



MEMORANDUM

TO: City of Austin Mayor, Mayor Pro Tempore, and Council Members

FROM: Awais Azhar, Chair, Project Connect Community Advisory Committee

CC: Spencer Cronk, City Manager, City of Austin
Rodney Gonzales, Assistant City Manager, City of Austin
Rosie Truelove, Director Housing and Planning Department, City of Austin

DATE: February 9, 2023

SUBJECT: Project Connect Community Advisory Committee Anti-Displacement Fund Budget Recommendations for 2023 to 2025

The Project Connect Community Advisory Committee (CAC) is tasked with advising the Austin City Council regarding the funds available to address any potential Project Connect transit-induced displacement per the Joint Powers Agreement. Over the next three years, \$75 million in funds will become available for this purpose, with \$35 million becoming available in 2023.

The recommendations below regarding funding for anti-displacement were created utilizing the Nothing About Us Without Us: Racial Equity Anti-Displacement Tool and other proposals as the foundation and included engagement with impacted communities and city staff. Consideration was also given on how to leverage other funding sources to extend the impact of this work and fill critical gaps in community-wide investments in anti-displacement strategies and affordable housing. While the CAC recommends the adoption of a three-year funding plan for better coordination, staff may revise the funding allocation for 2024 and 2025 in consultation with the CAC and Austin City Council, to better respond to unforeseen challenges and opportunities.

We recommend that the anti-displacement funds for 2023, 2024, and 2025 be committed as following:

3 YEAR TOTAL: Years 2023-2025 (Funding available: \$75 million)

- Land acquisition, preservation, and rehabilitation: \$43 million
- Affordable housing development: \$14 million
- Programs and other strategies addressing immediate needs: \$14 million
- Staffing, community engagement, and marketing: \$4 million

YEAR 1: 2023 (Funding available: \$35 million)

- Land acquisition, preservation, and rehabilitation: \$23 million

- Affordable housing development: \$10 million
- Programs and other strategies addressing immediate needs: \$1 million
- Staffing, community engagement, and marketing: \$1 million

YEAR 2: 2024 (Funding available: \$20 million)

- Land acquisition, preservation, and rehabilitation: \$11 million
- Affordable housing development: \$2 million
- Programs and other strategies addressing immediate needs: \$5.5 million
- Staffing, community engagement, and marketing: \$1.5 million

YEAR 3: 2025 (Funding available: \$20 million)

- Land acquisition, preservation, and rehabilitation: \$9 million
- Affordable housing development: \$2 million
- Programs and other strategies addressing immediate needs: \$7.5 million
- Staffing, community engagement, and marketing: \$1.5 million

These recommendations reflect the need for land acquisition, preservation of existing market affordable housing, and the creation of income-restricted affordable housing at the earlier stages of the Project Connect programs. More funding for programming should be made available in later years to respond to changing housing market conditions and construction impacts.

We also recommend that the following guidelines be utilized in planning and expending the anti-displacement funding.

- While all funds shall be utilized within one mile of high-capacity Project Connect infrastructure, including the Light Rail, MetroRail, and MetroRapid elements, in areas vulnerable to displacement, staff should prioritize station areas where early infrastructure improvements will be made.
- Staff shall develop detailed plans for utilizing the funds in consultation with the CAC, specifically those dedicated to developing “programs and other strategies addressing immediate needs.”
- In order to maintain flexibility, city staff shall have the ability to move unexpended funds between the “land acquisition, preservation, and rehabilitation” and “affordable housing development” categories, in consultation with the CAC.
- Unexpended funds dedicated for “staffing, community engagement, and marketing” may be utilized to address other priorities, specifically in the development of “programs and other strategies addressing immediate needs,” in consultation with the CAC.

We further recommend that the following suggestions be considered in implementing these anti-displacement strategies and programs.

- Coordinate across different City of Austin departments and divisions, and if possible, across other public entities to better align and leverage different resources.
- Wherever possible, align work with existing planning and programming to support community efforts and stretch limited resources.
- For the “land acquisition, preservation, and rehabilitation” and “affordable housing development” categories:

- prioritize the preservation of existing market affordable multifamily housing or income-restricted housing with expiring affordability requirements;
- prioritize the creation of deeply affordable housing, that serves residents earning 30 percent of median family income or less.
- explore opportunities for collective apartment purchasing by existing tenants and cooperative housing models;
- create opportunities for displaced residents to access temporary housing in their neighborhoods as they transition to another permanent housing situation;
- encourage partnerships between different community organizations, with a focus on advancing stability for residents; and
- explore opportunities to make minimal critical investments in preserving spaces for small businesses impacted by potential transit-induced displacement pressures.
- For the “programs and other strategies addressing immediate needs” category:
 - create a small grant program that is focused on opportunities for community-based and place-based organizations to provide services and programs, while building organizational capacity;
 - advance strategic solicitations for programs such as rental assistance, legal assistance, tenant organizing, home repair, down payment assistance, financial counseling, and utility assistance;
 - provide limited funding extensions to current Community Initiated Solutions grant recipients based on performance to maintain continuity of existing services, while advancing targeted anti-displacement strategies through solicitations; and
 - offer minimal spending to fill critical gaps in relocation for undocumented residential tenants in partnership with the Austin Transit Partnership, if necessary.

These recommendations build on the success of the previously expended Project Connect anti-displacement funds, while creating opportunities for strategically expanding existing programs and exploring additional strategies.

If you should have any questions, I can be reached at bc-awais.azhar@austintexas.gov.

