



Austin Transit Partnership

Austin Light Rail

*Title VI Equity Analysis: Operations and
Maintenance Facility*

Austin, TX
August 21, 2024

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1 Introduction and History

In June 2023, the Light Rail Implementation plan was approved. The Implementation Plan recommends the first phase of light rail to be implemented as on-street light rail from 38th Street on Guadalupe Street to Oltorf Street on S Congress Avenue, and to Yellow Jacket on E Riverside Drive, crossing Lady Bird Lake at Trinity Street (**Figure 1**). The Austin Light Rail Phase 1 Project (Project) will connect the community to key destinations, jobs, and each other. It will also support future transit network expansion, so light rail will continue to serve Austinites as our city grows. With our Implementation Plan in place, Austin Transit Partnership (ATP) is now working to advance the project for federal grant funding and environmental clearance.

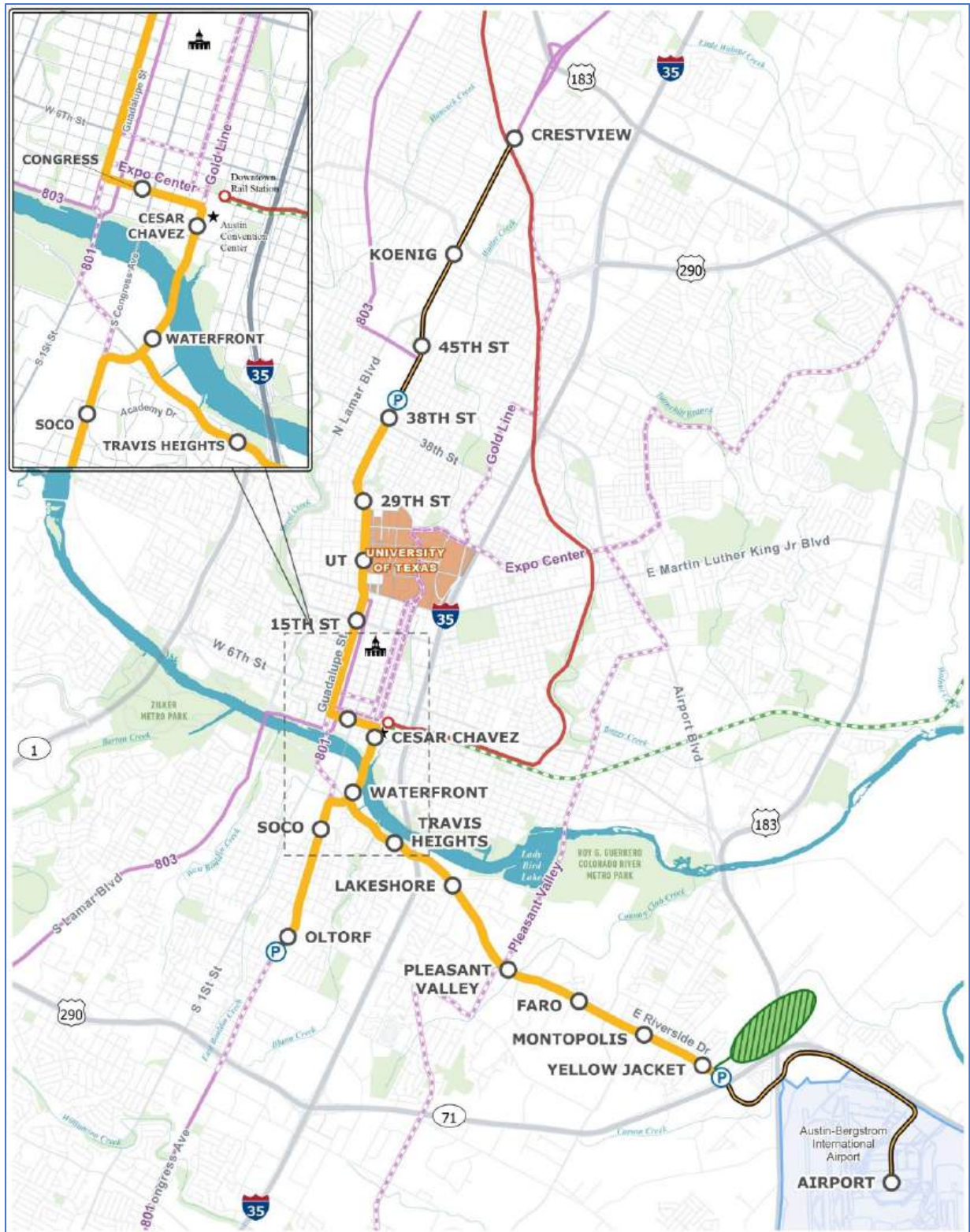
The area proposed to be studied for the Operations and Maintenance Facility (OMF) is located along Airport Commerce Drive near U.S. Route 183 (US 183) and State Highway (SH) 71. A study area, which is larger than the space required for the facilities, will be evaluated through the National Environmental Policy Act (NEPA) process. The study area for the OMF currently contains commercial uses (such as manufacturing) and is zoned to restrict residential use because of its proximity to the airport

Service on the eastern and western branches of the alignment, from the Waterfront Station just south of Lady Bird Lake to the Yellow Jacket station and to the Oltorf station, will provide 10-minute all-day service and 15-minute evening service to nine stations. Service on the northern branch, where the two lines overlap—between the 38th Street station in the north, through Downtown Austin to the Waterfront station in the south—will be a 5-minute all-day headway and 7.5-minute headway in the evenings to six stations. Design options are being evaluated through the NEPA process; therefore, the quantity of stations may change.

The corridor will be connected to Central Texas destinations such as Austin Community College (ACC), University of Texas at Austin (UT), the Texas State Capitol Complex, St. David's Medical Center, the Dell Seton Medical Center, the Austin Convention Center, and the Austin–Bergstrom International Airport (AUS). Service on the eastern branch will include going through the Auditorium Shores and will provide access to St. Edwards University. Park and Ride facilities are planned in three end-of-line locations, at 38th Street, Oltorf, and Yellow Jacket.

When the first phase of light rail was selected in June 2023, two priority extensions were also defined. These extensions would be accelerated if additional funding is identified and include an extension to the east from Yellow Jacket into the Austin-Bergstrom Airport as well as an extension to the north from 38th Street to Crestview.

Figure 1 Austin Light Rail



2 Title VI Compliance

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits programs that receive federal financial assistance from discriminating based on race, color, or national origin. ATP will receive federal funding through a grant from the Federal Transit Administration (FTA), so Title VI will apply to all aspects of the facilities constructed and services provided by ATP.

ATP must also comply with federal regulations and guidance that implement Title VI. This includes Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency (LEP)” and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” It also includes transportation-specific rules. ATP must comply with Department of Transportation civil rights regulations (Title 49 CFR Part 21) and follow FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients.”

This study analyzes and documents the site selection process for the OMF and verifies that the preferred site for the facility was not determined based on race, color, or national origin per requirements established in Title VI and implementing regulations and guidance.

2.1 ATP’s Title VI Policy

ATP is committed to ensuring that no person is excluded from participation in or denied the benefits of its services based on race, color, or national origin as protected by Title VI. ATP’s Title VI Non-Discrimination Policy and complaint process are available on the internet at: [Diversity, Equity and Inclusion - Austin Transit Partnership \(atptx.org\)](https://www.atptx.org/diversity-equity-and-inclusion)

2.2 Title VI Requirements for Determining a Site of Facility

The Department of Transportation’s regulations that implement Title VI address site determinations and prohibit selecting sites “...with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose of effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.” 49 CFR § 21.5(b)(3). The regulations also provide that, “[t]he location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color or national origin.” Appendix C to Part 21, section (a)(3)(iv).

Per the guidance in the FTA Circular C 4702.1B, ATP must conduct a Title VI equity analysis to demonstrate that the OMF site is selected without regard to race, color, or national origin. The equity analysis must:

- Include outreach to persons potentially impacted by the siting of the facility;
- Compare impacts of various siting alternatives;
- Determine if cumulative adverse impacts might result due to the presence of other facilities with similar impacts in the area; and
- Occur before the selection of the preferred site.

3 Site Selection Process

3.1 Site Selection Background and Approach

As light rail design advanced, the projected increase in estimated project construction, operation, and maintenance costs triggered a reevaluation. In July 2022, planning efforts on an initial combined maintenance facility (CMF) site for light rail and bus operations, were suspended in order to evaluate viable project scenarios that are affordable, constructable, continue to address the purpose and need for the project, and are responsive to the commitment to provide quality and reliable high-capacity transit to the Austin community.

In September 2022, ATP initiated a Maintenance Facility Technical Focus Team (TFT) to study sites for a smaller OMF dedicated to light rail operations only in alternate locations, anticipating that the facility would be adjacent to the Project alignment.

An evaluation to identify possible locations for the OMF was performed based on a first tier of selection criteria that considered the sites close to the light rail, a minimum of 40 acres in size, and a mostly flat site.

The potential locations were also considered utilizing a second tier of additional criteria that included compatibility with surrounding land uses, avoids residential displacements, minimizes impacts to properties and businesses, development status, would accommodate future expansion opportunities (if feasible), avoids or minimizes environmental impacts, and cost (property + cost to build).

This resulted in 21 potential areas to locate the OMF that could meet minimum criteria requirements. The options were evaluated and narrowed down to nine locations that best met the criteria, such as compatible use with adjacent properties, proximity to the light rail alignment, site development challenges, and so forth. Locations for the OMF were then further narrowed down to those with the limits of the Project alignment options presented for community feedback in spring 2023. The North Lamar Transit Center and Airport Commerce areas were the two final locations considered. The adoption of the Project alignment led to the location in the vicinity of the Airport Commerce Drive to be recommended for continuing study as part of the NEPA process.

Appendix C, Austin Light Rail: Community Engagement Report, summarizes the public input process and information collected pertaining to ATP's analysis of options for phasing and implementation of light rail, including public input regarding potential OMF locations.

3.2 Identification of Candidate Sites

To identify viable OMF candidate sites, the TFT first established assumptions for OMF capacity to test against possible site options. It was determined that the assumed OMF capacity should provide support for a fleet of 40 light rail vehicles (LRVs) (130 feet in length) for the Project service. The TFT then identified potential sites for review based on site size and site proximity to the possible Project system. Preliminary site criteria included the following:

- Can the site be obtained?
- Is the property cost within the allocated budget?

- Is the site area workable? (size and geometry to accommodate project)
- Does the site support constructability? (adjacent land uses, constraints, slopes, etc.)
- Are the site environmental features manageable? (floodplain, City of Austin designated Critical Water Quality Zone (CWQZ) or Critical Environmental Feature (CEF), tree impact, etc.)
- Risks (general risks associated with a site including community impact considerations)

It is important to note that the Project end points were not known while the TFT was identifying and evaluating potential OMF sites, as the extents of the light rail alignment were being concurrently studied. As such, the goal of TFT was to identify viable possibilities for a maintenance facility in areas likely to be adjacent to an LRT alignment but knowing that some possible maintenance facility locations would not be viable once the Project implementation plan was approved.

At the conclusion of the site identification process, the TFT determined, based on the defined criteria, to either further study a site or eliminate it from consideration. For the 21 sites that were selected for study, an initial site evaluation process was undertaken.

3.3 Preliminary Site Evaluation Process

The purpose of the preliminary evaluation was to determine the operational and functional viability, including community impact considerations, of the remaining sites. The preliminary site evaluation included the evaluation of the following attributes:

- Compatible use with adjacent properties
- Minimizing impacts to properties and businesses
- Development status
- Environmental factors (drainage, wetlands, springs, etc.)
- Proximity to future light rail corridor
- Available acreage
- Mostly flat site
- Future expansion opportunities (if feasible)
- Cost (property, site specific costs, etc.)

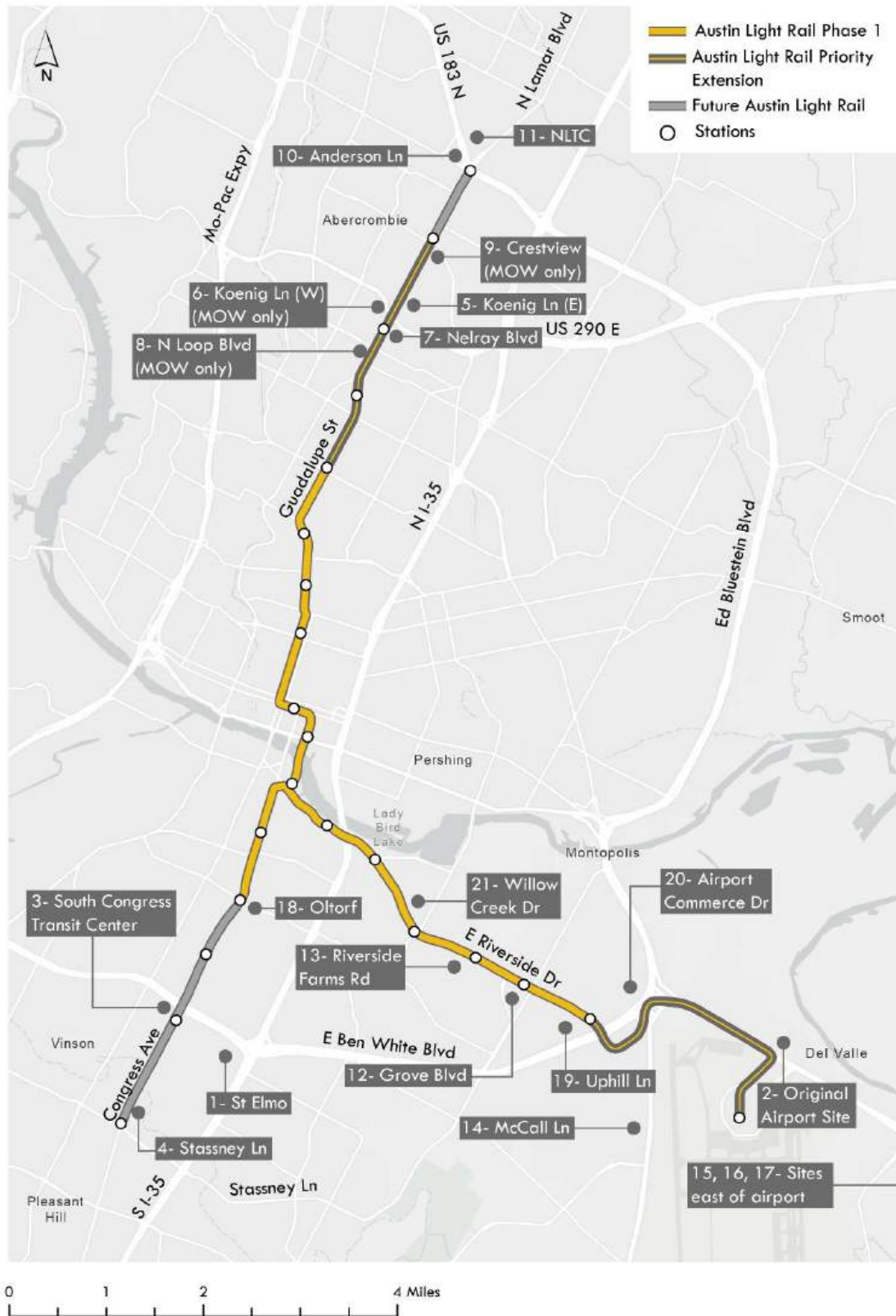
Preliminary site evaluations were developed as listed below and depicted in **Figure 2**:

1. St Elmo
2. Original airport (AUS) site
3. South Congress Transit Center (SCTC)
4. Stassney Lane (at S Congress Avenue)
5. Koenig Lane (W)

6. Koenig Lane (E)
7. Nelray Boulevard (at N Lamar south of Koenig Lane)
8. North Loop Boulevard.
9. Crestview site (Camion Street near Williams Street adjacent to North Lamar Boulevard.)
10. Anderson Lane
11. North Lamar Transit Center (NLTC) site
12. Grove Boulevard site (at Riverside Drive)
13. Riverside Farms Road site (south of Riverside Drive)
14. McCall Lane site (“AUS area south of SH 71”)
15. Site east of the Airport
16. Site east of the Airport
17. Site east of the Airport
18. Oltorf site (Oltorf Street and S Congress Avenue)
19. Uphill Lane
20. Airport Commerce Drive site (north of SH 71 near US 183)
21. Willow Creek Drive site

Upon completion of the TFT’s preliminary site evaluation process, nine candidate sites were eliminated from further consideration, reducing the total number of candidates to evaluate to 12, including two Maintenance of Way (MOW)-only sites. After the preliminary site evaluation was completed, the Airport Commerce Drive site study area was expanded to include parcels on the west side of Old Bastrop Highway, north of SH 71. The expanded Airport Commerce Drive site study area is depicted in **Figure 3**.

Figure 2 Preliminary OMF site candidates



3.4 Advanced Site Evaluation Process

An advanced site evaluation process, which included the development of an initial rough order of magnitude (ROM) cost estimate for each site was conducted on the 12 remaining OMF site candidates (listed below).

1. NLTC
2. Willow Creek Drive
3. St, Elmo (gas pipeline relocation option)
4. Original airport site (aka "AUS")
5. Oltorf Street
6. McCall Lane
7. SCTC
8. Airport Commerce Drive
9. Nelray Boulevard
10. Uphill Lane
11. N Loop Boulevard (MOW only facility)
12. Crestview (MOW only facility)

During the advanced site evaluation process, development of the conceptual site layouts (test fits) were evaluated. Site No. 10 (Uphill Lane) was eliminated from further consideration and the parcels on the west side of Old Bastrop Highway, north of SH 71, were added to the Airport Commerce Drive site study area. Site No. 10 (Uphill Lane) is not included in the evaluation summarized in the following sections of this report.

3.5 Sites Included in Title VI Evaluation

The work by the TFT concluded that nine OMF sites and two MOW-only facility sites advance as possible locations for facilities to support the Project. As such, the sites listed below and depicted in **Figure 3** were evaluated for potential Title VI impacts to ensure the facility site was selected without regard to race, color, or national origin.

1. NLTC
2. Willow Creek Drive
3. St Elmo
4. Original airport site
5. Oltorf Street
6. McCall Lane
7. SCTC
8. Airport Commerce Drive

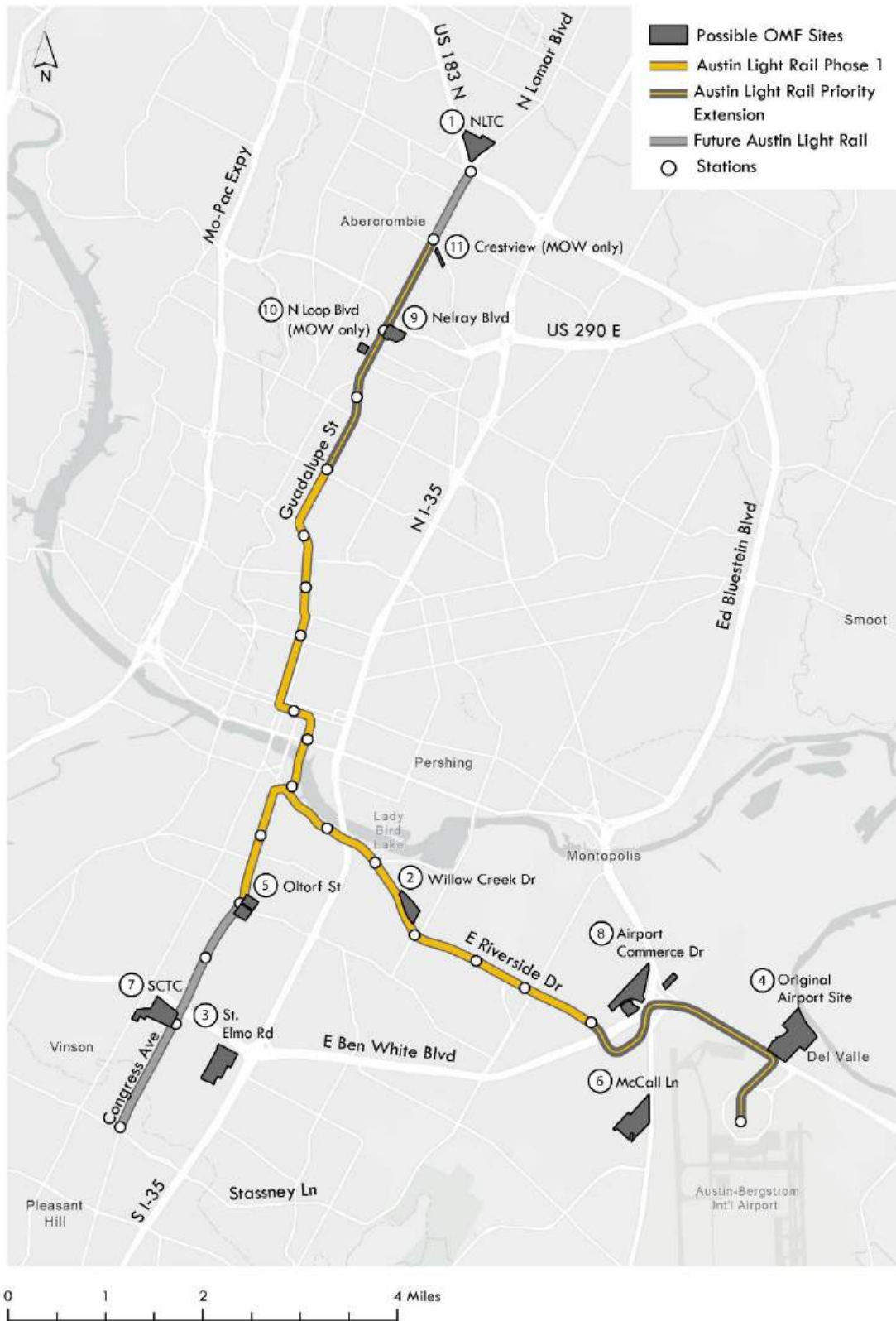
9. Nelray Boulevard

MOW only sites:

10. N Loop Boulevard

11. Crestview

Figure 3 OMF candidate sites included in Title VI evaluation



4 Benefits and Burdens Analysis

As the final corridor alignments for the light rail system were narrowed from a larger set of concepts to the approved Project alignment, only three of the 11 OMF sites under evaluation were determined to be within close proximity to the Project system that was defined in the Austin Light Rail Implementation Plan approved in June 2023. These sites included Willow Creek Drive, Oltorf Street, and Airport Commerce Drive (**Figure 4**). Close proximity to the LRT alignment is a key element in determining the viability of a site because locations not within close proximity may result in the following negative impacts:

- Increased capital costs;
- Increased operations and maintenance costs; and
- Impacts (e.g., noise, vibration, traffic, etc.) to areas that don't benefit from having direct access to the LRT service.

Regardless of proximity to the Project, all 11 remaining OMF candidate sites were reviewed to determine if acquisition and use of a site would result in equity impacts that could not be mitigated, and whether the site selection would result in disparate treatment on the basis of race, color, or national origin.

To identify potential impacts that may be adverse to the community, ATP staff reviewed the benefits and burdens associated with locating an OMF at the 11 potential sites identified by the TFT. The evaluation identified that all sites have a combination of positive (benefit) and negative (burden) features. Examples of benefits include large site size, land-use compatibility, and proximity to potential LRT alignments. Examples of burdens include the displacement of businesses, direct encroachment on residential land uses, and physical constraints. The benefits and burdens associated with each site are documented in **Table 1**.

In addition to the comparison of benefits and burdens outlined in this section of the report, all 11 potential OMF sites are further evaluated in Section 0 to determine if any of the identified burdens would result in equity impacts that cannot be mitigated, and whether the site selection would result in disparate treatment on the basis of race, color, or national origin.

It is important to note that the MOW only sites cannot support full LRT operations. Acquisition of an MOW-only site would only be necessary if a selected OMF site did not have the capacity to incorporate MOW functions.

Figure 4 OMF candidate sites with adjacency to the selected Austin Light Rail Phase 1 Alignment

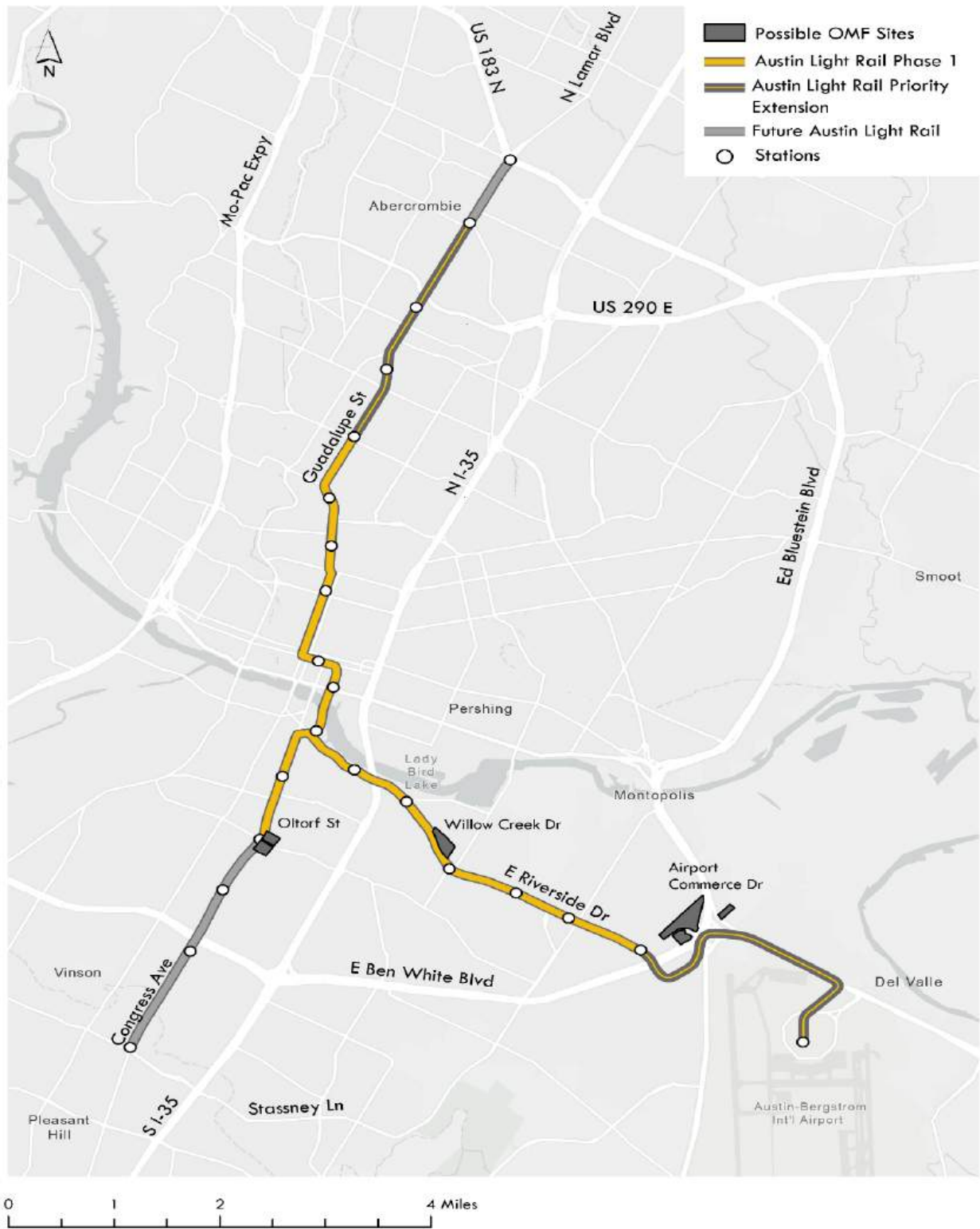


Table 1 OMF site evaluation benefits and burdens

Site	Benefits/Positive Features	Burdens/Negative Features
1 – NLTC	<ul style="list-style-type: none"> • Revenue line is at-grade at W. Powell Ln. and would allow track to cross onto site at-grade • May be able to place MOW along Powell Ln. • One parcel is already owned by CapMetro 	<ul style="list-style-type: none"> • TXDOT right-of-way adjacent to the site • Some impacts to current operations of NLTC • Adjacent to single-family housing • Estimated 70 business relocations, including 378 mini-storage units • Approximately 3.8 track miles from the Project end-of-line station at 38th St.
2 – Willow Creek Dr.	<ul style="list-style-type: none"> • Directly adjacent to potential light rail alignments • Location provides opportunity for transit-oriented development (TOD) discussion to maximize land use potential 	<ul style="list-style-type: none"> • Constrained site based on density of surrounding development. Size does not support MOW facility or future expansion • Adjacent to multi-family housing • Estimated 35 businesses need to be relocated • Site is zoned East Riverside Corridor District, which may conflict with community plans and result in a longer/more difficult zoning case • Significant floodplain impacts on site limits usable area to accommodate maintenance and operations of fleet size required
3 – St Elmo	<ul style="list-style-type: none"> • Large site accommodates all operational requirements • Can accommodate future needs • Compatible land use; Industrial 	<ul style="list-style-type: none"> • Bergstrom Spur Urban Trail project would need to be redesigned to accommodate OMF on site. Potential risk to trail project’s design, schedule, and funding • Natural gas transmission lines cross site; limits site’s usable area • Potential neighborhood opposition by residential neighborhood and new development adjacent to the southern portion of the site

Site	Benefits/Positive Features	Burdens/Negative Features
		<ul style="list-style-type: none"> • Estimated 20 property acquisitions (no residences) • Estimated 59 business relocations, including 415 mini-storage units • Approximately 2.0 track miles from the Project end-of-line station at Oltorf St.
4 – Original Airport Site	<ul style="list-style-type: none"> • Large site has room for future fleet expansion • Relatively minor impacts to existing traffic patterns • Mostly vacant land; minimal demolition of existing structures 	<ul style="list-style-type: none"> • Imported fill to level site adds costs • No opportunity to expand maintenance building • Significant environmental features required to be addressed such as erosion hazards, slope stabilization, heritage trees, and creek/wetland buffers • Requires zoning change • Estimated 7 businesses need to be relocated, including 378 mini-storage units • Concerns about flight path/building height impacts • Potential conflict with SH 71 relocation as shown in current AUS 2040 master plan • Approximately 2.5 track miles from the Project end-of-line station at Yellow Jacket Rd.
5 – Oltorf St.	<ul style="list-style-type: none"> • Directly adjacent to light rail alignments (no lead track required); good location in regard to overall LRT system • Maintenance facility is a permitted use per site zoning 	<ul style="list-style-type: none"> • Constrained site based on density of surrounding development. Size does not support future expansion • Adjacent to single-family and multi-family residential • Requires trains to cross Oltorf St. using traffic gates/signals; may result in traffic impacts • Requires aerial structure over Oltorf St. for employee pedestrian circulation

Site	Benefits/Positive Features	Burdens/Negative Features
		<ul style="list-style-type: none"> • North parcel is under contract with new owner intending redevelopment • Estimated 23 businesses need to be relocated
6 – McCall Ln.	<ul style="list-style-type: none"> • Greenfield; no existing business relocations required • Large site accommodates all functional requirements • One owner, vacant land • Property is located in airport overlay district 	<ul style="list-style-type: none"> • Approximately 180 foot of parcel frontage not buildable to accommodate future Hwy 183 expansion • Non-revenue track must be aerial across floodplain zone along Hwy 183 • Existing utility easements limit full use of site • Located adjacent to single-family residential, VA Hospital, and AUS fuel farm • Site permit application for commercial office development has been submitted for review to City of Austin • Approximately 1.6 track miles from the Project end-of-line station at Yellow Jacket Rd.
7 – SCTC	<ul style="list-style-type: none"> • If mainline is at-grade, LRT lead track and access to site would also be at-grade reducing costs • Potential for building structure above storage tracks facing Congress Ave. 	<ul style="list-style-type: none"> • Bergstrom Spur Urban Trail project would need to be redesigned to accommodate OMF on site. Potential risk to trail project’s design, schedule, and funding • Requires portion of Radam Ln to be vacated and rerouted • Narrow site with unique geometry limits functionality and expandability • Adjacent to Single-family and multi-family residential • Estimated 21 businesses need to be relocated • Approximately 1.5 track miles from the Project 1 end-of-line station at Oltorf St.
8 – Airport Commerce Dr. (expanded study area)	<ul style="list-style-type: none"> • Minimal traffic operations impacts anticipated; on-street 	<ul style="list-style-type: none"> • Lead track assumed on Airport Commerce Dr.

Site	Benefits/Positive Features	Burdens/Negative Features
	<p>traffic patterns near site would be similar to existing warehouse uses</p> <ul style="list-style-type: none"> • Operationally a good site; within close distance to the Project end-of-line station at Yellow Jacket Rd. (approximately 0.3 miles) • Relatively flat site reduces infill and grading costs • No displacement of residential uses 	<ul style="list-style-type: none"> • Requires additional light rail roadway crossing at Riverside Dr. and Airport Commerce Dr. • Adjacent to single-family residential and hotels • Estimated 17 businesses need to be relocated (including Old Bastrop Hwy. parcels) • Floodplain and drainage easement on site • Southeast parcel of site is currently undeveloped and has an approved site plan for an affordable housing multi-family development
<p>9 – Nelray Blvd.</p>	<ul style="list-style-type: none"> • No LRT lead track required to connect to priority extension to Crestview • Only three tracts of property to acquire 	<ul style="list-style-type: none"> • Constrained site based on density of surrounding development. Size does not support on-site MOW facility or future expansion • LRV access/egress to LRT main line may impact operations until priority extension to Crestview is constructed • Adjacent to single-family and multi-family residential • Displaces churches, non-profits, and local small businesses • Estimated 97 businesses need to be relocated • Requires demolition of multiple existing structures • Approximately 1.6 track miles from the Project end-of-line station at 38th St.
<p>10 – N Loop Blvd. (MOW Only)</p>	<ul style="list-style-type: none"> • May have potential to re-use existing buildings • Single property owner • Site is relatively flat 	<ul style="list-style-type: none"> • No lead track connection; rail-bound equipment cannot be located here • If MOW is on a separate site from OMF, there may be impacts to light rail operations emergency response

Site	Benefits/Positive Features	Burdens/Negative Features
		<ul style="list-style-type: none"> • Adjacent to single-family and multi-family residential • Business relocation could be very complicated and expensive • Estimated one business needs to be relocated • Not near potential LRT alignments
11 – Crestview (MOW Only)	<ul style="list-style-type: none"> • May have potential to re-use existing buildings • Businesses appear to be vacating as the land is purchased 	<ul style="list-style-type: none"> • No lead track connection; rail bound equipment cannot be located here • Site shape limits efficiency of MOW operations • If MOW is on a separate site from OMF, there may be impacts to light rail operations emergency response • Zoned “TOD-NP” and may require zoning change • Adjacent to single-family residential • Estimated nine businesses need to be relocated • Not near potential LRT alignments

5 Equity Analysis and Cumulative Impacts

This section provides a comparison and analysis of the demographic characteristics of the potential OMF sites considered for the LRT Phase 1 system alignment options. As previously stated, the purpose of this analysis is to ensure that the location of the OMF, which will require land acquisition, does not displace persons from their residences and businesses on the basis of race, color or national origin, nor result in cumulative adverse impacts due to the presence of other facilities with similar impacts in the area.

