



Form Community Impacts Assessment Technical Report

Project Name: I-35 Capital Express South

Control Section Job Number (CSJ): 0016-01-113, 0015-13-077

Report Date: 8/2020

District: Austin District

County(ies): Travis

Let Date: 1/2022

Project Classification: Widen Freeway

Report Version

Draft

☐

Revised

☒

Final

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Please refer to the italicized instructions throughout this form, for guidance in determining which section should be completed. More detailed information on filling out this form is available in the Community Impacts Assessment Technical Report Instructions document in the CIA Toolkit. Additional guidance can be found in the Environmental Handbook - Community Impacts, Environmental Justice, Limited English Proficiency and Title VI and Frequently Asked Questions page in the [Community Impacts Assessment Toolkit](#) available on TxDOT.gov. For further assistance in developing this report or to discuss review comments on previous analyses, please contact the Environmental Affairs Division (ENV).

A. Applicable Projects

Would the proposed project involve ANY of the following conditions?

- Displacements of any kind
- Permanent increase in travel times to community facilities, businesses, or homes (except for projects that construct a new or extend an existing raised median or median barrier – see question below)
- Permanent elimination of driveway connections to/from community facilities, businesses, or homes
- Permanent impediment to use of non-automobile modes of travel
- Construction of a highway on new location
- Creation of a new bypass or reliever route
- Upgrading a non-freeway facility to a freeway facility
- Adding toll lanes

☒ **Yes** *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**. Do not answer the remaining questions in this **Section A**.*

☐ **No** *Proceed to the following question*

Would the proposed project involve ANY of the following conditions?

- Expansion of the roadway pavement by the width of one vehicle lane or more
- Creation of a new grade separation
- Construction of a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover

☐ Yes *Proceed to the following question*

☐ No *Completion of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B**.) Do not answer the remaining questions in this **Section A**.*

Are all of the following statements correct (to the extent they are applicable to the specific project)?

- For a project that involves expansion of a roadway by the width of one vehicle lane or more, the expansion is limited to an area that is rural or undeveloped.
- For a project that creates a new grade separation, the grade separation is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway), and is not a multi-level interchange.
- For a project that constructs a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover, the new or extended raised median or median barrier will not change access to any driveways or cross streets.

☐ Yes *Provide a brief summary of why there would not be any community impacts in the text box below. This will conclude the analysis and completion of the remainder of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B**).*

☐ No *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**.*

B. Community Study Area

Please answer all of the following questions in full sentences and proceed to **Section C**.

1. **Describe the overall objective of the improvements (e.g., to reduce congestion at an intersection, to improve operational efficiency, etc.).**

The primary objectives of the proposed project improvements are to improve operational efficiency and manage congestion, provide more reliable travel times, and create a more dependable and consistent route for transit, emergency responders, and other motorists.

- 2. Describe the boundaries of the community study area and the reasoning behind why these boundaries were selected for this analysis. State the county, distance to major city, and nearby major roadways for the community that may be impacted. Attach a map showing the community study area as well as the locations of all community facilities within the study area (e.g., schools, places of worship, health care facilities, recreation centers, social services, libraries, emergency services, etc.).**

The community study area is made up of the 21 designated Census Block Groups that intersect Interstate (I) 35 between US 290W/ State Highway (SH) 71 to Main Street, Buda. However, block groups in the south portion of the community study area were large (up to eight miles wide), which would skew analysis. In order to capture the demographic information of this area, the community study area was further refined in the southern portion to the roads that offered alternative point of egress other than I-35 (see Figure 1). This area was selected as the community study area for this analysis because it incorporates all of the potential areas where work could take place or experience an environmental impact. The proposed work is not anticipated to directly impact any properties outside of the community study area.

Approximately 13.45 acres of additional ROW would be acquired in the community study area for the purposes of this project.

The proposed community study area is in the City of Austin, Travis County, and Hays County. There are a number of nearby major roadways in the community study area including SH 45SE, East Stassney Lane, William Cannon Drive, East Slaughter Lane, Farm to Market (FM) 1626, and SH 45SE. There are shared-use paths (SUPs) and sidewalks located throughout the community study area. See attached Figures 1, 2, and 3 for maps of the community study area, community facilities, and pedestrian and bicycle facilities.