Date of Approval: February 9, 2023

Record of the vote: Approved on a X-X-X vote (Committee Members X and X absent)

Attest:  , Project Connect Community Advisory Committee Chair

CapMetro

Service Standards and Guidelines

1/30/2022



Agenda

Project Background

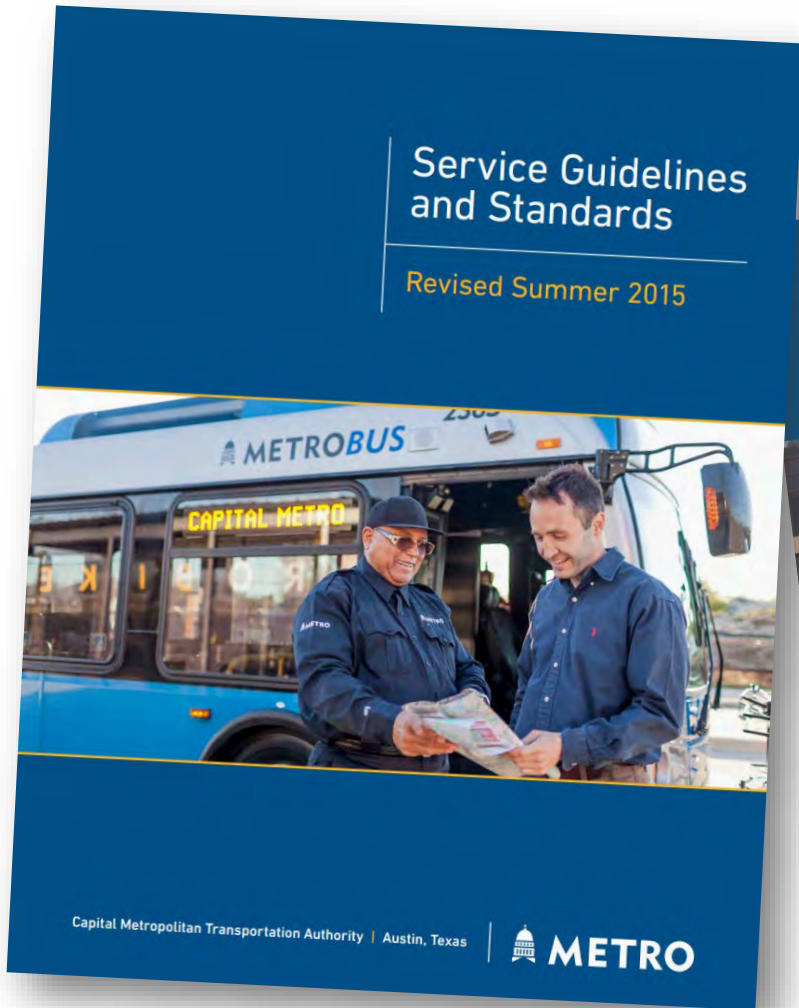
Timeline

Engagement

**Service Standards and Guidelines
Outline**

**Transit Design Guide and Technical
Specs Outline**

Project Background



New Document:
Technical Specifications

Timeline

	2022						2023				
Tasks	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Engagement											
Case Studies											
Standards and Guidelines											
Stop and Station Design Guidelines											
Final Documents											

Public Engagement

- Focus groups occurred Oct. 25 – Nov. 5
 - 8 Focus Groups
- Public survey Nov. 2 – Dec. 9
 - Emailed CBO Contact List
 - Sent MetroAlert text
 - At-Stop Surveys
 - Message Center Flyer
 - Received 1000+ responses

**SERVICE STANDARDS
COMMUNITY INPUT**

Sign up to attend a
Focus Group Meeting
October 25th through November 5th

\$25
GIFT CARD

Public Survey Highlights

What matters to surveyed riders when changing service and stops

Better access to:



Grocery stores



Health services/clinics



Job centers



Schools



Surrounding areas

Factors for bus stop amenities:



Transfer points



Comfort and safety



Trips with longer wait times need more amenities



Proximity to services for people in need

“All stops should have seating. All stops without shade should have shelters. Regardless of ridership, regardless of frequency.”

“Who needs it the most. Expanded resources to everyone. Everyone should at least have a shelter.”



Service Standards and Guidelines

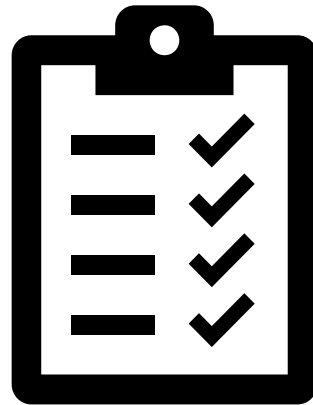
Overview

Project Background

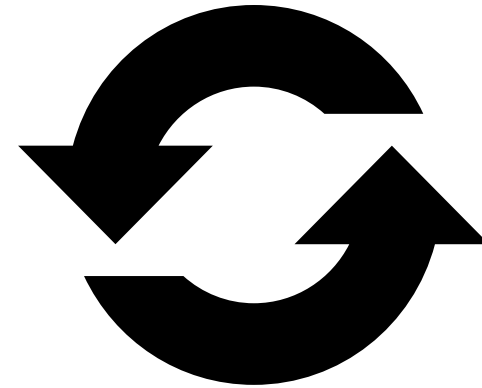
- What are the Service Standards and Guidelines?



A document that guides all planning processes



Provides performance measures used when reporting to the FTA



Updated every 5 years

What types of evaluation and changes does planning conduct and when?



Every year
(up to 3x a year)

Service Change
(Major & Minor)



Every 3 years

Service Monitoring



Every 10 years

Transit Plan



Dynamic
(as needed)

Stop & Station
Evaluation and Changes



Every 5 years

Standards & Guidelines Update
Origins & Destinations Study
Update

Service Standards Document Outline

Chapter 1	Chapter 2	Chapter 3	Chapter 4
Introduction	Guidelines and Best Practices	Service Standards	Service Changes and Evaluation
<ul style="list-style-type: none"> • Org Structure • How to Use this Document • Goals for this Document 	<ul style="list-style-type: none"> • CapMetro Service Types • Network Design Guidelines* • Route Design Guidelines • Schedule Design Guidelines • Stop and Station Design Guidelines 	<ul style="list-style-type: none"> • Service Quality • Service Effectiveness 	<ul style="list-style-type: none"> • Reasons for a Service Change • Responding to Requests for a Service Change • Service Change Process** • Identify the Issues • Develop Proposals • Evaluate Proposals • Conduct Outreach • Implement Changes

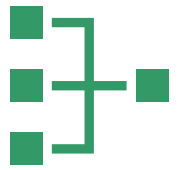
*Appendices I – Coordination with partner agencies
 **Appendices II – Detailed Service Evaluation Process



Service Guidelines and Best Practices

Chapter 2

Best Practices



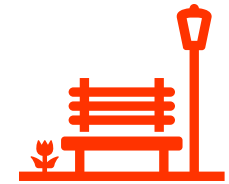
Network Design



Route Design



Schedule Design



Stop and Station Design



Best Practices: Network Design



Transit and land use are fundamentally connected.



