

Discussion Items

- ATX Transit Report
- ETOD Policy Update
- Project Connect Ordinance



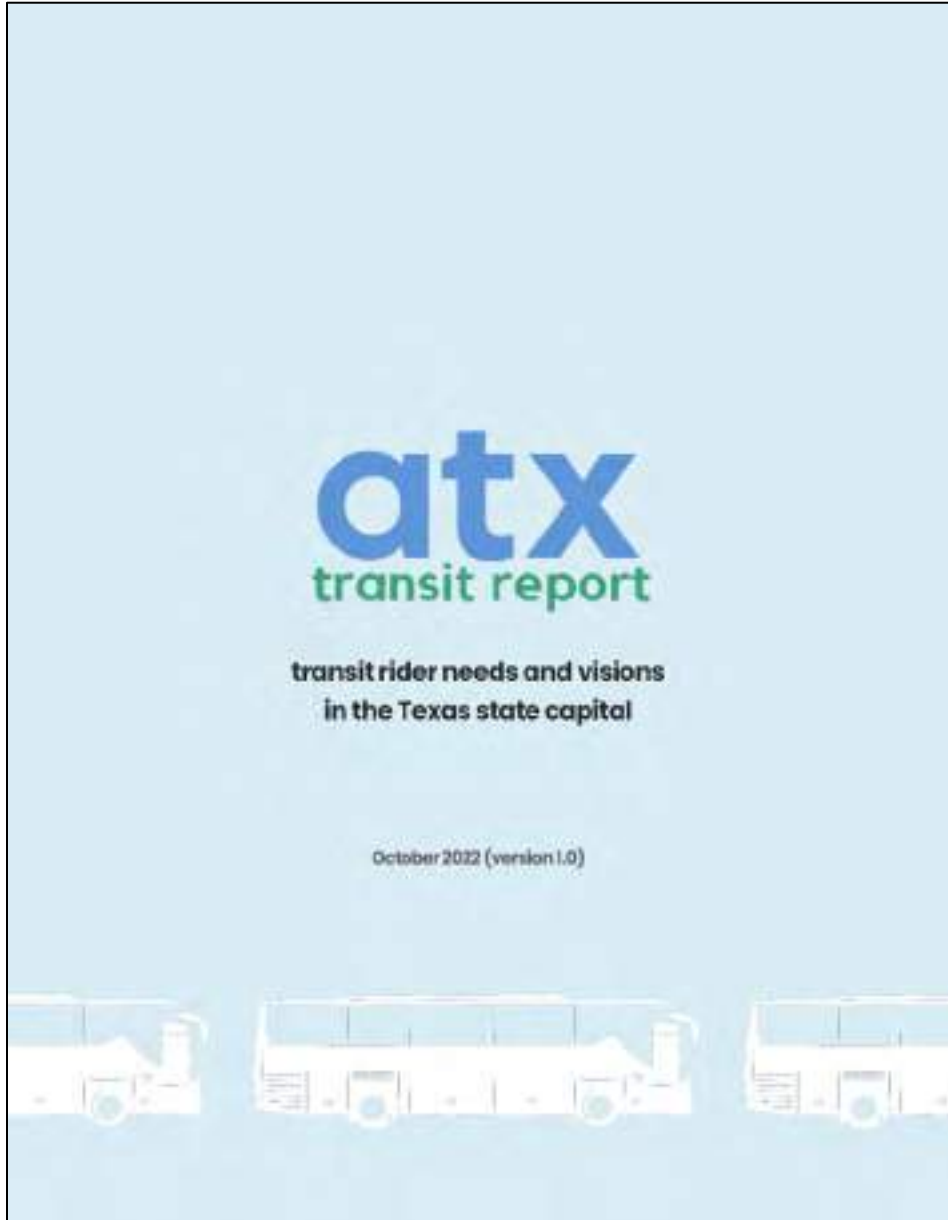
ATX Transit Report

An aerial perspective rendering of a city street. A central transit lane is highlighted with a light blue surface, containing a blue train moving towards the viewer. The street is flanked by multi-story buildings, parking lots with various cars, and green-painted pedestrian and bicycle paths. People are shown walking and riding bicycles. The sky is bright with scattered clouds.

Alex Karner, PhD

Graduate Program in Community and Regional Planning

The University of Texas at Austin



- Spring '22 class on mobility justice
- Identify current rider needs and barriers
- Take a step back and reflect on current conditions and program implementation
- Provide recommendations grounded in lived experiences and academic/activist perspectives

Mobility justice

- People can benefit from, rely on, and access the opportunities they need to lead meaningful lives using transportation that is low-cost/free, dignified, reliable, free from hostility and harm, and physically accessible
- Requires a **fundamental shift** in whose influence, knowledge, and perspectives are centered and valued in decision-making
- We want to provide visibility, agency, and access for those who have and continue to carry disproportionate burdens from prior planning decisions

Our approach

- **Talk to transit riders**

- Conversations at stops and on vehicles

- April 2022
 - 28 participants, six conversations held in Spanish
 - 46% white, 18% Black, 25% Hispanic/Latino, 10% other
 - Age roughly even across young, middle-aged, and older adults

- Focus groups

- Recruiting via social media, flyers, and targeted emails
 - 45% white, 36% Black, 18% Hispanic/Latino
 - 11 active participants, all in their 20s

- Review academic work and perspectives on mobility justice

**Existing rider
needs**

**Outstanding
issues**

Recommendations

Existing rider needs



METRO

**PARK
& RIDE**

**WESTGATE
TRANSIT
CENTER**



“Not many people have cars. Not many people can afford it. And just for myself, I can’t afford a car right now, so I take the bus to get where I need to go.”

Reliability

- Basic element of an effective and useful system
- Reliance on ad hoc notifications from operators and other staff
- Specific concerns for people with disabilities



source: @riseriverside (Instagram)

“The number one thing that would really convince me to take the bus a lot more was if I could be sure when it was coming.”



Dignity and respect

- Desire for a more dignified experience
- Reports of riders being passed
- No easy way to report feedback
- Disconnect between decision-makers and riders

Safety and street conditions

- Harassment, threats, experiences of violence both on vehicles and at stops/stations
- Difficult problem, but our response need not include armed law enforcement
- Other examples





“Some of the stops are literally just a pole with no sidewalk. So they feel unsafe and I usually tend to walk to the next one that has at least a little bit of a cut out.”

