

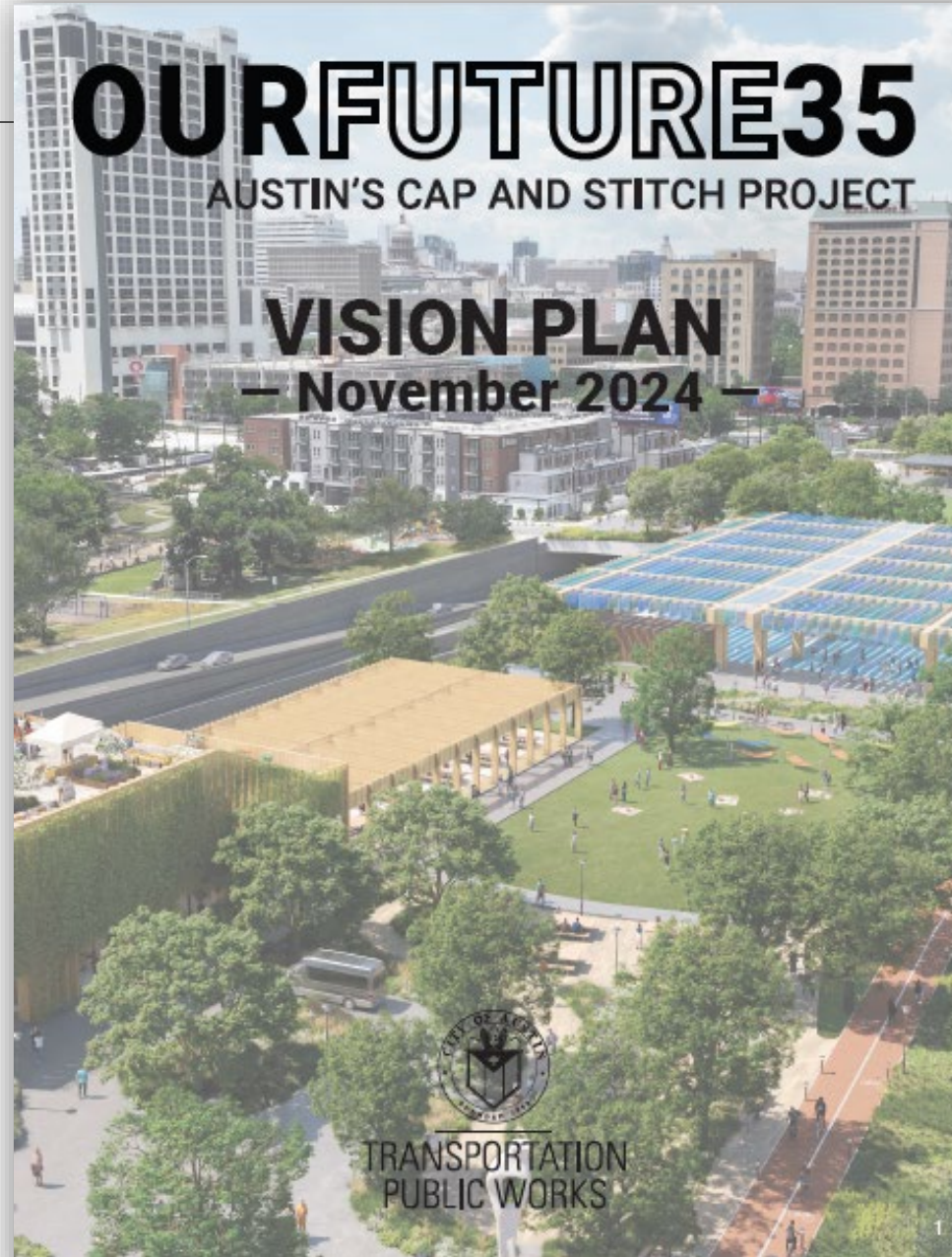


TRANSPORTATION  
PUBLIC WORKS

Cap & Stitch Project  
Waller Creek Local Government Corporation Board Meeting  
January 15, 2025

## VISION PLAN OVERVIEW

*The Our Future 35 Vision Plan documents the community's desired outcomes and priorities for Austin's Cap and Stitch effort and will act as a road map, guiding future amenity designs.*





