ATP Board Member Appointment

• “Community Planning or Sustainability Community Expert Director” position of the ATP Board will be vacant with Dr. Pierce-Burnette resigning

• Nomination and appointment process defined in ATP Articles of Incorporation

• Minimum qualifications:
  • At least 10 years of experience in urban planning, community planning, equitable Transit Oriented Development (eTOD), sustainability, and/or environment planning; and
  • Experience with community engagement with preferably three (3) to five (5) years of specific experience.

• Appointee to serve remainder of term (Jan. 2025)
Steps for nomination and appointment process:

• ATP staff make application available on ATP website, review applications, and verify minimum qualifications are met
• ATP staff forward to the Nominating Committee qualified applications
• Nominating Committee reviews applications, conducts interviews, makes recommendation to CapMetro Board and Austin City Council for their consideration at an upcoming meeting
• CapMetro Board and Austin City Council vote to confirm appointment
• Appointee sworn in at ATP Board Meeting and completes the remainder of term (ending in Jan. 2025)
Project Connect Interlocal Agreements (ILAs)

• ILA related to MetroRapid Lines
  • Parties: City of Austin and Capital Metro
  • Transportation system improvements that enhance transit operations and multimodal connectivity along four MetroRapid bus routes

• ILA related to McKalla Metrorail Station
  • Parties: City of Austin and Capital Metro
  • Wastewater utility improvements and shared use path improvements to improve multimodal connectivity

• Items to negotiate and execute were approved by CapMetro Board on 5/23 and Council on 6/9
ATP Updates

• Upcoming Interlocal Agreements (ILAs) and Next steps:
  • COA/CapMetro (Project Connect Office)
    • Equity and Anti-Displacement
  • ATP/CapMetro
    • CapMetro Expo/Pleasant Valley MetroRapid Capital Costs
    • CapMetro Redline Capital Costs (McKalla Station)

• Combined Maintenance Facility – Proposed Site
Examples of Sites Not Feasible or Reasonable Because...

- Location along the initial investment
- Not compatible with adjacent uses
- Challenging or impractical environmental features (topography, floodplains, wetlands, waterways, etc.)
- Not within reasonable proximity of Orange or Blue Line Corridors

Potential sites near the Airport and near end of Blue Line best fit the criteria
Points of Interest Key

**RESIDENTIAL**
1. Residential Neighborhood (~0.31 Miles from Facility)
2. Residential Neighborhood – Austin Pecan Park (~0.5 Miles from Facility)

**PUBLIC ENTITIES**
3. Austin-Bergstrom International Airport
4. Austin Fire Station 42
5. Hornsby Bend Wastewater Treatment Facility
6. United States Post Office

**COMMERCIAL**
7. Fast Park & Relax AUS
8. Live Oak Brewing Company
9. • Garage/Auto Shop
   • Little Guys Movers
   • A Mini Storage of Texas
   • Montop Pop N’ Stop
   • Henry’s Barbecue
   • Ajax Auto Sales
   • Club De La Raza
   • Motel Weekly
   • Classic Spa
   • Cell Tower
   • Jasmine’s
   • Shell Station
   • Circle K
   • Starbucks
   • Jack in the Box
   • ChargePoint Charging Station
   • Bark & Zoom
10. El Michoacano Mexican Restaurant
11. Quality Inn & Suites Airport (~0.4 Miles from Facility)
12. • Direct Propane Services
    • Exxon Station
13. • Gonzalez Guerrero Tire Shop
    • G’s Audio ATX
    • Airport Self Storage
    • LNC Auto Sales
    • Del Valle Body Shop & Paint
14. The Parking Spot East
A TP Updates

• Title VI Program Plan – Adoption planned for July 2022
• Workforce Development – Planning
• Equity Goals and Metrics – Process Update

CapMetro Updates

• Equitable Transit-Oriented Development – entering phase 3
30% Design and Project Cost Update
ORANGE & BLUE LINES – KEY MILESTONES (2021 – 2022)

April 2021
- National Environmental Policy Act (NEPA) Notice of Intent
- Complete 15% Design