Project Connect outstanding issues

Outstanding issues

1. Housing affordability, gentrification, and displacement
2. Bus network integration
3. Community engagement
4. Barriers to riding rail

Recommendations

Recommendations

1. Recognize the fundamentally public and essential nature of transit
2. Take a comprehensive look at emerging equity issues
3. Enhance general public engagement
4. Examine bus network integration and explain alternatives
5. Avoid displacing residents while preserving and expanding affordable housing options

Recommendations

6. Identify alternatives to traditional law enforcement
7. Clarify how the Racial Equity Anti-Displacement Tool will be used in non-housing contexts
8. Improve the pedestrian and cycling networks that provide critical connections to transit
9. Identify how program cost increases will affect staging and phasing for different project components
10. Identify, evaluate, and clarify Project Connect's fare policy

Contact

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Equitable Transit-Oriented Development (ETOD)

CAC Meeting
November 10, 2022

Anna Lan – CapMetro
Warner Cook – City of Austin HPD



Today's Agenda

1. ETOD Project Background
2. ETOD Policy Plan
3. Next Steps
4. Q&A



ETOD Project Background



CapMetro

Equitable Transit-Oriented Development (ETOD) Study

- **\$1.65 million** in Federal Transit Administration (FTA) TOD grant
- **98 Stations** along Project Connect transit corridors
- Capital Metro Lead / City of Austin Supporting
- Nexus opportunity to **develop quality transit and increase housing** with context sensitivity



6 ETOD Project Goals

- Formed through Austin City Council ETOD Goals, City of Austin Racial Equity Anti-Displacement Tool, and priorities identified through Phase 1 Public Engagement.
- We used these lists of equitable outcomes to shape the goals that guide ETOD implementation in Austin



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

Project Timeline



Comprehensive Engagement Touchpoints

 Compensated Discussions



Community Presentation

Large format meetings to present project milestones



CAC Briefings

Monthly meetings, Ongoing guidance throughout project and major milestones



Tabling/Intercept Surveys

In-person events to target specific neighborhoods or demographics



Focus Groups & One-on-ones

Guided discussions with groups to build consensus amongst stakeholders



Stakeholder Presentations

Presentations with stakeholder groups to educate participants on the process



Community Connectors

Trained individuals who does in-depth outreach in their communities

Community Connectors and CAC Working Group



CAC Working Group members, 9+ monthly meetings, part of ETOD “sausage making” process

CAC ETOD Working Group:

1. Renee Lopez
2. Susana Almanza
3. Briana Snitchler
4. Joao Paulo Connolly
5. Gretchen Flatau
6. Kathryn Broadwater
7. Alex Karner (ex officio)

Community Connectors

1. Gabriel Arellano
2. Kathryn Broadwater
3. Gavino Fernandez Jr.
4. Odett Garza-Witherspoon
5. Ariel Marlowe
6. Leland Murphy
7. Pierre Nguyen
8. Rashmikant Shah
9. Stephanie Trevino
10. Stephanie Webb
11. Naomi Wilson
12. Fabian Wood



12 Community Connectors, 40+ organized events, \$10,000+ compensation



ETOD Policy Plan

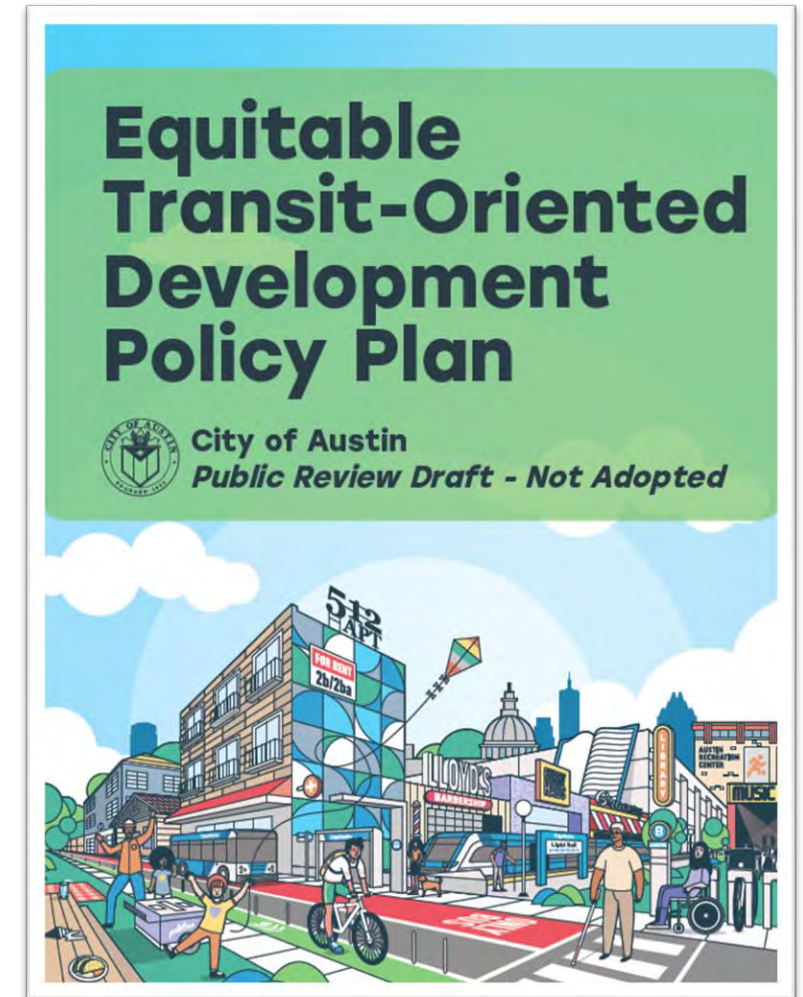


CapMetro

Purpose of ETOD Policy Plan

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

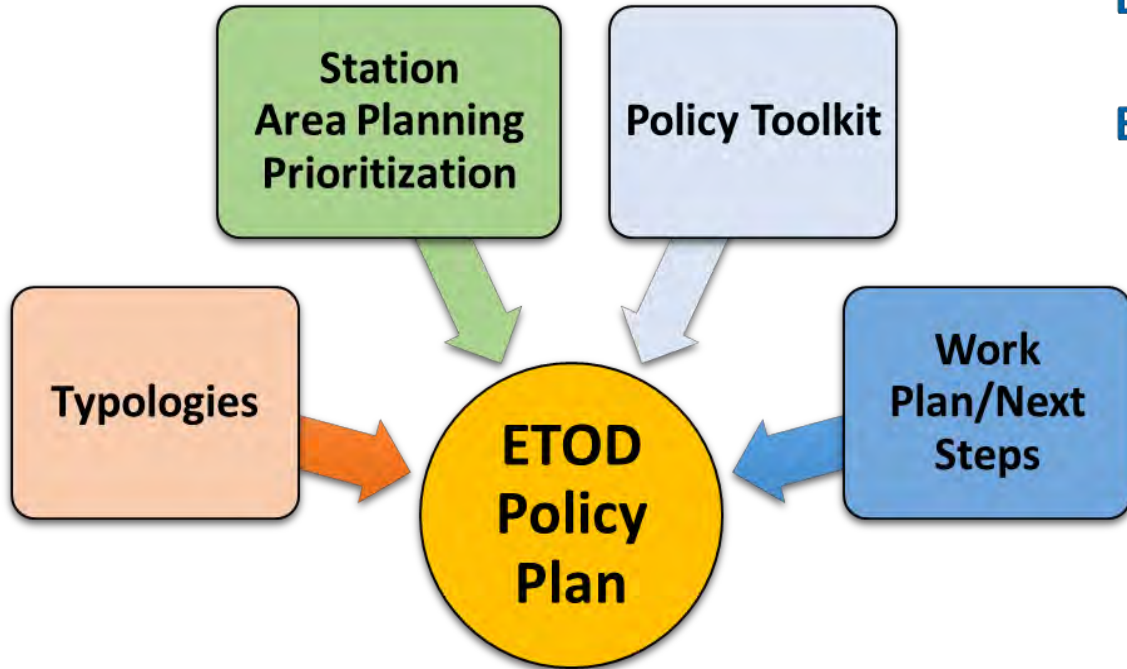
<https://www.speakupaustin.org/etodpolicyplan>



