention.



CONNECTING PROGRAMS & INITIATIVES

As part of the Sustainability Vision Plan development process, CapMetro reviewed peer transit agency sustainability strategies and regional sustainability planning efforts and goals. This Sustainability Vision Plan builds upon these efforts' best practices and overarching goals, as well as CapMetro's current sustainability activities, to provide a roadmap for future sustainability improvements. The CapMetro Sustainability Vision Plan aligns with regional planning efforts such as Austin Climate Equity Plan, the FTA's Sustainable Transit for a Healthy Planet Challenge and other federal initiatives, the APTA Sustainability Commitment, industry best practices, and third-party rating systems like Envision, Austin Energy Green Building, LEED, and SITES. Implementation of the Sustainability Vision Plan supports the goals of these programs and regional initiatives. The integrated committees and working groups behind these various regional initiatives bring their shared passion for the environment, expertise and coordination of sustainable practices, and commitment to the Triple Bottom Line (environmental, social, economic) perspective for evaluating innovative strategies for all community members.

Sustainability Vision Plan

CONNECTION TO RELATED PROGRAMS & INITIATIVES



REGIONAL INITIATIVE AND GUIDING FRAMEWORKS



CapMetro Strategic Vision/Project Connect Guiding Principles



Federal Transit Administration Sustainable Transit for a Healthy Planet Challenge



Austin Energy Green Building/LEED



APTA's, Sustainability Commitment



Envision: Framework for Sustainable Infrastructure



Austin Climate Equity Plan and Other Regional Plans

Alignment with Regional Initiatives

The CapMetro Sustainability Vision Plan is aligned with regional planning efforts, including the Austin Climate Equity Plan, Austin Zero Waste Plan, and Austin Water Forward. As a supporting member of Central Texas Clean Air Coalition, CapMetro has joined a coalition of municipalities and regional partners working to meet regional clean air standards through Ozone Advance Plan. In addition, the Sustainability Vision Plan draws from regional initiatives such as the Travis County Climate Plan, University of Texas Sustainability Master Plan, and Austin Community College Sustainability Plan.



AUSTIN CLIMATE EQUITY PLAN

A plan developed with considerable stakeholder and community input that establishes a community-wide net zero carbon goal by 2040 using equitable strategies. In the Sustainability Vision Plan, CapMetro has adopted this overarching goal and developed strategies to reduce emissions in fleet transit vehicles, buildings, and facilities; and reduce the embodied carbon of building materials. Strengthening our sustainable purchasing practices will further address embodied carbon, the related carbon footprint of operations, and further support the region's net zero carbon goal.

OZONE ADVANCE PLAN

A voluntary, regional ozone reduction plan adopted by the Central Texas Clean Air Coalition (CAC). It is intended to keep the region in attainment of current ozone standards, reduce ozone levels enough to remain in attainment of anticipated future standards, and improve public health, particularly for vulnerable populations. CapMetro is a supporting member of the CAC, and our Sustainability Vision Plan aligns with the Ozone Advance Plan goals by using locally generated renewable energy, converting our fleet to electric and cleaner emission vehicles, and participating in mobility and active transportation programs, such as Get There ATX and Commute Solutions.

AUSTIN ZERO WASTE PLAN

A plan to achieve a zero waste goal by 2040, and to reduce waste going to landfill by 90%. Austin also puts programs in place to encourage zero waste procurement and a circular economy, and to create products from materials that were previously waste. CapMetro's Sustainability Vision Plan identifies system wide public recycling at high rider volume locations, organics composting program expansion, reduced operational and construction waste, and other waste reduction and circular economy strategies that support this zero waste goal.

AUSTIN WATER FORWARD

A plan that acknowledges that climate change and regional growth challenge regional water supplies. It encourages continued water conservation and efficiency strategies to protect local waterways, habitats, and natural environments through strategies that are technically, socially, and economically feasible. CapMetro's efforts to install more efficient water systems and support water conservation in our operations is consistent with this effort. Use of native plants and sustainable landscaping further supports water conservation and protects our region's natural environment.

Austin Climate Equity Plan

The Austin Climate Equity Plan includes elements that are particularly consistent with the Sustainability Vision Plan. Crucial to the Climate Equity Plan's development was a focus on community members who have been systematically excluded from the climate change conversation. The Community Climate Ambassadors Program was created to specifically engage individuals from underrepresented communities who had previously not participated in climate change conversations and planning efforts. These ambassadors were compensated for their time and were recruited to apply an equity lens and contribute their historical or lived experience to the conversation while continuing to engage their networks about climate issues. Numerous stakeholders, including CapMetro, were involved in the plan development process. We support this strong equity focus, and we have included equity as a sustainability strategic value. The Climate Equity Plan also includes goals, strategies, and targets that are consistent with CapMetro's environmental sustainability planning efforts and overarching goal to reach net zero carbon by 2040.

CLIMATE EQUITY GOALS



STRONG EMPHASIS IN CUTTING EMISSIONS BY 2030



NET ZERO CARBON BY 2040



NEW BUILDINGS ARE NET ZERO CARBON. EXISTING BUILDINGS' EMISSIONS REDUCED BY 25% AND NATURAL GAS-RELATED EMISSIONS REDUCED BY 3% GROUNDED IN EQUITY

Austin Climate Equity Plan Strategies

The Austin Climate Equity Plan proposes specific strategies and targets supported by CapMetro and, in many cases, equivalent to the Sustainability Vision Plan's strategies and targets. As a transit agency, CapMetro supports the Climate Equity Plan's focus on public transit and other active transportation options. CapMetro's commitment to electrification of our vehicles, reducing the carbon footprint of our buildings, and reduced construction and operational waste are strategies shared by the Climate Equity Plan.

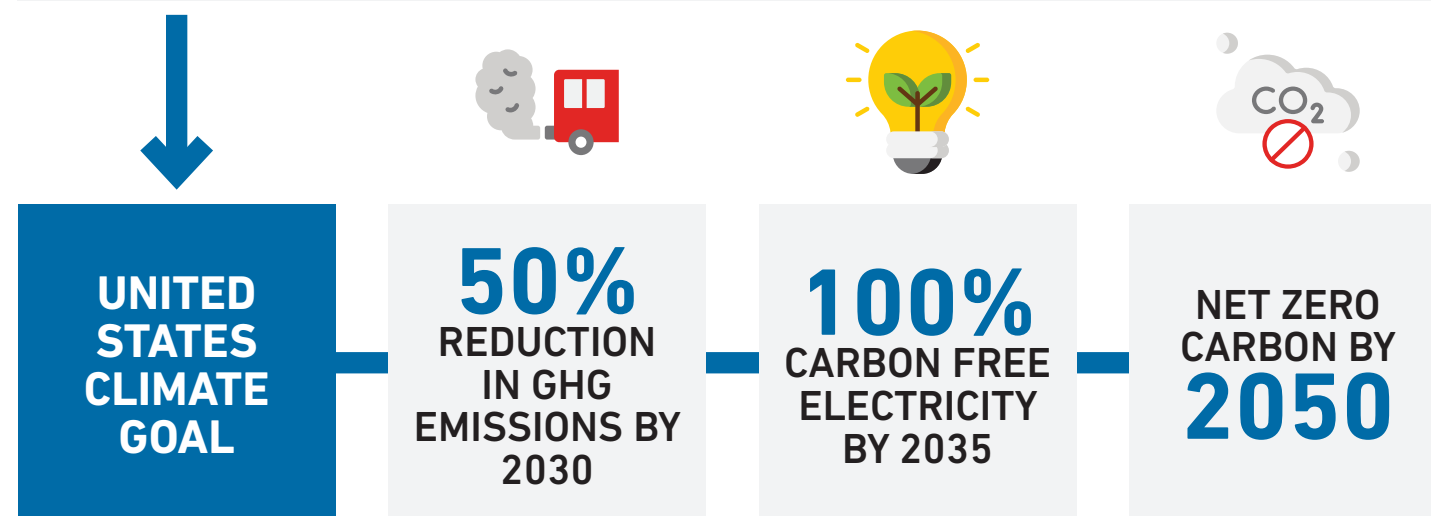
		SUPPORT THROUGH SERVICE DELIVERY	EQUIVALENT TO INTERNAL STRATEGY/TARGET
Related to Buildings and Structures, (Sustainable Buildings)	Net zero carbon buildings/reduce emissions from existing buildings		✓
	Reduce embodied carbon footprint of building materials		✓
	Reduce water demand		✓
Electrifying Public Transit and Equitable Distribution of Electric Vehicles (Transportation and Land Use, Transportation Electrification)	80% new non-residential in city's activity center	✓	
	Preserve housing units, new housing within 1/2 mile of activity center	✓	
	50% of trips in Austin – public transit, biking, walking, carpooling, work from home	✓	✓
	40% of vehicle miles are electrified	✓	✓
	Equitable distribution of electric vehicle charging	✓	
	Region is leader in transportation electrification	✓	✓
Urban Planning Priorities, Use of Natural Lands (Food and Product Consumption, Natural Systems)	Access to sustainable food system	✓	✓
	Zero waste	✓	✓
	Protect natural lands as carbon pools and for resilience	✓	✓
	50% tree cover with a focus on equitable tree cover	✓	✓
	All city-owned lands under a management plan to reduce carbon and maximize benefits		✓

FTA Sustainable Transit for a Healthy Planet Challenge

The FTA Sustainable Transit for a Healthy Planet Challenge encourages transit agencies to take bold steps to achieve a 50% reduction from 2005 GHG emissions levels by 2030. By creating action strategies, agencies can develop measurable goals to target emissions reduction and build on their current progress. Agencies document their current emissions inventory and note initiatives spurred by state and local policies and regional studies to then develop emissions reduction goals and targets. Strategies are tracked to evaluate performance and goal achievement.

FTA SUSTAINABLE TRANSIT FOR A HEALTHY PLANET CHALLENGE

DEVELOP CLIMATE ACTION STRATEGIES WITH MEASURABLE GOALS TO ACHIEVE GHG EMISSIONS TARGET



Unified Training Academy

Developing a skilled, resilient, and prepared workforce at all levels is a key strategic priority for CapMetro. Sustainability training and awareness programs are being launched to prepare staff and partners to integrate sustainability into the design and project management process.