- 3. Describe the current land use patterns within the community study area (e.g., scattered rural development and agricultural use, planned suburban residential development, high-density urban development, mixed use, etc.).**

In the northern portion of the community study area, the land uses are primarily urban and commercial development, including hotels, car dealerships, and strip malls. The southern portion of the community study area is generally more suburban with a mix of multi-family and single-family developments and undeveloped land. The names of the neighborhoods in the community study area are Franklin Park, Comal Bluff, Lincoln Ridge, Circle S Ridge, Bluff Springs, South Bend, Park Ridge, South Park Meadows, and Onion Creek.



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4. List and describe the community facilities within the community study area in the table below and show these facilities on an attached map.

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	Internal Revenue Service	Administrative	Public	No	Yes	3651 South I-35 Frontage Rd
2	Assumption Cemetery	Cemetery	Private	No	Yes	3650 South I-35 Frontage Rd
3	Kipp Austin Public Schools - South Campus and Kipp Elementary School	Education	Private	Yes - children	Yes	5107 South I-35 Frontage Rd
4	Williamson Creek Greenbelt	Park	Public	No	Yes	NA
5	Wayside School	Education	Private	Yes - children	Yes	6405 South I-35 Frontage Rd
6	CommUnity Care William Cannon	Medical	Private	Yes - offers a sliding fee scale for eligible low- income households, including enrollment services and application assistance	Yes	6801 South I-35 Frontage Rd
7	Oak Meadows Baptist Church	Religious	Private	Yes - offers services in Spanish	Yes	6905 South I-35 Frontage Rd
8	South Boggy Creek Greenbelt	Park	Public	No	Yes	7701 Circle S Rd
9	Valor Public Schools	Education	Private	Yes - children	Yes	220 Foremost Dr
10	Stuart Development Pediatrics	Medical	Private	Yes - children	Yes	9500 South I-35 Frontage Rd
11	Concentra Urgent Care	Medical	Private	No	Yes	10001 South I-35 Frontage Rd

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
12	First Class Child Development Center	Education	Private	Yes - children	Yes	1901 National Park Blvd
13	Texas MedClinic	Medical	Private	No	Yes	9900 South I-35 Frontage Rd
14	Baylor Scott and White Clinic	Medical	Private	No	Yes	11209 South I-35 Frontage Rd
15	Old San Antonio Park	Park	Public	No	Yes	NA
16	St Albans Episcopal Church	Religious	Private	No	Yes	11819 South I-35 Frontage Rd
17	Korean Baptist Church	Religious	Private	Yes - minority population	No	3110 Parker Ln
18	Uphaus Early Childhood Center	Education	Private	Yes - children	No	5200 Freidrich Ln
19	City of Austin Street and Bridge Division	Administrative	Public	No	No	4411 Meinardus Dr
20	Austin Solid Waste Services Department	Administrative	Public	No	No	2514 Business Center Dr
21	Teri Road Baptist Church	Religious	Private	No	No	1844 Teri Rd
22	Rodriguez Elementary School	Education	Public	Yes - children	No	440 Franklin Park Dr
23	Langford Elementary School	Education	Public	Yes - children	No	2206 Bluemeadow Dr
24	First Independence Baptist Church	Religious	Private	No	No	8401 Bluff Springs Rd
25	AFD Fire Station #36	Fire Department	Public	No	No	400 Ralph Ablanado Dr
26	AFD Fire Station #49	Fire Department	Public	No	No	11124 Old San Antonio Rd
27	Atkins High School	Education	Public	Yes - children	No	10701 South 1st Street



#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
28	Buda Elementary School	Education	Public	Yes - children	No	1060 Old San Antonio Road, Buda
29	KIS Education Center	Education	Private	Yes - children	No	1645 Main Street, Buda
30	CareNow Urgent Care	Medical	Private	No	No	1567 Main St, Buda
31	Buda Fire Station #2	Fire Department	Public	No	No	151 FM 2001, Buda
32	Dove Springs WIC Clinic	Social Service	Public	Yes - WIC is the special supplemental nutrition program for pregnant women, new mothers and young children	Yes	6801 South I-35 Frontage Rd
33	AlSD District Office	Education	Public	Yes - children	Yes	4000 S IH 35 Frontage Rd, Austin, TX 78704



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C. Demographics

Attach tables to this Community Impact Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, income, employment, disability, and age data for the community study area. Include other demographic data as appropriate. A template demographics table is provided as Appendix A to this form. Following completion of this section, proceed to Section D.

