



Project Connect Work Session: Decision-making Process and Schedule

March 2, 2022



Today's Agenda

1. Decision-Making Process and Schedule

- Resolved Design Topics
- Areas Requiring Resolution
- Program Administrative Topics
- Looking Ahead Towards Concurrence

2. Brief Program Update

3. Partnership Discussion





Decision-Making Process and Schedule



Purpose of Today's Meeting

Reviewing where we are and where we're going with the light rail lines

- Maintaining public trust through transparent process and schedule management
- Ensuring we are maximizing federal funding opportunities

Transparent discussion on areas of design concurrence, where resolution is needed, and key program administration topics

Articulate program decision-making process and schedule

- Good governance and ensures partnership approach to decisions and tradeoffs that will be made
- Demonstrates to FTA strong support of community and its leaders



2019

Developing the Vision with the Community

2020

Funding & Governance and Voter Approval

2021-22

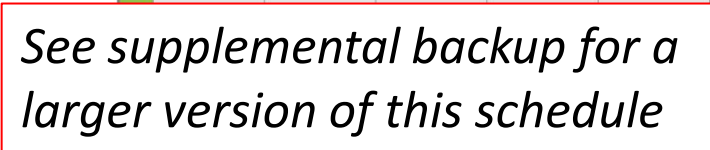
Building the teams and processes for implementation

