



# ATP Board Slides for CAC

June 9, 2022



## 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)



## ATP Board Member Appointment

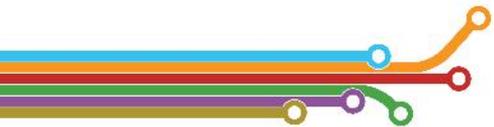
Steps for nomination and appointment process:

- 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 Staff Updates

June 9, 2022



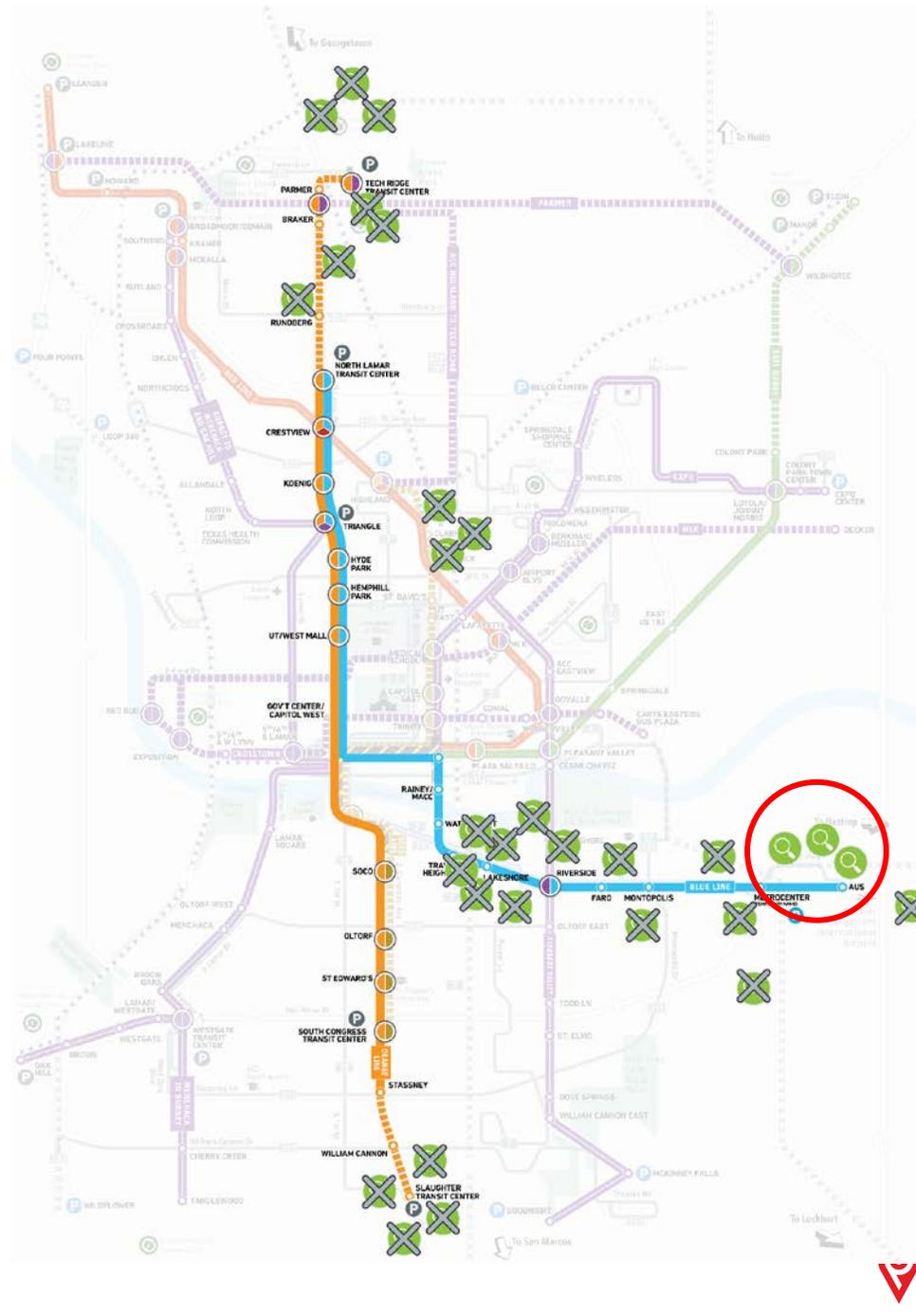
## ATP Updates

- 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*

(representational map)



