



# Project Connect Work Session: Decision-making Process and Schedule

March 2, 2022



CapMetro



# Today's Agenda

## 1. Light Rail Decision-Making Process and Schedule

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

## 2. Brief Program Update





# Light Rail 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**

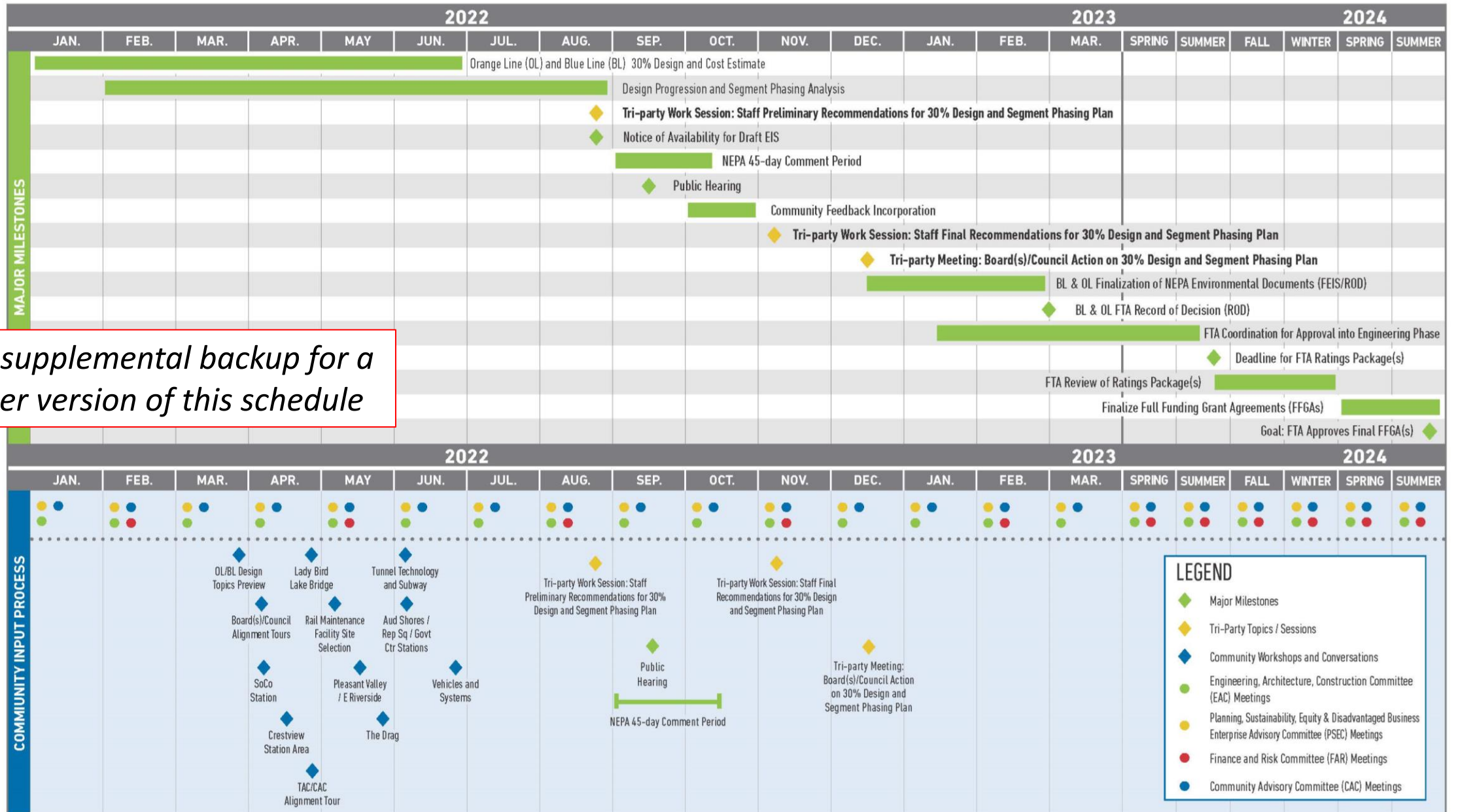