2023 →

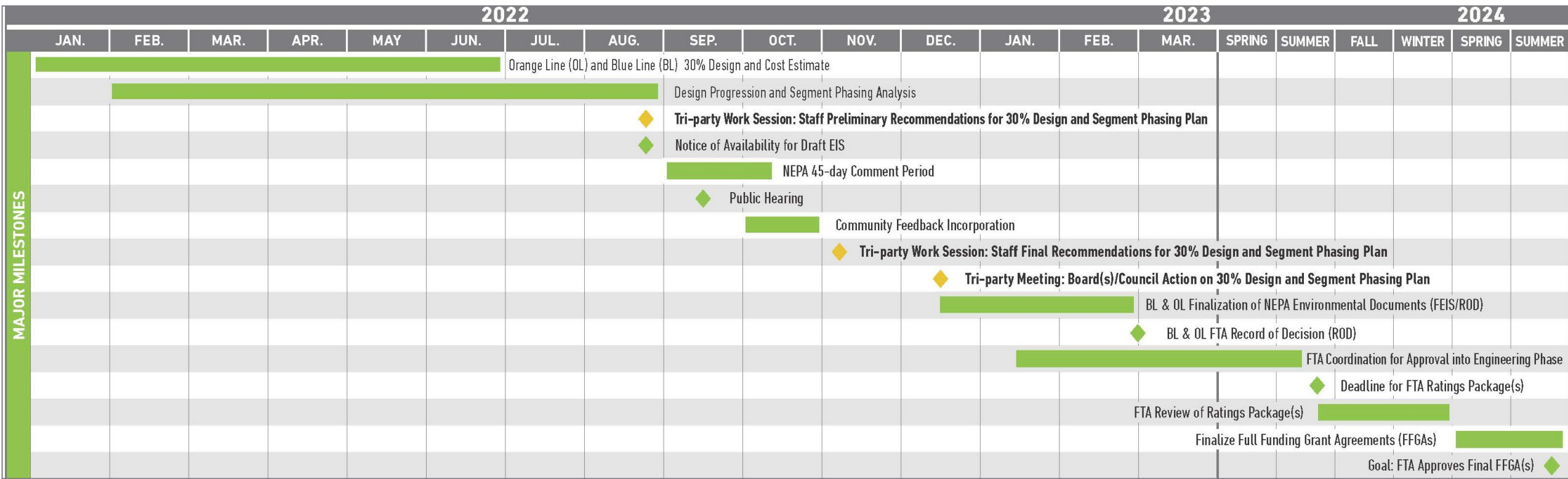
Making it happen



MARCH 2, 2022



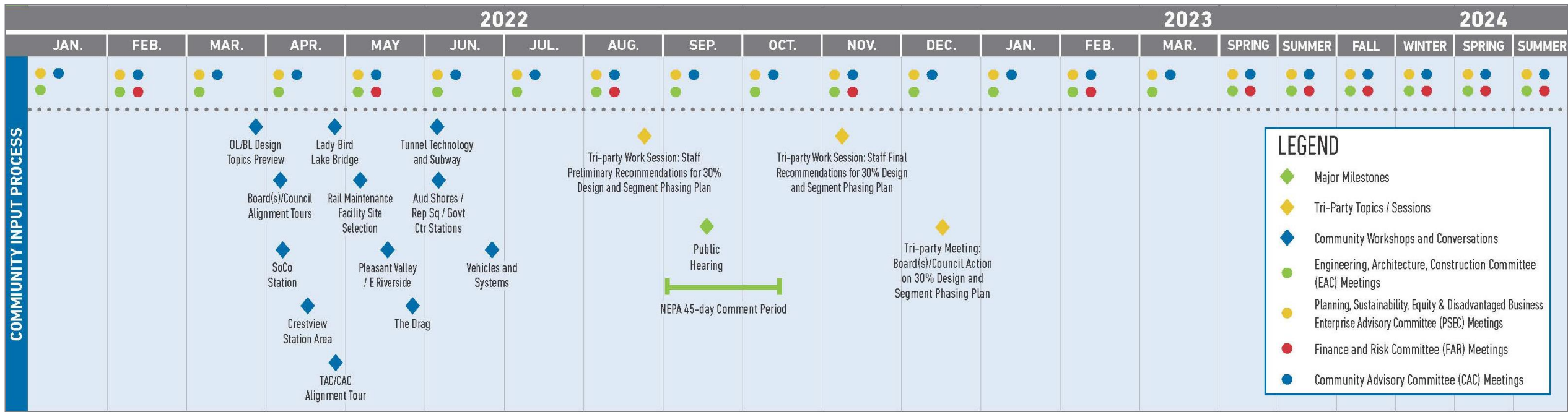
OL/BL Technical Milestones



See supplemental backup for a larger version of this schedule



Process Feeds Technical Milestones



See supplemental backup for a larger version of this schedule

“Three Buckets”