# Proposed site



## 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	<ul style="list-style-type: none"> <li>Garage/Auto Shop</li> <li>Little Guys Movers</li> <li>A Mini Storage of Texas</li> <li>Montop Pop N' Stop</li> <li>Henry's Barbecue</li> <li>Ajax Auto Sales</li> <li>Club De La Raza</li> <li>Motel Weekly</li> <li>Classic Spa</li> <li>Cell Tower</li> <li>Jasmine's</li> <li>Shell Station</li> <li>Circle K</li> <li>Starbucks</li> <li>Jack in the Box</li> <li>ChargePoint Charging Station</li> <li>Bark &amp; Zoom</li> </ul>
10	El Michoacano Mexican Restaurant
11	Quality Inn & Suites Airport (~0.4 Miles from Facility)
12	<ul style="list-style-type: none"> <li>Direct Propane Services</li> <li>Exxon Station</li> </ul>
13	<ul style="list-style-type: none"> <li>Gonzalez Guerrero Tire Shop</li> <li>G's Audio ATX</li> <li>Airport Self Storage</li> <li>LNC Auto Sales</li> <li>Del Valle Body Shop &amp; Paint</li> </ul>
14	The Parking Spot East



## ATP Updates

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

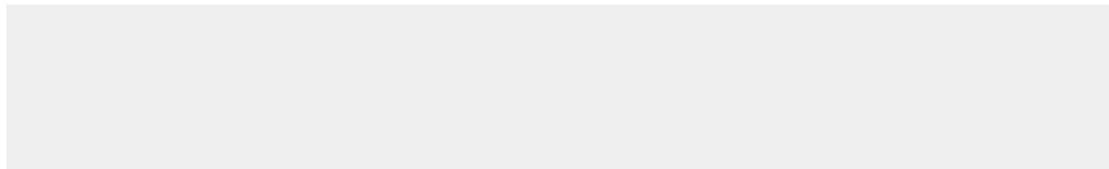
## CapMetro Updates

- Equitable Transit-Oriented Development – entering phase 3