APTA Sustainability Commitment

The APTA Sustainability Commitment program provides a pathway for transit agencies to achieve continual improvement in sustainability by encouraging agencies to set goals and take actions in key sustainability indicators. CapMetro is currently at the APTA Sustainability Commitment Gold level, with a target to achieve Platinum level.

APTA Sustainability Commitment tracks the progress that transit agencies make in improving performance around indicators, such as water conservation, waste minimization, and emissions reductions. Transit agencies are recognized for implementing programs (action items and stretch goals) and achieving improvement targets. The action plans developed as part of the Sustainability Vision Plan will support our goal to achieve the higher level of APTA recognition.

Envision, Austin Energy Green Building and Other Frameworks

The Austin Energy Green Building (AEGB) program, Envision for Sustainable Infrastructure, the U.S. Green Building Council's LEED rating system, SITES, and other recognized standards will be used to guide the sustainable design of CapMetro and Project Connect capital projects. They will be applied to both facilities (e.g., transit hubs and office spaces) and operational infrastructure (e.g., rail tracks and bus rapid transit lines). These sustainability frameworks provide a structured approach to evaluating options to improve our projects' environmental and climate footprint and inspire designs that are the best for our customers and the planet while considering life-cycle costs and benefits.

These sustainable design frameworks will be integrated into our project management process to assure that sustainability is integrated throughout all stages of implementation. Design guidelines and specifications will be updated to assure that all staff and contractors are aligned around common targets. Minimum targets will be developed based on the unique aspects of transit-related projects and the recommendations outlined in the Austin Green Building Policy.

Several CapMetro projects have either received recognition or have initiated projects that will be rated using one of the sustainability frameworks.



IMPLEMENTING THE SUSTAINABILITY VISION PLAN

The Sustainability Vision Plan is a way to communicate the importance of sustainability to all of our staff, stakeholders, project partners, and community. It is based on input collected from the sustainability leadership committee and sustainability advisory group.

To build and operate sustainable **transit infrastructure** that keeps communities connected, protects and restores our natural systems and environment, and helps grow a vibrant local economy.



Plan Structure

The Sustainability Vision Plan encompasses the Agency's environmental, social, and economic Triple Bottom Line (TBL) objectives and creates a formal process for implementing and tracking sustainability initiatives. It documents the vision, goals, and action areas CapMetro will pursue to do our part to protect our planet in an equitable and resilient way. The Plan also offers an implementation strategy through the action plans developed as a part of this vision planning. An annual sustainability report will highlight the implementation of key strategies, metrics and results, and activities.

SUSTAINABILITY VISION PLAN

- Establish vision statement, goals, sustainability strategic values, and action areas
- Align CapMetro sustainability strategic values, align Project Connect values, provide a roadmap to achieve APTA Sustainability Commitment program Platinum level, and align with FTA Sustainable Transit for a Healthy Planet Challenge
- Facilitate transparency with our community

INTERNAL ACTION PLANS

- Set department-level sustainability goals and commitments that align with the budget cycle and integrate with other plans, including Fleet Management Plan Fleet Transition and MetroBike Strategic Expansion
- Identify strategies and track action items
- Monitor and report metrics on GHG/carbon emissions, air emissions, energy, water, and waste/reuse
- Establish departmental leads and responsibilities

ANNUAL REPORT

- Report metrics and key activities
- Align with CapMetro Strategic Plan
- Track APTA Sustainability Commitment
- Available to the community and stakeholders

Purpose and Impact of the Sustainability Vision Plan

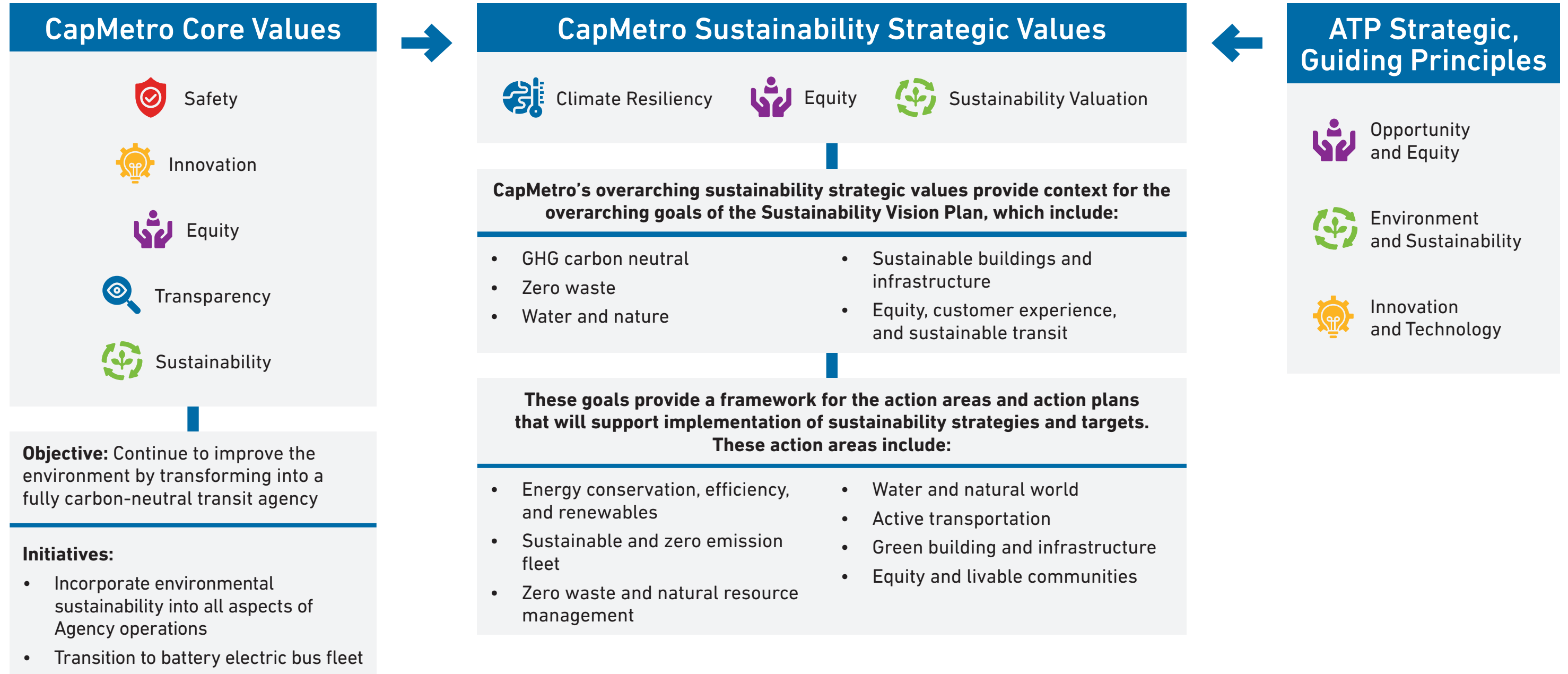
CapMetro's commitment to sustainability is not new. However, as CapMetro and our transit ecosystem evolve through Project Connect, our Sustainability Vision Plan reflects a renewed commitment to sustainability with our partners and communicates our sustainability approach as one that:

- Keeps communities connected through CapMetro's sustainable transit infrastructure
- Protects and restores the region's natural systems and environment
- Helps grow a vibrant local economy
- Instills a sense of pride and purpose for CapMetro staff
- Reflects CapMetro's financial strength and resiliency
- Demonstrates a net positive impact to the environment
- Provides a way to communicate sustainability goals and progress with internal and external stakeholders



Consistency with CapMetro Strategic Plan and Values

The CapMetro Sustainability Vision Plan’s strategic values of equity, climate resiliency, and sustainability valuation reflect the strategies, priorities, and guiding principles of our overall Strategic Plan.





SUSTAINABILITY GOALS

The sustainability goals support and are consistent with other community goals that have been set with stakeholder input and that are outlined in the Austin Climate Equity Plan, Austin Zero Waste Plan, Austin Water Forward, and others.



GHG/CARBON NEUTRAL

Carbon neutral by 2040, consistent with Austin Climate Equity Plan.



ZERO WASTE

90% reduction of waste to landfills by 2040, consistent with Austin Zero Waste Plan.



WATER AND NATURE

Sustainably manage water resources and enhance nature and natural systems through conservation and green infrastructure.



SUSTAINABLE BUILDINGS AND INFRASTRUCTURE

Use sustainable design guidelines and rating systems (Envision, Austin Energy Green Building, LEED) to guide all capital projects.



EQUITY AND LIVABLE COMMUNITIES

Leverage transit resources to enhance sustainability, connectivity, access to opportunities, and create livable places; especially in historically disinvested communities.



SUSTAINABILITY STRATEGIC VALUES

The Sustainability Vision Plan was developed within the context of equity, climate resiliency, and the value of sustainability investment. These strategic sustainability values are reflected in the spirit of the Plan and will be integrated throughout the Plan's implementation.

- **Equity:** Transit resources will be leveraged to enhance sustainability, connectivity, access to opportunities, and create livable places, especially in historically disinvested communities.
- **Climate resiliency:** Consideration will be given to design that can help mitigate the impacts of climate change.
- **Life-cycle, sustainable return on investment (S-ROI), sustainability valuation:** Projects will be evaluated based on the overall costs and benefits (including environmental) over the lifetime of each project.



Equity

Defining Equity at CapMetro

Communities and neighbors will share in the benefits of the Sustainability Vision Plan, especially in historically disinvested communities.

Public transit is an essential public service, and is especially important to staying connected to employment opportunities and community services. The ability to travel assures that human needs, such as food, water, and shelter are met; while the quality of transportation enhances our well-being and the feelings of safety, security, belonging, esteem, autonomy, and the ability to thrive. It is CapMetro's goal to provide safe, equitable, reliable, and cost-effective public transit to improve mobility, and stimulate economic development. The mobility CapMetro provides ensures access to jobs, healthcare, education, worship, entertainment, and much more. Moreover, CapMetro provides resources and essential sustainability benefits, such as zero emission buses and MetroBike shared mobility systems, to help keep our air clean, reduce environmental impact on our surroundings, and reduce the risks of climate change. We will prioritize communities and neighborhoods that have not shared in these benefits historically. Sustainability and equity are inherently linked and will continue to be a high priority in the implementation of Project Connect.