5.1 Equity Demographics Analysis

5.1.1 Equity Analysis Methodology

Geographic Information System (GIS) software was utilized to isolate relevant data for each potential OMF site and for Travis County as a whole. All data were derived from the United States Census 2021 American Community Survey (ACS) 5-Year Estimate data tables. Total population and minority population data were derived from ACS table B02001 and are presented in **Table 2**. Poverty status, income, and limited English proficiency data were derived from ACS tables C17002, B19013, C16002 and are summarized in **Table 3**. Information regarding margin of error (MOE) associated with the ACS data is provided in **Table 4**. To isolate data for each respective site, the GIS tool was applied to produce a one-half mile (0.5 miles) buffer around the border of each respective site. Data were proportioned based on each respective block group’s percentage of area that fell within a site buffer. The data for **Table 2** and **Table 3** are presented visually in Appendix A – Minority Population Maps and Appendix B – Low-income Population Maps, respectively.

Table 2 Demographic data – minority population

Site	Total Population	Non-Minority Population	Minority Population	Percentage Minority
1 – NLTC	10,150	5,358	4,792	47
2 – Willow Creek Dr.	12,701	7,300	5,401	43
3 – St Elmo	3,819	2,531	1,288	34
4 – Original Airport Site	489	212	277	57
5 – Oltorf St.	6,908	5,219	1,689	24
6 – McCall Ln.	2,398	1,001	1,396	58
7 – SCTC	7,656	5,946	1,710	22
8 – Airport Commerce Dr. (expanded study area)	4,483	2,548	1,934	43
9 – Nelray Blvd.	7,285	5,271	2,014	28
10 – N Loop Blvd.(MOW Only)	7,061	5,269	1,791	25
11 – Crestview (MOW Only)	4,847	3,470	1,376	28
Travis County	1,267,795	838,840	428,955	34

Source: ACS 2021 5 Year Estimates Table ID B02001

¹ All data is within ½-mile buffer around site

Table 3 Demographic data – low-income population

Site	Population Below Poverty Line	Percentage Below Poverty Line	Median Income (Households)	Household Limited English Proficiency (Percentage)
1 – NLTC	2,985	29	\$56,088	20
2 – Willow Creek Dr.	2,668	21	\$63,065	12
3 – St Elmo	627	16	\$57,208	4
4 – Original Airport Site	85	17	\$62,398	6
5 – Oltorf St.	784	13	\$83,385	10
6 – McCall Ln.	29	1	\$94,398	6
7 – SCTC	1,214	16	\$70,665	3
8 – Airport Commerce Dr. (expanded study area)	866	20	\$58,803	14
9 – Nelray Blvd.	456	6	\$78,772	3
10 – N Loop Blvd. (MOW Only)	612	10	\$80,276	3
11 – Crestview (MOW Only)	503	10	\$75,913	2
Travis County	139,464	11	\$95,888	5

Source: ACS 2021 5 Year Estimates Table ID B02001

1 All data is within ½-mile buffer around site

Table 4 ACS 2020 – Margin of error by block group

Site	Census Tract	Block Group	Total Population	Total Margin of Error	Percent Margin of Error
1 – NLTC	15.04	1	2,738	482	18
1 – NLTC	400	2	1,514	470	31
1 – NLTC	400	3	1,037	412	40
1 – NLTC	400	4	1,926	624	32
1 – NLTC	401	1	1,996	1,062	53
1 – NLTC	401	2	1,238	393	32
1 – NLTC	401	3	1,389	547	39
1 – NLTC	405	2	1,888	934	49
1 – NLTC	432	2	1,026	540	53
1 – NLTC	432	3	1,255	376	30
2 – Willow Creek Dr.	10	4	497	207	42

Site	Census Tract	Block Group	Total Population	Total Margin of Error	Percent Margin of Error
2 – Willow Creek Dr.	10	5	488	168	34
2 – Willow Creek Dr.	14.03	1	864	249	29
2 – Willow Creek Dr.	14.03	2	766	377	49
2 – Willow Creek Dr.	23.04	1	1,204	273	23
2 – Willow Creek Dr.	23.04	3	1,757	368	21
2 – Willow Creek Dr.	23.14	1	193	134	69
2 – Willow Creek Dr.	23.14	2	768	357	46
2 – Willow Creek Dr.	23.14	3	2,429	871	36
2 – Willow Creek Dr.	23.14	4	1,670	541	32
2 – Willow Creek Dr.	23.15	1	1,183	295	25
2 – Willow Creek Dr.	23.15	2	1,611	516	32
2 – Willow Creek Dr.	23.16	1	1,489	481	32
2 – Willow Creek Dr.	23.16	2	1,562	376	24
2 – Willow Creek Dr.	23.16	3	1,170	338	29
2 – Willow Creek Dr.	23.24	1	604	440	73
2 – Willow Creek Dr.	23.24	2	272	238	88
2 – Willow Creek Dr.	23.24	3	371	338	91
2 – Willow Creek Dr.	23.25	4	1,399	635	45
2 – Willow Creek Dr.	23.26	1	1,057	283	27
2 – Willow Creek Dr.	23.27	2	4,708	967	21
3 – St Elmo	20.03	2	2,136	365	17
3 – St Elmo	23.07	2	2,225	503	23
3 – St Elmo	23.22	1	1,784	560	31
3 – St Elmo	23.22	2	458	296	65
3 – St Elmo	24.03	1	1,271	300	24
3 – St Elmo	24.03	2	1,036	261	25
3 – St Elmo	24.11	1	2,082	729	35
3 – St Elmo	24.11	2	2,397	663	28
4 – Original Airport Site	22.16	1	3,280	1,203	37
4 – Original Airport Site	23.10	1	340	165	49

Site	Census Tract	Block Group	Total Population	Total Margin of Error	Percent Margin of Error
4 – Original Airport Site	23.10	2	2,311	549	24
4 – Original Airport Site	9800	1	0	14	0
5 – Oltorf St.	13.07	2	537	134	25
5 – Oltorf St.	13.07	3	3,127	1,413	45
5 – Oltorf St.	13.08	2	541	197	36
5 – Oltorf St.	13.08	3	1,091	296	27
5 – Oltorf St.	13.12	1	1,340	570	43
5 – Oltorf St.	13.12	2	1,698	359	21
5 – Oltorf St.	14.01	1	896	152	17
5 – Oltorf St.	14.02	2	673	191	28
5 – Oltorf St.	14.02	3	752	183	24
5 – Oltorf St.	23.23	1	1,562	376	24
5 – Oltorf St.	23.23	2	1,471	574	39
5 – Oltorf St.	23.23	3	1,740	1,156	66
6 – McCall Ln.	24.32	1	2,889	694	24
6 – McCall Ln.	24.48	1	589	382	65
6 – McCall Ln.	24.48	2	4,257	1,793	42
6 – McCall Ln.	9800	1	0	14	0
7 – SCTC	13.07	1	1,346	1,058	79
7 – SCTC	13.07	3	3,127	1,413	45
7 – SCTC	13.08	1	1,622	477	29
7 – SCTC	13.08	3	1,091	296	27
7 – SCTC	20.02	1	1,933	456	24
7 – SCTC	20.03	1	1,664	332	20
7 – SCTC	20.03	2	2,136	365	17
7 – SCTC	20.06	1	1,200	270	23
7 – SCTC	23.22	1	1,784	560	31
7 – SCTC	23.22	2	458	296	65
7 – SCTC	24.03	1	1,271	300	24
7 – SCTC	24.03	2	1,036	261	25

Site	Census Tract	Block Group	Total Population	Total Margin of Error	Percent Margin of Error
7 – SCTC	24.44	1	925	296	32
8 – Airport Commerce Dr. (expanded study area)	23.10	2	2,311	549	24
8 – Airport Commerce Dr. (expanded study area)	23.20	1	4,205	705	17
8 – Airport Commerce Dr. (expanded study area)	23.21	2	279	200	72
8 – Airport Commerce Dr. (expanded study area)	23.21	3	2,297	565	25
8 – Airport Commerce Dr. (expanded study area)	24.48	1	589	382	65
8 – Airport Commerce Dr. (expanded study area)	9800	1	0	14	0
9 – Nelray Blvd.	2.03	2	2,343	270	12
9 – Nelray Blvd.	2.05	1	639	191	30
9 – Nelray Blvd.	2.05	2	1,108	233	21
9 – Nelray Blvd.	2.05	3	605	306	51
9 – Nelray Blvd.	2.05	4	1,502	524	35
9 – Nelray Blvd.	3.05	1	1,360	353	26
9 – Nelray Blvd.	3.05	2	815	206	25
9 – Nelray Blvd.	3.05	3	1,435	296	21
9 – Nelray Blvd.	15.03	1	1,332	297	22
9 – Nelray Blvd.	15.03	3	1,818	754	41
9 – Nelray Blvd.	15.03	4	1,144	283	25
9 – Nelray Blvd.	15.05	4	1,245	408	33
10 – N Loop Blvd. (MOW only)	2.03	2	2,343	270	12
10 – N Loop Blvd. (MOW only)	2.05	1	639	191	30
10 – N Loop Blvd. (MOW only)	2.05	2	1,108	233	21
10 – N Loop Blvd. (MOW only)	2.05	3	605	306	51
10 – N Loop Blvd. (MOW only)	2.05	4	1,502	524	35
10 – N Loop Blvd. (MOW only)	2.06	1	1,168	187	16
10 – N Loop Blvd. (MOW only)	2.06	3	1,612	360	22
10 – N Loop Blvd. (MOW only)	3.05	2	815	206	25
10 – N Loop Blvd. (MOW only)	3.05	3	1,435	296	21

Site	Census Tract	Block Group	Total Population	Total Margin of Error	Percent Margin of Error
10 – N Loop Blvd. (MOW only)	15.03	1	1,332	297	22
10 – N Loop Blvd. (MOW only)	15.03	3	1,818	754	41
10 – N Loop Blvd. (MOW only)	15.05	4	1,245	408	33
11 – Crestview (MOW only)	15.03	2	562	204	36
11 – Crestview (MOW only)	15.03	3	1,818	754	41
11 – Crestview (MOW only)	15.03	4	1,144	283	25
11 – Crestview (MOW only)	15.04	1	2,738	482	18
11 – Crestview (MOW only)	15.04	2	628	283	45
11 – Crestview (MOW only)	15.05	3	1,148	269	23
11 – Crestview (MOW only)	15.05	4	1,245	408	33
11 – Crestview (MOW only)	400	1	1,474	541	37
11 – Crestview (MOW only)	400	2	1,514	470	31

Source: ACS 2021 5 Year Estimates Table ID B02001, C17002

5.1.2 Equity Comparison

The potential OMF sites are positioned in various locations along the Project and priority extensions alignments. Land uses at each site range from industrial and commercial. Compared to Travis County as a whole:

- Five of the potential sites are located in areas that have a higher percentage of minority population.
- Seven of the potential sites are located in areas that have a higher percentage of households living below the poverty line.
- Six of the potential sites are located in areas that have a higher percentage of LEP households.

Key observations from the data include:

- Two MOW-only sites (Crestview and AT&T), Goodwill site, and McCall Lane site are the only four sites to have a percentage of population living below the poverty line lower than the Travis County Average (10%, 10%, 6%, and 1%, respectively, compared to 11% county-wide).
- While the McCall Lane site is lower than the Travis County average for percentage of population living below the poverty line, the site has the highest percentage of minority population of the sites reviewed (58% compared to the County average of 34%). After McCall Lane, the Original Airport site has the second highest percentage of minority population (57%).

- The percentage of LEP households for all potential site areas range from 2% to 20%. Travis County total is 5%. The NLTC site has the highest percentage of LEP households (20%).
- Minority population within one-half mile of the Airport Commerce Drive site (including Old Bastrop Highway parcels) is 43% (compared to 34% county-wide), while percentage of population below the poverty-line is 20% (compared to 11% county-wide). Comparing the Airport Commerce Drive site (including Old Bastrop Highway parcels) to the other sites evaluated, two sites have a higher percentage of population below the poverty line (NLTC and Willow Creek Drive) and four sites (NLTC, Willow Creek Drive, Original Airport Site, and Mcall Lane) have a higher percent of minority population.

5.2 Equity Impacts

In evaluating a facility site in the context of Title VI, it is necessary to understand who will be directly impacted and whether any potential impacts may be mitigated. All potential OMF sites are located within areas that have minority persons, persons living in poverty, and/or households with LEP. The demographic data summarized in this Title VI analysis represent population characteristics within one-half mile of a potential site; it does not identify who will be directly impacted by the siting of the OMF. Therefore, an evaluation was completed to better understand if residents or businesses will be directly impacted and/or displaced and if there are similar or compatible facilities or land uses adjacent to the potential OMF site. **Table 5** summarizes this evaluation.

Table 5 Equity impact comparison

Site	What type of adjacent uses would be impacted by selecting site?	Will selecting site require displacement?	Other similar facilities/uses nearby ¹
1 – NLTC	<ul style="list-style-type: none"> • Adjacent to single-family residential • Multi-family residential across roadway from site 	<ul style="list-style-type: none"> • Business displacement: estimated 70 businesses (plus 378 mini storage units) to be relocated 	<ul style="list-style-type: none"> • Commercial
2 – Willow Creek Dr.	<ul style="list-style-type: none"> • Site zoned East Riverside Corridor District which may conflict with community plans • Adjacent to multi-family residential (surrounds site) 	<ul style="list-style-type: none"> • Business displacement: estimated 35 businesses (plus 800 mini storage units) to be relocated 	<ul style="list-style-type: none"> • Commercial
3 – St Elmo	<ul style="list-style-type: none"> • Adjacent to single-family and multi-family residential and hotels 	<ul style="list-style-type: none"> • Business displacement: estimated 59 businesses 	<ul style="list-style-type: none"> • Industrial / Warehouse • Commercial

Site	What type of adjacent uses would be impacted by selecting site?	Will selecting site require displacement?	Other similar facilities/uses nearby ¹
		(plus 415 mini storage units) to be relocated and an estimated 20 property acquisitions required	
4 – Original Airport Site	<ul style="list-style-type: none"> • Mostly vacant land; minimal demolition of existing structures 	<ul style="list-style-type: none"> • Business displacement: estimated 7 businesses (plus 378 mini storage units) to be relocated 	<ul style="list-style-type: none"> • Airport • Commercial
5 – Oltorf St.	<ul style="list-style-type: none"> • Adjacent to single-family and multi-family residential 	<ul style="list-style-type: none"> • Business displacement: estimated 23 businesses to be relocated 	<ul style="list-style-type: none"> • Commercial • Juvenile center
6 – McCall Ln.	<ul style="list-style-type: none"> • Adjacent to single-family residential, VA Hospital 	<ul style="list-style-type: none"> • No displacement 	<ul style="list-style-type: none"> • Airport • Hospital • Industrial
7 – SCTC	<ul style="list-style-type: none"> • Adjacent to single-family and multi-family residential 	<ul style="list-style-type: none"> • Business displacement: estimated 21 businesses to be relocated 	<ul style="list-style-type: none"> • Industrial
8 – Airport Commerce Dr. (expanded study area)	<ul style="list-style-type: none"> • Adjacent single-family and multi-family residential and hotels 	<ul style="list-style-type: none"> • Business displacement: estimated 17 businesses to be relocated 	<ul style="list-style-type: none"> • Airport • Commercial • Industrial
9 – Nelray Blvd.	<ul style="list-style-type: none"> • Adjacent to single-family and multi-family residential 	<ul style="list-style-type: none"> • Business displacement: estimated 97 businesses to be relocated 	<ul style="list-style-type: none"> • Civic / public services • Commercial
10 – N Loop Blvd. (MOW Only)	<ul style="list-style-type: none"> • Adjacent to single-family and multi-family residential (residential on three (3) sides of site) 	<ul style="list-style-type: none"> • Business displacement: estimated one (1) business; however, relocation projected to be 	<ul style="list-style-type: none"> • Warehouse

Site	What type of adjacent uses would be impacted by selecting site?	Will selecting site require displacement?	Other similar facilities/uses nearby ¹
		very complicated and costly	
11 – Crestview (MOW Only)	<ul style="list-style-type: none"> • Adjacent to single-family residential 	<ul style="list-style-type: none"> • Business displacement: Estimated nine (9) businesses to be relocated 	<ul style="list-style-type: none"> • Commercial

Source: ATP

¹ Similar facilities include industrial, manufacturing, parking/storage, transportation, warehousing, etc.

All potential OMF sites avoid direct residential displacements. Only one site, McCall Ln., avoids any potential displacement of an active business; however, this site is not in close proximity to the Project alignment. All other OMF sites evaluated in this report require business relocations. The Nelray Blvd. and NLTC sites require the highest number of estimated business relocations (97 and 70 respectively).

6 Community Outreach

In 2022 a public outreach process was conducted for the originally identified and analyzed CMF sites. However, in late 2022, in an effort to affirm the implementation plan and phasing for the LRT system and address growing system cost estimates, ATP and project partners initiated additional public outreach, which extended through June 2023. During this public outreach phase, an OMF study area was communicated to the community. **Table 6** outlines the public outreach focused on light rail program priorities and the revised project definition for the Project. During this extensive outreach process, ATP communicated to the community that the OMF site location would be dependent on alignment selection and ability to meet evaluation criteria. Based on these parameters it was further communicated that if the Project alignment were to extend to NLTC, the OMF would be located there. However, if the alignment were to extend to Yellow Jacket or the airport, the OMF would be located at the Airport Commerce Drive site.

Through this extensive community engagement process, the Airport Commerce Drive location with the expanded study area to include the Old Bastrop Highway parcels was determined to be the recommended candidate to support the Project implementation plan. The expanded Airport Commerce Drive site will continue to be evaluated as part of the NEPA process in 2024-2025.

Table 6 Public outreach activities

Location	Event	Event Type	Location
December 2022 – January 2023	Various LRT focus groups (see https://www.atptx.org/engagement-library/)	Multiple event/outreach types including public meetings, commission and board meetings, eblasts, etc.	Various locations throughout the project study area
March 21, 2023	In-Person Open House	Community Event	Austin Central Library, 710 W Cesar Chavez, 78701
March 23, 2023	CapMetro Staff	Community Conversation	CapMetro Offices, 700 Lavaca, 78701
March 24, 2023	Movability	Community Conversation	Virtual
March 24, 2023	Trail Conservancy	Community Conversation	ATP Offices - 203 Colorado St., 78701
March 27, 2023	Design Commission	Board, Commission, Committee	Permitting and Development Center, 6310 Wilhelmina Delco, 78752

Location	Event	Event Type	Location
March 27, 2023	Montopolis Neighborhood Association	Community Conversation	Montopolis Recreation & Community Center, 1200 Montopolis, 78741
March 27, 2023	East Austin YMCA	Community Event	5315 Ed Bluestein Blvd
March 28, 2023	Town Lake YMCA	Community Event	1100 W Cesar Chavez St, 78703
March 28, 2023	LBJ Urban Economic Development Class	Community Conversations	LBJ School of Public Affairs, 2315 Red River St., 78712
March 29, 2023	ATX Mobility Coalition	Community Conversation	Austin Area Urban League, 8011A Cameron Rd., 78754
March 31, 2023	Meeting with Ann Teich (North Austin Civic Association Chair)	Community Conversation	8716 Research Blvd, 78758
April 1, 2023	North Austin YMCA	Community Event	1000 W Rundberg Ln, 78758
April 1, 2023	Zilker Park Kite Festival	Community Event	Zilker Park, 78746
April 3, 2023	Pedestrian Advisory Council	Board, Commission, Committee	901 South Mopac EXY, 78746
April 3, 2023	MLK Neighborhood Association	Community Conversation	3701 E Martin Luther King Jr Blvd., 78721
April 3, 2023	Central Austin Neighborhood Planning Advisory Committee	Community Conversation	Lamar Senior Activity Center, 2874 Shoal Crest Ave, 78705
April 4, 2023	Austin Lighthouse - Travis Association for the Blind	Community Conversation	4512 S Pleasant Valley Rd., 78744
April 4, 2023	Baptist Ministers Union/ Austin Area Urban League	Community Conversation	Mount Zion Fellowship Hall, 2938 E 13th St., 78702

Location	Event	Event Type	Location
April 4, 2023	Urban Transportation Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 5, 2023	CapMetro ACCESS	Committee	Virtual
April 5, 2023	East Riverside/Oltorf Combined Contact Team	Community Conversation	Virtual
April 5, 2023	Environmental Commission	Board, Commission, Committee	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
April 6, 2023	Mobility Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 6, 2023	CapMetro Town Hall	Community Conversation	Virtual
April 6, 2023	ATP Community Update	Community Conversation	Virtual
April 7, 2023	Urbanist Happy Hour	Community Event	1902 E 6th Street, 78702
April 10, 2023	Central TX Labor	Community Conversation	Virtual
April 10, 2023	LGBTQ Quality of Life Commission	Community Conversation	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
April 11, 2023	Construction Advisory Committee	Board, Commission, Committee	One Texas Center, 505 Barton Springs Rd., 78704
April 11, 2023	Texas School for the Deaf	Open House	1102 S Congress Ave, 78704
April 11, 2023	ATP Finance and Risk Committee	Board, Commission, Committee	Virtual

Location	Event	Event Type	Location
April 11, 2023	ATP Joint Planning, Sustainability, Equity & DBE/Engineering & Architecture Committee	Board, Commission, Committee	ATP Offices - 203 Colorado St., 78701
April 11, 2023	Real Estate Council of Austin – Transportation Committee	Community Conversation	98 San Jacinto, 78701
April 12, 2023	Regional Mobility Summit	Community Conversation	Parmer Events Center, 900 Barton Springs Rd., 78704
April 12, 2023	Todos Juntos Health Fair	Community Event	409 W Ben White, 78704
April 12, 2023	CapMetro Customer Service Advisory Committee	Board, Commission, Committee	Virtual
April 13, 2023	Community Advisory Committee	Board, Commission, Committee	ATP Offices - 203 Colorado St., 78701
April 14, 2023	Downtown Austin Alliance	Community Conversation	515 Congress Ave., 78701
April 14, 2023	CapMetro Operations Committee	Board, Commission, Committee	2910 East 5th Street, 78702
April 15, 2023	Blacker the Block, Sweeter the Juice Block Party	Community Event	1104 E 11th St, 78702
April 15, 2023	League of United Latin American Citizens	Community Conversation	6002 Jain Lane, Austin, TX 78721
April 15, 2023	National Federation of the Blind	Community Conversation	Virtual
April 15, 2023	Community Advisory Committee (CAC) Hosted Montopolis Neighborhood Meeting	Community Conversation	Ruiz Branch, Austin Public Library, 1600 Grove Blvd., 78741
April 17, 2023	Heritage Neighborhood of Austin	Community Conversation	Lamar Senior Activity Center, 2874 Shoal Crest Ave, 78705
April 18, 2023	St. Edwards Open House	Community Event	3001 S Congress Ave

Location	Event	Event Type	Location
April 18, 2023	Building and Strengthening Tenant Action	Community Conversation	8071 N Lamar Blvd
April 18, 2023	Asian American Quality of Life Commission	Community Conversation	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 18, 2023	Bicycle Advisory Committee	Board, Commission, Committee	901 South Mopac EXY (Building 5, Suite 300)
April 19, 2023	Austin Outside	Community Conversation	ATP Offices – 301 Congress, 78704
April 19, 2023	Austin Community College – Highland Campus	Community Event	6101 Highland Campus, 78752
April 19, 2023	South Austin AARP	Community Conversation	South Austin Senior Activity Center, 3911 Menchaca Rd., 78704
April 19, 2023	Young Professionals in Transportation – Redline Trail Roundtable	Community Event	6015 Dillard Cir., 78752
April 20, 2023	Austin Community College – Riverside Campus	Community Event	1020 Grove Blvd., 78741
April 20, 2023	North Austin Civic Association	Community Conversation	1000 W Rundberg Ln., 78758
April 20, 2023	Farm & City	Community Conversation	Capital Factory, 701 Brazos St, 78701
April 21, 2023	Austin Airport Earth Day	Community Event	Austin-Bergstrom International Airport, 78719
April 22, 2023	Earth Day at HT	Community Event	Huston-Tillotson, 900 Chicon St., 78702
April 22, 2023	Earth Day Festival (NWACA Event)	Community Event	Doss Elementary,

Location	Event	Event Type	Location
			7005 Northledge Dr., 78731
April 22, 2023	Blockwalking Uphill and Yellow Jacket Lane	Community Event	Uphill and Yellow Jacket Ln, 78741
April 22, 2023	District 2 Townhall Event	Community Event	The Union at Easton Park, 7604 Solari Dr., 78744
April 23, 2023	Creative Action	Community Event	1023 Springdale Rd., 78721
April 24, 2023	American Institute of Architects Roundtable	Community Conversation	801 W 12th Street, 78701
April 24, 2023	Parks and Recreation Board	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 24, 2023	Zilker Neighborhood Association	Community Conversation	1801 Kinney Ave, 78704
April 24, 2023	Human Rights Commission	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 25, 2023	University Area Partners	Community Conversation	University Presbyterian Church, 2203 San Antonio St., 78705
April 25, 2023	Housing & Planning Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 25, 2023	Texas School for the Blind Mobility Team	Community Conversation	1100 W 45th St, 78756
April 25, 2023	Austin Young Chamber	Community Conversation	6836 Austin Center Blvd., 78731
April 25, 2023	Hispanic/Latino Quality of Life Resource Advisory Committee	Board, Commission,	Austin City Hall, Boards and

Location	Event	Event Type	Location
		Committee	Commission, 301 W 2nd St., 78701
April 25, 2023	Barton Hills Neighborhood Association	Community Conversation	St. Mark's Episcopal Church, 2128 Barton Hills Dr., 78704
April 25, 2023	Planning Commission	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 25, 2023	Yellow Jacket/ Uphill Lane Community Meeting	Community Conversation	Montopolis Recreation & Community Center, 1200 Montopolis, 78741
April 26, 2023	South Congress Merchants	Community Event	Güero's Taco Bar, 1412 S Congress Ave., 78704
April 26, 2023	Greater Austin Asian Chamber of Commerce	Community Event	8001 Centre Park Dr., 78754
April 26, 2023	Joint Inclusion Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
April 26, 2023	Council Member Ellis Community Fair	Community Event	Hampton Branch Library, 5125 Convict Hill Rd, 78749
April 26, 2023	North Austin Community Event hosted by CAC and Council Member Vela	Community Conversation	Kick Butt Coffee, 5775 Airport Blvd., 78752
April 26, 2023	Equity Action Team	Community Conversation	1000 E 11th St., 78702
April 26, 2023	Joint Sustainability Committee	Community Conversation	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
April 26, 2023	Austin Neighborhood Council	Community	Virtual

Location	Event	Event Type	Location
		Conversation	
April 27, 2023	Four Seasons Residences + Four Seasons Hotel	Community Conversation	98 San Jacinto, 78701
April 27, 2023	Waterloo Greenway Conservancy Board	Community Conversation	1111 Red River St., 78701
April 27, 2023	Austin Community College - Rio Grande	Community Event	1212 Rio Grande St., 78701
April 27, 2023	Urban Land Institute Young Leaders	Community Conversation	Virtual
April 28, 2023	Housing Authority City of Austin - Women's Conference	Community Event	2300 Rosewood Ave., 78702
April 28, 2023	Criss Cole Rehabilitation Center	Community Conversation	4800 N Lamar Blvd., 78756
April 29, 2023	Council Member Kelly Open House	Community Event	10401 Anderson Mill Rd., 78750
May 1, 2023	C9 Committee Meeting (UT Austin)	Community Conversation	Virtual
May 1, 2023	District 3 Light Rail Meeting hosted by Council Member Velásquez	Community Conversation	Virtual
May 2, 2023	African American Resource Advisory Commission	Board, Commission, Committee	Permitting and Development Center, 6310 Wilhelmina Delco, 78752

Source: ATP Austin Light Rail: Community Engagement Report, May 2023

The Project Connect Community Advisory Committee (CAC) hosted a meeting in the Montopolis neighborhood on April 15, 2023, to discuss the OMF specifically. After this meeting, the input was documented in a memorandum prepared by members of the CAC. The memorandum, dated May 11, 2023, is summarized below. The full memorandum along with additional community input received is included in Appendix C – Austin Light Rail Community Engagement Report.

To ensure that any future maintenance facility created as a part of the Project does not have a potential disparate impact on the surrounding community, the CAC requested that the following be considered:

- As design advances, including during parts of the National Environmental Policy Act (NEPA) review process, ensure that there is continued engagement with the community through transparent processes that embody the following principles:
 - *Ensure transparency with environmental review documentation and ensure environmental review considers impacts from an environmental justice perspective.*
 - *Include the CAC in future design discussions, including the NEPA review process.*

- *Ensure public engagement efforts are aligned with the Community Engagement and Inclusion Commitments.*
- *Depending on findings from the NEPA review process, ensure that there is ongoing environmental evaluation and transparency by undertaking the following:*
 - *If warranted by the Environmental Impact Statement, commit to periodically monitor any potential air quality and noise impacts throughout the lifetime of the project.*
 - *If monitoring is necessary, ensure data is shared periodically with the CAC in open public meetings and share data on an easily accessible webpage for the public to review.*
- *Ensure that the design of the facility supports community needs and is environmentally sustainable using the following approaches:*
 - *Engage with the surrounding community and the CAC in the design of the facility.*
 - *Minimize impacts on any adjacent residential uses, including any site utilized for providing shelter to unhoused neighbors.*
 - *If there is to be any fuel storage, ensure that there is no underground fuel storage.*
 - *Ensure that there is proper on-site stormwater mitigation.*
 - *If possible, allow direct pedestrian access to the facility from the surrounding neighborhood, to allow workers and community members to access the site easily.*
 - *If a sound wall or other solid barrier is built, consider working with the community on a public arts project.*
 - *Utilize green building techniques and advanced environmental standards.*
 - *Preserve or relocate as many heritage trees on the site as possible.*
- *Ensure that there is proper noise and light mitigation, where necessary, using the following approaches:*
 - *Utilize a landscape buffer and setbacks from residential uses.*
 - *Where necessary, create a sound wall or other solid barrier.*
 - *Utilize shielded and directional light fixtures.*
 - *If necessary, provide adjoining residential property owners the opportunity to soundproof openings in the direction of the facility, this includes both owner and renter occupied properties.*
 - *Ensure that there is minimized idling of non-light rail vehicles on the site.*
- *Provide the surrounding community with benefits that serve their needs, including, but not limited to, the following:*

- *Explore potential for education and workforce partnerships with local school districts and community colleges to create work opportunities for local residents during the construction and operation phases.*
- *Within constraints of federal guidelines, create internal and external spaces accessible to the community for hosting meetings, holding community gatherings, and other activities.*
- *Explore the ability to provide walking paths on the periphery of the facility.*
- *Proactively work to ensure the participation of Disadvantaged Business Enterprises in the project, with an aim to support business of all types.*
- *Explore opportunities to incorporate public art programs.*
- *Ensure that all community spaces provided on the site, or surrounding it, are accessible for people with disabilities and other users.*

7 Conclusion

This report documents that ATP has evaluated the poverty rate, minority population, and LEP rate in the vicinities of the 11 potential OMF sites (including two MOW-only sites). The evaluation indicates that a diverse range of sites were selected as potential OMF locations. As compared to county-wide (Travis County) aggregated data, potential OMF sites were considered in locations with percentages of low-income and minority persons that are lower than the county average, as well as higher than the county average. There were three sites evaluated that have both low-income and minority populations that are below the Travis County average. These sites include the two MOW-only sites, which lack the total land area required to independently support an OMF and the Nelray Boulevard site, which has the highest estimated number of business displacements (97) and is not within close proximity to the Project alignment. **Table 7** provides a comparison of estimated business displacements and minority, low-income, and LEP populations within one-half mile of each potential OMF site.

Table 7 Demographic comparison to county average¹

Site	Minority Population Greater than County Average	Low-Income Population Greater than County Average	LEP Households Greater than County Average	Estimated Number of Displaced Businesses
1 – NLTC	Yes (47%)	Yes (29%)	Yes (20%)	70
2 – Willow Creek Dr.	Yes (43%)	Yes (21%)	Yes (12%)	35
3 – St Elmo	No (34%)	Yes (16%)	No (4%)	59
4 – Original Airport Site	Yes (57%)	Yes (17%)	Yes (6%)	7
5 – Oltorf St.	No (24%)	Yes (13%)	Yes (10%)	23
6 – McCall Ln.	Yes (58%)	No (1%)	Yes (6%)	0
7 – SCTC	No (22%)	Yes (16%)	No (3%)	21
8 – Airport Commerce Dr. (expanded study area)	Yes (43%)	Yes (20%)	Yes (14%)	17
9 – Nelray Blvd.	No (28%)	No (6%)	No (3%)	97
10 – N Loop Blvd. (MOW Only)	No (25%)	No (10%)	No (3%)	1
11 – Crestview (MOW Only)	No (28%)	No (10%)	No (2%)	9
Travis County	34%	11%	5%	NA

Source: ACS 2021 5 Year Estimates Table ID B02001, ID C17002

¹ All data is within 1/2-mile buffer around site

As documented in this equity analysis, the OMF site evaluation process, which was conducted concurrently with the evaluation of the Project alignment, has demonstrated the following:

- Multiple outreach efforts to persons in the community near the proposed OMF facility site occurred, including a coordinated meeting with the CAC; and
- Impacts of the various siting options were evaluated prior to the final selection of the preferred site.

The Airport Commerce Drive location with the expanded study area to include the Old Bastrop Highway parcels was selected to be advanced into further study under NEPA because of the site's ability to support LRV operations, maintenance, and storage functions in a single area. The Airport Commerce Drive site would result in the relocation of up to 17 businesses, but no residents would be displaced. Further advancement of planning, design, construction, and operation of the Airport Commerce Drive site will include the following actions to confirm that the final OMF site does not result in disparate treatment on the basis of income, race, color, or national origin:

- Continued outreach to potentially impacted persons;
- Evaluation of cumulative adverse impacts that might result from the facility; and
- Identification and incorporation of appropriate, location specific, mitigation measures.