**2021-22**

**Building the teams and processes for  
implementation of the Light Rail lines**

**2023 →**

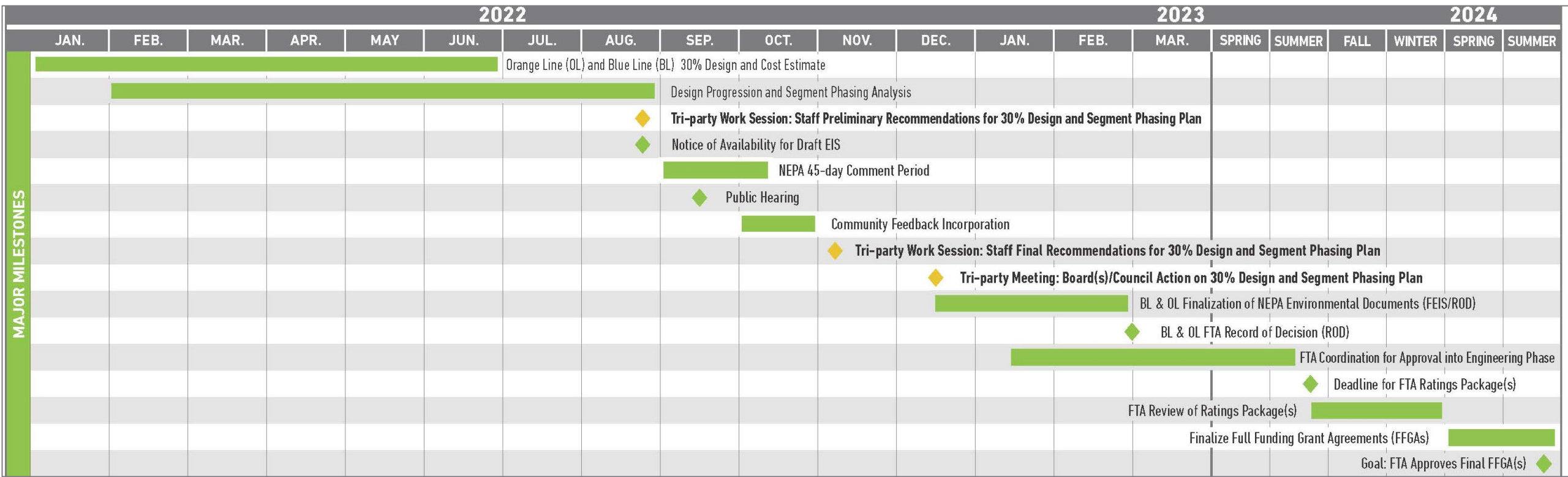
**Building the Orange and Blue Lines**





See supplemental backup for a larger version of this schedule

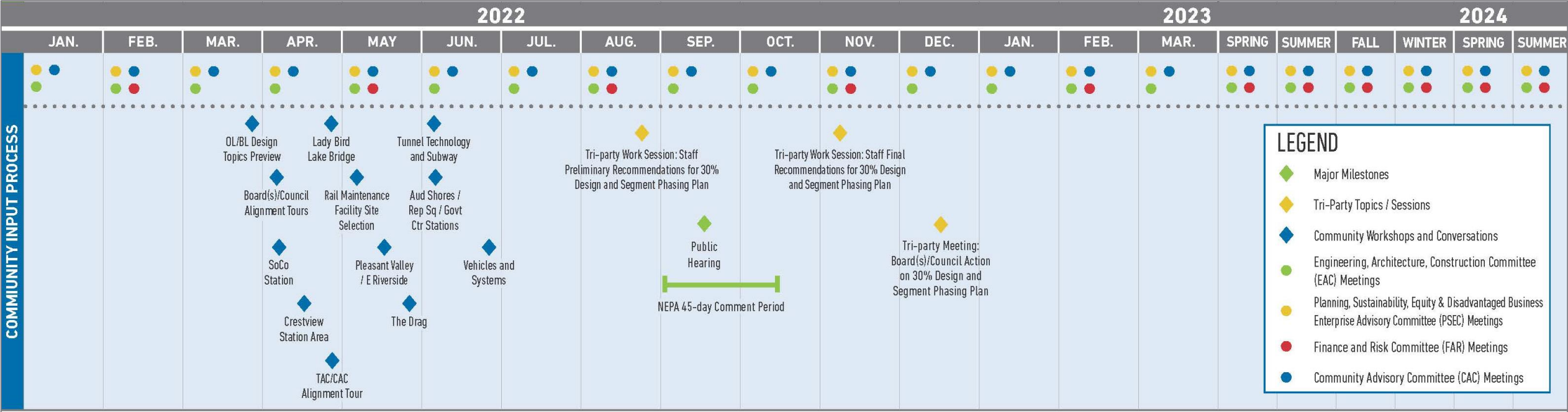
# OL/BL Technical Milestones



See supplemental backup for a larger version of this schedule