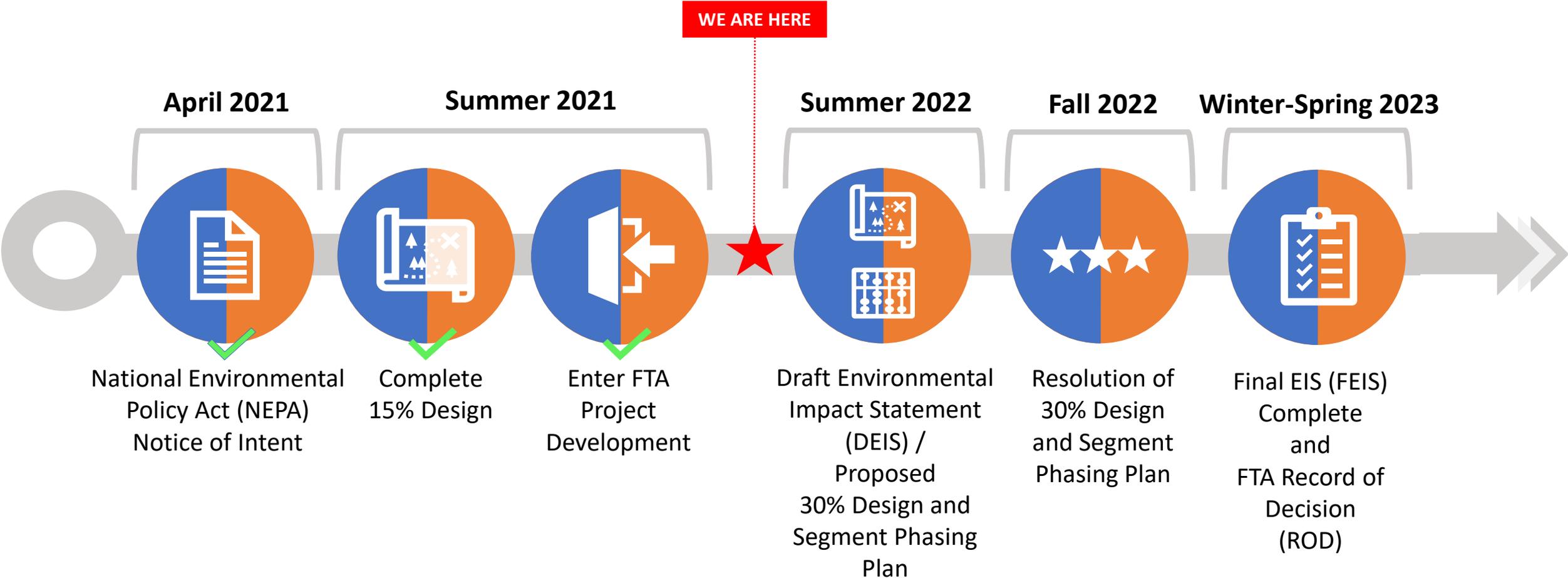




# 30% Design and Project Cost Update



# ORANGE & BLUE LINES – KEY MILESTONES (2021 – 2022)



# 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

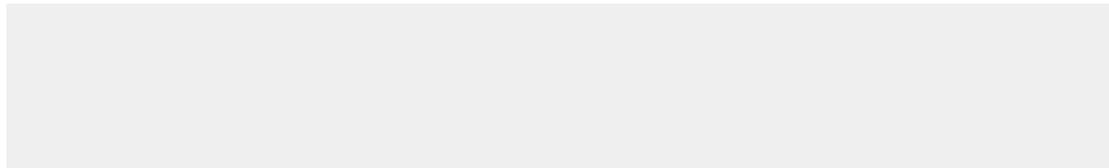
## Project Connect Working Groups





# 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\*

	Light Rail, Bike/Ped Only	Light Rail, Electric Bus, Bike/Ped
Estimated Capital Cost (2022 \$)	\$150M	\$210M

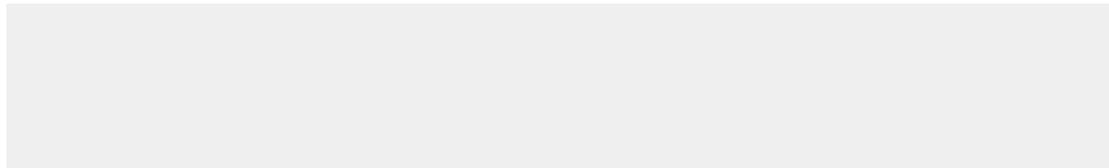
\*rough order of magnitude; bridge not yet designed





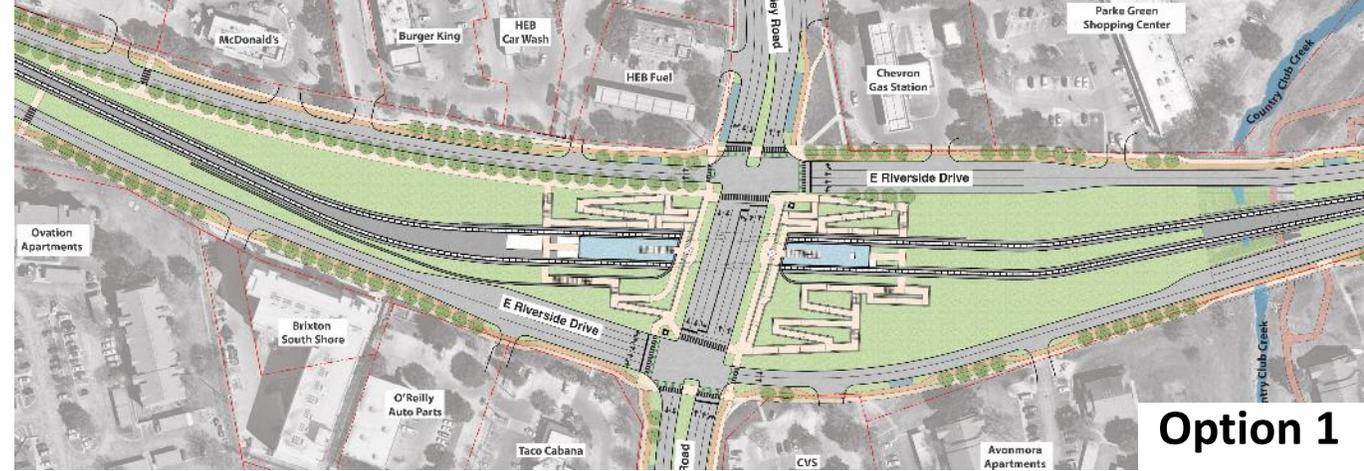
# E. Riverside/Pleasant Valley Transit Center

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 1

## 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 2

## 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



Option 3

# 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.

## Pleasant Valley Transit Center Cost Comparison\*

	<b>Option 1 Blue Line Underpass</b>	<b>Option 2 At Grade/Roundabout</b>	<b>Option 3 HYBRID</b>
Estimated Capital Cost (2022 \$)	HIGHEST COST (+\$50M)	LEAST COST (baseline)	MEDIUM COST (+\$20M)

\*rough order of magnitude cost estimate;