CapMetro



What's in the Plan?

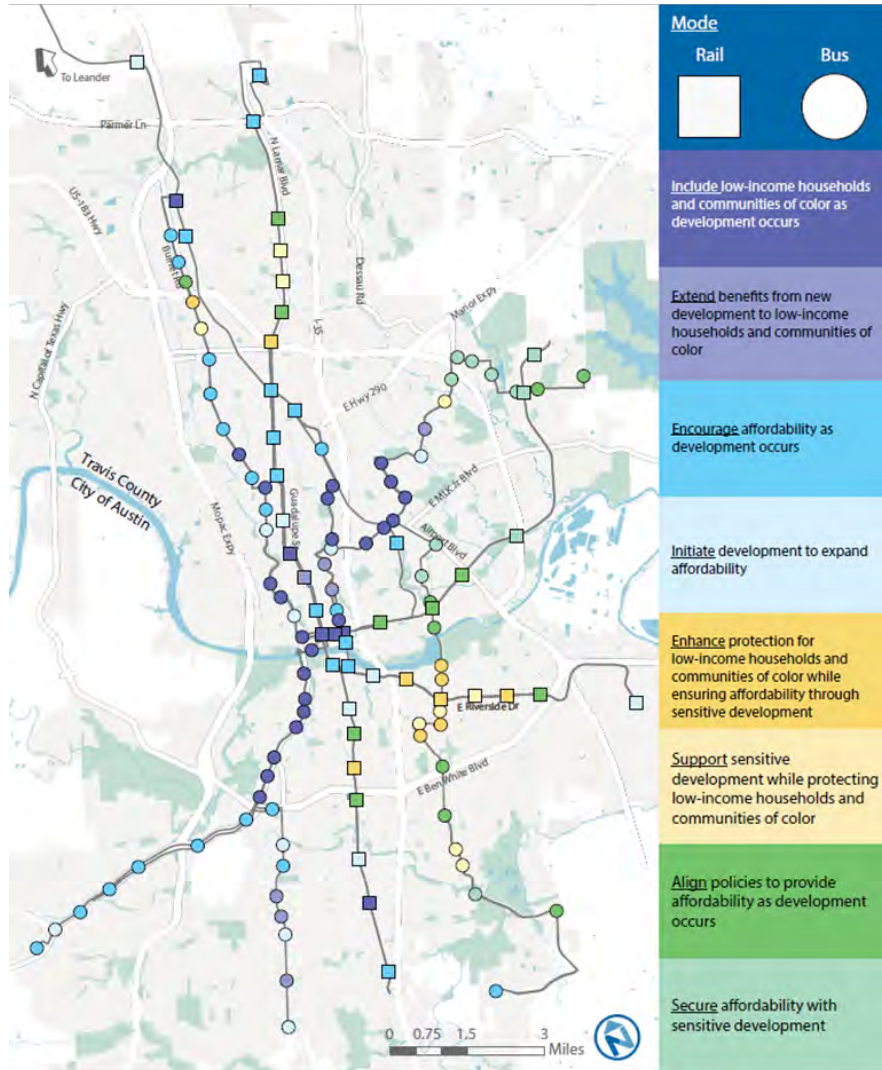


ETOD Policy Plan builds on the FTA-funded ETOD study

ETOD Policy Plan includes:

- ETOD Goals
- A snapshot of how current TODs are performing (MLK Station, Plaza Saltillo, Crestview Station)
- Station Area Typologies and Planning Prioritization
- Equity Based Policy Toolkit with Success Metrics
- Work Plan for station area specific planning and regulatory changes in the short-, medium-, and long-term

ETOD Typologies



If a station has...	...and is...	...and has experienced...
More Residents Today	Historically Exclusionary or Low Displacement	Rapid Change
More Residents Today	Historically Exclusionary or Low Displacement	Slow Change
Fewer Residents Today	Historically Exclusionary or Low Displacement	Rapid Change
Fewer Residents Today	Historically Exclusionary or Low Displacement	Slow Change
More Residents Today	Vulnerable to or Experiencing Displacement	Rapid Change
More Residents Today	Vulnerable to or Experiencing Displacement	Slow Change
Fewer Residents Today	Vulnerable to or Experiencing Displacement	Rapid Change
Fewer Residents Today	Vulnerable to or Experiencing Displacement	Slow Change



ETOD Station Area Planning Prioritization

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

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

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



ETOD Policy Toolkit



- 46 tools in five topic areas:
 - Small Business & Workforce Development
 - Housing Affordability
 - Mobility
 - Land Use & Urban Design
 - Real Estate & Finance Strategies

- Many of these tools would require further action by City Council (or CapMetro or ATP Board) to initiate them, either through the budget approval or direction to staff
- More engagement touchpoints throughout development and creation of individual tools; community feedback will continue to be critical in years ahead!