Resolved design topics



Areas requiring resolution



Program administrative topics

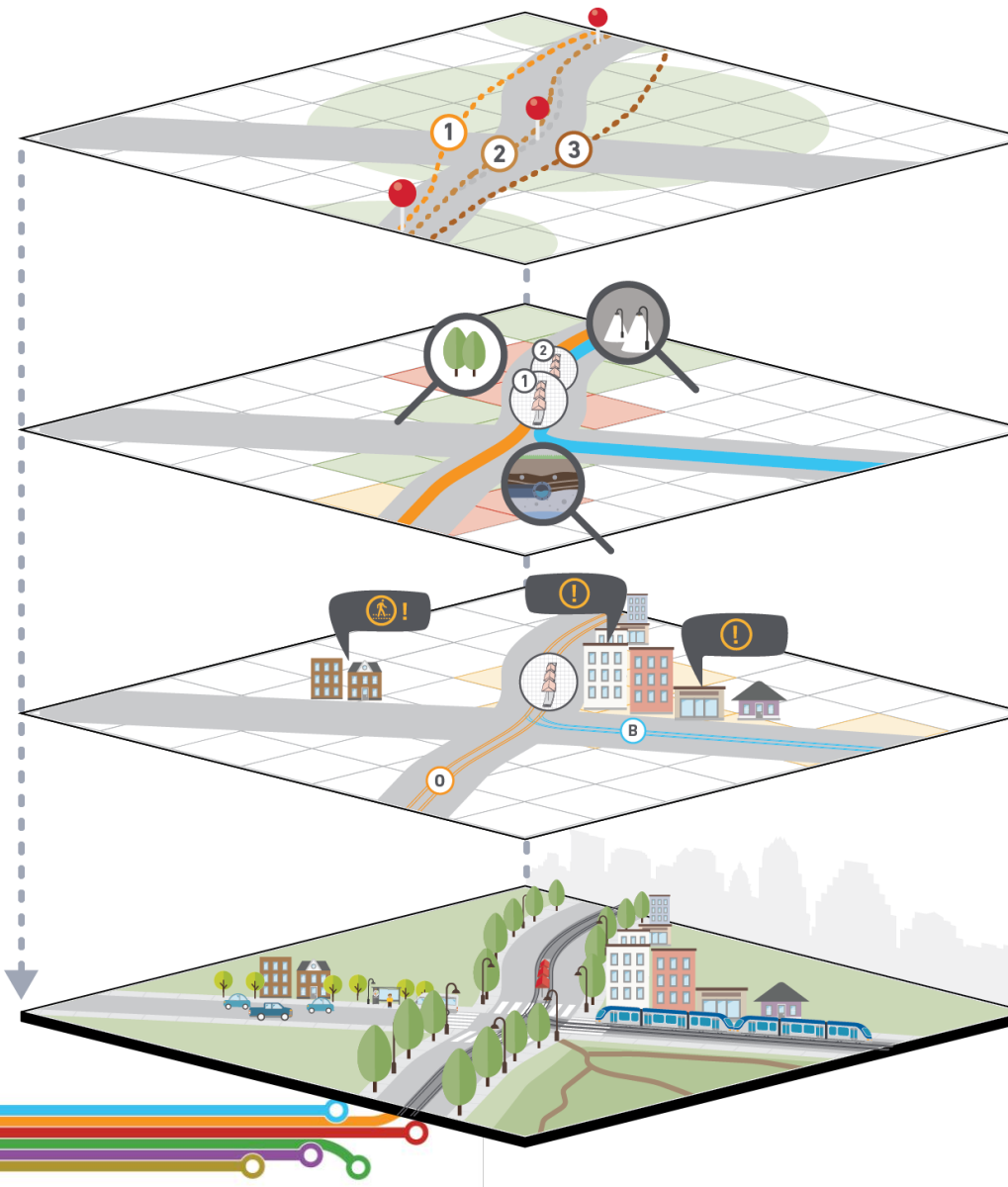





Resolved Design Topics



Design Milestones



Level of Design		Where the public provides input
PRELIMINARY ENGINEERING/NEPA	15%	<ul style="list-style-type: none"> Alignment alternatives Station locations
	30% ★	<ul style="list-style-type: none"> Environmental impacts and mitigation Initial preliminary design
FINAL DESIGN	 100%	<ul style="list-style-type: none"> Property specific design impacts Mitigation treatments Station design, urban design, public art Business Impact Mitigation Program Multi-Modal Integration Construction Impacts Mobility Mgmt

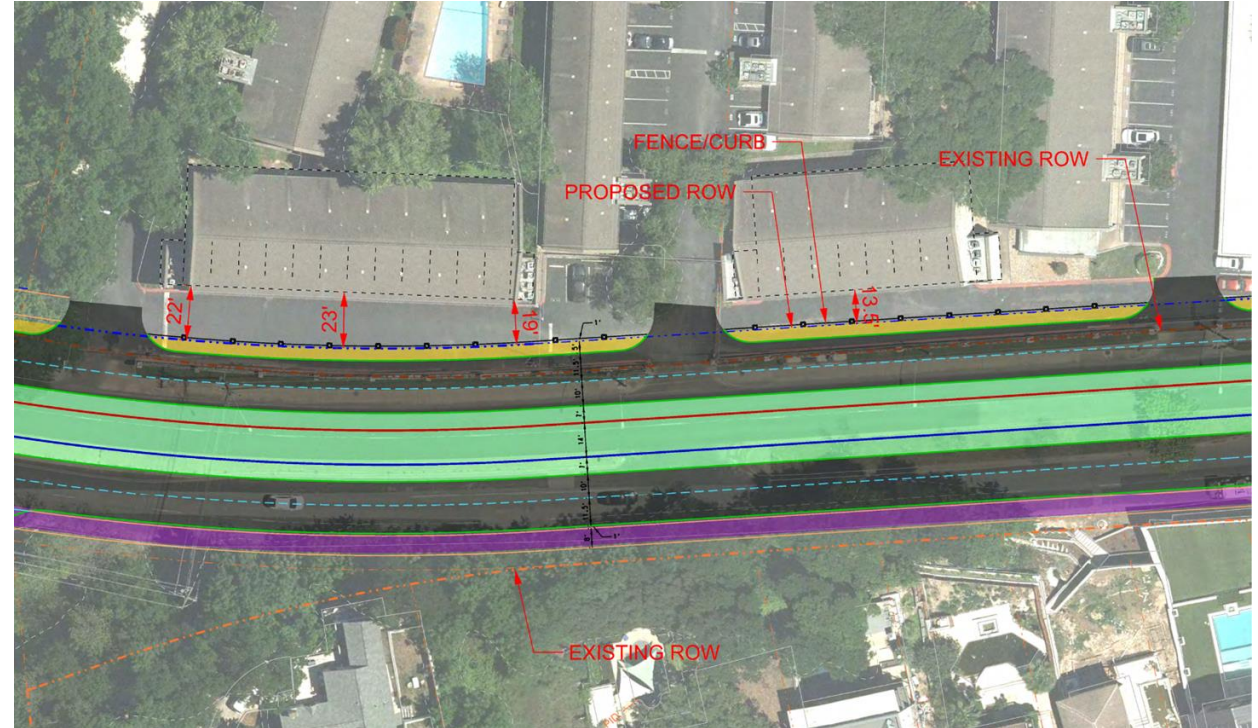
Staff Concurrence: Project-wide Elements