# Process Feeds OL/BL Technical Milestones

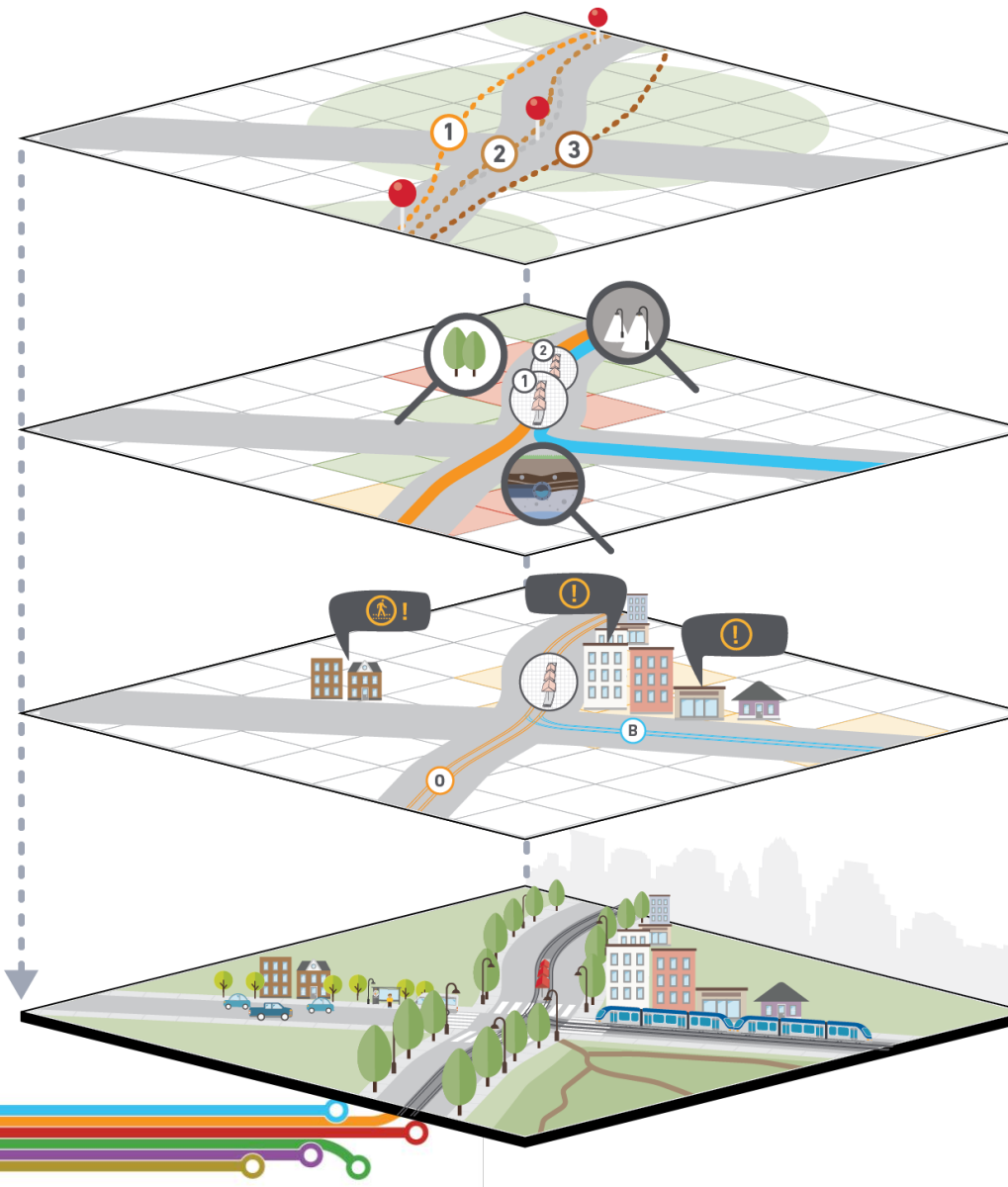



See supplemental backup for a larger version of this schedule





# Design Milestones



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

# “Three Buckets”



Resolved light rail design topics



Areas requiring resolution for Orange and Blue Lines



Program administrative topics





