Equitable Transit-Oriented Development

ETOD Policy Plan

A METRO

Early Childhood Council meeting - November 2022

Purpose of the Plan

Provide a comprehensive framework to help the Austin community ensure that future development around the Project Connect transit system supports residents of all incomes and backgrounds, especially those who have been disproportionately burdened by past transportation and land use decisions.





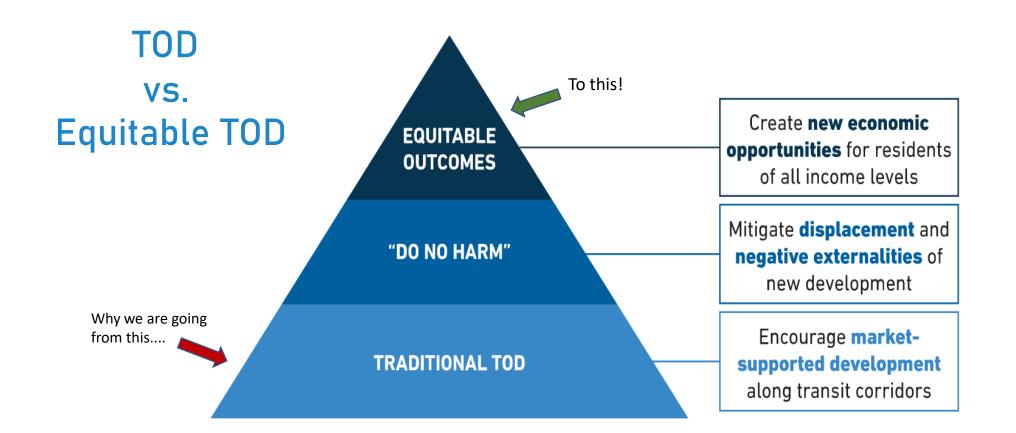
ETOD Resolution 20210610-093

- Prioritization of equitable outcomes
- Categorization of TODs by tiers using context-sensitive criteria
- Anti-displacement strategies
- Preservation of existing and creation of affordable housing
- Creation of market-rate housing
- Compact, connected and transit-supportive
- Mix of land uses
- Codify community benefits





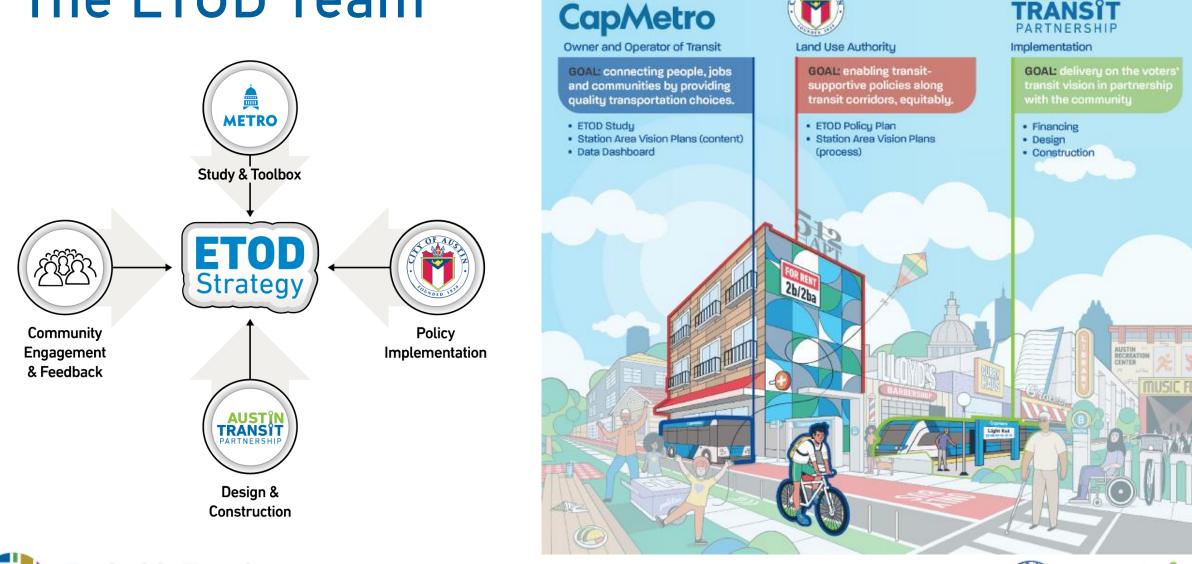
What is ETOD?







