



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

February 24, 2021
AGENDA ITEM #11

Regional Express Bus Park and Ride update

Strategic Plan Relevance: Explore and Invest in Transformative Technology and Adopt Industry Best Practices; Deliver Multi-faceted Mobility Solutions; Invest in Efforts that Extend Beyond Roadways

Department: Administration

Contact: Jeffrey Dailey, Deputy Executive Director

Associated Costs: To be determined

Funding Source: To be determined

Action Requested: Briefing and discussion

Background: This item provides an update on the status of the coordinated planning effort between Capital Area Metropolitan Planning Organization (CAMPO), Capital Metro (Cap Metro), and the Central Texas Regional Mobility Authority (CTRMA) for Park and Ride facilities.

The mission of the Mobility Authority is to implement innovative, multimodal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality. The Mobility Authority is authorized under Section 370 of the Texas Transportation Code (with certain limitations) to implement a wide range of transportation projects; some of which include an intermodal hub, a transit system, and a parking area/structure or facility.

Previous Actions: In 2016, the agencies executed a Memorandum of Agreement (MOA) to assure a coordinated effort and outline responsibilities. In accordance with the MOA between the agencies, CTRMA is providing planning support with a primary focus on locations that would benefit most directly from the use of CTRMA facilities.

CTRMA, Cap Metro, and CAMPO have since identified (listed below) priority Park and

Ride locations for inclusion in regional CAMPO and Capital Metro plans.

1. South MoPac (MoPac South Express Project)
2. Howard Station Expansion (MoPac Express Lane)
3. Eastside Bus Plaza (183 South Toll)
4. Manor (290 Toll)
5. Lakeline Expansion (183 North Project)

During an October 2019 Workshop, the Board had an in-depth discussion about potential involvement in public transit and multi-modal facilities. Staff was directed to develop draft implementation agreements including Mobility Authority funding participation for Board consideration.

By December 2019 draft term sheets were developed for the South MoPac, Howard Lane Expansion, and CARTS Eastside Bus Terminal. An Interlocal Agreement for the CARTS Eastside Bus Terminal was then approved by the Board at the February 26, 2020 Board meeting.

COVID-19 impacts significantly reduced traffic, ridership, and revenue for both the Mobility Authority and Capital Metro. As a result, no funding was included in the FY21 budget for the park and ride program. However, funding for construction of the Eastside Bus Plaza continued as previously approved.

During 2020, Capital Metro's primary focus was on the bond initiative in support of Project Connect and is now on program startup. Monthly park and ride and Project Connect status meetings are on-going. Recent discussions identified the need to restart the development and project agreement work on the remaining priority sites with a focus on the South MoPac location.

Next Steps:

1. Discuss and consider Mobility Authority level of participation with consideration of the approval of the 2020 MOBILITY ELECTIONS including Project Connect.
2. Secure funding for project management, technical, and legal support to develop project plans and agreements.

Staff Recommendation: No action requested.

Backup Provided: Regional Express Bus Park and Ride Update
Capital Metro Mobility Elections brochure
Board Presentation

Regional Express Bus Park and Ride Program Update

This regional express bus park and ride program update reports on the status of the program and the priority projects. Other than the construction of the Capital Area Rural Transportation System (CARTS) Eastside Bus Plaza, work on the program and priority projects has been limited. This is primarily due to due to the budget reductions related to COVID-19.

Planning and coordination work have been limited to monthly status meetings. Program partners (Capital Metro, City of Austin, and Mobility Authority) plan to schedule a meeting to determine the work and actions required to advance the program and projects again. The primary goal is to finalized design concepts and costs and enter into project agreements, all of which are subject to identification of project funds for final design and construction.

Priority Projects

1. **South MoPac (MoPac South Express Project).** This area has a potential strong near-term need and demand for a regional park and ride facility. A draft multi-partner term sheet was developed for a new multi-purpose park and ride facility in the vicinity of Lacrosse Avenue and MoPac. Design concepts envision a joint use parking facility for the Lady Bird Johnson Wildflower Center, the City of Austin Veloway and Cap Metro regional express bus service on property owned by the University of Texas.

Associated Mobility Authority Project:	MoPac South
Total Project Cost Estimate:	\$15M-\$25M
Regional Park and Ride Spaces:	400-500 spaces
Potential Partners:	Mobility Authority, Lady Bird Johnson Wildflower Center/University of Texas, Cap Metro, City of Austin

Status:

- *Progress slowed due to budget reductions related to COVID-19.* Ongoing discussions with partners regarding various agreements and approvals necessary to permit development of the facility.

Next Steps:

- Lady Bird Johnson Wildflower Center/ University of Texas to schedule a design workshop with project partners to define scope of the facility and determine additional costs related to mitigating impervious cover impacts.
- Obtain City of Austin approval of mitigation plan and amend development agreement associated with the property as required.
- Negotiate, finalize, and execute a project development agreement.
- Secure funding.

2. **Capital Area Rural Transportation System (CARTS) Eastside Bus Plaza (183 South Toll).** The Mobility Authority, CARTS, Capital Metro, TxDOT, and City of Austin collaborated to construct a multi-modal transfer station located near the intersection of Cesar Chavez Street and 183 South Toll. This multimodal center will be a prototype terminal where passengers transfer between rural CARTS services and urban Capital Metro buses that provide access to employment, medical, and other important destinations. The Mobility Authority Board of Directors approved an interlocal agreement including \$400,000 in funding for construction on February 24, 2020.

Associated Mobility Authority Corridor:	183 South Toll
Total Project Cost Estimate:	\$7.5M
Mobility Authority Funding:	\$0.4M
Cap Metro Routes / Trips:	106 daily connections across 4 routes
CARTS Routes / Trips:	28 daily connections across 8 routes
Partners:	CARTS, CAMPO, TxDOT, Cap Metro, City of Austin

Status:

- Construction is nearly complete.

Next Steps:

- Complete construction and open to service, anticipated by May 2021.

3. **Manor (290 East Toll).** The Manor area is a high priority area due to the significant growth of development and traffic. Its proximity to the existing 290 Toll Road and the proposed Phase IV expansion project make it an ideal location to consider enhanced Metro Express bus service. The current park and ride facility has limited capacity and is not easily accessible from US 290 or the 290 Toll Road. Capital Metro’s transit-oriented development planning study related to the Green Line in the Manor area anticipates a park and ride facility in the vicinity of FM 973 and US 290.