## Resolved Light Rail Design Topics

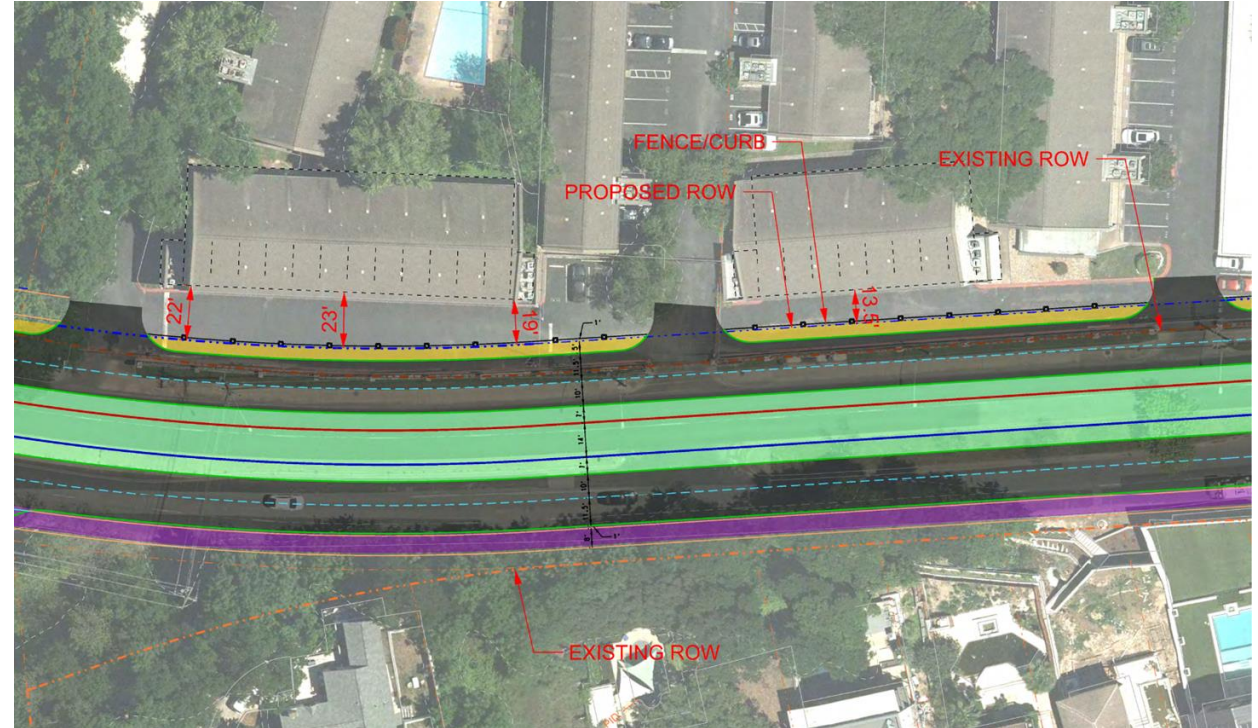
# Staff Concurrence: Project-wide Elements



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 41<sup>st</sup> and 43rd and the Drag
- ✓ Removal of parking on 4<sup>th</sup> 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 west (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