The ETOD Team



CapMetro

PARTNERSH



Austin's ETOD Journey





ETOD Study

- \$1.65 million in Federal Transit Administration (FTA) TOD planning grants
- Around 100 stations across all Project Connect lines

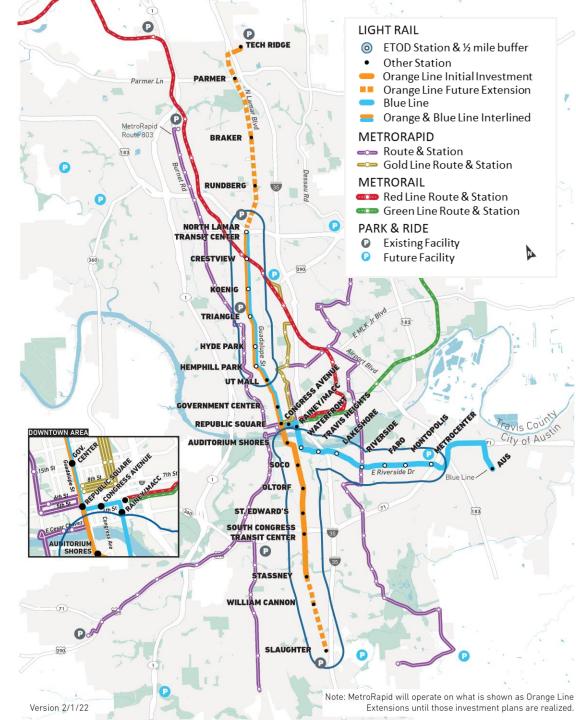


Quantitative analysis of existing conditions within ½ mile of station areas

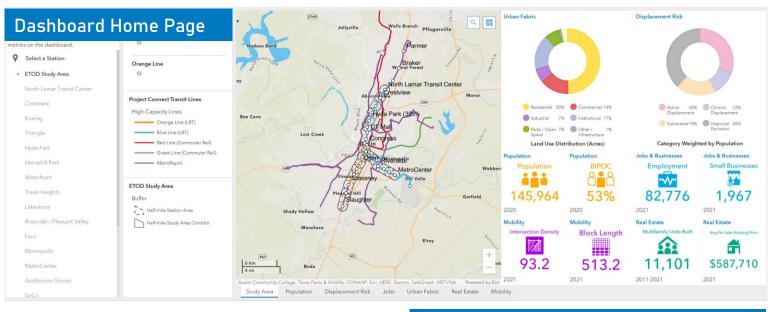


Qualitative data collection through robust community engagement





Dashboard – Existing Conditions



North Lamar Transit Cente Crestvie 893 1.4k 997 Koenio 1.1k Triangle 1.4k 488 Hvde Park 1.3k Hemphill Park Waterfron 1.4k 2k 846 Travis Heights 1.6k Lakeshor Riverside / Pleasant Valle 795 354 Farc Montopolis 1k MetroCente Auditorium Shor 1.5k SoCo Oltorf St. Edward 335 South Congress Transit Cente 1.1k Stassne 614 1.4k 574 William Canno 946 Slaughte 11 26 Inventory (Units) 2021

Interactive Data :

