

~ AGENDA ~
AUSTIN TRANSIT
PARTNERSHIP BOARD OF
DIRECTORS MEETING

MEETING HELD VIA
VIDEOCONFERENCE

www.capmetrotx.iqm2.com

Wednesday, August 18, 2021 2:00 PM

I. Public Comment

II. Executive Director's Report

III. Monthly Program Updates

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

IV. Action Items

1. Approval of Minutes from the June 16, 2021, and July 21, 2021 Board Meetings
2. Approval of a Resolution Adopting the ATP Diversity, Equity, and Inclusion (DEI) Statement

V. Discussion Items

1. Procurement Policy Briefing
2. Disadvantaged Business Enterprise (DBE) Program Briefing
3. Integrated Model Review & Proposed Fiscal Year 2022 Budget Briefing
4. Information Session: Systems and Vehicles

VI. Adjournment

ADA Compliance

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

The August 18, 2021 board meeting will be held via video conference and can be [streamed live](#). Public comment will be allowed **via telephone only** and no in-person input will be allowed.

Advance registration is required. Those wishing to contribute comments must notify Austin Transit Partnership 24-hours before the meeting (by 2:00 p.m. on Tuesday, August 17) by calling 512-389-7525 or emailing chloe.maxwell@austintransitpartnership.org.

Give your name, a phone number and the topic you wish to discuss. On the day of the meeting, you will be contacted and added as an attendee of the board meeting.

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

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

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

AUSTIN TRANSIT PARTNERSHIP

**Board of Directors Meeting
August 18, 2021**

August 18- AGENDA

1. Public Comment

2. Executive Director's Report

3. Project Connect Monthly Program Updates

- Community Engagement and Involvement Update
- Technical Update
- Administrative Update

4. Action Items

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5. Discussion Items

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PUBLIC COMMENT

EXECUTIVE DIRECTOR'S REPORT

Randy Clarke

Executive Director

Austin Transit Partnership

MONTHLY PROGRAM UPDATES:

COMMUNITY ENGAGEMENT AND INVOLVEMENT UPDATE

Community Engagement Update

- Virtual community meetings related to Blue and Orange Line 15% designs (from July 27 to August 13):

Event Participation	Total
Live Meeting Participation	568
Total Self-Guided Meeting	206
Total Participation	774

- ITAG, July 20
- PSEC, July 6
- EAC, July 19
- PCAN July 22
- Joint Meeting of TACs, July 12
- CAC Meeting, July 28



Things We've Heard So Far...

- *“I love the 4th Street concourse concept!”*
- *“Reaching out to impacted businesses and properties is critical.”*
- *“The long tunnel option on South Congress is the best for the local businesses.”*
 - *“Why can't there be a station at the Capitol Complex?”*
 - *“Traffic lanes on Riverside should be reduced to one in each direction.”*
 - *“The ACC Rio Grande Campus will be an important connection point to consider on the Orange Line.”*

Upcoming Engagement Activities

- **MetroRapid Virtual Community Meeting** – August 24
- **Community Advisory Committee meeting** – August 25
- **MetroRail Virtual Community Meeting** – August 25
- **Orange & Blue Line Working Group Design Charettes** – September/October
- **Univision Facebook Live Town Hall** – October 7
- Ongoing outreach to property owners and businesses
- Ongoing engagement with community and neighborhood groups

MONTHLY PROGRAM UPDATES:

TECHNICAL UPDATE

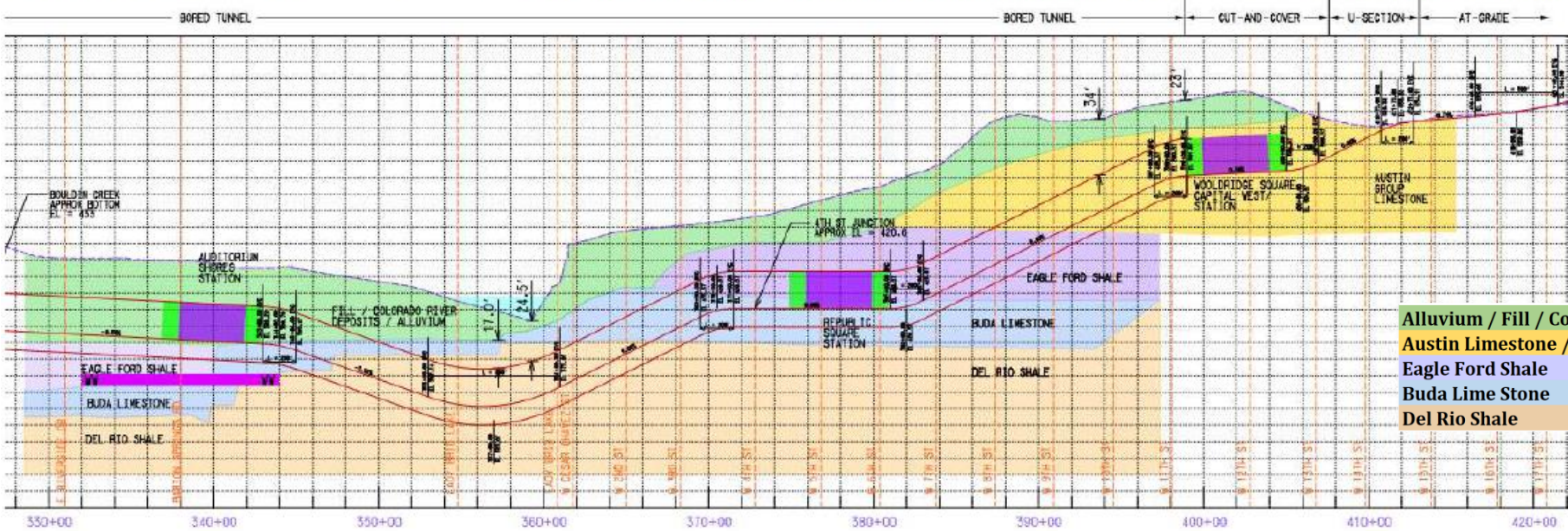
TECHNICAL UPDATE:

Blue & Orange Line Field & Engineering Activities

- Real estate walk-through review in process
- Finalizing 15% comment disposition with City of Austin
- Ramping up next round of SUE (Subsurface Utility Engineering) for 30% design
- Ongoing development of traffic analysis, with the focus on turn bay length requirements
- Hydraulic analysis of FEMA creek crossings
- Continued analysis of subway station entrances and ventilation sites



TECHNICAL UPDATE: Soil Profile – Orange Line



TECHNICAL UPDATE:

Blue & Orange Line Planning/NEPA Progress

- Entry in Project Development Approval Letter received from FTA
- Initiated coordination with FTA's recently-appointed 139J Support Consultant, Kimley-Horn, on the development and review of EIS Technical Reports
- Draft Technical Reports developed and being reviewed are Hazardous Materials, Land Use, and Threatened and Endangered Species Reports
- Development of Route Profile Dashboard for system service planning
- Development of Ridership Projection for 15% build scenarios
- Right-of-entry coordination for archeological resources field investigation

TECHNICAL UPDATE:

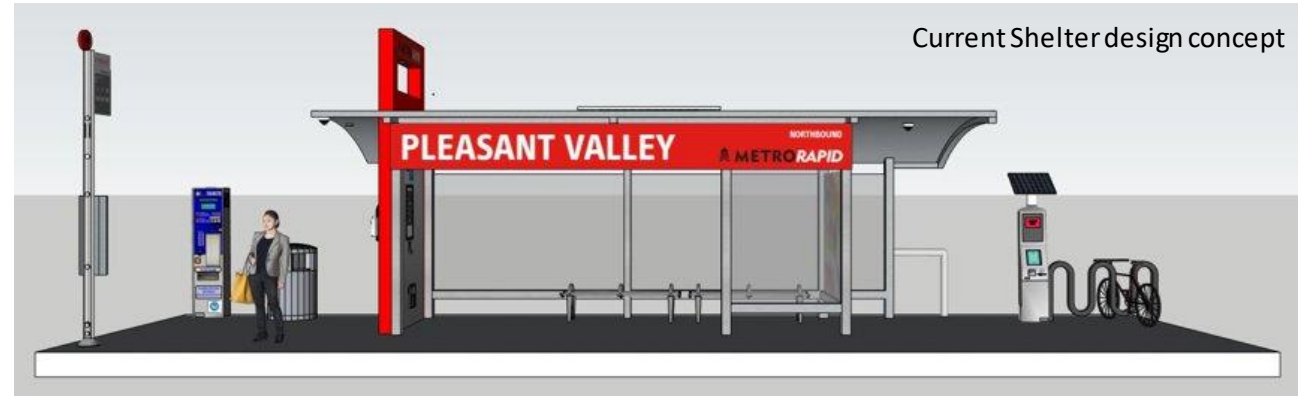
MetroRapid

Expo & Pleasant Valley

- Issued solicitation for MATOC/IDIQ Construction Services
- Continued development of shelter design/fabrication solicitation
- Received manufacturer proposals for vehicle procurement
- Continued progressing FTA Small Starts readiness documents
- Continued station location and guideway coordination with the City of Austin (ATD and CPO)
- Continued real estate and design coordination for end-of-line stations

Gold Line & South Lamar

- Completing FTA Small Starts Analysis
- Developing Rapid scenario options, cost estimates and schedules



TECHNICAL UPDATE: Red Line & Pick-Up Service

Red Line

McKalla Station

- FTA approval of Categorical Exclusion (NEPA) pending
- 30% designs delivered
- Preparing design-build solicitation for station
- Ongoing coordination with City of Austin

Broadmoor Station

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

Lakeline-to-Leander

- Construction contract action at CapMetro August Board Meeting

Neighborhood Circulators

- South Menchaca zone successfully launched on July 27th
- North Oak Hill still in plan for launch in late August
- Continued in-depth community engagement for the remaining zone
- Public-facing dashboards in development for a late summer release



MONTHLY PROGRAM UPDATES:

ADMINISTRATIVE UPDATE

ADMINISTRATIVE UPDATE:

Procurement Calendar

August 18

Board Briefing on Procurement Policy and Guidelines

August 19
&

Proposed Policy and Guidelines presented to Finance
Risk Advisory Committee

August 25

Copy of Procurement Policy and Guidelines to Board

September 15

Procurement Policy Action by ATP Board

September 2021

ATP Solicitation Process Begins

October 20

On Call Legal Services Action by ATP Board

ACTION ITEM 1:

Approval of minutes from the June 16, 2021, and July 21, 2021 ATP Board of Director's Meetings

AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS MEETING

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~ Minutes ~

Board Secretary Casey Burack
512-369-6040

Wednesday, June 16, 2021
2:00 PM

2:15 PM Meeting Called to Order
4:22 PM Meeting Adjourned

I. Public Comment

One speaker, Ms. Zenobia C. Joseph, joined the Board Meeting.

II. Monthly Program Updates

1. *Community Engagement Update*

Director of Community Engagement and Involvement, Jackie Nirenberg, provided the update.

The Community Engagement team wrapped up virtual community meetings, held April 26 through May 21, with a total participation of 1,528 residents. The Community Advisory Committee also met in May, and the Orange and Blue Line working groups have started meeting. The next round of meetings is in July.

2. *Project Connect Technical Update*

Dave Couch, Chief Program Officer, provided the update.