Summer 2021
- Enter FTA Project Development

Summer 2022
- Draft Environmental Impact Statement (DEIS) / Proposed 30% Design and Segment Phasing Plan
- Resolution of 30% Design and Segment Phasing Plan

Fall 2022
- Final EIS (FEIS) Complete and FTA Record of Decision (ROD)

Winter-Spring 2023
- WE ARE HERE
Community Design Workshops – Spring 2022

- **SoCo**: April 5
- **Crestview**: April 11
- **South Line Working Group**: April 12
- **North Guad/North Lamar Working Group**: April 19
- **Lady Bird Lake Bridge**: April 26
- **North Line Working Group** (183 to Tech Ridge): May 2
- **Combined Maintenance Facility Update**: May 10
- **Pleasant Valley/East Riverside**: May 18
- **South Shore Working Group**: May 26
- **Vehicles and Systems**: June 1
- **Combined Maintenance Facility**: June 8
- **Upcoming**
  - **Drag Working Group**: June 14
  - **Subway Stations**: June 22
Blue Line Bridge at Lady Bird Lake
April 26, 2022
Blue Line Bridge Design Options

**OPTION A:** LRT + Shared Use Path

**OPTION B:** LRT + Shared Use Path + Bus

*concept for illustrative purposes only, design subject to change*
Overall Program Cost Considerations

- Original cost estimates were based on 5% design and peer transit system comparison data.
- Since then, costs have increased significantly (up to 70%-80%), due to the following drivers:
  - **Real estate and right of way** (Austin market)
  - **Inflation** (labor, supply chain)
  - **Program scope changes** as a result of community input and technical requirements
    - e.g. Tunnel length increase from 1.5 to 4 miles
- 30% cost estimates will be released this summer.
- Project phasing will be used to keep within available funding sources.
- Taxes will not be increased to implement the program.

### Blue Line Bridge Cost Comparison*

<table>
<thead>
<tr>
<th></th>
<th>Light Rail, Bike/Ped Only</th>
<th>Light Rail, Electric Bus, Bike/Ped</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Capital Cost (2022 $)</td>
<td>$150M</td>
<td>$210M</td>
</tr>
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</table>

*rough order of magnitude; bridge not yet designed
E. Riverside/Pleasant Valley Transit Center

May 18, 2022
Option 1: Underpass
- Traffic patterns are kept similar to existing conditions
- Bikes and pedestrians crossing median are direct
- Access to station is circuitous due to depressed station
- Transfer between bus and rail indirect and time consuming
- Most costly of the three options
- Need for elevators/stairs to access platform

Option 2: At-Grade
- Transfer between bus and rail is direct and intuitive
- Opportunity for landscape and placemaking
- Least costly of the three options
- Bike and pedestrians require multiple signalized crossings
- Introduces a new traffic pattern to the intersection
- High number of potential conflicts intersections between rail, bus, cars, bikes, and peds

Option 3: Hybrid
- Traffic patterns are kept similar to existing conditions
- Bikes and pedestrians crossing median are direct
- Transfer between bus and rail is direct and intuitive
- Opportunity for landscape and placemaking
- Requires regrading of Pleasant Valley Road to the south
Overall Program Cost Considerations

- Original cost estimates were based on 5% design and peer transit system comparison data.
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Pleasant Valley Transit Center Cost Comparison*

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<th>Option 2 At Grade/Roundabout</th>
<th>Option 3 HYBRID</th>
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<td>Estimated Capital Cost (2022 $)</td>
<td>HIGHEST COST (+$50M)</td>
<td>LEAST COST (baseline)</td>
<td>MEDIUM COST (+$20M)</td>
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*rough order of magnitude cost estimate;
Review: Drag Design Options

Option A: Light Rail + Traffic/Bus Lanes and/or Bus Lanes only and Reduced Bike/Ped Facility

Street cross-section concept
Review: Drag Design Options

Option B: **Transit Mall** (with Bus option) and Full Bike/Ped Facility

*The LRT transitway could accommodate some buses, extent pending operational analysis*
Overview of Underground stations
Overall Program Cost Considerations