Through collaboration between the three staffs and extensive community involvement, we have established clear design direction for most of the Orange and Blue lines, including:

Real Estate and Right of Way

- ✓ Accommodate all modes of travel while striving to avoid impacting private property and businesses
- ✓ When property impacts cannot be mitigated, preventing residential displacement will be prioritized



e.g. Riverwalk Condos, 500 E. Riverside Dr, Blue Line



Staff Concurrence: Project-wide Elements



Through collaboration between the three staffs and extensive community involvement, we have established clear design direction for most of the Orange and Blue lines, including:

Roadway modifications & left-turn locations

Modifications to private driveway movements

- ✓ Removal of all permissible left turn movements between signalized intersections along entire Orange and Blue Lines
- ✓ Addition of U-turns at certain signalized intersections to allow people to turnaround along the lines to access private driveways

On-Street Parking

- ✓ Modify and/or removal of back-in angled parking on South Congress between Milton and Gibson.
 - Modification may include some spaces being converted to parallel
- ✓ Removal of parking on Guadalupe between 41st and 43rd and the Drag
- ✓ Removal of parking on 4th Street between Guadalupe Street and Trinity Street



Staff Concurrence: Project-wide Elements

Through collaboration between the three staffs and extensive community involvement, we have established clear design direction for most of the Orange and Blue lines, including:

Roadway modifications & left-turn locations (cont'd)

Right-sizing of street segments to accommodate reliable, safe transit in a dedicated guideway by reducing number of vehicular travel lanes in certain segments

- ✓ Center-running transit in alignment with Austin Strategic Mobility Plan (ASMP)
- ✓ Riverside Drive between I-35 and US 183 (lessens by one lane in each direction, generally)
- ✓ Guadalupe Street between Martin Luther King Jr. Blvd and the Triangle, including the Drag
 - Allocating a portion of existing right of way to transit and multimodal use
- ✓ Extending Dean Keeton one-block (Guadalupe to San Antonio)
 - Allows for north south circulation and improves east west connectivity

Changing movements at intersections and adding new traffic signals

- ✓ Generally, very few changes to cross-street movements at signalized intersections along the alignments
- ✓ Some changes to left-turns from the corridor onto cross streets
- ✓ Adding new traffic signals as needed to facilitate safe movement between various modes