Transit should prioritize serving people who need it most.



Fast is better than slow.



Best Practices: Network Design



Transit and land use are fundamentally connected.

Transit should prioritize serving people who need it most.

Fast is better than slow.



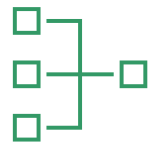
Mixed use and density



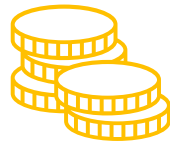
Well-defined markets



Supported by infrastructure



Considers the whole network



Low-income households



People without access to a car



People of color
Seniors
Youth
Individuals with disabilities



Appropriate stop spacing

BUS ONLY

Transit priority treatments when possible



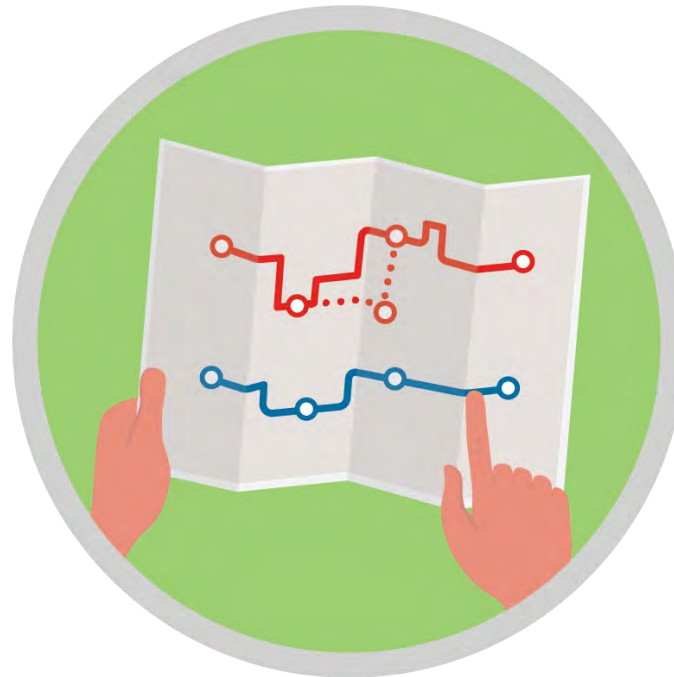
Appropriate stop placement and design

Best Practices: Route Design

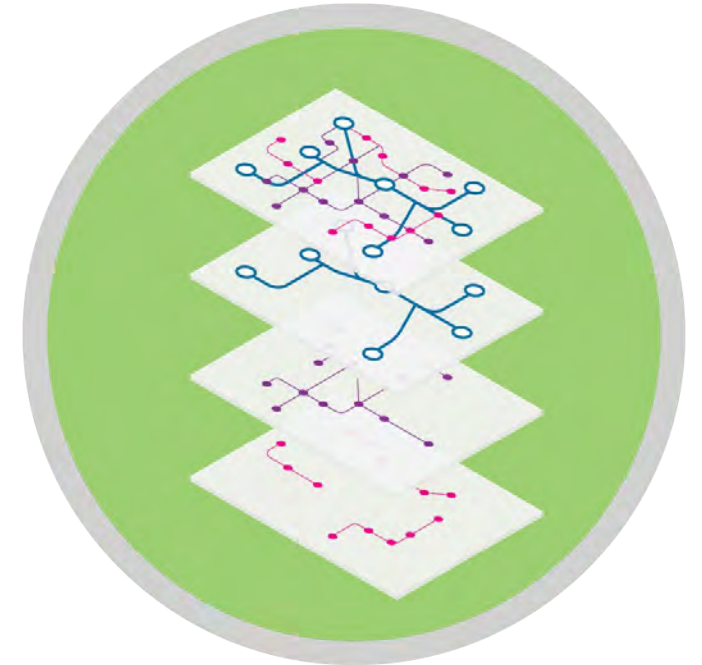
Routes can serve different purposes, such as to maximize ridership or increase coverage.



Simple routes are better than complex ones.



Routes should be planned within the context of the network.



Best Practices: Route Design



Routes can serve different purposes, such as to maximize ridership or increase coverage.

Simple routes are better than complex ones.

Routes should be planned within the context of the network.



Frequency vs coverage



Operates on a direct path



Bidirectional service



Appropriate ending and starting points



Well coordinated



Appropriately spaced



Appropriate length



Coordination with bus and rail

Best Practices: Schedule Design



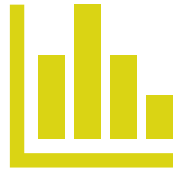
Schedules should be predictable and easy to remember.



Best Practices: Schedule Design



Schedules should be predictable and easy to remember.



Service levels
should match
demand



Timepoints
keep buses on
schedule

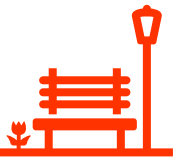
Best Practices: Transit Stop and Station Design



Transit stop and station design standards guide the configuration of each stop or station, as well as the level of amenities at each stop and station.



Best Practices: Transit Stop and Station Design



Transit stop and station design standards guide the configuration of each stop or station, as well as the level of amenities at each stop and station.