# Drag Working Group *PREVIEW*

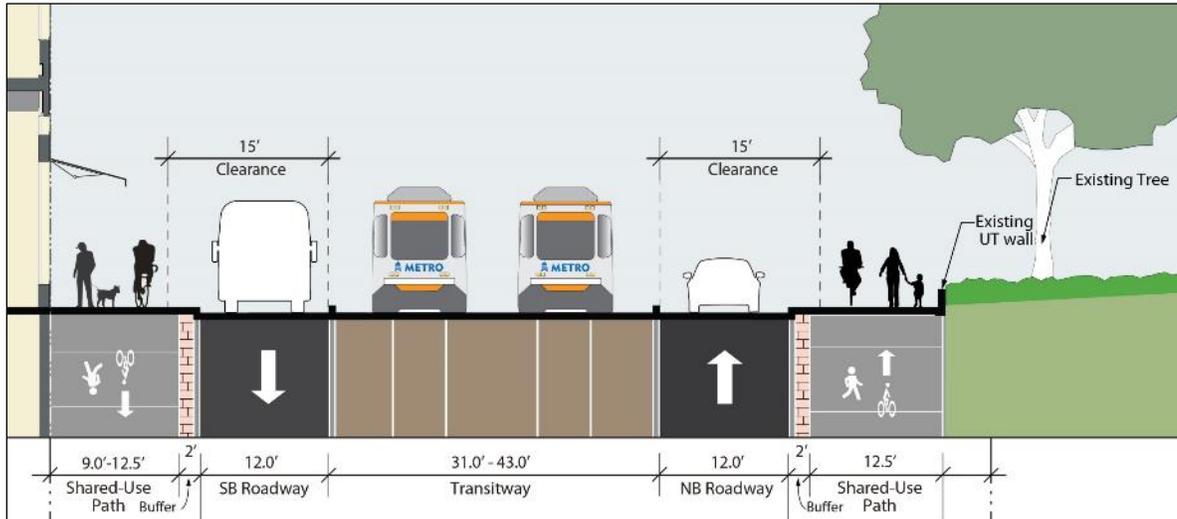
June 14, 2022



# 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*



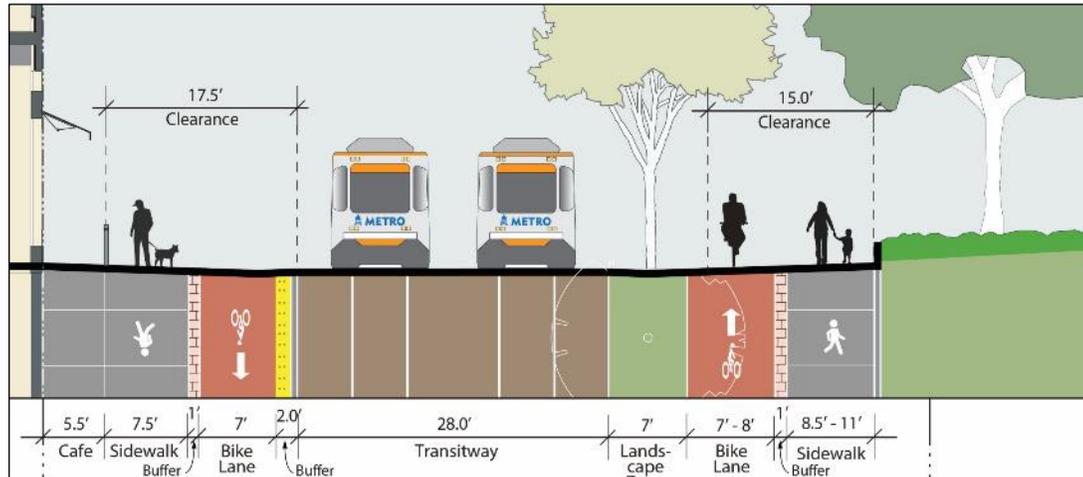
*Artist Conceptual Rendering*



# Review: Drag Design Options

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

### *Street cross-section concept*



### *Artist Conceptual Rendering*



*\*The LRT transitway could accommodate some buses, extent pending operational analysis*