# PROJECT OVERVIEW

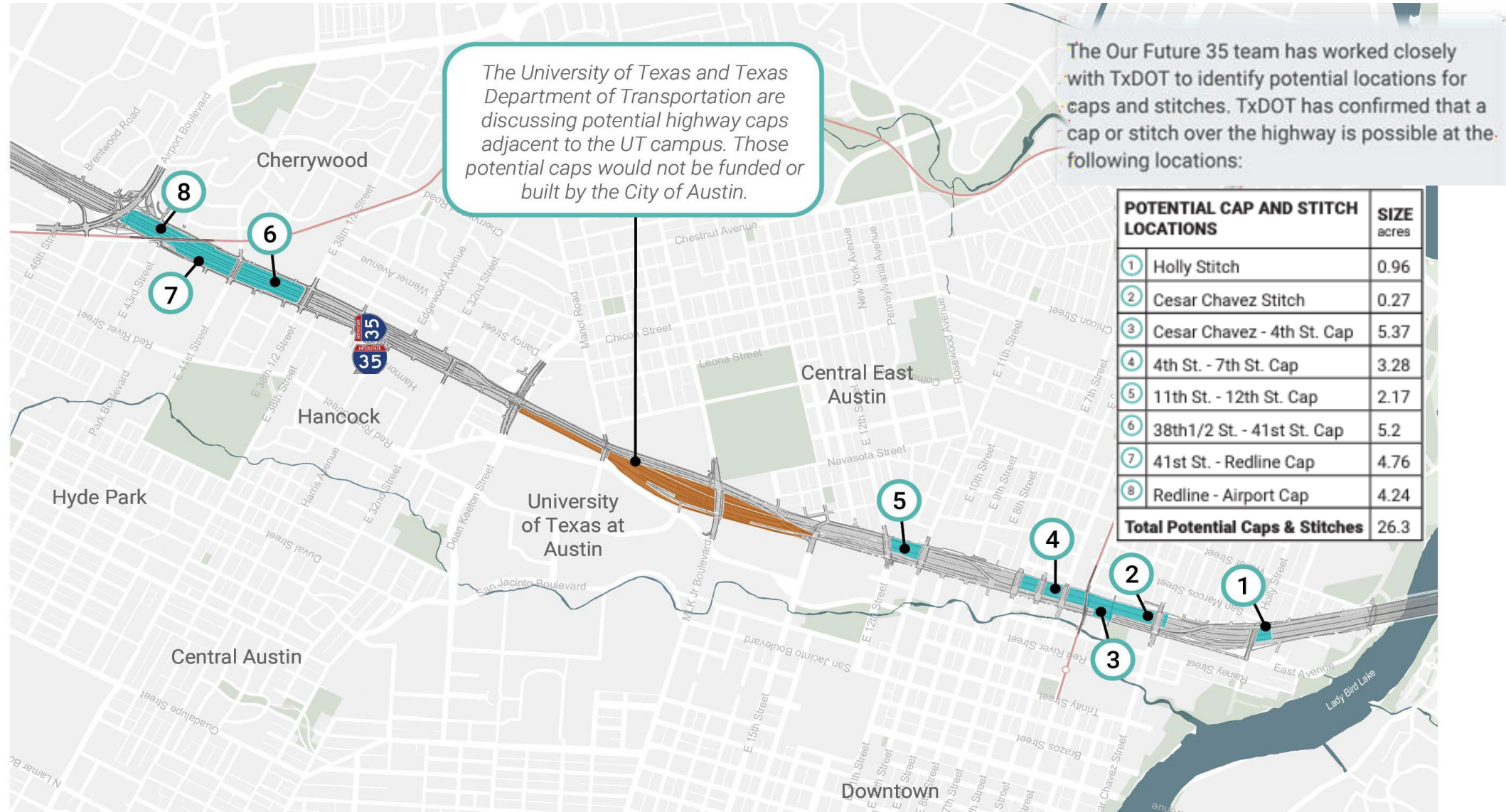
## Benefits of Highway Caps



- Physically reconnect East and West Austin
- Make biking and walking across and along the corridor safer and more comfortable
- Support / incubate local businesses and Austin's arts community
- Address local noise and air quality concerns
- Create climate resilient public spaces
- Change the landscape of Central Austin
- Create regionally significant, marquee public space



# VISION PLAN: POTENTIAL CAP AND STITCH LOCATIONS





## VISION STATEMENT:

New shared public spaces over I-35 are inclusive and sustainable; support economic opportunity and equity; celebrate heritage and cultural narratives; support community health and restorative natural spaces; encourage environmental stewardship; and promote safe and comfortable access to all citizens.



### Equity & Inclusivity

Engage community members who have been impacted by and excluded from past infrastructure decisions, and ensure that new amenities are dynamic, sustainable, and welcome communities of all races and identities.



### Health & Human Nature

Create spaces that enhance the quality of life and well-being of users, encourage active transportation, employ native and adapted resilient and restorative landscapes, and promote connection to nature.



### Economic Affordability & Vitality

Foster design elements and activations for small and local businesses, and mitigate displacement and adverse cost of living impacts of the project on surrounding neighborhoods and communities of color.



### Environmental Sustainability

Advance the Austin community's commitment to environmental stewardship, recognize broader climate action imperatives, and build the capacity to successfully maintain and adapt these spaces.



### Community & Cultural Narratives

Celebrate the historical and cultural fabric of past and present communities surrounding I-35 while recognizing the city and highway's histories of fracture, and collect and amplify the narratives and histories of community members.