Current Activities

- Developing an Equitable Transit Oriented Development (ETOD) tool to guide transit investments.
- Supporting local and underserved business development through our disadvantaged business enterprise/small business enterprise program.
- Participation in the Austin Climate Equity Plan, identifying and supporting climate strategies through community input.
- Integrating equity as a decision-making lens in the MetroBike Strategic Plan.
- Implementing significant outreach efforts through our EOTD program with a goal to increase participation from black, Indigenous, and people of color (BIPOC) populations, seniors, and low-income populations.
- Partnering with Central Texas Food Bank to convert a bus into a mobile food pantry to bring fresh and healthy food to identified food deserts.

Pathway to Equitable and Sustainable Transit

- Identify opportunities for equitable distribution of urban trees and green infrastructure analysis.
- Create a training academy to grow a local workforce to support planning and implementing our transit infrastructure.
- Advance accessibility and connect transit services to bikeways that accommodate all ages and abilities.
- Grow our local green economy and creating sustainability markets.



Climate Resiliency

Defining Climate Resiliency

Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing climate-related risks and better preparing transit systems for these risks. Projects and facilities will be evaluated and developed based on climate resiliency to help provide comfortable public facilities, protect the value of assets, and plan for providing service during climate events and changing conditions. Impacts of climate change in Central Texas may include more days of high heat, drought, extremely dry soil conditions, and extreme precipitation. Preparing for climate change will require thoughtful and robust design to maintain the resiliency of our transit facilities and the comfort of our customers. Regenerative design and green infrastructure are strategies that can help mitigate the impact of climate change.

Current Activities

- CapMetro participated in City of Austin climate resilience planning process to identify critical infrastructure for review for climate impact.
- Capital project and operation risk assessments of key projects and assets, that include a resilience component and a review of the most current Atlas 14 flood maps.
- Bus shelter design includes additional shade cover and weather protection.

Pathway to Equitable and Sustainable Transit

- Prioritize planning for potential climate impacts in CapMetro emergency response plans.
- Launch a CapMetro climate resilience action planning process to prepare for future conditions.
- Prioritize a resilient energy management planning for rail and bus electrification.
- Explore “resiliency hubs” and vehicle to building energy systems for community emergencies.
- Design future facilities to reduce heat island impact and consider customer comfort.
- Integrate green infrastructure and urban tree canopy to mitigate the impacts of a changing climate.



Sustainability Valuation

Sustainability valuation is a way to measure the benefits and costs associated with implementing policies and projects. Sustainability valuation tools will be used to guide project delivery, and to help identify total life-cycle costs and capture sustainability benefits. The tools of life-cycle cost analysis and S-ROI can be applied to capital projects and operations and integrated into business and procurement policies to capture the full range of TBL benefits. Sustainability valuation considers the value of ecosystem services, nature, pollution, health, place, and community— benefits that are not typically incorporated in a simple financial return on investment approach. Recognized methods and tools can evaluate these sustainability values that are important to the community and provide co-benefits, but are often overlooked.

CapMetro will develop tools and processes for integrating sustainability valuation into our decision-making and project management. As we continue to progress toward carbon neutrality by 2040, CapMetro will develop new projects and make investments in a thoughtful, data-driven manner. While we are already making electric-ready investments in our facilities and purchasing electric fleet vehicles, maintaining our commitment to sustainability will require prioritizing our investments and fully understanding the impacts of our decisions – economically, equitably, and environmentally.

Pathway to Sustainability Valuation

- Develop a Sustainability Valuation framework based on anticipated projects and policies for evaluation, as well as data availability.
- Review existing sustainability valuation tools and develop tools for CapMetro projects and policies, which may include S-ROI or a multi-criteria decision-making approach that supports the integration of both qualitative and quantitative data in decision-making.
- Select projects to evaluate as a pilot program:
 - Fleet transition alternatives, new facilities.
 - Projects for potential funding through the Sustainability Action Fund.
- Integrate sustainability valuation methodology into the project selection and management process and, over time, as part of broader capital investment planning.

Several federal initiatives are encouraging a sustainability valuation approach to project development. The U.S. Department of Transportation, (USDOT) and FTA include TBL factors such as equity and emissions reduction, in their discretionary grant evaluation criteria.

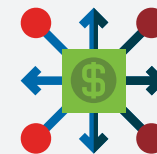
Principles of Sustainability Valuation Analysis



CONSIDER ALL ECONOMIC, SOCIAL, AND ENVIRONMENTAL OUTCOMES



EXPRESS AS MANY OUTCOMES AS POSSIBLE IN MONETARY TERMS



CONSIDER THE DISTRIBUTION OF BENEFITS, COSTS, AND EQUITY IMPACTS



ACCOUNT FOR RISKS AND UNCERTAINTY



INVOLVE STAKEHOLDERS AND SUBJECT-MATTER EXPERTS



COMMUNICATE ALL RESULTS CLEARLY AND EFFECTIVELY

SUSTAINABILITY ACTION AREAS/ACTION PLANS

A structured and integrated approach to implementation is essential for reaching the overarching goals in this Sustainability Vision Plan. Sustainability is embedded into our operations and projects through:

Action areas that provide a focus to our strategies and align with regional and sustainability frameworks; and the associated

Action plans that are annually updated by the key staff and the sustainability leadership committee and outline the actionable strategies and milestone targets to reach our goals.

Annual report is made available to the public every year, that provides an update of our sustainability progress and summarizes our action areas and strategies.



The action plans are a written roadmap that provides a documented process for assuring that we continue to integrate sustainability into our operations and capital projects.

Each action plan will include:

- Summary of action area, support for overarching goal, and connection to CapMetro activities
- Expected regional sustainability outcomes and impacts, connection to regional programs
- Connection to CapMetro core values, Project Connect guiding principles, and sustainability core values
- Current strategies
- Partnerships and stakeholders
- Implementation process
 - Resources, staff and departments involved, business processes, connection to ongoing projects
 - Strategies
 - Short- and long-term targets
- Metrics and data needs
- Resources and staff involved
- Risks to achieving goals



Solar panel installation from Austin Energy



Energy: Conservation, Efficiency, Renewables

Path forward

Reduce the energy used in our current facilities and operations through a comprehensive energy management program, conservation, and energy upgrades. Apply zero energy design guidelines for all new facilities. Renewable energy is the first choice.

Current Strategies

- 100% powered by Austin Energy Green Choice. Meeting environmental and consumer-protection standards.
- Installed over 200 solar bus stop lighting systems and information displays.
- Completed energy upgrades such as LED lighting at park and rides.
- Partnered with the State Energy Conservation Office to audit and analyze all facilities and identify ways to reduce the Agency's energy load.
- Reduced energy by 34% since 2014 (normalized to revenue miles traveled).
- Reduced carbon emissions/GHG by 32% since 2016.

Targets

- Use 100% renewable energy for all electric sources.
- Achieve net zero carbon/energy buildings and facilities.

Sustainable and Zero Emission Fleet

Path forward

Transition all revenue and non-revenue fleets to zero emission, as technology becomes available to meet the needs of our operation and benefits our customers. Guide our fleet conversion with a comprehensive zero emission vehicle transition plan.

Current Strategies

- Readied North Ops Electric Bus Depot for 179 electric buses.
- Launched an electric vehicle program, purchased electric fleet vehicles, and installed charging stations for employee use of our fleet vehicles.
- Expanding on current fleet of 8 electric Nissan Leaf staff fleet vehicles with 15 plug-in hybrid vehicles.
- Expanding charging infrastructure for non-revenue vehicle fleets and staff members.
- Reduced criteria air pollutants (NOx) by 63% since 2016.
- Reduced GHG emissions with electrification.

Targets

- Procure 197 new electric buses over the next 5 years.
- Attain 100% zero emission revenue and non-revenue fleets.
- Attain 100% zero emission light rail.
- Install public charging infrastructure at public facilities for customers and the community.



Water and Natural World

Path forward

Assess all assets and properties for opportunities to conserve, restore, and enhance natural areas, improve biodiversity, increase native plants, and protect watersheds and water resources. Implement landscaping and water conservation design, procurement, and maintenance best practices.

Current Strategies

- Upgraded all bus washes with efficient low-water high-pressure systems.
- Installed water efficient irrigation systems in all new capital projects; conducted irrigation audits of all existing systems.
- Adopting “Grow Green” landscaping best practices, procuring native pollinator-friendly plants.
- Partnering with Texan by Nature to identify ways to protect and enhance habitats and conserve natural resources.

Targets

- Protect and enhance habitat and natural areas.
- Increase tree canopy.
- Increase use of native plants and sustainable landscaping.
- Reduce water used in operations and landscaping.
- Increase the amount of captured and recycled water used at our facilities.



Zero Waste, Natural Resource Management

Path forward

Manage operations to reduce the amount of waste generated and prioritize options, such as surplussing, repurposing, asset management, organics management, and recycling. Establish procurement best practices to encourage a circular economy, reduce waste, reduce single-use packaging and materials, and extend useful life of materials and products.

Current Strategies

- Established a robust surplus materials program.
- Integrated zero waste guidelines into procurement policy.
- Implementing a pilot public facilities’ recycling program.
- Recycling bus shelters and amenities at the end of useful life.
- Implementing contracts to maximize construction and demolition recycling.

Targets

- Implement system wide public recycling at high rider volume locations.
- Reduce packaging and single use food service items from breakrooms and food service areas.
- Expand our current organics composting program to include food waste.
- Establish process to measure waste reduction from surplus and construction recycling.
- Reduce operational waste by 50% from baseline.
- Reduce construction waste by 90% from baseline.
- Achieve zero waste to landfill.
- Strengthen procurement policies to encourage circular economy and local sustainable economy development.



Green Building and Infrastructure

Path forward

Design all new buildings and capital projects to prioritize the highest practical environmental and sustainability performance, and to support net zero carbon goals within the established timeframes. Capital projects will be guided by Envision for Sustainable Infrastructure, U.S. Green Building Council (USGBC) LEED and SITES rating systems, and the Austin Energy Green Building (AEGB) guidelines with the goal to achieve the highest feasible ratings.

Current Strategies

- Launched Envision for Sustainable Infrastructure “university” to raise awareness about sustainability best practices and train design teams and partners involved in project implementation.
- Guided project design using sustainability frameworks (Envision, AEGB, LEED, SITES) for Plaza Saltillo, Richard A. Moya Eastside Bus Depot, Downtown Station, McKalla Station, and the Project Connect bus rapid transit routes.
- Integrated sustainability standards into MetroRail Design Guide and capital project proposals.
- Completed retro-commissioning of key facilities to identify areas for additional conservation and efficiency improvements.