1. What data sources were used?

- ☒ U.S. Census Bureau
- ☒ American Community Survey (ACS)
- ☐ Texas Demographics Center
- ☒ Texas Education Agency – “Texas Academic Performance Reports”
- ☒ Site Visit – The Date of Site Visit: 9/30/2019
- ☒ Current and/or historic aerial photographs
- ☒ Other
 - CAMPO
 - City of Austin
 - Texas Workforce Commission
 - U.S. Health and Human Services

2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45-percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances.

When determining the minority populations residing in the community study area, the project team decided to use Census block and block group data. The most recent race and ethnicity block level data is from 2010 and the most recent block group data is from 2018. Language, income, and

disability status is not provided at the block level and is only explored using block group data. See Figure 4 to see the Census geographies in the community study area.

There are 393 Census blocks in the community study area. Data indicate that 130 of the 393 blocks (approximately 33 percent of the community study area) had populations over 50 percent minority in 2010, ranging from 50 percent to 100 percent. Given the high rate of population growth and change in Austin, data from 2010 was not expected to accurately portray the populations in the community study area. As such, block group data was also explored.

Census data indicate that 15 of the 21 block groups (approximately 71 percent of the community study area) have populations that are over 50 percent minority, ranging from 53.1 percent (Census Tract 24.02 Block Group 4) to 93.3 percent (Census Tract 24.11 Block Group 2). The race/ethnic makeup of these 15 block groups are primarily Hispanic or Latino, ranging from 41.7 percent to 91.8 percent of the total population. The second largest race/ethnic groups in these block group is Black or African American, and third is Asian alone. See Attachment A for detailed minority information for each block group, and Figure 5 - Minority Populations by Block Group. The data appears to indicate that minority populations are generally dispersed throughout the study area and not concentrated in any one location or side of the existing I-35 facility within the project limits.

3. What is the current U.S. Department of Health and Human Services (DHHS) poverty level for a family of four, and what year is this based on?

The U.S. Department of Health and Human Services (DHHS) poverty level for a family of four in 2020 is \$26,200.

4. How many of the census geographies show a median household income below the DHHS poverty level? What are the median incomes of each those census geographies? If there are more than four block groups in the study area, list the range of incomes (e.g., Median income in the study area ranges from \$32,415 to \$47,651). Median household income should be evaluated at the block group level if available.

There are no census block groups in the community study area that have a median household income below the DHHS poverty level. As shown in Attachment A, median income in the community study area ranges from \$39,318 to \$103,217. However, there are households living below the poverty level in all but one of these block groups. Census Tract 24.07 Block Group 2 is the only one without any reported households living under the poverty level. The percent of households living in poverty ranges from 1.7 percent (Census Tract 24.28 Block Group 1) to 19.7 percent (Census Tract 24.9 Block Group 1 and Census Tract 23.08 Block Group 4). Please see Figure 6 and Attachment A for additional details about income in each block group.

Additionally, reports from public schools near the community study area show that majority of these students are classified as "economically disadvantaged" (Texas Education Agency 2018). This information indicates that there might be a higher percentage of people with low to moderate incomes in the community study area than is indicated by the Census data.

- 5. Do any of the census geographies show the presence of persons who speak English “less than very well?” Which languages are spoken by those with limited English proficiency? Language spoken should be evaluated at the block group level if available.**

Out of the 21 block groups in the community study area, 15 contain Limited English Proficiency (LEP) populations. In these block groups, over 5 percent of the populations have self-identified as being able to speak English less than "very well." Census Tract 24.11 Block Group 1 has the highest percentage of LEP Spanish speakers (Approximately 28 percent). Additionally, Census Tract 24.25 Block Group 2 reports that approximately 8 percent of the population are LEP Asian and Pacific Islander language speakers. See Attachment A for detailed LEP information for each block group.

D. Site Visit

*Following completion of this section, proceed to **Section E**.*

- 1. Was a site visit conducted? If so, indicate when the site visit was conducted, attach documentation (including notes and photographs) from the field visit, and complete the rest of Section D. A site visit should be conducted for most projects. If not, explain why site visit was not conducted.**

A site visit was conducted on September 30, 2019. Please see Attachment B for site photos.