### Safety & Connectivity

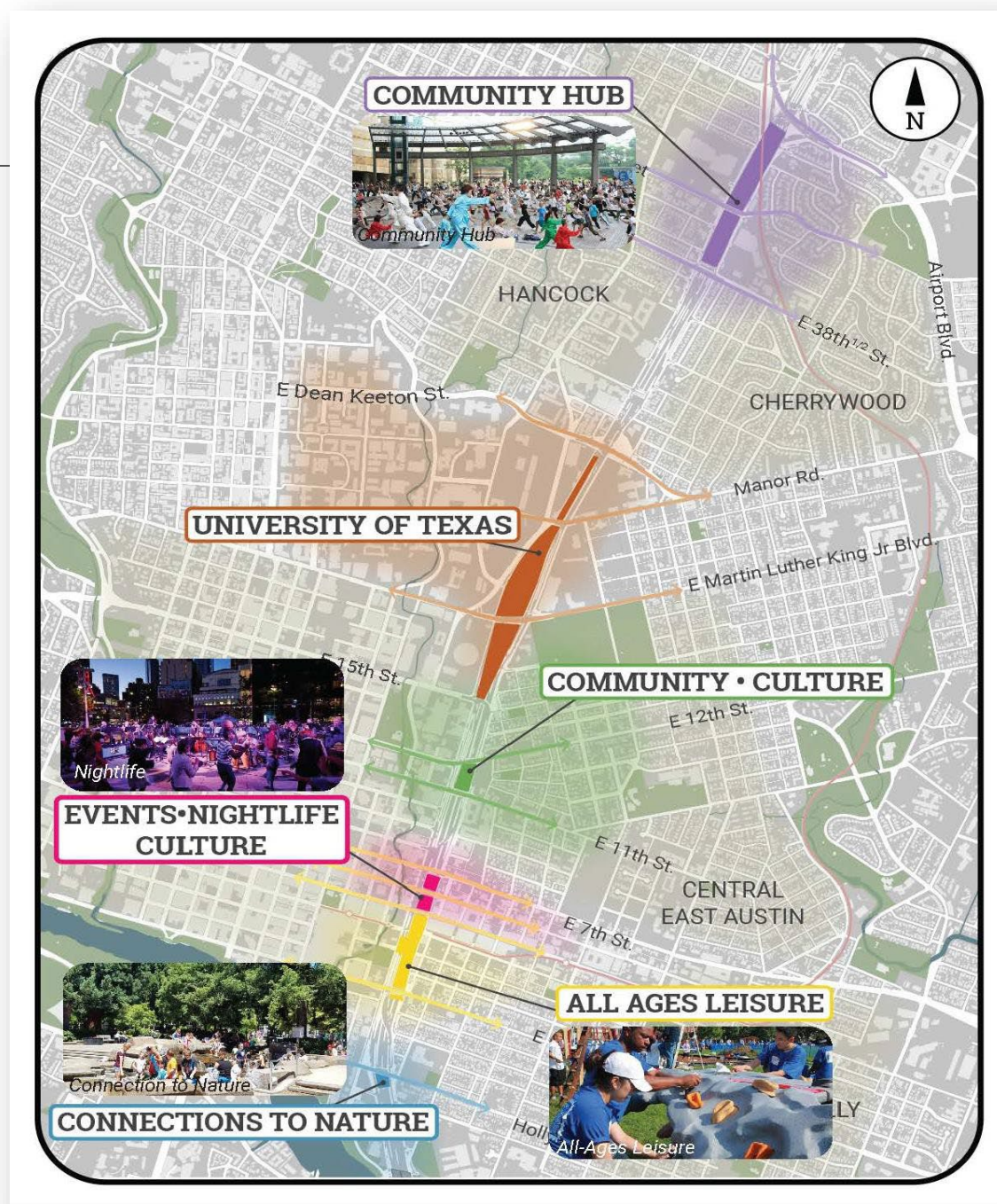
Connect community members to jobs, services, and each other and promote safe and comfortable hubs that provide access to, from, and across I-35, and foster modes of travel that welcome and support all ages and abilities.

*Proposed design, programming and operations for future caps and stitches should fulfill the vision and goals.*



# VISION PLAN: DESIRED CAP CHARACTER

*The Vision Plan distills community input into the desired “character” for each cap and amenity types that could help realize this character.*





# VISION PLAN: AMENITY CONCEPTS

Example:  
Cesar Chavez – 4th  
Amenity Concept

Completed for all locations:

1. Holly Stitch
2. Cesar Chavez to 4th Street
3. 4th Street to 7th Street
4. 11th Street to 12th Street
5. 38 ½ Street to 41st Street
6. 41st Street to Redline
7. Redline to Airport Blvd.



# NAE GRANT FOR CESAR CHAVEZ TO 4TH STREET CAP

Funding Secured



		FUNDING APPLICABILITY		
		Roadway Elements / Decks	Amenities	Dedicated to CC-4 <sup>th</sup>
\$105M	Federal NAE Grant for <b>CC-4<sup>th</sup> Cap</b>	✓		✓
\$45M	Local NAE Grant Match*	✓	✓	✓
\$41M	SIB Loan	✓		
<b>\$191</b>	<b>TOTAL</b>			
<b>Remaining Need for Full Cesar Chavez to 4th Street Cap + Minimum Amenities</b>				<b>\$75M</b>

\* SIB Loan can be used for a portion of the NAE grant match.