- Population
- Displacement Risk
- Jobs

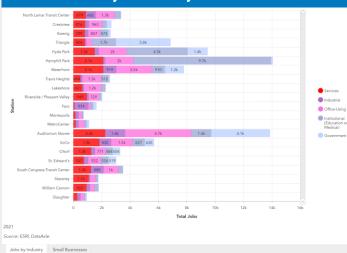
Social Dynamics

characteristics

Physical

- Urban Fabric
- Real Estate
- Mobility

Total Jobs by Industry



Station Tour

Inventory Vacancy Current & Future Inventory Rent Rent 2011-2021



Multifamily Inventory

Engagement Touchpoints



Community Presentation Large format meetings to present project milestones



CAC Working Group Briefings Monthly meetings, Ongoing guidance throughout project and major milestones



Tabling/Intercept Surveys

In-person events to target specific neighborhoods or demographics



Focus Groups & One-on-ones Guided discussions with groups to identify vision and needs and to build consensus amongst stakeholders



Stakeholder Presentations

Presentations with stakeholder groups to educate participants on the process and vision of the ETOD Study



Community Connectors

Pained and trained individuals who does in-depth outreach in their communities





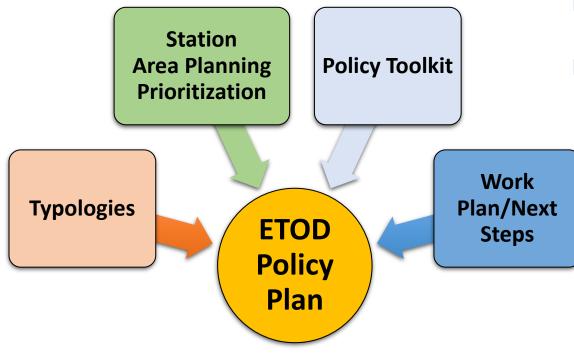
ETOD Policy Plan Contents

Equitable Transit-Oriented Development Policy Plan

City of Austin Public Review Draft - Not Adopted



What's in the Policy Plan?



ETOD Policy Plan builds on the FTA-funded ETOD study

ETOD Policy Plan includes:

- \rightarrow ETOD Goals
- → A snapshot of how current TODs are performing (MLK Station, Plaza Saltillo, Crestview Station)
- → Station Area Typologies and Planning Prioritization
- \rightarrow Equity Based Policy Toolkit with Success Metrics

 \rightarrow Work Plan for station area specific planning and regulatory changes in the short-, medium-, and long-term





ETOD Project Goals













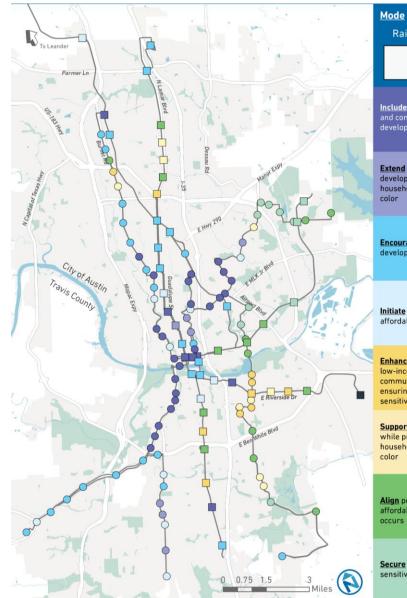
- 1. Enable All Residents to Benefit from Safe, Sustainable, and Accessible **Transportation**
- 2. Help to Close Racial Health and Wealth Gaps
- 3. Preserve and Increase Housing **Opportunities That are Affordable and** Attainable
- 4. Expand Access to High-Quality Jobs and **Career Opportunities**
- 5. Support Healthy Neighborhoods That **Meet Daily Needs**
- 6. Expand Austin's Diverse Cultural Heritage and Small, BIPOC-owned and Legacy Businesses