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

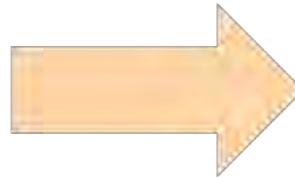


Action Plan / Next Steps

Immediate Work Program

2022-2024

- Station Area Vision Planning for 6 station areas
- Regulatory changes to support ETOD citywide
- ETOD implementation lead equity financing and programmatic planning support
- Amend ETOD Policy Plan to the Imagine Austin Comprehensive Plan
- Develop an Equity Scorecard to evaluate proposed ETOD private development projects



Ongoing (Year 2 and Beyond)

2025-Ongoing

- Station Area Planning for 6-10 stations
- ETOD implementation lead equity financing and programmatic planning support (2nd iteration)
- Assessment of year 1 station area plans using policy toolkit success metrics
- Monitor performance of ETOD station areas in meeting ETOD goals using policy toolkit success metrics
- Continued public engagement surrounding station area planning

Key Dates

- Planning Commission – Nov 15th
- Zoning and Platting Commission – Nov 15th
- City Council ETOD Policy Plan approval by resolution – Dec 8th
- Station Area Vision Planning begins – Jan 2023
- ETOD Final Report released – Jan 2023
- CapMetro & ATP Board Briefings – Jan/Feb 2023
- CAC Update on Station Plans – Feb/March 2023



Q&A



CapMetro

ATP Staff Updates

- **ATP Board Meeting Start time – 10:30 a.m.**
- ATP Board Appointment – Juan Garza
- Interlocal Agreements
 - ATP/ CapMetro for McKalla Station Project
 - ATP/ City of Austin for Project Connect Support Services



Project Connect Foundational Ordinance and Regulations

November 10, 2022

Community Advisory Committee (CAC)



CapMetro























Project Connect Overview

Project Connect: Program Components

PROJECT CONNECT – PROGRAM COMPONENTS

- Orange Line – NLTC to Stassney Phase 1 (LRT), Enhanced MetroRapid
- Blue Line – Riverside Corridor (LRT)
- Gold Line – MetroRapid, NEPA completion for LRT
- Downtown Tunnel (Orange, Blue Lines)
- MetroRapid – Expo, Pleasant Valley, Burnet to Menchaca/Oak Hill
- Green Line to Colony Park – NEPA, Final Design, Construction
- Red Line Improvements
- MetroExpress, Park & Rides, Transit Centers (3 New Routes, 9 P&R, 1 TC)
- Neighborhood Circulators (15 New Zones / Vehicles)
- Maintenance Facility Improvements
- Customer Technology Systems
- Anti-Displacement Investments

LEGEND

LIGHT RAIL		METROBUS	
	Orange Line	 2	Current Frequent Local Routes
	Potential Future Extension	METROEXPRESS	
	Blue Line		Current MetroExpress
METRORAIL			Future MetroExpress
	Red Line	ADDITIONAL AVAILABLE SERVICES	
	Green Line		MetroAccess
	Potential Future Extension		MetroBike
METRORAPID			CURRENT PARK & RIDE
	Gold Line		PROPOSED PARK & RIDE
	Enhanced MetroRapid Route		CIRCULATOR
	Potential Future Extension		TUNNEL

SCHEMATIC MAP NOT TO SCALE



Integrated Program Delivery



Program Element Leads



- Orange Line
- Blue Line
- Tunnel
- Green Line – Phase 1
- Facilities

- MetroRapid
- MetroExpress
- Pickup
- Customer technology upgrades
- Red Line improvements

- Permitting
- Right of Way Coordination
- Utility Design and Coordination
- Active Transportation & Traffic Coordination
- Anti-displacement investments



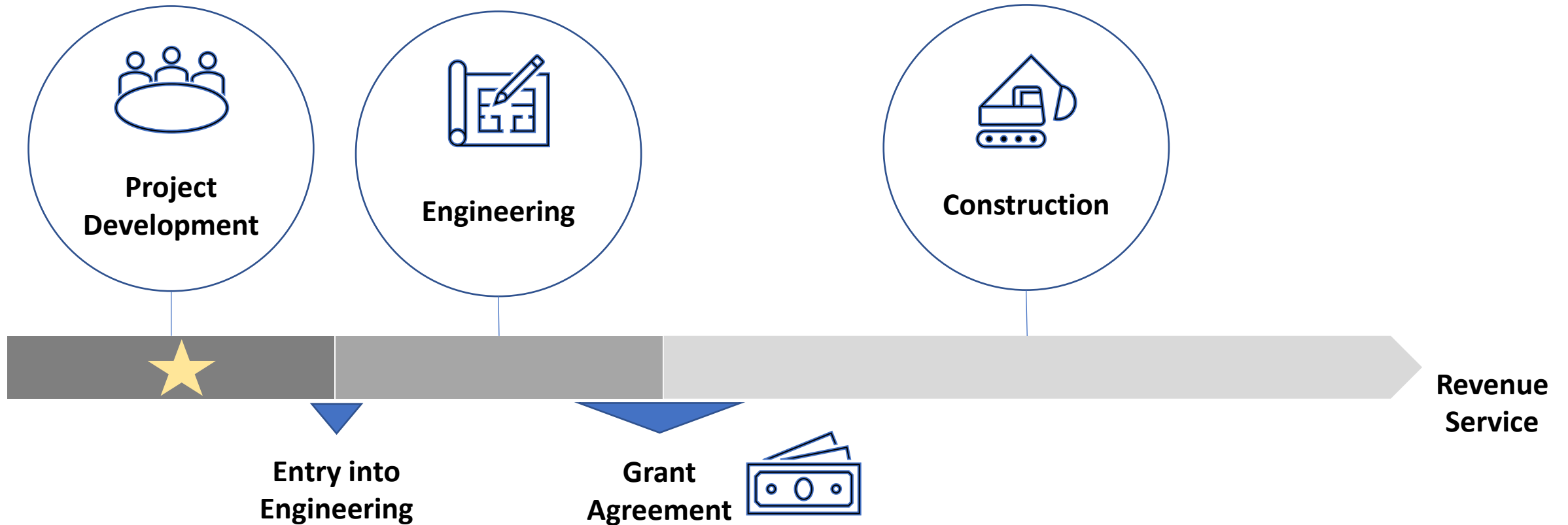
Project Connect in Progress

MetroRapid Expansion, Red Line Improvements, Pickup Service Expansion

- Summer 2021: Three new Circulator Pickup Zones
- December 2021: MetroRapid Expo Center Groundbreaking
- February 2022: MetroRapid Pleasant Valley Groundbreaking
- July 2022: Red Line McKalla Station Groundbreaking
- August 2022: MetroBike Program incorporated into CapMetro
- Summer 2023: Target for new MetroRapid in Service
 - All-electric, Zero emission buses, Solar where possible



Light Rail Project Development Process



Note: Project Development includes Preliminary Engineering



Light Rail Project Cost Considerations



COST BASIS ASSUMPTIONS

Original cost estimates (2019-2020) were based on 5% design and peer transit system comparison data

2022: costs have increased significantly (up to 70%-80%), due to the following drivers:



Right-of-way and real estate prices (Austin market)



Inflation, labor shortage, and anticipated supply chain barriers



Program scope changes as a result of community input and technical requirements (e.g. Tunnel length increase from 1.5 to 4 miles)



NEXT STEPS

- NEED TO ALIGN PROGRAM SCOPE AND SEQUENCING TO AVAILABLE FUNDING
- Community input will be essential to defining project scope, phasing and next steps.