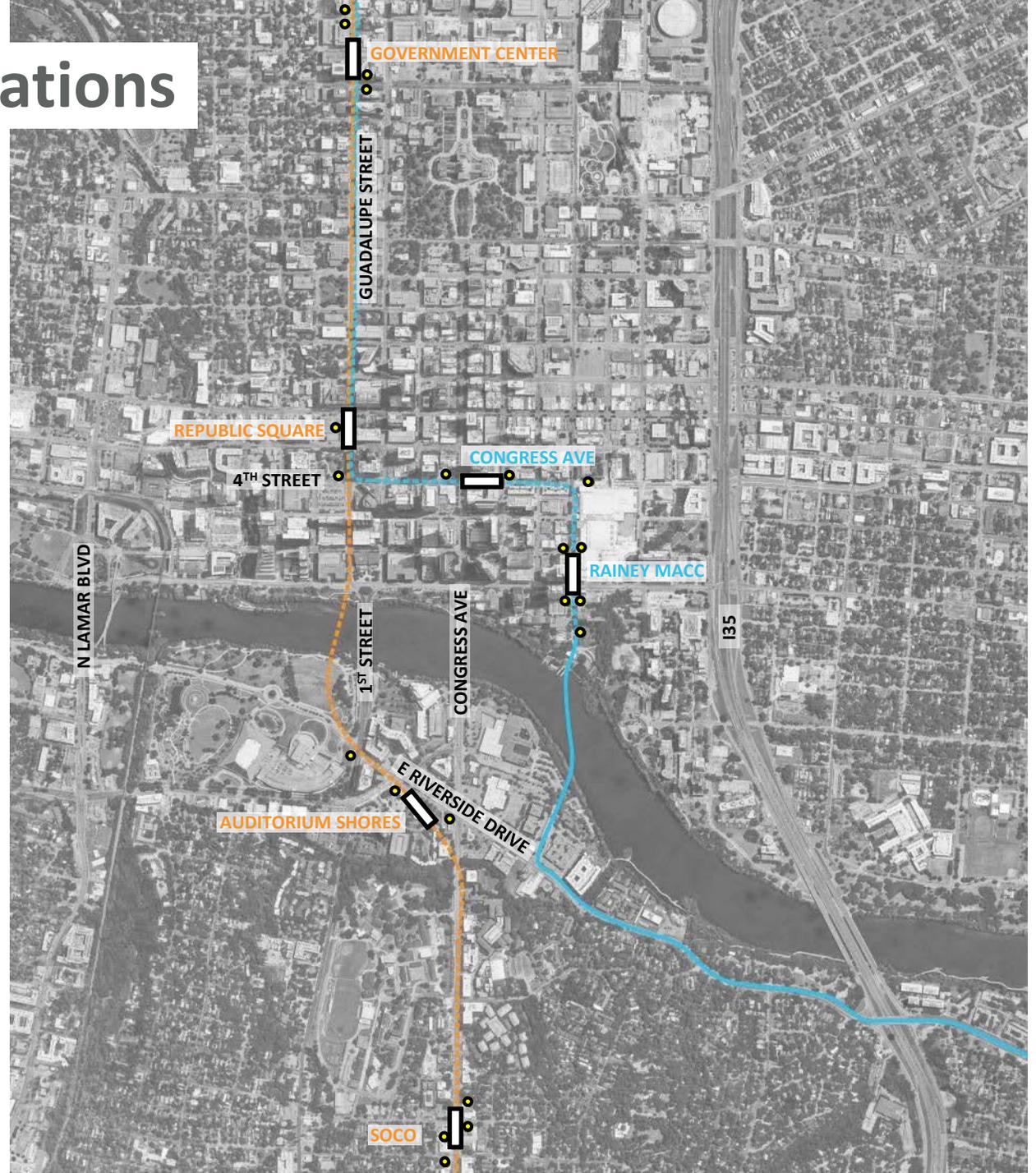


# Subway Stations Overview *PREVIEW*

June 22, 2022



# 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

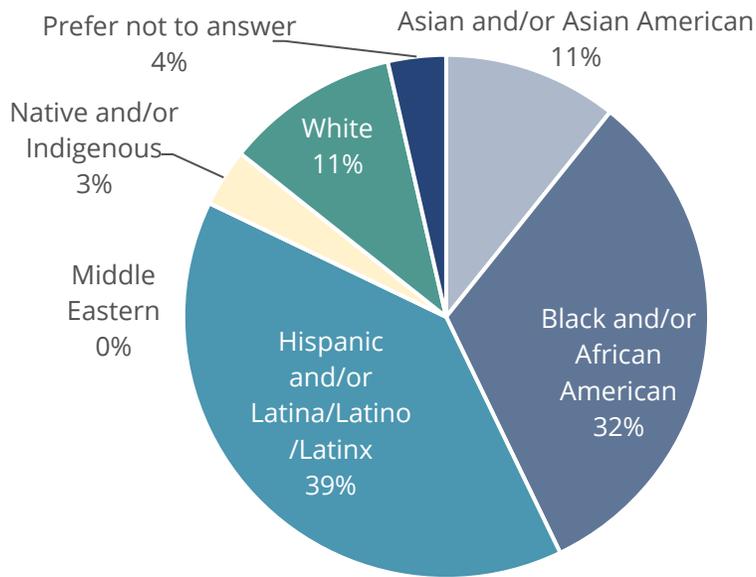
# Community Initiated Solutions Outreach & Engagement