Targets

- Increase use of sustainable building materials and reduce the embodied carbon in new construction.
- Achieve a minimum AEGB 3 star LEED, SITES, or Envision Silver for capital projects.
- Use universal design standards to prioritize sustainable, resilient and regenerative design.
- Implement smart technology to enhance energy conservation and sustainability, optimize operations and maintenance, and enhance employee well-being and performance.

Active Transportation

Path forward

Collaborate to build an active transportation system that is a seamless extension of CapMetro's services and facilities multi-modal access to transit.

Current Strategies

- Installed three-bike racks/storage on all buses and rail.
- Developed partnership between CapMetro/ATD/Bike Share of Austin MetroBike; improved and expanded system.
- Conducted active planning to connect transit facilities to the bike and trail networks.
- Hiring MetroBike Program Manager to coordinate internal and external bike activities.
- Achieved League of American Cyclists Bicycle Friendly Business at the Gold Level since 2016.

Targets

- Implement MetroBike shared bike system strategic expansion plan and increase the number of Ebikes and dock systems.
- Increase the number of bike-transit trips and MetroBike trips.
- Provide safe and secure bike parking at MetroRail and MetroRapid facilities, transit centers and park and rides.



Environmental and Sustainability Management

Path forward

Reestablish and implement an Environmental and Sustainability Management System (ESMS) that supports the goals of the Sustainability Vision Plan to reduce climate footprint, reduce environmental impact, and improve facility resiliency. Implement a comprehensive ESMS strategy, including training, awareness and review processes that are guided by ISO 14001 and FTA's ESMS guidance.

Current Strategies

- Adopted ESMS Policy and included ESMS requirements in service operations contracts.
- Established a utility and resource management database (Energy, Water, Waste, Fuel, GHG) to track metrics and establish key performance indicators.
- Implemented best practices for pollution prevention and resource conservation, such as recycling at administrative and maintenance facilities.
- Required LEED-compatible best practices and implementation of less toxic cleaning processes in custodial services contract.

Targets

- Establish an internal ESMS team and implement ISO 14001-certified ESMS system.
- Design all new facilities to support operational procedures to integrate best practices with environmental and sustainability management. Integrate environmental and sustainability best practices into all operational procedures.





Sustainability and Action Plan Tools

Implementation of the action plans will be supported by an on-line performance and program management tracking tool, and a dedicated sustainability project fund. These tools will be used to verify strategies, connect them to the overarching goals, and identify resources needed.

Performance and Program Management Tracking Tool

The performance and program management tracking tool will be used to facilitate achievement of the targets identified in each action plan, and provide ongoing support for documenting strategies, tracking performance metrics, and integrating with other project management tools. Each action area will have a written summary and supporting on-line data management/project management tool for tracking strategies, targets, status, and other implementation status. The tracking tool will formalize the data collection process required to measure progress toward meeting sustainability goals, provide a method for tracking sustainability valuation and goals and record sustainability progress on CapMetro's performance dashboard.

Action Planning Tracking Tool

Number	Focus Area	Target	Base Year	Interim Year	Target Year	Value Base	Value Interim	Value Target	Unit	Source	Calculation Methodology	Accountable Dept.	Updated
1	Energy: Conservation, Efficiency and Clean and Renewable Energy	Utilize 100% of renewable energy in all operations	2019	2025	2050	N/A	N/A	N/A	BTUs	N/A	N/A	N/A	1/12/2022
2	Energy: Conservation, Efficiency and Clean and Renewable Energy	Achieve net zero carbon/energy in buildings	2019	2024	2030	N/A	N/A	N/A	Y/N	N/A	N/A	N/A	1/12/2022
3	Energy: Conservation, Efficiency and Clean and Renewable Energy	Achieve net zero carbon/energy in facilities	2019	N/A	2030	N/A	N/A	N/A	Y/N	N/A	N/A	N/A	1/12/2022
4	Energy: Conservation, Efficiency and Clean and Renewable Energy	Install X additional solar bus stop lighting systems and information displays	2019	N/A	2030	N/A	N/A	N/A	tons	N/A	N/A	N/A	1/12/2022
5	Energy: Conservation, Efficiency and Clean and Renewable Energy	Reduce energy by Y% from 2014 levels	2019	2025	2050	N/A	N/A	N/A	gallons	N/A	N/A	N/A	1/12/2022
6	Energy: Conservation, Efficiency and Clean and Renewable Energy	Reduce carbon emissions/GHG by Z% from 2016 levels	2019	2024	2025	N/A	N/A	N/A	Y/N	N/A	N/A	N/A	1/12/2022
7	Energy: Conservation, Efficiency and Clean and Renewable Energy	Building 1 LEED Silver	2019	N/A	2025	N/A	N/A	N/A	Y/N	N/A	N/A	N/A	1/12/2022
8	Energy: Conservation, Efficiency and Clean and Renewable Energy	Building 1 AEG3 3 star	2019	N/A	2025	N/A	N/A	N/A	Y/N	N/A	N/A	N/A	1/12/2022
9	Energy: Conservation, Efficiency and Clean and Renewable Energy	Increase transit ridership by X%	2019	N/A	2025	N/A	N/A	N/A	riders	N/A	N/A	N/A	1/12/2022

Sustainability Project Fund

A sustainability project fund will provide supplemental dollars for capital and operational projects as described below.

Description	<p>A supplemental fund for capital and operational projects that supports:</p> <ul style="list-style-type: none"> • The goals of the Sustainability Vision Plan • Achieving/maintaining Platinum level recognition for APTA Sustainability Commitment • The goals of the Austin Climate Equity Plan, Austin Zero Waste Plan, Austin Water Forward
Project Categories	<ul style="list-style-type: none"> • Energy and Climate • Sustainable and Zero emission Fleet • Zero Waste • Water and Natural World • Active Transportation • Green Building and Infrastructure • Environmental and Sustainability Management
Examples of Projects	<ul style="list-style-type: none"> • Zero emission vehicles or charging infrastructure • Green building infrastructure design • MetroBike equipment • Urban forestry, sustainable landscaping, or habitat projects • Public facility recycling • Renewable energy projects or pilots • Pollution prevention projects • Third-party support for sustainability rating (AEG, LEED, Envision, SITES) • Energy conservation upgrades/retrofits • Computer equipment and software for energy conservation
Process	<p>The sustainability leadership committee will identify and select projects consistent with procurement guidelines; and based on sustainability impact and sustainability return on investment.</p>





PLAN IMPLEMENTATION AND SUPPORT

Critical to achieving our sustainability goals is our process for implementing our strategies and actions and assuring that our Plan is guided by strong partnerships, clear information and data, agile processes, and appropriate technology.

Guiding vision

The Sustainability Vision Plan provides a framework for advancing sustainability through CapMetro's operations and through the implementation of Project Connect, while also supporting broader regional and national goals. This Plan provides a guiding framework and common language for communicating our sustainability goals to our staff, partners, and stakeholders; while also providing an opportunity to connect with others in our community that are on the path to a sustainable future. The Plan supports and is seamlessly connected to CapMetro's Strategic Plan and Project Connect guiding principles.

Pathway to improvement

Data will be used to guide our process through our action plans and sustainability valuation tools. Strategies and actions will be prioritized to achieve the best outcomes to meet our strategic and sustainability goals. Metrics, indicators, and targets will be used to help us understand where we are now, and keep us on track

Led by our sustainability leadership committee, the implementation of action plans will guide the development of our targets and strategies to meet our overall goals. Action plans will be a key step toward tracking implementation and providing accountability. They will be updated annually as we learn more through our metrics and technologies are developed to meet our needs.

Exploration of future opportunities

Sustainability planning is an evolving process, and our plans will be updated as we understand more about our changing climate and the impacts on our health, environment, and ecosystems. We will look for ways not only to reduce our impact, but to create more resilient communities, and restore ecosystem function where possible.

Additionally, it is important that we keep up with cost-effective, sustainability focused innovations that can meet our customers' needs and service requirements. We will implement processes to work with our partners and stakeholders to identify technologies and market solutions that can help us meet our internal and community sustainability goals.

CapMetro



DISCUSSION ITEMS:

Quarterly Financial Update

FY21 Year-End—Update from 4th Quarter Report

- Audited Annual Financial Report sent to Board March 21, 2022
- RSM US LLP expressed the opinion that the statements are “presented fairly in all material aspects”
- Only minor changes from 4th Quarter report (based on unaudited figures) to final to account for accrual of payments made in October

FY21 Fund and Reserve Summary-Final

\$ Million	Budget	4 th Quarter*	Actuals
Balance from Prior Year	\$0.0	\$0.0	\$0.0
Revenue	\$209.7	\$215.7	\$215.7
Expenses	\$96.9	\$45.1	\$46.9
Ending Balance	\$112.8	\$170.6	\$168.8

Reserves			
Reserved for FY22 Anti-Displacement Investments		\$23.0	\$23.0
Reserved for FY22 Project Commitments		\$134.6	\$134.6
Reserved for Future Project Commitments		\$13.0	\$11.2
Total Reserves		\$170.6	\$168.8

*Actuals are prior to year-end close

FY22 Quarter Report: Significant Changes

- Expenditure lines added for payments to CapMetro and the City for support services
- Staffing report that focuses on current hiring activity
- Inclusion of ATP Contract Status Report and Quarterly Investment Report

FY22 Revenue: Budget to Actual Comparison

In Millions	Approved Budget	Estimate	Actuals
Proposition A Property Tax	\$154.8	\$154.8	\$0.0
Capital Metro	\$23.4	\$23.4	\$0.0
Miscellaneous Revenue	\$0.0	\$0.1	\$0.0
Total	\$178.1	\$178.2	\$0.0

- Per respective ILAs, first payments for fiscal year are due in April
- Collected \$25K in parking revenue for 203 Colorado; estimate \$100K by year end

FY22 Expenditure: Budget to Actual Comparison

In Millions	Approved Budget	Estimate	Actuals
Orange Line	\$85.7	\$85.7	\$6.5
Blue Line	75.7	75.7	3.8
MetroRapid	56.7	56.7	0.5
Red Line	13.5	13.5	0.0
Neighborhood Circulators	0.0	0.0	0.0
MetroExpress Park & Ride	3.5	3.5	0.0
Support Facilities	20.0	20.0	0.0
Tunnel	11.5	11.5	0.0
Operating Expenses	35.7	35.7	16.6
Transit Supportive Anti-Displacement Investments	65.0	65.0	0.0
Total	\$367.2	\$367.2	\$22.4

FY22 Expenditure: Budget to Actual Comparison

- Operating expenses trending high due to encumbering legal contracts and build-out of 203 Colorado
- \$58 million included for ROW purchases may not be utilized in FY22
- Payments to CapMetro for MetroRapid, Red Line, and Park & Rides recorded in Q2
- City anticipates obligating \$60-\$65 million by end of year; payments will lag
- Estimate at budget; will be adjusted in Q3

FY22 Expenditure: Budget to Actual Comparison

- Operating expenses trending high due to timing—encumbering legal contracts and build-out of 203 Colorado
- \$58 million included for ROW purchases may not be utilized in FY22
- Payments to CapMetro for MetroRapid, Red Line, and Park & Rides recorded in Q2
- City anticipates obligating \$60-\$65 million by end of year; payments will lag
- Estimate at budget; will be adjusted in Q3



To: Austin Transit Partnership Board of Directors
From: Diane Siler, Budget Director
Date: April 11, 2022
Subject: FY22 Quarterly Performance Report as of December 31, 2021

Attached is the Austin Transit Partnership's (ATP) quarterly performance report for October 1, 2021 through December 31, 2021. As a reminder, the FY22 budget approved on September 15, 2021 was for a twelve-month period, so the time period elapsed represents the first quarter of this full fiscal year.