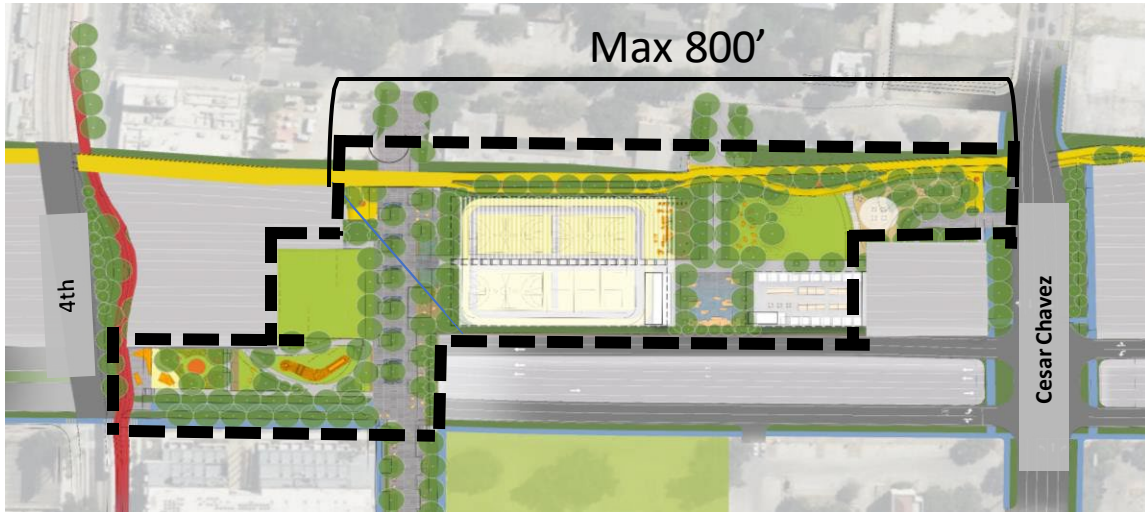
NAE = Neighborhood Access & Equity, USDOT- Federal Highway Administration  
 SIB = State Infrastructure Bank, TXDOT



# SAVINGS CAN BE ACHIEVED BY MODIFYING CAPS TO 800'



## Cesar Chavez – 4th Cap Reduction to 800'

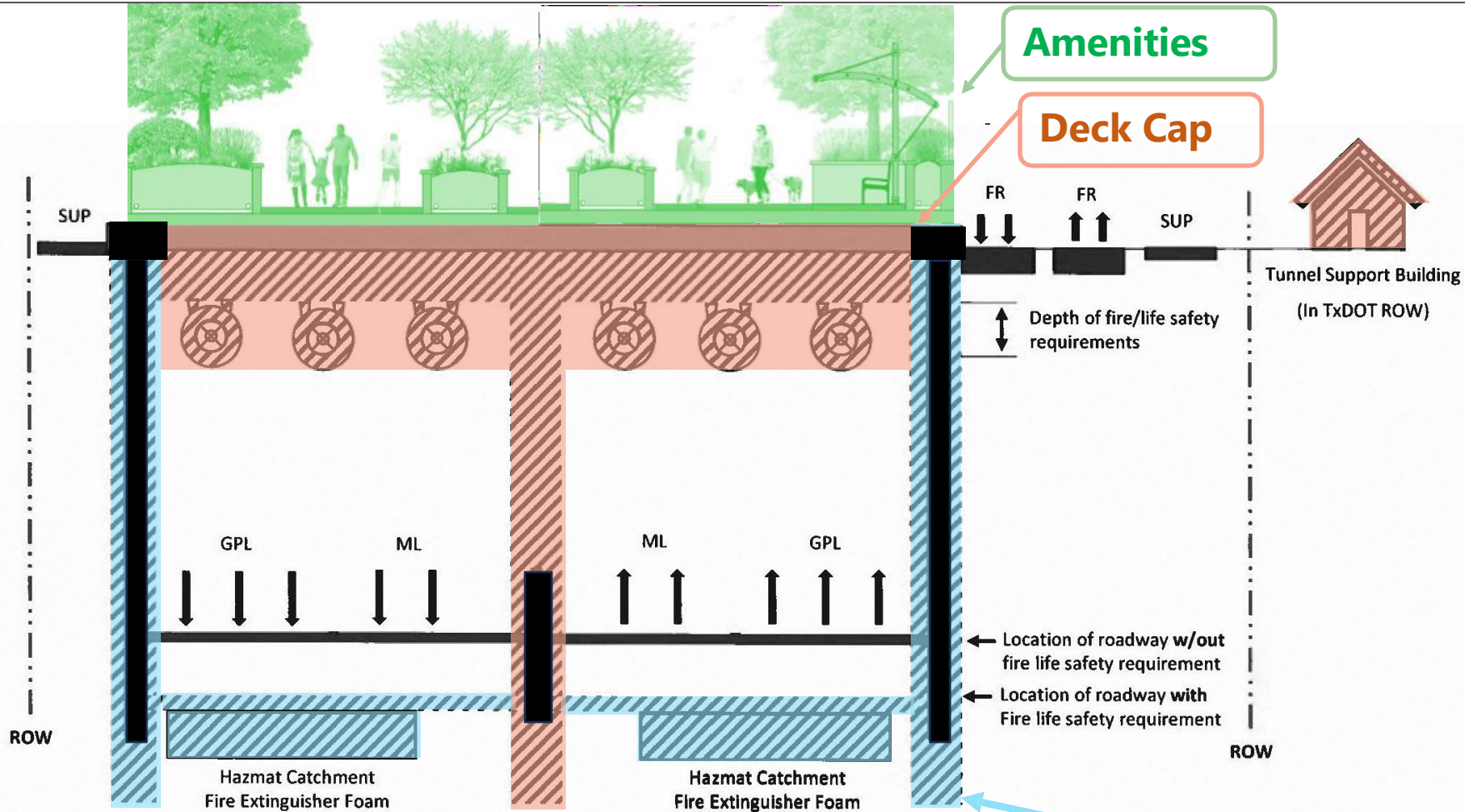


1. Total cost savings in 800' cap reflect reduced square footage, elimination of mechanical vent fans and their connections, and changes to necessary ancillary facilities.
2. Cost per acre in 800' cap is greater because expenses are spread over less square footage.

