- August 19, 2010 – Authorized application for HUD Sustainable Communities Planning Grant

- May 12, 2011 – Authorized execution of Interlocal Agreement with CAPCOG to receive grant funds

- August 25, 2011 – Authorized application for Demonstration Site: Urban Rail Program
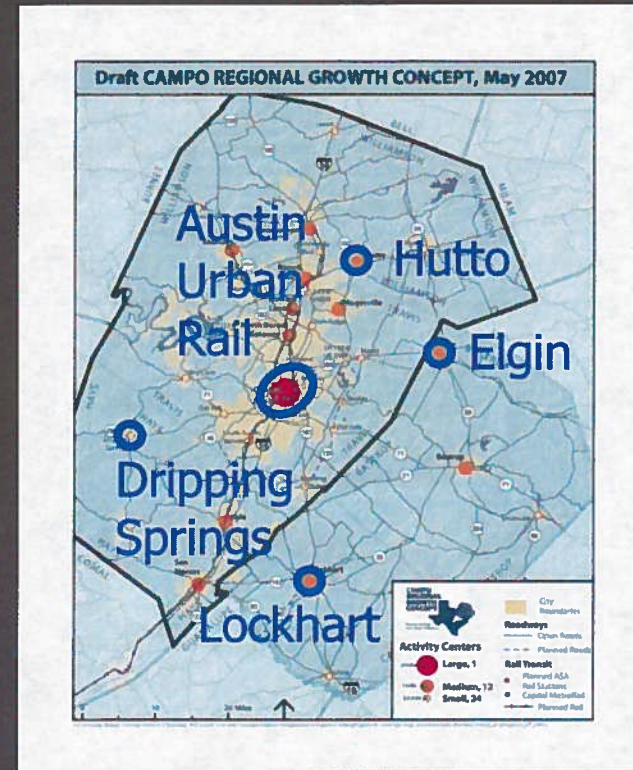
Previous Council Action

$3.7 Million HUD Sustainable Communities Planning Grant

Implementation of CAMPO 2035 Transportation Plan focusing on 37 'Activity Centers'
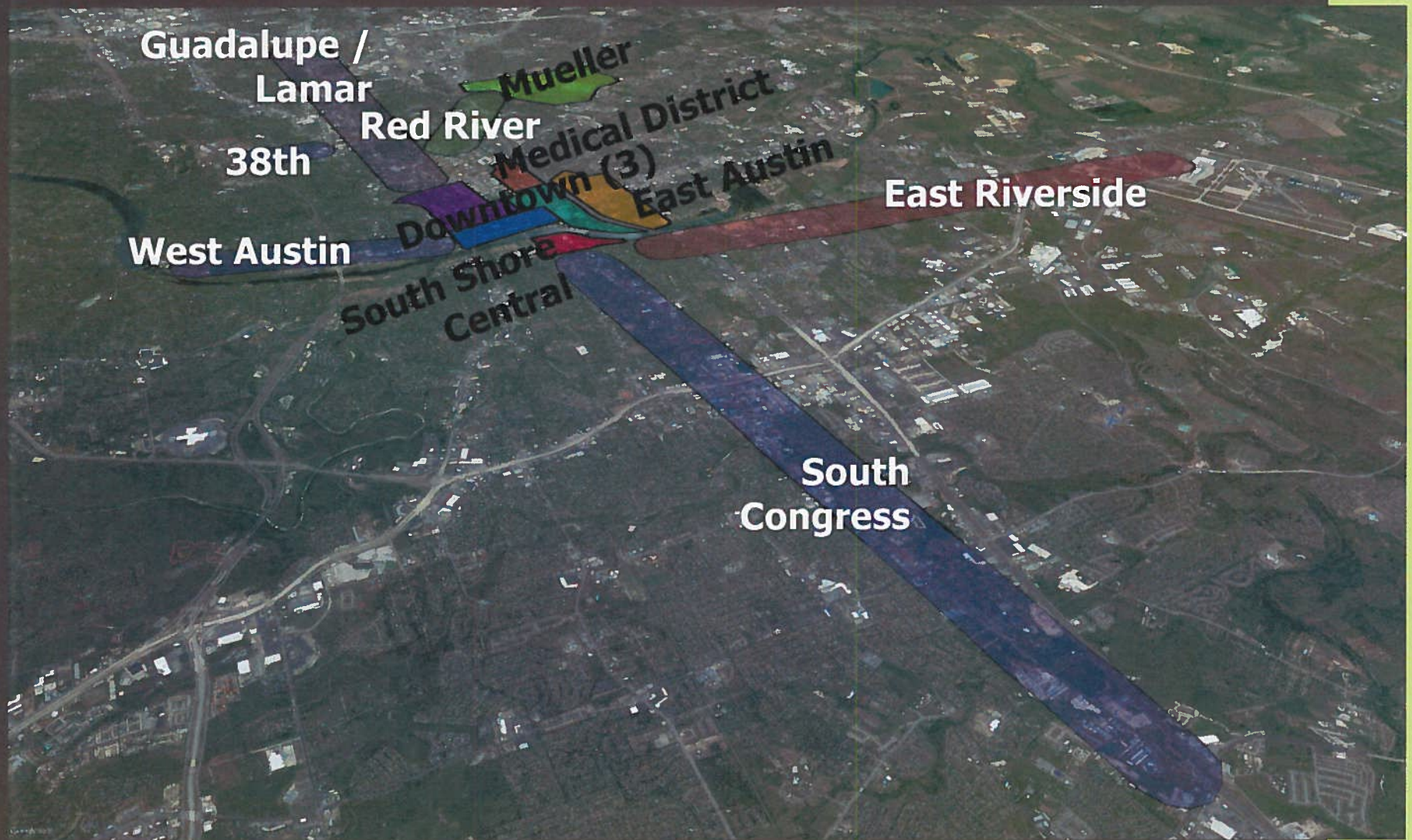
Three Strategies:
- Public Engagement
- Planning Demonstration Sites
- Analytic Tool