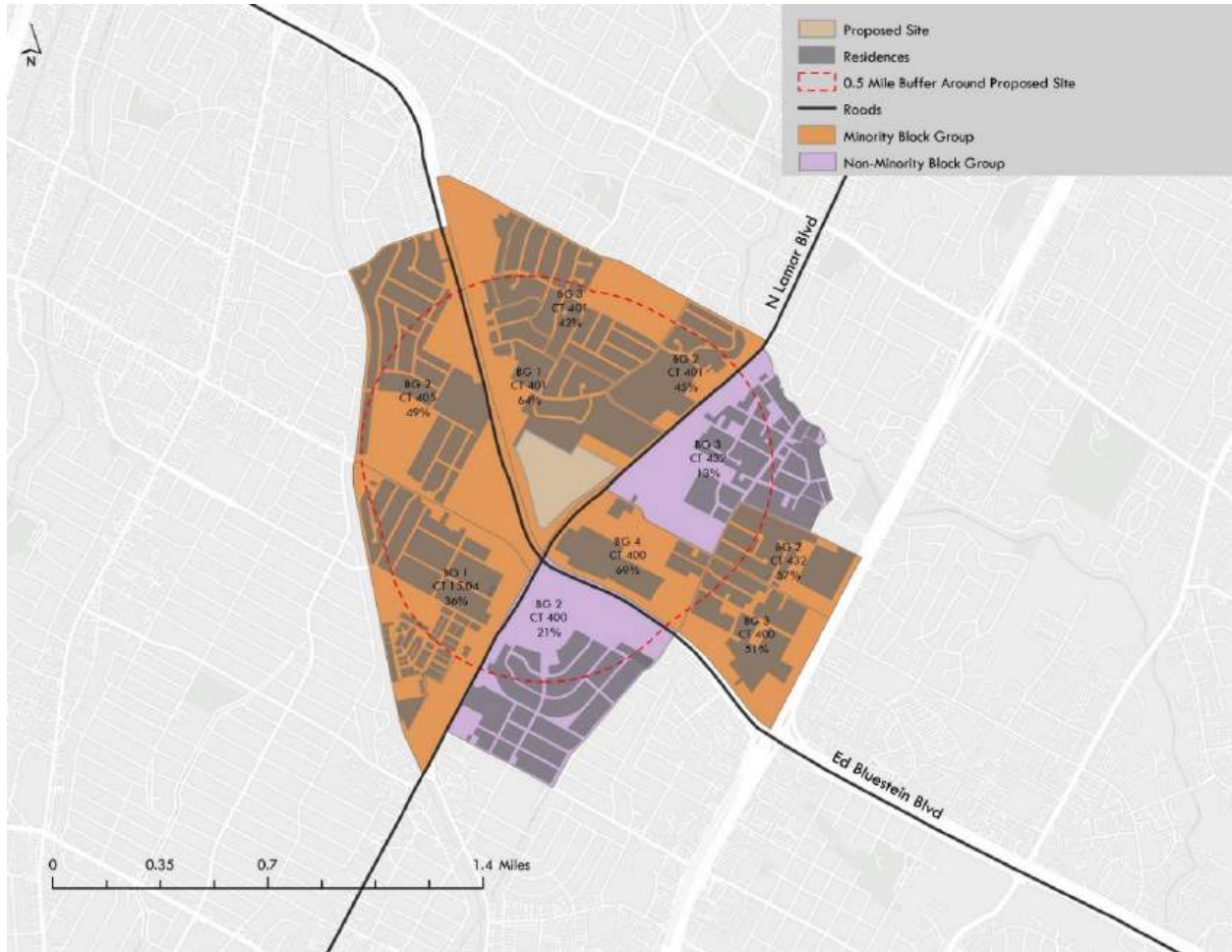
The diversity of potential OMF sites evaluated demonstrates that sites were not selected for evaluation on the basis of race, color, or national origin.

Acronyms and Abbreviations

Term/Acronym	Definition
ACC	Austin Community College
ACS	American Community Survey
ATP	Austin Transit Partnership
AUS	Austin Bergstrom International Airport
CAC	Community Advisory Committee
CapMetro	Capital Metropolitan Transportation Authority
CEF	Critical Environmental Feature
CFR	Code of Federal Regulations
CMF	Combined Maintenance Facility
COA	City of Austin
CWQZ	Critical Water Quality Zone
FTA	Federal Transit Administration
GIS	Geographic Information System
LEP	Limited English Proficiency
LRT	Light Rail Transit
LRV	Light Rail Vehicle
NEPA	National Environmental Policy Act
NLTC	North Lamar Transit Center
MOW	Maintenance of Way
OMF	Operations and Maintenance Facility
ROM	Rough Order of Magnitude
SCTC	South Congress Transit Center
SH	State Highway
TFT	Technical Focus Team
TOD	Transit Oriented Development
UT	University of Texas at Austin

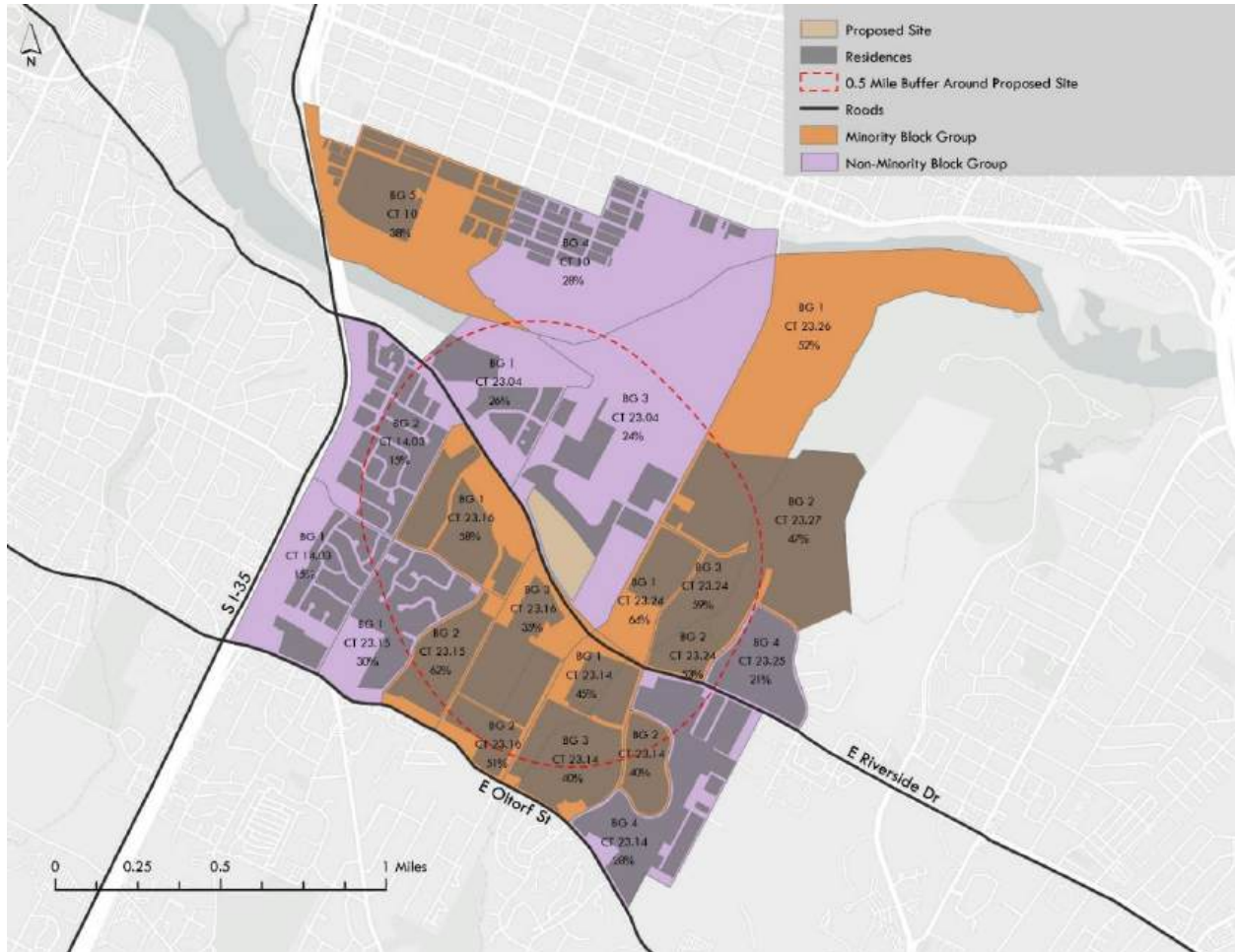
Appendix A. Minority Population Maps

Figure 5 NLTC site: Minority population percent



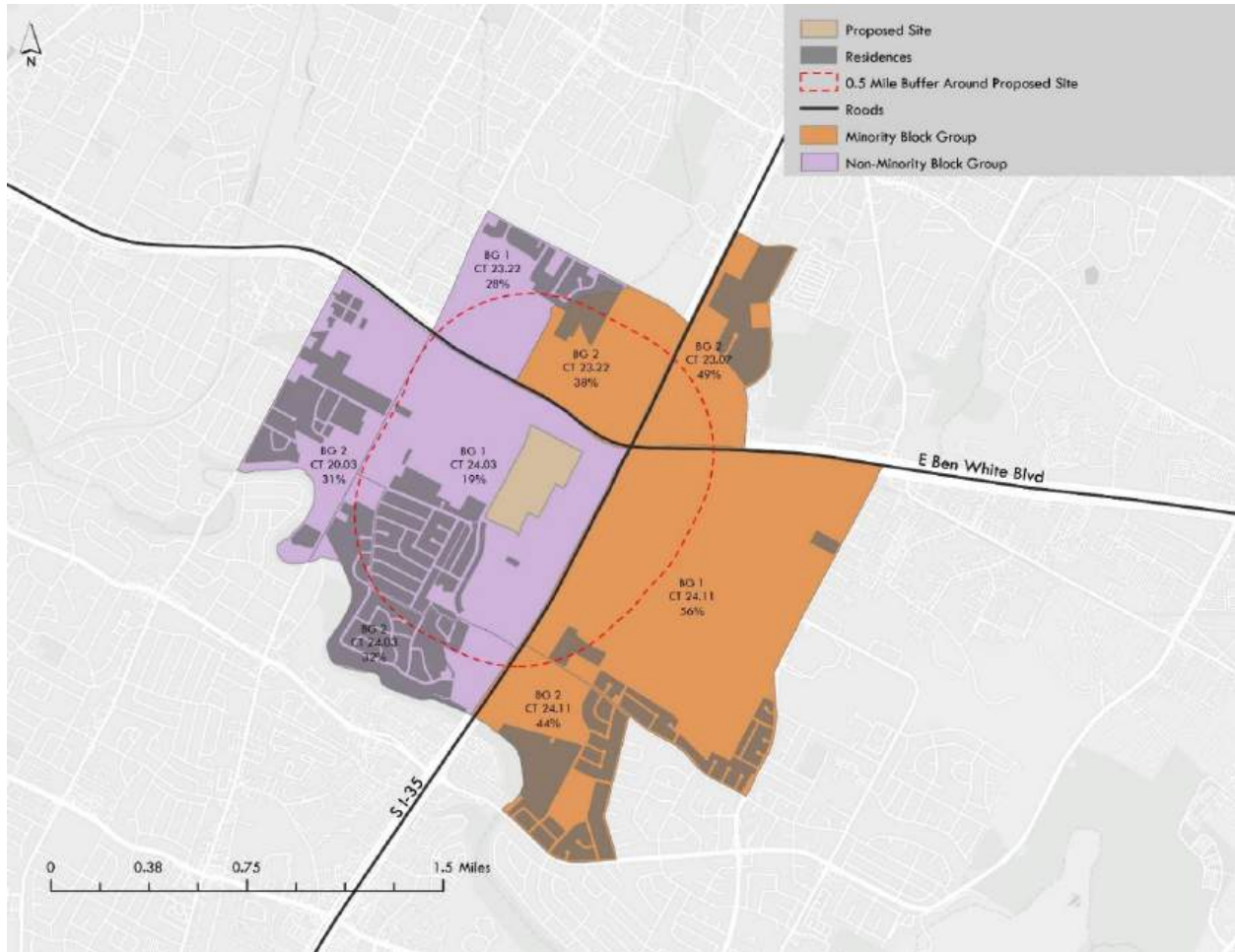
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 6 Willow Creek Drive site: Minority population percent



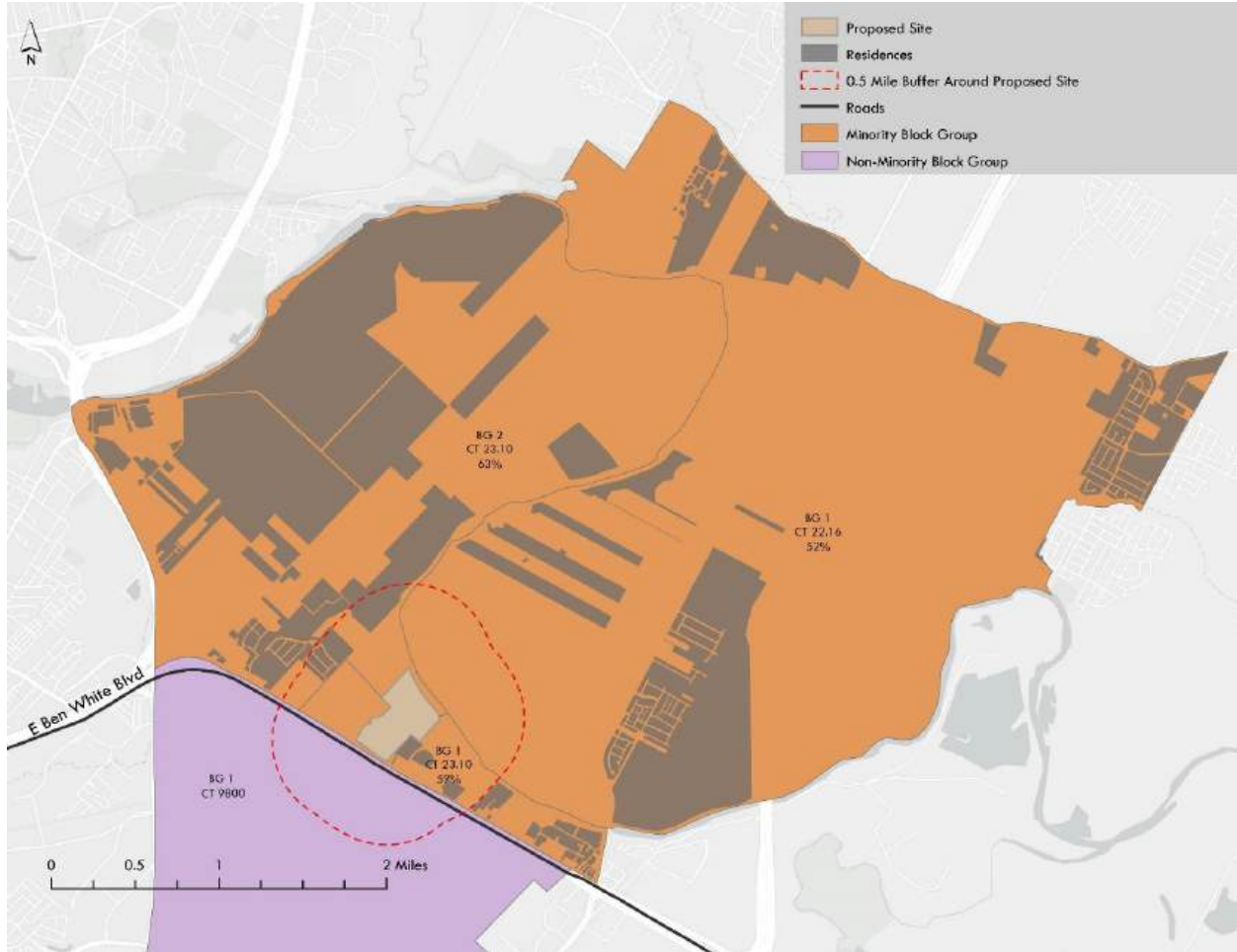
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 7 St. Elmo site: Minority population percent



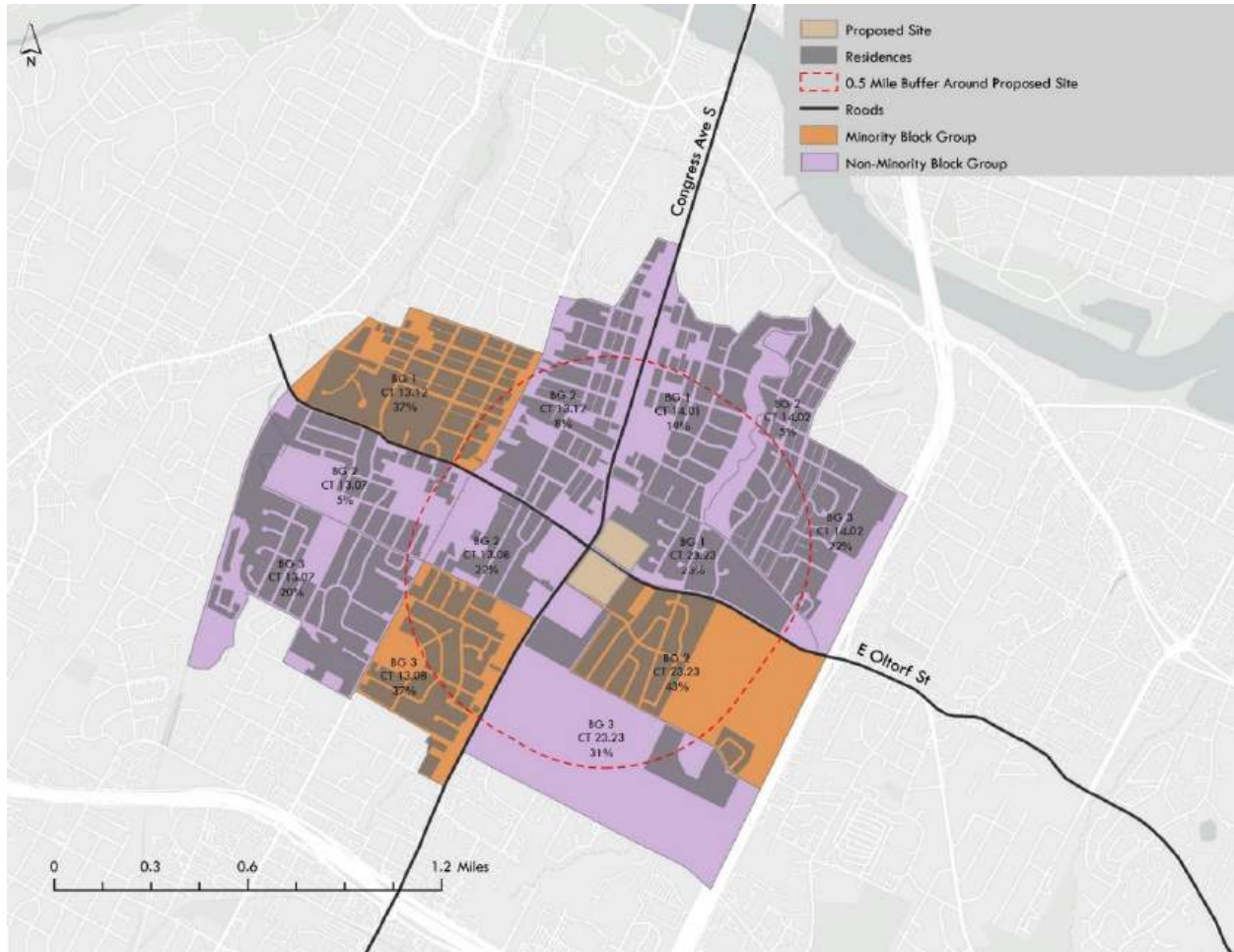
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 8 Original Airport site: Minority population percent



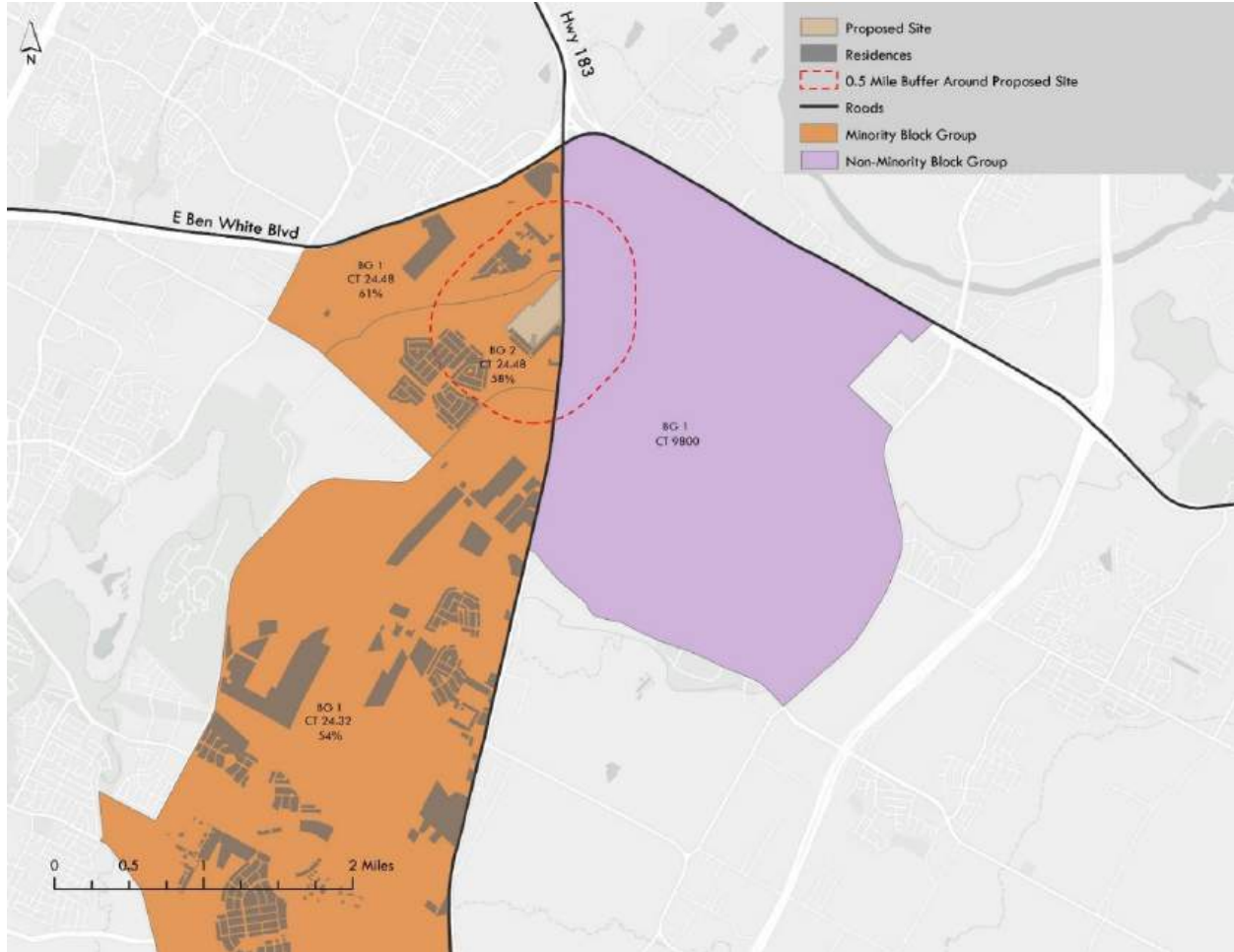
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 9 Oltorf Street site: Minority population percent



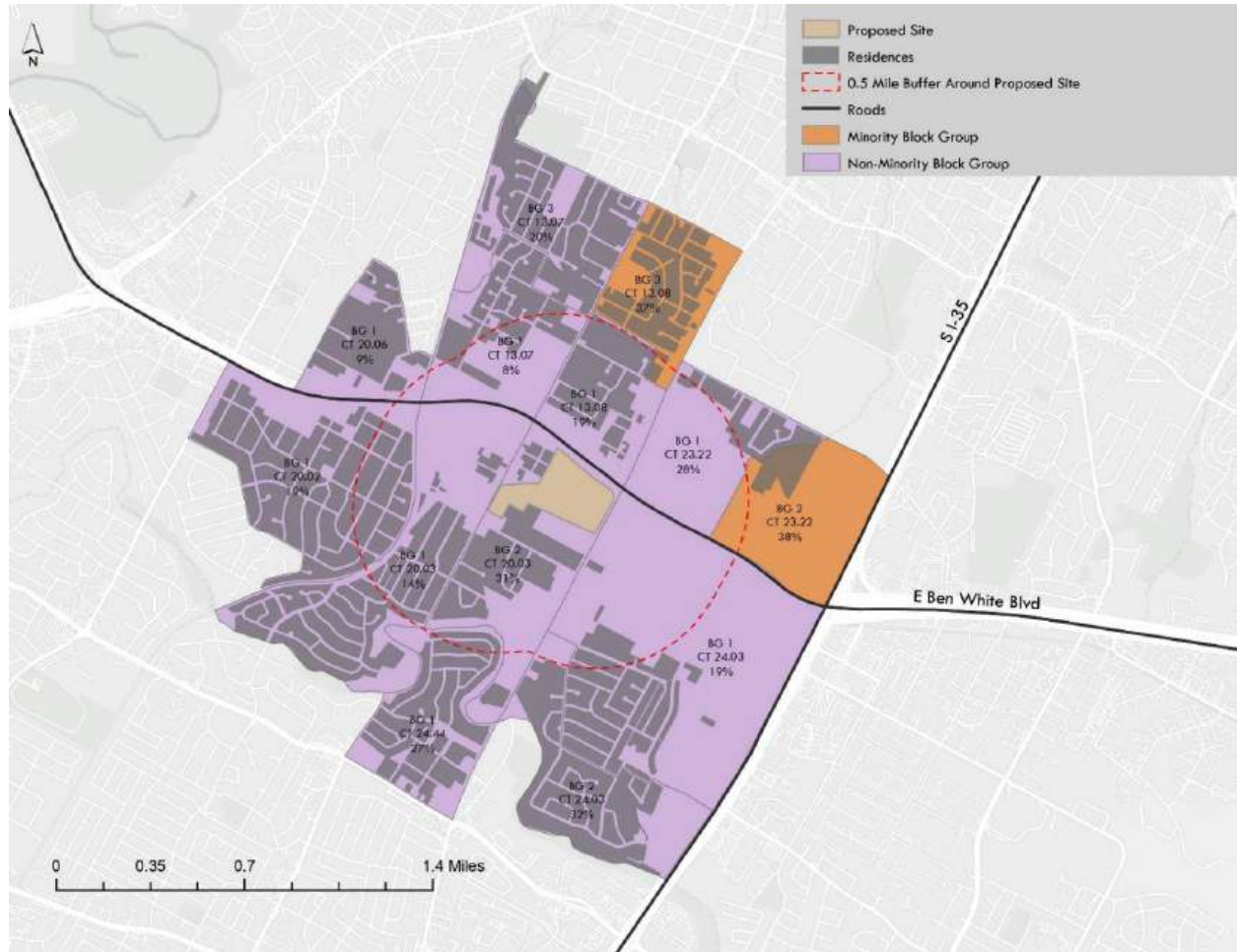
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 10 McCall Lane site: Minority population percent



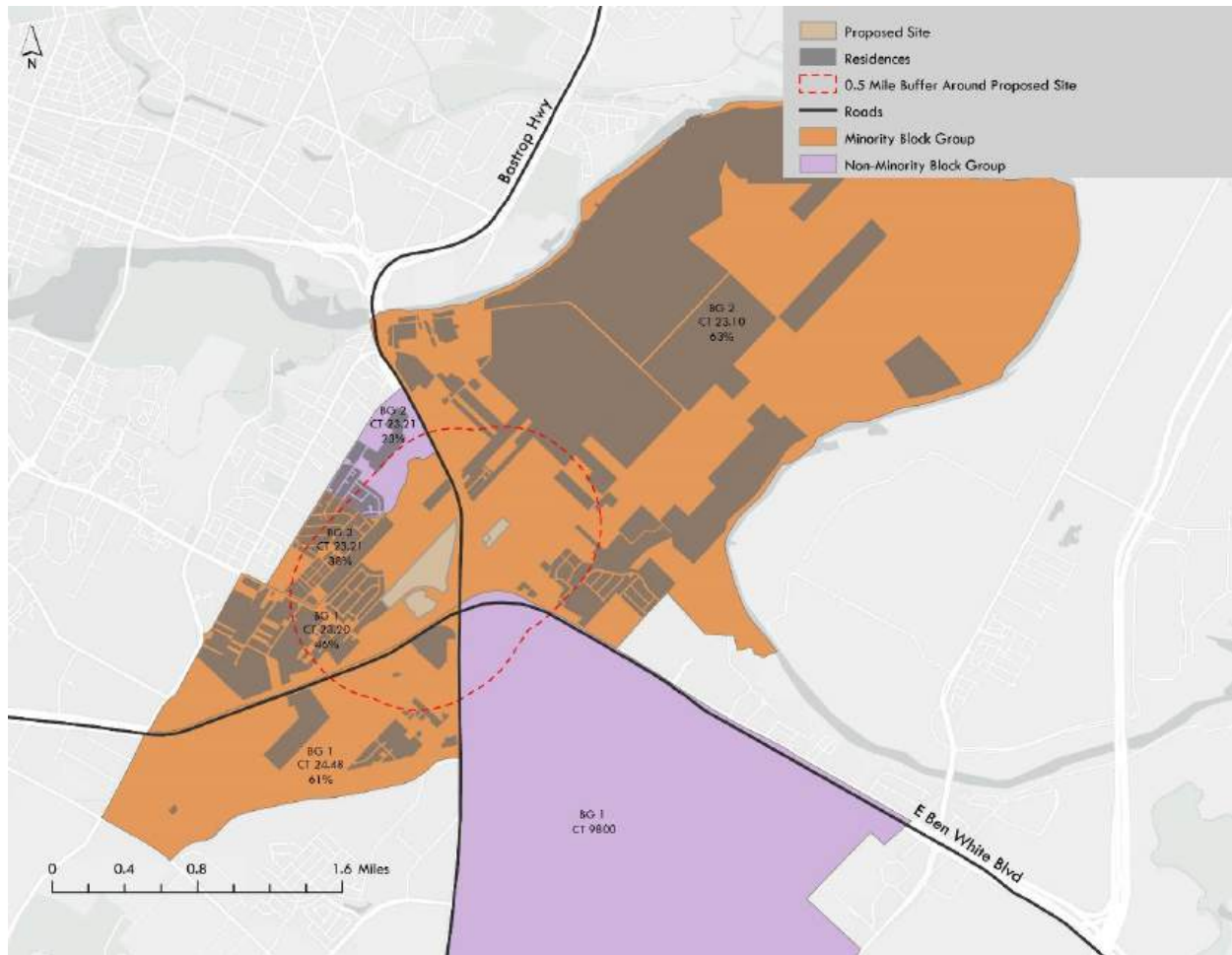
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 11 SCTC site: Minority population percent



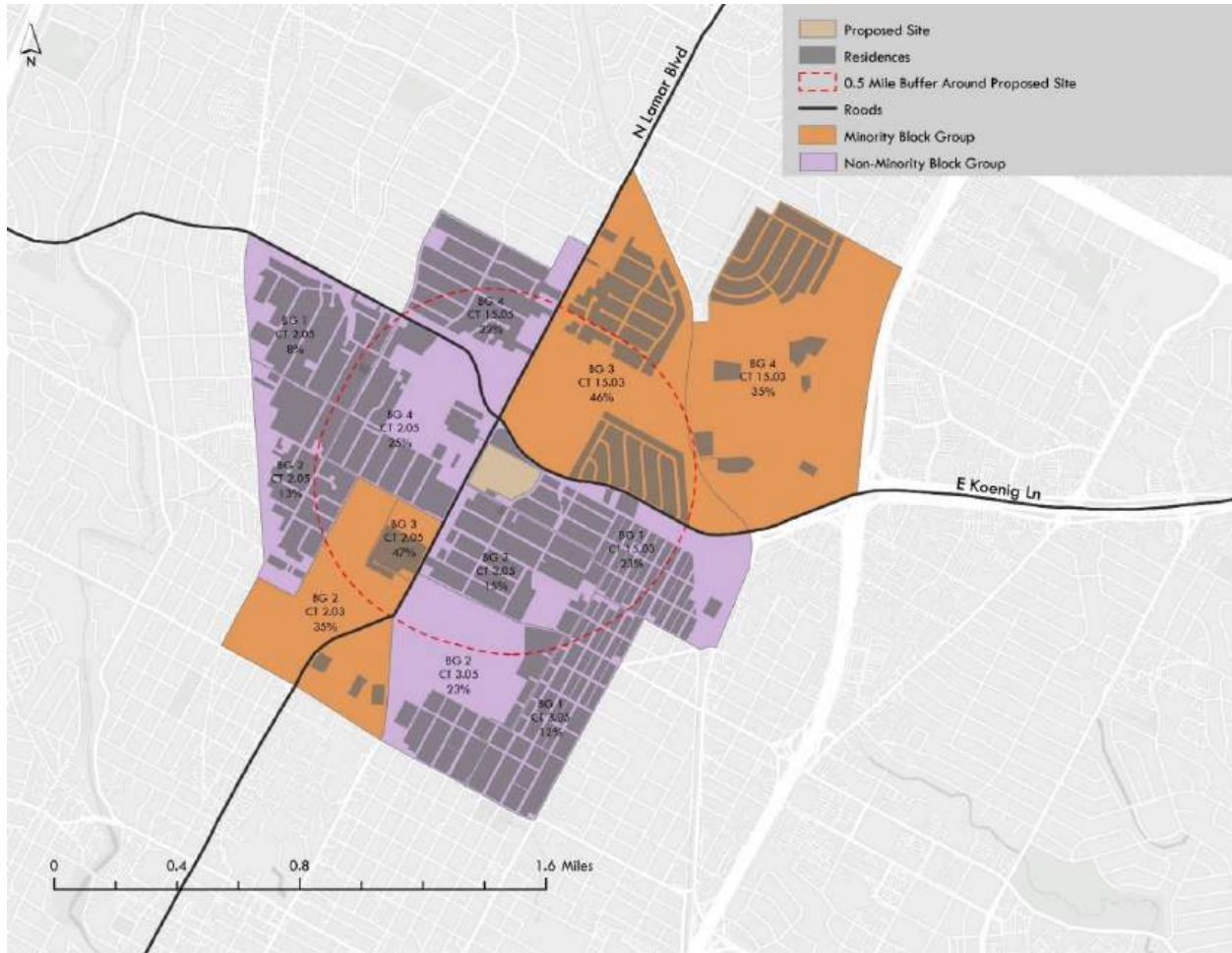
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 12 Airport Commerce Drive and Old Bastrop Highway site: Minority population percent