Reference to the updated Stop and Station Design Guide will be included in the Service Standards and Guidelines



Service Standards

Chapter 3

Service Standards



Service Quality



Service Effectiveness

Standards: Service Quality



Transit should be convenient and reliable for riders



On time performance



Speed and Delay



Incidents of mechanical failure

Riding the bus doesn't need to be uncomfortable

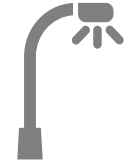


Overcrowding and Load Maximums

People should feel safe using transit



Collisions



Stop and Station Amenities



Accessibility

*Public Safety Program, Customer Support, traditional law enforcement

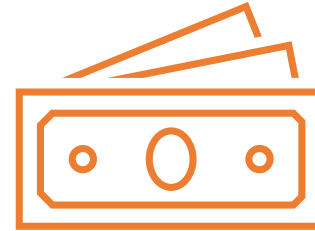
Standards: Service Effectiveness



CapMetro should be good stewards of their limited resources



Productivity



Cost
Effectiveness



Service Changes and Evaluations

Chapter 4

Types of Changes

Small Scale
(Changes evaluated up
to 3 times a year)

Small Scale Changes Can Include:

Route Alignment

Frequency

Service Span

Large Scale
(Changes evaluated
every 5 years)

Large Scale Changes Can Include:

Service Comparison

Adding Services

Network Redesign

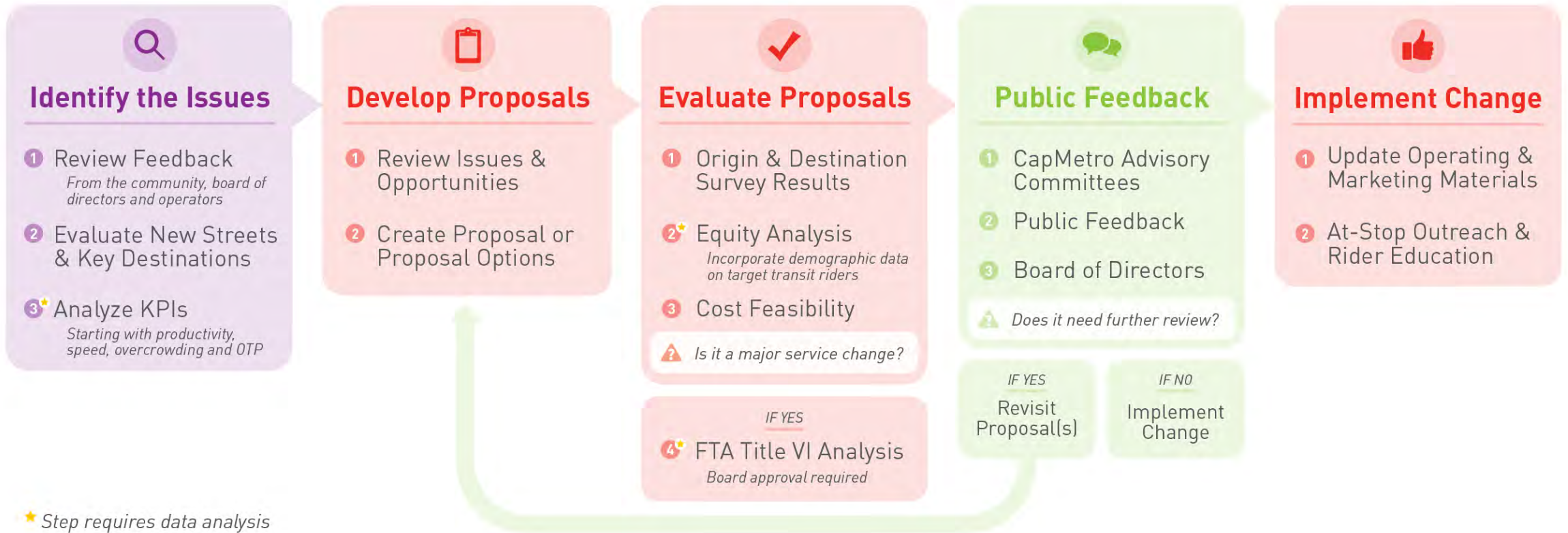
Route Alignment

Frequency

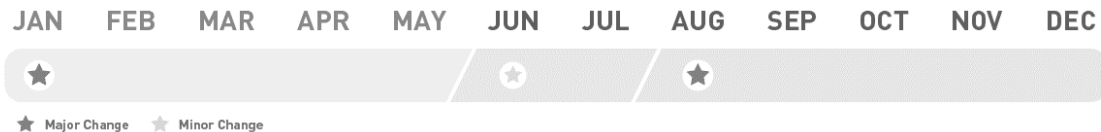
Service Span

Service Changes are typically a group of changes that could be small or large scale in nature.

Service Evaluation Process



* Step requires data analysis





Stop and Station Design Guide

Overview

Stop and Station Design Guide and Technical Design Specs

Transit Stop and Station Design Guide		Technical Design Specs
Guidelines	Evaluation	
<ul style="list-style-type: none">• Stop Spacing and Placement• Bus Stop Configurations• Stop Types• Stop Amenities• Bus Stop Changes & Evaluation	<ul style="list-style-type: none">• Process for bus stop amenities distribution• Process for making changes at bus stops.	<ul style="list-style-type: none">• Operational Considerations• Bus Stops• Rail Stations• Transit Supportive Infrastructure Configurations• Universal Accessibility• Electric Charging Infrastructure

Public Engagement

- Upcoming:
 - Committee Workshop
 - Board Workshop
 - Virtual Public Webinar in March
 - Draft Document Published Online
- To Board for adoption in May 2023