- 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

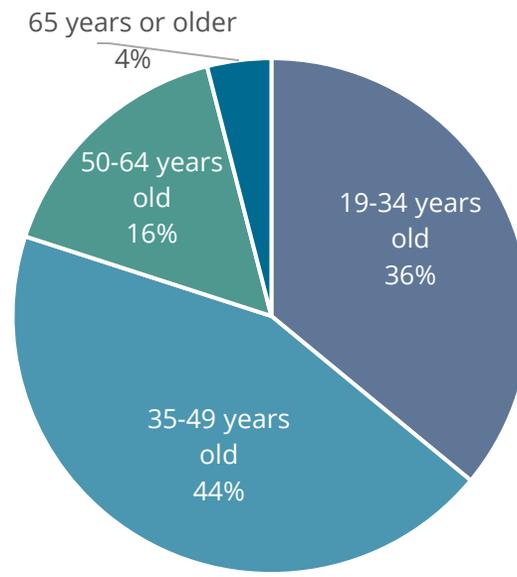


# Community Initiated Solutions Community Evaluation Panel Applicants

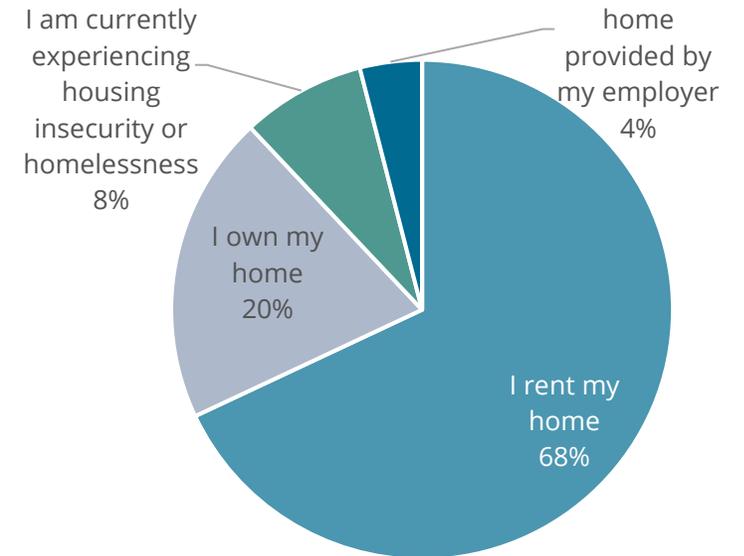
**87 applications received**



**Race/Ethnicity**



**Age**



**Housing Status**

# Community Initiated Solutions Timeline

## Apply

## Review

## Award



**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

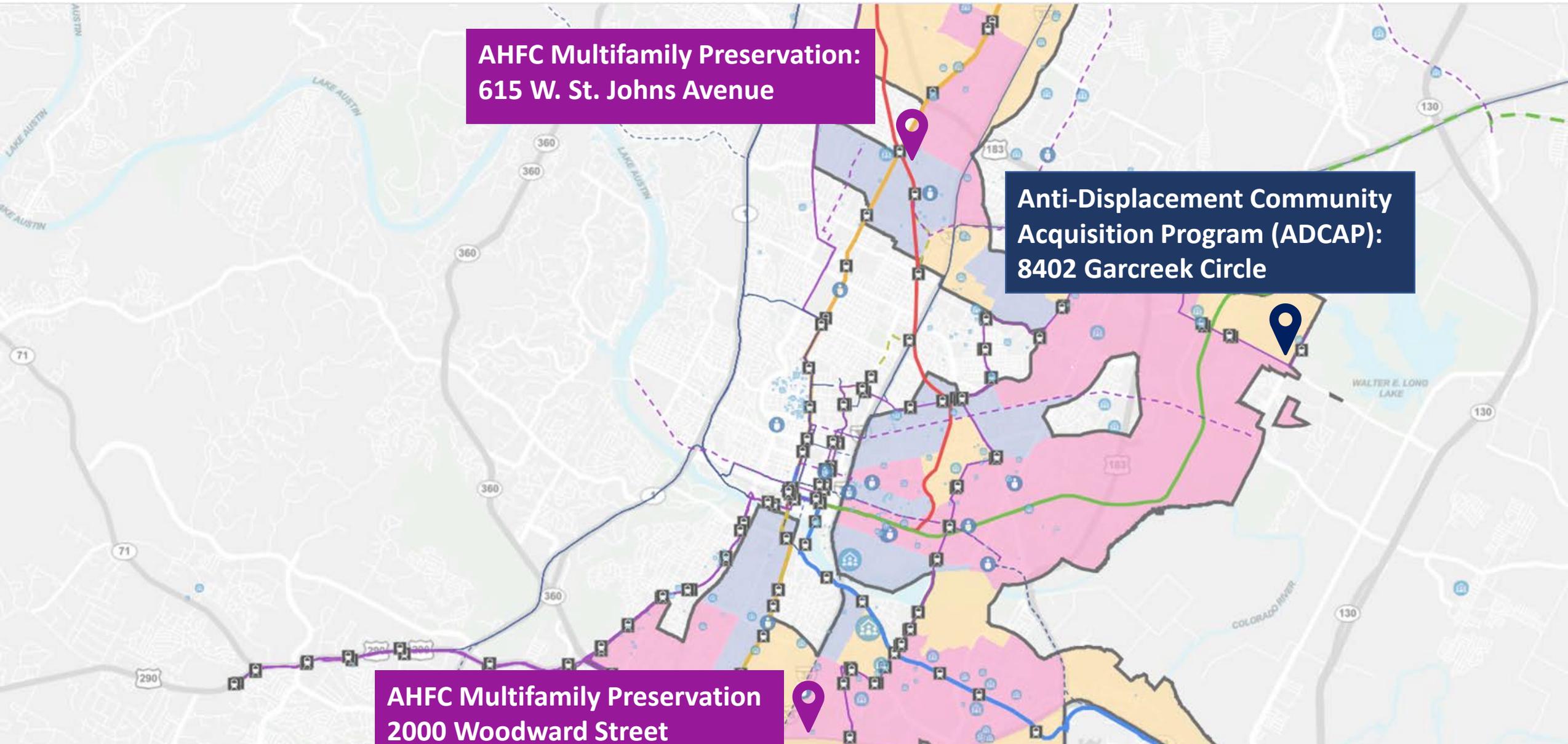
## **Anti-Displacement Community Acquisition Program (ADCAP):**