- 2. Were there signs observed in languages other than English? Describe the language(s) observed as well as the frequency and general location of signs in other languages (e.g., throughout the community study area, concentrated in a particular vicinity, etc.).**

No signs were observed in languages other than English.

- 3. Were there places of worship, businesses, services, or other community facilities that target or primarily serve specific minority groups?**

No places of worship, businesses, services, or other community facilities that target specific minority groups were observed during the site visit.

- 4. Were there observable signs of persons with disabilities, such as ramps on homes or public transportation vehicles, or stops specifically designed for persons with disabilities?**

In the community study area, public and commercial buildings have automatic doors and ramps.

5. Were there signs of other vulnerable populations (including children and elderly persons), such as the presence of daycares, elementary schools, or assisted living facilities?

Two elementary schools were observed: Wayside School located at 6405 South I-35 and Valor Public School located at 220 Foremost Drive.

No homeless encampments were observed during the site visit. However, it is assumed that homeless populations are present in the community study area based on the Aust/Travis County 2020 Point-in-Time Count (Attachment C). The project team will follow TxDOT guidelines for addressing homeless encampments within TxDOT ROW. The project team will include planning and communication in the plans for clearing areas of concern, including construction operations, maintenance operations, and securing areas.

6. Were there signs of low-income populations or neighborhoods, such as government-subsidized housing, homes in disrepair, and low-cost health care facilities?

No signs of low-income populations were observed during the site visit.

7. Were there signs of other modes of transportation, such as bus stops, train stations, or designated bicycle lanes or bicycle lane signage? Did you observe cyclists in the area? Are there sidewalks or trails? Did you observe “goat paths” or dirt pathways adjacent to the proposed facility? If any of these signs are present, please describe their location and extent and show on a map, if necessary.

No bus stops or train stations were observed during the site visit. Please see Attachment D CapMetro system map for transit locations. There were also no cyclists observed during the site visit. There are sidewalks located at various points throughout the project area, and pedestrians were observed using these facilities during the site visit. See Figure 3 for a map of the existing SUPs in the community study area.

8. Based on the observations made during the site visit and the data provided in Sections B and C, summarize the general character of the community study area. Consider the present condition as well as the overall development trends within the community study area.

The community study area is primarily characterized by commercial, residential, and undeveloped land uses. There are primarily car dealerships and hotels in the northern portion of the community study area and residential developments in the southern portion of the community study area. During the site visit, new residential construction was observed south of Onion Creek. Future

development on the undeveloped land in the community study area is expected to continue with a similar pattern of commercial and residential land uses.

E. Public Involvement

*Following completion of this section, proceed to **Section F**.*

- 1. Please describe the public involvement efforts planned or previously carried out for the proposed project.**

A public meeting was held on October 17, 2019 at Akins High School located near the southern half of the project area. The next public hearing will be held on January 2021.

- 2. If public involvement has already occurred or is ongoing, what type of feedback has been received from the public regarding the proposed project or other community-related issues (i.e., what is the general sentiment of the public regarding the proposed project.**

Feedback received did not include any overwhelming opposition to the project as a whole or how it was presented at public meetings. Public comments included suggestions for specific exits (such as at SH 71/US 290, Stassney Lane, Slaughter Lane, and FM 1626), signage, and crossings on and along I-35. Some commenters requested that variable toll managed lanes and/or HOV lanes be utilized along this corridor while others showed support for non-tolled managed lanes. There were also many comments requesting more multimodal/public transportation options and bicycle and pedestrian safety and infrastructure improvements along the corridor. Concerns about light pollution, climate-change related impacts, noise, heritage trees, and the ability for this project to solve traffic congestion were also raised by some commenters.

- 3. If public involvement has already occurred or is ongoing, and if feedback has been received from the public, how has this feedback been incorporated into the proposed project? Have attempts been made to address specific concerns of the public?**

During the public meetings, general comments were made about the congestion and number of general purpose lanes between SH 71/US 290 and Slaughter Lane. These comments led to the design team extending the fourth general purpose lane further south on both the southbound and northbound sides. The design team also included additional operational improvements at William Cannon to relieve frontage road and ramp congestion and additional improvements between SH 45SE and Main Street in Buda (see schematic in Project Description file).