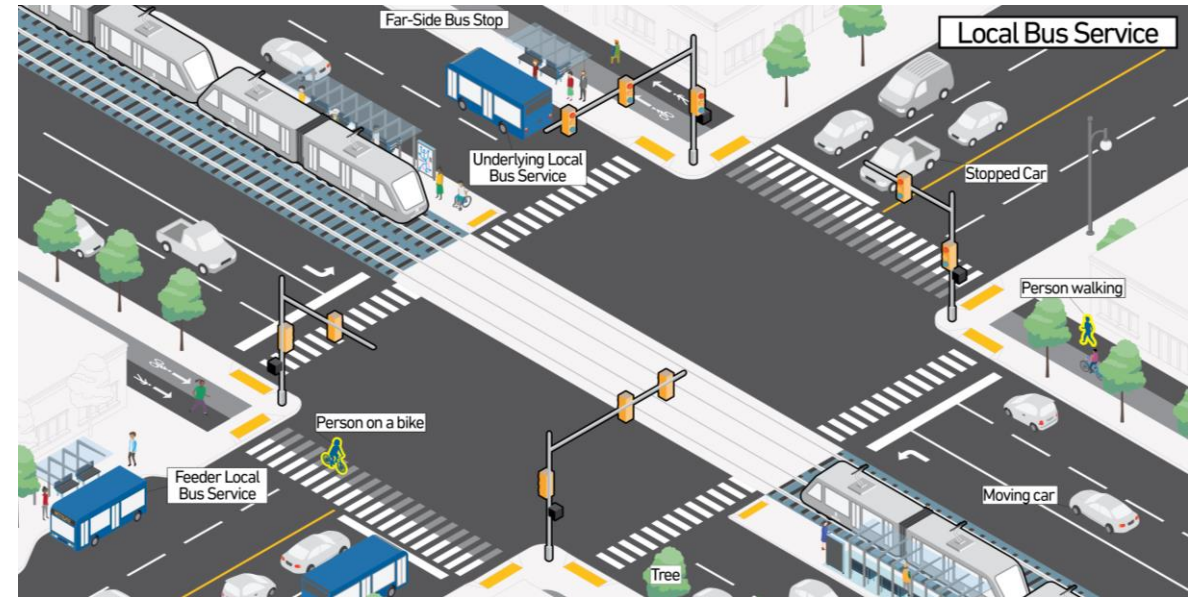
Staff Concurrence: Project-wide Elements



Through collaboration between the three staffs and extensive community involvement, we have established clear design direction for most of the Orange and Blue lines, including:

Pedestrian Crossings and Coordination of Transportation Networks

- ✓ All transportation networks – bus, light rail, vehicle, pedestrian & bicycle – may be redesigned for all to fit in the right of way.
 - All will be impacted by decisions made and therefore their future design & operation must be coordinated proactively
- ✓ Every station will allow for signalized pedestrian access on both ends of the station, either through a pedestrian hybrid beacon or a traffic signal at an intersection
- ✓ Transit signal priority and signal timing supports light rail through the alignment



Side-split example for discussion only



Staff Concurrence: Location-Specific Elements



Through collaboration between the three staffs and extensive community involvement, we have established clear design direction for the following locations:

Waller Creek Boathouse

- ✓ Staff agreement on need to relocate Waller Creek Boathouse to accommodate new Lady Bird Lake crossing

Norwood Park

- ✓ Taking a “wedge” of Norwood Park (max depth of 55’) in order to accommodate full spectrum of transportation modes
- ✓ Coordinating w/ Norwood Park Foundation for coordination of construction impacts

Riverwalk Condos

- ✓ Mitigated impact of LRT on existing housing on Riverside Drive





Areas Requiring Resolution



Design Topics in Progress



Areas undergoing additional technical analysis, public input and staff collaboration to achieve resolution:

- Guadalupe/UT Design (“the Drag”)
- Pleasant Valley/E. Riverside Design
- Crestview Station Design (Airport Blvd/Lamar Blvd)
 - Grade Separation and Double-Tracking Options
 - Multi-modal coordination (i.e., Red Line Trail)
- Lady Bird Lake Bridge
- Subway Scope & Length
 - South Congress
 - MLK
 - Trinity Spur
- Downtown Concourse
- Rail Maintenance Facility Location
- Vehicles and Systems
- Utility Coordination
 - Utilities Rules of Practice
 - Utility right-sizing, betterments and cost sharing



Example: Riverside/Pleasant Valley Station Design (Blue Line)