- 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.

# Land Acquisition Map



**AHFC Multifamily Preservation:  
615 W. St. Johns Avenue**

**Anti-Displacement Community  
Acquisition Program (ADCAP):  
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**AHFC Multifamily Preservation  
2000 Woodward Street**

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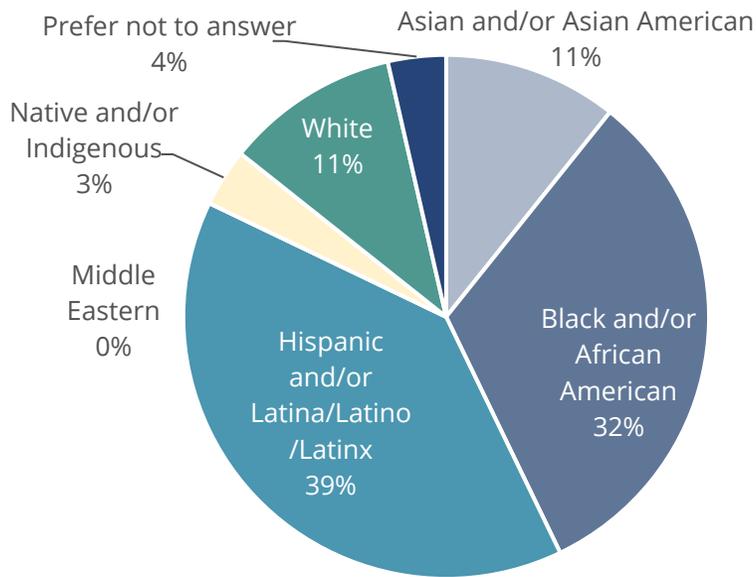
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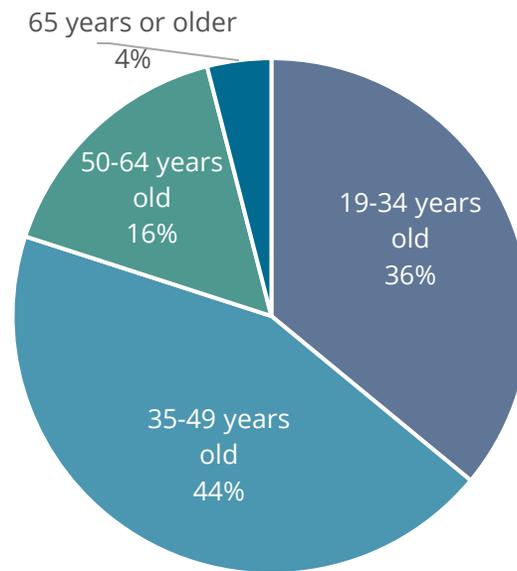