ETOD Typologies



Mode Rail Bus	If a station has…	and is	and has experienced
Include low-income households and communities of color as development occurs	More Residents Today	Historically Exclusionary or Low Displacement	Rapid Change
Extend benefits from new development to low-income households and communities of color	More Residents Today	Historically Exclusionary or Low Displacement	Slow Change
Encourage affordability as development occurs	Fewer Residents Today	Historically Exclusionary or Low Displacement	Rapid Change
Initiate development to expand affordability	Fewer Residents Today	Historically Exclusionary or Low Displacement	Slow Change
Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development	More Residents Today	Vulnerable to or Experiencing Displacement	Rapid Change
Support sensitive development while protecting low-income households and communities of color	More Residents Today	Vulnerable to or Experiencing Displacement	Slow Change
Align policies to provide affordability as development occurs	Fewer Residents Today	Vulnerable to or Experiencing Displacement	Rapid Change
Secure affordability with sensitive development	Fewer Residents Today	Vulnerable to or Experiencing Displacement	Slow Change

ETOD Station Area Planning Prioritization

Per Council direction, staff has created a Station Area Planning Prioritization approach that assigns a high, medium, or low rating to each of the stations along the rail and bus rapid transit lines. Criteria for high priority station areas are:

- 1) Lack of Existing Transit-supportive Regulations
- 2) Presence of City- and CapMetro-Owned Land
- 3) Presence of "Underutilized" Land

The high/medium/low priority rating will combine with other considerations as we determine the exact future station area planning processes to initiate. For example, we may combine multiple stations in a corridor into a single planning process, partner with another ongoing process to add ETOD (like with Northeast Austin District), and/or look to balance planning in different parts of town, for both rail and bus, and in a range of Typology types.





ETOD Policy Toolkit

BUSINESS & WORKFORCE DEVELOPMENT - DRAFT

SMALL BUSINESS CONSTRUCTION INTERRUPTION FUND

Description

Strategy: Business Assistance During Construction

Implementation Load ATP Equity & Inclusion

Partners City of Austin Economic Dovalapment Department, Chambers of Commorce

Timeline Commones Planning and Design: <1 Year

Implementation: Prior to Construction

Active: Duration of Project Connect Construction

City Council Goals a, i, k, w

ETOD Geels 6. Expand Austin's Diverse Cultural Heritage and Small Businesses

Policy Solution Sct

Through a one-time small basiness find during corridor construction, ATP Equity & Incluion, the implementation lead, would provide financial assistance to businesses affected by the transit construction. While federal requirements mandas the creation of this funding resource, there is no federal guidance on incorporating equity considerations into the distribution of funding. The design and implementation of the find should be developed through an equity lens that is compatible with federal and state requirements. Financial assistance. Core should be taken to consider what constitutes a business interruption in a broad sense and how this applies to businesses who face declining revenue due to construction nuisances. ATP will not directly manage the fund, but will instead partner with a nonprofit to administer the fund.

As an example, during the construction of Seattle's Light Rail, the Rainier Valley Community Development Fund was implemented with \$43 million from the City of Seattle and 37 million from Sound Transit (the Central Pages Sound Regional Transportation Authority). The \$50 million fund was created to address the construction impacts of the new light rail line, provided to businesses that were forced to physically relacate or faced business interruptions as a result of construction. By the and of the construction period in 2009, the area had an 85% business retention rate.

Does something like this exist in Austin today? If so, how does this tool build from existing program? If not, could it exist?

A Small Business Construction Interruption Fund does not currently exist in Austin, so this would be a new tool. The fund is feasible and could be set up in a similar manner to the City of Austin Small Business Relief Grant, which provided assistance up to \$40,000 to small businesses for temporary business needs at the start of the Covid-19 pandemic.

Implementation Challenges & Considerations

 Must identify funding sources and potential third-party administrator of funds. Case management intensity might require substantial 3rd party administration
 The application and delivery of funds should be as easy as possible for businesses. Further engagement with local businesses can offer feedback on the design of the program (grants x: reimbursements, application format, etc.).