Associated Mobility Authority Project:	290 East
Total Project Cost Estimate:	\$5M-\$10M
Regional Park and Ride Spaces:	300 - 400 spaces
Potential Partners:	Cap Metro

Status:

- *No progress due to budget reductions related to COVID-19 related impacts on traffic, ridership, and revenue.*

Next Steps:

- Identify and acquire a regional park and ride site.
- Develop and execute a project development agreement.
- Identify funding sources.

4. **Howard Station Expansion (MoPac Express Lane).** Howard expansion is identified as a high priority site/project since the site is at capacity (pre-COVID-19). At its current capacity it can only accommodate Metro Rail service and not Metro Express Bus service. The location is near the MoPac Express Lanes, making it an excellent site for a multi-modal transfer hub for transit riders seeking to access Metro Express service using the MoPac Express Lanes. This is a potential multi-agency partnership opportunity to expand parking capacity by approximately 230 spaces. Stormwater mitigation may be required on the adjacent ICU Medical site.

Associated Mobility Authority Project: MoPac North Express
Total Project Cost Estimate: \$8.5M
Regional Park and Ride Spaces: +230 additional spaces
Potential Partners: ICU Medical, Cap Metro, City of Austin, TxDOT

Status:

- *No progress due to budget reductions related to COVID-19 related impacts on traffic, ridership, and revenue.*

Next Steps:

- Finalized concept design and secure TxDOT concurrence on proposed expansion plan into TxDOT ROW.
- Negotiate, finalize, and execute a project development agreement.
- Identify funding sources.

5. **Lakeline Expansion (183 North Project).** Lakeline is a high priority location/project since the parking is nearly capacity (pre-COVID-19). This project envisions a multi-purpose parking structure.

Associated Mobility Authority Project: 183A/183 North Mobility Project
Total Project Cost Estimate: TBD
Regional Park and Ride Spaces: 300 - 400 spaces
Potential Partners: Cap Metro

Status:

- *No progress due to budget reductions related to COVID-19 related impacts on traffic, ridership, and revenue.*

Next Steps:

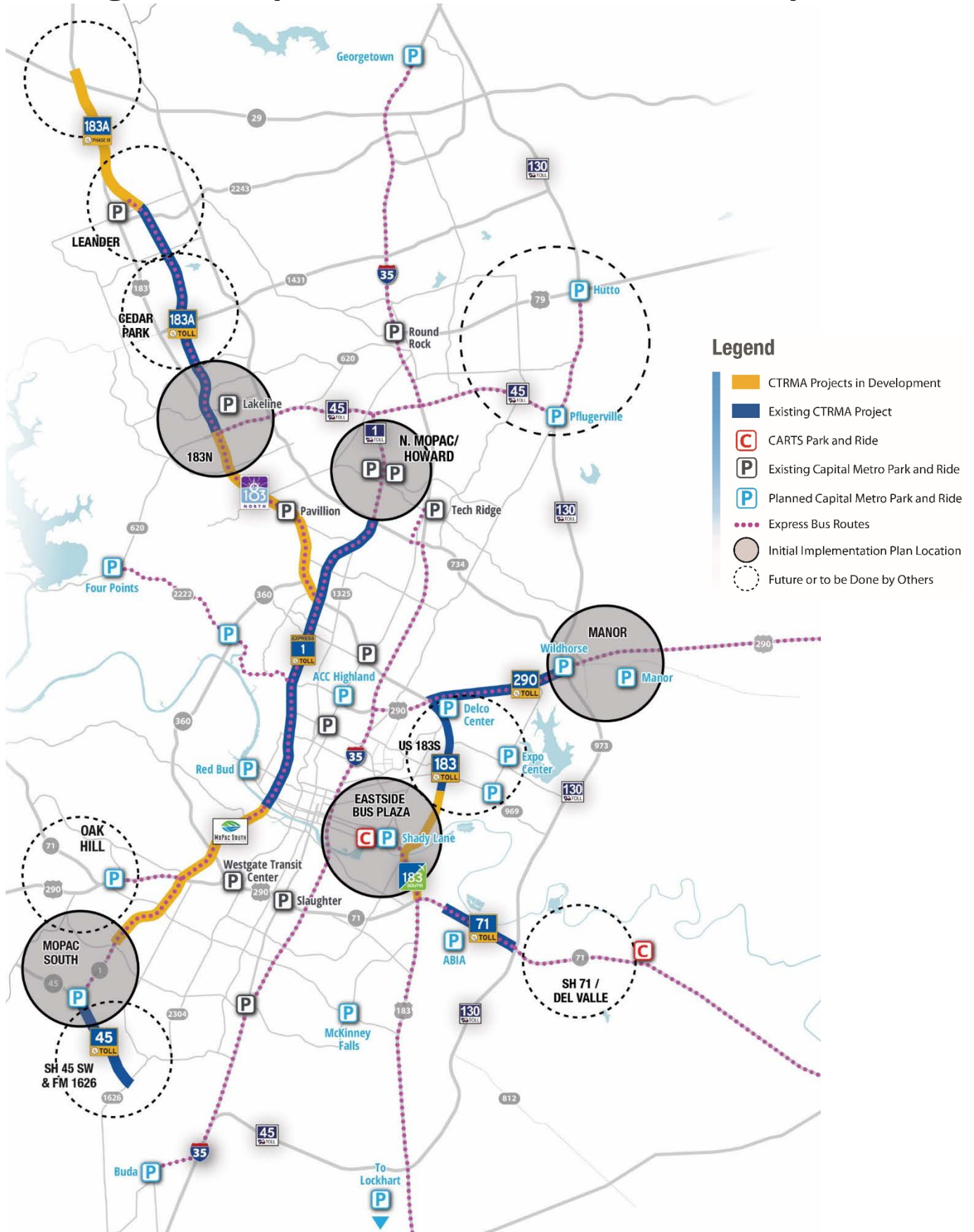
- Develop and execute a project development agreement.
- Identify funding sources.