F. Displacements

Would the proposed project result in any displacements?

☒ No Proceed to **Section G**, Access and Travel Patterns.

☐ Yes Answer the questions in all applicable sections.

- *If residential displacements would occur, answer all questions in **Section F.a**.*
- *If commercial displacements would occur, answer all questions in **Section F.b**.*
- *If commercial displacements would occur, (such as places of worship, community centers, or schools), answer all questions in **Section F.c**.*

1. Residential Displacements

If residential displacements would occur, answer all the questions in this section and proceed to **Section G**.

- a. How many residences would be displaced (including those that would be impacted in a manner that would prevent them from being occupied because of loss of parking or access, etc.)? What types of residences would be displaced (e.g., single-family homes, apartments, duplexes, etc.)?**
- b. Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined?**

2. Commercial Displacements

*If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only questions i through vii should be answered below. If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** for guidance on how to further analyze economic impacts (unless there is reason to believe that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section). Upon completion of this section, proceed to **Section G**.*

- a. What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?**

- b. Which businesses would be displaced (including those that are impacted in a manner that would prevent them from continuing to operate because of loss of parking, removal of access, etc.)?**

- c. Are these businesses unique to the area? How far would a person have to travel to find a business offering similar services?**

- d. Do these businesses serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

- e. Have any business owners indicated that they would or would not relocate if the proposed project is implemented? (base your answer on any information that is already available, there is no need to poll business owners for the sole purpose of answering this question)**

- f. Do customers generally access these businesses by car, mass transit, walking, or bicycling?**

- g. Are there replacement properties available for relocation of the businesses? Are there parcels available of comparable size, zoning, or special access needs (e.g., adjacent to a railroad)?**

3. Other Displacements

*Other displacements could include but are not limited to places of worship, community centers, or schools. If other displacements would occur, answer all of the questions in this section and proceed to **Section G**.*

- a. **What non-residential and non-commercial displacements would occur? Where are these facilities located?**

- b. **Do the displaced facilities serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

- c. **Are there replacement properties available for relocation of comparable size or zoning?**

- d. **How far would a person have to travel to find similar facilities or services?**

- e. **Is there any opportunity to mitigate the impact to the facilities?**

G. Access and Travel Patterns

Would the project potentially result in permanent changes to access (i.e., driveway closures), permanent removal of bike or pedestrian facilities, or permanent changes to travel patterns? Project elements that could result in changes in access and/or travel patterns include but are not limited to: introduction or modification of raised medians; dividing a previously undivided facility; reconfiguration of intersections; construction of a highway on new location; and construction of frontage roads along a highway.

☐ No Proceed to **Section H**, Community Cohesion

☒ Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), complete Section G.a. only and proceed to **Section H**.
- If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section G.b. only and proceed to **Section H**.
- If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to **Section H**.

1. Changes in Access and Travel Patterns for Projects on Existing Facilities

a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?

The majority of people in the community study area use cars to access destinations along the corridor. However, residents also travel by foot and bike in the community study area. There are approximately 1.5 miles of 7-foot wide sidewalks present along the I-35 frontage roads. These sidewalks are along the southbound (SB) frontage road between Old San Antonio Road to Slaughter Lane, on the northbound (NB) frontage road around William Cannon, and on the NB frontage road around Brandt St. There are also shared-use paths from Stassney Lane to South of William Cannon Boulevard in both NB and SB directions of the frontage road.

Recent improvements have also been made to pedestrian and bicycle in the community study area. A barrier to separate a bicycle lane from the mainlanes of traffic was recently completed across Slaughter Lane.

Additional sidewalks and SUPs are located throughout the other portions of the community study area, and are used by pedestrians and cyclists to access businesses and facilities. Please see Figure 3 for a map of the existing bike and pedestrian facilities.

b. Describe the current travel patterns along the existing facility and within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.

The majority of the traffic within the community study area is within the existing general-purpose lanes on both directions of I-35. Additionally, current travel patterns along the community study area include people traveling on the NB and SB frontage roads in order to

access the residential, commercial, and community facilities (shown in the table found in section B.4) located adjacent to the frontage roads. People also use the frontage roads to enter and exit both NB and SB directions of I-35.