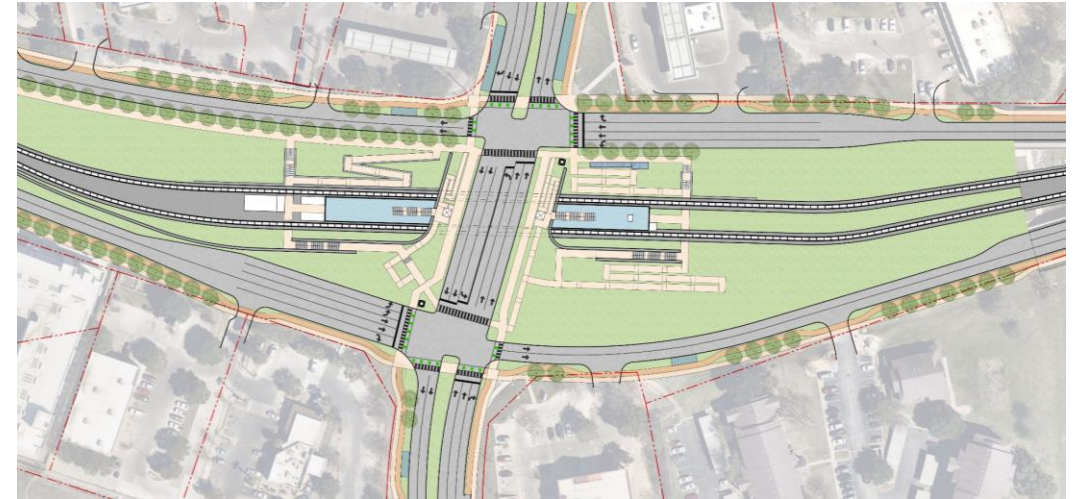
Options:

- Option A: **Underpass Design**— rail underneath Pleasant Valley w/ same roadway configuration as today
- Option B: **At-Grade Transit Plaza Design**— rail/bus together at street level with new roundabout

Considerations/conflicting priorities:

- Electrical transmission poles and topography represent constraints
- Option A: Faster travel times for all modes including MetroRapid, but transfers from rail to bus not as direct
- Option B: Slower travel times for all modes including MetroRapid, but transfers from rail to bus more direct

Community Workshop: May 2022



Option A: Underpass



Option B: At-Grade Transit Plaza

Source: Pleasant Valley Community Workshop Presentation





Program Administrative Topics



Program Administrative Topics



Ongoing discussions amongst agency staffs on administrative policy to guide the program

- **Construction requirements, needs and considerations, October 29th resolution**
 - Permitting Processes
 - Code Amendments
 - Council Resolution No. 20211029-003
- **Real Estate, ROW acquisition and Management strategy**
- **Tree management program, especially considering heritage and protected trees**
- **Interlocal Agreements to support various aspects of the program**





Looking Ahead Towards Concurrency



2022 Program Decision Making Process

TIMELINE

Program Decision Inputs

Now - Summer 2022

Design Inputs

- LRT Tunnel Length / Methodology
- LRT Station Design
- Multimodal Coordination
- Utilities Coordination
- Complete Streets

Economic & Resource Inputs

- Supply Chain / Inflation
- Real Estate / Right of Way
- Federal Funding
- Workforce / DBE Availability
- Capital-O&M ROI Analysis

Community Inputs

- Community / Business Outreach
- Advisory Committees
- Mobility Benefits

Program Decision Products

Summer 2022

- 30% Light Rail (LRT) Design & Cost Estimates
- Draft Environmental Impact Statement and Public Hearing
- Integrated Financial Model Update (including Federal Funding & Finance Strategy)
 - Initial Risk & Contracting/Procurement Methodology Analysis
 - Segment Phasing Plan Options