Attachments:

- Regional Express Bus Park and Ride Map
- Regional Express Bus Park and Ride Program Status
- Regional Express Bus Park and Ride Program Schedule



Regional Express Bus Park and Ride Map



Program Status

PARK AND RIDE

February 12, 2021

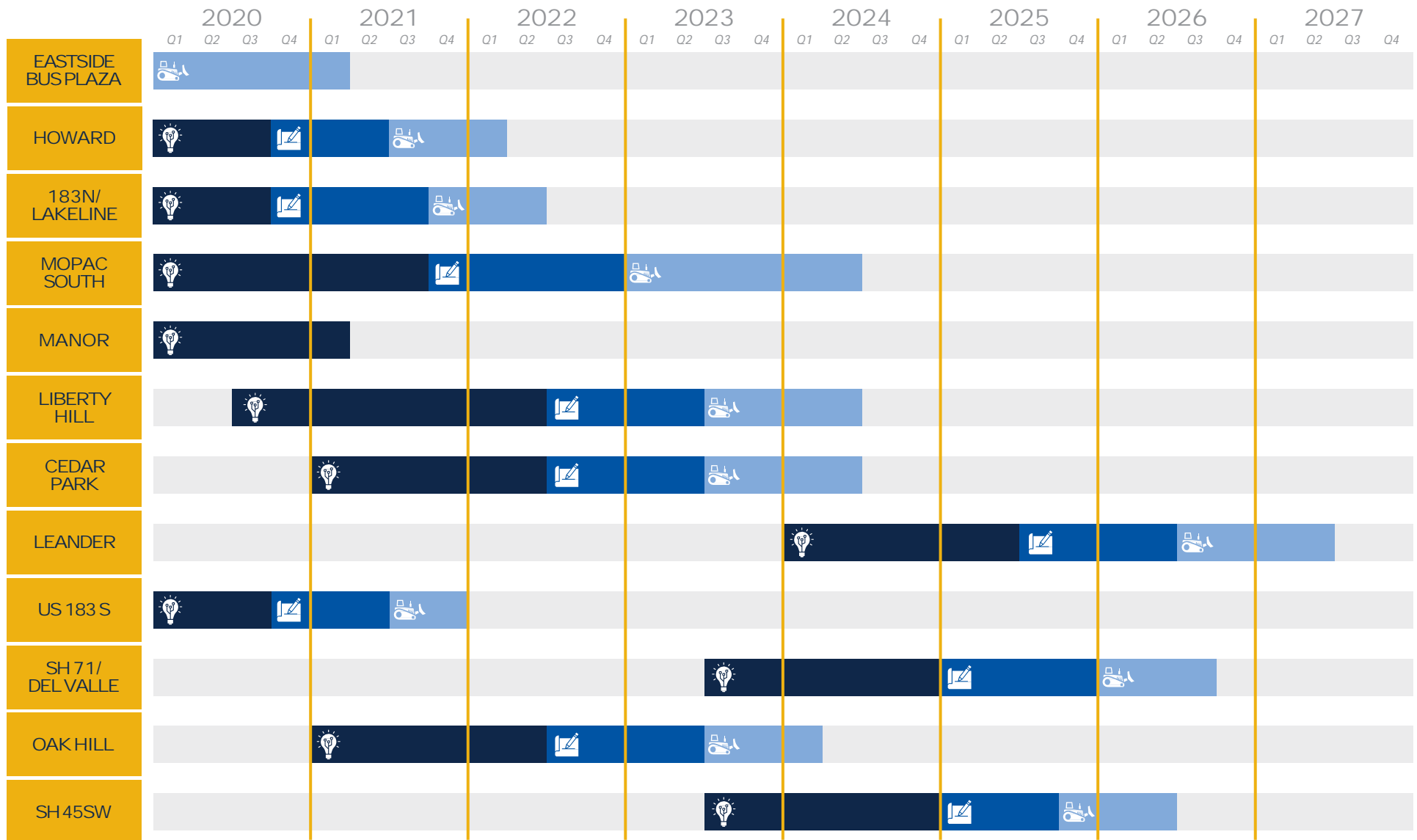
Site	Facility	Location	Estimated Cost	Potential Demand & Service	Next Steps
MoPac South	MoPac South	MoPac & Lacrosse / Wildflower Center	\$15M - \$25M (surface VS. garage)	No existing service; projected express bus ridership is 750 per day	Finalize design concept and cost estimate; project development agreement (University of Texas, City of Austin, and Cap Metro)
Eastside Bus Plaza	183 South Toll	5 th and Shady Lane	\$7.5M (\$400k Mobility Authority)	CARTS routes from Manor and Bastrop, Cap Metro connections	Construction completion anticipated early 2021
Manor	290 Toll	FM 973 & Green Line	\$5M - \$10M	Existing Manor P&R capacity is 70; 50% current utilization; Metro Express route 990 (limited service)	Site determination by Cap Metro; ROW preservation/ real estate acquisition; concept plan and cost estimate; project development agreement
Howard	MoPac North	Howard Station Expansion	\$8.5M	Existing Howard capacity is 301; 85% utilization; Metro Express route 980 to/ from Round Rock, MetroRail Red Line	Concept plan and cost estimate, project development agreement
Lakeline Station Expansion	183 North	Lakeline Station	TBD	Existing Lakeline capacity is 935; 75% utilization; Metro Express routes 985 and 987, MetroRail Red Line; garage/ transit-oriented development	Concept plan and cost estimate; project development agreement
Oak Hill	None (TxDOT Oak Hill Parkway)	Austin Community College Pinnacle Campus	TBD	Existing capacity is 82; 85% utilization; Oak Hill Flyer route #171; projected Express Bus ridership is 750 per day	Cap Metro and TxDOT implementing in conjunction with Oak Hill Parkway project
SH45 Southwest	45SW Toll	Median of SH 45SW near FM 1626	TBD	No existing service	Monitor growth and traffic, identify site, service level agreement with Cap Metro (not in-service area)
SH 71 Del Valle	71 Toll Lane	TBD	TBD	Local bus service provided by frequent route #20 between downtown and the airport and #271 from Del Valle HS to Riverside; projected express bus ridership is 750 per day	Monitor growth and traffic, coordinate results of Cap Remap and Travis County transportation plan; identify site
Cedar Park	SH 71 / Del Valle	TBD	TBD	No existing service; not in Cap Metro service area	Monitor growth and traffic, coordinate results of Cedar Park Transit Study; identify site
Leander	183A	TBD	TBD	Existing capacity is 619; 50% utilization; Metro Express routes 985 and 987	Monitor growth and traffic, coordinate City transit-oriented/ other development plans; identify site
Liberty Hill	183A	TBD	TBD	No existing service; not in Cap Metro service area	Monitor growth and traffic, coordinate City transit-oriented/ other development plans; identify site