Tax increment rate will not be increased to cover ongoing program costs



Federal Environmental Review Process

The National Environmental Policy Act (NEPA) process requires federal agencies to:

- Assess the potential impacts of their actions on the human and natural environment
- Avoid, minimize or mitigate adverse effects where reasonably feasible
 - Where impacts are identified, mitigation strategies are defined, and could include items such as maintaining property access, tree relocation, or noise monitoring during construction
- Inform the public that environmental concerns were considered in their decision-making process



Cultural Environment



Historic and Archeological



Park and Recreation



Visual and Aesthetic



Physical and Natural Environment



Air Quality



Water Quality



Noise and Vibration



Trees



Human Environment



Environmental Justice



Neighborhood & Community





Foundational Ordinance

Project Connect is Unique and Complex

- A project of this type and magnitude has never been built in our city.
- Existing code and criteria focused on vertical, site-specific development, not miles of linear rail
- Most complex retrofitting of existing Right-of-Way the city has ever undertaken
- Once in a generation program
 - Environmental benefits including climate equity plan goals
 - Support ASMP mode shift goals
 - Health and safety improvements
 - Transforming transit network
 - Connecting communities



Regulations and Permitting Create Obstacles and Increase Costs

- 2021 ENO Report – local regulations and permitting in US is one obstacle to viable cost-effective rail
- Project Connect size, scope and timeline will require greater flexibility and tailored regulations
- Successful rail construction has benefited from modified regulations and review procedures
- Opportunity to be proactive, address obstacles where code is silent on how to do this



Council Directed Staff to Review City Code, Criteria and Regulations

- October 29th, 2021– City Council passed Resolution #202111029-003
- The Austin Strategic Mobility Plan (ASMP), voter approval of Project Connect, and the ENO report findings **drove the need** for this review and ordinance initiation.
- Resolution Directs staff to:
 - “Review City Code, including LDC, Criteria Manuals and permitting procedures to identify impediments to design, construction, implementation and operation of Project Connect.”
- The proposed amendments in **this ordinance address needs we know about today** that will benefit the project as it proceeds.



Components of This Ordinance

1. Structure for Transit System Project (TSP) Regulations

2. TSP Construction Noise and Mitigation Plan Requirements

3. Adjustments to Permitting Process

4. Transit System Uses

5. Fiscal Exemption Outside the ROW



1. Structure for Transit System Project Regulations

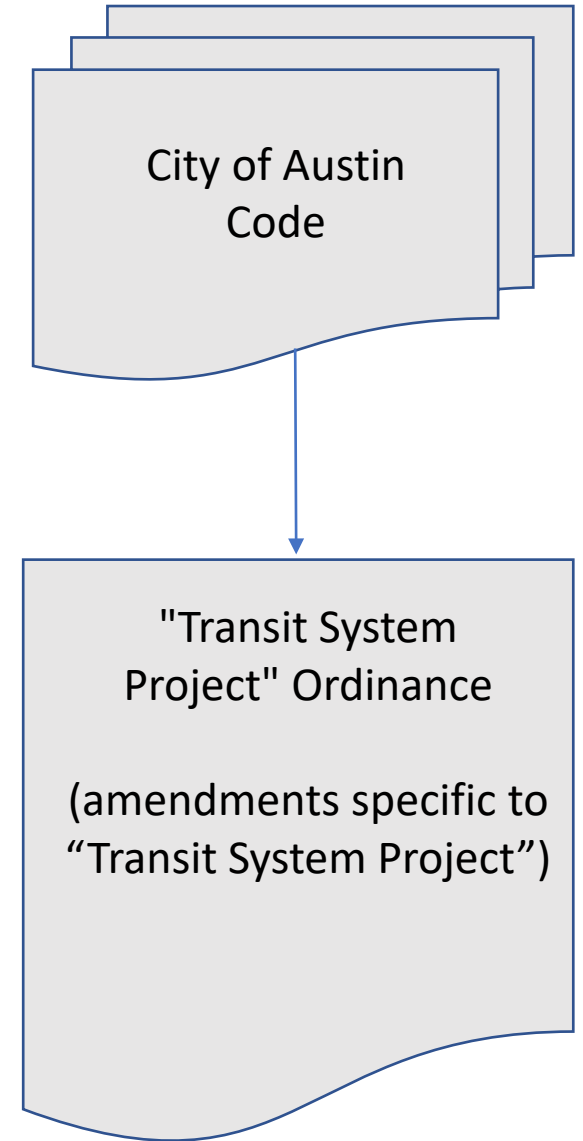
Ordinance Structure

Freestanding ordinance that will house regulations targeted for Transit System Projects.

New Definition

Transit System Project

A transportation project generally depicted on Exhibit A (the Project Connect System Map) with any related appurtenances, including but not limited to a rail and public transit line, rail station, or a transportation terminal, funded by a public entity.



2. TSP Construction Noise and Mitigation Plan Requirements

- As part of the National Environmental Project Act (NEPA) process, ATP will have to identify mitigations for construction noise and these **mitigations are binding**.
 - The public will review mitigations when the Draft Environmental Impact Statement is released.
 - **Regular monitoring during construction** will be required
 - Current code does not require monitoring until noise escalation process is initiated after verified complaints
- FTA has additional **best practice recommendations that the City will require** as part of their Noise Policy.



2. TSP Construction Noise and Mitigation Plan Requirements

Submission of three plan components for review and approval:

Noise Mitigation and Monitoring Plan

- Documents mitigation commitments identified through NEPA environmental process
- Submitted to FTA
- Mitigation commitments are binding

Contractor-specific Noise Control Plan Requirements

- ATP will submit their requirements for contractor-specific Noise Control Plans that addresses mitigation for their specific equipment and methods of construction

Programmatic Project Communication Plan

- Procedures for:
 - Dedicated webpage
 - Posting information
 - Public Notification
 - Noise complaints
 - Posting periodic monitoring information



3. Adjustments to Permitting Process

- The Land Development Code (Chapter 25-5) provides for existing Fast Track and Phased Engineering Site Plan processes, but some adjustments are needed to accommodate the project.
- We are proposing minor changes to Fast Track, Phased Engineering and other site plan provisions:
 - The inclusion of a building is not a pre-requisite for entering the Fast Track process
 - Variances can be processed at the phase level within the Fast Track process
 - Allowing additional phases in Phased Engineering or Fast Track site plans to be added as updates, not revisions
 - Site plans have a 10-year life



4. Transit System Uses

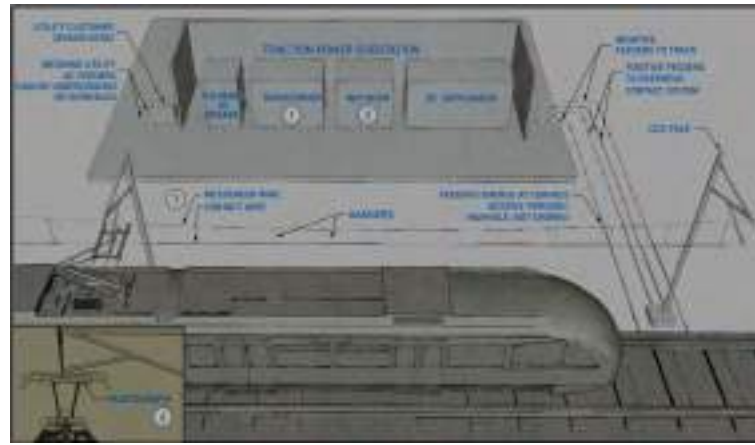
- The LDC defines certain broad use categories and lists examples of the types of uses that fall into the broad categories.
- Because this is our first light rail project, there is equipment the City has not previously seen; therefore, we want to define the use in this ordinance.