As ATP's budget evolves and grows, the content of the quarterly updates will adjust accordingly. If there is additional financial information that you would be interested in receiving, please let me know.

xc: Randy Clarke, Executive Director
Greg Canally, Chief Financial Officer/Chief Development Officer

AUSTIN TRANSIT PARTNERSHIP

FY22 Quarterly Performance Report as of December 31, 2021



Contents

- FY22 Quarterly Performance Report as of December 31, 2021
 - Revenue Budget vs. Actual
 - Operating Budget vs. Actual
 - Transit-Supportive Anti-Displacement Investments Budget vs. Actual
 - Capital Projects Budget vs. Actual
- ATP Contract Status Report – 1st Quarter FY 2022
- December 31, 2021 Quarterly Investment Report

FY22 Quarterly Performance Report as of December 31, 2021

About the Austin Transit Partnership (ATP) and Project Connect

The Austin Transit Partnership (ATP) is an independent local government corporation with the authority and resources to design, construct, and implement Project Connect. Project Connect is a transformative public transit program that will bring many firsts to Austin. The program, adopted by voters in November 2020, is designed to increase connectivity to more neighborhoods in the Austin metro area and will make Austin one of the most equitable, sustainable, and innovative areas of the country.

The FY22 annual budget reflects a full twelve-month fiscal year from October 1, 2021 through September 30, 2022, and includes budgets for revenue, operating expenditures, and capital expenditures. Within the operating budget are administrative expenses and transfers to the City of Austin and Capital Metro for project support, as well as a transfer to the City of Austin for Transit-Supportive Anti-Displacement Investments. Capital expenditures include the light rail, MetroRapid, Red Line, and other Project Connect transit projects. These budgets are described in more detail in the sections that follow as well as year-to-date (YTD) actual spending for the first quarter of the fiscal year (October 1, 2021 through December 31, 2021).

Figure 1: FY22 Approved Revenue Budget by Category

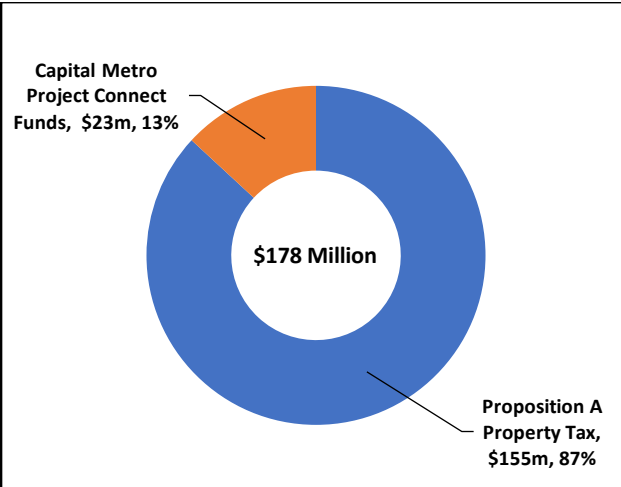
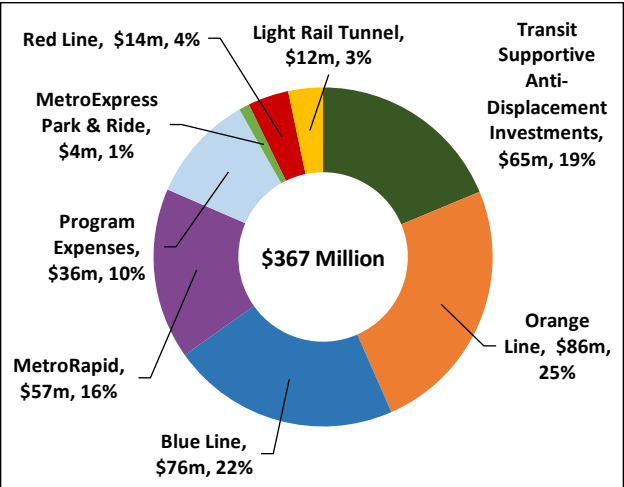


Figure 2: FY22 Approved Expenditure Budget by Category



Revenues

ATP’s revenues primarily come from two sources: ATP’s share of the City of Austin’s ad valorem property tax rate, as approved by the voters with the approval of Proposition A in November 2020, and Capital Metro sales tax revenue (Figure 3). Per the terms of the respective interlocal agreements with the City of Austin and Capital Metro, the first payments of the fiscal year for each entity are due to ATP in April 2022, so are not reflected in this report. A small amount of unbudgeted parking revenue was received by ATP during the first quarter of FY22.

Figure 3: Revenues by Source through December 31, 2021 (in millions)

Source	Budget	Actuals YTD
Proposition A Property Tax	\$154.8	\$0.0
Capital Metro Project Connect Funds	23.4	0.0
Total	\$178.1	\$0.0

Expenditures

Of the total \$367.2 million annual budget (see Figure 2) a total of \$19.5 million, or 5%, was expended through December 31, 2021 (Figure 4). In summary, \$11.6 million was expended or encumbered for operating expenses, the majority of which funded administrative office space and legal contracts. The remaining \$7.8 million was expended on Project Connect capital projects, specifically the Light Rail lines and MetroRapid. Note that in addition to the expenditures included in this report, Capital Metro expended \$171,000 on Capital Metro-owned assets but due to a delay in billing, ATP’s reimbursement will be reflected in the second quarter report. Major project contracts are detailed in Figure 6 and project-specific highlights are described in the Project Connect Performance Updates section.

In June of 2021, the ATP Board approved the negotiation and lease agreements for administrative office space at 203 Colorado Street (5.5-year lease term) and 301 Congress Ave, 10th floor (2-year lease term). The 301 Congress Ave sublease space which is approximately 20,500 square feet has been occupied by ATP, the City of Austin and CapMetro since September 2021 after the negotiation and lease agreement was finalized. As part of the approval in June 2021, the ATP board approved funds for the finish-out of the approximately 32,000 square feet, 203 Colorado space to provide space for staff to be utilized as the Project Connect offices and ATP Board meetings as well as other public meeting space. The build-out of the space is currently ongoing and anticipated to be completed for occupancy and a phased move-in from May to July 2022.

Figure 4: Expenditures by Category through December 31, 2021 (in millions)

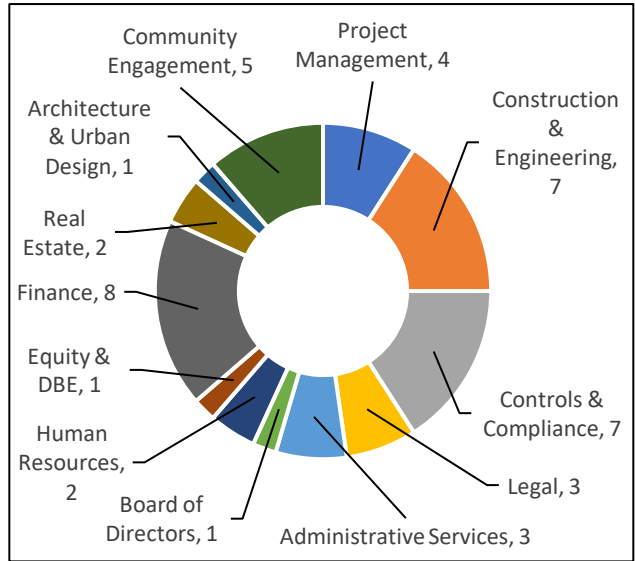
Categories	Budget	Actuals YTD
Orange Line	\$85.7	\$4.3
Blue Line	75.7	3.2
MetroRapid	56.7	0.3
Red Line	13.5	0.0
MetroExpress Park & Ride	3.5	0.0
Design Project Connect Facilities	20.0	0.0
Light Rail Tunnel	11.5	0.0
Operating Expenses	35.7	11.6
Transit Supportive Anti-Displacement Investments	65.0	0.0
Total	\$367.2	\$19.5

ATP Full-time Staffing

As of December 31, 2021, there were 44 employees total, with 10 employees seconded from Capital Metro (see Figure 5). The Recruiting team metric of Time to Fill is 75 days or less in the current employment market. Of the four offers signed in the first quarter, the average Time to Fill was 52 days. Additionally, there are seven temporary staff members assisting the Finance, Human Resources, and Real Estate teams.

Figure 5: Staffing by Department through December 31, 2021

Department	Headcount
Project Management	4
Construction & Engineering	7
Controls & Compliance	7
Legal	3
Administrative Services	3
Board of Directors	1
Human Resources	2
Equity & DBE	1
Finance	8
Real Estate	2
Architecture & Urban Design	1
Community Engagement	5
Total ATP Full-time Staff	44



Major Project Contracts

Major project-specific contracts are detailed in Figure 6. The expenditures shown vary from the total project expenditures due to timing, payer, and data inclusion variances. The Major Project Contracts table includes all billed invoices during the service period whereas this quarterly report includes expenditures based on date paid within the three-month period. Since payments lag the provision of services, the quarterly report is generally one month behind the contract report. Also, the quarterly report contains all of the payments made for the project while the Major Project Contracts table only contains a subset, albeit a large portion, of the total expenditures. Finally, the Major Project Contracts table includes all payments made to the vendor regardless of which party is responsible for the expense. ATP’s quarterly report includes only the portions of the payments to the vendors for which it is responsible.