COST BASIS ASSUMPTIONS
Original cost estimates (2018 – 2019) were based on 5% design and peer transit system comparison data

2022: costs have increased significantly (up to 70%-80%), due to the following drivers:

- Right-of-way and real estate prices (Austin market)
- Inflation, labor shortage, and anticipated supply chain barriers
- Program scope changes as a result of community input and technical requirements (e.g. Tunnel length increase from 1.5 to 4 miles)

NEXT STEPS
- Project phasing will be necessary to implement the program within available funding sources.
- 30% cost estimates will be released this summer in community meetings, and we could expect additional cost increases.
- Community input will be essential to defining phasing and next steps.

Tax increment rate will not be increased to cover ongoing program costs
Next Steps

Upcoming Workshops
• Drag Working Group: June 14
• Subway Stations: June 22

Summer Milestones / Activities
• Completion of 30% Design
• Completion and Release of 30% Design Cost Estimates
• Initiate Public Conversation about Project Phasing and Implementation Plan
Housing and Planning Department

Anti-Displacement Investments
Community Initiated Solutions
Outreach & Engagement

• 5 Meet & Greet sessions (pre-solicitation)
• Press Release & Press Conference
• Emails to 220 organization leaders
• Mailers to 192 organizations

• Flyers in 5 languages:
  18 libraries, 5 community centers, 2
  ACC Campuses, 5 community events

• Amplification kits to
  20+ engagement partners
  (chambers, coalitions, support &
  convening organizations) & 400+
  faith/neighborhood/community leaders

• 6 Technical Assistance workshops
Community Initiated Solutions
Community Evaluation Panel Applicants

87 applications received

Race/Ethnicity:
- Asian and/or Asian American: 11%
- Black and/or African American: 32%
- Hispanic and/or Latina/Latino/Latinx: 39%
- White: 11%
- Native and/or Indigenous: 3%
- Middle Eastern: 0%
- Prefer not to answer: 4%

Age:
- 19-34 years old: 36%
- 35-49 years old: 44%
- 50-64 years old: 16%
- 65 years or older: 4%

Housing Status:
- I own my home: 20%
- I rent my home: 68%
- Home provided by my employer: 4%
- I am currently experiencing housing insecurity or homelessness: 8%

Prefer not to answer: 4%
Community Initiated Solutions Timeline

Apply

April to June

Call for Applications

Technical Assistance

Recruit, Appoint, & Train Evaluators

Review

June - August

Completeness Check

Community Evaluation Panel

Review Panel

Award

September Onward

Approval of Award Recommendations

Finalize Contracts

Applications opened: April 11
Deadline to apply: June 27

Technical Assistance Workshops
April 27 – June 10

Community Evaluator Applications
April 20 – May 20

Evaluation Panel Review
Summer 2022

CAC Working Group Recommendations
Late Summer/Fall 2020

Recommendations to City Council
September 2022

Funds Disbursed
Fall/Winter 2022
Land Acquisition Updates

Anti-Displacement Community Acquisition Program (ADCAP):  
- AHFC received its first application in January of 2022 from the Austin Revitalization Authority (ARA) and the Board approved a loan up to $458,000 on March 24, 2022, to support the acquisition of an existing fourplex (8402 Garcreek Circle in Council District 1). All four units will be affordable to renters at 50% AMFI. AHFC is slated to close on that loan in June or July of this year.

AHFC Multifamily Preservation:  
- On June 16, 2022, the AHFC Board will be asked to approve the acquisition of a 40-unit development of naturally affordable housing called Midtown Flats (615 W. St. Johns Avenue) in Council District 4.
- On June 16, 2022, the AHFC Board will also be asked to approve AHFC’s purchase of Strategic Housing Finance Corporation’s ownership interest in and the underlying land for a 70-unit multifamily development called City View Apartments (2000 Woodward Street) in Council District 3.
- Staff will expeditiously pursue a phase II development on the site as well, which will find to be an ideal location for Permanent Supportive Housing.
Housing and Planning Department

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