4. Transit System Uses

Local Utility Service use includes: **Traction-Powered Substations (TPSS)**

A **Local Utility Service** is the use of a site for the provision of services that are necessary to support the development in the area and involve only minor structures including lines and poles.



4. Transit System Uses

Maintenance and Service Facilities use includes:
a light rail maintenance facility

Maintenance and Service Facilities is the use of a site for the provision of maintenance, repair, vehicular or equipment servicing, material storage, or similar activities, and includes equipment service centers and similar uses having characteristics of commercial services, contracting, or industrial activities.



Sound Transit, Operations & Maintenance Facility East - Bellevue, WA

5. Fiscal Exemption Outside the ROW

- The Corridor Program Office (CPO) ordinance approved in May 2022 exempted Public Mobility Projects inside the Right-of-Way (ROW) from the requirement to post fiscal surety.
- This ordinance expands the fiscal exemption to Transit System Projects **outside of the ROW** such as a Park and Ride.



City of Austin Boards & Commissions – Project Connect Roles

- Fulfill regulatory requirements:
 - Subject specific ordinances & code updates
 - Commission level variances or other approvals needed for permitting / project delivery
- Subject specific presentations to subject-relevant commissions (e.g. NEPA to Environmental Commission)
- Regular program updates on an *annual* basis



RESOLUTION NO. 20211029-003

WHEREAS, the Austin Strategic Mobility Plan ("ASMP") (Ordinance No. 20190411-033) is the transportation element of the Imagine Austin Comprehensive Plan and calls for a 50/50 mode share by 2039, which includes increasing use of sustainable modes such as walking, bicycling, teleworking and transit;

WHEREAS, City Council adopted Resolution No. 20190808-081 directing the City Manager to "analyze and report on options for the City of Austin and other related or interested public or private entities to leverage resources to support the creation, operation, and maintenance of a high-capacity transit system";

WHEREAS, Austin voters approved Project Connect, the regional high-capacity transit system, on November 3, 2020;

WHEREAS, on December 18, 2020, the City of Austin and the Capital Metropolitan Transportation Authority created a local government corporation named the Austin Transit Partnership Local Government Corporation to aid the City and Capital Metro and act on their behalf to accomplish the governmental purpose of implementing the Project Connect System Plan;

WHEREAS, in a report entitled *Saving Time and Making Cents: A Blueprint for Building Transit Better* ("Eno Report"), published in 2021, the Eno Center for Transportation identified local regulation, permitting, and decision-making procedures throughout the United States as an obstacle to achieving viable, cost-effective transit systems on par with those of peer nations;

WHEREAS, noting that local development codes are generally ill-suited to the nature and scale of mass transit, the Eno Report found that jurisdictions that have successfully constructed mass transit systems apply modified regulations and review procedures to accommodate the unique challenges

transit construction presents and the ways it differs from private development or conventional transportation and public works projects;

WHEREAS, the City of Austin's Land Development Code does not provide for the design and permitting of linear construction required for mobility and transit facilities that encompass large areas, include subsurface and above-ground elements, and span multiple zoning districts and watersheds;

WHEREAS, greater flexibility and more carefully tailored regulations are required to facilitate construction of Project Connect;

WHEREAS, City staff routinely interprets and applies City Code to development and capital improvement applications;

WHEREAS, the Land Development Code, existing regulations, criteria, and procedures should be flexibly applied to facilitate construction of Project Connect to the greatest extent possible until existing requirements can be amended;

WHEREAS, there are Project Connect MetroRapid and MetroRail projects currently moving forward in advance of the Orange and Blue Line light rail projects; and

WHEREAS, motor vehicle trip conversion to high-capacity transit and other sustainable modes yields benefits to the environment; **NOW**,

THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

1. The City Council directs the City Manager to:
 - a. Review City Code, including, but not limited to, the Land Development Code, Criteria Manuals, and permitting procedures to identify

impediments to the design, construction, implementation, and operation of Project Connect;

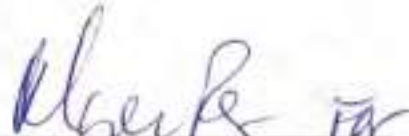
- b. Develop new regulations and procedures to address the impediments and assure implementation and construction of Project Connect consistent with the sequence plan approved in the Contract with Voters in a manner cognizant of other City policies, including commitments in the Project Connect Joint Powers Agreement and consistent with environmental protections in various adopted plans, including but not limited to those that identify the range of environmental benefits that can be achieved by reducing single occupancy motor vehicle trips;
- c. Present any Code amendments necessary to accomplish the goals of Paragraphs 1.a and 1.b to City Council no later than April 2022; and
- d. After Council adoption of Code amendments, follow appropriate procedures to issue any rules necessary to implement the Code amendments;

BE IT FURTHER RESOLVED:

Until City Council adopts new or amended Code provisions, the City Council directs the City Manager to interpret and apply existing requirements to Project Connect permits and approvals in a manner that considers the framework established by the Contract with the Voters, and other applicable City policies while working to support implementation of Project Connect.

ADOPTED: October 29, 2021

ATTEST:



Jannette S. Goodall
City Clerk

PROPOSED LANGUAGE FOR PROJECT CONNECT ORDINANCE
DRAFT SUBJECT TO ADDITIONAL CHANGES

PART 1. Project Connect is the City’s high-capacity public transit system expansion, which will ultimately consist of a light rail network, an expanded bus system, transportation terminals and stations, maintenance facilities, and all associated improvements necessary for operation of the transit system. To facilitate the construction of this critical transportation infrastructure, certain modifications and waivers to City Code are necessary to ensure the construction of a high-capacity transit system.

PART 2. This ordinance and the attached Exhibits A and B consist of the “Transit System Project Regulations”. Development of the Transit System Project shall conform to the limitations and conditions set forth in this ordinance. If this ordinance and the attached exhibits conflict, this ordinance controls. Except as otherwise provided by this ordinance, all other rules, regulations, and ordinances of the City apply.

PART 3. The attached exhibits are incorporated into this ordinance in their entirety as though set forth fully in the text of this ordinance. The exhibits are as follows:

- A. Transit System Project Exhibit
- B. Rail Construction Noise and Mitigation Plan Requirements

PART 4. Definitions.