EGRSO is CoA Lead Agency in collaboration with PDR, ATD, Watershed, Sustainability, CPO, NHCD, PARD, etc.

CATS Sustainable Places Project

Draft CAMPO REGIONAL GROWTH CONCEPT, May 2007

Guadalupe / Lamar

Mueller

Red River

Medical District

38th

Downtown (3)

East Austin

West Austin

South Shore

East Riverside

Central

South Congress

Austin Urban Rail
7 Case Study Areas & 6 Corridors

1. Enhance economic competitiveness

2. Coordinate policies and leverage investment.

3. Add value to communities and neighborhoods.

4. Support existing communities.

5. Promote equitable, affordable housing.

6. Provide more transportation choices.

HUD / DOT/ EPA Livability Principles

Focus on development around proposed urban rail plan
(Development Oriented Transit)

1. **Jobs** – The number of jobs created by investment near urban rail stops.

2. **Taxes** – The city property tax and sales tax revenues to be achieved.

3. **Savings** – From reduced single occupant vehicle use.

4. **Business Productivity & Savings** – The amount of $ businesses can save by reducing commute times for employees.

5. **Health Benefits –** The amount of CO_2 (NOX) emissions (tons) reduced as a result of less vehicle use in favor of urban rail, benefits of leading a less sedentary lifestyle.

6. **Capital Infrastructure Savings** – The amount of City dollars saved by investing in urban rail as opposed to public infrastructure used to support cars and urban growth (parking, etc.).

Austin (Economic) Factors

$54,000,000
Annual New City Tax Revenue by 2020

$109,000,000
Annual New City Tax Revenue by 2030

45,000
Additional Population by 2030
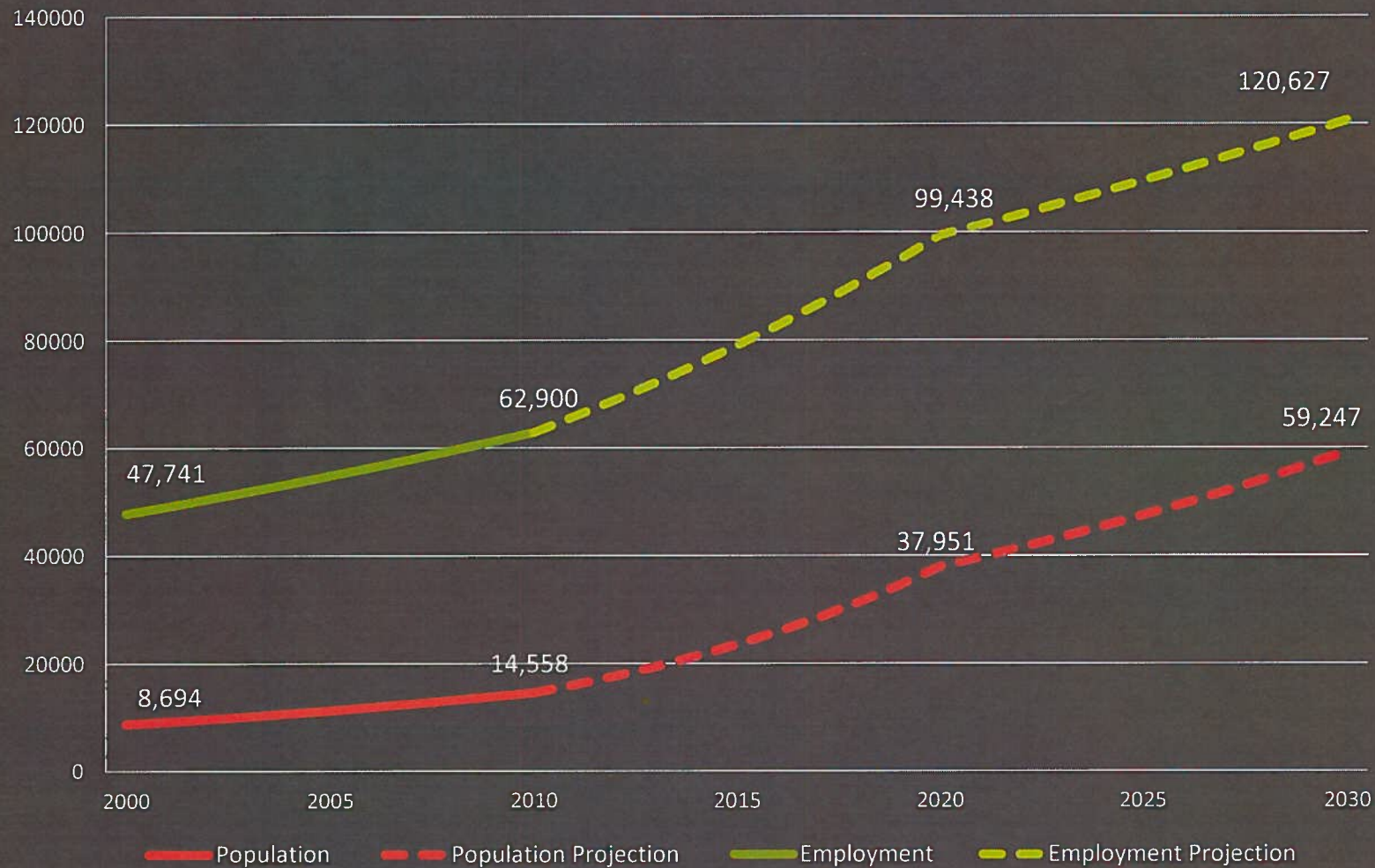
58,000
New Jobs by 2030