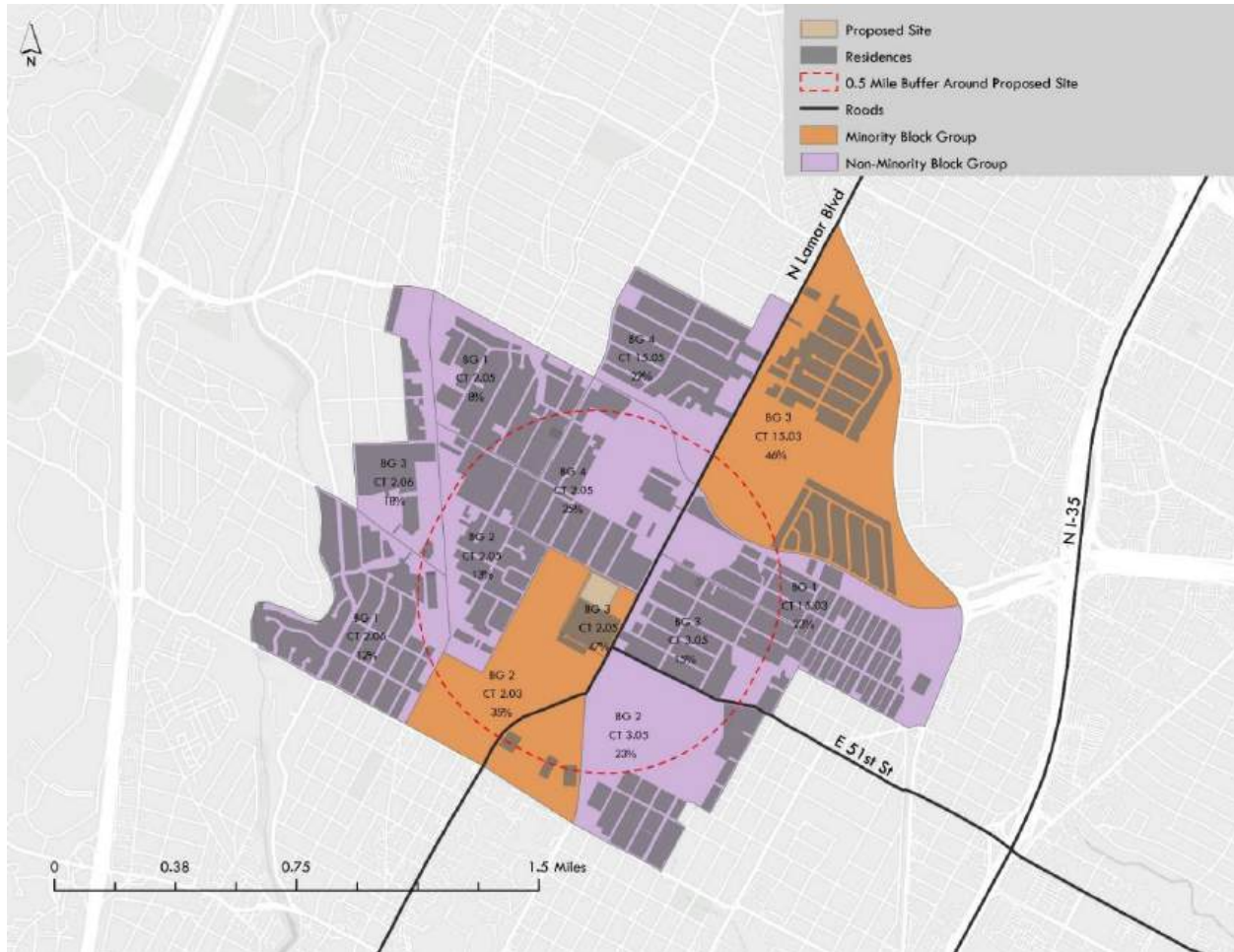
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 13 Nelray Boulevard site: Minority population percent



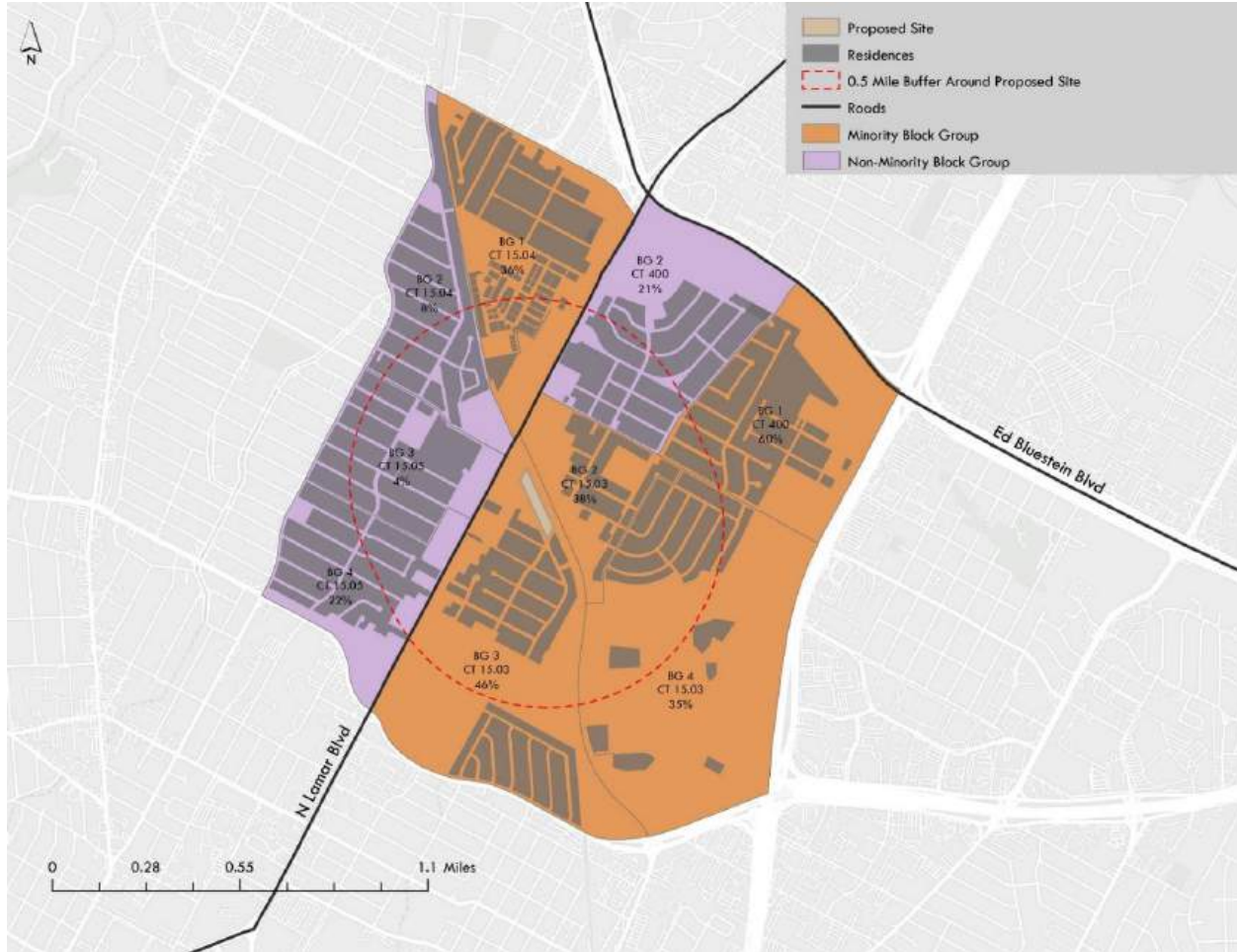
Source: ACS 2021 5 Year Estimates Table ID B02001

Figure 14 N Loop Boulevard (MOW only) site: Minority population percent



Source: ACS 2021 5 Year Estimates Table ID B02001

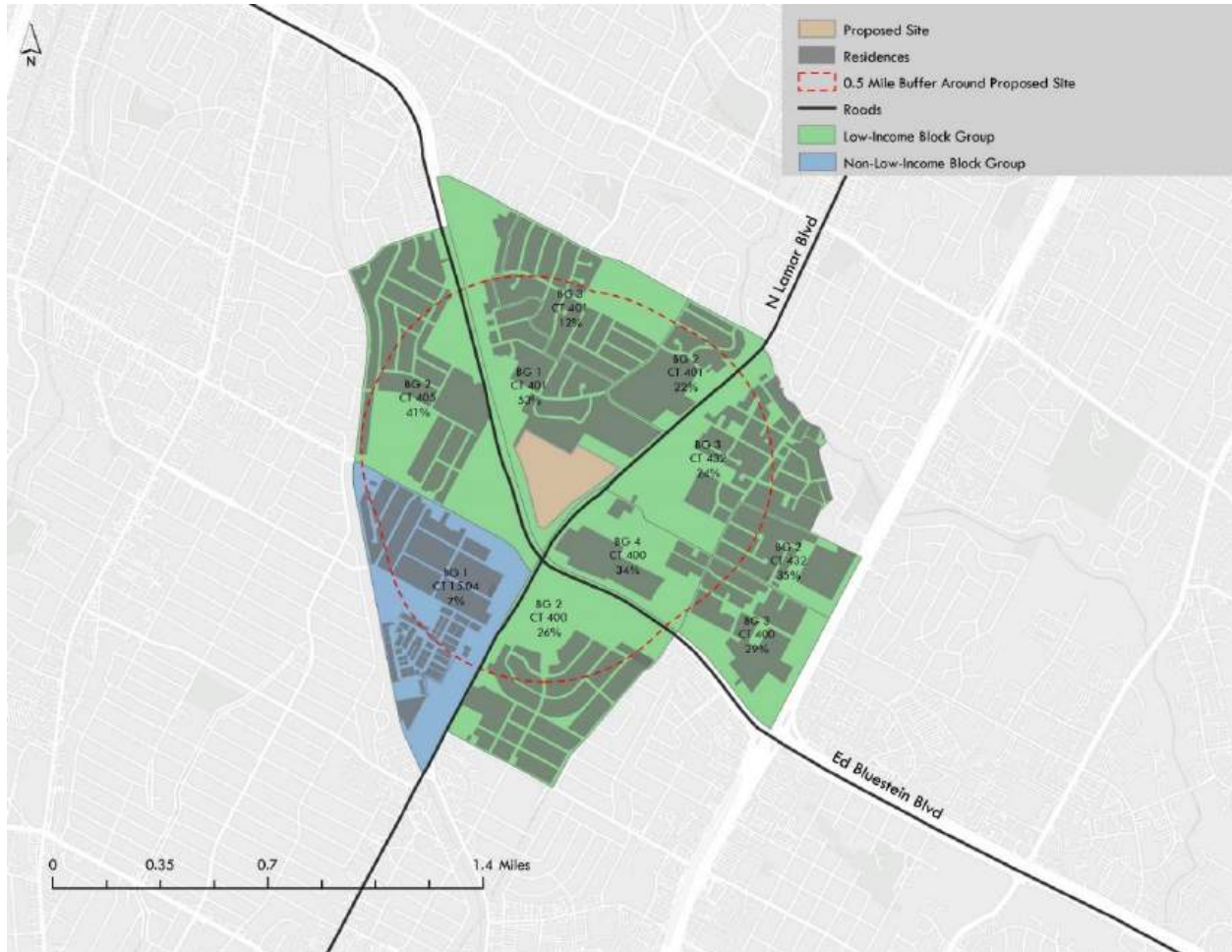
Figure 15 Crestview (MOW only) site: Minority population percent



Source: ACS 2021 5 Year Estimates Table ID B02001

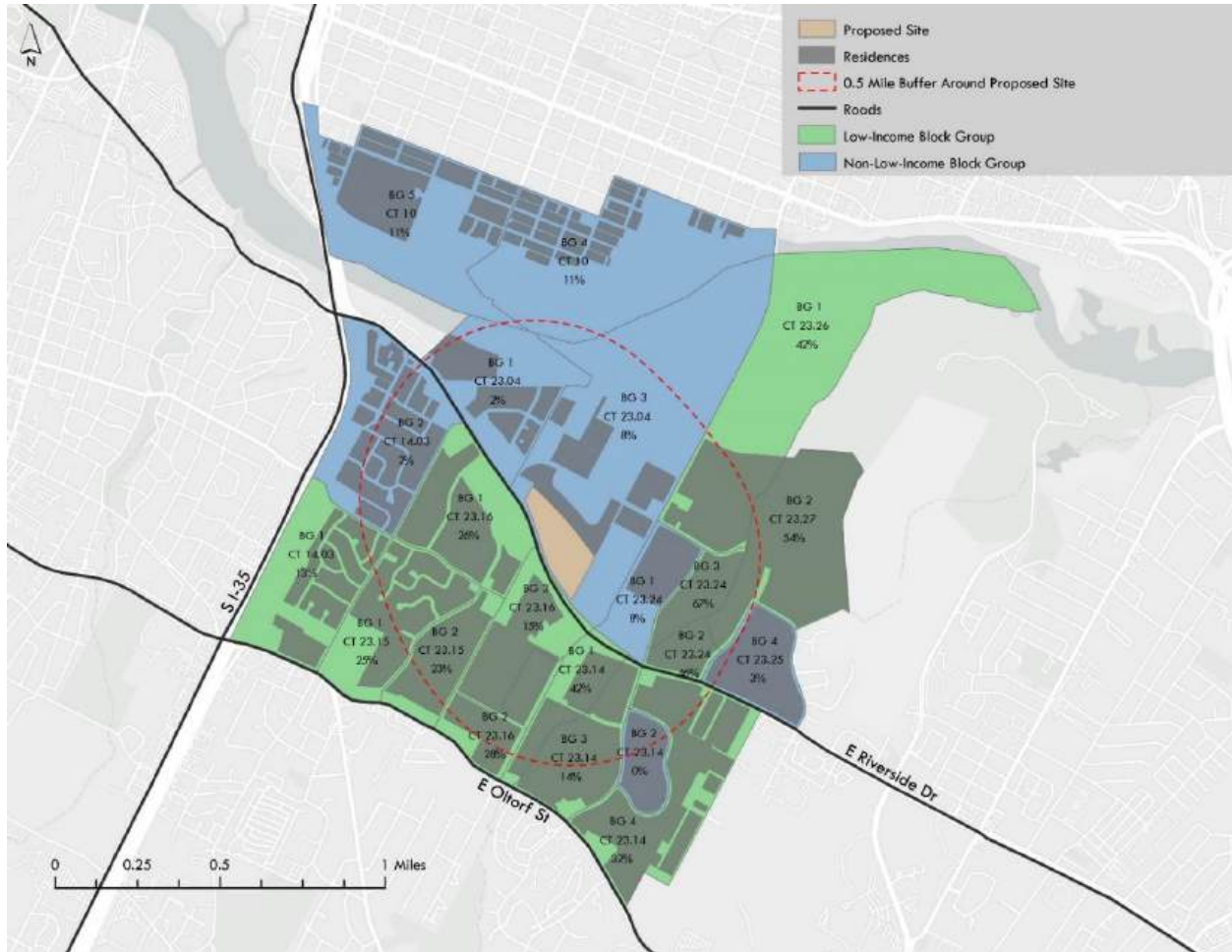
Appendix B. Low-income Population Maps

Figure 16 NLTC site: Low-income population percent



Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 17 Willow Creek Drive site: Low-income population percent



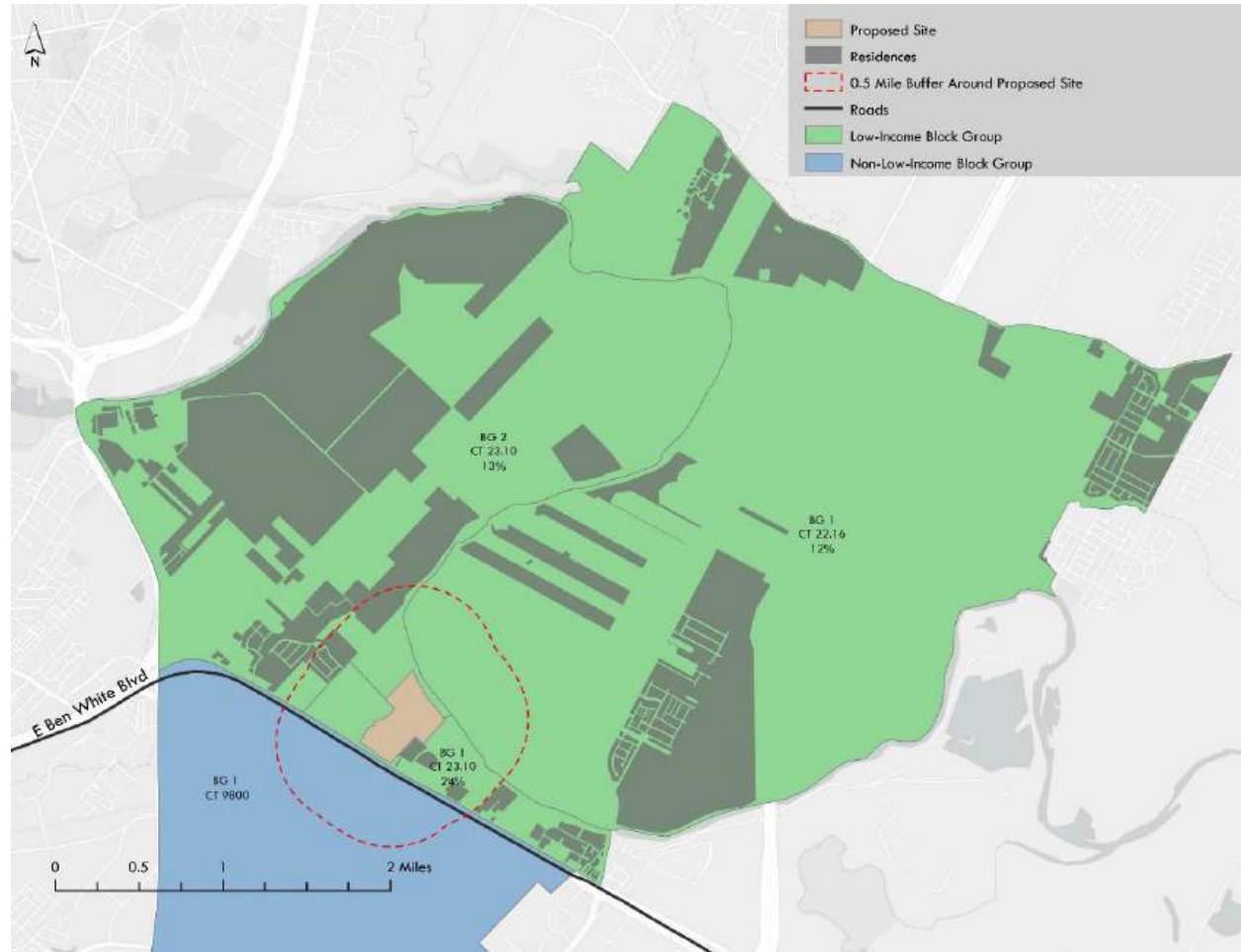
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 18 St. Elmo site: Low-income population percent



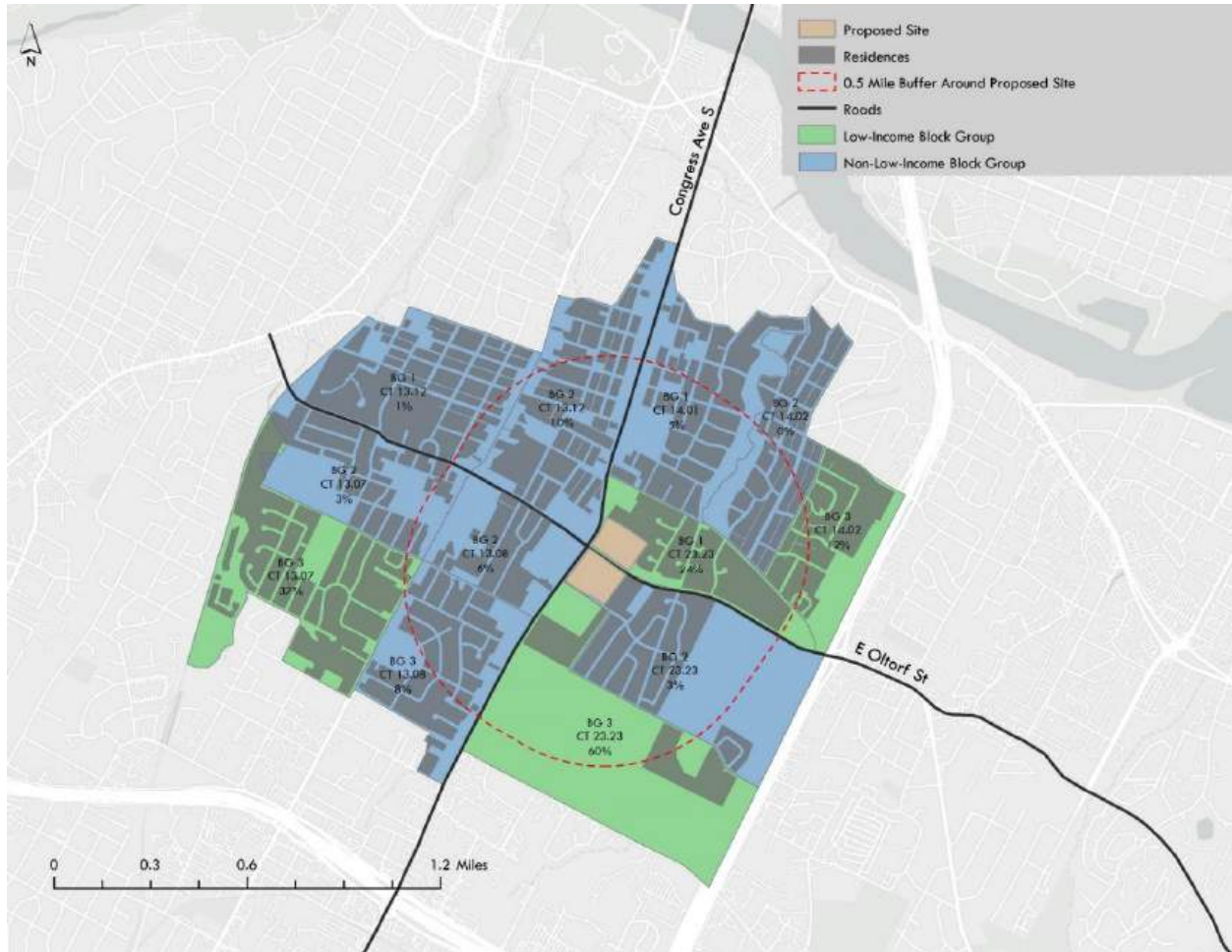
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 19 Original Airport site: Low-income population percent



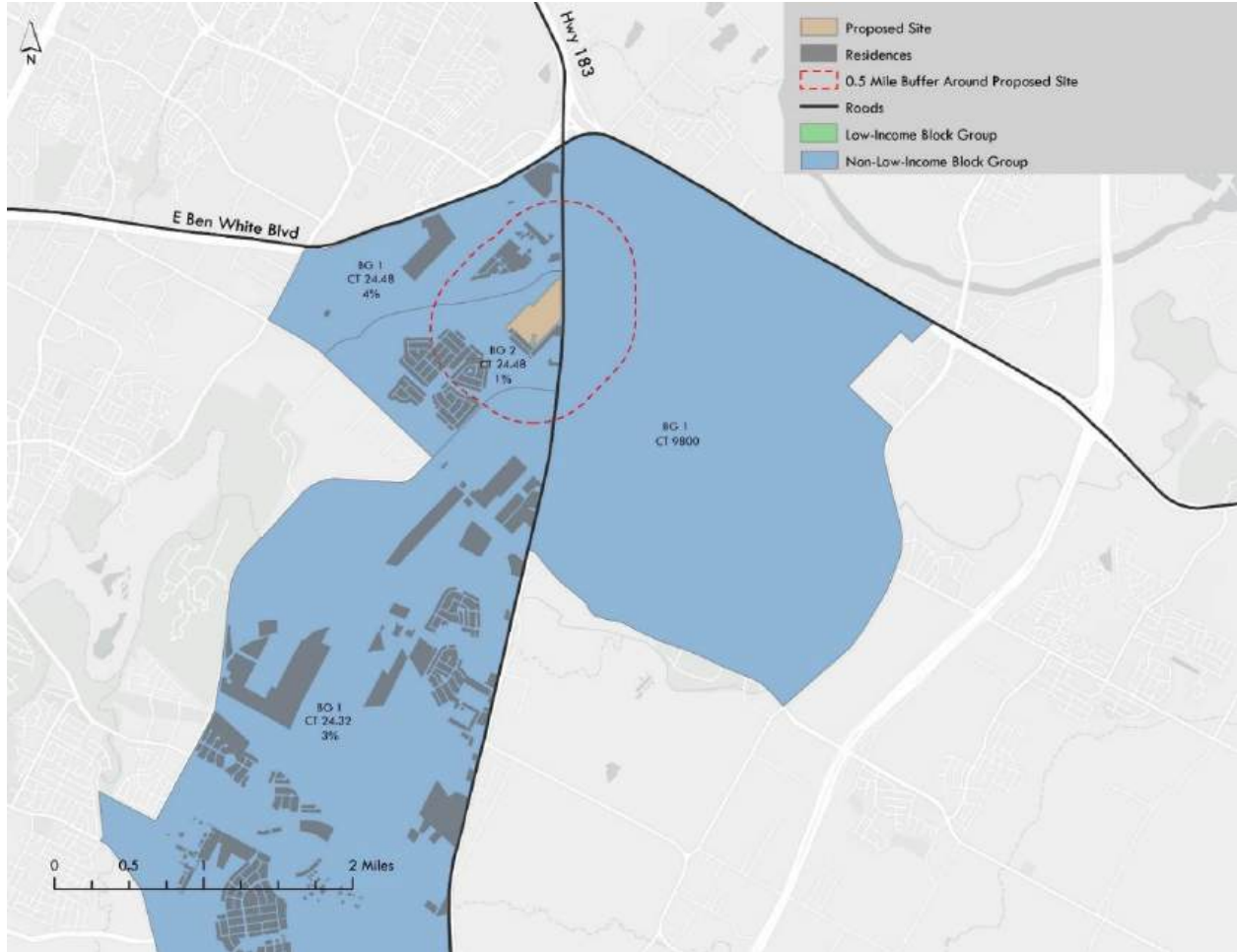
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 20 Oltorf Street site: Low-income population percent



Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 21 McCall Lane site: Low-income population percent



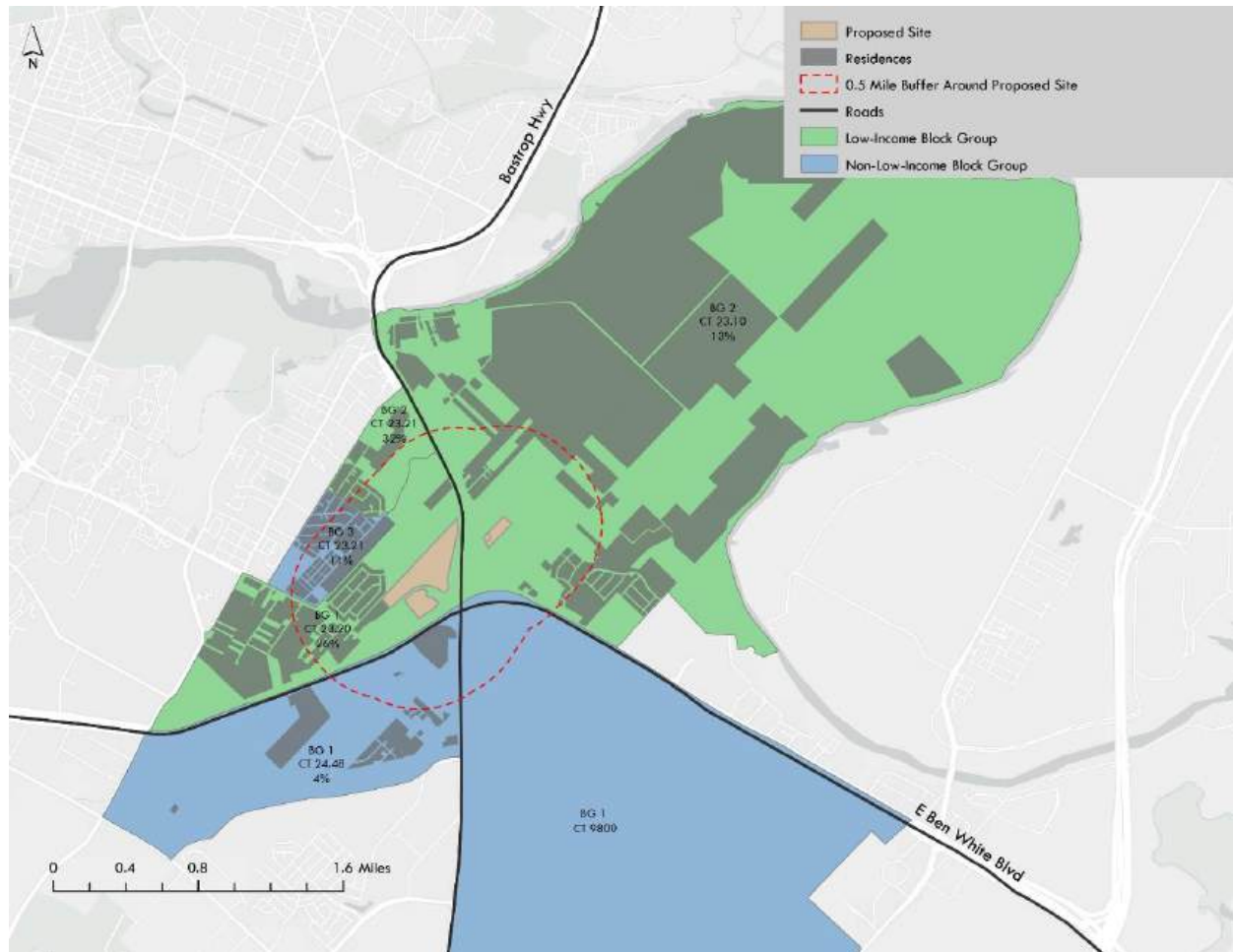
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 22 SCTC site: Low-income population percent



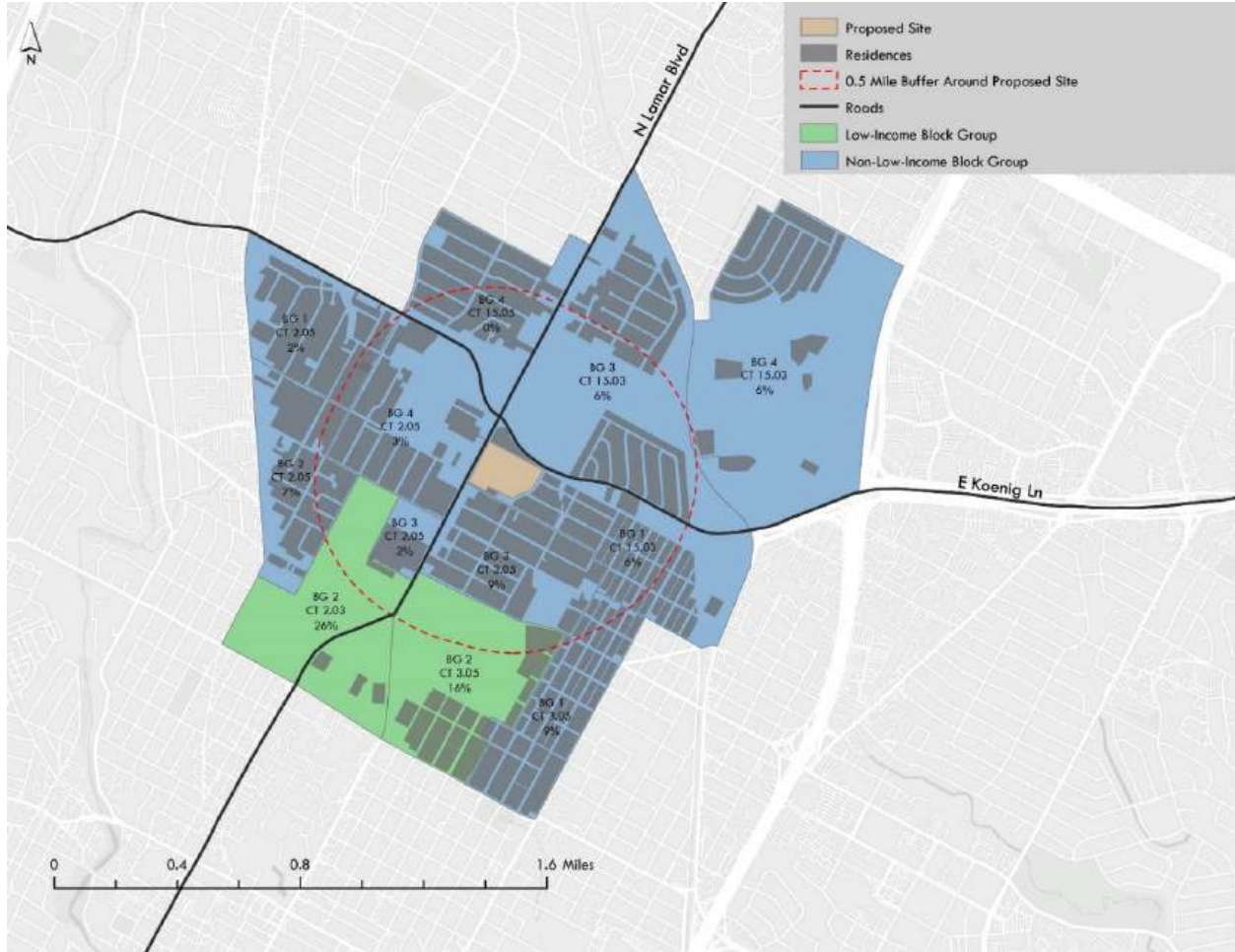
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 23 Airport Commerce Drive and Old Bastrop Highway site: Low-income population percent