Pedestrians and cyclists use the existing sidewalks and SUPs to access businesses and facilities along both NB and SB I-35 frontage roads.

c. Describe how the proposed project would permanently change access and travel patterns along the facility and within the community study area compared to the existing condition, including beneficial and adverse impacts. Please include estimated travel time changes, as appropriate.

The project would add non-tolled managed lanes to I-35. The managed lanes will be elevated from north of Stassney Lane to south of William Cannon Drive. These lanes would be designed to achieve the most efficient and reliable travel times. Access to frontage roads would be maintained and ramps would be better optimized for safety and mobility.

The proposed roadway would remain controlled access. Existing access to the general-purpose lanes would remain, with some reconstruction of existing entrance and exit ramps. Additionally, all overpass/underpass and bridge locations would remain the same as existing, with some minor reconstruction to accommodate the proposed improvements. The following ingress/egress points to the proposed managed lanes would be provided:

Southbound

• Ingress:

- o At SH 71
- o Between Slaughter Creek Overpass and Onion Creek Parkway

• Egress:

- o Between Slaughter Creek Overpass and Onion Creek Parkway
- o At SH 45 SE

Northbound

• Ingress:

- o At SH 45 SE
- o Between Slaughter Creek Overpass and Slaughter Lane

• Egress:

- o At SH 71
- o Between Stassney Lane and SH 71
- o Between William Cannon Drive and Stassney Lane

Following completion of the proposed project, vehicles would access the elevated SB managed lane north of Stassney Lane via two 12-foot lanes. At I-35 and Slaughter Lane, vehicles would be able to access the elevated NB managed lanes from the NB main lanes. Vehicles traveling SB in the managed lanes would be able

to access the SB main lanes at designated points. There would also be access to the NB and SB managed lanes and main lanes near SH 45SE.

There would also be new connector-distributor lanes in the following locations. North of Stassney, there would be a connector-distributor lane in the elevated section with a direct connector to SH 71/US 290. There would also be connector-distributor lanes on SB I-35 north of William Cannon Drive.

Additionally, new turn lanes at Slaughter Lane and Onion Creek Parkway would allow vehicles to travel more quickly through the intersections because they would not need to wait as long at traffic lights to reach the other side of the frontage road. A proposed south to north turnaround at SH 45SE would also allow vehicles to bypass the intersection and decrease travel times. See Attachment E for a map of the access changes.

The proposed project would add new sidewalks and SUPs along the I-35 NB and SB frontage roads from SH 71 to Stassney Lane, and in both NB and SB directions of the frontage road from South Boggy Creek to SH 45SE. Public transit would also be positively impacted as these vehicles would be allowed on the managed lanes and it is anticipated that this access would decrease transit commute times. This improvement will benefit transit-dependent populations.

- d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.g. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

Following construction, the South Austin neighborhoods of South Park Meadows and Onion Creek would be affected by the proposed changes to I-35 access. There would be additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to more easily turn to reach community facilities on the opposite side of I-35. These changes would be beneficial as the project is being designed to improve safety and mobility of those traveling through the community study area, and these changes would improve the mobility in these neighborhoods. None of the community facilities listed in the table found in Section B.4 or businesses in the area would be directly impacted following construction completion.

- e. How would the proposed project affect emergency response times? Please calculate added distance and/or estimated travel times for any potential response time increases.**

Emergency response times are anticipated to decrease due to added vehicle capacity and managed lanes associated with the proposed project.

- f. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment or livestock trailers across the highway?**

There are no active farms or ranches in the community study area.

- g. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

The purpose of the proposed project is to improve safety and mobility for all users of the I-35 corridor, while minimizing ROW, community, and environmental impacts; and to provide reliable travel times for cars and bus transit using the managed lanes. The project is being designed to generally accommodate all direct transit access elements, including SUPs, along the frontage roads.

2. Changes in Access and Travel Patterns for Construction of Highway on New Locations

- a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**
- b. Describe the current travel patterns within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.**
- c. Describe the changes in access and travel patterns that would result from the proposed project, including any beneficial and adverse impacts. For new location projects, consider whether access to previously inaccessible areas would be created, as well as how the introduction of the project to the area could change previously established travel patterns on other facilities in the community study area.**
- d. Describe the specific areas that would be affected by these changes. What residences or businesses are located near the proposed new-location facility? Which**

community facilities listed in Section B.d. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?

e. How would the new highway affect emergency response times?

f. Is land adjacent to the new-location highway available for development?

g. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment, livestock, or trailers across the highway?

h. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?