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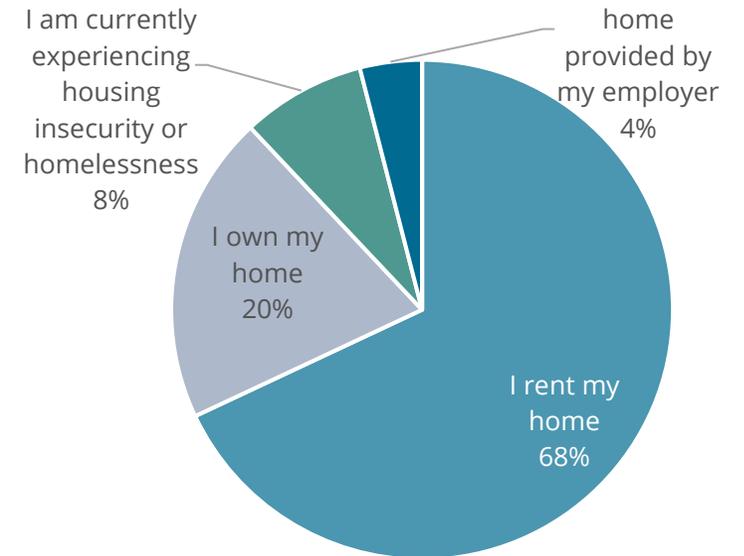
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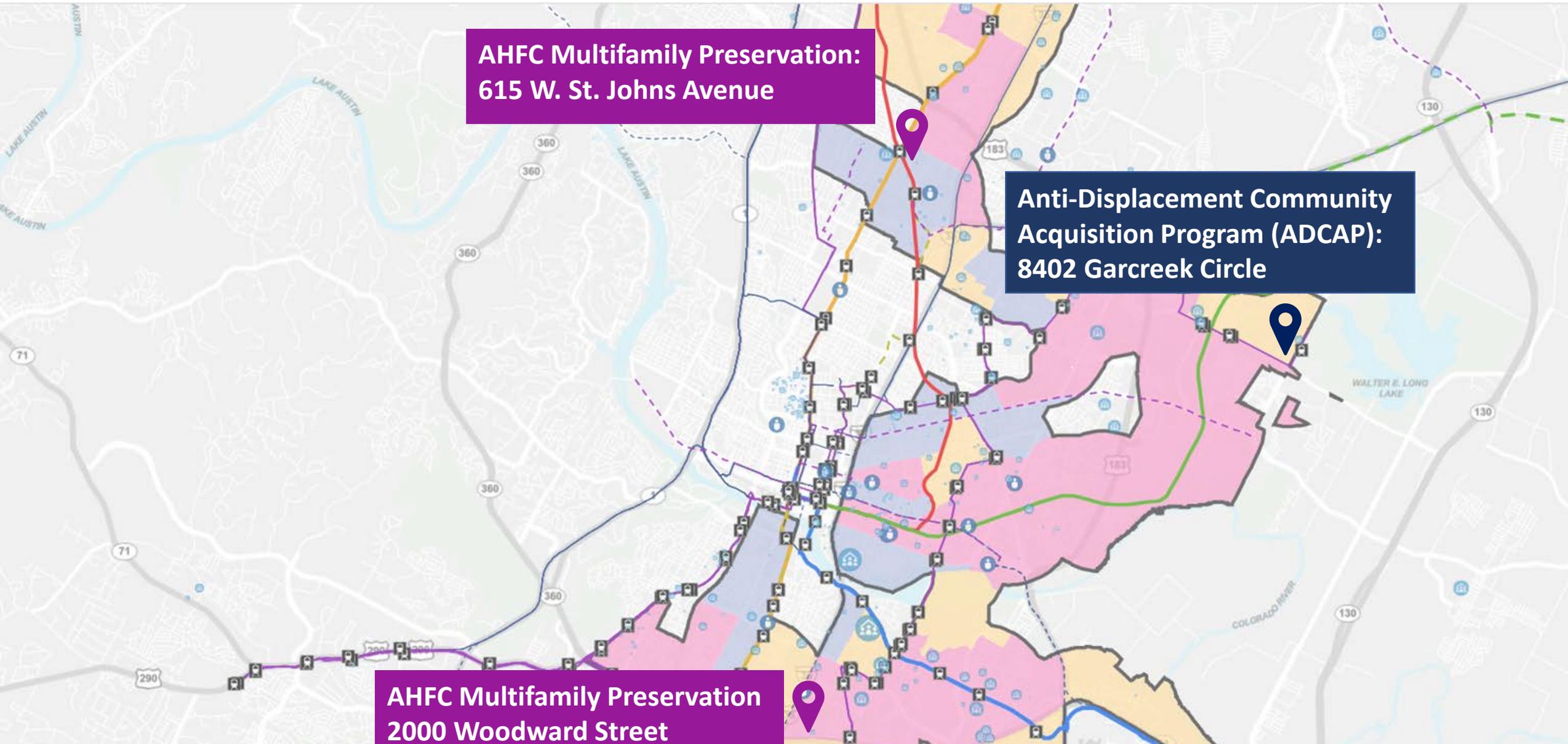
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