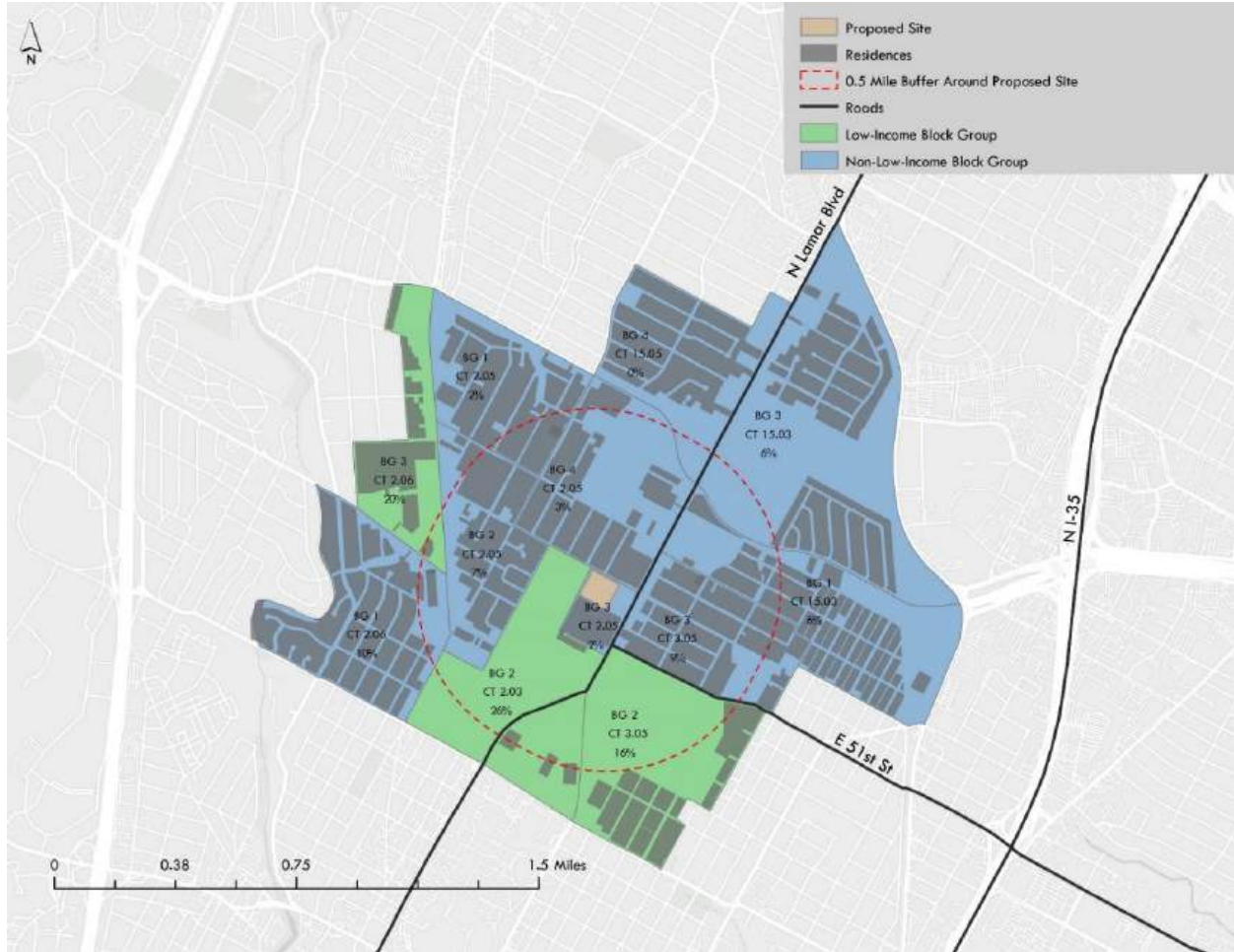
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 24 Nelray Boulevard site: Low-income population percent



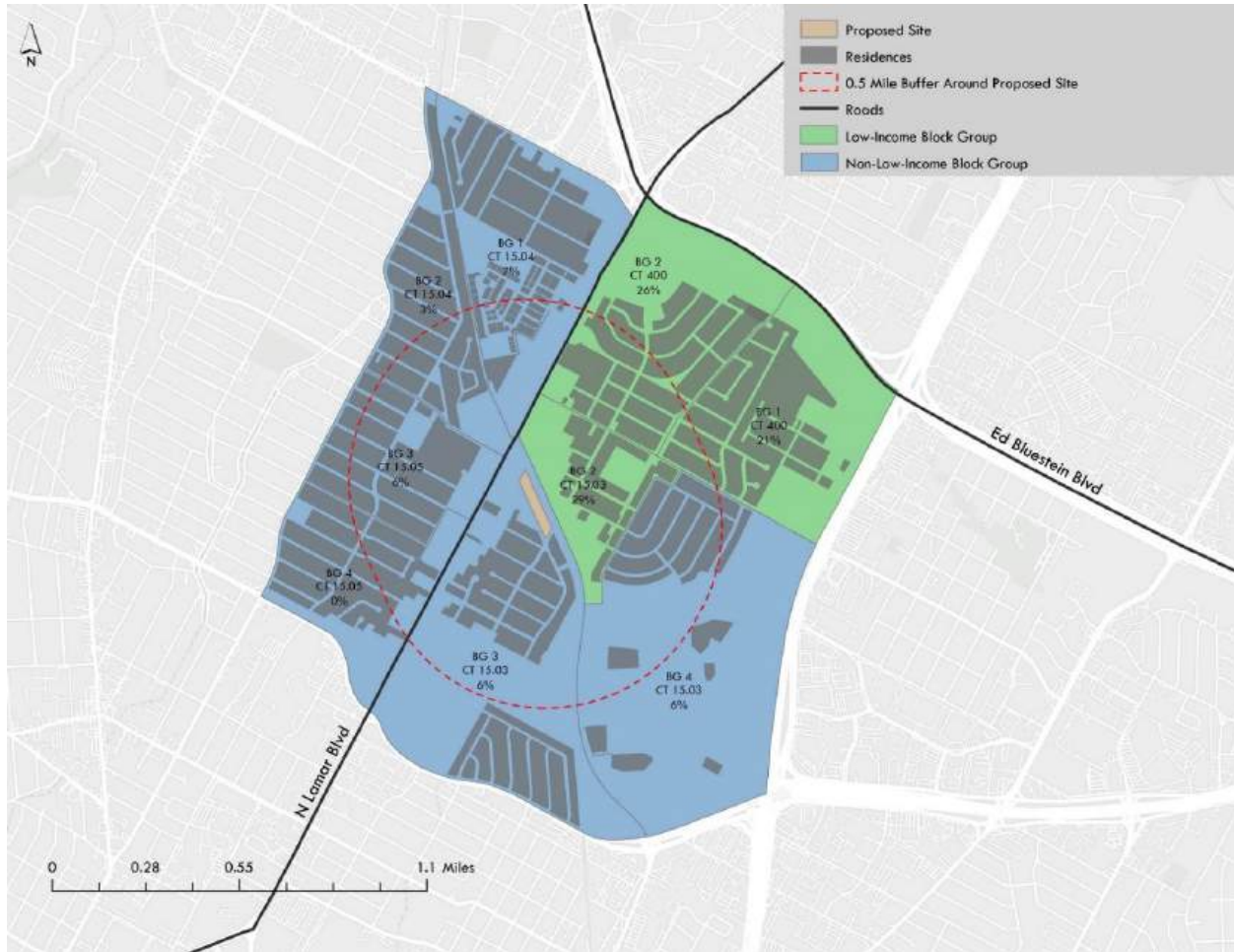
Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 25 N Loop Boulevard (MOW only): Low-income population percent



Source: ACS 2021 5 Year Estimates Table ID C17002

Figure 26 Crestview (MOW only): Low-income population percent



Source: ACS 2021 5 Year Estimates Table ID C17002

Appendix C. [Austin Light Rail Community Engagement Report](#)



AUSTIN LIGHT RAIL: COMMUNITY ENGAGEMENT REPORT

**AUSTIN
TRANSIT
PARTNERSHIP**

**COMMUNITY DIALOGUE
MARCH 21 – MAY 2, 2023**

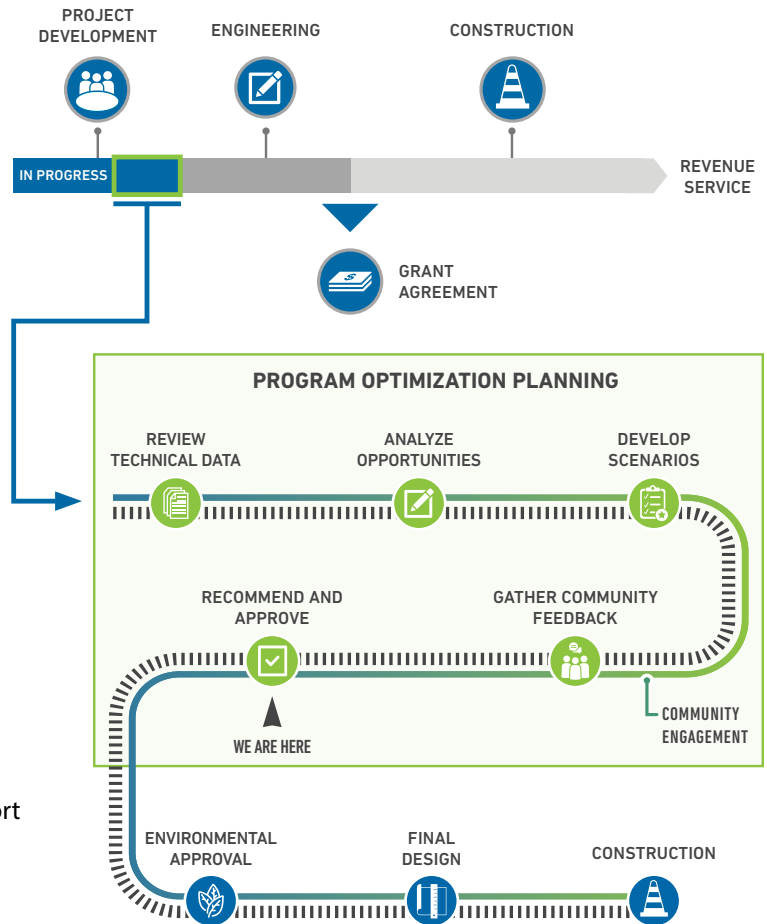




KEY INSIGHTS

Top Community Feedback Themes:

- Supported the advancement of a light rail project that moves Austinites where they need and want to go
- Prioritized Mobility, Customer Service, and Access to Opportunities
- Focused on greater coverage, seamless integration with other transportation options, expandability of the system and affordably reaching key destinations.
- Explored endpoint alternatives, expressed sentiments related to environmental impacts and benefits, and land use and housing.



Austin Light Rail Background

In November of 2020, Austin’s voters overwhelmingly approved Proposition A that dedicated property tax to support Project Connect, a transit system plan that includes new light rail and more services.

Light Rail Implementation Plan

The Austin Transit Partnership (ATP) has worked with our community to develop options for a Light Rail Implementation Plan that can be delivered within budget while honoring the goals and values of Austin voters.

Dialogue Results In Better Light Rail

Community dialogue is central to the success of Austin Light Rail. On March 21, 2023, ATP presented five light rail plan options to our community that aligned with the community’s values and needs. This launched a six-week engagement process that provided our community opportunities to learn about the light rail project and comment on the options. In partnership with the Project Connect team at the City of Austin and CapMetro, ATP staff made strides towards reaching priority populations, increasing outreach and education about the Austin Light Rail Implementation Plan, and receiving valuable feedback on the options presented.

Prioritizing Community Values & Guiding Principles

Community values criteria coupled with overarching guiding principles were used to categorize community feedback into themes and gather insights to inform the first phase of the light rail project.

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TABLE OF CONTENTS

- 1 Section 1: Community Feedback Themes**
Top Themes, Values, and Principles
- 2 Section 2: How we Led Engagement**
Strategy, Activities, and Statistics
- 3 Section 3: How we Analyzed the Feedback**
Process and Demographic Insights
- 4 Section 4: What we Heard**
Community Feedback on Light Rail Options
- 5 Appendix**



1

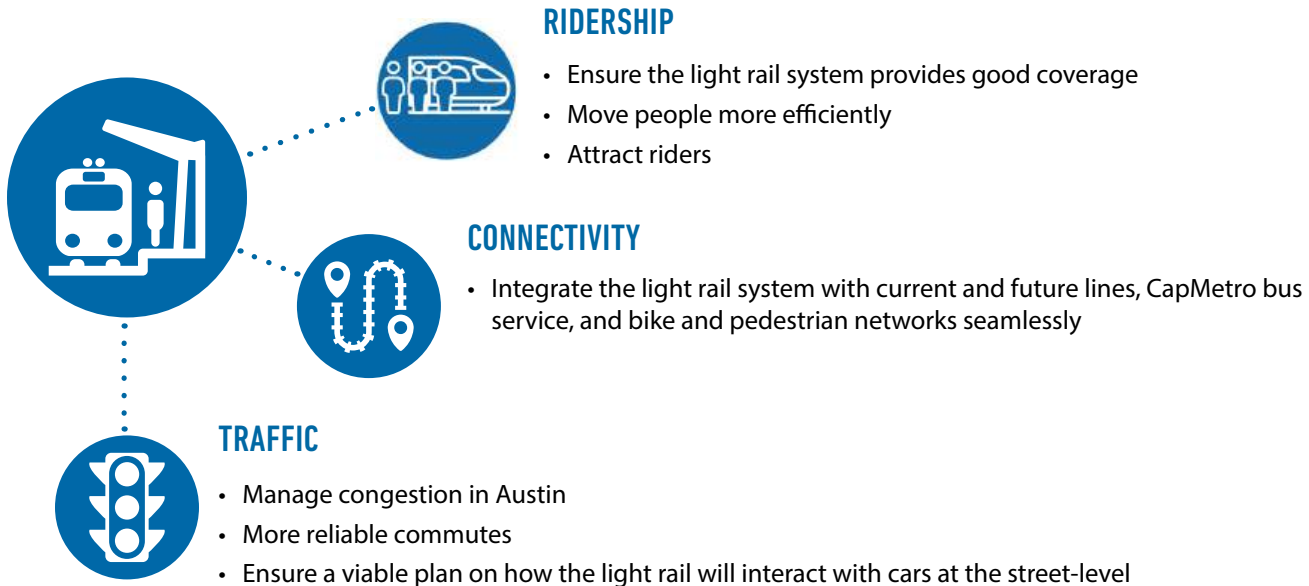
SECTION 1: COMMUNITY FEEDBACK THEMES

What We Heard the Most



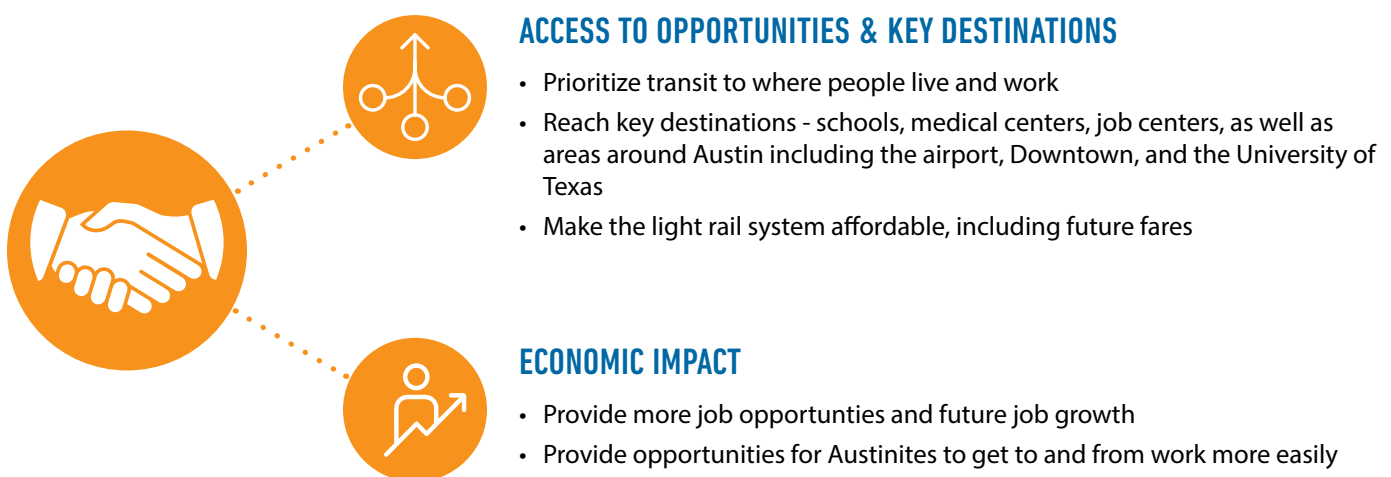
Mobility and Customer Experience:

Light Rail should provide convenient and good transit service.



Access To Opportunities:

Light Rail should make meaningful connections, especially for the people who need them most.



Additional Community Feedback



Community comments explored additional endpoint alternatives, expressed sentiments related to environmental impacts and benefits, and land use and housing. Community questions arose on ridership data, costs and financing plan, and expandability of the system. [Learn more on our FAQs page.](#)

Land Use and Housing:

Light Rail should create links between affordable/attainable housing and transit



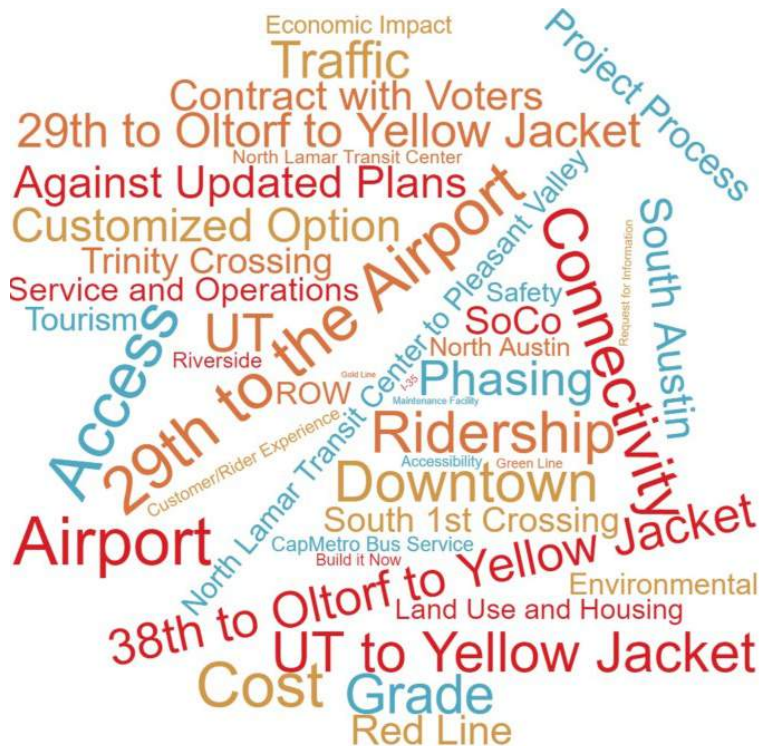
- Serve existing and planned affordable housing units
- Land use adjacent to light rail should support higher ridership
- Support Equitable Transit-Oriented Development plans

Environmental Benefits:

Light rail has both potential impacts on sensitive environmental resources and provides benefits for climate change



- Transit presents environmental advantages
- Mode-shift opportunities have a positive impact on climate change



Engagement Strategy



Priority Populations Guided Engagement

ATP is committed to engaging directly with “priority populations,” or communities most likely to be impacted by Project Connect. Last May, ATP assessed previous Project Connect engagement efforts and identified outreach gaps in the following priority populations:

- Youth (ages 18-24)
- Spanish-speaking communities
- Black and Latino communities
- People with disabilities
- Low-income communities



Focus Groups Prioritized Community Values For Light Rail

The engagement strategy evolved to adjust and increase the quantity and quality of interactions with priority populations to respond to the outreach gaps. Focus group participants self-identified as a member of a priority population group mentioned above.

ATP conducted 11 Light Rail Focus Groups between December 2022 and January 2023 in advance of the public launch of light rail options.

<h3 style="margin: 0;">Focus Group Goals</h3> <ul style="list-style-type: none"> • Engage with Priority Populations • Receive Community Values Criteria feedback • Evaluate perceptions on key destinations that light rail could serve 		<h3 style="margin: 0;">Focus Group Results</h3> <p>Participants indicated the project team should prioritize:</p> <ul style="list-style-type: none"> • Access to Opportunities • Affordability Benefits • Who we serve • Connectivity • Traffic
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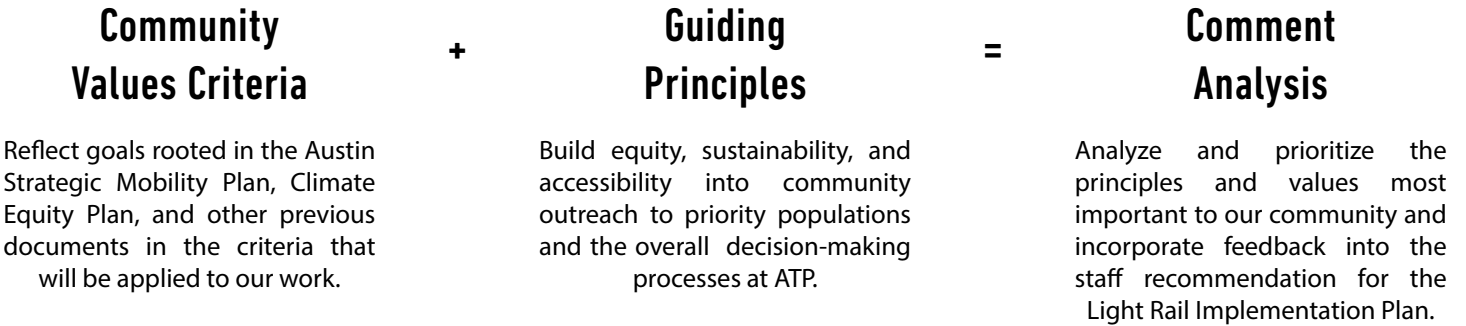
Light Rail Alternative Options Selected Based On Priority Community Values

Following the conclusion of the focus groups, ATP Community Engagement team provided data collected during the community values exercise to the Engineering & Planning teams to incorporate the feedback (along with previous feedback) into the analysis of feasible option alternatives for Austin’s first light rail project.

Values and Principles Guiding Engagement



When combined, core community values and guiding principles formed the framework for how ATP analyzed feedback to identify community priorities.



Community Values Criteria Descriptions

MOBILITY AND CUSTOMER SERVICE		Are we providing convenient and good transit service?	
RIDERSHIP	BIKE & PEDESTRIAN CONNECTIVITY	TRAFFIC	TRANSFERS TO BUS AND RAIL
ACCESS TO OPPORTUNITIES		Are we making meaningful connections, especially for the people who need them most?	
CURRENT & FUTURE POPULATION DENSITIES	DEMOGRAPHIC DATA	ACCESS TO KEY DESTINATION POINTS	
ENVIRONMENTAL BENEFITS		How do options compare in terms of potential impacts on sensitive environmental resources and climate change?	
GREENHOUSE GAS EMISSIONS	IMPACTS ON COMMUNITY RESOURCES AND AMENITIES	WATER RESOURCES AND FLOODPLAIN IMPACT	
LAND USE AND HOUSING		Are we creating links between affordable/attainable housing and transit?	
AFFORDABILITY BENEFITS	CURRENT HOUSING & FUTURE GROWTH OPPORTUNITIES	SUPPORT ANTI-DISPLACEMENT & EQUITABLE TRANSIT-ORIENTED DEVELOPMENT (ETOD) INITIATIVES	

Engagement Activities & Highlights



On March 21, 2023, ATP unveiled five light rail plan options to the community that aligned with community values and needs. This launched a six-week community dialogue process from March 21 through May 2, allowing the community the opportunity to comment on the options.

In-Person Open House Participation

532 people attended March 21st Austin Light Rail Open House and provided 423 handwritten comments



Bus Stop/ Train Station Outreach

Outreach occurred at 45 unique locations around Austin connecting with 3,469 people



Virtual Community Update

In April 6, ATP staff presented to 149 community members and answered more than 90 questions live.



Virtual Open House Participation

Over 19,000 views, ~2,000 participants, and over 5,049 comments received on the site



Community Conversations, Events, and Boards, Commissions and Committees

Adopting a “say yes” policy to any group or individual who asked for a meeting, ATP participated 90+ events during the six-week dialogue period.



Priority populations and broader engagement tactics included:

- Virtual Open House and virtual meetings in English and Spanish
- Media engagement in English and Spanish-language markets
- Partnered with community groups to support deeper connections with priority populations
- Spoke to core transit riders through outreach at bus stops and train stations
- Attended meetings in community spaces and public events
- Partnered with City Council Members to engage with their constituents
- Presented to City of Austin Boards and Commissions and CapMetro and ATP Committees
- Ensured access to ATP staff for all questions via email, phone, in person, etc.

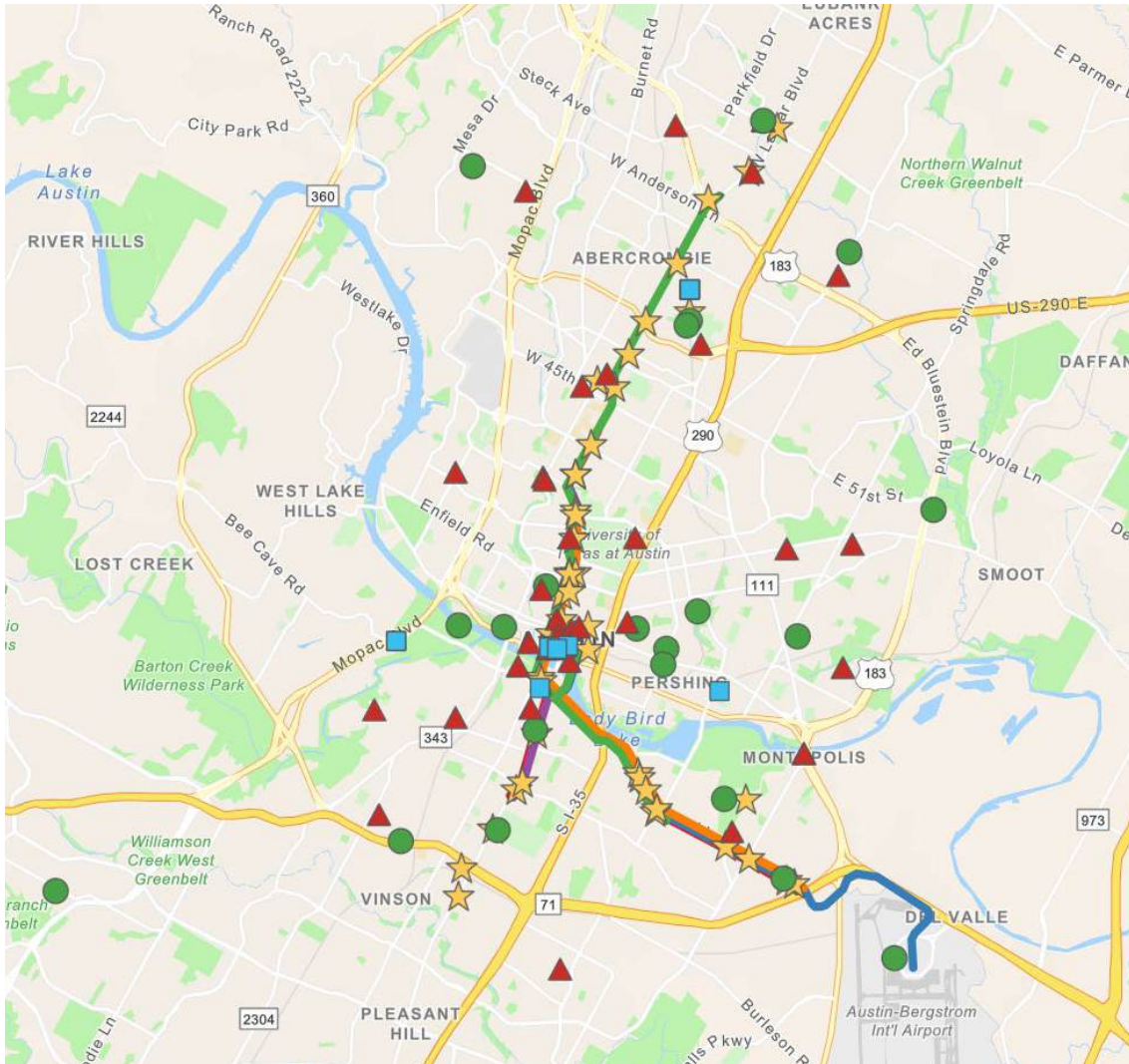
Engagement Map



- Boards, Commissions, and Committees
- ▲ Community Conversation
- Community Event
- ★ Bus Stop / Train Stop Outreach

8,000+ DIRECT INTERACTIONS

Includes interactions with attendees counted at in-person outreach events, bus/train stop outreach, and self-reported virtual open house participants



Map shows community interactions conducted between March 21, 2023 and May 2, 2023. See Appendix (A2-A4) for more information on engagement locations and data by zip code.

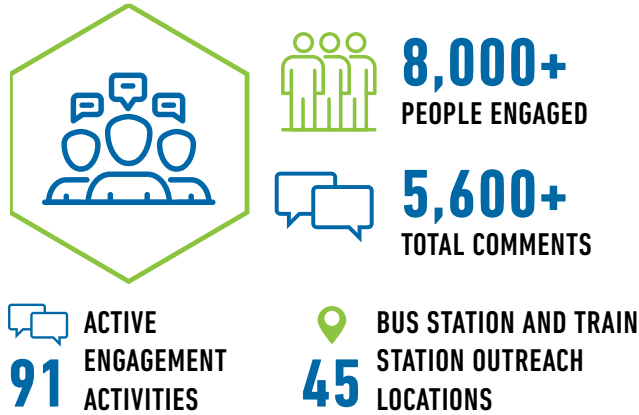
[See a digital version of the light rail options outreach map here.](#)

Engagement By The Numbers: Reaching the Community



In partnership with the Project Connect team at the City of Austin and CapMetro, ATP staff made strides towards reaching priority populations, increasing outreach and education about the Austin Light Rail Implementation Plan, and receiving valuable feedback on the options.

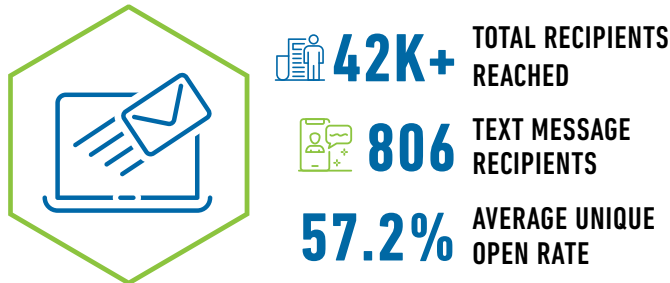
In-Person Engagement



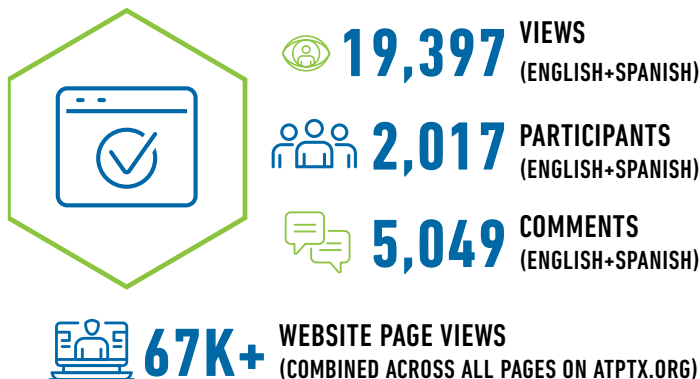
Multilingual Communications



Overall E-Newsletter Stats



Website



Overall Social Media Stats



3

SECTION 3: HOW WE ANALYZED THE FEEDBACK

Comment Analysis Process & Demographic Data Insights

In partnership with the Project Connect team at the City of Austin and CapMetro, ATP staff made strides towards reaching priority populations, increasing outreach and education about the Austin Light Rail Implementation Plan, and receiving valuable feedback on the options.

1 Comments Coded To Themes

2 Addressed Multiple Themes In Single Comment

3 Determined Patterns Through Qualitative Data Analysis

4 Qualitative Analysis of Self-Identified Demographic Data

5 Examination of Emerging Themes

Demographic information provides a limited snapshot of what different communities are saying about light rail. For example, roughly only half of the Virtual Open House participants provided their race/ethnicity, and about a third provided their income. ATP will continue to actively explore ways of collecting demographic data in future engagement efforts.

Priority Themes from Self-Identified Black, Indigenous, People of Color Participants

744 comments:

- Top themes: Access, Airport, Connectivity, Cost, and Ridership.
- Top community values: Access to Opportunities; Mobility and Customer Service.
- Support for options that served the most locations and carried the most riders.
- Feedback was split about reaching the airport during the first phase of the light rail. Ensured access to ATP staff for all questions via email, phone, in person, etc.

Priority Themes from Self-Identified Low-Income* Participants

547 comments:

- Top themes: Airport, Access, Connectivity, Cost, and Ridership.
- Top community values: Access to Opportunities; Mobility and Customer Service
- Support for options that served the most people and focused on connections for bicyclists, pedestrians, bus transit, and overall system connections.
- Extending light rail to the airport to increase access to East Austin was a common theme.

*(*household incomes below \$73,000 or individual incomes below \$43,000)*

Priority Themes from Current Transit Rider Participants

3,355 comments:

- Top themes: Airport, Access, Connectivity, Ridership, and Downtown.
- Top community values: Access to Opportunities; Mobility and Customer Service.
- Identified the airport and downtown as key destinations.
- Support for options that had larger coverage, served the most people, provided frequent service, and the need for multimodal connections and bus connectivity.