Major administrative contract information is available in the ATP Contract Status Report attached to this performance report.

Figure 6: Major Project Contracts (in millions)

Reflects service dates that work was performed

Contract	Oct	Nov	Dec	Q1	Description
HDR	\$1.3	\$1.3	\$2.2	\$4.7	Program Management, Facilities Master Plan, e-Builder implementation, Architecture support, MetroRapid Project Management, facilities support
AECOM	1.3	1.3	1.5	4.1	Project Management, FTA Planning & Coordination, Additional Planning Support, Environmental Documentation, Preliminary Engineering, Stakeholder & Public Engagement for Orange Line
HNTB	0.9	0.7	1.1	2.8	Project Management, FTA Planning & Coordination, Additional Planning to Support Entry to Engineering, Environmental Documentation, Preliminary Design, Public Engagement for Blue Line

Project Connect Performance Updates

In the first quarter of FY22, several Project Connect projects reached major milestones in development:

- Light Rail Projects – The backbone of Project Connect is a light rail system consisting of two primary lines. The initial investment of the Orange Line would start at the North Lamar Transit Center, travel south through downtown and along South Congress to Stassney Lane. The Blue Line will travel from downtown, through Travis Heights, and east on Riverside Drive to Austin-Bergstrom International Airport. During the first quarter of FY22:
 - Both lines advanced towards 30% design plans and coordination with TXDOT, City of Austin, and other stakeholders.
 - Ongoing preparation of technical reports that analyze potential impacts on the natural and human environment continued to be developed.
 - Regular community workshops and meetings to provide input on the design of the corridors were held.
- MetroRapid – Project Connect includes four new MetroRapid routes. During the first quarter of FY22:
 - ATP advanced design on the Expo Center and Pleasant Valley BRT projects and awarded IDIQ contract to contractors that will do the construction.
 - Risk workshops were conducted with FTA, a key step in the process to obtain Small Starts funding under FTA’s Capital Improvement Program.
 - A Letter of No Prejudice was received from FTA, which enables work to begin on construction activities prior to the Small Starts grant agreements. Groundbreaking ceremony for Expo Center BRT project occurred in December 2021.
 - Capital Metro awarded electric bus vehicle contracts, which will supply electric buses to operate MetroRapid projects.
- Red Line Improvements – Enhancements to the Red Line will include additional track to increase capacity and safety as well as new stations, including a station at Q2 Stadium that will open in 2023. During the first quarter of FY22:
 - Design work continued according to schedule on track and drainage improvements.
 - A design/build solicitation was released to build McKalla Station, to be awarded in the first quarter of FY23.



Revenue Budget vs. Actual

For the Months Ending December 31, 2021

Revenue	YTD Actuals Dec-21	Approved Budget FY-2022	Remaining Budget	%
				of Budget
Proposition A Property Tax	0	154,781,877	154,781,877	0.00%
Capital Metro Project Connect Funds	0	23,365,670	23,365,670	0.00%
Parking Spaces for Rent	24,585	0	(24,585)	0.00%
Total	\$24,585	\$178,147,547	\$178,122,962	0.01%



Operating Budget vs. Actual

For the Months Ending December 31, 2021
Prior to Allocation to Capital Projects

Expenses	YTD Actuals Dec-21	Approved Budget FY-2022	Remaining Budget	% of Budget
Salaries & Wages	1,458,807	7,483,975	6,025,168	19.49%
Fringe Benefits	(114,664)	3,174,327	3,288,991	(3.61%)
Services	4,145,536	8,419,468	4,273,932	49.24%
Supplies & Materials	-	85,500	85,500	0.00%
Utilities	19,406	87,560	68,154	22.16%
Casualty & Liability	3,398	-	(3,398)	0.00%
Tax Expense	57,942	-	(57,942)	0.00%
Purchased Transportation	-	2,219,117	2,219,117	0.00%
Miscellaneous	4,427	823,300	818,873	0.54%
Leases & Rentals	5,375,129	6,309,030	933,901	85.20%
Other Reconciling Items	-	253,000	253,000	0.00%
Contingency Reserve	-	1,000,000	1,000,000	0.00%
Shared Services - CMTA	688,535	3,396,288	2,707,753	20.27%
City of Austin Support	-	2,426,717	2,426,717	0.00%
Total Expenses	\$11,638,516	\$35,678,282	\$24,039,766	32.62%



Transit-Supportive Anti-Displacement Investments Budget vs. Actual

For the Months Ending December 31, 2021

Expenses	YTD Actuals Dec-21	Approved Budget FY-2022	Remaining Budget	% of Budget
Transit Supportive Anti-Displacement Investments	0	65,000,000	65,000,000	0.00%
Total	\$0	\$65,000,000	\$65,000,000	0.00%



Capital Projects Budget vs. Actual

For the Months Ending December 31, 2021

Prior to Allocation of Operating Expenses

Projects	YTD Actuals Dec-21	Approved Budget FY-2022	Remaining Budget	% of Budget
Project Connect - Orange Line	4,297,898	85,650,000	81,352,102	5.02%
Project Connect - Blue Line	3,194,019	75,650,000	72,455,981	4.22%
MetroRapid Pleasant Valley	173,509	15,350,000	15,176,491	1.13%
MetroRapid Expo Center	173,509	12,350,000	12,176,491	1.40%
Design Project Connect Facilities	0	20,000,000	20,000,000	0.00%
MLS Rail Station	0	13,500,000	13,500,000	0.00%
Light Rail Tunnel	0	11,500,000	11,500,000	0.00%
MetroRapid Gold Line	0	11,000,000	11,000,000	0.00%
MetroRapid Menchaca-South Lamar	0	6,000,000	6,000,000	0.00%
MR P&R Expo and PV and End of Line Charging	0	6,000,000	6,000,000	0.00%
MR P&R Menchaca/S Lamar & Gold Line and End	0	6,000,000	6,000,000	0.00%
MetroExpress Park & Ride	0	3,500,000	3,500,000	0.00%
Total	\$7,838,935	\$266,500,000	\$258,661,065	2.94%

To: Austin Transit Partnership Board of Directors
From: Vicky L. Redrick, Director of Procurement
Date: March 29, 2022
Subject: ATP Contract Status Report – 1st QTR FY 2022

Under ATP’s authority to finance, design, engineer, construct, implement, and to contract with CMTA to operate and maintain the new Project Connect assets. ATP as an independent organization, will guide the Project Connect investment with transparency and accountability throughout the program. As such, ATP continues to move Project Connect forward as we build the foundation for future solicitations and build out the future transit network of the Austin region. Following is the status of all ATP active contracts:

1st QTR ATP Contracts

Project	Contractor	Board Amount Authorized	Total Task Orders Issued	Awarded Task Order Value	Invoiced Amount	% Spent
On Call Legal Services	Various On Call Legal Firms	\$23,000,000	23	\$4,130,000 <i>*See table below for breakout</i>	\$0.00	0.00%

**ON CALL LEGAL SERVICES
 POOL OF ATTORNEY FIRMS WITH VARIOUS SPECIALIZED SERVICES**

Current Efforts – The firms were awarded task orders under the contract in December 2022. The awards were based on the scope of services awarded to the pool of firms and the estimated work needed for FY 2022. The task orders are time and materials/level of efforts and are invoiced based on billable hours. ATP has awarded a total of 23 task orders based on scope of services for the applicable firms. The scope of services for On Call Legal Services are as follows:

- Scope 1- General Counsel Services
- Scope 2 - Litigation: General
- Scope 3 - Employment/Labor Law
- Scope 4 - Public Procurement and Alternative Project Delivery
- Scope 5 - Real Estate and Eminent Domain
- Scope 6 - Public Transportation Law (Federal and State)
- Scope 7 - Finance and Tax Law for Texas Local Government Corporations
- Scope 8 - Intellectual Property

The current contract values for each of the awarded firms is listed below:

*On Call Legal Services - Summary	
Board Authorized Amount	Remaining Amount
\$23,000,000.00	\$18,870,000.00
Name of Firm	Current Contact Value
Greenburg Traurig LLP	\$60,000.00
Winstead PC	\$560,000.00
Husch Blackwell	\$335,000.00
Kaplan Kirsch and Rockwell	\$100,000.00
Orrick Herrington & Sutcliffe	\$50,000.00
McCall Parkhurst & Horton, LLP	\$50,000.00
Dubois Bryant & Campbell	\$250,000.00
Hyatte O Simmons Attorney & Counselor	\$250,000.00
Hunton Andrews Kurth Hogan Lovellis US LLP	\$600,000.00
Ashurst, LLP	\$500,000.00
Nossaman, LLP	\$875,000.00
Mayer Brown, LLP	\$500,000.00
Total Awarded	\$4,130,000.00

Memorandum



Date: February 28, 2021

To: Austin Transit Partnership ("ATP") Board of Directors ("Board"): Veronica Castro de Barrera (Chair), Dr. Colette Pierce Burnette (Vice-Chair), Mayor Steve Adler, Eric Stratton, Tony Elkins, and Gina Fiandaca.

Subject: December 31, 2021 Quarterly Investment Report

Austin Transit Partnership's Investment Policy, in accordance with the Texas Public Funds Investment Act, requires that the Board and Executive Director receive quarterly investment reports. The purpose of this Quarterly Investment Report is to provide a means for Board Members and staff to regularly review and monitor ATP's investment position, and to demonstrate compliance with ATP's Investment Policy and the Public Funds Investment Act.

On December 15, 2021, the Board approved ATP's first Investment Policy. Along with this Board action, the Board authorized the investment of funds with two Texas Local Government Investment Pools (LGIP): TexasCLASS and TEXPOOL. After Board approval, work immediately began to get accounts established at the two LGIPs. The first set of deposits into the TexasCLASS LGIP took place on January 13, 2022.

For the quarter ended December 31, 2021, ATP held no investments. The individual portfolios were in compliance with the relevant provisions of the Public Funds Investment Act and the investment strategies outlined in Section 4 of ATP's Investment Policy.

Please let me know if you need additional information.