- A) Transit System Project means a transportation project generally depicted on Exhibit A with any related appurtenances, including but not limited to a rail and public transit line, rail station, or a transportation terminal, funded by a public entity. [~~and located on publicly owned land or in the right of way or a public easement.~~]
- B) Unless otherwise specifically defined, all terms in this ordinance shall have the meaning established in Title 25 of Code of the City of Austin, Texas (the “Land Development Code”).

PART 5. A Transit System Project for rail lines or any associated infrastructure necessary to construct the rail lines must comply with a noise and mitigation plan approved by the City that meets the requirements listed in Exhibit B. To the extent there is a conflict with Chapter 9-2 (*Noise and Amplified Sound*), the approved noise and mitigation plan will control.

PROPOSED LANGUAGE FOR PROJECT CONNECT ORDINANCE
DRAFT SUBJECT TO ADDITIONAL CHANGES

PART 6. Transit System Uses

- A) The use of a site for a traction powered substation is a Local Utility Service use as described in 25-2-6(28).
- B) The use of a site for the provision of maintenance, repair, vehicular or equipment servicing, material storage, or similar activities for rail lines is a Maintenance and Facilities use as described in 25-2-6 (29).

PART 7. Code Modifications. The following code modifications apply to a site plan application for a Transit System Project.

A) Site Plan

1. Subsection (B) of Section 25-5-21 (*Phased Site Plan*) is modified to allow the director to approve development phasing if the date on the final phase is not more than ten years after the approval date of the site plan. Planning Commission approval is required for development phasing if the date proposed for beginning construction of a phase is more than ten years after the approval date of the site plan.
2. Section 25-5-23 (*Fast Track Permit*) is modified to allow the director to approve a fast-track permit that does not require a certificate of occupancy. Section 25-5-23 (*Fast Track Permit*) is further modified to allow the director to approve a fast-track permit that requires a variance.
3. Section 25-5-81 (*Site Plan Expiration*) is modified to allow a site plan to expire 10 years after its approval.
4. Section 25-5-113 (*Updates*) is modified to allow an applicant to file an update to a site plan up to five years after the date the application is filed. Days may still be added to the update deadline under Section 25-1-88 (A) (*Extension of Update Deadline*). For a site plan submitted under Section 25-5-21 (*Phased Site Plan*), additional development phases can be added to an approved site plan and those development phases shall be considered an update subject to the five-year update deadline.

B) Fiscal

- City Code Section 25-1-112 (*Fiscal Security*) is modified such that a Transit System Project is not required to post fiscal.

INITIAL INVESTMENT | August 2021

LIGHT RAIL

- Orange Line
- Potential Future Extension
- Blue Line

METRORAIL

- Red Line
- Green Line
- Potential Future Extension

METRORAPID

- Gold Line
- Enhanced MetroRapid Route
- Potential Future Extension

METROBUS

- Current Frequent Local Routes

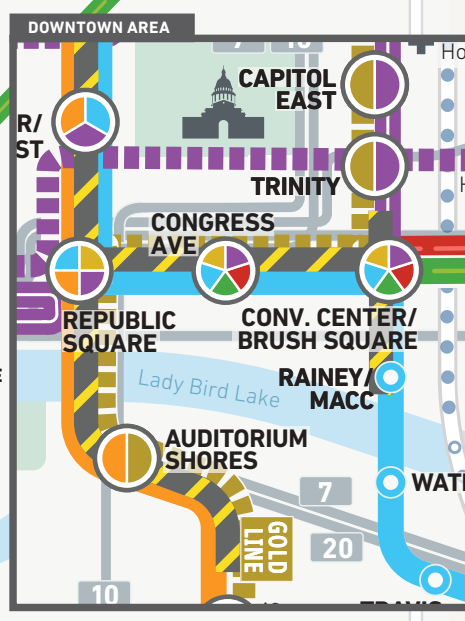
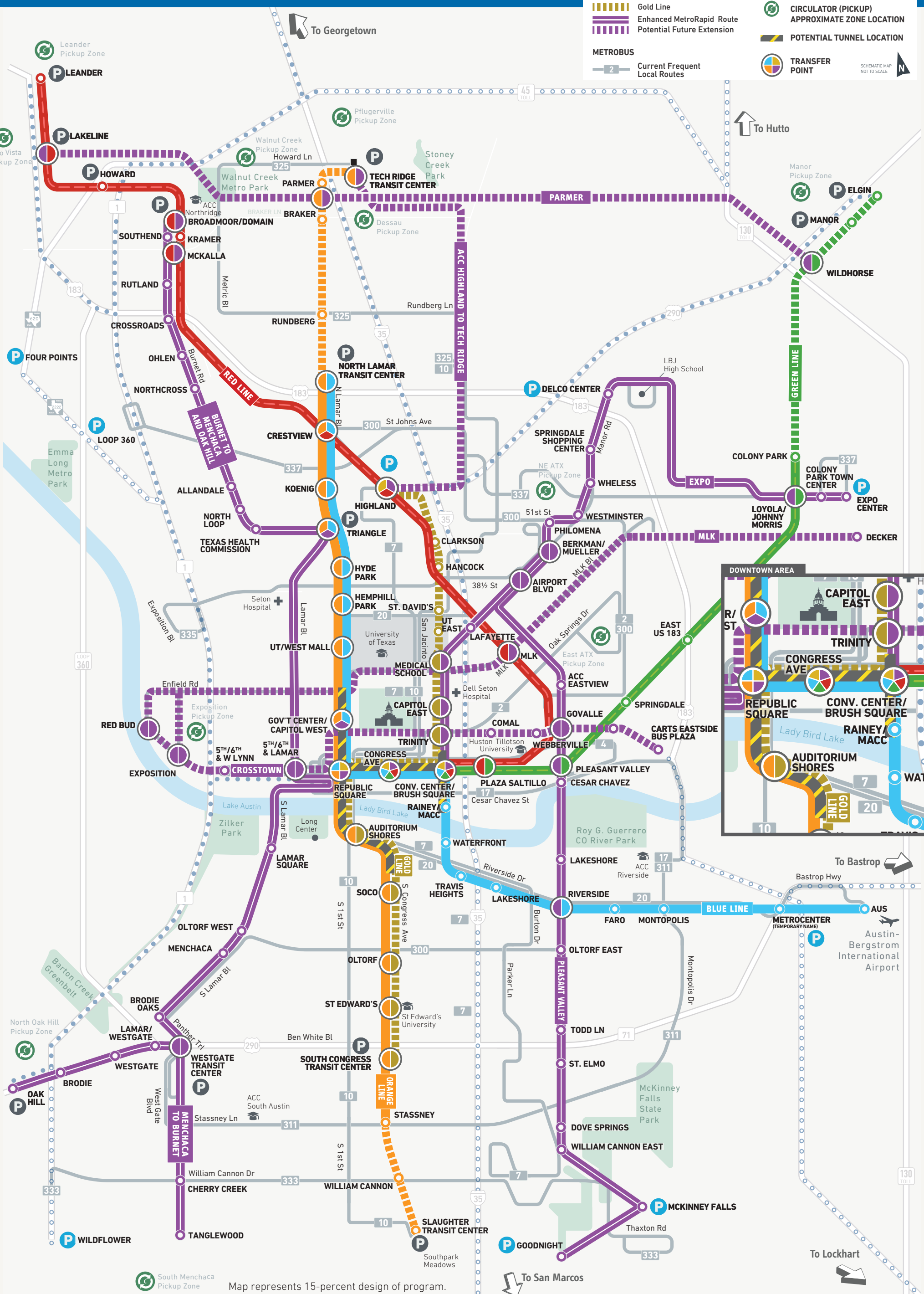
METROEXPRESS