Program Schedule

PARK AND RIDE

LEGEND  Planning  Design  Construction

Note: Last updated May 2020



2020 MOBILITY ELECTIONS



Project Connect Tax Rate Election and Mobility Bond Election



CITY OF AUSTIN 2020
**MOBILITY
ELECTIONS**

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MOBILITYELECTIONS2020](https://austintexas.gov/mobilityelections2020)



CITY OF AUSTIN 2020

M  **BILITY**
ELECTIONS

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INTRODUCTION

2020 Mobility Elections



BASIC INFORMATION

The City of Austin has called an election for Tuesday, November 3, 2020 for the following purposes:

- To elect City Council members in Council Districts 2, 4, 6, 7, and 10
- To consider two propositions on Austin mobility:

PROPOSITION A: Approving the City's property tax rate and dedicating 8.75 cents of the operations and maintenance portion of the tax rate for Project Connect, a high-capacity transit system

PROPOSITION B: \$460M in voter-approved general obligation bonds for transportation infrastructure including sidewalks, transportation-related bikeways, urban trails, transportation safety projects (Vision Zero), safe routes to school and substandard streets

These elections are being held in conjunction with the November General Election for Federal, State, and County offices.

This brochure provides a general description of the mobility propositions included in the 2020 Election. It does not advocate passage or defeat of the propositions and is intended only for informational purposes. It does not discuss any other matters to be voted on in this election.

The City of Austin is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal access to communications will be provided upon request by calling 512-974-2143.

VOTER INFORMATION

Citizens must be registered to vote in the City of Austin (Travis, Williamson, or Hays County) in order to be eligible to vote in the November 3, 2020 election.

IMPORTANT ELECTION DATES

- **October 5:** Last day to register to vote (registration must be postmarked by this day)
- **October 13:** First day of in-person early voting
- **October 23:** Last day to apply for a ballot by mail (early voting clerk must receive application by this day)
- **October 30:** Last day of in-person early voting
- **November 3:** Election Day

DOWNLOAD VOTER REGISTRATION FORMS

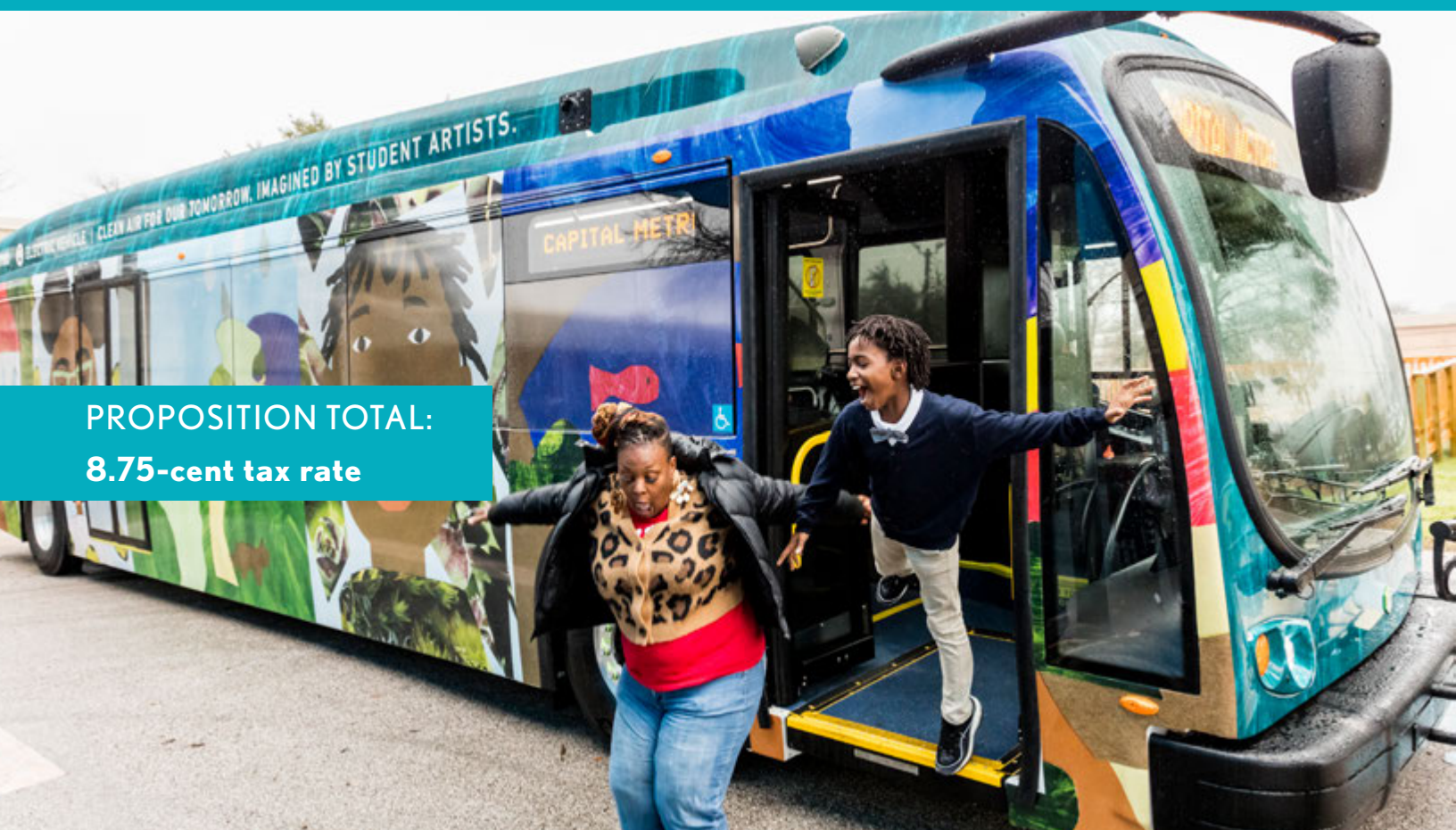
Find the form for your county online in the list below:

- Travis County voter registration forms: [VoteTravis.com](https://www.vote-travis.com)
- Williamson County voter registration forms: [Wilco.org/Elections](https://www.wilco.org/elections)
- Hays County voter registration forms: [HaysCountyTX.com/Elections](https://www.hayscountytx.com/elections)



PROPOSITION A:

Project Connect Tax Rate Election



PROPOSITION TOTAL:
8.75-cent tax rate

PROPOSITION SUMMARY

Proposition A asks voters to vote for or against approving the City's tax rate that is in excess of the voter-approved property tax rate and dedicating 8.75-cents of the operations and maintenance portion of the tax rate for Project Connect, a high-capacity transit system. Federal funding is anticipated to provide approximately 45% of the program's estimated \$7.1 billion capital cost. If approved by voters, the property tax revenue would provide funding for the rest of the capital cost plus operations and maintenance of the transit system once built. The initial investment also includes \$300 million for transit-supportive anti-displacement housing strategies.