**SERVICE STANDARDS
COMMUNITY INPUT**

Sign up to attend a
Focus Group Meeting
October 25th through November 5th

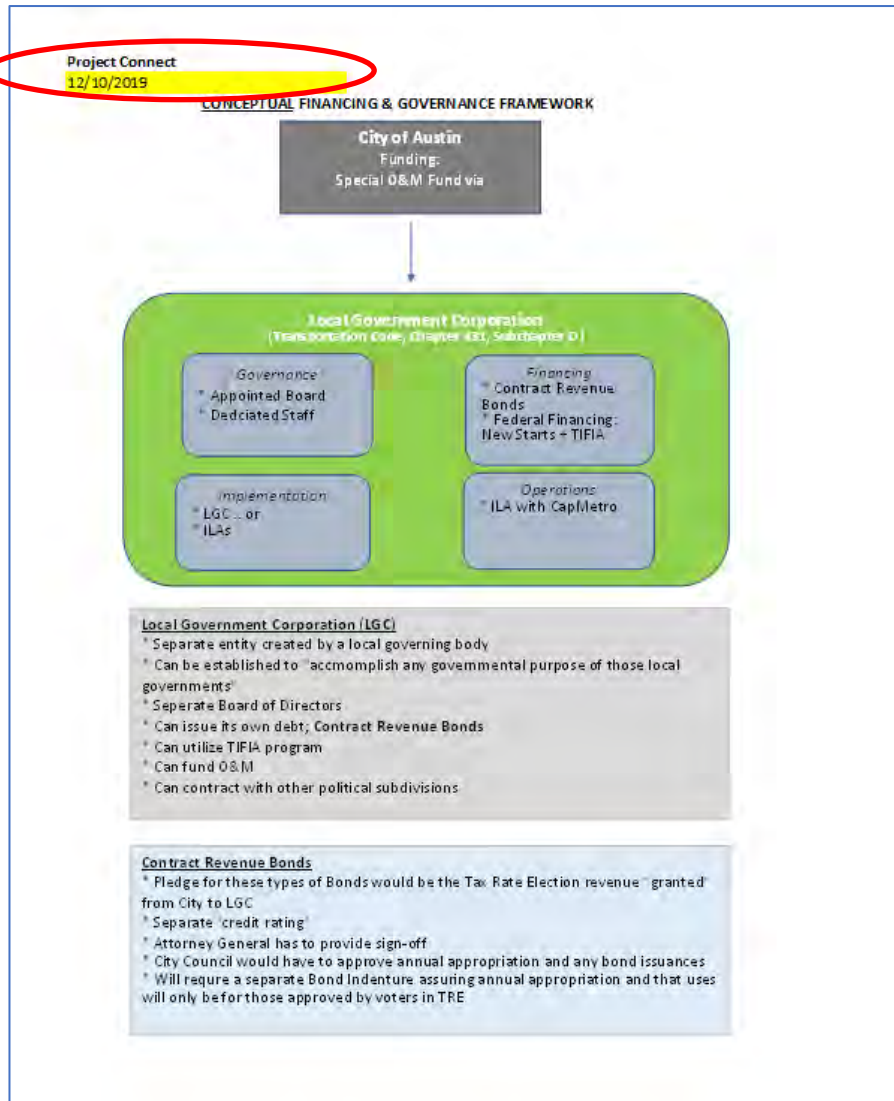
\$25
GIFT CARD

AUSTIN TRANSIT PARTNERSHIP

Briefing for the Community Advisory Committee: *Financing Austin Light Rail*



The Idea



Tax Rate Election



The Ballot

City of Austin, November 3rd Election, Proposition A:

“Approving the ad valorem tax rate of...for the purpose of providing funds for a citywide traffic-easing rapid transit system known as Project Connect... the additional revenue raised by the tax rate is to be dedicated by the City to an independent board [ATP] to oversee and finance the acquisition, construction, equipping, and operations and maintenance of the rapid transit system by providing funds for loans and grants to develop or expand transportation within the City.”

Highlights

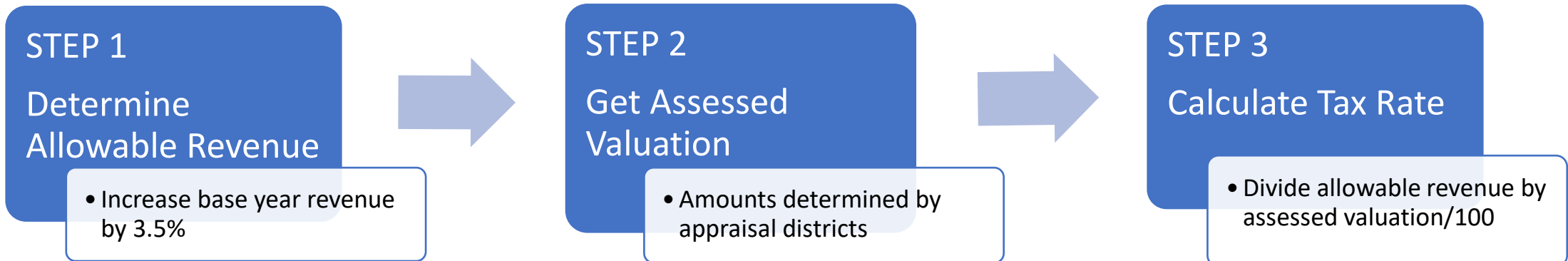
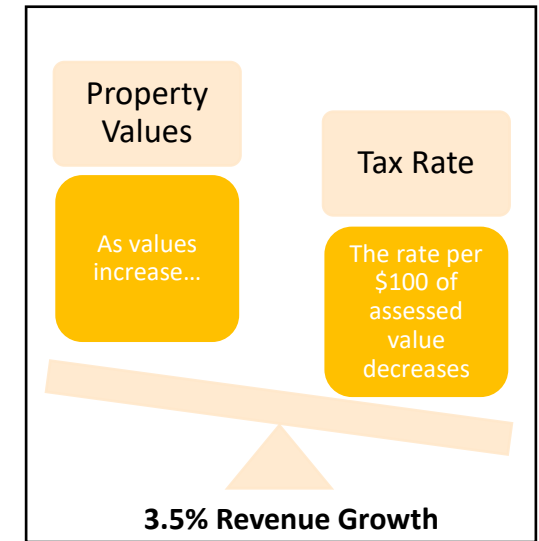
- Independent board created by City of Austin and CapMetro
- Dedicated property tax revenue transferred to ATP
- Oversee and finance Project Connect
- Authority to issued bonds, obtain loans and grants