Dave provided an update about the Red Line and Pick up services, Park & Rides, and neighborhood circulators. He noted that the 15% Design Package for the Blue Line and revisions for final submittal is underway, and that the 15% Design Package for the Orange Line is complete. He informed the Board that the FTA has published the Notice of Intent in the Federal Register.

3. *Administrative Program Update*

Director of Human Resources, Juliana Harris, and Greg Canally, CFO & Development Officer, provided the update.

Since the previous Board Meeting, Juliana informed the Board that the Human Resources team has made eight new hires, adding 96 years of experience. Greg introduced Vicky Redrick, Director of Procurement and informed them that Vicky is developing the procurement policy, which will come to the Board at a future meeting. Greg also introduced Diane Siler, Budget Director. Diane discussed the budget framework.

Board Member Elkins discussed the construction schedule and the cost implications. He asked that we have an update about capex costs and a schedule, so the Board can see a holistic program budget update. He also asked about the possibility of private money being used for this project, citing all of the companies moving to Austin who will benefit from transit.

III. Action Items

1. Approval of minutes from the May 19, 2021 Austin Transit Partnership Board Meeting.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Tony Elkins, Board Member

SECONDER: Collette Pierce Burnett, Vice Chair

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

ABSENT: none

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

RESULT: ADOPTED [UNANIMOUS]

MOVER: Steve Adler, Board Member

SECONDER: Tony Elkins, Board Member

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

ABSENT: none

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

RESULT: ADOPTED [UNANIMOUS]

MOVER: Eric Stratton, Board Member

SECONDER: Steve Adler, Board Member

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

ABSENT: none

4. Approval of a resolution authorizing the Executive Director, or his designee, to negotiate and execute a Sublease Agreement (“Sublease Agreement”) with Parsley Energy, L.P. of approximately 20,591 square feet of administrative space located at

301 Congress Avenue for a two-year (24-month) term and a total amount not to exceed one million four hundred thousand dollars (\$1,400,000), and approximately 32,000 square feet of administrative space located at 203 Colorado Street for a five and a half-year (66-month) term in an amount not to exceed ten million dollars (\$10,000,000.00).

RESULT: ADOPTED [UNANIMOUS]

MOVER: Eric Stratton, Board Member

SECONDER: Steve Adler, Board Member

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

ABSENT: none

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

RESULT: ADOPTED [UNANIMOUS]

MOVER: Tony Elkins, Board Member

SECONDER: Colette Pierce Burnette, Vice Chair

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

ABSENT: none

III. Discussion Items

1. *Project Connect Orange Line Alignment Review*

John Rhone, Deputy Program Officer, and Peter Mullan, Chief of Architecture & Urban Design, provided the update. Annick Beaudet, Program Officer with the City of Austin’s Project Connect Office, participated virtually.

John and Peter discussed the Orange Line “South”, from Slaughter to Oltorf, and “North”, from Tech Ridge to the Drag. John mentioned a key milestone in his presentation of December of 2022, when the staff is aiming for ATP to have the final Environmental Impact Statement. John walked through the Orange Line and station locations and the route it will take and indicated the July Board Meeting will focus on the “Downtown Alignment”.

Board Member Elkins asked a question about lane configurations and the loss of street parking. Peter and John specified the early stage of these designs and that they are working to limit impacts. They will be making real estate acquisitions to help limit the impact of this project. In some areas, the left turn lane might be lost. Vice Chair Dr. Burnette asked about how ATP staff will be walking through the alignments with the public. Peter explained the working groups developed for the sections of the alignment to allow for a more neighborhood-focused discussion.

IV. Executive Director Report

Executive Director Randy Clarke provided his monthly report.

Randy discussed the new Dessau Pickup zone launch. The Dessau Pickup is the first project in the Project Connect Program to start in service officially. South Menchaca and Oak Hill are on schedule to begin this summer. The Joint Partnership Agreement (JPA) is to be addressed in future Board Meetings as staff works to develop it. A tri-party work session will take place in the fall. Additionally, the Community Advisory Committee and the Technical Advisory Committees will also discuss the JPA in the next few months.

V. Adjournment

ADA Compliance

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

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AUSTIN TRANSIT PARTNERSHIP BOARD OF DIRECTORS MEETING

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~ Minutes ~

Board Secretary Casey Burack
512-369-6040

Wednesday, July 21, 2021
2:00 PM

2:08 PM Meeting Called to Order
5:20 PM Meeting Adjourned

I. Public Comment

One speaker, Ms. Zenobia C. Joseph, joined the Board Meeting.

II. Executive Director Report

Executive Director Randy Clarke delivered this report.

Randy shared with the Board a recent announcement that Capital Metro received \$2.8 million from the FTA to spend on the low and no emission vehicle fleet. This, in combination with State funding for environmental programs, will help Capital Metro replace the existing fleet, purchase charging equipment and workforce training. He also discussed continued discussions related to Project Connect in Washington, D.C., and the Biden Administration.

The ATP Board took a few minutes to recognize the AECOM Orange Line Interns.

1. Community Engagement Update

Director of Community Engagement and Involvement, Jackie Nirenberg, provided the update.

Jackie's update included details on recent community meetings and the format to provide a more neighborhood-level opportunity for feedback. She also provided updates from the recent Technical Advisory Committee meetings; their first meetings took place earlier this month.

Board Member Elkins acknowledged that it might be helpful to have the Technical Advisory Committee Liaisons provide a quick update at future Board Meetings.

2. Project Connect Technical Update

Dave Couch, Chief Program Officer, provided this update.

He discussed the 15% design stage, the increase in the neighborhood circulators, and vehicle procurement.

Board Member Elkins asked how we measure and lower the carbon footprint. Dave explained that ATP and Capital Metro strives to have a fully electric fleet.

3. *Administrative Program Update*

Dave Couch, Chief Program Officer, Sharmila Mukherjee, Executive Vice President of Planning and Development, and Annick Beaudet, the City of Austin's Project Connect Officer, provided this update.

Dave, Sharmila, and Annick discussed the timeline for the Joint Partnership Agreement and an update on the work completed by the three entities: ATP, Capital Metro, and the City of Austin. They also discussed the upcoming tri-party work sessions scheduled for October.

The ATP Board discussed the necessity of having the Joint Partnership Agreement reviewed by the ATP Technical Advisory Meetings before a vote. Mayor Adler asked about specific opportunities the public will have to ask questions and provide feedback during the development process. Annick responded that venues are in development to provide Austinites with a way to comment on the document once released.

III. Action Items

1. Approval of minutes from the June 16, 2021 Austin Transit Partnership Board Meeting.
RESULT: POSTPONED
MOVER:
SECONDER:
AYES:
ABSENT:
2. Adoption of the ATP Diversity, Equity, and Inclusion (DEI) Statement
RESULT: POSTPONED
MOVER:
SECONDER:
AYES:
ABSENT:
3. Approval of resolutions authorizing the Executive Director, or his designee, to enter into interlocal agreements with each of the (i) U.S. General Services Administration; (ii) Region 8 Education Service Center; and (iii) State of Texas for purposes of participating in certain of their cooperative procurement programs.
RESULT: ADOPTED [UNANIMOUS]
MOVER: Pierce Burnette
SECONDER: Elkins
AYES: Castro de Barrera, Pierce Burnette, Elkins, Adler, Stratton
ABSENT: none

III. Discussion Items

1. *Project Connect Central Alignment Review*

John Rhone, Deputy Program Officer, and Peter Mullan, Chief Architecture & Urban Design, provided this update.

This update included a review of the 15% design of the downtown portion of the Orange and Blue lines. They informed the Board that the technical team has submitted letters requesting entry into project development with the FTA. They highlighted the program schedule and key milestones for this portion of the Program.

V. Adjournment

ADA Compliance

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

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ACTION ITEM 2:

Approval of a Resolution Adopting the ATP Diversity, Equity, and Inclusion (DEI) Statement



Austin Transit Partnership Board of Directors Resolution

Meeting Date: 08/18/2021

ATP-2021-021

Adoption of Diversity, Equity, and Inclusion Statement

SUBJECT: Approval of the Austin Transit Partnership's Diversity, Equity, and Inclusion Statement.

FISCAL IMPACT: No Fiscal Impact.

BUSINESS CASE: Does not apply.

EXECUTIVE SUMMARY: This resolution is for the adoption of a Diversity, Equity, and Inclusion Statement for the Austin Transit Partnership.

RESPONSIBLE DEPARTMENT: Equity and DBE.

PROCUREMENT SUMMARY: Does not apply.

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

STATE OF TEXAS

Resolution ID: ATP-2021-021

COUNTY OF TRAVIS

Adoption of Diversity, Equity, and Inclusion Statement

WHEREAS, the Austin Transit Partnership (“ATP”) Board of Directors desires to adopt a statement to demonstrate and ensure its commitment to diversity, equity, and inclusion in all aspects of Project Connect, including its impact on the surrounding community; and

WHEREAS, the ATP Board of Directors desires to acknowledge the role that transportation systems and infrastructure play in perpetuating racial discrimination and civil rights, social, and economic inequities across the United States; and

WHEREAS, it is the intent of the ATP Board of Directors to promote transparency, accountability, and consistent organizational behavior through the adoption of equitable policies, procedures, and practices; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of ATP that the Diversity, Equity, and Inclusion Statement attached as Exhibit A to this resolution is hereby adopted.

Date: _____

Casey Burack
Secretary of the Board



Exhibit A

AUSTIN TRANSIT PARTNERSHIP DIVERSITY, EQUITY, AND INCLUSION STATEMENT

The Austin Transit Partnership (ATP) is committed to diversity, equity, and inclusion in the delivery of the Project Connect program by the ATP organization, and to demonstrating such commitment with transparency and accountability. Further, we are committed to developing strategies and tools to demonstrate such transparency and accountability based upon the commitments set forth in this Statement and measurable outcomes, including as part of ATP's accountability dashboard. The ATP Board of Directors will continue to monitor and review the statement on annual basis, at a minimum, and update it upon material change of the underlying process, as needed. It is the responsibility of all ATP board members, officers, committee members, and employees to act in accordance with this diversity, equity, and inclusion statement, and a violation of its terms may result in disciplinary action. ATP defines diversity, equity, and inclusion as follows:

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

We acknowledge the role transportation systems and infrastructure play in perpetuating racial discrimination and civil rights, social, and economic inequities across the United States. In the delivery of the Project Connect Program, we affirm our commitment to do the following:

- (1) Identify, develop, apply, and continually assess best practices, processes, and tools that demonstrably make a positive difference for employees, stakeholders, riders, and the community to reduce prevalent and persistent systemic inequity and outcome gaps.
- (2) Consider equity implications in the Project Connect program throughout all stages of development and operation, including but not limited to, centering impacted communities throughout the planning processes and use of capital funds.
- (3) To ensure equitable access to the Project Connect system.
- (4) Allocate financial, capital, and human resources equitably.



We recognize that the delivery of Project Connect will impact diverse and complex communities with varying views and perspectives. ATP commits to creating educational and engaging community dialogues inclusive of all races, cultures, and identities—ensuring fair access for traditionally under-resourced and under-engaged communities. We commit to furthering this work by implementing specific and consistent community engagement practices to ensure inclusion and equitable engagement of low income and communities of color who historically have been excluded in traditional processes. We recognize the opportunity to build an organization that actively adopts equitable policies, structures, and practices. In developing the ATP organization, we affirm our commitment to:

- (1) Building an organization-wide culture of inclusion.
- (2) Integrating equity and inclusion into all our policies, programs, operations, and practices.
- (3) Applying a racial equity lens to our decision-making.
- (4) Employing a diverse workforce at all levels.