DocuSigned by:

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Bryan Rivera
Treasurer



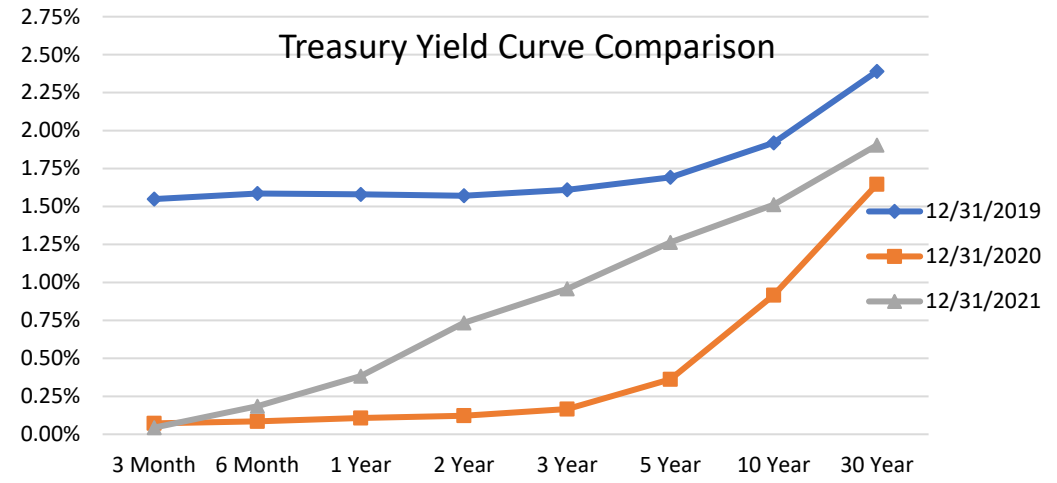
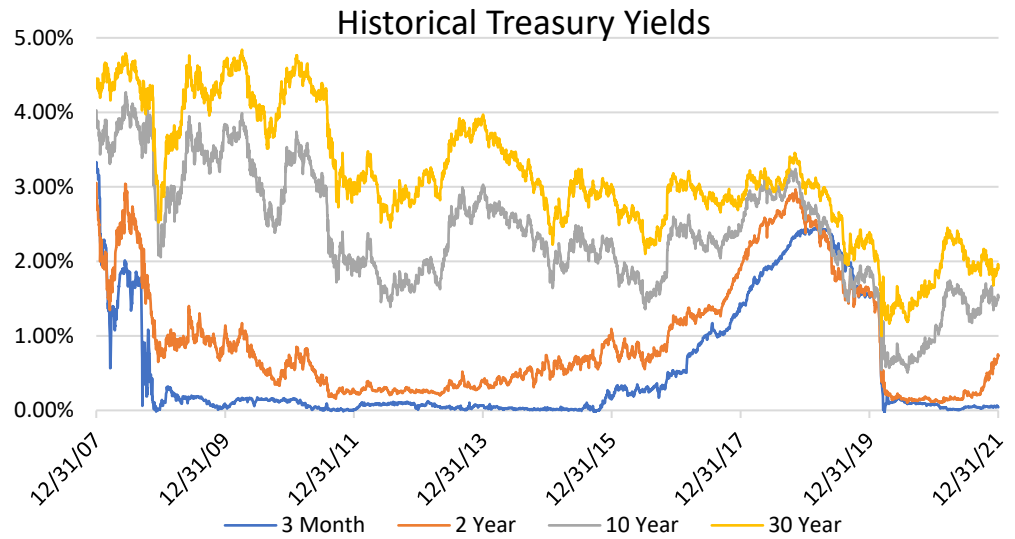
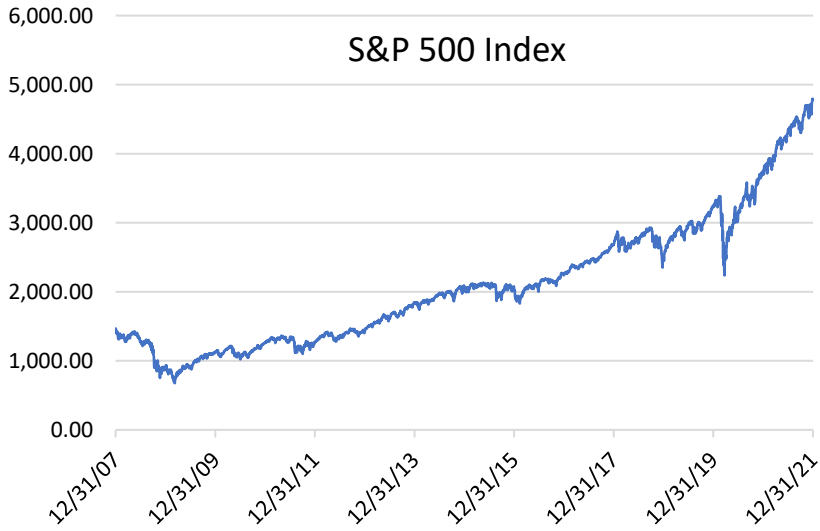
December 31, 2021

Quarterly Investment Report

Economic Summary

Federal Open Markets Committee December 15, 2021 Statement Overview:

- Job gains have been solid in recent months and the unemployment rate declined substantially.
- Supply and demand imbalances related to the pandemic along with the reopening of the economy continue to contribute to elevated levels of inflation.
- Inflation has exceeded the 2 percent target the Committee has set to achieve but kept the federal funds rate unchanged until labor market conditions have reached levels consistent with maximum employment assessments set forth by the Committee.
- The Committee reduced the monthly pace of net asset purchases of Treasury and mortgage-backed securities and noted that further reductions could take place given changes in the economic outlook.



Austin Transit Partnership
 Portfolio Holdings Overview
 As of 12/31/2021

Portfolio Description	Face Amount	Book Value	Market Value	Accrued Interest	Market Value + Accrued Interest	Unrealized Gain/(Loss)
Operating	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserve	0.00	0.00	0.00	0.00	0.00	0.00

ATP held no investments for the quarter ended December 31, 2021. The Investment Policy was approved the Board on December 15, 2021 and the account creation for the approved LGIPs was not finalized until after the end of the period. Throughout the period ATP's net banking activity amounted to (\$671,973.74) resulting in an ending bank balance of \$214,765,908.29. The net decrease in cash was primarily due to payments to vendors for various expenditures. It should be noted that the ending cash balance for the quarter includes the \$23 million reserved for anti-displacement funding due to the City of Austin and approximately \$42.7M due to Capital Metro for services provided to ATP for Fiscal Year 2021 and payments made to various vendors by Capital Metro on behalf of ATP.

Austin Transit Partnership
 Trade Activity by Portfolio
 As of 12/31/2021

Portfolio Description	Beginning Face Amount	Purchased/Deposited	Matured	Ending Face Amount	Weighted Average Yield to Maturity
-----------------------	-----------------------	---------------------	---------	--------------------	------------------------------------

ATP Operating Portfolio					
No Activity					

ATP Debt Service Portfolio					
No Activity					

ATP Debt Service Reserve Portfolio					
No Activity					

Austin Transit Partnership
 Summary Statement by Portfolio
 As of 12/31/2021

Portfolio Description	Beginning Face Amount	Ending Face Amount	Beginning Book Value	Ending Book Value	Beginning Market Value	Ending Market Value	Net Deposits/ (Redemptions)	Change in Market Value	Accrued Interest	Ending Weighted Average Yield to Maturity
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ATP Operating Portfolio										
No Activity										

ATP Debt Service Portfolio										
No Activity										

ATP Debt Service Reserve Portfolio										
No Activity										

Austin Transit Partnership
Strategy Statement and Compliance by Portfolio
As of 12/31/2021

Strategy Compliance Statement

For the quarter ended December 31, 2021 the portfolios are in compliance with the relevant provisions of the Public Fund Investment Act and the investment strategies adopted in Section 4 of ATP's Investment Policy.

Strategy Statement by Portfolio

Operating Funds

The primary objective of ATP's investment strategy for Operating Funds is to assure that anticipated cash flows are matched with adequate investment liquidity. The secondary objective of the investment strategy for Operating Funds is to have a diversified portfolio of investments that can weather economic cycles with minimal volatility. To achieve these objectives, the portfolio will be structured either with a laddered or barbell maturity structure coupled with quality short to medium-term securities. The dollar weighted average maturity of 365 days or less will be calculated using the stated final maturity dates of each security. Securities may not be purchased that have a final stated maturity date which exceeds three years.

Debt Service Funds

The primary objective of ATP's investment strategy for Debt Service Funds shall be to assure adequate investment liquidity to cover debt service obligations on required payment dates. Securities purchased for the benefit of these portfolios shall not have a final maturity date which exceeds the debt service payment date, unless otherwise provided in the documents authorizing the issuance of public securities.

Debt Service Reserve Funds


The primary objective of ATP's investment strategy for Debt Service Reserve Funds shall be to preserve principal which serves as security for any ATP debt and to generate a reliable and steady stream of interest income for the respective debt service fund by utilizing securities with a low degree of volatility, consistent with the provisions of the documents authorizing the issuance of public securities. For example, the documents authorizing the issuance of public securities may provide that a Debt Service Reserve Fund may consist, in addition to or in lieu of money invested in securities, of a letter or line of credit issued by a financial institution, a surety bond issued by an insurance company, or any combination thereof. Securities purchased for the benefit of these portfolios should be high quality and should have short to medium-term maturities.

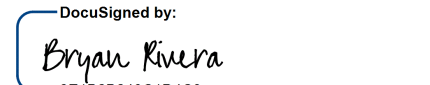
Austin Transit Partnership

December 31, 2021

Quarterly Investment Report

For the quarter ended December 31, 2021 the portfolios are in compliance with the relevant provisions of the Public Funds Investment Act and the investment strategies adopted in Section 4 of ATP's Investment Policy.

Chief Financial Officer: 
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Treasurer: 
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EXECUTIVE SESSION

ACTION ITEM 1:

Approval of minutes from the March 23, 2022 ATP Board Meeting

AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS MEETING

Austin Central Library

710 W Cesar Chavez St, Austin, TX 78701

~ Minutes ~

Board Secretary Casey Burack
512-369-6040

Wednesday, March 23, 2022
2:00 PM

2:12 PM Meeting Called to Order
7:43 PM Meeting Adjourned

I. Public Comment

There was no public comment at this meeting.