	Full Cap (1,050')	800'-Long Cap <sup>1</sup>	Difference
Total Acres	5.4	3.95	-1.45
Phase 1 Roadway Elements	\$40M	\$29M	-\$11M
Phase 2 Decks and Tunnel Elements	\$131M	\$101M	-\$30M
Phase 3 Min. Amenities (Grass and Trees Only)	\$54M	\$38M	\$16M
Total Cost (Roadway + Decks + Min. Amenities)	\$225M	\$168M	-\$57M

# PROJECT OVERVIEW

## Components



- COA-Funded Roadway Elements – Phase 1
- COA-Funded Deck Structures – Phase 2
- COA-Funded Amenities - - Phase 3-5

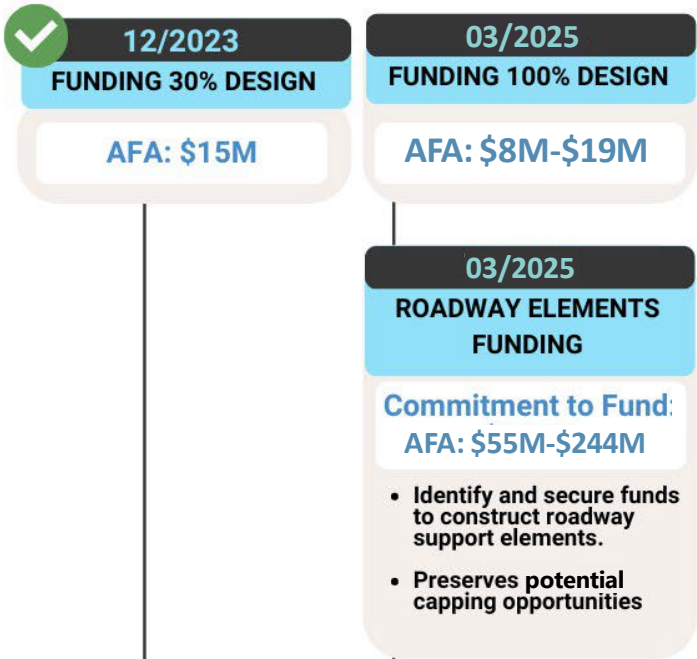
***Roadway Elements preserve the opportunity to build Caps and Amenities in the future.***