Contract with the Voters required ATP to be the principal entity for implementing and financing Project Connect

Property Tax Revenue & Calculation

- State limits the amount of tax revenue that can be collected for day-to-day operations (M&O) to what was collected 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



Prop A Funds & Projections

INTERLOCAL AGREEMENT BETWEEN CITY OF AUSTIN AND THE AUSTIN TRANSIT PARTNERSHIP

FOR TERMS OF JOINT POWERS AGREEMENT ON TRANSFER OF

“NOVEMBER 2020 PROPOSITION A” PROPERTY TAX REVENUE

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

Background

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

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

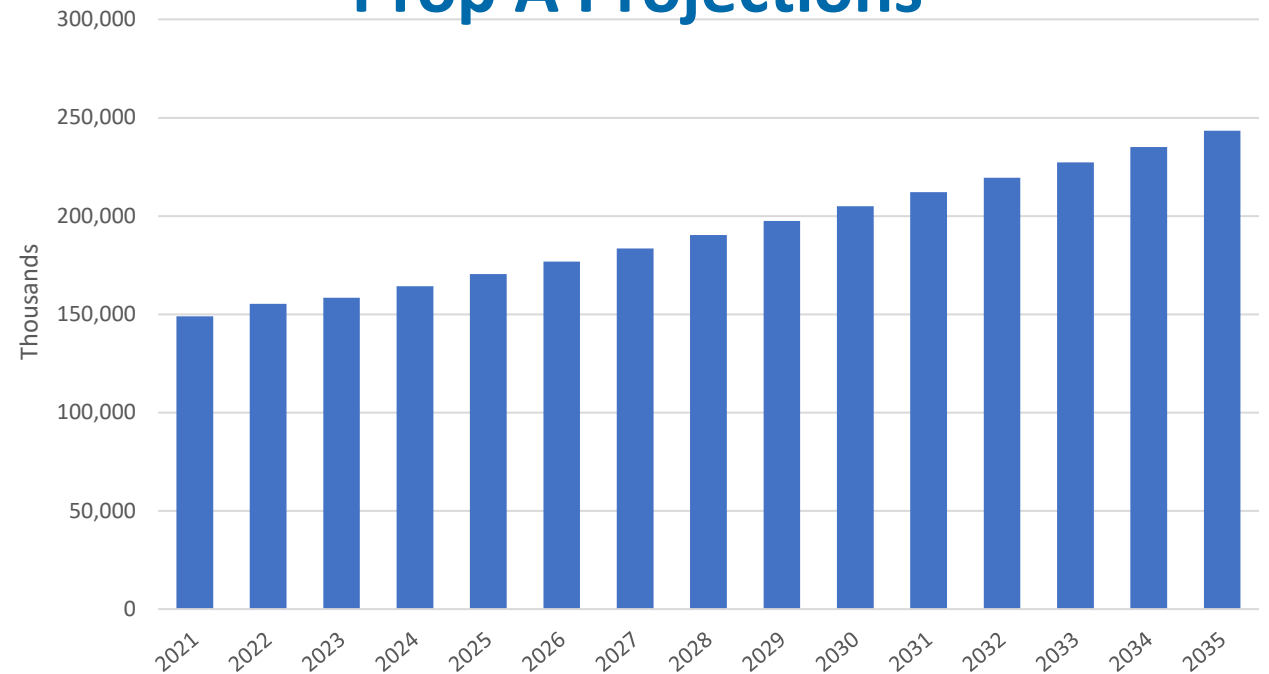
B: Apportionment Formula

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

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

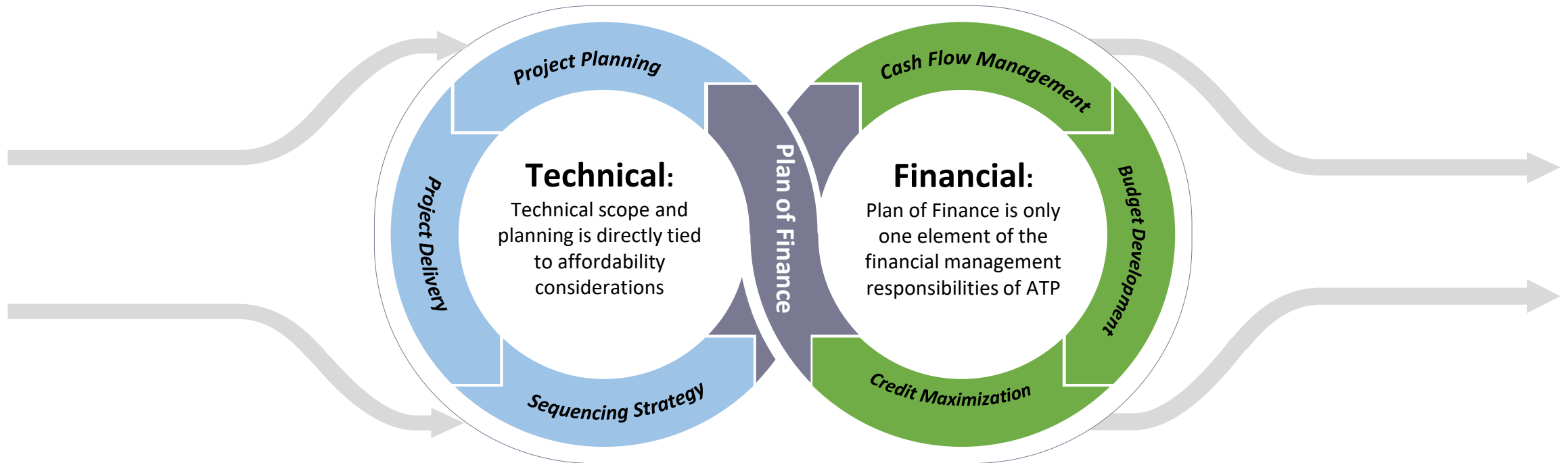
Austin Transit Partnership Share of Maintenance and Operations Property Tax Revenue = $0.0875/0.4209 = 20.789\%$