# 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, as *examples* of location-specific elements:

## 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 for Orange and Blue Line

# Light Rail 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)

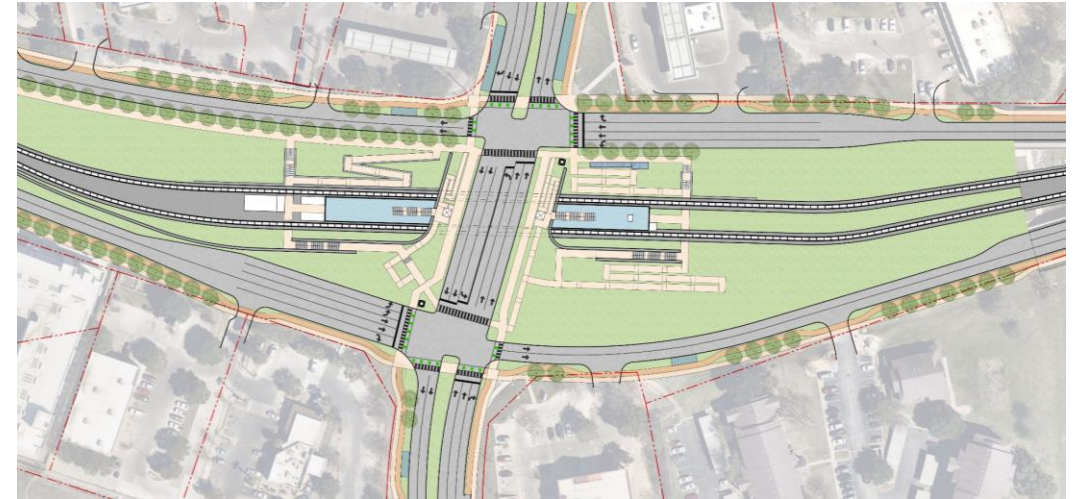
## Options:

- 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 and Trade-Offs

- Accessibility
- Transfers between transit modes
- Safety
- Travel times
- Water quality management
- Placemaking and landscaping
- Costs

**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

# Drivers Impacting Light Rail 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

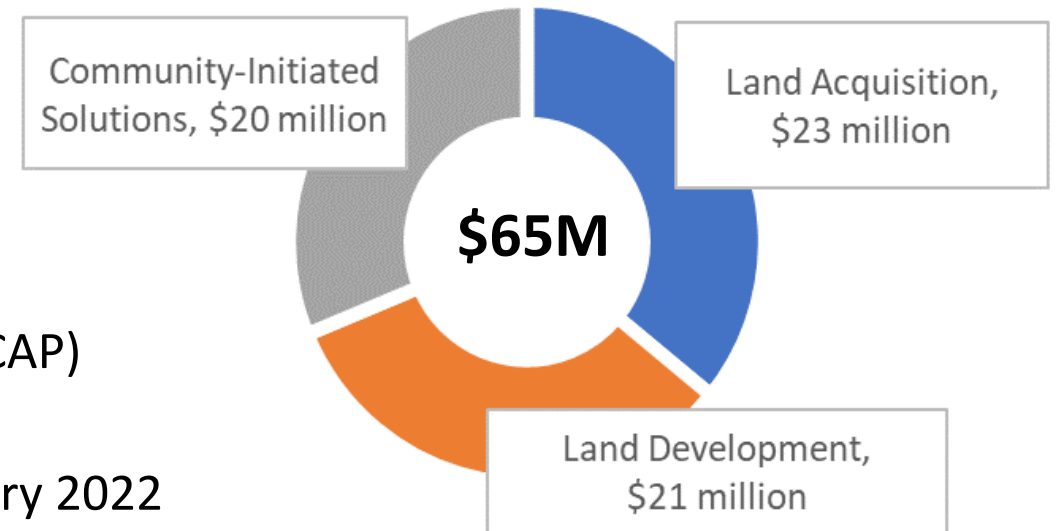


# Program Update

## 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



Anti-displacement  
Investments  
Utility Relocation  
Permitting  
Right of Way, etc.





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