Success Metrics

Overall Business Retention Rate
 Retention and Increase in BIPOC-Owned Businesses

ETOD Policy Toolkit | 7



POLICY TOOL

Implementation Lead	Agency or organization
Partners	Additional agencies or organizations who can support in tool implementation
Timeline	Commence Planning and Design: Within 1 Year, 1-2 Years, 3-4 Years, 5+ Years Implementation Begins: Prior to Transit Construction, During
	Transit Construction
	Active: Duration of Transit Construction, Ongoing, Other Time Period
City Council Goals	Identifies the relevant City Council ETOD goals the tool addresses
ETOD Goals	Identifies the relevant ETOD Policy Plan goals the tool addresses
Description of the Tool	Provides a summary of what the recommended tool is
Examples of existing programs in Austin, if any	Discusses if an existing program/tool exists in Austin. If not, similar programs that may be used to align with ETOD goals
Implementation Challenges and Considerations	This section outlines financial, legal and programmatic considerations for the Implementation Lead in planning and designing the tool
Success Metrics	A set of metrics that will be further developed by the Implementation Lead to measure the success of the tool over time





Early Childhood and Family-Supportive Policy Tools

Workforce Development Programs		
Skills-Based and Industry- Specific Job Training & Hiring	Work with large employers to design programs and certifications directly addressing the needs of employers and create a pipeline for students to high- quality local jobs.	
Transit Line Construction Apprenticeship Program to Enable Local Worker Participation	Help build and develop the skills needed for transit expansion and create high-quality jobs for the local workforce.	
Childcare Grants	Subsidize the costs of childcare for low-income households with parents working a designated number of hours/week.	
Land Acquisition for Affordable Housing	Consider opportunities to support future affordable housing development by the City of Austin acquiring property along the transit corridors.	
Community Land Trusts & Other Shared Equity Homeownership Models	Create a shared equity programs to facilitate homeownership for low-income households by decreasing the costs of home purchases. There are three main shared equity models in the US: Community Land Trusts (CLTs), Limited Equity Cooperatives, and Deed-Restricted Homeownership.	





Early
Childhood
and Family-
Supportive
Policy Tools

Homeownership and Tenant Support

Expanded Down-Payment Assistance Funds	Create wealth building and homeownership opportunities through either grants or low-cost loans for first-time homebuyers to help cover the deposit
	when purchasing a home.
Expanded Home Repair Programs	Expand home repair programs, also known as owner- occupied home rehabilitation, provide grants or low-cost loans to help eligible homeowners make critical home repairs.
Emergency Direct Rental Assistance	Provide relief to low and moderate-income households at risk of experiencing homelessness or housing instability by providing rental arrears, temporary rental assistance, and utility arrears assistance.
Supporting Tenants' Right to Counsel	Help low-income renters hold power over their housing and counter predatory and unjust practices. Actions to support tenants facing eviction include providing low- income tenants access to free legal counsel.
Expansion of Existing Preference Policy	Expand the existing policy to cover all deed-restricted affordable housing units, granting qualifying households facing displacement with preferential access to affordable units in their communities.





Early Childhood and Family-Supportive Policy Tools

Universal Basic Mobility Pilot	Create a pilot program covering the cost of a variety of transportation services for qualified households.	
Community Car Program	Provide and market car share vehicles to ETOD and legacy site users to help provide more resources for households wishing to utilize new transit as primary mode but needing back-up-essentially making it easier and more feasible for households to go car-free.	
Development Incentives, Standards, or Regulations		
Establish High Affordable Housing Goals for Publicly Owned Land in ETOD Areas	Mandate a minimum percentage of housing units to be affordable to ensure an inclusive station area on publicly owned parcels.	
Incentivize Public Amenities that Improve Community Health and Wellbeing	Evaluate potential incentives (financial or administrative) that could be provided for ETOD projects that design public spaces and public amenities to facilitate community gathering, neighborhood commerce, festivals, and sustainability.	