DRAFT



DISCUSSION ITEMS:

PROCUREMENT POLICY BRIEFING

ATP's Procurement Policy & Guidelines

Best Practices & Compliance

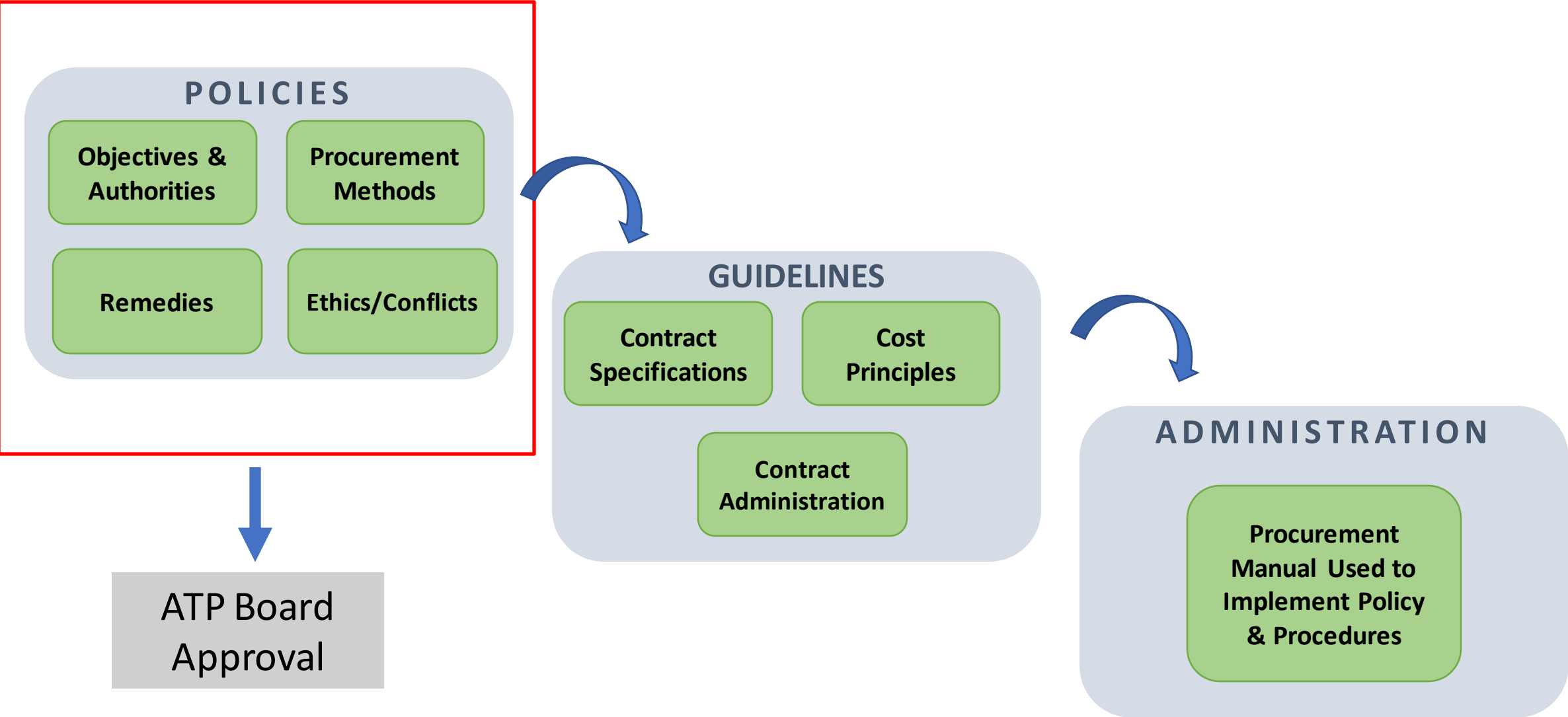
- ✓ Protects the integrity of the procurement process
- ✓ Consistency in sourcing
- ✓ FTA Guide for Procurement System Reviews

ATP's Procurement Policy: *Compliance*

Local, State & Federal Laws & Regulations

- Texas Transportation Code Chapters 394, 431, and 451
- Texas Government Code Chapters 2254 and 2269
- 2 C.F.R. Part 200 (as adopted by the U.S. Department of Transportation in 2 C.F.R. Part 1201)
- The Federal Transit Administration ("**FTA**") Master Agreement
- FTA Circular 4220.1F ("**Federal Requirements**")

ATP Procurement: *Policy + Guidelines + Administration*



ATP Procurement Policy: *Policy Highlights*

- ✓ Encourages innovation
- ✓ Allows sourcing flexibility
- ✓ Allows for performance and cost incentives
- ✓ Allows evaluation criteria flexibility
- ✓ Provides for sole sourcing and submission of unsolicited proposals
- ✓ Supports the Diversity, Equity and Inclusion Policy

ATP Procurement Policy: *Objectives*

- Provide for public confidence in the integrity, fairness, and accountability of ATP's procurement process
- Ensure the fair and equitable treatment of all persons who interact with ATP's procurement process
- Promote contracting opportunities with Disadvantaged Business Enterprises (DBE), Minority-Owned Business Enterprises (MBE), and Women-Owned Business Enterprises (WBE)
- Promote positive relationships through courtesy and impartiality
- Foster full and open competition
- Create an environment of accountability and transparency

Procurement and Diversity Equity & Inclusion



DISCUSSION ITEMS:

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM BRIEFING

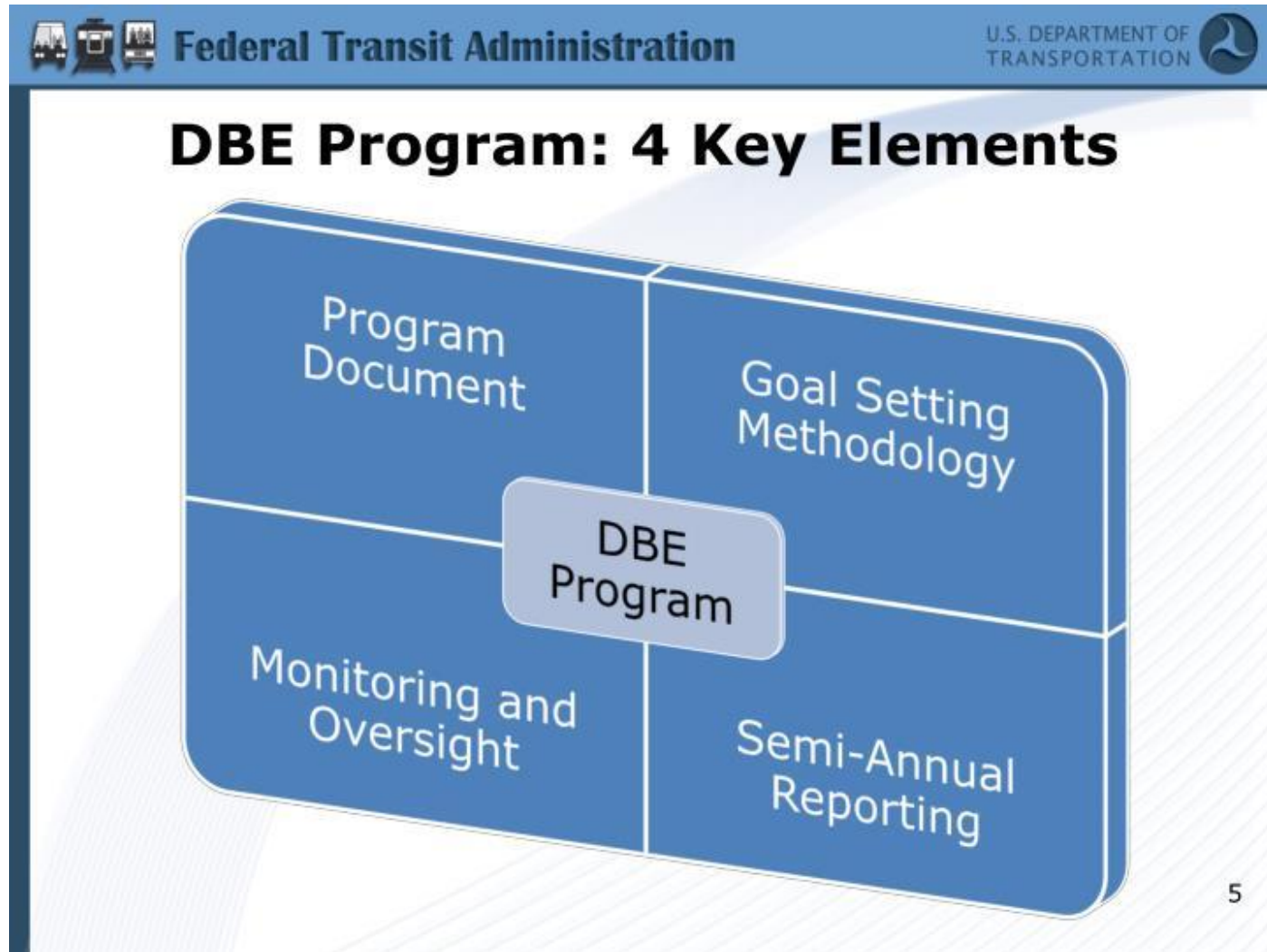
Disadvantaged Business Enterprise (DBE) Program: *Overview*

Federal law and the U.S. Department of Transportation require agencies that expend federal funds to establish goals for the participation of Disadvantaged Business Enterprises (“DBEs”). Each federally-assisted agency is required to establish annual DBE goals, as well as contract-specific DBE contracting goals. (49 CFR Part 26)

Disadvantaged Business Enterprise (DBE) Program: *Terminology*

- *DBE* – a small business, as defined by SBA, owned and controlled by a socially and economically disadvantaged individual.
- *Race conscious* – a measure or program that is focused on assisting **only** DBEs (contract goals).
- *Race neutral* – a measure or program that is used to assist all small businesses, including DBEs.