3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects

a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?

b. Are frontage roads proposed as part of the project? If so, describe the type and location of the frontage roads.

- c. Describe any mitigation or design element, such as new signage, proposed to address adverse impacts to existing traffic-dependent businesses.

H. Community Cohesion

Does the project involve one or more of the following elements?

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a free-way facility
- Addition of tolled or managed lanes
- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.
- Introduction of a new median along a previously undivided facility

☐ No Proceed to **Section I, Environmental Justice.**

☒ Yes Answer all questions in this section and proceed to **Section I.**

1. Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.

I-35 and it's frontage roads physically separates the community into east and west sides, and there are only 6 opportunities for people to cross the interstate in the community study area.

There is also a difference in the community study area between the type of development in the northern portion versus the southern portion. In the north, most of the development consists of non-residential land uses, such as hotels, car dealerships, strip malls, and gas stations. While the southern portion of the community study area contains more residential development and undeveloped land.

- 2. Describe whether construction of the proposed project would change the existing level(s) of separation experienced near the project area. Changes in separation could include but are not limited to introduction of a new physical barrier; expansion of an existing physical barrier; or contribution to a perceived sense of separation by constructing a new grade separation. Consider all modes if multiple modes are used in the community study area.**

The proposed project would construct two new managed lanes on I-35 in both directions. These managed lanes would be elevated north of Stassney Lane and south of William Cannon Drive. These additional lanes would be constructed on the medians in between the NB and SB lanes. While the elevated lanes may create a higher visual barrier, it would not change the existing physical separation caused by I-35. The proposed project would instead reduce vehicular congestion in the area, reduce travel times, and allow vehicles to access other parts of the community more efficiently.

- 3. Describe whether the changes associated with the proposed project (including impacts to access and travel patterns) would directly or indirectly result in separation or isolation of any geographic areas or groups of people. Consider all modes if multiple modes are used in the community study area.**

The proposed project would not increase the separation in the community study area. I-35 is an existing physical barrier in the community. While the elevated managed lanes may result in an increased visual barrier along the portion of the corridor between north of Stassney Lane to South of William Cannon Drive, the proposed project would not directly or indirectly result in separation or isolation of any geographic areas or groups of people.

Connectivity of the community will improve with the construction of this project. Sidewalks would be constructed at SH 71/US 290 and Stassney Lane. SUPs may also provide additional north and south connectivity to the existing transit options in the project corridor. These additional sidewalks would improve pedestrian and bike access across the I-35 corridor. The sidewalks would be built to ADA accessibility and compatibility standards. As such, the proposed project would have minimal impacts to community cohesion, community facilities, and vulnerable populations.

- 4. Describe whether the changes associated with the proposed project would affect use of local services and community facilities. Would the project make access to these services and facilities more or less convenient? Would the frequency with which people access other parts of the community change? Consider all modes if multiple modes are used in the community study area.**

The table found in Section B.4 lists the community facilities in the community study area. The proposed project would not affect the use of local services or these community facilities. Instead, the project would result in reduced congestion along the frontage road, which is anticipated to make these services and facilities more accessible by car. The additional sidewalks and SUPs proposed as part of the project would also make it easier for pedestrians and cyclists to access the services in the community study area. Pedestrian and bicyclist safety is expected to improve because sidewalks would also be built to ADA accessibility and compliance standards and SUPs

will be built with a curb separating the SUPs from the frontage roads. The frequency in which people access these services by car, foot, or bicycle is not expected to change substantially.

5. Are any design elements proposed to mitigate adverse impacts to community cohesion?

The proposed project is designed to reduce congestion in the local area, reduce travel times, and provide a SUP. It is not anticipated to negatively impact community cohesion.

I. Environmental Justice

Based on the data provided in Sections C.b. and C.d., does the community study area include any minority or low-income census geographies (i.e., “EJ census geographies”)?