If approved by voters, the dedicated property tax revenue, along with Capital Metro revenue and Federal funding, would be directed to a new, independent government organization called the Austin Transit Partnership. This organization would oversee, finance and implement Project Connect.



METRO

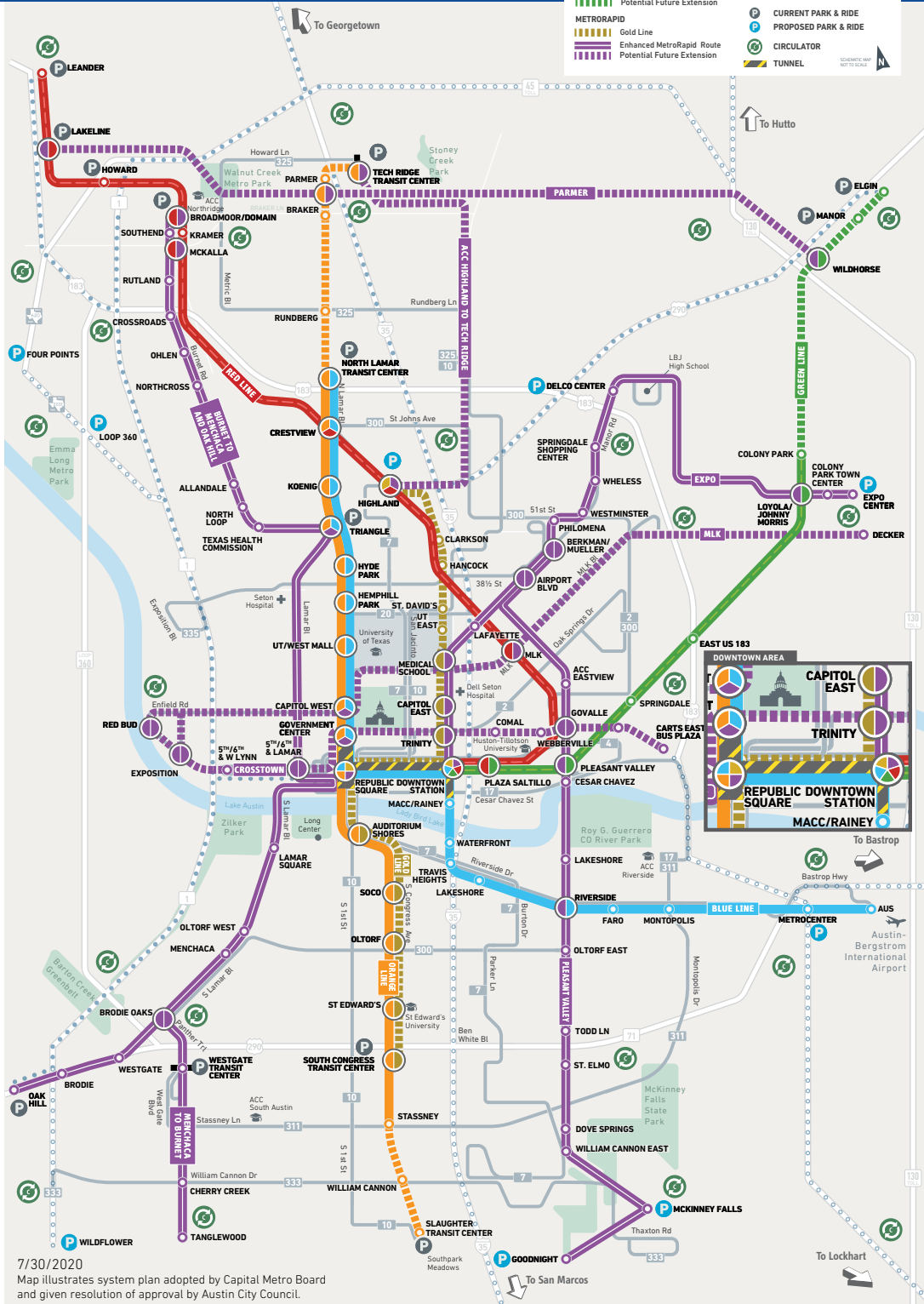
projectconnect

SYSTEM PLAN INITIAL INVESTMENT

Adopted June 10, 2020

LEGEND

- LIGHT RAIL**
 - Orange Line
 - Potential Future Extension
 - Blue Line
- METRO RAIL**
 - Red Line
 - Green Line
 - Potential Future Extension
- METRO RAPID**
 - Gold Line
 - Enhanced MetroRapid Route
 - Potential Future Extension
- METROBUS**
 - Current Frequent Local Routes
- METROEXPRESS**
 - Current MetroExpress
 - Future MetroExpress
- ADDITIONAL AVAILABLE SERVICES**
 - MetroAccess
 - MetroBike
- PARK & RIDE**
 - CURRENT PARK & RIDE
 - PROPOSED PARK & RIDE
- CIRCULATOR**
- TUNNEL**



7/30/2020
 Map illustrates system plan adopted by Capital Metro Board and given resolution of approval by Austin City Council.

PROJECT OVERVIEW

Project Connect is a comprehensive transit plan including new rail service, new and expanded bus service with an anticipated all-electric bus fleet, new park and rides and more. The plan includes the following projects:

NEW RAIL SYSTEM

The planned light rail system includes 27 miles of service and 31 stations, along with the following lines:

- **Orange Line** (Initial Investment from North Lamar and U.S. 183 to Stassney Lane): To connect North and South Austin
- **Blue Line** (from North Lamar and U.S. 183 to downtown and the Austin Bergstrom International Airport): To offer service to the airport
- **Green Line** (from downtown to East Austin's Colony Park): New commuter rail service

TRANSIT TUNNEL UNDER DOWNTOWN

Light rail is proposed to travel underground downtown. The City expects operating rail service beneath the streets to increase the system's travel time reliability and to be safer than operating at street level.



Artist depictions are for illustration purposes only.