Program Decisions

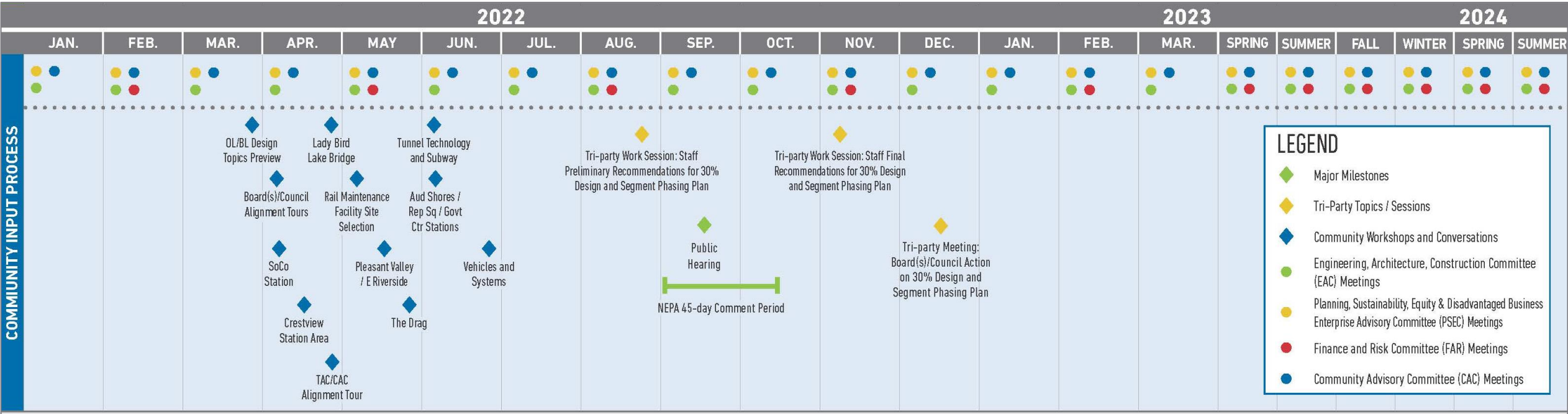
Fall 2022

- Staff Recommendation on 30% LRT Design and Segment Phasing Plan
- ATP Board, CapMetro Board and City Council Approval of 30% LRT Design and Segment Phasing Plan

Fall 2022 - 2023

Initiate Procurement Process for Early Action Items

Program Milestones & Stakeholder Engagement



See supplemental backup for a larger version of this schedule.



Drivers Impacting Construction Segment Phasing

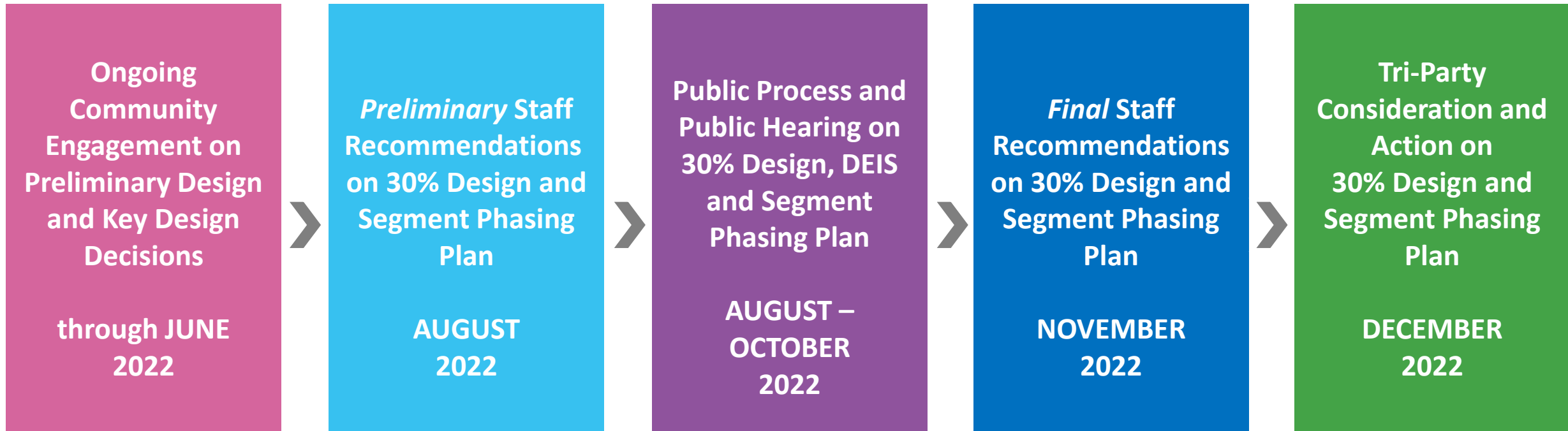
In what order we build the program is driven by the following decision inputs

Decision Inputs:

- Finalizing program scope (30% design)
- Traffic and access impacts and coordination with other projects (I-35, Corridor Program, AUS Expansion)
- Labor, workforce and DBE availability
- Operational Requirements (staffing, safety, technology, bus/rail integration)
- FTA Process and Federal Funding
- Cost Drivers:
 - Inflation (labor, supply chain)
 - Real Estate and Right of Way (Austin Market)
 - Program Scope (i.e., subway length)