- Current MetroExpress
- Future MetroExpress

ADDITIONAL AVAILABLE SERVICES

- MetroAccess
- MetroBike
- CURRENT PARK & RIDE
- PROPOSED PARK & RIDE
- CIRCULATOR (PICKUP) APPROXIMATE ZONE LOCATION
- POTENTIAL TUNNEL LOCATION
- TRANSFER POINT

SCHEMATIC MAP NOT TO SCALE



Map represents 15-percent design of program.

EXHIBIT B – Rail Construction Noise and Mitigation Plan Requirements

The Austin Transit Partnership (ATP) will submit the required components listed below to be reviewed and approved by City Staff. City Staff will review the plan to ensure that all required components are present in the plan and are satisfactory to City Staff before approval.

ATP commits to adhere and ensure that contracted parties responsible for light rail construction activities adhere to the policies and procedures housed within the submitted plans.

The following components are required:

1. Construction Noise Mitigation and Monitoring Plan

Construction noise impacts will be documented in the Final Environmental Impact Statement (FEIS), completed in compliance with the National Environmental Policy Act (NEPA) process. Mitigation measures identified in the Mitigation Monitoring Plan, affirmed in the FEIS and Record of Decision, will be included in contract documents, monitored for implementation during final design and construction. Measures to minimize impacts will include, but are not limited to:

- Sound monitoring during construction
- Limiting idling and back up alarms of equipment
- Limiting certain activities during certain times

2. Noise Control Plan Requirements for Contractors during Construction

ATP will require all contractors to submit a Noise Control Plan as part of their contract that addresses mitigation for their specific schedule, equipment, and methods of construction. ATP will submit their requirements of contractors for this plan to the City. The requirements will include, but are not limited to:

- Contractor's specific equipment types
- Schedule (dates and times of day) and methods of construction
- Maximum noise limits for each piece of equipment with certification testing
- Prohibitions on certain types of equipment and processes during the night or daytime hours
- Identification of specific sensitive locations near construction sites
- Methods for projecting construction noise levels
- Implementation of noise control measures where appropriate
- Methods for responding to community complaints in line with the Programmatic Project Communications Plan.

3. Programmatic Project Communications Plan

This plan will contain requirements for programmatic communications including how the program will communicate to the public about construction impacts and timelines, posting of public-facing materials, procedures for submission of noise and construction impact complaints, and how complaints will be handled.

- This plan will be adhered to by all contractors for the program. This plan will dictate high-level requirements that ensure consistency of information, noticing, monitoring, reporting, and responding to complaints.
- Items that are required in this plan are:

- Provisions for a Construction Noise webpage on the ProjectConnect.com website that will communicate:
 - construction plans and timelines,
 - notification of construction impacts,
 - what efforts are being made to minimize noise,
 - where noise complaints can be filed,
 - description of format of response to noise complaints and steps for corrective action to address verified complaints,
 - links to documents mentioned in this policy and
 - monitoring data.
- Procedures for notifying surrounding residents and businesses of temporary construction impacts and providing complaint information
- Procedures that detail how the public can submit noise complaints, how that information will be shared with the public, format of response and steps for corrective actions taken to address verified complaints.
- Commitment to post noise monitoring information on at least a quarterly basis to the Project Connect Construction Noise webpage detailing noise readings and monitoring locations.

Action Items

- ETOD Policy Plan Recommendation
- Austin Transit Partnership Board Composition Recommendation





MEMORANDUM

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

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

CC: Dottie Watkins, Interim President and CEO, Capital Metropolitan Transportation Authority
Spencer Cronk, City Manager, City of Austin
Gina Fiandaca, Assistant City Manager, City of Austin

DATE: November 10, 2022

SUBJECT: Project Connect Community Advisory Committee Recommendations – Austin Transit Partnership Board Structure and Appointment Process

Earlier this year, the Austin City Council gave direction to the City Manager as a part of the approval for Resolution No. 20220505-033 to consult with the Project Connect Community Advisory Committee (CAC) and other stakeholders to evaluate the potential expansion of the Austin Transit Partnership (ATP) Board of Directors. The CAC has evaluated this matter and recommends that before the ATP board structure is altered, it is critical to address community concerns around transparency and accountability with the board nomination and appointment process.

Specifically, we recommend the following changes be made to the ATP board nomination and appointment process.

1. Provide the CAC and other Project Connect advisory bodies with an opportunity to provide comments on the appointment process for the Community Expert positions, including feedback regarding the overall nomination process and timeline for receiving community applications; the qualities, values, and skills the CAC would like to see in board members; and the Nomination Committee's finalized selection criteria.
2. Ensure that the application process allows sufficient time for community members to apply to the Community Expert positions, and that staff tries to actively seek applicants who possess similar lived experience or perspectives as frequent users of our transit system.

3. Share information regarding the nomination process for the Community Expert board positions with the public in an accessible manner, including the criteria for evaluating applicants, the timeline for final appointments, and details regarding all the applicants and finalists
4. Ensure that the applicant selection criteria for the Community Expert board positions prioritizes the appointment of frequent transit users and those who are familiar with Austin's transit infrastructure, along with possessing a deep understanding of transit equity related issues. In addition, the criteria for the Community Planning or Sustainability Community Expert board position must focus on the applicant's experience in engaging with transit riders and advocates.
5. Appointments of Austin City Council Members and Capital Metro Board Members to the ATP Board must be carried out through a transparent process with separate actions for appointment to the board and application of the residency waiver.

Such changes will ensure transparency and accountability in the board nomination and appointment process and allow the community to engage in a meaningful way.

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

Date of Approval: November 10, 2022

Record of the vote: Approved on a X-X-X vote (Committee Members X and X absent)

Attest:  , Project Connect Community Advisory Committee Chair

Staff Updates

- Austin Transit Partnership
- CapMetro
- COA