Disadvantaged Business Enterprise (DBE) Program



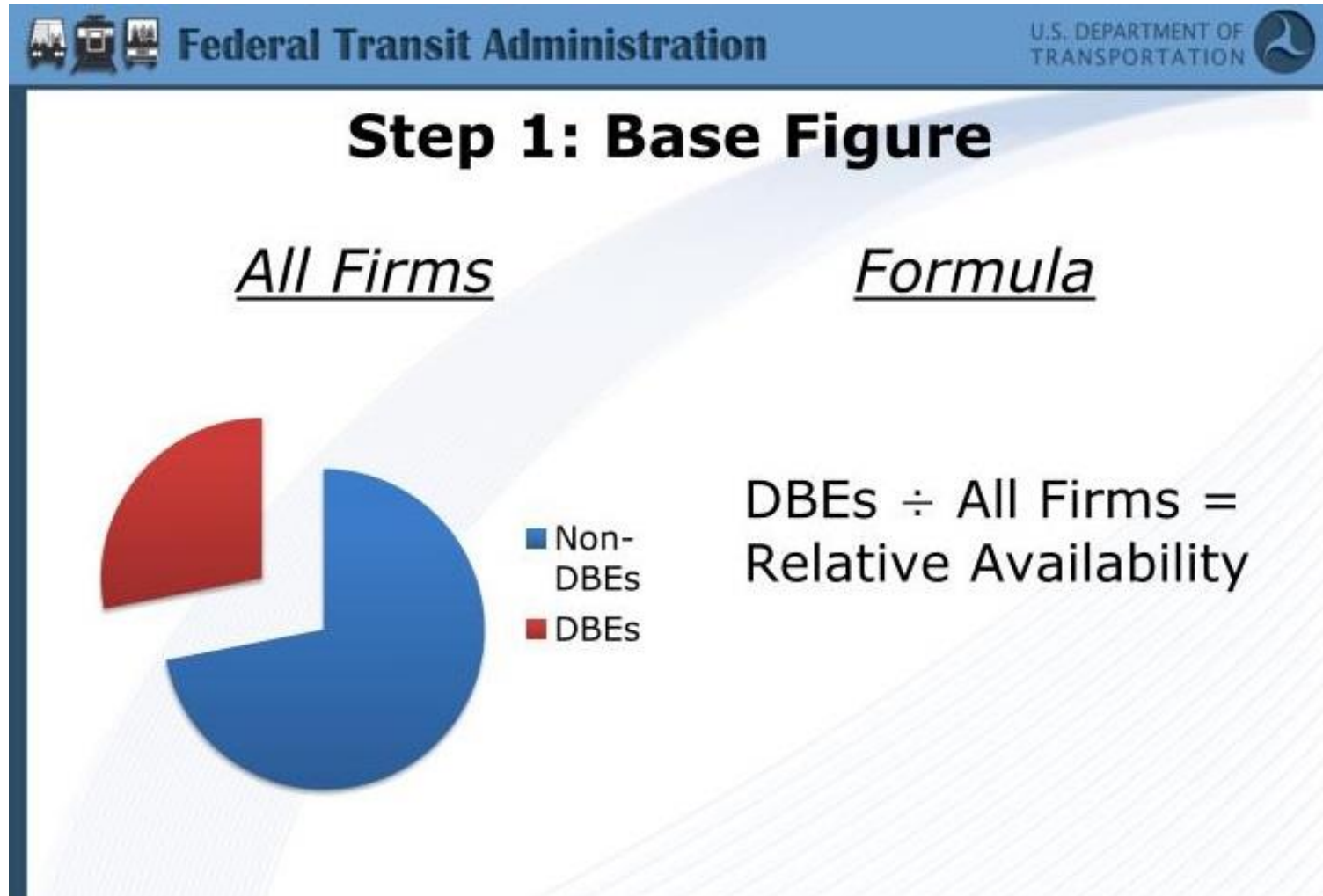
Disadvantaged Business Enterprise (DBE) Program: *Key Elements*

- Policy Statement
- Standard Contract Assurances
- DBE Liaison Officer
- Prompt Pay/ Retainage Provisions
- Good Faith Efforts Criteria
- Monitoring Mechanisms
- Small Business Provision
- Goal Setting Methodology (Two-Step Process)

Disadvantaged Business Enterprise (DBE) Program: *Setting a DBE Goal*

1. An overall DBE goal should reflect expected DBE participation on federally-funded contracts absent the effects of discrimination
2. The goal should be based on demonstrable evidence of availability of DBE firms relative to all firms able to perform on our contracts

Disadvantaged Business Enterprise (DBE) Program: *Calculating a DBE Goal*



Disadvantaged Business Enterprise (DBE) Program: *Calculating a DBE Goal*

Step 2 – Adjusting Your Base Figure

- Consider capacity of DBEs to perform work
- Review disparity studies
- Gather input from interested parties
- Consider past participation if contracting opportunities are the same/similar from previous years
- Demonstrate reasoning to support adjusting the base figure
- Utilize calculation to separate expected race conscious and race neutral participation

Disadvantaged Business Enterprise (DBE) Program: *Establishing ATP's DBE Program*

- **Step One** (September 2021) – As a new agency with no contracting history or recent data, FTA allows ATP to adopt the local transportation agency's (*i.e.*, CapMetro's) DBE Triennial Goal as its base figure
- **Step Two** (Fall 2021 through Spring 2022) – ATP and Capital Metro will study DBE availability and SBE disparity to evaluate availability of BIPOC and women-owned businesses for future Project Connect procurements
- **Step Three** (Summer 2022) – ATP will calculate and set a separate DBE goal
- **Step Four** (ongoing) – ATP will implement business opportunity programs and initiatives, administer programs
- **Step Five** (ongoing) – ATP will continue to evaluate goals, programs, and initiatives for accountability and adjust, as needed

Disadvantaged Business Enterprise (DBE) Program: *CapMetro's Goal Setting Process*

- CapMetro's Triennial Goal for *FY2020-22* is **19%** (9% race conscious, 10% race neutral)
- To arrive at their goal, Cap Metro developed a base figure through reviewing federal dollars per project budgeted for FY20-22 for the market area
 - Reviewed the corresponding Major North American Industrial Classification System (NAICS) Codes related to those projects
 - Divided the number of DBEs by the total number of firms to find base figure representing the relative availability of DBEs
 - Multiplied the relative availability of DBEs by the total dollars budgeted for each project

Disadvantaged Business Enterprise (DBE) Program: *CapMetro's Goal Setting Process*

Capital Metro then adjusted the base figure

- Reviewed past goal achievements and opportunities
- Evaluated other factors within the marketplace to determine whether an adjustment was needed
- Conducted outreach to stakeholders
- Provided the public a 30-day comment period on the recommended goal

Disadvantaged Business Enterprise (DBE) Program: *Beyond Goal Setting*

- Monitor all compliance aspects of the DBE program
- Track DBE participation on all contracts
- Develop educational opportunities for DBE firms and other small businesses to learn how to do business with ATP
- Create a mentoring program to support capacity building and growth of DBE firms
- Collaborate with Procurement Department to identify innovative contracting opportunities
- Work with USDOT and FTA to identify additional mechanisms to increase opportunity and maximize DBE representation on ATP contracts
- Develop feedback loops between the DBE community, prime contractors, CAC and PSEC

DISCUSSION ITEMS:

INTEGRATED MODEL REVIEW & PROPOSED FISCAL YEAR 2022 BUDGET BRIEFING



ATP FINANCIAL OVERVIEW

AUGUST 18, 2021

Greg Canally

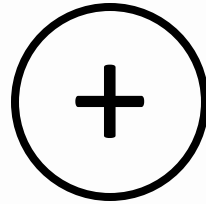
Chief Financial Officer/Chief Development Officer

Austin Transit Partnership

PROJECT CONNECT MODEL: REVIEW

Capital (includes staff), Financing, SOGR, O&M, \$300M Anti-Displacement

Conceptual estimates



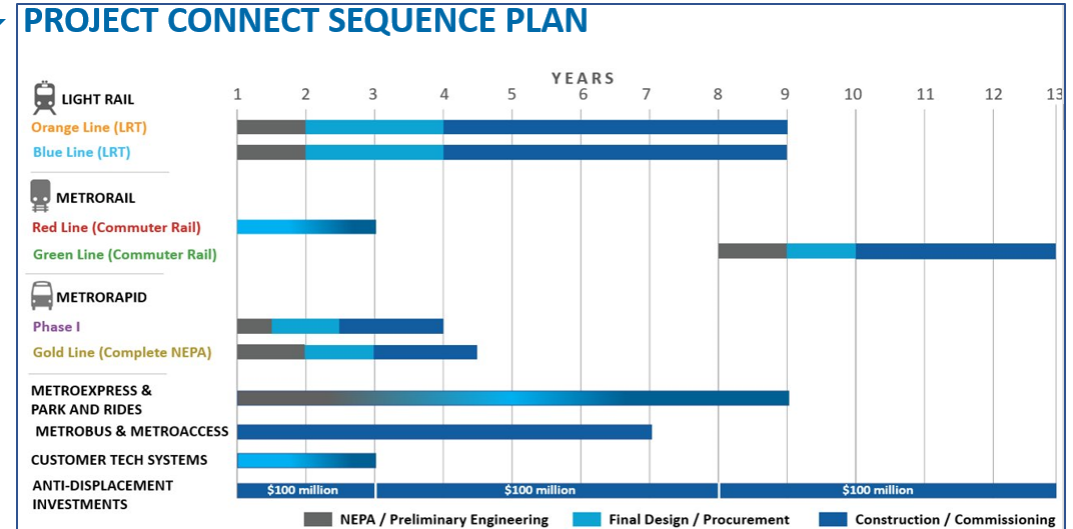
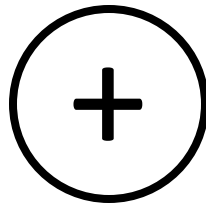
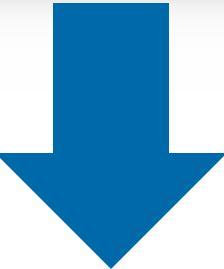
Baseline funding sources