4

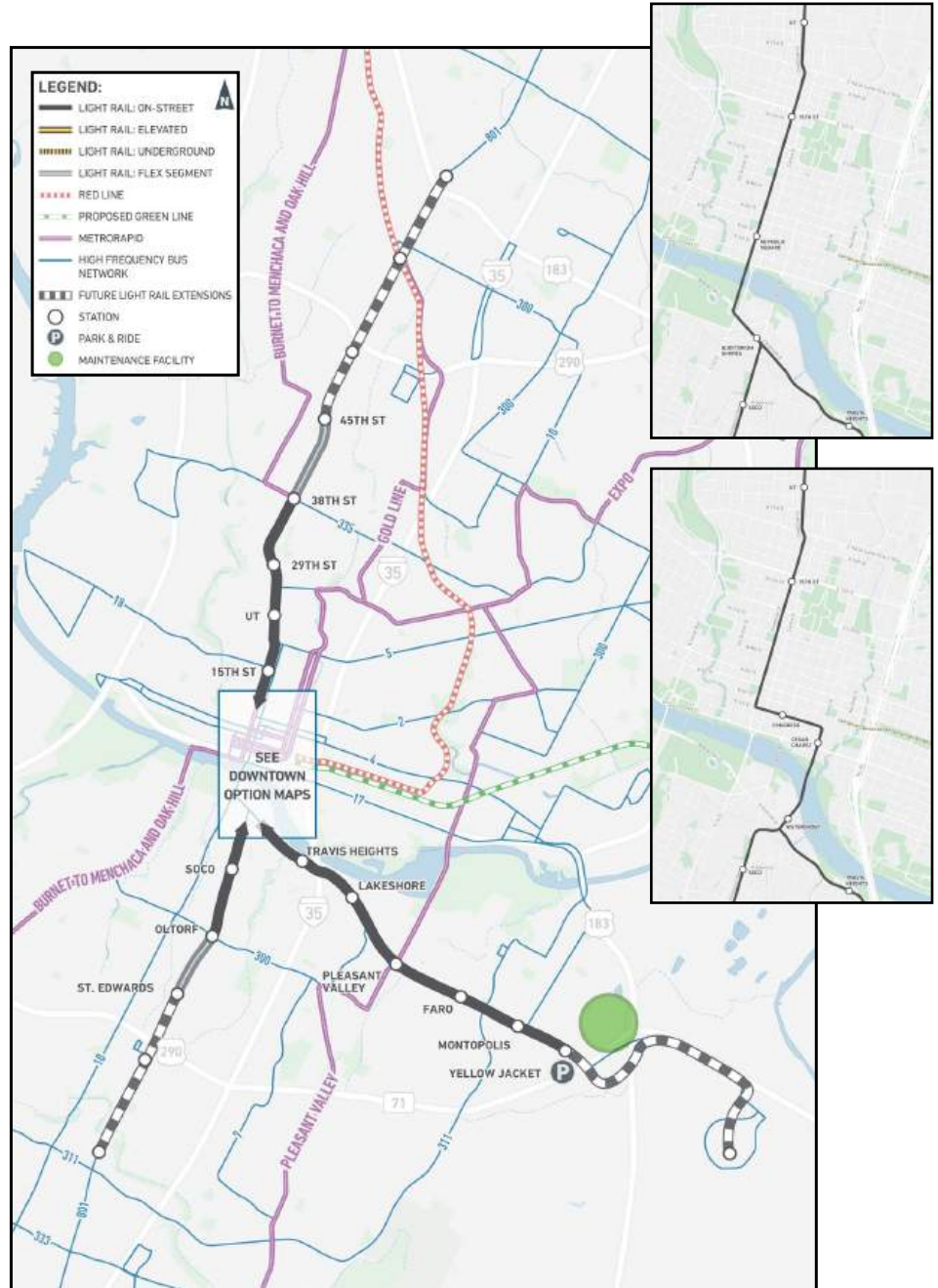
SECTION 4: WHAT WE HEARD

Community Feedback On Light Rail Options

On-Street: 38th To Oltorf To Yellow Jacket

COMMUNITY FEEDBACK ON THIS OPTION INCLUDED:

- Support for connecting to existing rail and bus service.
- Need for access to key destinations and areas of town, including South Austin, Downtown and the University of Texas.
- Concerns about how the on-street option could impact and delay vehicle traffic.
- Feedback also included expanding the line past Yellow Jacket Lane to the Airport and expanding the line further north and south.
- On-street light rail was seen as more affordable and providing more connectivity to the community.
- Trinity Street river crossing allows for connection to the east side of Downtown, the Convention Center, Rainey District, current and future jobs centers and housing, transit connections, and opportunities for future expansion; concerns around traffic and construction impacts.
- 1st Street river crossing allows for connections to Auditorium Shores, Long Center, Republic Square, and Zilker Park; concerns around traffic impacts and visual impacts over Lady Bird Lake.
- BIPOC/Low-Income/Transit Riders supported this option because of ridership, access, and connectivity.



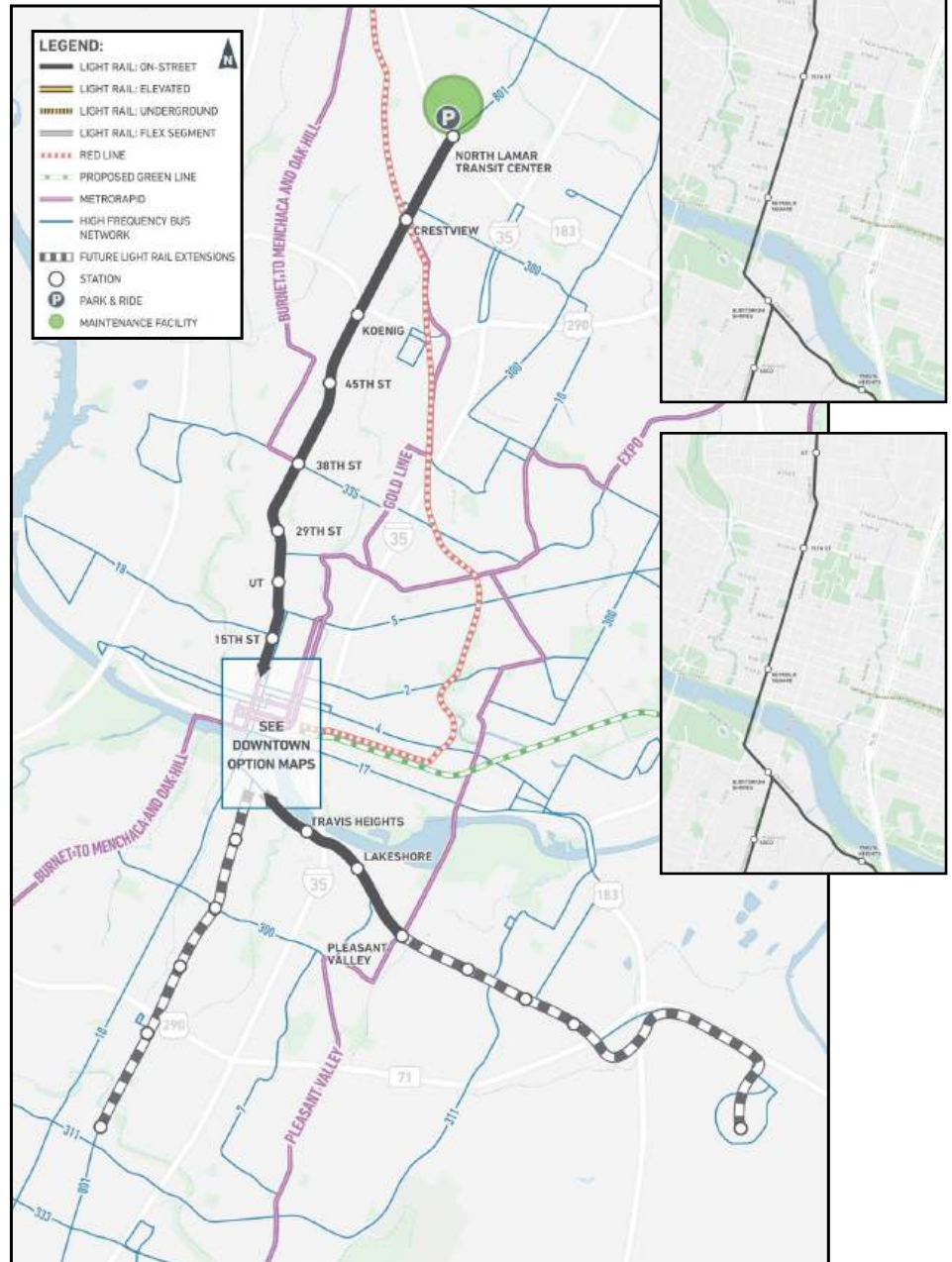
Community Feedback On Light Rail Options



On-Street: North Lamar Transit Center To Pleasant Valley

COMMUNITY FEEDBACK ON THIS OPTION INCLUDED:

- Consistent comments highlighting high ridership numbers and the ability to connect North Austin with Downtown and East Austin.
- Concerns around lack of access for South Austin.
- Feedback also included expanding the line past Yellow Jacket Lane to the Airport and expanding the line south.
- On-street light rail was seen as more affordable and providing more connectivity to the community.
- Trinity Street river crossing allows for connection to the east side of Downtown, the Convention Center, Rainey District, current and future jobs centers and housing, transit connections, and opportunities for future expansion; concerns around traffic and construction impacts.
- 1st Street river crossing allows for connections to Auditorium Shores, Long Center, Republic Square, and Zilker Park; concerns around traffic impacts and visual impacts over Lady Bird Lake.
- BIPOC/Low-Income/Transit Riders supported this option for connectivity, access, and ridership.



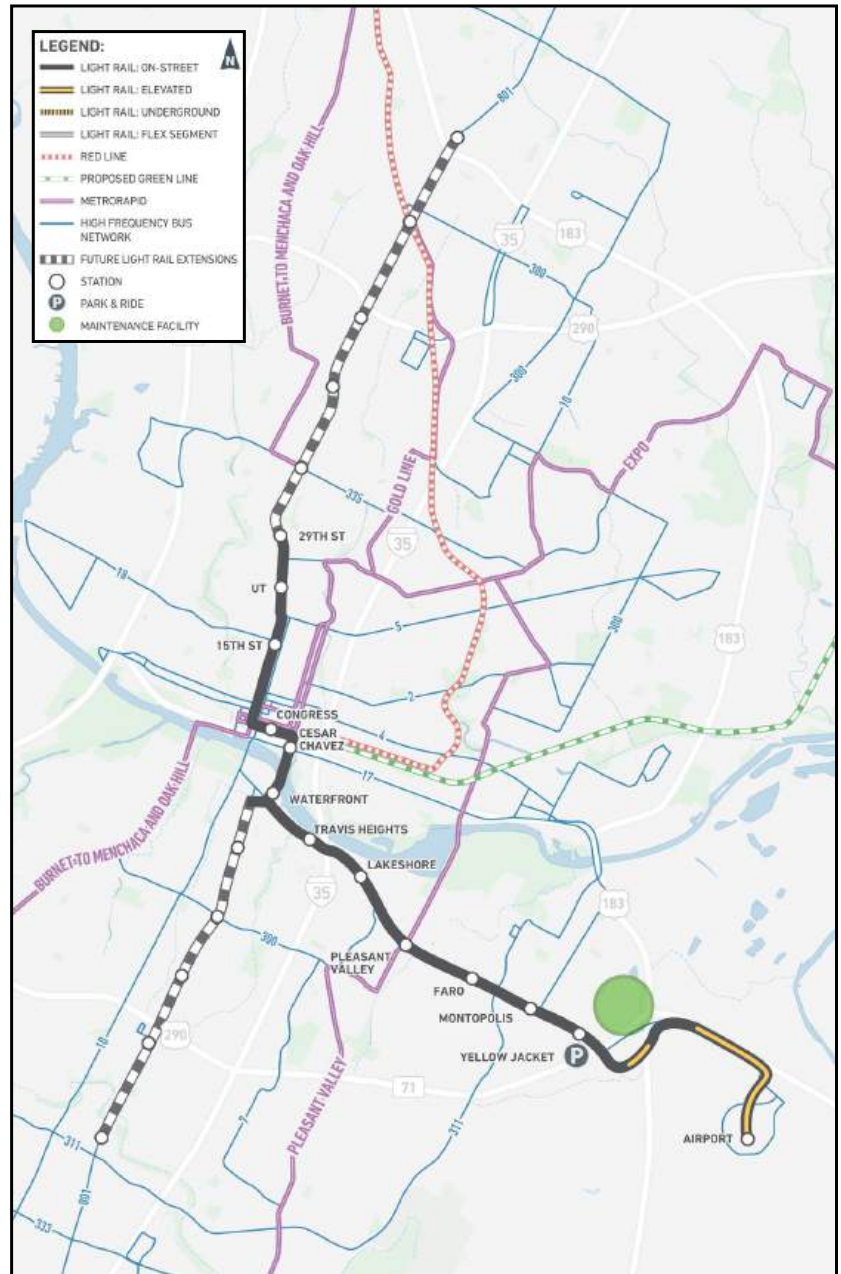
Community Feedback On Light Rail Options



On-Street: 29th To Airport

COMMUNITY FEEDBACK ON THIS OPTION INCLUDED:

- Comments around the importance of getting to the Airport, and connecting the Airport with Downtown and other transit connections such as the Red Line.
- On-street rail feedback was seen as more affordable and providing more connectivity to the community.
- This option was the most frequently discussed, and further analysis of all option comments showed a strong preference for reaching the Airport as a key destination.
- BIPOC/Low-Income/Transit Riders shared concerns over costs, ability to phase, and lack of access to other destinations; however, there was also support for reaching the airport.



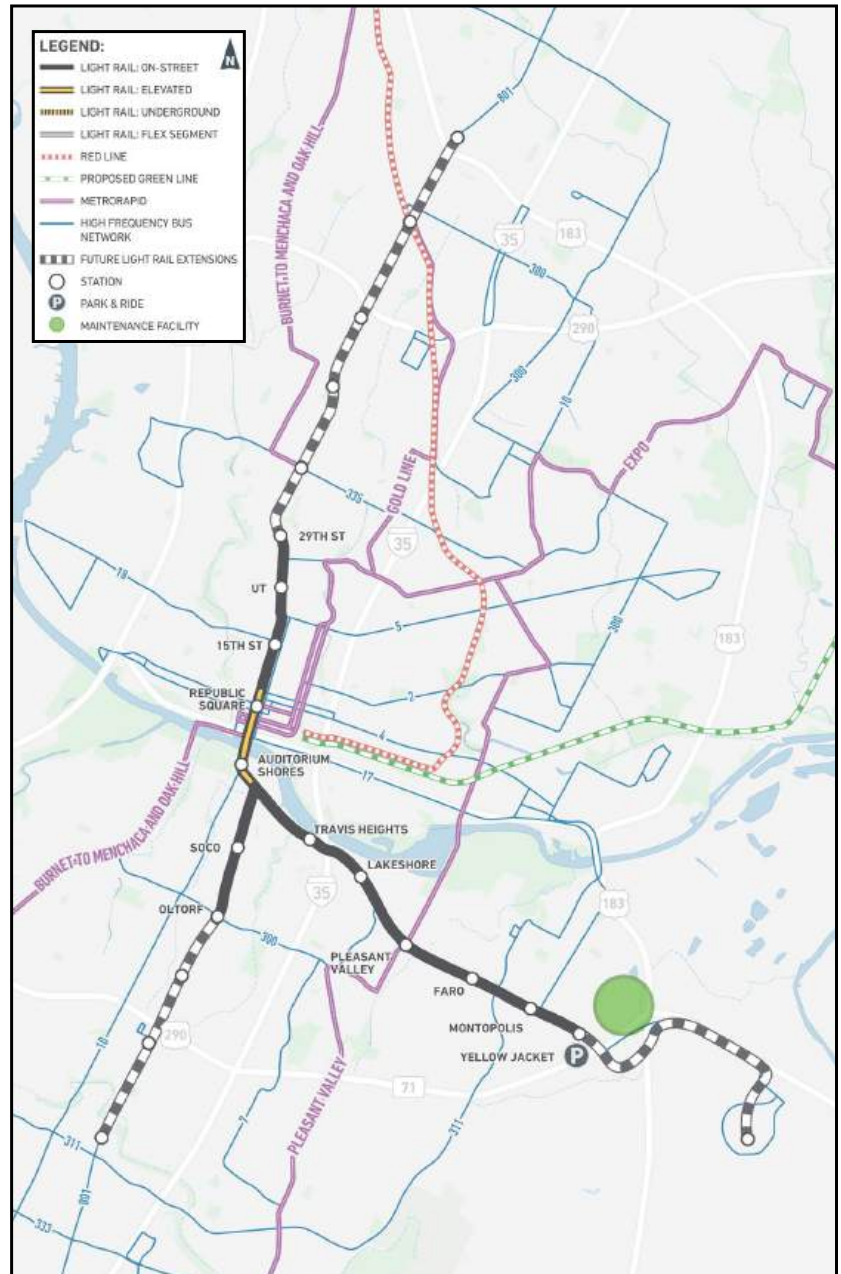
Community Feedback On Light Rail Options



Partial Elevated: 29th To Oltorf To Yellow Jacket

COMMUNITY FEEDBACK ON THIS OPTION INCLUDED:

- Access to key destinations, connectivity, and ridership as important.
- Additional concerns about cost and phasing were raised.
- Feedback also included expanding the line past Yellow Jacket Lane to the Airport and expanding the line further north and south.
- Elevated light rail was seen as more affordable than underground and faster than on-street.
- BIPOC/Low-Income/Transit Riders had concerns with connectivity, access, and ridership, as well as support related to operations and safety.



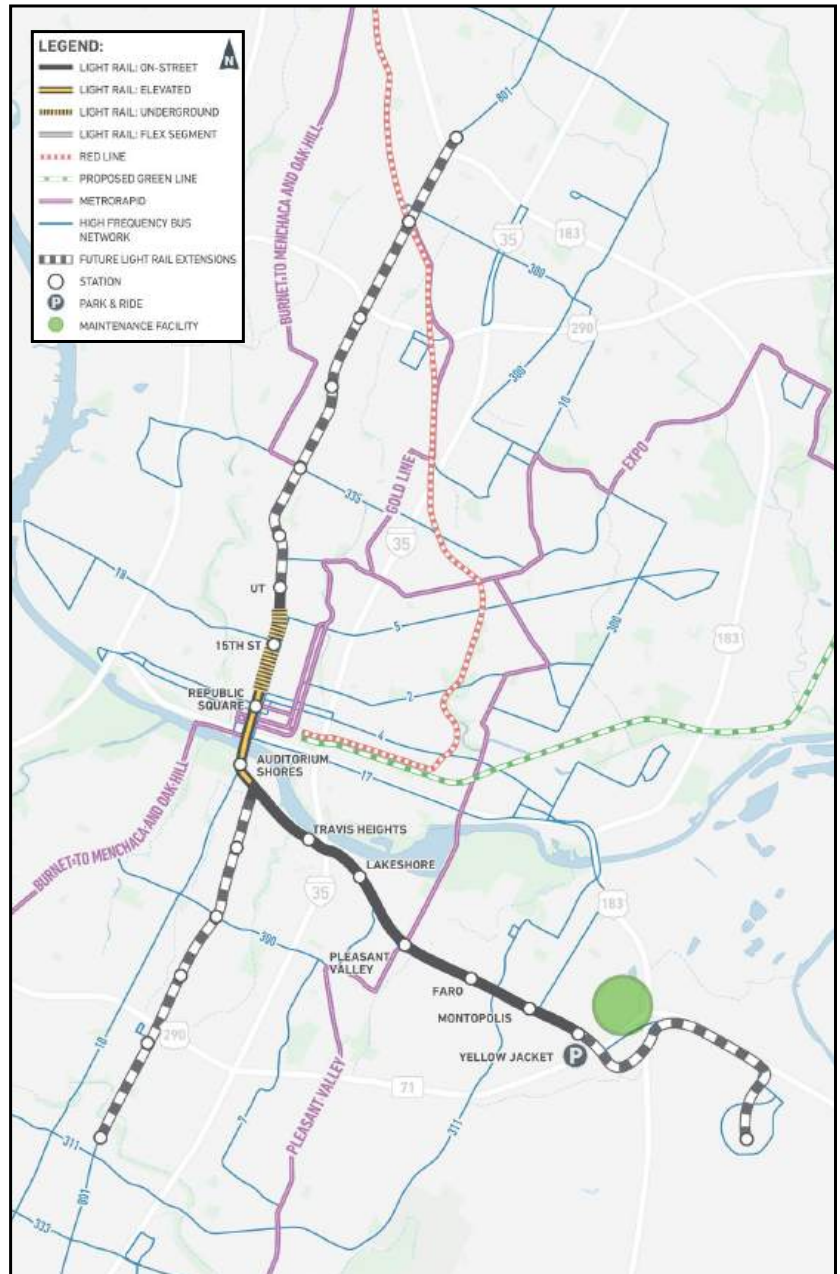
Community Feedback On Light Rail Options



Partial Underground: UT To Yellow Jacket

COMMUNITY FEEDBACK ON THIS OPTION INCLUDED:

- Concerns about cost, phasing, and ridership impacts.
- Lack of access to key destinations in South Austin was mentioned frequently.
- Feedback also included expanding the line past Yellow Jacket Lane to the Airport and expanding the line further North.
- Consideration that this would increase safety, reduce noise, and improve the aesthetics of the city.
- BIPOC/Low-Income/ Transit Riders supported this option for better operations and expressed concerns over not reaching the airport and low ridership.





APPENDIX



Demographic Data Analysis



Calendar of Events



Bus and Train Station Engagement Locations



Virtual Open House Comments by Zip Code



Letters of Recommendation from Community Organizations

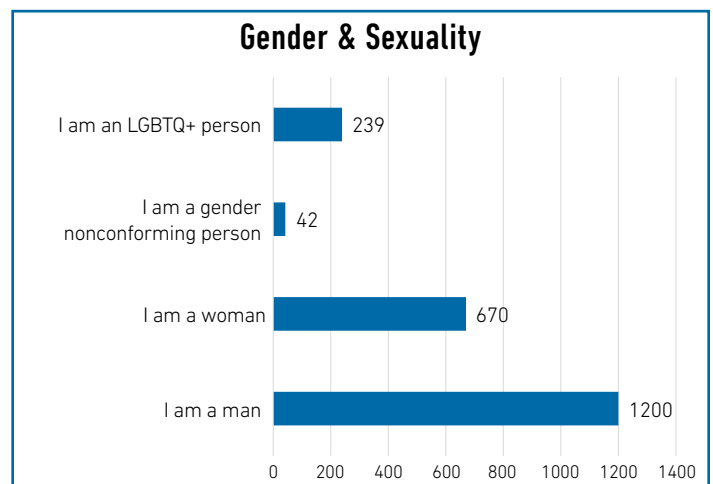
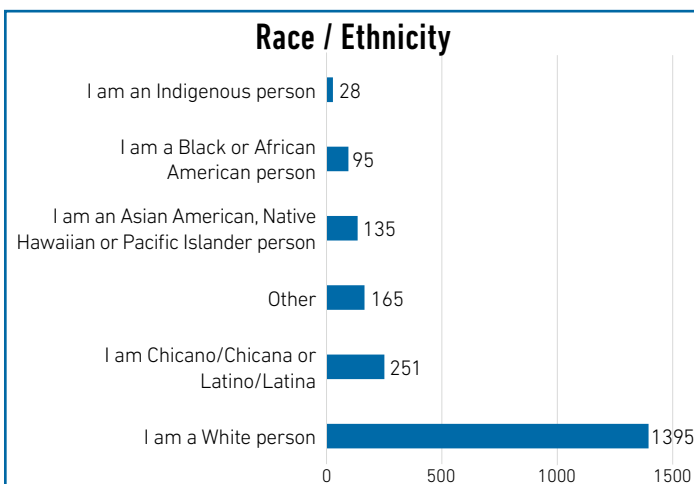
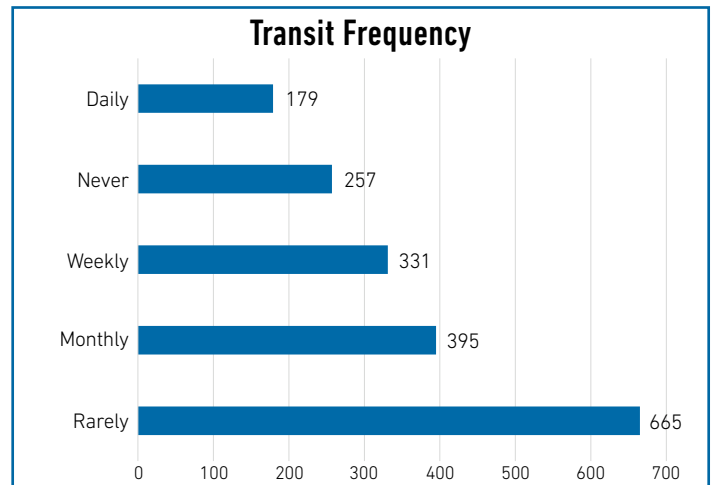
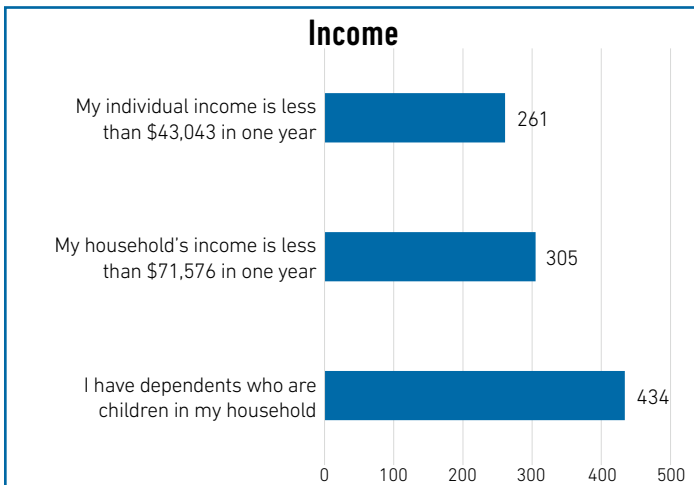
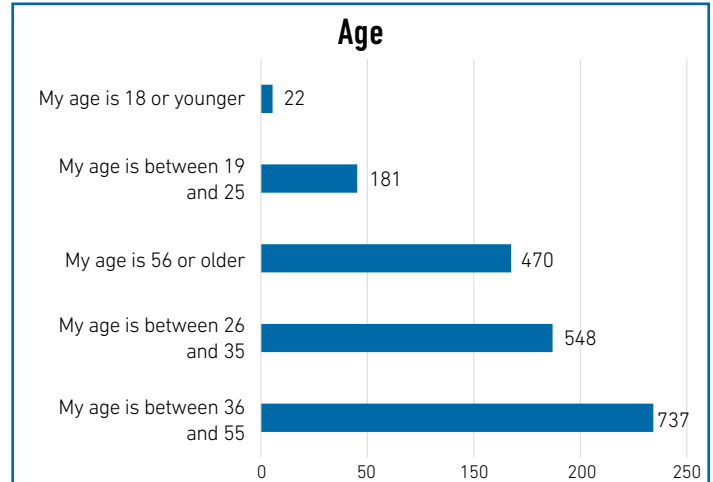
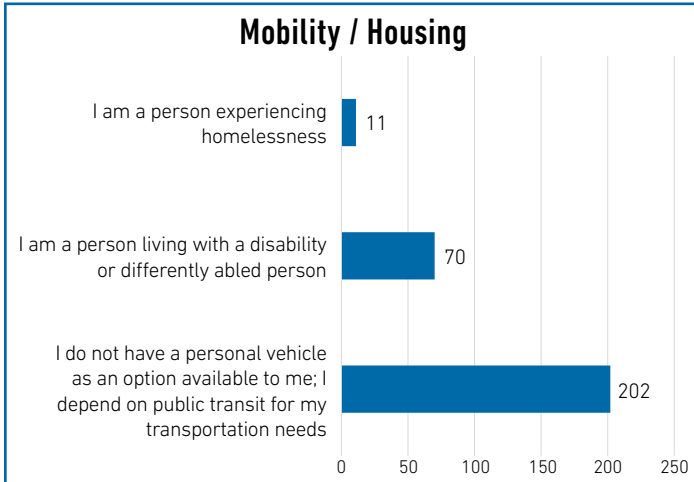


View All Comments, Public Engagement Events and Zip Code Breakdown on the [Project Connect Data Portal](#)



DEMOGRAPHIC DATA ANALYSIS

Demographic information was requested, but not required, throughout the community dialogue period to inform ATP about who we were hearing from. The following charts shows the demographic information, household income, and transit behaviors of individuals who participated in the Virtual Open House and chose to answer at least one demographic question.



AUSTIN LIGHT RAIL COMMUNITY DIALOGUE EVENTS

March 21 – May 2

DATE	EVENT	EVENT TYPE	LOCATION
3/21/2023	In-Person Open House	Community Event	Austin Central Library, 710 W Cesar Chavez, 78701
3/23/2023	CapMetro Staff	Community Conversation	CapMetro Offices, 700 Lavaca, 78701
3/24/2023	Movability	Community Conversation	Virtual
3/24/2023	Trail Conservancy	Community Conversation	ATP Offices - 203 Colorado St., 78701
3/27/2023	Design Commission	Board, Commission, Committee	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
3/27/2023	Montopolis Neighborhood Association	Community Conversation	Montopolis Recreation & Community Center, 1200 Montopolis, 78741
3/27/2023	East Austin YMCA	Community Event	5315 Ed Bluestein Blvd
3/28/2023	Town Lake YMCA	Community Event	1100 W Cesar Chavez St, 78703
3/28/2023	LBJ Urban Economic Development Class	Community Conversations	LBJ School of Public Affairs, 2315 Red River St., 78712
3/29/2023	ATX Mobility Coalition	Community Conversation	Austin Area Urban League, 8011A Cameron Rd., 78754
3/31/2023	Meeting with Ann Teich	Community Conversation	8716 Research Blvd, 78758
4/1/2023	North Austin YMCA	Community Event	1000 W Rundberg Ln, 78758
4/1/2023	Zilker Park Kite Festival	Community Event	Zilker Park, 78746
4/3/2023	Pedestrian Advisory Council	Board, Commission, Committee	901 South Mopac EXY, 78746

DATE	EVENT	EVENT TYPE	LOCATION
4/3/2023	MLK Neighborhood Association	Community Conversation	3701 E Martin Luther King Jr Blvd., 78721
4/3/2023	Central Austin Neighborhood Planning Advisory Committee	Community Conversation	Lamar Senior Activity Center, 2874 Shoal Crest Ave, 78705
4/4/2023	Austin Lighthouse -Travis Association for the Blind	Community Conversation	4512 S Pleasant Valley Rd., 78744
4/4/2023	Baptist Ministers Union/ Austin Area Urban League	Community Conversation	Mount Zion Fellowship Hall, 2938 E 13th St., 78702
4/4/2023	Urban Transportation Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/5/2023	CapMetro ACCESS	Committee	Virtual
4/5/2023	East Riverside/Oltorf Combined Contact Team	Community Conversation	Virtual
4/5/2023	Environmental Commission	Board, Commission, Committee	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
4/6/2023	Mobility Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/6/2023	CapMetro Town Hall	Community Conversation	Virtual
4/6/2023	ATP Community Update	Community Conversation	Virtual
4/7/2023	Urbanist Happy Hour	Community Event	1902 E 6th Street, 78702
4/10/2023	Central TX Labor	Community Conversation	Virtual
4/10/2023	LGBTQ Quality of Life Commission	Community Conversation	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
4/11/2023	Construction Advisory Committee	Board, Commission, Committee	One Texas Center, 505 Barton Springs Rd., 78704
4/11/2023	Texas School for the Deaf	Open House	1102 S Congress Ave, 78704
4/11/2023	ATP Finance and Risk Committee	Board, Commission, Committee	Virtual

DATE	EVENT	EVENT TYPE	LOCATION
4/11/2023	ATP Joint Planning, Sustainability, Equity & DBE/Engineering & Architecture	Board, Commission, Committee	ATP Offices - 203 Colorado St., 78701
4/11/2023	Real Estate Council of Austin - Transportation Committee	Community Conversation	98 San Jacinto, 78701
4/12/2023	Regional Mobility Summit	Community Conversation	Parmer Events Center, 900 Barton Springs Rd., 78704
4/12/2023	Todos Juntos Health Fair	Community Event	409 W Ben White, 78704
4/12/2023	CapMetro Customer Service Advisory Committee	Board, Commission, Committee	Virtual
4/13/2023	Community Advisory Committee	Board, Commission, Committee	ATP Offices - 203 Colorado St., 78701
4/14/2023	Downtown Austin Alliance	Community Conversation	515 Congress Ave., 78701
4/14/2023	CapMetro Operations Committee	Board, Commission, Committee	2910 East 5th Street, 78702
4/15/2023	Blacker the Block, Sweeter the Juice Block Party	Community Event	1104 E 11th St, 78702
4/15/2023	League of United Latin American Citizens	Community Conversation	6002 Jain Lane, Austin, TX 78721
4/15/2023	National Federation of the Blind	Community Conversation	Virtual
4/15/2023	CAC Hosted Montopolis Neighborhood Meeting	Community Conversation	Ruiz Branch, Austin Public Library, 1600 Grove Blvd., 78741
4/17/2023	Heritage Neighborhood of Austin	Community Conversation	Lamar Senior Activity Center, 2874 Shoal Crest Ave, 78705
4/18/2023	St. Edwards Open House	Community Event	3001 S Congress Ave
4/18/2023	Building and Strengthening Tenant Action	Community Conversation	8071 N Lamar Blvd
4/18/2023	Asian American Quality of Life Commission	Community Conversation	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/18/2023	Bicycle Advisory Committee	Board, Commission, Committee	901 South Mopac EXY (Building 5, Suite 300)

DATE	EVENT	EVENT TYPE	LOCATION
4/19/2023	Austin Outside	Community Conversation	ATP Offices – 301 Congress, 78704
4/19/2023	Austin Community College – Highland Campus	Community Event	6101 Highland Campus, 78752
4/19/2023	South Austin AARP	Community Conversation	South Austin Senior Activity Center, 3911 Menchaca Rd., 78704
4/19/2023	Young Professionals in Transportation – Redline Trail Roundtable	Community Event	6015 Dillard Cir., 78752
4/20/2023	Austin Community College – Riverside Campus	Community Event	1020 Grove Blvd., 78741
4/20/2023	North Austin Civic Association	Community Conversation	1000 W Rundberg Ln., 78758
4/20/2023	Farm & City	Community Conversation	Capital Factory, 701 Brazos St, 78701
4/21/2023	Austin Airport Earth Day	Community Event	Austin-Bergstrom International Airport, 78719
4/21/2023	Earth Day at HT	Community Event	Huston-Tillotson, 900 Chicon St., 78702
4/22/2023	Earth Day Festival (NWACA Event)	Community Event	Doss Elementary, 7005 Northledge Dr., 78731
4/22/2023	Blockwalking Uphill and Yellow Jacket Lane	Community Event	Uphill and Yellow Jacket Ln, 78741
4/22/2023	District 2 Townhall Event	Community Event	The Union at Easton Park, 7604 Solari Dr., 78744
4/23/2023	Creative Action	Community Event	1023 Springdale Rd., 78721
4/24/2023	American Institute of Architects Roundtable	Community Conversation	801 W 12th Street, 78701
4/24/2023	Parks and Recreation Board	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/24/2023	Zilker Neighborhood Association	Community Conversation	1801 Kinney Ave, 78704
4/24/2023	Human Rights Commission	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701