# FUNDING AND PHASING

## FUNDING MILESTONES

### ROADWAY STRUCTURES FUNDING



### CAP DECK FUNDING OPTIONS



\*AFA= Advanced Funding Agreement

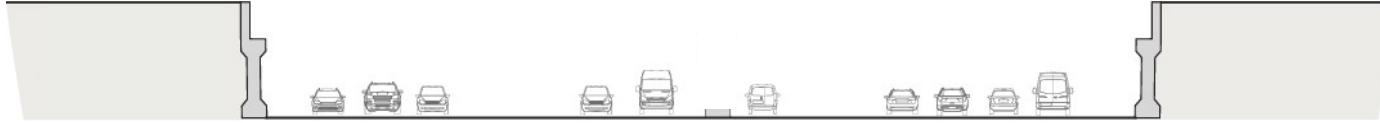
# FUNDING AND PHASING

## Project Implementation Phases



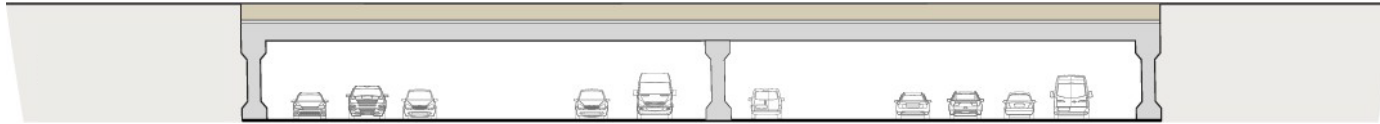
### Phase 1: Roadway Elements

Commitment required by Mar. 2025  
Payment due Mid-2026

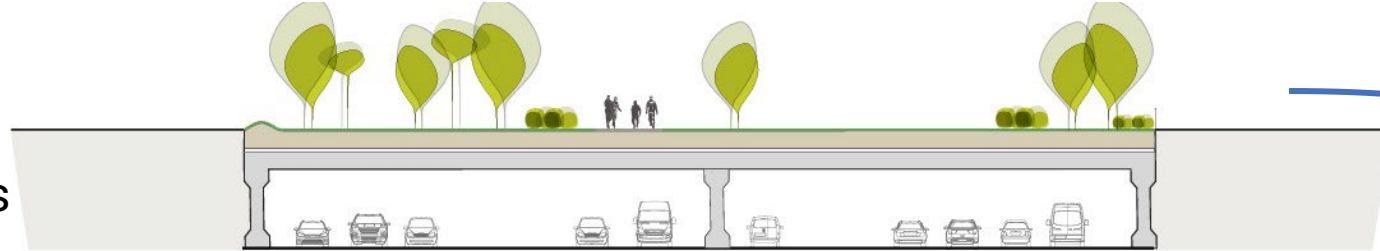


### Phase 2: Deck Structures

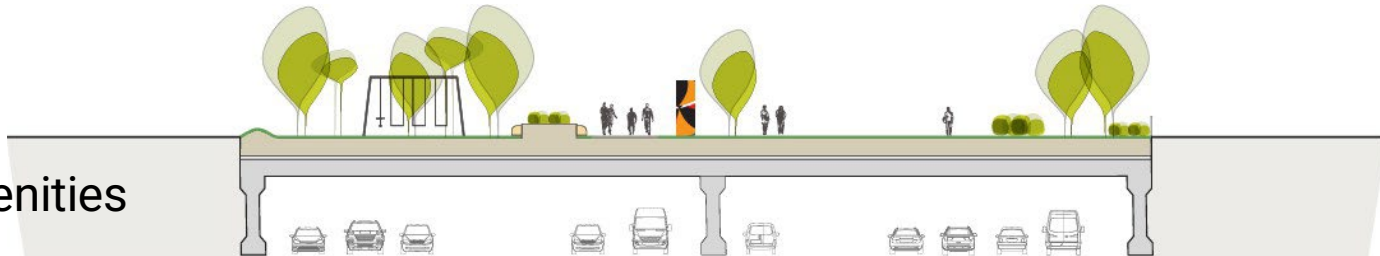
Required by 2032 TxDOT contractor extension deadline



### Phase 3: Minimum Amenities



### Phase 4: Full Landscape Amenities



### Phase 5: 1-2 Story Building Amenities



*Amenities may be constructed in one or multiple phases starting in 2031, as funding is available through partnerships*



# FUNDING AND PHASING – Examples from other Cities

Private Funding For Amenities – Essential Component of Funding Stack



Park	Location	Amount Donated	Donor Name	Acres
Southern Gateway Deck Park (Halperin Park)	Dallas	\$28M	Southern Gateway Public Green Foundation	5.5
Klyde Warren Park	Dallas	\$50M	Woodall Rodgers Park Foundation	5
Rose Kennedy Greenway	Boston	60% of park operations	various	11
The High Line	New York	\$30M	Friends of the High line	6.7
Gathering Place River Front Park	Tulsa	\$200M	The George Kaiser Family Foundation	66.5



UPDATED COST ESTIMATES		STRUCTURES					AMENITIES			CONSTRUCTION TOTAL (STRUCTURES + AMENITIES)	ONGOING O&M (Est.)				
		PHASE 1 ROADWAY ELEMENTS (REQUIRED BY MAR. 2025)		PHASE 2 DECKS AND TUNNEL ELEMENTS (REQUIRED BY 2032)		STRUCTURES TOTAL	PHASE 3 MINIMUM AMENITIES	PHASE 4 FULL LANDSCAPE AMENITIES	PHASE 5 BUILDINGS		ANNUAL STRUCTURE O&M	ANNUAL AMENITIES O&M			
		Schem. Cost Estimates (\$M)	New Cost Estimates (\$M)	Schem. Cost Estimates (\$M)	New Cost Estimates (\$M)		New Cost Total Estimates (\$M)	Costs (\$M)	Costs (\$M)				Costs (\$M)	Costs (\$M)	Costs (\$M)
		Holly Stitch	0.96	\$9	\$5	NA	\$9	\$14	\$8		\$4	\$0	\$26	\$1	\$1
		CC Stitch	0.27	\$5	\$2	NA	\$5	\$7	\$3		\$2	\$0	\$12	\$0	\$0
		CC-4th	5.37	\$30	\$40	\$69	\$131	\$172	\$54		\$33	\$14	\$272	\$3	\$7
		4th-7th	3.28	\$26	\$29	\$49	\$60	\$89	\$27		\$10	\$40	\$166	\$3	\$5
		11-12th	2.17	\$15	\$9	\$28	\$53	\$61	\$21		\$8	\$32	\$123	\$1	\$3
		38th-41st	5.21	\$37	\$65	\$70	\$115	\$180	\$38		\$7	\$36	\$261	\$3	\$7
		41st-Red Line	4.76	\$33	\$60	\$65	\$113	\$172	\$55		\$12	\$50	\$290	\$2	\$6
Red Line - Airport	4.24	\$19	\$55	\$37	\$127	\$182	\$29	\$15	\$0	\$226	\$1	\$4			
<b>Total Acres</b>	<b>26.6</b>														
<b>Design Fees</b>		\$19	\$19	Covered in Phase I fee		\$19	Covered above			\$19					
<b>Total</b>		\$193	\$284	\$318	\$613	\$898	\$235	\$91	\$172	\$1,395	\$14	\$33			

Disclaimer: Cost estimates will change as project engineering progresses.

Disclaimer: Phase 3-5 (Amenities) will be funded as partnerships are identified.