Prop A, CMTA, Federal Funding

Integrated Financial Model

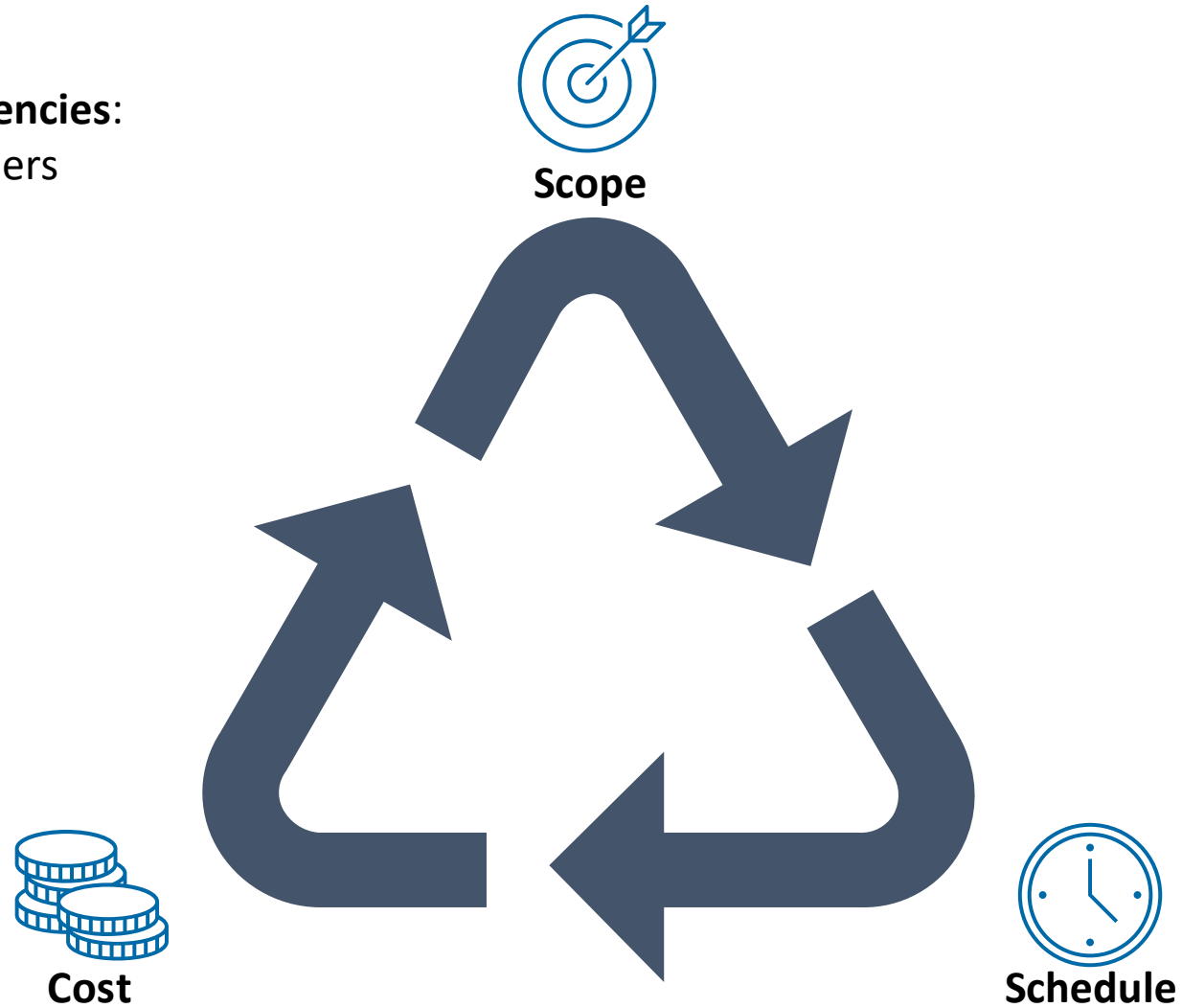
Appendix A

Systemwide Sources and Uses (\$Millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Sources													
City of Austin	-	152	157	163	169	176	182	189	196	204	211	218	224
Capital Metro	55	24	23	31	22	24	25	33	48	57	59	61	63
Federal Grants	-	-	15	16	203	206	226	200	200	200	200	200	225
Debt Proceeds	-	-	58	207	825	1,095	1,185	714	343	-	-	44	62
Reserve Withdrawal	-	-	65	4	-	6	1	-	-	-	-	14	8
Total	55	176	318	420	1,219	1,508	1,620	1,136	788	460	470	536	583
Uses													
Capital - Cash Funded	15	72	238	181	332	329	315	274	246	17	15	60	85
Capital - Debt Funded	-	-	58	207	825	1,095	1,185	714	343	-	-	44	62
Transit Supportive Investments	-	24	23	23	23	23	23	23	23	23	23	23	23
Operations	-	-	-	7	14	15	15	15	49	84	86	89	92
State of Good Repair	-	-	-	-	-	-	-	-	-	2	1	1	2
Debt Service	-	-	-	3	18	46	81	109	125	288	289	319	319
Reserve Deposit	41	80	-	-	7	-	-	2	2	46	56	-	-
Total	55	176	318	420	1,219	1,508	1,620	1,136	788	460	470	536	583



THE TRIPLE CONSTRAINT: SCOPE, SCHEDULE, COST

Tradeoffs and Interdependencies:
Increase one, impact all others

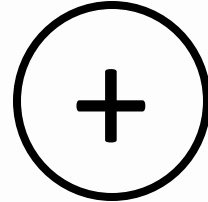


PROJECT CONNECT MODEL: *LOOK AHEAD*

Potential Cost Drivers:

- Engineering Progression
- Design Opportunities
 - Tunnel Length
 - Complete Streets
- Right-of-Way Acquisitions
- Construction/Material/Labor Inflation
- Construction Methodologies
- Joint Partnership Agreement (JPA)

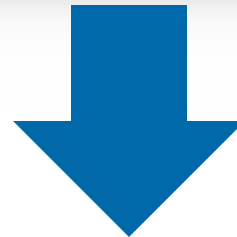
**Updated
design cost
estimates**



**Baseline funding +
additional
sources**

Potential Revenue Drivers:

- Federal Infrastructure Bill
- State funding
- Regional funding
- Partner funding
- P3/Real Estate

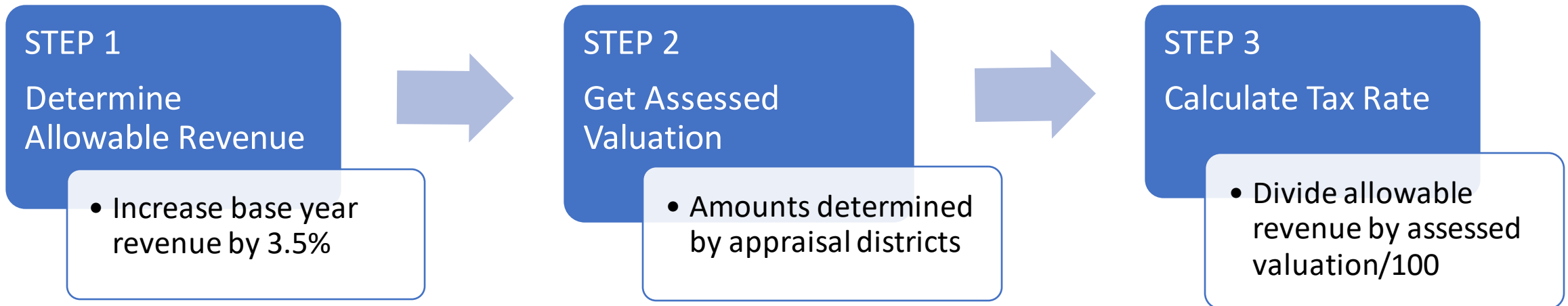
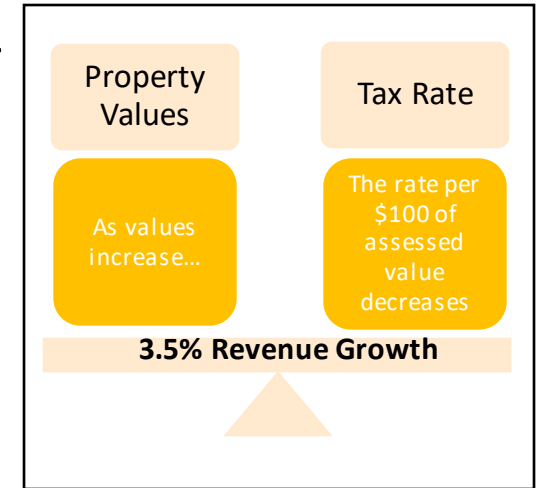


September 2021: Current Program Update

**Late Summer 2022: Program Update with 30%
Design for Orange + Blue Lines**

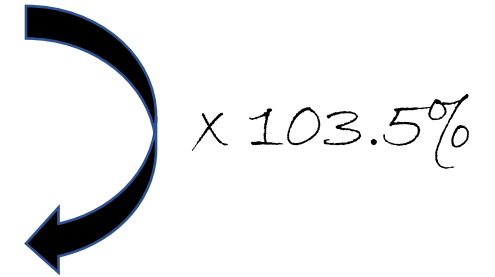
PROPERTY TAX CALCULATION “101”: RULES

- State limits the amount of tax revenue that can be collected for day-to-day operations (M&O) to what was spent the previous year plus an extra 3.5%
- Tax rate counter-balances changes in property values
- There is an allowance for additional revenue from new property added to the tax roll; factored into model



PROPERTY TAX CALCULATION“101”: *EXAMPLE*

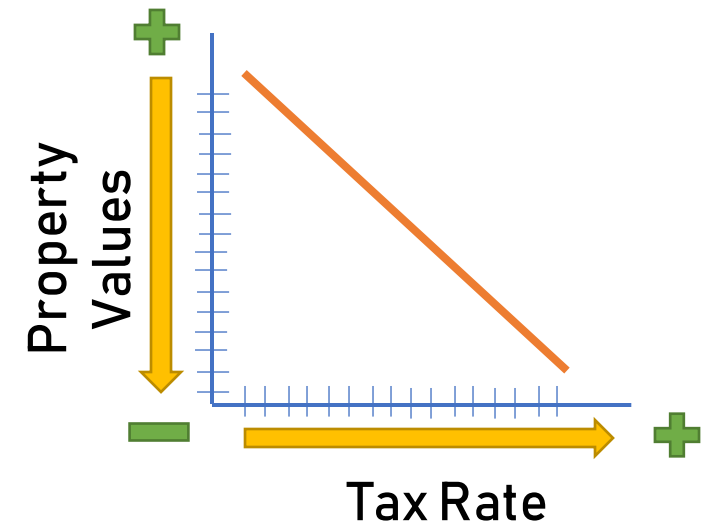
		Property Value	Tax Rate	Tax Revenue
FY21 (Base Year)		\$5,000,000,000	0.0020	\$100,000
<u>FY22 Scenarios</u>				
Property Value Increases 10%	↑	\$5,500,000,000	0.0019	\$103,500
Property Value Increases 25%	↑	\$6,250,000,000	0.0017	\$103,500
Property Value Decreases 10%	↓	\$4,500,000,000	0.0023	\$103,500
Property Value Decreases 25%	↓	\$3,750,000,000	0.0028	\$103,500



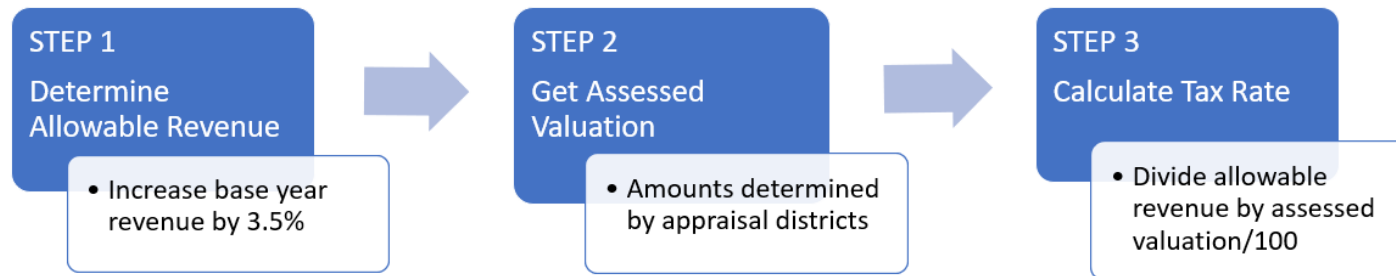
- Regardless of the value of the property, the revenue collected is the same
- City action can affect ATP revenue
- Additional revenue is generated through new construction

PROPERTY TAX CALCULATION “101”: *HOMESTEAD EXEMPTION*

- General Homestead Exemption increased from 10% to 20%; Senior/Disabled Homestead Exemption increased from \$88,000 to \$113,000
- Total property value that can be assessed tax drops
- Tax rate increases to generate maximum allowable revenue



No impact on ATP Prop A Revenue Projections



- The calculation method does not change; only the interplay between value and rate changes

ATP: MODEL VS. BUDGET

- A **financial model** is a business tool for compiling and analyzing financial data. It can be backward-looking or forward-looking and acts like a template to generate an output. The output of the financial model can be used for scenario analysis, budgeting, asset planning, and rate decisions, among other things.
- A **budget** is the output of a forecast financial model and represents target expenses and revenues for a specific time period. It is used to compare to revenues to expenditures to determined financial health.