DATE	EVENT	EVENT TYPE	LOCATION
4/25/2023	University Area Partners	Community Conversation	University Presbyterian Church, 2203 San Antonio St., 78705
4/25/2023	Housing & Planning Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/25/2023	Texas School for the Blind Mobility Team	Community Conversation	1100 W 45th St, 78756
4/25/2023	Austin Young Chamber	Community Conversation	6836 Austin Center Blvd., 78731
4/25/2023	Hispanic/Latino Quality of Life Resource Advisory Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/25/2023	Barton Hills Neighborhood Association	Community Conversation	St. Mark's Episcopal Church, 2128 Barton Hills Dr., 78704
4/25/2023	Planning Commission	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/25/2023	Yellow Jacket/ Uphill Lane Community Meeting	Community Conversation	Montopolis Recreation & Community Center, 1200 Montopolis, 78741
4/26/2023	South Congress Merchants	Community Event	Güero's Taco Bar, 1412 S Congress Ave., 78704
4/26/2023	Greater Austin Asian Chamber of Commerce	Community Event	8001 Centre Park Dr., 78754
4/26/2023	Joint Inclusion Committee	Board, Commission, Committee	Austin City Hall, Boards and Commission, 301 W 2nd St., 78701
4/26/2023	Council Member Ellis Community Fair	Community Event	Hampton Branch Library, 5125 Convict Hill Rd, 78749
4/26/2023	North Austin Community Event hosted by CAC and Council Member Vela	Community Conversation	Kick Butt Coffee, 5775 Airport Blvd., 78752
4/26/2023	Equity Action Team	Community Conversation	1000 E 11th St., 78702
4/26/2023	Joint Sustainability Committee	Community Conversation	Permitting and Development Center, 6310 Wilhelmina Delco, 78752
4/26/2023	Austin Neighborhood Council	Community Conversation	Virtual
4/27/2023	Four Seasons Residences + Four Seasons Hotel	Community Conversation	98 San Jacinto, 78701

DATE	EVENT	EVENT TYPE	LOCATION
4/27/2023	Waterloo Greenway Conservancy Board	Community Conversation	1111 Red River St., 78701
4/27/2023	Austin Community College - Rio Grande	Community Event	1212 Rio Grande St., 78701
4/27/2023	Urban Land Institute Young Leaders	Community Conversation	Virtual
4/28/2023	Housing Authority City of Austin - Women's Conference	Community Event	2300 Rosewood Ave., 78702
4/28/2023	Criss Cole Rehabilitation Center	Community Conversation	4800 N Lamar Blvd., 78756
4/29/2023	Council Member Kelly Open House	Community Event	10401 Anderson Mill Rd., 78750
5/1/2023	C9 Committee Meeting (UT Austin)	Community Conversation	Virtual
5/1/2023	District 3 Light Rail Meeting hosted by Council Member Velásquez	Community Conversation	Virtual
5/2/2023	African American Resource Advisory Commission	Board, Commission, Committee	Permitting and Development Center, 6310 Wilhelmina Delco, 78752

BUS STOP AND TRAIN STATION OUTREACH LOCATIONS

March 21 – May 2

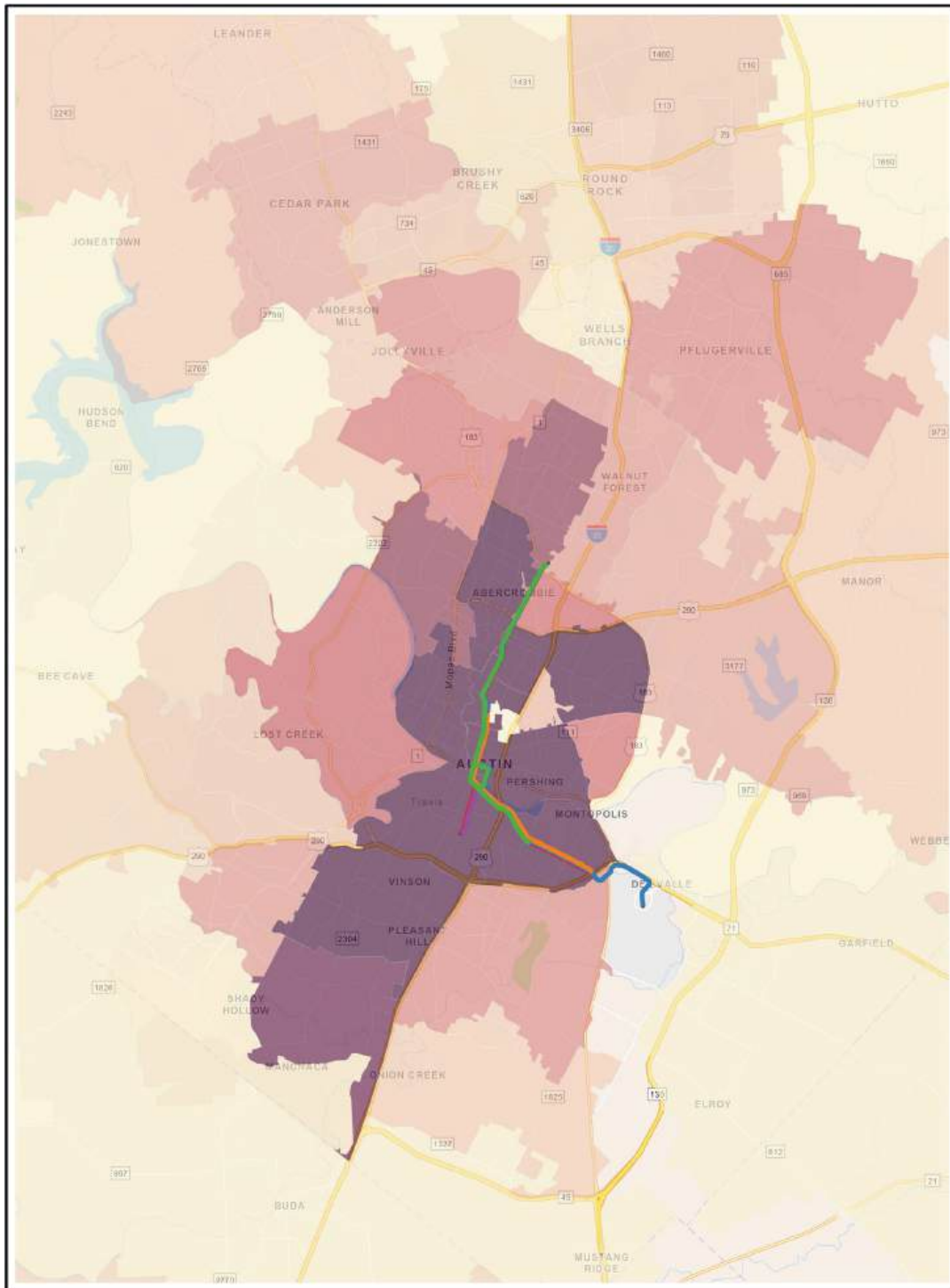
STOP ID	STOP NAME	ROUTE ID NAME DIRECTION	ZIP
2643	Lavaca/4th	10-South 1st/Red River-Northbound, 483-Night Owl Riverside-Northbound, 7-Duval / Dove Springs-Northbound, 20-Manor Rd/Riverside-Northbound, 486-Night Owl South Congress-Northbound, 30-Barton Creek/Bull Creek-Northbound	78701
2738	Capitol Station (SB)	1-North Lamar/South Congress-Southbound, 982-Pavilion Express-Southbound, 20-Manor Rd/Riverside-Southbound, 30-Barton Creek/Bull Creek-Southbound, 3-Burnet/Manchaca-Southbound, 803-Burnet/S Lamar-Southbound, 985-Leander/Lakeline Direct-Northbound, 990-Manor/Elgin Express-Westbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound, 980-North Mopac Express-Northbound, 105-South 5th Flyer-Southbound	78701
5534	Downtown Station	550-Metro Rail Red Line-Northbound, 550-Metro Rail Red Line-Southbound	78701
2613	Guadalupe/4th	20-Manor Rd/Riverside-Southbound, 5-Woodrow/East 12th-Westbound, 30-Barton Creek/Bull Creek-Southbound, 483-Night Owl Riverside-Southbound, 7-Duval / Dove Springs-Southbound, 2-Rosewood/Cesar Chavez-Southbound, 10-South 1st/Red River-Southbound, 486-Night Owl South Congress-Southbound	78701
5866	Museum Station (SB)	803-Burnet/S Lamar-Southbound, 801-N Lamar S Congress-Southbound	78701
2606	Austin History Center Station (NB)	1-North Lamar/South Congress-Northbound, 3-Burnet/Manchaca-Northbound, 803-Burnet/S Lamar-Northbound, 801-N Lamar S Congress-Northbound	78701
4657	Museum Station (NB)	803-Burnet/S Lamar-Northbound, 801-N Lamar S Congress-Northbound	78701
501	Guadalupe/16th Street	1-North Lamar/South Congress-Southbound, 982-Pavilion Express-Southbound, 20-Manor Rd/Riverside-Southbound, 30-Barton Creek/Bull Creek-Southbound, 3-Burnet/Manchaca-Southbound, 990-Manor/Elgin Express-Westbound, 481-Night Owl North Lamar-Southbound, 18-Martin Luther King-Westbound, 980-North Mopac Express-Northbound, 105-South 5th Flyer-Southbound	78701
591	Capitol Station (NB)	481-Night Owl North Lamar-Northbound, 1-North Lamar/South Congress-Northbound, 3-Burnet/Manchaca-Northbound, 803-Burnet/S Lamar-Northbound, 20-Manor Rd/Riverside-Northbound, 801-N Lamar S Congress-Northbound, 30-Barton Creek/Bull Creek-Northbound	78701

STOP ID	STOP NAME	ROUTE ID NAME DIRECTION	ZIP
6315	805 Trinity/8th	10-South 1st/Red River-Northbound, 5-Woodrow/East 12th-Eastbound, 7-Duval/Dove Springs-Northbound, 2-Rosewood/Cesar Chavez-Northbound, 111-South Mopac Flyer-Northbound, 935-Tech Ridge Express-Northbound, 103-Manchaca Flyer-Northbound, 142-Metric Flyer-Northbound, 171-Oak Hill Flyer-Northbound	78701
4046	Oltorf Station (SB)	1-North Lamar/South Congress-Southbound, 801-N Lamar S Congress-Southbound, 486-Night Owl South Congress-Southbound	78704
4026	Soco Station (NB)	1-North Lamar/South Congress-Northbound, 801-N Lamar S Congress-Northbound, 486-Night Owl South Congress-Northbound	78704
2767	Vic Mathias/ Auditorium Shores (NB)	483-Night Owl Riverside-Northbound, 1-North Lamar/South Congress-Northbound, 7-Duval / Dove Springs-Northbound, 20-Manor Rd/Riverside-Northbound, 935-Tech Ridge Express-Northbound, 142-Metric Flyer-Northbound, 801-N Lamar S Congress-Northbound, 486-Night Owl South Congress-Northbound	78704
4039	Oltorf Station (NB)	1-North Lamar/South Congress-Northbound, 801-N Lamar S Congress-Northbound, 486-Night Owl South Congress-Northbound	78704
2763	Vic Mathias/ Auditorium Shores (SB)	1-North Lamar/South Congress-Southbound, 20-Manor Rd/Riverside-Southbound, 483-Night Owl Riverside-Southbound, 7-Duval / Dove Springs-Southbound, 801-N Lamar S Congress-Southbound, 142-Metric Flyer-Southbound, 935-Tech Ridge Express-Southbound, 486-Night Owl South Congress-Southbound	78704
5869	St. Edwards Station (NB)	1-North Lamar/South Congress-Northbound, 801-N Lamar S Congress-Northbound, 486-Night Owl South Congress-Northbound	78704
5357	31St Street Station (SB)	1-North Lamar/South Congress-Southbound, 30-Barton Creek/Bull Creek-Southbound, 3-Burnet/Manchaca-Southbound, 803-Burnet/S Lamar-Southbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78705
5863	UT Dean Keeton Station (SB)	1-North Lamar/South Congress-Southbound, 30-Barton Creek/Bull Creek-Southbound, 3-Burnet/Manchaca-Southbound, 803-Burnet/S Lamar-Southbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78705
5864	UT Dean Keeton Station (NB)	803-Burnet/S Lamar-Northbound, 801-N Lamar S Congress-Northbound	78705
603	31St Street Station (NB)	481-Night Owl North Lamar-Northbound, 1-North Lamar/South Congress-Northbound, 3-Burnet/Manchaca-Northbound, 803-Burnet/S Lamar-Northbound, 801-N Lamar S Congress-Northbound, 30-Barton Creek/Bull Creek-Northbound	78705
5865	UT West Mall Station (NB)	803-Burnet/S Lamar-Northbound, 801-N Lamar S Congress-Northbound	78712
1005	Riverside/Pleasant Valley	20-Manor Rd/Riverside-Southbound, 483-Night Owl Riverside-Southbound	78741

STOP ID	STOP NAME	ROUTE ID NAME DIRECTION	ZIP
3317	Riverside/Yellow Jacket	271-Del Valle-Eastbound, 20-Manor Rd/Riverside-Southbound	78741
1032	Riverside/Town Creek	483-Night Owl Riverside-Northbound, 7-Duval / Dove Springs-Northbound, 20-Manor Rd/Riverside-Northbound	78741
950	Riverside/Montopolis	20-Manor Rd/Riverside-Northbound, 217-Montopolis Feeder-Southbound, 271-Del Valle-Westbound	78741
1002	Riverside/Burton	20-Manor Rd/Riverside-Southbound, 483-Night Owl Riverside-Southbound, 7-Duval / Dove Springs-Southbound	78741
5728	Riverside/Grove	310-Parker/Wickersham-Westbound, 20-Manor Rd/Riverside-Northbound	78741
1030	Riverside/Willow Creek	20-Manor Rd/Riverside-Northbound, 228-VA Clinic-Westbound	78741
4692	Riverside/Airport Commerce	20-Manor Rd/Riverside-Northbound, 271-Del Valle-Westbound	78741
6439	ACC Riverside @ Grove	310-Parker/Wickersham-Westbound, 350-Airport Blvd-Southbound, 310-Parker/Wickersham-Eastbound, 311-Stassney-Westbound, 311-Stassney-Eastbound, 350-Airport Blvd-Northbound	78741
6442	Pleasant Valley/Riverside WB	20-Manor Rd/Riverside-Northbound	78741
6355	St. Elmo Station (NB)	1-North Lamar/South Congress-Northbound, 801-N Lamar S Congress-Northbound, 486-Night Owl South Congress-Northbound	78745
5551	South Congress Bay I	315-Ben White-Westbound, 315-Ben White-Eastbound	78745
5873	Southpark Meadows Station	801-N Lamar S Congress-Southbound, 801-N Lamar S Congress-Northbound	78748
484	Triangle Station (SB)	1-North Lamar/South Congress-Southbound, 990-Manor/Elgin Express-Westbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78751
5405	Hyde Park Station (SB)	1-North Lamar/South Congress-Southbound, 990-Manor/Elgin Express-Westbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78751
5537	Highland Station	550-Metro Rail Red Line-Northbound, 550-Metro Rail Red Line-Southbound	78752
5304	Tech Ridge Bay I	801-N Lamar S Congress-Southbound, 801-N Lamar S Congress-Northbound	78753
6360	North Loop East Station (SB)	1-North Lamar/South Congress-Southbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78756

STOP ID	STOP NAME	ROUTE ID NAME DIRECTION	ZIP
5861	Brentwood Station (SB)	1-North Lamar/South Congress-Southbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78756
5877	Sunshine Station (SB)	5-Woodrow/EAST 12TH-Eastbound, 803-Burnet/S Lamar-Southbound, 345-45th-Eastbound	78756
5606	Crestview Station (SB)	1-North Lamar/South Congress-Southbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78757
467	Fairfield Station (SB)	1-North Lamar/South Congress-Southbound, 481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound	78758
5859	North Lamar Station	481-Night Owl North Lamar-Southbound, 801-N Lamar S Congress-Southbound, 801-N Lamar S Congress-Northbound	78758
4540	Rundberg Station (SB)	1-North Lamar/South Congress-Southbound, 801-N Lamar S Congress-Southbound	78758

VIRTUAL OPEN HOUSE COMMENTS BY ZIP CODE



LEGEND

- Simplified LRT Options**
- NLTC | Pleasant Valley
 - 38th | Oltorf | Yellow Jacket
 - Airport
 - Partial Elevated
 - Partial Underground

Collected Zip Codes from VOH



LETTERS OF RECOMMENDATION FROM COMMUNITY ORGANIZATIONS



MEMORANDUM

TO: City of Austin Mayor and Council Members, Austin Transit Partnership Board Chair and Board Members, Capital Metropolitan Transportation Authority Board Chair and Board Members

FROM: Awais Azhar, Chair, Project Connect Community Advisory Committee

CC: Greg Canally, Executive Director, Austin Transit Partnership
Dottie Watkins, President and CEO, Capital Metropolitan Transportation Authority
Jesús Garza, Interim City Manager, City of Austin
Robert Goode, Interim Assistant City Manager, City of Austin

DATE: May 11, 2023

SUBJECT: Project Connect Community Advisory Committee Austin Light Rail Implementation Recommendations

As the City of Austin, Austin Transit Partnership, and Capital Metropolitan Transportation Authority move towards implementation of the first phase of the Austin Light Rail component of Project Connect, **the Community Advisory Committee (CAC) recommends one of two light rail implementation options presented to the community and decision makers: On-Street: 38th to Oltorf to Yellow Jacket and On-Street: North Lamar to Pleasant Valley.** The CAC makes this recommendation based on community feedback, conversations with stakeholders and staff, data analysis, and alignment with System-Wide Design Principles that the CAC created in advance of the options being released. Either one of these options would expand transit services for our community and provide certain opportunities, while faced by some challenges, as described below.

Commitment to Overall Austin Light Rail Vision and On-Street Service

The Project Connect program advances transit connectivity throughout our entire community by expanding MetroRail and MetroRapid Services, creating Austin's first Light Rail system, and improving other transit service and infrastructure. The CAC fully supports the overall Austin Light Rail vision and asks that the leadership of all three parties explore innovative solutions to achieve full implementation of subsequent phases of the vision. The first phase of Austin Light Rail will play a critical role in expanding transit service in Austin. It is also important to plan for future expansions of the system, while

continuing the ongoing work to expand MetroRapid services in our community. It is necessary to ensure the Project Connect program proceeds with a focus on equitably expanding our transit system in a manner that supports the needs of existing riders and provides opportunities to expand ridership.

The CAC recommends the two on-street options for Austin Light Rail because of the greater number of riders served by these options and we believe on-street transit infrastructure will better serve our community at this time by providing seamless connections with other transit modes and active transportation elements, enhancing accessibility to minimize impacts for people with disabilities while also benefiting other users such as those with strollers, and activating the street-level through a better interface between the transit system and the urban sphere.

Opportunities and Challenges of Recommended Options

Both options recommended by the CAC provide certain opportunities, while facing specific challenges. The two recommended options provide the greatest coverage in terms of number of stations and overall system length out of the five options, have higher ridership figures, and provide greater interaction with other mobility modes. The recommended options overall serve a similar number of people and people living in poverty and provide access to a similar number of affordable housing units and low-wage jobs¹. Furthermore, both of these options provide greater accessibility for people with disabilities and other users such as those utilizing a stroller. However, these options also require significant utility relocations and mitigation of other factors.

From the perspective of equitably expanding transit services, the 38th to Oltorf to Yellow Jacket option serves more Black, Indigenous, and people of color. This option also provides a starter segment on all three legs of the full Austin Light Rail vision plan, allowing for rapid expansion in the future. Furthermore, this option provides better transit services to South Congress (SoCo), giving Austinites alternatives to congested roads and associated parking issues in the SoCo commercial area. At the same time, out of the two recommended options, this option does not serve the most riders or provide access to the most jobs. In addition, while this option allows rail service to be extended to the communities east of Pleasant Valley, locating the maintenance facility in East Austin will necessitate mitigation of any potential impacts and engaging with the neighboring community throughout the design process to address the concerns they have voiced. If, during further planning for this option, the opportunity should arise to build only one of the two proposed flex segments in the first phase of the light rail implementation, the CAC recommends that priority is given to segments that serve the most riders.

The North Lamar to Pleasant Valley option serves the most riders and connects the service to the greatest number of jobs. It provides a critical connection to the North Lamar Transit Center, enhancing connectivity with North Austin and offering opportunities for creating Equitable Transit Oriented Development (ETOD) at that publicly owned site. It also provides a connection with the Red Line MetroRail at the Crestview station. Furthermore, with enhanced design elements, similar to what is recommended below, this option could provide opportunities for seamless future expansion of the light rail system. However, this option includes elements such as construction in the public right-of-way and

¹ The data analysis for this section is supported by work completed by Austin Transit Partnership Staff and Dr. Alex Karner, Ex-Officio member of the CAC.

conflicts between the Red Line and light rail that need to be resolved and addressed in the future. In addition, while this option allows rail service to be extended to the communities North of US Highway 183, locating the maintenance facility at the proposed location necessitates further engagement with the neighboring community in the future. Should the North Lamar to Pleasant Valley option be selected, the CAC recommends that tie-in infrastructure, including track switch, be included in the initial phase of development to allow for expandability of the light rail system with minimal disruption to future light rail operations.

Regardless of the option selected for light rail in Austin, it is necessary to address any potential impacts of the maintenance facility on the surrounding communities and to engage with stakeholders in those communities during the design process. Furthermore, the selected light rail option must be aligned with the existing bus and active transportation networks to provide seamless connections for riders. It is also important to ensure that land-use policies, affordable housing opportunities, and anti-displacement efforts support the initial light rail infrastructure to ensure that the greatest number of Austinites can access and benefit from the system equitably.

Maintenance Facility Recommendations

To ensure that any future maintenance facility created as a part of Austin Light Rail does not have a potential disparate impact on the surrounding community, we ask that the following be considered.

- As design advances, including during parts of the National Environmental Policy Act (NEPA) review process, ensure that there is continued engagement with the community through transparent processes that embody the following principles:
 - Ensure that environmental review documentation is shared with the public in a transparent and timely fashion.
 - Ensure that public engagement efforts are aligned with the Community Engagement and Inclusion Commitments included in the Joint Powers Agreement.
 - Ensure that the environmental review considers impacts from an environmental justice perspective.
 - As appropriate, include the CAC in future design discussions, including the NEPA review process.
- Depending on findings from the NEPA review process, ensure that there is ongoing environmental evaluation and transparency by undertaking the following:
 - If warranted by the Environmental Impact Statement, commit to periodically monitor any potential air quality and noise impacts throughout the lifetime of the project.
 - If monitoring is necessary, ensure data is shared periodically with the Community Advisory Committee in a meeting open to the public.
 - If monitoring is necessary, share data on an easily accessible webpage for the public to review.
- Ensure that the design of the facility supports community needs and is environmentally sustainable using the following approaches:

- Engage with the surrounding community and the Community Advisory Committee in the design of the facility.
 - Minimize impacts on any adjacent residential uses, including any site utilized for providing shelter to unhoused neighbors.
 - If there is to be any fuel storage, ensure that there is no underground fuel storage.
 - Ensure that there is proper on-site stormwater mitigation.
 - If possible, allow direct pedestrian access to the facility from the surrounding neighborhood, to allow workers and community members to access the site easily.
 - If a sound wall or other solid barrier is built, consider working with the community on a public arts project similar to that for the former Holly Power Plant.
 - Utilize green building techniques and advanced environmental standards.
 - Preserve or relocate as many heritage trees on the site as possible.
- Ensure that there is proper noise and light mitigation, where necessary, using the following approaches:
 - Utilize a landscape buffer and setbacks from residential uses.
 - Where necessary, create a sound wall or other solid barrier.
 - Utilize shielded and directional light fixtures.
 - If necessary, provide adjoining residential property owners the opportunity to soundproof openings in the direction of the facility, this includes both owner and renter-occupied properties.
 - Ensure that there is minimized idling of non-light rail vehicles on the site.
- Provide the surrounding community with benefits that serve their needs, including, but not limited to, the following:
 - Explore the potential for education and workforce partnerships with local school districts and community college to create work opportunities for local residents during the construction and operation phases.
 - Within the constraints of federal guidelines, create internal and external spaces that are accessible to the community for hosting meetings, holding community gatherings, and other activities.
 - Explore the ability to provide walking paths on the periphery of the facility.
 - Proactively work to ensure the participation of Disadvantaged Business Enterprises in the project, with an aim to support business of all types.
 - Explore opportunities to incorporate public art programs, such as those at the former Holly Power Plant site.
 - Ensure that all community spaces provided on the site, or surrounding it, are accessible for people with disabilities and other users.

Austin Light Rail will increase connectivity and accessibility in our community by providing an enhanced transit experience. The CAC sees great opportunities for the Austin community with both the 38th to Oltorf to Yellow Jacket and North Lamar to Pleasant Valley options. The CAC wishes to thank the Austin Transit Partnership for their commendable community engagement efforts, supporting the CAC through

this decision-making process, and providing us with all necessary information to make these recommendations.

If you should have any questions, I can be reached at bc-awais.azhar@austintexas.gov.

Date of Approval: May 11, 2023

Record of the vote: Approved on a 11-0-0 vote (Committee Member Elias absent; one vacancy)

Attest: , Project Connect Community Advisory Committee Chair

waterloo greenway

2023 Board of Directors

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Roosevelt Weeks

May 2, 2023

Austin Transit Partnership

Re: Project Connect — Waterloo Greenway Conservancy Public Comment

Dear Austin Transit Partnership,

Since 2019, Waterloo Greenway Conservancy has supported Project Connect's vision for a more connected Austin community and participated in the Transit Forward coalition. Waterloo Greenway Conservancy believes it is important to improve transit access to downtown Austin for both quality of life benefits and supporting equitable development. Providing the community with safe, reliable, and affordable transit options will also connect hundreds of thousands of Austinites with the community-centered programs and amenities at Waterloo Greenway. The second phase of Waterloo Greenway will break ground this May, creating new bike and pedestrian trails, with parkland amenities and a restored landscape that would enhance access to Project Connect's lake crossing.

After reviewing the recent update to the Project Connect Phase 1 plan, we would like to share the following feedback and recommendations based on the information we have available today:

1. **Prioritize access to the Eastern Side of Downtown:** The Trinity St. crossing is critical to providing more direct, accessible transit to the eastern side of downtown and Waterloo Greenway. This option brings a station within close walking distance of the Greenway, the ESB-MACC, Palm School, and the Rainey Street Historic District, connecting more of our community with the public amenities in and around Waterloo Greenway. Enhanced access to eastern downtown would also support the vision for a well-connected and accessible Palm District that seeks to encourage walking, biking, public transit use, and leverage the significant investments around Project Connect transit lines to foster pedestrian friendly places. We encourage planning additional transit segments to enhance access from the Convention Center, continuing northward to better connect to the Palm and Innovation Districts.

Waterloo Greenway
Conservancy

1111 Red River St.
Austin, TX 78701

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waterloogreenway.org



waterloo greenway

2. **Prioritize construction of a new bridge at Trinity St.:** A bridge at Trinity St. provides a pedestrian and bicycle connection across Lady Bird Lake at the southern terminus of the Waterloo Greenway. This will open up access to South Austin and the development of the South-Central Waterfront. It will also provide a safe pedestrian and bicycle connection on the eastern side of the lake, aligning with one of the important goals in the Waterloo Greenway Design Plan.
3. **Support a transit-oriented vision for the growth of the eastern side of downtown:** The area around Waterloo Greenway represents the largest remaining opportunity for growth in downtown Austin. With approximately ten private development projects either planned or under construction in the Rainey Street Historic District, Project Connect has an opportunity to shape more transit-oriented development patterns and reduce reliance on single-occupancy vehicles, as this area continues to grow and develop.
4. **Connect as many community members as possible to Waterloo Greenway:** Project Connect provides an opportunity to connect our community to Waterloo Greenway like never before, leveraging the significant public and community investment in our 35-acre park system. Light rail access on the eastern side of downtown will allow more people to visit downtown safely and affordably, augmented by potential caps extending connectivity to East Austin across IH-35. We believe it is important that Phase 1 serves as many potential riders as possible.
5. **Prioritize pedestrian-oriented design:** Prioritize the experience of pedestrians over vehicles when redesigning the streets to accommodate light rail. Waterloo Greenway is part of reshaping our downtown as a pedestrian and bike friendly place for all ages and abilities. The design of the downtown rail system should support and enhance these goals, as articulated in the Waller Creek District Design Guidelines and reinforced by the Waterloo Greenway Design Plan.
6. **Minimize impacts to parks and open space:** While envisioning the future of Austin transit's system, existing parks and open spaces should be protected to the fullest extent possible, including native habitats and our beloved tree canopy.

We encourage Austin Transit Partnership to consider the significant opportunity to better serve eastern downtown through a Trinity alignment crossing and opportunity to build upon Waterloo Greenway's investment towards a 1.5-mile connected park system.

Sincerely,



Jesús Aguirre

Waterloo Greenway Conservancy, CEO

Waterloo Greenway
Conservancy

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May 1, 2023

Members of the Austin Transit Partnership:

On behalf of the members of AIA Austin, thank you for your tireless efforts in promoting and expanding transit options across our community. As architects, we understand that a robust and efficient transit system provides a more equitable and sustainable urban fabric. And as you proceed through your public engagement period, we hope this letter can provide a brief outline of this organization's priorities, for your consideration at every crucial decision point along the way.

- **Encourage Affordability:** We understand that the current options for light rail are somewhat scaled back from the original blue/orange lines, mainly due to price escalation and the demands of initial investment in maintenance facilities, etc. As Project Connect hears public opinion on the five options and their sub-options, we encourage you to keep equity and inclusivity as a core value. The establishment of a light rail system is inherently inclusive. Beyond that, we ask that you give overwhelming preference to Austin's communities that are historically disenfranchised, to ensure that these families can retain their crucial places within our growing city.
- **Data-Driven Decisions:** The five light rail options each present a different set of priorities. When considering the best path forward, we encourage you to give considerable weight to the data points that indicate the most effective route. These points include maximizing ridership, distance, and transfer opportunities, while also considering the delicate balance between speed and access/reach of stops.
- **Quality of the Street Experience:** The benefits of promoting a positive street life are very well known. Improved transit can be a tool to deemphasize our reliance on automobiles, and reestablish priority to people, businesses, places, and parks. AIA Austin encourages Project Connect to consider some of the challenges that elevated lines might create within a thriving urban fabric that puts people at its center.
- **Alignment with Precedents:** Austin has several previously established urban studies that could prove beneficial to Project Connect's efforts. These include: Design Commission's 2009 *Urban Design Guidelines for Austin*, which focuses on creating quality public space downtown; *The Great Streets Plan*, established in 2001 to provide equitable roadway/sidewalk zones and enhanced streetscapes; the *Austin Strategic Mobility Plan (ASMP)* that prioritizes equity, accessibility, and affordability; the *Downtown Austin Plan*, which establishes Downtown Austin as a destination, meant to be experienced and not passed through; and the *Imagine Austin Comprehensive Plan*, adopted in 2012 as a designed embodiment of the city's high standards of maintaining sustainable, diverse, and equitable opportunities. We hope that you continue to refer to these guidelines at crucial decision-making points along the way.

Like you, the members of AIA Austin are committed to helping the city make sound, safe, and informed decisions for the betterment of the people of our city. We look forward to being a resource to you as you move this transit plan forward.



Christy Taylor, AIA
AIA Austin President, 2023

AIA Austin
801 West 12th Street
Austin, TX 78701

†(512) 452 4332
aiaaustin.org

Greg Canally
Executive Director
Austin Transit Partnership

May 2, 2023

Mr. Canally,

On behalf of the membership of AURA, Austin's largest grassroots, pro-transit organization, we wanted to share our feedback regarding the current ATP Project Connect options.

First, we want to express our appreciation for ATP staff and engineers for their availability and helpfulness during the public input process. Throughout our discussion process, ATP provided detailed information and answered numerous questions. This was crucial for the success of the AURA Project Connect Working Group and allowed us to conduct a comprehensive and holistic evaluation of each Project Connect option. We appreciate their support and engagement.

To analyze all light rail options and the future of transit in Austin, the all-volunteer AURA Project Connect Working Group built a robust evaluation framework. Our goal was to equip Austinites with the necessary information to understand and contextualize each option's impact on the city. Additionally, we aimed to provide a formal recommendation to inform an official endorsement vote of the AURA membership. After extensive research and investigation, the AURA Project Connect Working Group confidently settled on a specific recommendation: On-Street 38th to Oltorf to Yellow Jacket with the South 1st river crossing.

While all options are undoubtedly better than the current lack of any light rail, the working group has recommended the 38th to Oltorf to Yellow Jacket option because it lays the best foundation for the city overall. It balances every key criterion while providing a foundation that enables us to quickly and iteratively expand the system, achieve our mode shift goals, and connect every part of Austin. Although the lack of grade separation and connections to valuable destinations such as the airport are valid concerns, the working group believes that these issues can be mitigated or resolved while retaining the strengths of this initial build option. You can see the full output of the working group (recommendation, evaluation matrix, and reports) at <https://aura-atx.org/project-connect-working-group-recommends-on-street-38th-to-oltorf-to-yellow-jacket-light-rail-option/>

The AURA membership also chose to endorse the On-Street 38th to Oltorf to Yellow Jacket rail option, but to also support all of the rail options. This choice shows continued, strong support for Project Connect, and that any of the light rail plans would be vastly preferred to Austin's current lack of light rail. It's worth noting that the vote was narrowly won, the On-Street North Lamar to Pleasant Valley option was a very close runner-up. We believe this shows the membership greatly values high ridership and believes that the significant compromises necessary for full grade separation through downtown are not worth it. In making this decision, we recognize that without grade separation our shared responsibility as transit planners and advocates will be

even greater to ensure that private vehicles are given as few opportunities as possible to interfere with our more efficient and higher capacity transit options. AURA members also voted with a strong preference for the South 1st crossing and that the Austin Airport connections should not be a high priority for Project Connect's initial phase.

Thank you for carefully considering our input and we are excited to collaborate with Austin Transit Partnership, Austin City Council, and CapMetro to make Project Connect an historic success.

Sincerely,
AURA Board, on behalf of the AURA members

Cc: Members of the Austin Transit Partnership Board



CONGRESS
FOR THE NEW
URBANISM
CENTRAL TEXAS
CHAPTER

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May 2, 2023

Greg Canally
Executive Director
Austin Transit Partnership
203 Colorado Street
Austin, Texas 78701

Re: Austin Transit Partnership Light Rail Open House

Dear Mr. Canally,

On behalf of the Board of Directors of CNU-CTX, I wish to thank the staff at Austin Transit Partnership for presenting the revised plans for the initial phase of Austin’s Light Rail investment. We understand that all plans have to be equally grounded in fiscal reality and aspirational ambition to actually transform our city and we appreciate the straightforward way in which the options have been presented to the community. Please note that CNU-CTX Board Member Veronica Castro de Barrera who serves on the ATP Board as Chair has recused herself from the discussion and vote on this topic.