FOUR NEW RAPID BUS ROUTES

- **The Gold Line** (from the Austin Community College (ACC) Highland Campus to South Congress and Ben White Boulevard): A MetroRapid service that could eventually be converted to light rail as a part of the Project Connect System Plan.
- **Expo Center** (from East Austin to the University of Texas and downtown)
- **Pleasant Valley** (from Mueller to the Goodnight Ranch Park & Ride)
- **Burnet** (from The Domain to Menchaca Road and Oak Hill)

NEW FACILITIES

The plan includes as many as nine new Park & Ride facilities at Four Points, Loop 360, ACC Highland, Delco Center, Expo Center, Wildflower Center, Goodnight, McKinney Falls, MetroCenter, and a new transit center at the Eastside Bus Plaza.

NEW CIRCULATORS

The plan proposes 15 new neighborhood circulators, on-demand pickup and drop-off to locations within zones. Circulators provide first-mile/last-mile service and connections to transit stations and other destinations.

TRANSIT-SUPPORTIVE ANTI-DISPLACEMENT FUNDS

If approved by voters, the tax rate includes \$300 million for transit-supportive anti-displacement housing strategies. These strategies would be guided by the Austin Strategic Housing Blueprint and Federal Transit Administration, and the needs of the communities for housing along the Project Connect System Plan.



BALLOT LANGUAGE

Approving the ad valorem tax rate of \$0.5335 per \$ 100 valuation in the City of Austin for the current year, a rate that is \$0.0875 higher per \$100 valuation than the voter-approval tax rate of the City of Austin, for the purpose of providing funds for a citywide traffic-easing rapid transit system known as Project Connect, to address traffic congestion, expand service for essential workers, reduce climate change emissions, decrease traffic fatalities, create jobs, and provide access to schools, health care, jobs and the airport; to include neighborhood supportive affordable housing investments along transit corridors and a fixed rail and bus rapid transit system, including associated road, sidewalk, bike, and street lighting improvements, park and ride hubs, on-demand neighborhood circulator shuttles, and improved access for seniors and persons with disabilities; to be operated by the Capital Metropolitan Transportation Authority, expending its funds to build, operate and maintain the fixed rail and bus rapid transit system; the additional revenue raised by the tax rate is to be dedicated by the City to an independent board 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, and to finance the transit-supportive anti-displacement strategies related to Project Connect. Last year, the ad valorem tax rate in the City of Austin was \$0.4431 per \$100 valuation.

FINANCIAL AND TAX BILL IMPACT

The City of Austin is one of multiple taxing entities to which property owners pay property taxes annually. Approval of Proposition A would dedicate 8.75 cents of the City’s property tax rate revenue to the Austin Transit Partnership to fund implementation of Project Connect. If approved by voters, the Project Connect portion of the City’s property tax rate would become part of the City’s property tax rate each year.

The estimated tax bill impact of passage of Proposition A is an approximation based Fiscal Year 2020/2021 property tax rate. This property tax rate reflects assumptions about market and economic conditions and may be subject to change.

View a property’s taxable value:

- For Travis County properties: TravisCAD.org
- For Williamson County properties: WCAD.org
- For Hays County properties: HaysCAD.com

The anticipated annual tax bill impact is based on taxable home value. Taxable home value is the appraised value of a home after property tax exemptions have been applied, such as the homestead exemption or the senior exemption. Visit AustinTexas.gov/2020PropA for an online property tax estimate calculator.

HOME VALUE	ANTICIPATED ANNUAL TAX BILL IMPACT	ANTICIPATED MONTHLY TAX BILL IMPACT
\$250,000	\$219	\$18.23
\$325,000	\$284	\$23.70
\$500,000	\$438	\$36.46
\$750,000	\$656	\$54.69

PROPOSITION B:

Mobility Bond Election



PROPOSITION TOTAL:
\$460 million

PROPOSITION SUMMARY

Proposition B asks voters to vote for or against the allocation of \$460 million in property tax-supported general obligation bonds for transportation projects and programs such as sidewalks, urban trails, transportation-related bikeways, Safety/Vision Zero projects, Safe Routes to School infrastructure projects, local transit enhancement projects, Neighborhood Partnering Program capital projects, improvements to substandard streets, and other transportation-related capital projects.

PROJECTS AND PROGRAMS

If approved, Proposition B would provide \$460 million in property tax-supported general obligation bonds for transportation improvements for the following projects and programs:

SIDEWALKS: \$80 MILLION

Funding for construction and rehabilitation of high and very high priority sidewalk segments and elimination of Americans with Disabilities Act (ADA) barriers and gaps in the sidewalk system. Funding

priorities for new and rehabilitated sidewalk projects follow the Sidewalk and ADA Transition Plan. If approved, this funding would provide:

- \$50 million for new sidewalks. This funding would construct approximately 78 miles of new sidewalks, or 20% of the locations targeted in the Sidewalk and ADA Transition Plan. Funding would help address very high and high priority sidewalks within ¼ mile of all identified schools, bus stops, and parks, as well as sidewalks on both sides of arterial and collector streets and one side of residential streets.
- \$30 million for rehabilitation of existing sidewalks, which would be applied toward achieving 95% functionality for very high and high priority sidewalks and 55% functionality for the citywide sidewalk network. This funding would rehabilitate about 20% of the locations targeted in the Sidewalk and ADA Transition Plan.

URBAN TRAILS: \$80 MILLION

Funding for transportation-related Urban Trails. This includes constructing Tier I urban trails, identifying routes and developing designs for Tier II urban trails, and connections to existing transportation infrastructure. It also includes designing and constructing trail connections that overcome barriers within our active transportation network within either tier. This funding would construct approximately 30% of the Tier 1 Urban Trail Network.

BIKEWAYS: \$40 MILLION

Funding for transportation-related Bikeways. Prioritized projects would follow the Austin Bicycle Plan's All Ages and Abilities Bicycle Network (AAA Bicycle Network), which was updated in the Austin Strategic Mobility Plan Bicycle Priority Network. This funding would achieve 70% of the on-street AAA Bicycle Network.





SAFETY/VISION ZERO: \$65 MILLION

Funding for Safety/Vision Zero, including projects that reduce conflicts and improve safety for all road users through major roadway reconstruction and rapid implementation of low-cost, high-impact projects. This funding would address:

- Intersection reconstruction projects at an estimated 25 major intersections.
- Speed mitigation projects on approximately 70 street segments.
- System-wide pedestrian crossing projects.
- A variety of rapid response projects on the High-Injury Network.

SAFE ROUTES TO SCHOOL: \$20 MILLION

Funding to implement projects listed in Safe Routes to School Infrastructure Reports, which identify more than 4,000 potential projects to improve safety for elementary and middle school students walking or bicycling to and from school. This funding would address about 8% of the high and very high priority Safe Routes to School projects citywide.