FY2021-22 PROPOSED BUDGET

AUGUST 18, 2021

Diane Siler
Budget Director
Austin Transit Partnership

FY22 ATP BUDGET OUTCOMES

- Operating costs (transfer to CMTA) of \$2.2 million included for pick-up services in the Dessau, South Menchaca, and North Oak Hill neighborhoods started this fiscal year
- Contracts issued for legal; commercial, risk, and financial advisory; and depository services by 1st quarter FY22
- Anticipate Full-Funding Grant Agreements for MetroRapid Pleasant Valley and Expo; construction beginning FY22
- Construction on McKalla & Broadmoor Rail Stations and Leander/Lakeline double tracking will start in FY22
- Design work on Park & Ride locations and the build-out of electrification infrastructure to begin

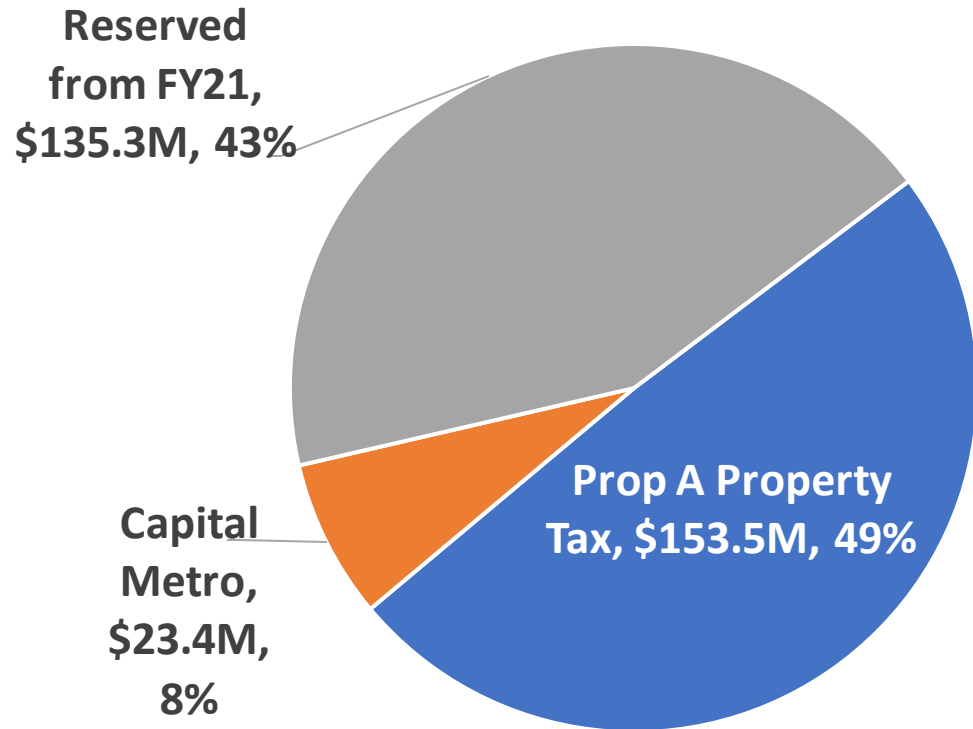
FY22 ATP BUDGET OUTCOMES

- Finishing contractual and technical specifications for purchase of rolling stock including outreach with builders and major supplies across the globe
- Request for Proposal for purchase of rail vehicles to be issued by second quarter FY22
- Contracts issued for Real Estate and Right of Way consultant to provide services including acquisition, relocation, surveying, property management, appraisal, title, and closing service by 2nd quarter FY22
- Work with partners to initiate early real estate acquisitions in accordance with FTA processes and coordinate right-of-way needs
- Completion of the Real Estate Acquisition Management Plan as part of the FTA approval process

FY22 ATP BUDGET OUTCOMES

- Conceptual planning and programming studies underway for Project Connect Facilities; Preliminary design and NEPA to begin in FY22
- Orange and Blue lines to reach 30% design and issue Draft Environmental Impact Statements for public review by the end of the next fiscal year
- Complete initial hiring phase of agency staff; remodel of administrative facility; development and implementation of core financial, human resources, and project management systems

FY22 SOURCES OF FUNDS -- \$312.2 million



- Planned use of reserves from FY21 expected to be \$135.3 million; leaves \$8.5 million for future projects
- Prop A Property Tax Revenue maintains assumption of 3.5% revenue growth
- Capital Metro annual contribution per CMTA commitment

OPERATING BUDGET VS. CAPITAL BUDGET

OPERATING BUDGET

Annual Appropriations

Funds Day-to-Day Operations

(Operating expenses is a type of Operations costs; necessary to operate, maintain, and manage a public transportation system)

Includes general repairs and maintenance of existing fixed assets

Primary Funding Sources: Taxes, Partner Contributions, Fares

CAPITAL BUDGET

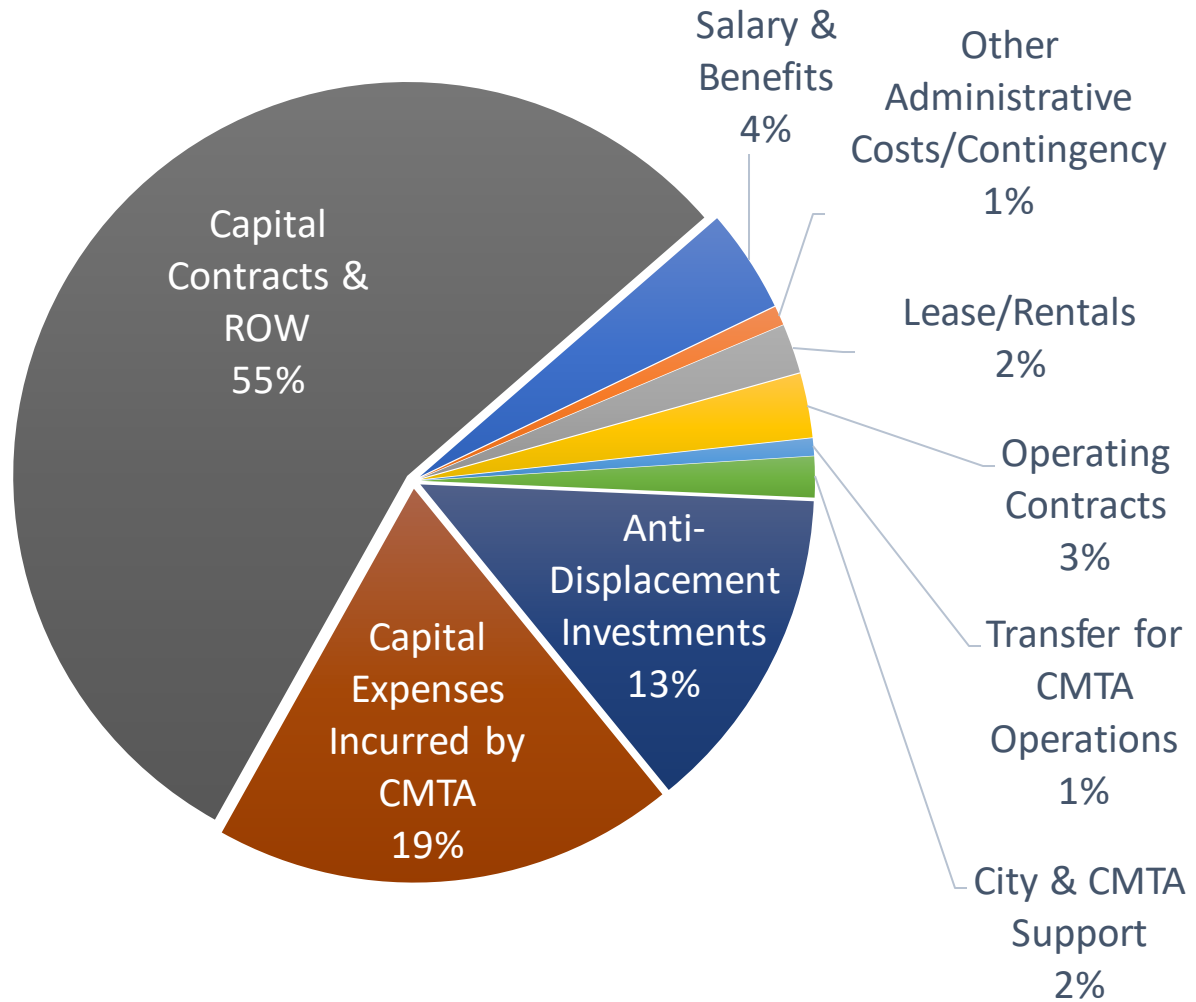
Multi-Year Appropriations

Funds Capital Assets (Rail Lines, Facilities, Vehicles)

Included major renovations or upgrades to existing fixed assets

Primary Funding Sources: Debt, Transfers from Operating, Grants

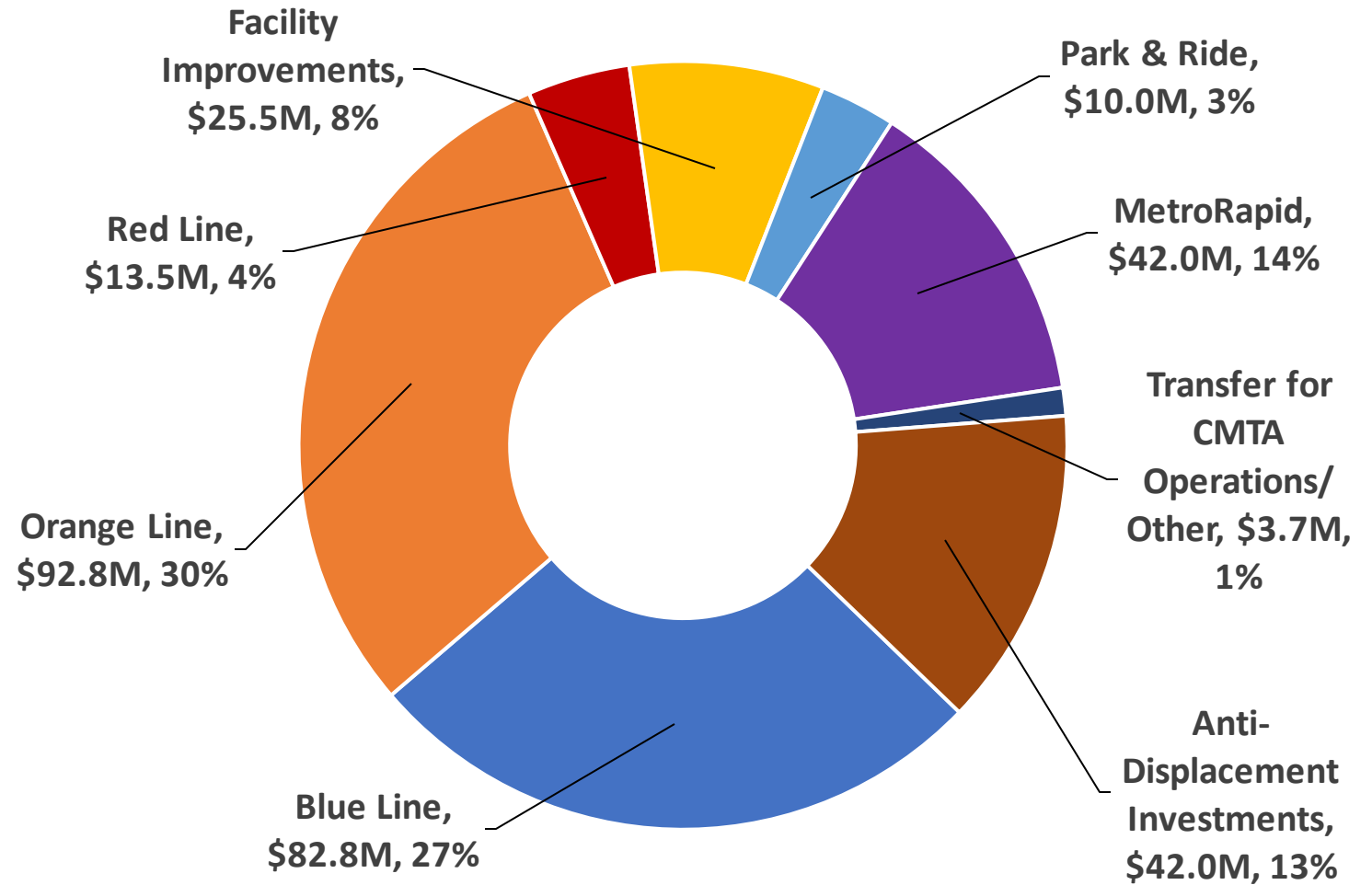
FY22 USES OF FUNDS BY COST CATEGORY -- \$312.2 million