Prop A Projections



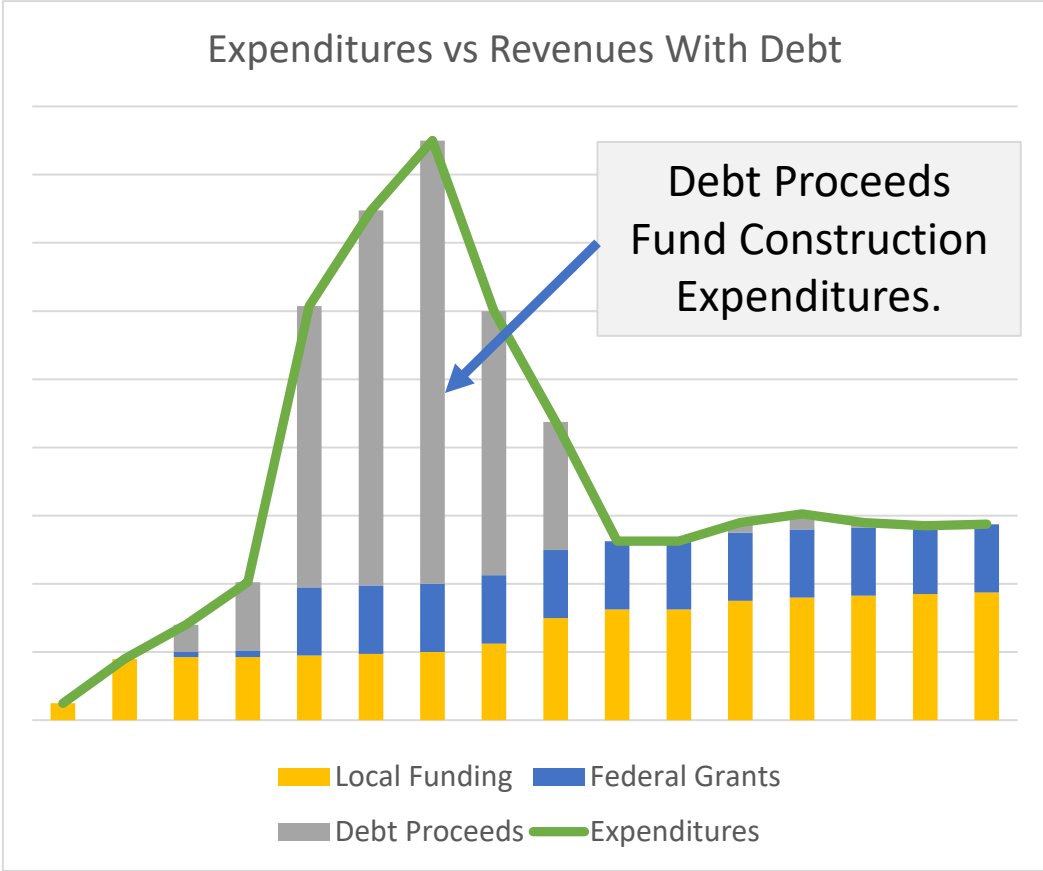
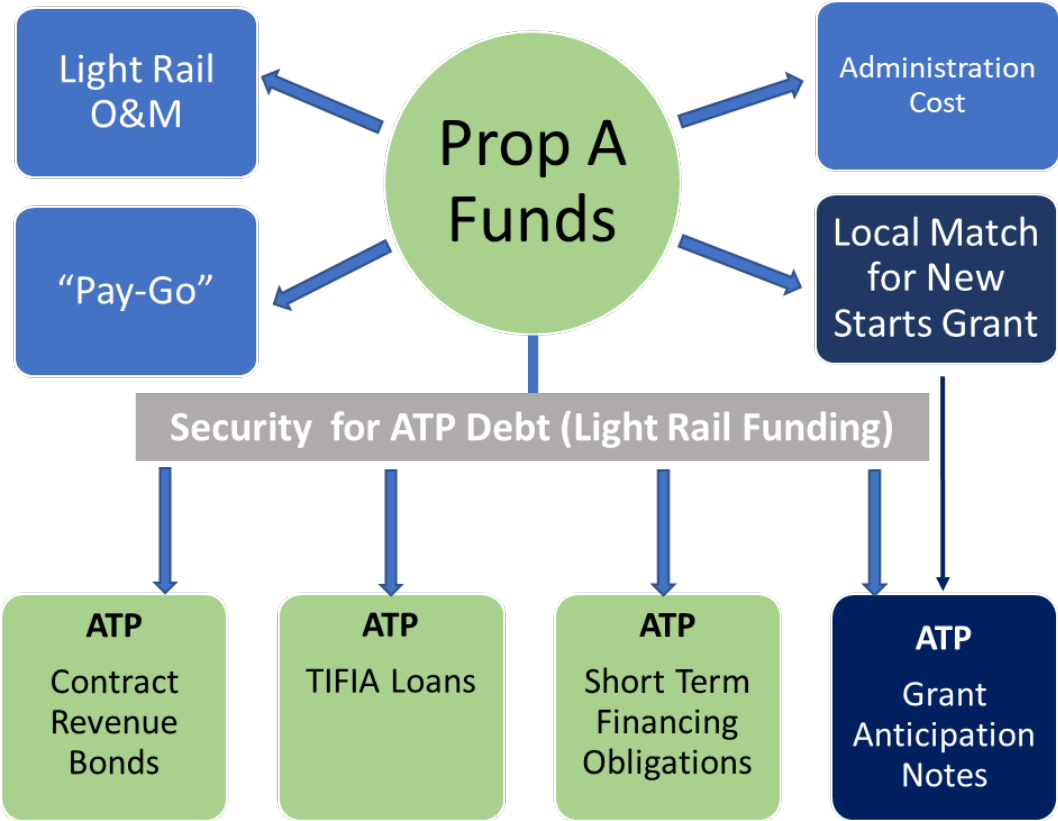
Plan of Finance: *Why ATP?*