LOCAL TRANSIT ENHANCEMENT PROGRAM: \$19 MILLION

Funding for the Local Transit Enhancement Program, including projects not delivered by Project Connect, could be used for transit capital improvement projects to address reliability, speed, and safety of local bus service and transit access, as well as funding for shared micromobility fleet expansion, first and last mile connections, and communications technology.

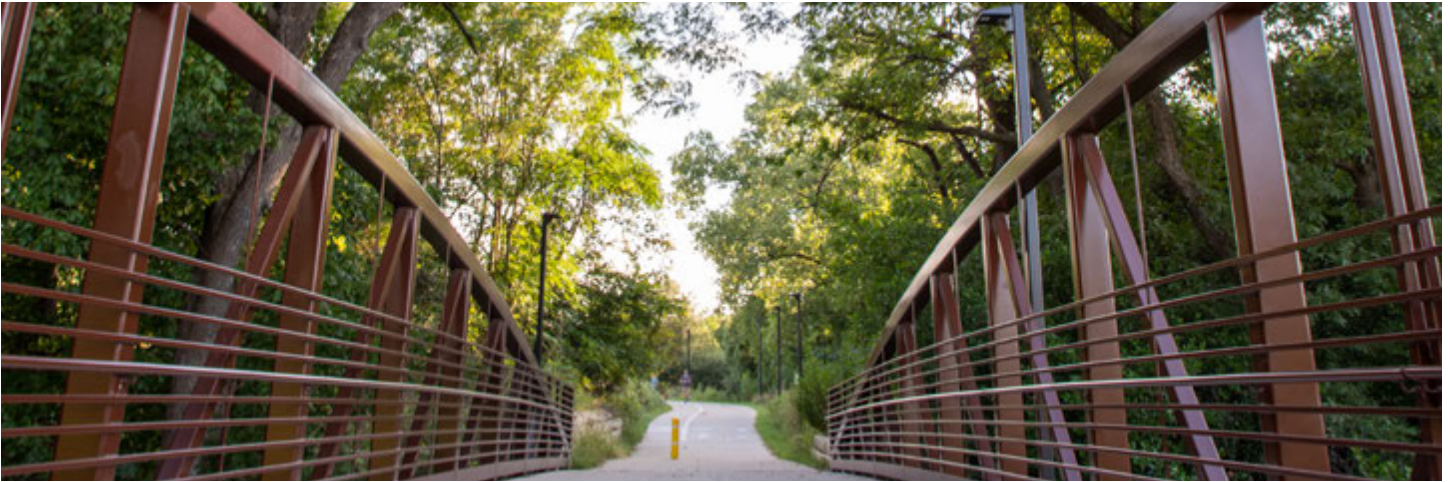
NEIGHBORHOOD PARTNERING PROGRAM: \$1 MILLION

Funding for the Neighborhood Partnering Program (NPP), including active transportation mobility projects built through community-led partnerships. NPP projects are community-initiated capital improvements and costs are proportionately matched with neighborhood support.

SUBSTANDARD STREETS: \$53 MILLION

Funding for improvements to publicly owned roadways that do not meet current City street standards for safety, mobility and drainage. If approved, substandard street improvements would include:

- Funding for Johnny Morris Road improvements as identified in the project's Preliminary Engineering Report.
- At least \$35 million for Ross Road improvements as identified in the project's Preliminary Engineering Report.



- Use of any remaining funding, after funding Johnny Morris Road and Ross Road, for improvements on Cooper Lane, Circle S Road, or other substandard streets identified through the 2016 Mobility Bond, as well as creating Preliminary Engineering Reports for Nuckols Crossing and Bradshaw Roads.

MAJOR CAPITAL IMPROVEMENTS: \$102 MILLION

Funding for the following Major Capital Improvements, including:

- Longhorn Dam Bridge Multimodal Improvements
- Congress Avenue Urban Design Initiative
- Creation of a Preliminary Engineering Report for Barton Springs Road (Barton Boulevard to Lou Neff Road), in coordination with the Zilker Park Vision Plan process
- South Pleasant Valley Corridor Improvements
- Up to \$5 million to build additional pedestrian and associated infrastructure as part of the 2016 Mobility Bond Corridor Mobility Programs on Slaughter Lane, North Lamar Boulevard, South Lamar Boulevard, Guadalupe Street, Martin Luther King Jr. Boulevard, Burnet Road and Riverside Drive.

BALLOT LANGUAGE

The issuance of \$460,000,000 in tax supported general obligation bonds and notes for planning, constructing, reconstructing, and improving sidewalks, urban trails, bikeways, bridges, roads, streets, intersections, and related utility and drainage infrastructure for the roads and streets; improving traffic signal synchronization and communications and control systems and acquiring and installing traffic signals and related technology to implement traffic safety and traffic fatality reduction strategies; and acquiring land and interests in land and property necessary to do so; and the levy of a tax sufficient to pay for the bonds and notes.

FINANCIAL AND TAX BILL IMPACT

The City of Austin is one of multiple taxing entities to which property owners pay taxes annually. The City of Austin’s general obligation bonds, such as those considered for Proposition B, are backed by the City’s levy of an ad valorem tax (property tax) to secure payment of the bonds. Passage of Proposition B and issuance of the bonds and notes would increase the debt service tax rate portion of the City of Austin tax rate in future years. The 2020/2021 fiscal year debt service tax rate of .1126 cents for every \$100 of taxable assessed property value would not be impacted.

Passage of Proposition B and issuance of the bonds and notes would increase the debt service tax rate portion of the City of Austin tax rate in future years. The 2020/2021 Fiscal Year debt service tax rate would not be impacted. Under current assumptions, it is anticipated that once issued, Proposition B requires a 2-cent increase to the debt service tax rate to support the debt service associated with bonds. Under current projections, the tax rate increase will be phased in over a few years, and the full 2 cent – and the tax bill increase – will not be fully levied until 2026. For the typical taxable (after exemptions) home value of approximately \$325,000, voter approval of this measure would result in an additional \$65 in taxes by 2026.

The estimated tax bill impact of passage of Proposition B and issuance of the proposed bonds and notes contained in this section is an approximation based on the Fiscal Year 2020/2021 property tax rate as well as assumptions about market and economic conditions and may be subject to change.