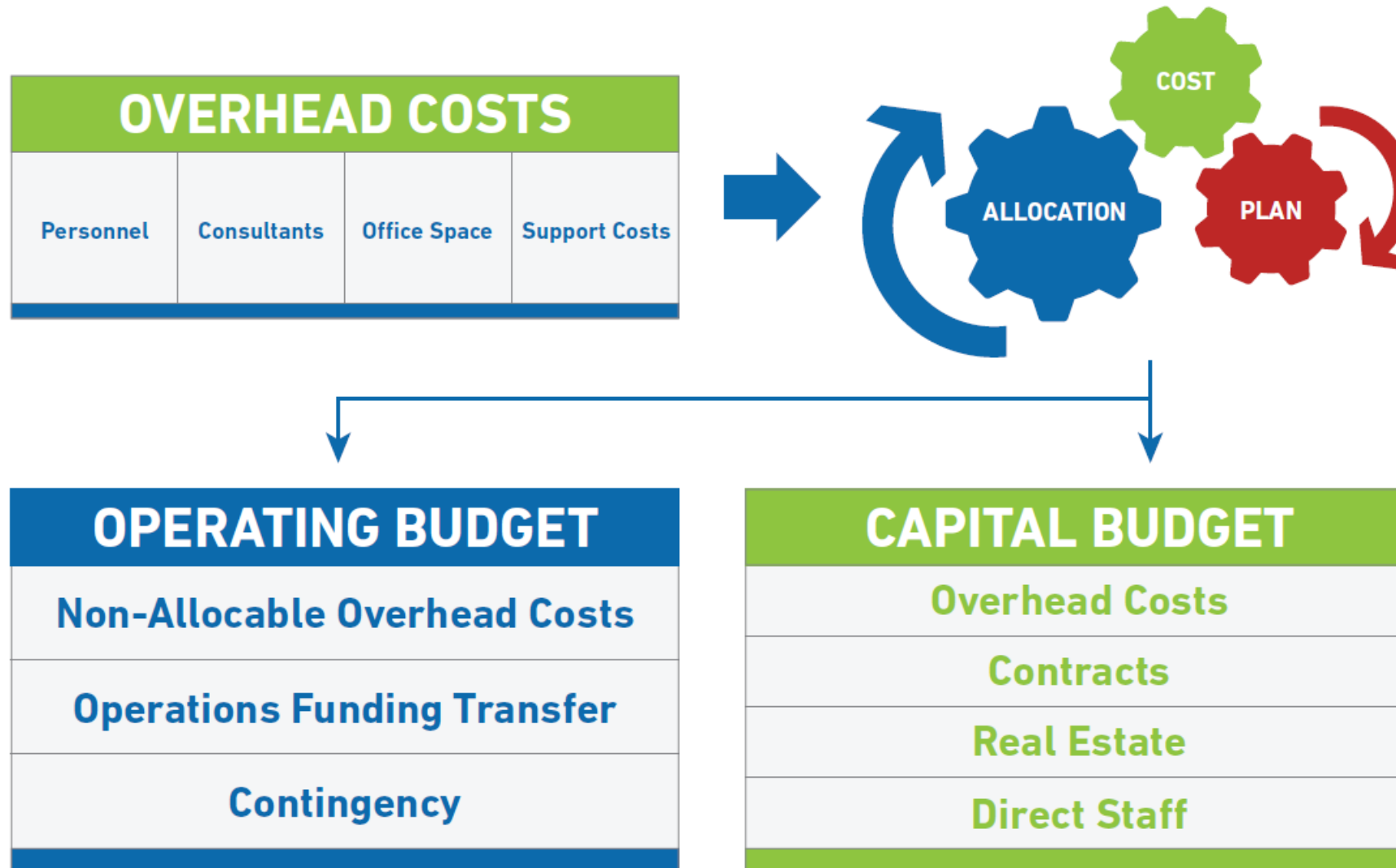
Cost Category	Budget (millions)
Capital Contracts & ROW	\$173.2
Capital Expenses Incurred by CMTA	\$59.3
Anti-Displacement Investments	\$42.0
Salary & Benefits	\$13.3
Operating Contracts	\$8.2
Lease/Rentals	\$6.3
City & CMTA Support	\$5.2
Other Administrative Costs/Contingency	\$2.5
Transfer for CMTA Operations	\$2.2
Total	\$312.2

FY22 USES OF FUNDS BY PROJECT -- \$312.2 million

- \$266.5 million or 86% to fund capital projects
- 13% of budget for transfer to City of Austin for transit-supportive, anti-displacement investments
- Transfer to CapMetro for neighborhood circulator operations, an operating contingency, and other administrative costs are 1% of the budget
- Staff and consultants are allocated either directly to projects they are working on or indirectly through cost allocation plan

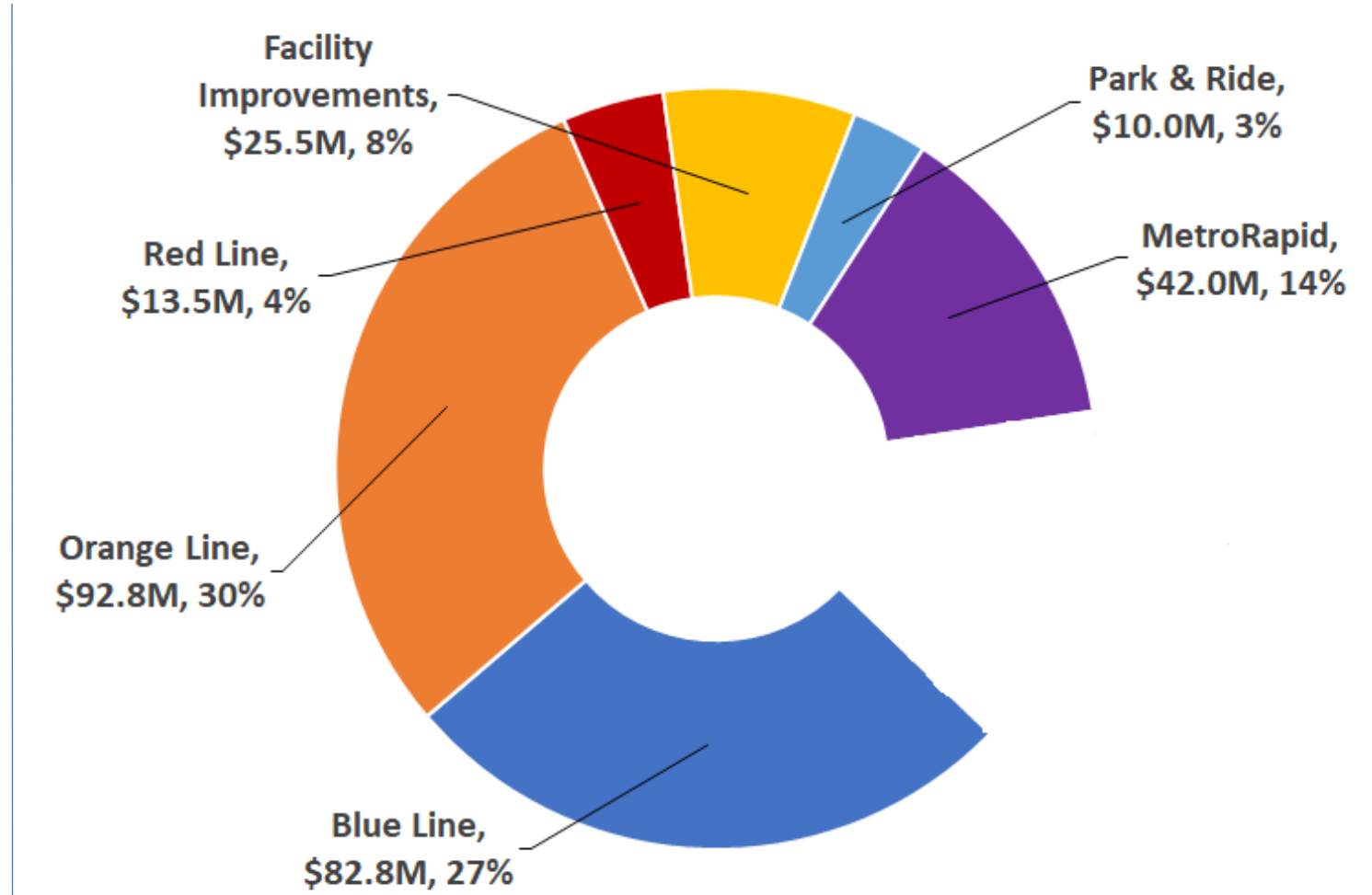


ATP OVERHEAD COST ALLOCATION PLAN



FY22 CAPITAL BUDGET SUMMARY -- \$266.5 million

- For FY22, Capital Budget appropriations (spending authority) is equal to projected spend for the fiscal year
- In future years, as we approach construction, appropriations will be multi-year



FY22 CAPITAL BUDGET DETAIL BY PROJECT -- \$266.5 million

- On July 29th FTA officially accepted Orange and Blue lines into project development; on target to reach 30% design by the end of the next fiscal year
- Construction on McKalla Station and Leander/Lakeline double tracking will start in FY22
- Anticipate Full-Funding Grant Agreement for MetroRapid Pleasant Valley and Expo; construction beginning early FY22
- Design work on Park & Ride locations and the build-out of electrification infrastructure to begin
- Conceptual planning and programming studies underway for Project Connect Facilities; Preliminary design and NEPA to begin in FY22

Projects	Budget
Light Rail	\$175.5
Red Line McKalla (MLS) Station	\$13.5
MetroRapid	\$42.0
MetroExpress and Park & Ride	\$10.0
Facilities	\$25.5
Total	\$266.5

FY22 ANTI-DISPLACEMENT INITIATIVES FUND




- Funds tracked separately to allow for transparency and sequester annual allotment established in ILA with City
- Payment made to City on reimbursement basis; no expenditures anticipated for FY21
- Funds allotted for both FY21 and FY22 to be spent next year

Fund Summary (in millions)	FY21 Approved Budget	FY21 Estimate	FY22 Proposed Budget
Balance from Prior Year			\$23.0
Transfer in from Operating Fund	\$23.0	\$23.0	\$42.0
Total Funds Available	\$23.0	\$23.0	\$65.0
Transfer to the City of Austin	\$23.0	\$0.0	\$65.0
Ending Balance	\$0.0	\$23.0	\$0.0

FINANCIAL POLICIES

- Per the Government Finance Officers Association (GFOA), adoption of financial policies is a best practice
- Central to a strategic, long-term approach to financial management
 - help the organization avoid unnecessary risk
 - support favorable bond ratings which in turn reduce the cost of borrowing
 - clearly communicate the policy framework within which staff is working
- Includes 20 polices covering Accounting, Budgeting, Purchasing, Investments, and Debt Management
- Will be updated and added to annually to ensure polices remain relevant and consistent with ATP's growth
- Action to approve budget includes approval of financial policies

FY 2021-22 BUDGET CALENDAR

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

DISCUSSION ITEMS:

INFORMATION SESSION: SYSTEMS & VEHICLES

Systems & Rail Vehicles Status



Project Connect.