Summary of Decision-Making Process





Program Update



Program Update

MetroRapid

- Groundbreaking celebrations for new MetroRapid Expo Line in December 2021, MetroRapid Pleasant Valley in February 2022.
- CapMetro Board approved the largest electric bus contract in the US (197 buses)
- Received Letter of No Prejudice (LONP) for Expo and Pleasant Valley lines – allowing for the utilization of local dollars as local match
- Ongoing coordination with TxDOT on MetroRapid Oak Hill and Menchaca Extensions



MetroRail

- Groundbreaking celebration for MetroRail Red Line doubletracking between Lakeline and Leander Stations in October 2021



Program Update

Orange Line Light Rail

- The NEPA process is on-schedule for a Record of Decision anticipated in winter 2023
- 30% engineering design being reviewed by tri-party team
- Detailed tunnel study underway with completion anticipated by summer 2022
- Continuing coordination with community stakeholders, TxDOT, FTA, other partner agencies
- Full Funding Grant Agreement goal: Summer 2024

Blue Line Light Rail

- The NEPA process is on-schedule for a Record of Decision anticipated in winter 2023
- 30% engineering design being reviewed by tri-party team
- Detailed coordination with community groups, Austin airport, Convention Center, TxDOT and other major stakeholders
- Analysis of options for Blue Line bridge anticipated in May 2022
- Full Funding Grant Agreement goal: Summer 2024

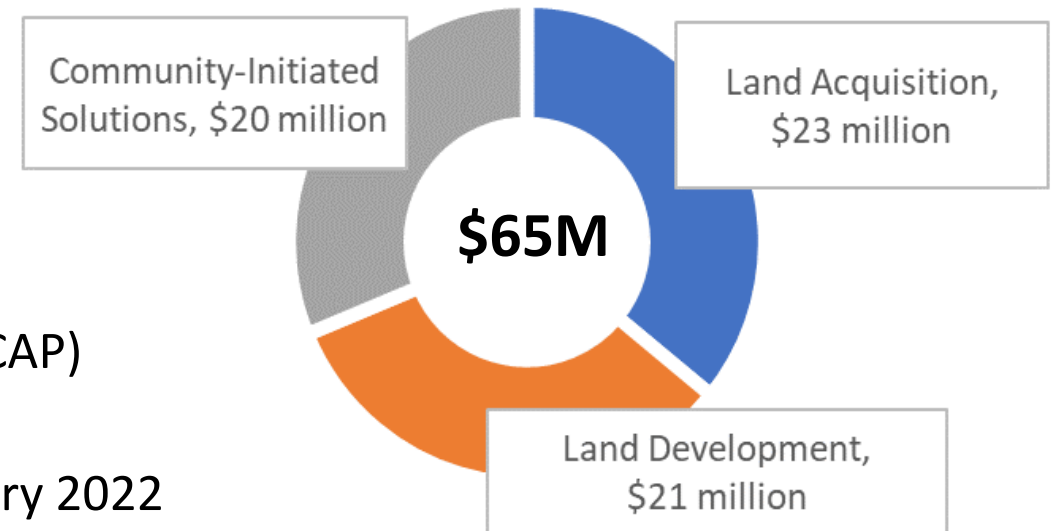


Program Update

Anti-displacement and Equitable Transit Oriented Development (ETOD)

- 2022 Investments: \$65 Million
 - Allocations reflect the Community Advisory Committee's recommended budget
- Anti-Displacement Community Acquisition Program (ADCAP) online application process launched December 2022
- COA Racial Equity Anti-Displacement Tool released January 2022
- Three FTA grants to complete ETOD studies for Green Line, Orange Line and Blue Line
 - Ongoing coordination between CapMetro and City
 - Community engagement ongoing
 - The City's ETOD Policy Plan will build on this study's resulting framework

Allocation of \$65 Million



Program Update

Neighborhood Circulators

- 3 new Pickup Service Zones (Dessau, North Oak Hill, & Menchaca)

Program Support

- Created the Project Connect Office with staff from the CapMetro, City, and ATP
- *New* Created the monthly Executive Project Connect update – a monthly memo distributed to all three governing bodies



Orange Line
Blue Line
Tunnel
Green Line - Phase 1
Facilities



MetroRapid
MetroExpress
Neighborhood
Circulators (Pickup)
Customer Tech
Red Line - Phase 1



Transit Supportive
Anti-Displacement
Investments





Partnership Discussion