View a property’s taxable value:

- For Travis County properties: TravisCAD.org
- For Williamson County properties: WCAD.org
- For Hays County properties: HaysCAD.com

The anticipated annual tax bill impact is based on taxable home value. Taxable home value is the value of a home after property tax exemptions, such as the homestead exemption or senior exemption, have been applied. Visit AustinTexas.gov/2020PropB for an online property tax estimate calculator.

HOME VALUE	ANTICIPATED ANNUAL TAX BILL IMPACT	ANTICIPATED MONTHLY TAX BILL IMPACT
\$250,000	\$50	\$4.17
\$325,000	\$65	\$5.42
\$500,000	\$100	\$8.33
\$750,000	\$150	\$12.50

FREQUENTLY ASKED QUESTIONS



1. WHAT ARE THE 2020 CITY OF AUSTIN MOBILITY PROPOSITIONS?

On August 12, 2020, the Austin City Council passed an ordinance setting ballot language for two different mobility propositions for consideration in the November 3, 2020 election. These propositions are:

- **PROPOSITION A:** Approving the City’s property tax rate and dedicating 8.75 cents of the operations and maintenance portion of the tax rate for Project Connect, a high-capacity transit system
- **PROPOSITION B:** \$460M in voter-approved general obligation bonds for transportation infrastructure including sidewalks, transportation-related bikeways, urban trails, transportation safety projects (Vision Zero), safe routes to school and substandard streets

2. HOW DID THE CITY OF AUSTIN DECIDE WHICH ITEMS TO INCLUDE IN THE MOBILITY PROPOSITIONS?

PROPOSITION A: City Council approved Resolution No. 20190808-081 in August 2019, directing the City Manager to provide options to support the creation, operation, and maintenance of a high-capacity transit system. After the Council Resolution was adopted, the City partnered with Capital Metro to develop the 2020 Project Connect System Plan and locally preferred alternatives for the Orange, Blue, Gold, Green and MetroRapid lines. The City Council took action to support the System Plan in June 2020.

On July 27, 2020, City Council approved a resolution directing the City Manager to include 8.75 cents in the proposed Fiscal Year 2020-2021 property (ad valorem) tax rate. The funding would:

- Be dedicated to an independent local government corporation, to be created by the City of Austin and Capital Metro.
- Fund the Project Connect System Plan and transit supportive investments, including \$300 million for transit-supportive anti-displacement strategies.

Then, on August 7, 2020 (with votes reaffirmed on August 12, 2020), City Council:

- Authorized the execution of an interlocal agreement with Capital Metropolitan Transportation Authority for creation of a joint local government corporation, the Austin Transit Partnership, to implement Project Connect.
- Established a “Contract with Voters” by approving a resolution relating to guidance on dedicating tax revenue and the terms of an interlocal agreement to be negotiated for the implementation of Project Connect for the November 2020 tax rate election.

PROPOSITION B: In July 2020, City Council directed staff to identify funding opportunities for mobility projects and programs. In August, City staff provided a response that outlined potential projects, in support of the Austin Strategic Mobility Plan, as well as the Austin Community Climate Plan, and Strategic Direction 2023. The City Council built upon the staff response and ultimately approved a \$460 million general obligation bond program to go before the voters on November 3, 2020.

3. HOW MUCH MONEY WOULD THE 8.75-CENT PROJECT CONNECT TAX RATE GENERATE, IF PROPOSITION A IS APPROVED BY VOTERS?

If Proposition A is approved by voters, the Project Connect tax rate would generate funding to cover the local investment in the currently estimated \$7.1 billion capital cost for the initial investment, plus funding for operations and maintenance of the system once built. Federal funding will be pursued and is estimated to cover approximately 45% of the total capital cost of the Project Connect program.

4. HOW MUCH MONEY WOULD THE 2020 BOND GENERATE IF PROPOSITION B APPROVED BY VOTERS?

If Proposition B is approved by voters, the City would be authorized to issue bonds for such purposes in the maximum principal amount of \$460 million.

5. IF THE PROPOSITIONS PASS, HOW MIGHT MY TAXES BE IMPACTED?

You can calculate the tax impact for either proposition online at the websites below.

- For Proposition A, go to [AustinTexas.gov/2020PropA](https://austintexas.gov/2020PropA)
- For Proposition B, go to [AustinTexas.gov/2020PropB](https://austintexas.gov/2020PropB)

6. DO I HAVE TO VOTE THE SAME WAY FOR BOTH PROPOSITIONS?

No. Each proposition is a separate item on the ballot. You do not have to vote the same way on both of the propositions.

7. WHEN IS ELECTION DAY?

Election Day is November 3, 2020. In-person voting runs from October 13, 2020 to Friday, October 30, 2020. For a list of early voting locations, please visit:

- Travis County election website: CountyClerk.TravisCountyTX.gov
- Williamson County election website: Wilco.org/Elections
- Hays County election website: HaysCountyTX.com/Elections

8. AM I ELIGIBLE TO VOTE IN THIS ELECTION?

In order to cast a ballot in the City of Austin election, you must be both an Austin resident (residing within the city limits) and registered to vote in Austin. The deadline to register to vote in the November 3, 2020 election is October 5, 2020. If you're unsure of whether you are eligible to vote, currently registered to vote, or would like to learn more, visit VoteTexas.gov.

You are eligible to register to vote if:

- You are a United States citizen;
- You are a resident of the county in which application for registration is made;
- You are at least 17 years and 10 months old (your registration will be effective 30 days after you submit your voter registration application or on your 18th birthday, whichever is later. In order to be eligible to vote, you must turn 18 on or before election day);
- You are not a convicted felon, or if convicted you have been pardoned or fully discharged your sentence, including any term of incarceration, parole, supervision, or probation; and
- You have not been declared by a court to be either totally mentally incapacitated or partially mentally incapacitated without the right to vote.

9. HOW CAN I REGISTER TO VOTE?

You must be registered to vote 30 days prior to election day in order to participate. The deadline to register to vote in the November 3, 2020 election is October 5, 2020. If you're unsure of whether you are eligible to vote, currently registered to vote, or would like to learn more, visit VoteTexas.gov or AustinTexas.gov/Vote.

10. WHERE CAN I GET MORE INFORMATION?

- Learn more about the City of Austin 2020 Election: AustinTexas.gov/Election2020
- Learn more about the 2020 mobility propositions: AustinTexas.gov/MobilityElections2020



CITY OF AUSTIN 2020
MOBILITY
ELECTIONS

Learn More:

**AUSTINTEXAS.GOV/
MOBILITYELECTIONS2020**