Policy Tool: Childcare Grants

Implementation Lead: Workforce development providers Partners: City of Austin Public Health; CapMetro

Suggested Timeline: Begin Planning within 1 year, implement prior to transit construction

Related ETOD Goals:

2. Help to Close Racial Health and Wealth Gaps

4. Expand Access to High-Quality Jobs & Career Opportunities

5. Support Healthy Neighborhoods that Meet Daily Needs



Description:

- Provide additional funding to existing workforce development programs and childcare scholarships
- Pilot program to subsidize transportation costs for qualifying households associated with accessing quality childcare
- CapMetro should continue providing high quality childcare to employees, while expanding hours of operation to cover non-traditional work hours and opening childcare centers at more of its facilities (like North Ops and Thompson Lane).
- Consider how other tools (like incentivizing affordable ground floor space for lease in transit station areas) could combine to increase the number of high-quality childcare centers within station areas

Success Metrics:

- The number of childcare grants awarded to BIPOC households
- The number of seats created in centers owned by BIPOC business owners
- Number of care givers who obtain employment while receiving childcare assistance.





ETOD Work Plan

Immediate Work Program

2022-2024

- □ Station Area Vision Planning for ~ 6 station areas
- □ Regulatory changes to support ETOD citywide
- ETOD implementation lead coordination on

financing and programmatic support

- Amend the Imagine Austin Comprehensive Plan to incorporate ETOD Policy Plan
- Develop an Equity Scorecard to evaluate

proposed ETOD private development projects

Ongoing (Year 2 and Beyond)

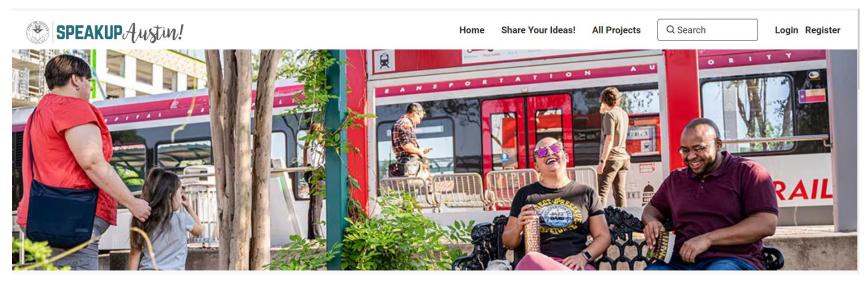
2025-Ongoing

- □ Station Area Planning for ~ 6-10 more stations
- Continue ETOD implementation lead coordination on financing and programmatic support
- Assessment of year 1 station area plans using policy toolkit success metrics
- Monitor performance of ETOD station areas in meeting
 ETOD goals using policy toolkit success metrics
- Continued public engagement surrounding station area planning





Get Involved!



Review draft plan & take the survey: <u>www.speakupaustin.org/ETODpolicyplan</u>

Organizational summit for non-profits and agency staff: Nov. 14th

Comment at a Board or Commission meeting: view schedule at SpeakUp Austin!

Send us a message: <u>ETOD@austintexas.gov</u>







Questions?

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Existing Family-Supportive Transit Programs

• Kids ages 18 and under ride FREE!

- K-12 students must carry valid form of ID
- Children under 10 years old must be accompanied by someone 12 years or older
- Children may remain in strollers while on board in priority seating area
- Guaranteed Ride Home program (Commuter "Insurance")
 - Get reimbursed for up to 4 emergency taxi or rideshare (Lyft, Uber, etc.) a year
 - Personal or Family Illness, unscheduled overtime or extended work hours, etc.
 - Annual fee of \$5 for Flyer (100-199), Express (900-990) and Commuter Rail riders
- Fare Programs (Equifare* and Reduced Fare) if eligible for both, receive Reduced fare
 - Equifare* (*piloting now*): Below 200% of Federal Poverty Line or same as City's Customer Assistance Program for utility bills
 - Costs between Standard fare and Reduced fare
 - Reduced Fare: Seniors 65 and older, Medicare recipients, Active-duty military, Riders with disabilities
 - Costs half the Standard fare