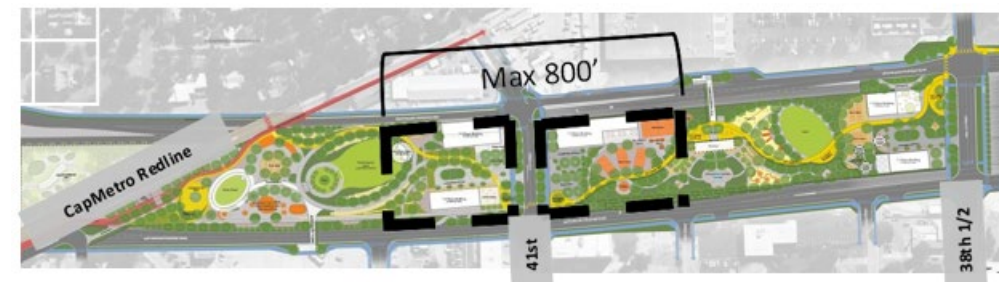
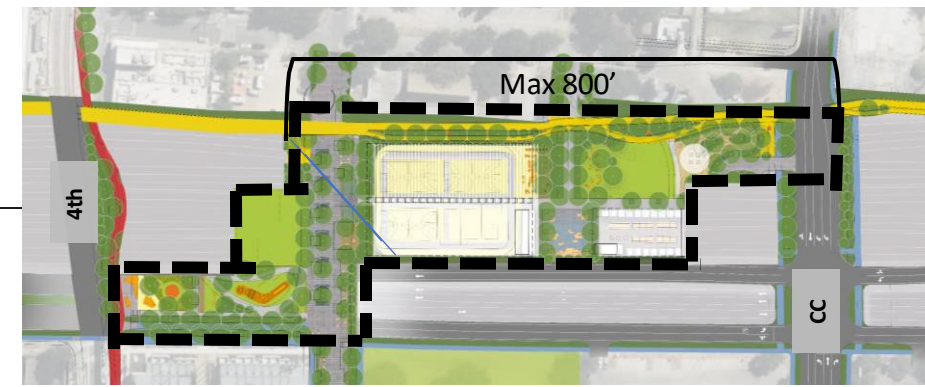
# Staff Recommendation - SCENARIO 3

## Three 800' Downtown Caps + One 800' Northern Cap

		PHASE 1 ROADWAY ELEMENTS (COMMITMENT REQUIRED BY MAR. 2025)	PHASE 2 DECKS AND TUNNEL ELEMENTS (DEC 2025-2032+)	PHASE 3 MINIMUM AMENITIES (TREES/GRASS ONLY) (2031+)	
	Acres	Cost Estimates (\$M)	Cost Estimates (\$M)	Cost Estimates (\$M)	TOTAL (\$M)
CC-4th (800')	3.95	\$29	\$101	\$38	\$168
4th-7th (800')	2.24	\$17	\$53	\$18	\$88
11-12th	2.17	\$9	\$53	\$21	\$83
Northern Cap (800')	4.12	\$44	\$71	\$42	\$157
Complete Design		\$10	Included in Ph 1 fee	Included above	\$10
<b>Total</b>	<b>12.5</b>	<b>\$109</b>	<b>\$278</b>	<b>\$119</b>	<b>\$506</b>

NAE Federal Grant* CC-4th	\$29	\$76	-	\$105
SIB Loan	\$41	-	-	\$41
<b>Total Remaining Need</b>	<b>\$39</b>	<b>\$202</b>	<b>\$119</b>	<b>\$360</b>