- Plan of Finance elements are intricately tied to the other aspects of the light rail program delivery and the management of Prop A revenues
- Thoughtful integration of Plan of Finance with other ATP functions is critical



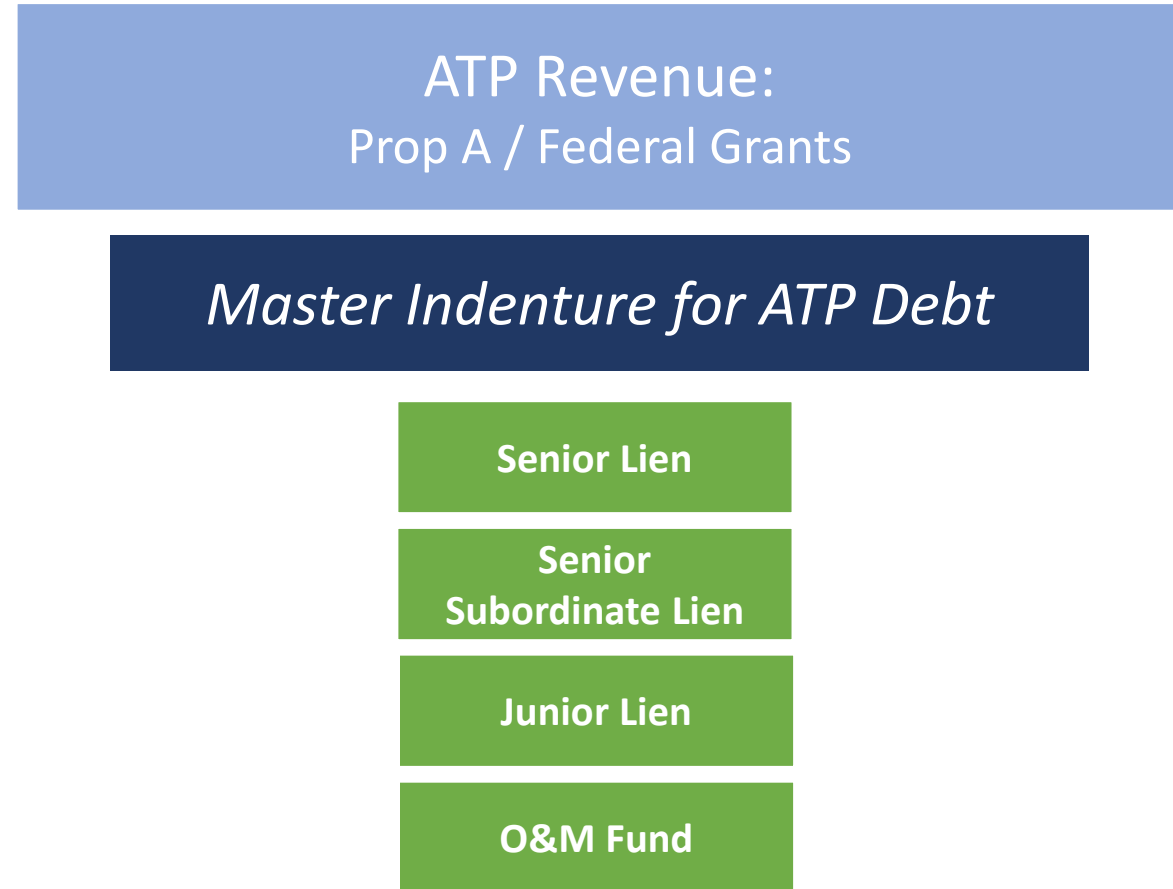
Key Takeaway: Plan of Finance integrates Technical with Financial

Financing: Securitizing Prop A Funds



Bond Financing: *The Indenture*

- ATP Bond Holders will require a **Master Indenture**
 - Defines how debt gets repaid
 - Metrics for bondholder compliance
- Securitization of FTA Grant Revenues are also a critical component to plan of finance



Key Takeaway: Master Indenture will provide assurance of flow of funds

ATP Financing: Objectives

- Align program scope and program sequencing with the available funding
 - On track to deliver updated light rail implementation plan late spring
- Optimize and leverage the annual Prop A Property Tax revenue stream
- Continue working towards establishing a simplified credit structure to help mitigate risk from the perspectives of credit rating agencies and bond holders
 - Complexity results in higher borrowing costs

**AUSTIN
TRANSIT
PARTNERSHIP**

THANK YOU!



ATP-Workforce Solutions ILA Update

02.09.2023

SCOPE OF WORK [Phase 1]

- Create the region's first Workforce Mobility Industry Sector Partnership
- Analyze the mobility and infrastructure workforce ecosystem
- Education on critical nature of infrastructure workforce training and value of training local workers
- Identify and recommend available resources for workforce development
- Create a Workforce Infrastructure Action Plan



ATP Staff Update

02.09.2023

ATP Staff Updates

Austin Transit Partnership Community Forums: An invitation for community input as the ATP Board considers sole candidacy for ATP Executive Director

ATP Community Forum

Date: Thursday, February 16, 2023

Time: 6 to 8 pm

Location: Austin Transit Partnership, 203 Colorado St.

ATP Community Forum

Wednesday, February 22, 2023

Time: 5:30 to 7:30 pm

Location: Mendez Recreation Center, 2407 Canterbury St.

Multi-Purpose Room

ATP Staff Update

Board of Directors Meeting [New Date and Time]

Wednesday, March 01, 2023 @ 9:00 AM

ATP Board Room

203 Colorado St.

Austin, TX 78701