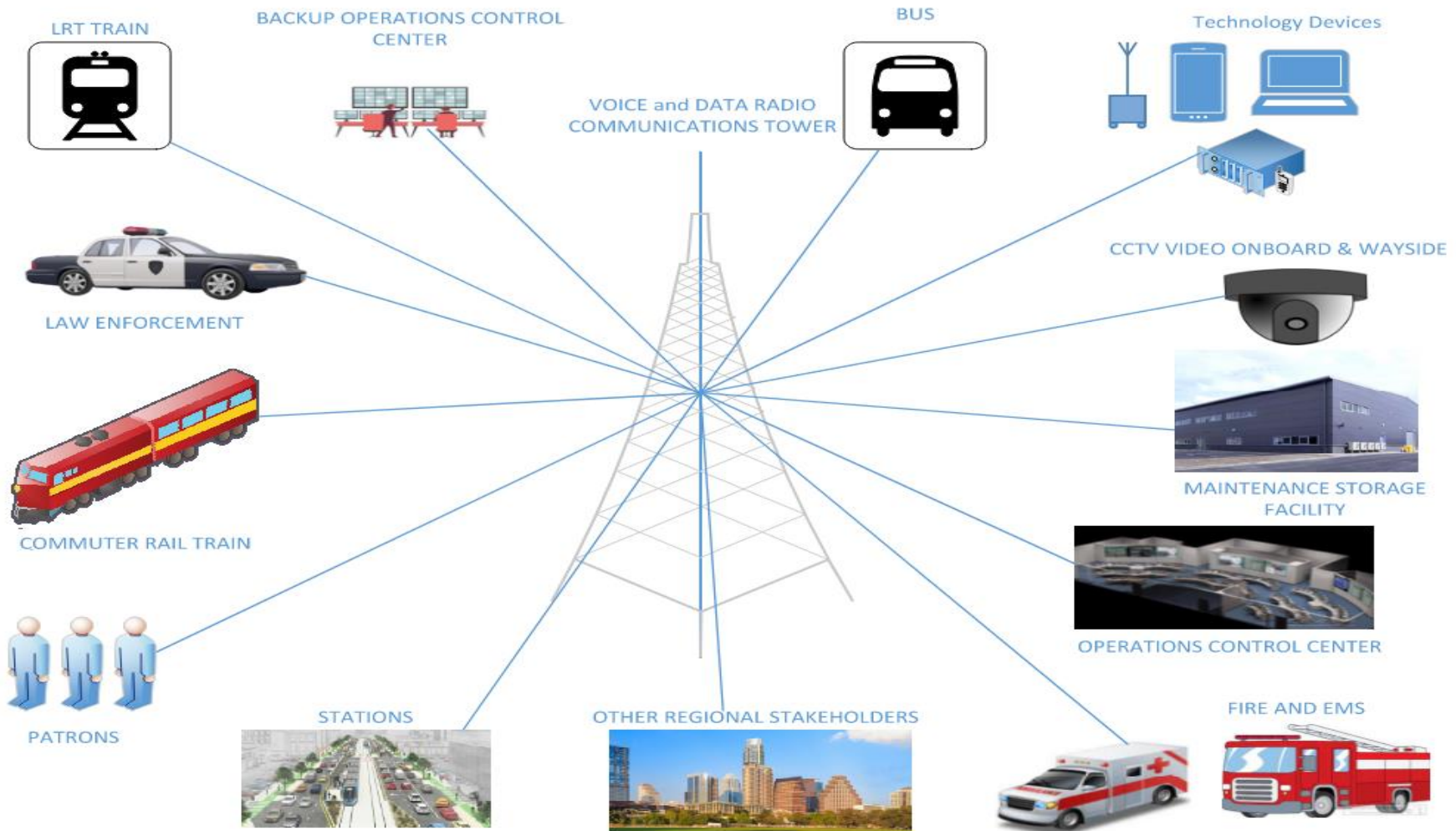
A new transit plan for Austin.



Systems Progression to 30% Design Phase

- Systems Elements:
 - Communications (voice, data and video)
 - Communications Based Train Control (CBTC) for train movement
 - Traction power & utility power including grid management
 - Tunnel & station systems
 - Maintenance facility systems
 - Control center systems
 - Platform screen doors
- In parallel, developing modeling for civil and systems elements to share with vehicle manufacturers for traction and utility options
- Continue discussions with global and industry leaders on systems and technology

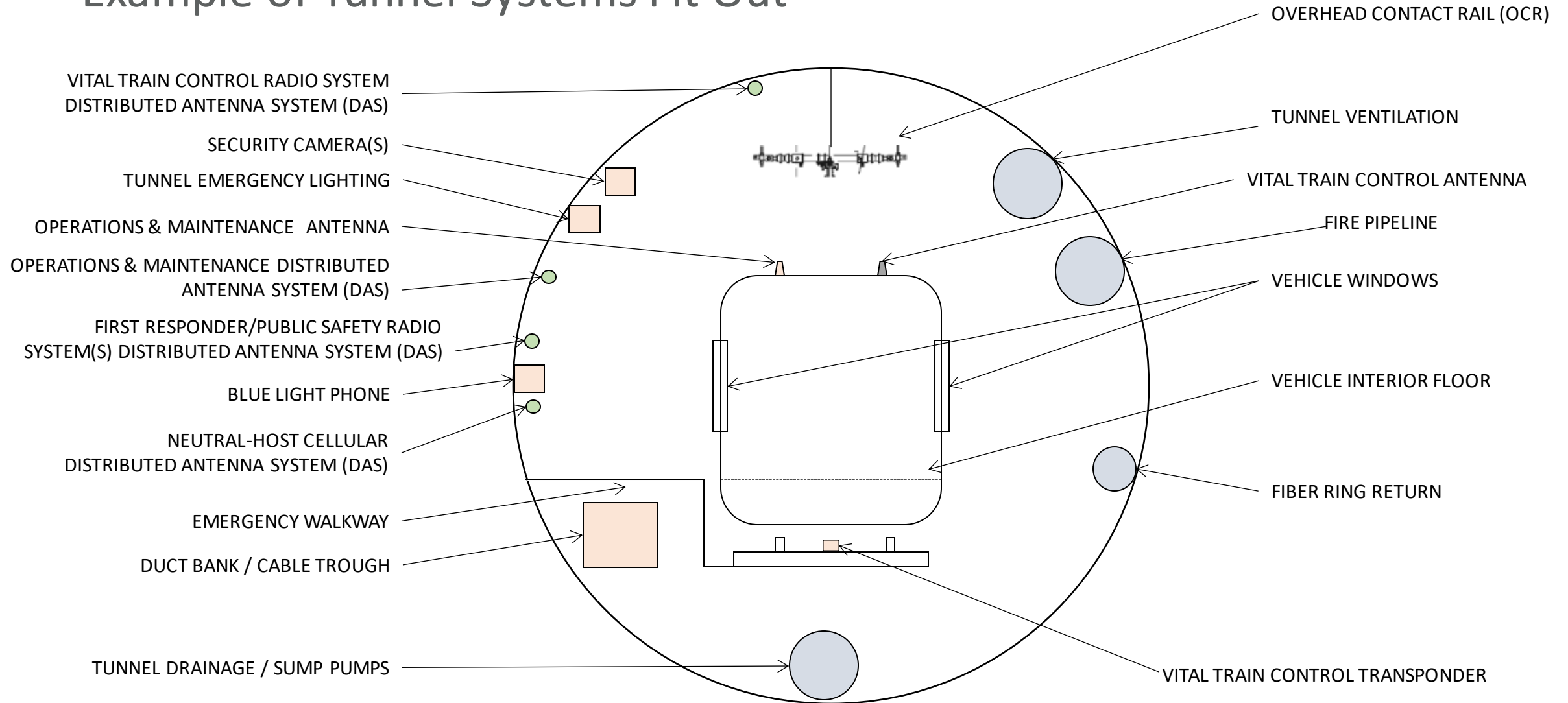
Example of Communications Systems Integration for Voice, Data and Video



Future Focus Areas for Systems Elements

- 30% designs and provisions for systems
- Interface methodology between Communications Based Train Control (CBTC) and City traffic signals
- Emergency responders' requirements and provisions
- Power for traction and utility needs to sustain services
- Contract methodology options for systems delivery, award and implementation

Example of Tunnel Systems Fit Out



GENERIC TUNNEL X-SECTION
IDENTIFYING MAJOR SYSTEMS COMPONENTS
NOT TO SCALE

New Vehicle Day

- Global and national industry-leading vehicle manufacturers were sought for their feedback and input regarding their current and future equipment designs, systems and technologies
- New Vehicle Day (NVD) was conducted on April 8th and 9th 2021.
- Eight (8) vehicle manufacturers participated in the NVD briefing events

Efforts Since New Vehicle Day Event & Major Systems Suppliers Discussions

- On-going and follow-up meetings with vehicle manufactures and major systems suppliers
- Focused discussions include:
 - 100% Low-Floor Designs
 - Catenary Free Capabilities
 - Battery & On-Board Energy Management
 - Communications Based Train Control (CBTC)
 - Customer Information Systems & Technology
 - Platform Screen Doors Interface & Precision Stopping
 - Application of European and Asian Equipment Technology to Project Connect in the United States





Example of 100% Low Floor Interior

- *100% Low-Floor Pros and Challenges*
- *Customer information and navigation of services*
- *Seating and grab handle arrangement options*
- *Options being evaluated in addition to passenger flow inside of trains (bicycles, wheelchairs, luggage, etc.)*

Draft Milestone Overview for Vehicles

Key Item

Date

General and Technical Specification (TSPEC) Provisions complete

1st Quarter CY2022

Issue Request for Proposal (RFP)

2nd Quarter CY2022

Vehicle Manufacture Proposal Due

By end of CY2022

Award Vehicle contract and give Notice to Proceed (NTP)

CY2023

First “Test/Pilot” Light Rail Vehicle arrival in Austin, TX*

CY2026

All Production Light Rail Vehicles on site to Support Pre-Revenue & Full-Revenue needs.

CY2028

“Test/Pilot” & Production Phases Dependent on Vehicle Manufacture & Major Suppliers other Work Programs In Process. To Be Finalized as Part of Procurement Efforts.