$31,000,000,000 +
Total Economic Impact by 2030

Summary Benefit Analysis:
Austin Factors Taxes / Jobs

Population & Employment

Summary Total

25,000 New Transit Trips could save **12,500** daily commuters **$100,000,000** by owning one fewer vehicle per household

15,000
New daily bike commuters by 2030 within 1 mile of case study area could save

$121,000,000 by owning one fewer vehicle per household

Summary Benefit Analysis:

Austin Factors - Travel Savings

$296,000,000

Additional disposable income from annual savings by population in case study area by 2030 through reduction in Vehicle Miles Travelled

=

2300 New Jobs

Created when savings are spent in local economy
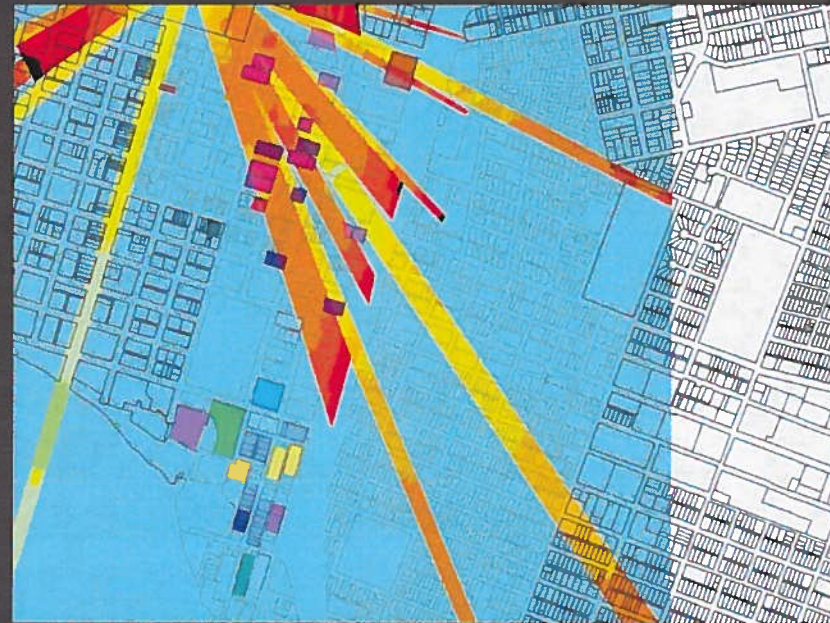
Summary Benefit Analysis:

Austin Factors - Travel Savings Reinvested

$18,500,000
Affordable housing fee-in-lieu generated by Downtown development

2900 Affordable housing units

Summary Benefit Analysis:

Affordable Housing

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Thank You

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Center for Transportation Research - UT

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TXP

Thank You

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Thank You

CITY OF AUSTIN
FOUNDED 1839

SUSTAINABLE
PLACES project

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Trammell Crow

Thank You