\*Federal grant requires a \$45M local match which may include SIB funds



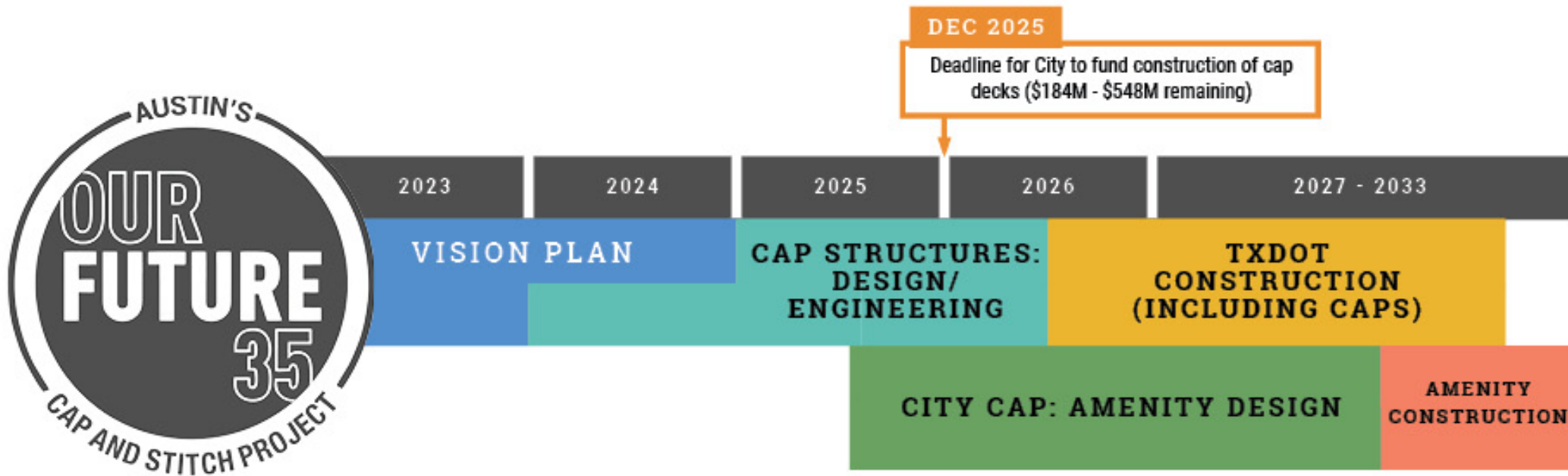
SCENARIOS	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4	SCENARIO 5	SCENARIO 6	Full Vision Plan
<p><i>All include Cesar Chavez-4th due to grant funding</i></p> <p>*Design fees are approximate pending verification from TxDOT</p>	<p><b>2 Downtown Caps</b> (full size)</p> <ul style="list-style-type: none"> <li>C. Chavez – 4th</li> <li>11th/12th</li> </ul>	<p><b>3 Downtown Caps</b> (full size)</p> <ul style="list-style-type: none"> <li>C. Chavez -4th</li> <li>4th -7th</li> <li>11th/12th</li> </ul>	<p><b>3 Downtown Caps</b> (800') + <b>1 Northern Cap</b> (800')</p> <ul style="list-style-type: none"> <li>C. Chavez-4th (800')</li> <li>4th -7th (800')</li> <li>11th/12th</li> <li>1 Northern Cap (800')</li> </ul>	<p><b>2 Downtown Caps</b> (full size) + <b>1 Northern Cap</b> (full size)</p> <ul style="list-style-type: none"> <li>C. Chavez-4th</li> <li>11th/12th</li> <li>1 Northern Cap</li> </ul>	<p><b>3 Downtown Caps</b> (full size) + <b>1 Northern Cap</b> (800')</p> <ul style="list-style-type: none"> <li>C. Chavez-4th</li> <li>4th -7th</li> <li>11th/12th</li> <li>1 Northern Cap (800')</li> </ul>	<p><b>3 Downtown Caps</b> (full size) + <b>2 Northern Cap</b> (full size)</p> <ul style="list-style-type: none"> <li>C. Chavez-4th</li> <li>4th -7th</li> <li>11th/12th</li> <li>2 Northern Caps (full size)</li> </ul>	<p>(all caps and stitches, full size)</p>
Phase 1. Roadway Elements (Mar. 2025)	\$49M+ \$6M* Design = <b>\$55M</b>	\$78M + \$8M* Design = <b>\$86M</b>	\$99M + \$10M* Design = <b>\$109M</b>	\$114M+ \$10M* Design = <b>\$124M</b>	\$122M+ \$11M* Design = <b>\$133M</b>	\$203M+ \$16M* Design = <b>\$219M</b>	\$265M+ \$19M Design = <b>\$284M</b>
<b>Funding Needed</b>	<b>\$0</b>	<b>\$5</b>	<b>\$39</b>	<b>\$43</b>	<b>\$52</b>	<b>\$138</b>	<b>\$203</b>
Phase 2. Future Deck (Dec. 2025 – 2032+)	\$184M	\$244M	\$278M	\$299M	\$315M	\$472M	\$613M
<b>Funding Needed</b>	<b>\$93</b>	<b>\$179</b>	<b>\$202</b>	<b>\$234</b>	<b>\$250</b>	<b>\$407</b>	<b>\$548</b>
Phase 3. Min. Amenities (trees/grass only) (2031+)	\$75M	\$102M	\$119M	\$113M	\$144M	\$195M	\$235M
<b>Funding Needed</b>	<b>\$75</b>	<b>\$102</b>	<b>\$119</b>	<b>\$113</b>	<b>\$144</b>	<b>\$195</b>	<b>\$235</b>
Phase 4-5. Full Landscape Amenities and Buildings (2031+)	\$87M	\$137M	\$150M	\$130M	\$180M	\$242M	\$263M
<b>Funding Needed</b>	<b>\$87</b>	<b>\$137</b>	<b>\$150</b>	<b>\$130</b>	<b>\$180</b>	<b>\$242</b>	<b>\$263</b>
<b>Total</b>	<b>\$401M</b>	<b>\$569M</b>	<b>\$656M</b>	<b>\$666M</b>	<b>\$772M</b>	<b>\$1,128M</b>	<b>\$1,395M</b>
<b>Total Funding Needed</b>	<b>\$255</b>	<b>\$423</b>	<b>\$510</b>	<b>\$520</b>	<b>\$626</b>	<b>\$982</b>	<b>\$1,249</b>



# PROJECT UPDATES



- City Council to choose which capping opportunities to fund moving forward
  - Decision to Fund the 100% Design and Roadway Elements **Postponed**
    - Original Council decision date was 12/12/24 - now scheduled for 3/27/25



- Cesar Chavez – 4<sup>th</sup> St Cap amenity design and construction will be concurrent with the TxDOT Project
  - Funded by USDOT Grant

# OURFUTURE35

Austin's Cap and Stitch Program

[WWW.OURFUTURE35.COM](http://WWW.OURFUTURE35.COM)



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