There are two large impending infrastructure projects that will largely determine the shape Austin takes for many decades: Project Connect and I-35. Project Connect, if done well, will be a massive step forward towards realizing the promise of our City’s Imagine Austin Comprehensive Plan to grow as a compact and connected city, whereas the I-35 expansion will be a massive step backwards. If ATP makes the right decisions over the coming decades, we’ll come to understand the wisdom of this generation of Austinites’ choice to build a robust transit backbone and the folly of TxDOT’s pursuit of illusory “congestion relief” will be laid bare.

We think the following principles will give the initial phase of Project Connect the best chance of success:

Route: The initial route should maximize ridership potential connecting the major employment centers and destinations to the greatest number of potential riders. This primary need for ridership should also be balanced against certain equitable considerations in creating a system that reaches a broad sector of the community and that builds confidence in the voting populace that this investment is for all of Austin and all of Austinites. The data indicate that the North Lamar to Pleasant Valley route will maximize the potential for ridership on this initial phase and provide a strong backbone upon which we can build out a full-fledged transit system. We also think there are many attractive qualities about the 38th to Oltorf to Yellow Jacket route (in which case we think an extension to 45th is the preferable option). We think starting with a solid first phase with one of these two options will provide the community with the best chance at seeing the fulfillment of the ultimate complete vision of Project Connect. We hope that subsequent phases to expand the system and serve more parts of the city will be rapidly planned and built so that there is minimal delay in achieving a complete system.

Grade Separation: While there might be certain tradeoffs between operational efficiencies and convenience, we believe that surface running light rail has the potential to offer the best user experience if designed appropriately. We feel that the options that have the transit that runs in dedicated transit pathways on the surface to be the preferred option and that while grade separation avoids for conflicts with automobiles and existing infrastructure, it makes sense to run the system primarily at street level (in dedicated ROW) where it can be accessed comfortably and conveniently by pedestrians. However, for surface running transit to be truly successful the design of the public realm and the streets surrounding stations must prioritize pedestrians and micro mobility and deprioritize private automobiles.

The Public Realm and Street Design: We feel that running transit on the streets is only a benefit if we also take the opportunity to truly remake those streets to be safe, comfortable, pleasant, and interesting for pedestrians. Streets comprise the largest fraction of Austin’s public realm and we should do a better job of making them places for people. Every transit trip begins and ends with someone using an active transportation option (walk, bike, scooter, etc.). We must design the streets and places that we run transit to prioritize their needs. From the renderings presented, there is work to be done here and we encourage Capital Metro, ATP, and the City of Austin to work together to shift the allocation of space and design of these roadway away from prioritizing automobiles and towards the people who will ultimately be using the transit system.

To that end, we continue to support a car-free Drag and we also support looking at additional route segments for car-free streets. While there won’t be one right design for all places, generally the following should be observed throughout the routes:

- Sidewalks along the route and on cross streets leading to stations should be wide and generous to accommodate increased pedestrian traffic.
- Street trees (located between the sidewalk and the roadbed) should be considered an essential element of street design on the routes and cross streets to the stations. There are many benefits to street trees including providing shade, evaporative cooling, improved street safety for all modes and softening the noise and hard edges of a busy city. Street trees can greatly enhance the safety, comfort, and utility of transit options.
- Slip lanes should be eliminated surrounding transit stations and on other intersections along likely pedestrian and micro mobility routes to the station.
- Where feasible we should have dedicated lanes for active micro-mobility transportation users.
- Streets should prioritize moving pedestrians first, micro mobility second, transit third, and cars last. Transit streets, especially downtown, should be designed to discourage through traffic for automobiles while providing necessary access for deliveries to businesses and to existing driveways and emergency access along the route.
- Just as our transit system operates as a network, our active transportation system should operate as a complete and connected network, with safe crossings, continuous sidewalks, and continuous micro mobility lanes. Our transit and active transportation networks should always work together to provide comfortable, connected, safe, and seamless trips.
- We should remake streets as complex places and consider the multiple user types and ways in which people use the public realm - introduce elements that make the street an enjoyable destination itself, a place to linger, and not just travel through. Elements might include sidewalk cafes, public art, street furniture, water fountains, places for buskers, kiosks or other places for vendors or food carts.

Land Use: While this is not something that ATP can do on its own, we want to stress that transportation and land use are not separate issues. We build transportation to serve land use and the land use we choose to build will determine the success of that transportation. We are making a multi-billion-dollar investment of taxpayer money in transit, and we owe it to the taxpayers to

give that investment every chance of success. To that end, we should look at all land in close proximity to stations as an opportunity to increase the intensity and bring as wide as possible diversity of housing options so that as wide as possible diversity of people can be best served with this investment into our transit network. Moreover, in the immediate station areas, we should encourage land uses that provide conveniences and serve the daily needs of transit riders. Creating station area plans along the entire network of high frequency transit options will put us in the best position to de-emphasize travel by automobile and reduce VMT over the course of the next century. Finally, if we are going to prioritize housing in and near our transit corridors (as we should), then it is also an imperative upon the city to make these corridors quality places for people to live their lives.

If we do this correctly, we'll lay down the foundation for being the kind of city that matches our aspirations. We appreciate your consideration of these important items.

Very respectfully yours,



Mateo Barnstone, Director
CNU-CTX

CC:

Peter.Mullan@atptx.org

lonny.stern@atptx.org

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BOARD/COMMISSION RECOMMENDATION: 20230502-005

Urban Transportation Commission

Recommendation Number 20230502-005: Project Connect Light Rail Implementation

WHEREAS that the UTC affirms that surface-running light rail is a good option to address the cost estimates for the Project Connect light rail plan, that can be built in a manner that ensures reliability, and that surface-running light rail has many advantages including access for users of all abilities; and

WHEREAS in every city in the United States with light rail has more bus boardings than rail boardings; and

WHEREAS even after the completion of the light rail lines bus ridership in Austin is likely to exceed rail ridership; and

WHEREAS rapid transfers between bus and light rail will be needed to maximize light rail ridership; and

WHEREAS the UTC believes that high ridership on the first segment to be completed will have a significant impact on public support for further system expansion; and

WHEREAS, most residents of Austin fly infrequently, extending the route to the airport limits the first phase's reach into high ridership communities, and the airport is already served by the high-frequency bus route 20; and

WHEREAS Project Connect planning processes in 2019 identified the area around Rutland and Lamar as having high ridership potential for the Orange Line; and

WHEREAS that area has a high proportion of people of color; and

THEREFORE, BE IT RESOLVED that the UTC recommends the North Lamar Transit Center to Pleasant Valley option because is it has significantly higher forecast ridership than the other options, connects well with existing bus routes and the Red Line, has the lowest cost per forecast rider, and because following phases could easily extend service from North Lamar Transit Center to higher-ridership areas with great equity impact; and

BE IT FURTHER RESOLVED that the UTC also recommends the 38th to Oltorf to Yellow Jacket option, as it is the second highest forecasted ridership option, has high frequency on the main

spine, builds a desired leg to South Congress, and to a greater extent, avoids right-of-way not controlled by the City of Austin; and

BE IT FURTHER RESOLVED that the UTC also recommends that Austin Transit Partnership (ATP) seek any cost-saving or external funding measures that might enable the best parts of the two recommended plans to influence one another, for example, if the North Lamar to Pleasant Valley option is chosen building the “Y” segment for a leg to South Congress, or for the 38th to Oltorf to Yellow Jacket option is chosen, extending the line on North Lamar, as far past 38th Street as possible, ideally to Crestview Station; and

BE IT FURTHER RESOLVED that the UTC requests that ATP releases the forecast number of bus transfers at each proposed light rail station and that as the design for the stations evolves, ATP provide information about how fast bus/train transfers are forecast to be; and

BE IT RESOLVED that the UTC requests Austin City Council direct Austin Transportation and Public Works Department to create a Project Connect Ordinance 2.0 that will crystallize the street-level changes needed to support a surface running rail system in downtown Austin, and bring this ordinance to City Council within 6 months of the selection of the preferred light rail implementation option. Items to be covered in this ordinance could include, but are not limited to: parking garage entries and exits and curb cuts, street and intersection closures, street space reallocation on both Guadalupe and Lavaca, street directionality changes, signal timing, and pedestrianization of streets.

BE IT FURTHER RESOLVED, that the UTC requests ATP and CapMetro evaluate options to enhance MetroRapid service on corridors that are potential future light rail expansion routes. These evaluations should include whether "rail ready" Bus Rapid Transit with Dedicated Median Bus Lanes and light rail style platforms can be developed along these corridors to provide a high level of service and quickly transition these areas to light rail when funding is available; and

BE IT FURTHER RESOLVED, that the UTC also recommends that ATP engage the City of Austin, relevant stakeholders, and the public following the selection of a preferred light rail implementation option, in a scoping project for multimodal investments to ensure light rail integrates with and expands Austin's existing and future pedestrian, bicycle, and transit connections. In keeping with the Contract with the Voters, ATP should prioritize ROW for pedestrians, cyclists, micro-mobility users, and other transit options over preserving access for private auto traffic; and

BE IT FURTHER RESOLVED, that the UTC also recommends that if any part of the preferred light rail implementation option will require ROW acquisition from TxDOT, ATP should designate and publish an alternative plan in the event that ROW is not granted by TxDOT; and

Date of Approval: May 2, 2023

Record of the vote: 7-0 vote with Commissioner Wayne absent

Attest: Christopher Parks, Staff Liaison



League of United Latin American Citizens

District VII

Austin, Texas

May 2, 2023

Mr. Greg Canally
Executive Director
Project Connect
Austin, Texas

Dear Mr. Canally,

LULAC District VII is providing you and the Board of Directors with our feedback to your recent scenarios for the startup of LRT.

- 1. Light Rail Scenarios.** LULAC understands the trade-offs of the various scenario trade-offs with the goal of staying within a system that is now significantly over budget. Part of LULAC's support for the November 2020 Proposition A election was that equity would be a large part of the plan elements. In particular LULAC's interest was that the Green Line could be implemented in a timely fashion along with key expansions of Metrorapid and Metroexpress including neighborhood circulators. The other aspect our support was that \$300 million was programmed for anti-displacement.

The five plans presented for the Project Connect's first phase does not include the Green Line. The Green Line operating on a freight line extending east would provide critical connectivity to other corridors with options to travel to jobs, education, and social, housing, health, and other services within Austin and the surrounding areas. LULAC recently completed a demographic study, and the findings show that most of the working and poverty populations are located northeast and east outside of central Austin.

LULAC aligns with several of the recent comments made at the City Council Housing and Planning Committee discussing the light rail designs. Natasha Harper-Madison raised the issue of lack of northeast and east rail lines, *"We have 365,000 workers in our hospitality industry in this city. Where do the people working at the Hilton, and at the W, where do they live? You don't wanna know. They out here riding with no inspection because they have to...they just spent their whole income tax return on a car because they had to. All of these things have a direct impact on people's lives."*

Given that the Green Line will be substantially delayed LULAC recommends that Project Connect take a hard look at fast-tracking and implementing the Green Line as soon as possible.

- 2. Workforce Development.** LULAC appreciates that Project Connect has contributed \$300,000 in planning funds to the development and implementation of a workforce plan. LULAC is calling on Project Connect to allocate substantial funds to ensure that the workplan is implemented. Project Connect should provide resources and support to recruit, retain, and train transit works to ensure that the Austin transit industry has the workforce needed for today and the future. Elements of the support should include:



League of United Latin American Citizens

District VII

Austin, Texas

- Cooperative agreements with various agencies to develop innovative workforce projects
- Reports and information on the results of those projects
- A new transit workforce technical assistance program

The partnership with the Workforce Solutions Capital Area (WFS) is a good start. LULAC has had concerns about WFS's impact. Reviewing their impact reports, WFS has significantly lagged behind in meeting goals in helping residents secure middle-skill jobs and move out of poverty. It is obvious that Project Connect go beyond just a partnership with WFS and consider other innovative approaches including:

- Developing apprenticeships, on the job training, and instructional training for public transportation maintenance and operations occupations
- Building local, regional, and statewide public transportation training partnerships with local operators, labor union organizations, workforce development boards, and other agencies to identify and address workforce skill gaps
- Improving safety, security, and emergency preparedness in local public transportation systems through improved safety culture and workforce communication with first responders and the riding public
- Addressing current or projected workforce shortages by developing partnerships with high schools, community college, and other community organizations

LULAC recommends that Project Connect allocated a sufficient and significant budget (millions) for workforce development.

- 3. Project Connect's \$300 million for anti-displacement.** LULAC is still evaluating the amounts allocated for anti-displacement including the \$20 million going to nonprofits including the anti-displacement strategies especially in the context of the Federal Transit Administration's Title VI Disparate Impact and Disproportionate Burden Policy.

The published anti-displacement investment timeline shows \$100 million for years 1-3; \$100 million for years 4-8; and \$100 million for years 9-13. The funding is being allocated for land acquisition, preservation and rehabilitation; affordable housing development; programs; and other strategies addressing immediate needs; and staffing, community engagement and marketing.

Since Project Connect's budget has grown from \$7.1 billion to over \$11.6 billion. A portion of the anti-displacement budget is for land acquisition and affordable housing which is also subject to the same inflationary influence that has affected the Project Connect budget. A \$300 million will not suffice with the increases in costs that the Project Connect has experienced.

LULAC strongly recommend that the Project Connect budget for anti-displacement double it to an investment to at least \$600 million.

- 4. Project Connect financing.** LULAC supports Mayor Watson's strategy to work with the Texas House and Senate to obtain voter approval for any debt issuances that incorporate considerations that align



League of United Latin American Citizens District VII Austin, Texas

with the City of Austin debt issuance features. The voters will appreciate the transparency and accountability to approve any debt issuances. LULAC has always had a concern that allowed Project Connect to issue unauthorized debt through certificates of obligation.

An election should be held as soon as possible to allow the Federal Transit Administration and secure federal funding as soon as possible. LULAC will be looking for an increased budget for anti-displacement and fast-track of the Green Line.

Project Connect should take notice that the City of Austin has “an enormous amount of unissued debt - \$1.8 billion,” in the words of Interim City Manager Jesus Garza. Recently the City has advised that it is not advisable to have another bond election until 2026.

LULAC recommends that Project Connect take the opportunity to include additional funding for affordable housing, workforce development, and fast-tracking the Green Line in a November election.

LULAC also has comments on Project Equitable Transit Orientation that it will present in a detailed report at a later date.

Thank you for the opportunity to provide our comments.

Sincerely,

Cynthia Valadez

Cynthia Valadez
LULAC District VII Director



April 21, 2023

BOARD OF DIRECTORS

Andy Austin
RETIRED UNITED STATES
MAGISTRATE JUDGE
CHAIR

Austin Transit Partnership
Re: Project Connect and The Ann and Roy Butler Hike and Bike Trail at Lady Bird Lake

Mike Shaw
R BANK
TREASURER

Tara Shaikh
TARA SHAIKH LAW
SECRETARY

Dear Austin Transit Partnership:

Claire Hempel
DESIGN WORKSHOP
CHAIR ELECT

On behalf of The Trail Conservancy, we are writing to provide our feedback on the five options presented during the recent public engagement process for Project Connect.

Zach Hunter
ARTIS
PAST CHAIR

The Trail Conservancy (TTC) serves as the formal partner to the City of Austin for all of Town Lake Metropolitan Park and the Ann and Roy Butler Hike and Bike Trail (collectively “The Trail”). We manage day-to-day operations on the almost 300 acres of space that make up the Trail, as well as oversee capital improvements and programming on the Trail. Because the Trail receives over 5 million visits annually it is vital that ATP take into account impacts to the Trail when it decides among the options it is currently considering.

Leah Bojo
DRENNER GROUP

Cara Caulkins
CARA CAULKINS
COMMUNICATIONS

Ryan Coaxum
GUARANTY BANK & TRUST

A few preliminary remarks:

Alejandro Delgado
TEXAS EDUCATION AGENCY

Lisa Fritsch
DELL TECHNOLOGIES

- TTC has limited its feedback solely to impacts on the Trail. It does not take any position on the many other issues presented by the five options (where the routes should be, whether rail should be underground, whether it serves the airport, etc.).

Sandra Gonzalez
HID GLOBAL

- Collectively, the five options present only two locations at which the rail line will cross Lady Bird Lake, and thus the Trail. Given this, our focus here is on the lake crossing options, and primarily upon their location.

Matt Harriss
BUTLER FAMILY INTERESTS

- There was not a lot of detail provided about the options to cross Lady Bird Lake. In our meeting we were shown some slides that addressed the crossings. We asked for copies of those slides so we could study them in more detail, but to date we have not received them. Thus, our comments are based on the limited information we have, and our feedback could change if we knew more.

Ashley Jones
AQUILA COMMERCIAL

- In forming our feedback we’ve obtained the input of our staff, as well as the full board of TTC. We also called upon all that we’ve learned in our 20 years of engaging the community to find out what it does, and does not, want to see on the Trail. Finally, we’ve looked at the options through the lens of our mission: “to protect, enhance, and connect the Ann and Roy Butler Hike-and-Bike Trail for the benefit of all.” In our analysis, we landed on three primary criteria to evaluate the options:

Kevin Lanza
UTHEALTH SCHOOL OF
PUBLIC HEALTH

Mike Marin
BOULETTE GOLDEN
& MARIN LLP

Jim Matoushek

Muna Mitchell
FREESE AND NICHOLS

Chris Ragland
RAGLAND HOLDINGS LLC

Brad Stein
INTRACORP

Scott Thomas
CIRRUS LOGIC, INC

Chris Whitaker
HORIZON BANK

- Which crossing provides the greatest access to the Trail;
- What impact will the crossings have on the Trail environment; and
- What impact will the crossings have on Trail users.



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CIRRUS LOGIC, INC

Chris Whitaker
HORIZON BANK

Having said all of this, and applying these criteria, we believe that the Trinity Street crossing is preferable. This is how we got there.

Access to the Trail: One of our primary missions is to make the Trail accessible to all of Austin. As Austin has grown, it has gotten more and more difficult for those who do not live adjacent to the Trail to get there. A light rail system has the potential to remedy that.

We believe that the Trinity crossing will offer the most access to the Trail for several reasons. First, it includes stations close to the Trail on both sides of Lady Bird Lake. Moreover, a pedestrian bridge at the Trinity location provides a new, additional lake crossing, opening up the north and south sides of the Trail to areas not currently served by a bridge. On the other hand, there are already several options for pedestrians to cross the lake in the immediate vicinity of a South 1st crossing.

Further, our mission also includes connecting the Trail with other parts of Austin. Waterloo Greenway is about to break ground on its Phase II project from the confluence of Waller Creek and Lady Bird Lake to Fourth Street, connecting the Waller Creek Trail with the Butler Trail. The Trinity crossing provides a rail station adjacent to this junction, providing many more people access to these soon-to-be connected trails.

The Environment: We also believe that the Trinity crossing minimizes the environmental consequences that could flow from a rail line crossing the Trail. For instance, the stations and rail lines associated with the Trinity crossing appear to have a smaller Park footprint than the South 1st stations and lines do, particularly in the Auditorium Shores area. In addition, there is already a dark “dead zone” under the Drake (South 1st) Bridge on the north side of the lake. Adding yet another bridge immediately next to the Drake Bridge will only enlarge this “dead zone.” Finally, the preservation of heritage trees is also of great importance, and it appears that the Trinity crossing would have the least impact on heritage trees of the two options.

User Experience: TTC urges ATP to carefully consider the impact on Trail users that the different crossings will have. When we engage the community and Trail users—which we do regularly—we always hear how much they value the peaceful, nature-focused experience they have on the Trail. Preserving this environment is very important to TTC.

With the caveat that we do not have very detailed information, it appears to TTC that the Trinity crossing would have less impact on the daily experience of a Trail user than the South 1st crossing would. Regardless of whether the line is at grade or elevated, it is hard to imagine how a train running over or through the open spaces of Auditorium Shores would not diminish one’s experience there. On the other hand, a crossing at Trinity would involve crossing the Trail on the south side of the Lake somewhere in the former Austin



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American-Statesman site. Because that site is not yet constructed, it will be much easier to consider and accommodate the Trail environment in that crossing. On the north side, given the grade differential from the street to the Lake at this point, the rail line will have to be elevated significantly above the Trail here, mitigating negative impacts.

In summary, for all of the reasons set out above, TTC encourages ATP to have the light rail line cross Lady Bird Lake at the Trinity Street location. We appreciate ATP taking the time to present the options to TTC, and taking into account TTC's views. We remain ready to provide any additional input ATP would like to receive, and look forward to working with ATP as the Project Connect plan gets built out.

Heidi Anderson, CEO
The Trail Conservancy

May 10, 2023

To:
Greg Canally
Austin Transit Partnership
Executive Director

Dear Mr. Canally:

On behalf of the Downtown Austin Alliance, we are submitting our comments on the updated light rail implementation plan options. Project Connect is a transformational project for downtown—one that will not only enhance mobility, but also make downtown more vibrant and accessible for years to come. After the release of the updated light rail options on March 21, the Downtown Austin Alliance assembled an ad-hoc committee consisting of board members, stakeholders, and property owners adjacent to proposed alignment options. After five meetings that focused on traffic impacts, garage access, street vibrancy, safety, and connections to downtown amenities, our ad-hoc committee recommended the following comments that were approved by our Board of Directors on May 10th.

Our guiding principles were centered on creating a safe, welcoming and vibrant downtown experience. One that minimizes traffic impacts, expands connections to downtown's many destinations and offerings, maintains local access for existing and planned properties, and ensures that the transit system supports the large volumes of existing and future development in downtown.

With those principles in mind, we recommend the 38th Street to Yellow Jacket alignment ideally with an extension to 45th Street while continuing to identify creative sources of funding for extensions including the airport. Inclusion of adequate park and ride facilities at the terminus of each of the lines is essential. We also strongly recommend the light rail to cross Lady Bird Lake at Trinity Street and include one additional station in the vicinity of Wooldridge Square and the Sweatt Travis County Courthouse.

Additionally, we ask for a feasibility study of constructing underpasses at Cesar Chavez/Trinity and/or Guadalupe/15th Street to mitigate future traffic impacts. We strongly urge Austin Transit Partnership, City of Austin and Capital Metro to explore

The Downtown Austin Alliance mission:
To create, preserve and enhance the value and vitality of downtown Austin.

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creative financing options for an airport station, or at a minimum to acquire the right of way in the first phase.

Below we have outlined each element with more detailed analysis and comment. Also, we included detailed maps showing current and future development patterns for your review.

On-Street Light Rail with a Trinity Crossing (see appendix A):

A dedicated on-street light rail alignment provides users with direct access to what makes downtown Austin a premier destination for residents and visitors. We believe that a partial underground or elevated alignment moves people either through downtown or away from street amenities such as restaurants, hotels, and music venues. As currently proposed, the elevated and partially tunneled options have no benefits and many impacts to downtown properties, parks and retail districts. Additionally, our analysis of current and planned development (office, retail, residential, and hotel units) estimates more than 10 million square feet of office and retail and over 10,000 hotel and residential units. Connecting our transit system to this emerging center of downtown, and to the existing Downtown Station, Convention Center, Waterloo Greenway, the Rainey District, future IH-35 Caps and the South-Central Waterfront is critical.

Station near Wooldridge Square (see Appendix B):

As currently proposed, the distance between the Congress and 15th Street stations is approximately one mile. We recommend adding an additional station in the vicinity of Wooldridge Square and Sweatt Travis County Courthouse. This would lessen the distance between the Congress and 15th Street stations to less than half a mile and would provide much needed access to courthouses (federal and state), Austin Community College, Pease School redevelopment, Austin History Center, the Paramount and the Old Bakery. It would also facilitate east-west transfers to frequent bus routes at 7th/8th Streets, providing potential congestion relief at Republic Square.

Traffic Impacts:

We strongly urge you to continue to fully evaluate the traffic impacts associated with the preferred option and offer solutions that can mitigate the impacts. One solution we urge you to study is the feasibility of an underpass at Cesar Chavez/ Trinity and/or at 15th Street/Guadalupe. Per City of Austin staff traffic estimates, these two intersections would see much longer traffic delays (greater than 45 seconds).

Airport Station:

We understand and share the viewpoint that ridership in Phase I is the highest priority for long-term success, yet we believe that there may be creative financing opportunities to build the Airport connection. We encourage you to explore creative funding mechanisms to complete an airport station, working with the Federal Aviation Administration, Austin-Bergstrom International Airport and others. At a minimum,

acquisition of the right of way to the airport should be obtained to ensure the connection in future phases.

With the advancement of the on-street option, the design of the street, stations and public spaces is critical. We want to ensure that opportunities are leveraged to their fullest potential, including the creation of public-private partnerships and design with people and programming in mind to create iconic transit streets and stations. Amenities necessary to operate safe, convenient and welcoming transit stations (including but not limited to security, public restrooms, wayfinding and drinking fountains) should be integrated. The design should enhance and bolster downtown's existing buildings, creative culture, parks and public spaces, local businesses and street vitality. We ask that you involve us early and continuously through a partnership to develop the design for downtown streets and stations as well as to plan for long-term programming and activation strategies.

We appreciate the process and effort undertaken by the staff from Austin Transit Partnership and the City of Austin in advancing us to this critical decision point. The team was responsive, active and engaged with our organization and members of the downtown community. All considered; however, we have had limited time to thoroughly review all information and data requested especially traffic analysis and impacts, thus our feedback and recommendations may alter as more information becomes available during future studies and design. Most importantly, we want to remain fully involved in assisting as a partner as Project Connect proceeds.

Sincerely,



Jeff Howard, Chair
Downtown Austin Alliance



Dewitt Peart, President & CEO
Downtown Austin Alliance

CC:

Austin City Council

Capital Metro Board of Directors








Austin Transit Partnership Board of Directors

Lindsay Wood, EVP of Engineering & Construction, Austin Transit Partnership

Peter Mullan, EVP of Architecture & Urban Design, Austin Transit Partnership

APPENDIX A DEVELOPMENT ALONG TRINITY ALIGNMENT

MAP LEGEND

-  Grade Rail
-  Potential Light Rail Segment
-  Existing MetroRail
-  Existing Buildings
-  Recently Completed Development
-  Under Construction Development
-  Proposed Development



RESIDENTIAL

3,000 units Existing
2,244 units Under Construction
4,579 units Planned



HOTEL

4,350 units Existing
240 units Under Construction
1,531 units Planned



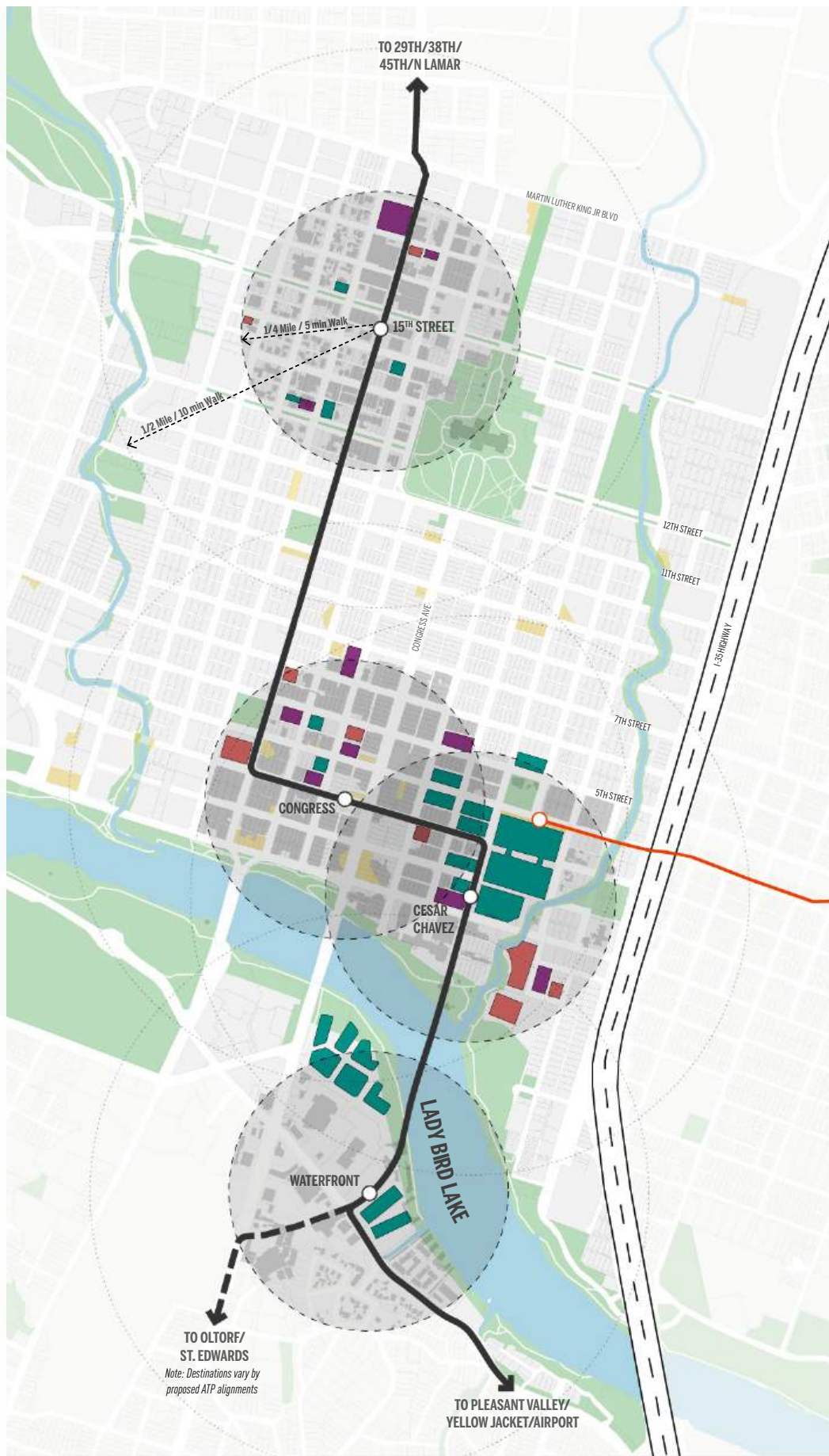
RETAIL

630,000 sq. ft Existing
54,000 sq. ft Under Construction
345,000 sq. ft Planned









OFFICE

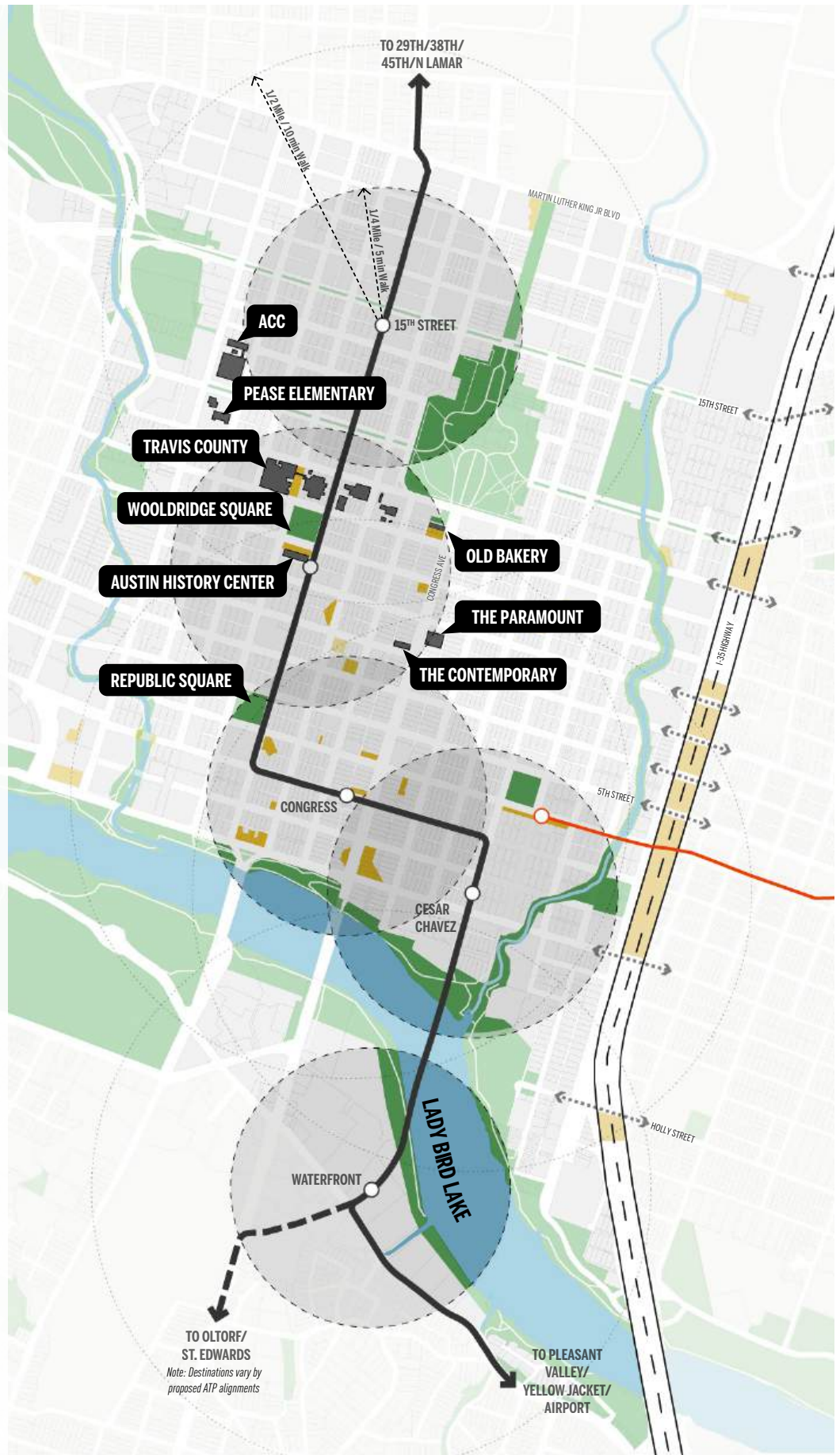
1.7 million sq. ft. units Existing
2.3 million sq. ft Under Construction
6.9 million sq. ft Planned



APPENDIX B WOOLDRIDGE STATION CONNECTIVITY

MAP LEGEND

-  Grade Rail
-  Potential Light Rail Segment
-  Existing MetroRail
-  Notable Connections
-  Public Green Space
-  Potential I-35 Caps



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