II. Technical Advisory Committee Reports

ATP Board Chair, Veronica Castro de Barrera, provided the March Engineering, Architecture & Construction Committee (EAC) report. The agenda items were:

- Orange and Blue Line updates
- 30% design decision-making process
- Upcoming community design workshops
- Highlights from the March 2, 2022 tri-party work session

ATP Vice-Chair, Dr. Collette Pierce Burnette, updated the Board on the February meeting of the Planning, Sustainability, Equity and DBE Committee (PSEC). This was a combined meeting of PSEC and the Finance and Risk Committee (FAR). The primary agenda items were:

- Update related to Project Connect equity goals and metrics
- Discussion of our upcoming "Let's Talk Project Connect" community conversations on March 29 and 31

Board Member Elkins asked for an updated cost estimate for Project Connect, citing the need for complete transparency with the public. Specifically, he requested that Executive Director Clarke produce cost estimates that HDR (Capital Metro's Program Manager Owner Representative for Project Connect) delivered to ATP staff in the middle of 2021 when they'd reached 15% design, as well as the 2020 pre-vote cost estimates for comparison purposes, including explanations of any significant variances. Additionally, he asked for current cost estimates specific to the 30% design options. Board Member Elkins asked for this information by April 13. Mayor Adler echoed the need for transparency with the public.

ATP General Counsel, Casey Burack, stated that the matter be tabled and suggested it be posted for discussion at a future meeting because it was not in the posted agenda for the March Board meeting.

III. Executive Director Report

Executive Director Clarke highlighted the APTA Legislative Conference in Washington, D.C. where Mr. Clarke and Capital Metro Board Chair, Jeff Travillion, met with members of Austin's Congressional Delegation and the Presidential Administration. Mr. Clarke also discussed U.S. Transportation Secretary Buttigieg's visit to Austin during SXSW. The Secretary rode the Red Line and met with local elected officials, policymakers, community advocates, and key partners in both transportation and community advocacy.

IV. Monthly Program Update

1. *Monthly Community Engagement Update*

Ms. Nirenberg provided a three-month Community Engagement Look-Ahead. She reviewed the community meetings over the last month and the participation numbers for each. Assistant City Manager/Board Member Gina Fiandaca asked how the Community Engagement team is getting this information out to the public, and Ms. Nirenberg explained that ATP works with City of Austin staff to reach as broad a group as possible. They also promote the meetings by going to door-to-door in certain neighborhoods, and advertise on social media. Dr. Burnette asked if there has been any thought around co-hosting meetings with local groups to reach an even larger audience, and Ms. Nirenberg explained this is something they are looking into as ATP moves towards 30% design. Mayor Adler stressed the importance of not surprising the public. Board Member Elkins discussed the importance of recording and reporting back the high-level themes the team is seeing in community feedback.

2. *Monthly Administrative Update*

ATP General Counsel, Casey Burack, updated the Board on upcoming Interlocal Agreements with the City of Austin and Capital Metro necessary to implement Project Connect. She presented the current plan for timing to bring the agreements to the ATP Board for discussion and approval.

V. Action Items

1. Approval of minutes from the January 19 and February 16 Austin Transit Partnership Board Meetings.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Burnette

SECONDER: Elkins

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

ABSENT:

VI. Discussion Items

1. Systemwide Accessibility

Martin Kareithi, Capital Metro Director of Systemwide Accessibility, and Peter Mullan, Chief of Architecture and Urban Design, provided this update.

Mr. Kareithi explained that systemwide accessibility is a way of looking at the program with a holistic and coordinated approach to accessibility and improvements to the entire transit system. He walked the Board through all the aspects of the program that will need to be accessible and explained his team's process to meet with various community groups to hear their feedback. Mr. Mullan addressed portions of the project with significant accessibility implications.

2. Independent Analysis Presentation and Report Summary by the Eno Center for Transportation

The Eno Center for Transportation (Eno) presented the results of the independent leadership and governance analysis they conducted of ATP under the direction of the Austin Transit Partnership Board. The Board did not take action on this topic at the March 2022 Board Meeting but listened to Eno's presentation and asked questions to understand their methodology and findings.

Board Member Elkins addressed the importance of clearly defining the roles and responsibilities of the three parties and the need to define independence. Eno recommends a further discussion with the three groups to continue to define the roles and responsibilities of ATP.

Board Member Stratton asked if the Eno team had an opportunity to watch the March 2 tri-party work session and whether they had any feedback about the discussion. The Eno team did watch the meeting and reiterated the importance of the talks the parties are beginning to have about roles and responsibilities.

Mayor Adler recommends that everyone read page 31 of the Eno Report, which discusses independence and the difference in opinions between what this means and looks like in practice.

Board Member Elkins asked about determining the proper designated federal grant recipient, and Eno replied that they think the more important aspect of this is clarity with the Federal Transit Administration.

Chair Castro de Barrera asked Eno if they had seen examples of special purpose delivery vehicle entities with shared leadership nationally. They responded that in the United States, there are none with shared leadership. The Chair followed up with a question about clarity in the federal grant process, to which they reemphasized the importance of clarity in the grant process.

Board Member Stratton asked about the recruitment process for the Executive Director position and the length of time this process would take. Eno did not look into this while completing their research, but they recommend proceeding as quickly as possible to mitigate any negative impacts on the program.

VII. Adjournment

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email chloe.maxwell@austintransitpartnership.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.

ACTION ITEM 2:

Adoption of a resolution determining the executive director leadership of ATP in accordance with Section 4.2.2 of the Joint Powers Agreement, and the possible appointment of an Interim Executive Director



Austin Transit Partnership Board of Directors Resolution

Meeting Date: 04/20/2022

ATP-2022-004

Resolution determining separate executive director leadership and appointing an Interim Executive Director

SUBJECT: Approval of a resolution determining separate executive director leadership in accordance with Section 4.2.2 of the Joint Powers Agreement, and appointing an Interim Executive Director of Austin Transit Partnership.

FISCAL IMPACT: To be determined based on any change to executive compensation.

BUSINESS CASE: Does not apply.

EXECUTIVE SUMMARY: This resolution is presented for adoption pursuant to Section 4.2.2 of the Joint Powers Agreement between ATP, the City of Austin, and Capital Metro, and includes a determination by the ATP Board of Directors to adopt a separate and independent leadership model for ATP, commencing with the appointment of an interim executive director of ATP effective May 2, 2022, and continuing until their successor is appointed pursuant to the ATP Bylaws and Section 4.2.2 of the Joint Powers Agreement. This Resolution also includes a request for the City Council of the City of Austin and the Capital Metro Board of Directors to consider amending the Articles of Incorporation and Bylaws of ATP to appoint the Chief Executive Officer of Capital Metro or their designee to serve as an additional, non-voting ex officio director of the ATP Board.

RESPONSIBLE DEPARTMENT: Legal.

PROCUREMENT SUMMARY: Does not apply.

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

STATE OF TEXAS

Resolution ID: ATP-2022-004

COUNTY OF TRAVIS

***Resolution determining separate executive director
leadership and appointing an Interim Executive Director***

WHEREAS, pursuant to Section 4.2.2 of the Joint Powers Agreement (the "JPA") among the City of Austin (the "City"), the Capital Metropolitan Transportation Authority ("Capital Metro"), and Austin Transit Partnership ("ATP"), the ATP Board of Directors (the "ATP Board") has been directed to conduct an independent analysis and community engagement process to determine the appropriate leadership model for ATP, at the sole discretion of the ATP Board; and

WHEREAS, in keeping with JPA Section 4.2.2, the ATP Board adopted Resolution No. 2021-36 on December 15, 2021, appointing the Eno Center for Transportation to serve as the Independent Consultant for the performance of an independent analysis to evaluate the advantages and disadvantages of shared or separate executive leadership with Capital Metro, as well as other governance considerations for ATP, which included a community engagement process, stakeholder interviews, and the delivery of an independent report (the "Independent Analysis"); and

WHEREAS, pursuant to the Independent Analysis, the Eno Center for Transportation completed its independent review of governance and leadership contained in a final report (the "Final Report"), which was delivered and presented to the ATP Board at its March 23, 2022 Board Meeting; and

WHEREAS, the ATP Board has carefully reviewed and considered the contents of the Final Report and the conclusions and recommendations contained therein; and

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of ATP, after careful consideration, determines that it is in the best interests of ATP, and consistent with the natural and appropriate evolution of the organization, to move to operate under separate and independent executive leadership and to proceed with the appointment of a separate executive director, who shall serve solely as the executive director of ATP; and



BE IT FURTHER RESOLVED THAT, the ATP Board hereby appoints Gregory Canally as the Interim Executive Director of ATP, effective May 2, 2022, and continuing until their successor is appointed pursuant to the ATP Bylaws and Section 4.2.2 of the Joint Powers Agreement, permitting Randy Clarke to transition back to his primary duties as the Capital Metro Chief Executive Officer. The current Executive Director shall assist with a smooth, effective, and efficient transition to the Interim Executive Director. From and after May 2, 2022, the Interim Executive Director shall generally supervise and control all the business and affairs of ATP in accordance with Section 3.4 of ATP's Bylaws until their successor is appointed; and

BE IT FURTHER RESOLVED THAT, pursuant to Article XVII of ATP's Articles of Incorporation, the ATP Board hereby requests that the City Council of the City of Austin and the Capital Metro Board of Directors consider amending the Articles of Incorporation of ATP to foster and promote enhanced collaboration and communication among the parties, including the addition of one new ex-officio, non-voting director position of the ATP Board, to be occupied by the Chief Executive Officer of Capital Metro, or their designee from Capital Metro, effective upon the adoption of such amendment by both the City Council and Capital Metro Board of Directors; and

BE IT FURTHER RESOLVED THAT, the ATP Board Chair and Board Member Elkins, working with ATP administrative staff, shall bring back a recommendation to the ATP Board on how to pursue a search for a permanent Executive Director; and

BE IT FURTHER RESOLVED THAT, the ATP Board establishes the annual salary of \$310,000.00 and benefits for the Interim Executive Director (subject to applicable tax withholdings); and

BE IT FURTHER RESOLVED THAT, the Interim Executive Director, the General Counsel, and the ATP Board Chair (or their respective designees) are hereby authorized to take all actions as are necessary and appropriate to carry out the purposes of this Resolution.

Casey Burack
Secretary of the Board

Date: _____



**AUSTIN
TRANSIT
PARTNERSHIP**

THANK YOU!