- ☐ No Proceed to **Section J, Limited English Proficiency.**
- ☒ Yes Answer all questions in this section and proceed to **Section J.**

1. If the project would result in displacements, how many of these displacements would be located in EJ census geographies versus non-EJ census geographies?

The proposed project would not result in any displacements.

2. Would there be impacts related to access and/or travel patterns? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?

Current access to I-35 and the surrounding roadway network will remain the same as under existing conditions for automobiles. Access to community facilities and essential services will be maintained.

Bicycle and pedestrian safety will be improved as all sidewalks will be designed to meet ADA accessibility standards and SUPs will be built with curbs between the SUP and the frontage road. Additionally, pedestrian and bicycling connectivity and accessibility would be increased, especially for those traveling by foot or bike to bus stops.

3. Would there be impacts related to community cohesion? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?

The proposed project would reduce congestion in the local area, reduce travel times, and provide new sidewalks and SUPs. The sidewalks would be built to ADA accessibility and compliance standards and the SUPs will be built with a curb separating the SUP from the frontage road. These

measures will increase pedestrian and bicycle safety for everyone, but especially for vulnerable populations. It would not negatively impact community cohesion. Impacts would not be predominantly borne by minority or low-income geographies.

- 4. Do any of the displaced businesses, community facilities, or services specifically cater to minority or low-income populations? Would the services provided cease, be reduced, or be forced to temporarily stop if displaced? If so, where is the nearest comparable service provided? Consider the effects to EJ populations that reside within the community study area as well as EJ populations that may reside elsewhere but still rely on the services being provided by these establishments.**

No businesses would be displaced as part of the proposed project.

- 5. Based on the other technical documentation prepared for the proposed project, would there be any impacts to the human environment (e.g., noise, air quality, etc.) that could affect the community study area? If yes, would these impacts occur in EJ census geographies or non-EJ census geographies?**

During construction, the proposed project would temporarily generate particulate matter from fugitive dust and diesel emissions. The particulate matter emissions impacts would be minimized by using fugitive dust control measures and by following regulatory requirements. As such, it is not anticipated that emissions from construction of this project would significantly impact air quality in the area. Following construction, the project is expected to generate minimal air quality impacts for criteria pollutants and would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause substantial air quality concerns.

During the construction period additional noise would be generated in the community study area. Impacts related to noise would be mitigated by following local noise ordinances and other regulatory requirements. Following construction, the project is not expected to substantially increase the noise levels in the community study area.

These additional impacts to the human environment would not be substantial and would not disproportionately impact EJ populations.

During the construction period, there may also be negative impacts associated to access to community facilities and business in the community study area as frontage road lanes are expanded or driveways are repaired. However, these construction-related impacts would impact all people traveling on I-35 and the frontages roads, and would not disproportionately impact EJ populations. These impacts to access and travel patterns would be short-term.

- 6. Has the community experienced substantial impacts from past transportation projects such as a new roadway causing a large number of displacements or introducing a barrier and**

separating parts of the community? Describe any recurring community impacts that may be perpetuated by the proposed project.

Historically land use within the project area would generally be described as rural, sparsely populated plots with farms and/or ranching activity. At the time that I-35 was originally open to the public (1962), the surrounding communities associated with this land use would be described as farming and ranch communities, not the densely populated residential communities that are traditionally associated with an urban community. Aerial maps from 1964 and 1973, provided by the University of Texas Center for Transportation Research 2021 I-35 South Environmental Justice Assessment, reflect this assumption and show that the newly constructed I-35 divided these farming and ranchland communities vs. densely populated residential communities like those found further north closer to the City of Austin (see Figure 7 and Figure 8). After the construction of I-35, commercial and residential growth began to develop within the study area, however a majority of the existing development observed within the project area today occurred post 1995.

The proposed project will require additional ROW, however, there will be no displacements of existing community facilities, commercial buildings, or residences. Additionally, the new lanes will be constructed in the median area and in the elevated portions of I-35, and would not introduce a new barrier in the community.

7. Have there been any major infrastructure projects, industrial facilities, or other large-scale developments constructed in or adjacent to the community area?

No

8. Are there any minimization or mitigation efforts proposed specifically to lessen impacts to EJ populations?

No

9. In consideration of all the impacts to EJ populations described above and any mitigation proposed, would impacts to EJ populations be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations? Describe why or why not.

Impacts that may occur related to air quality, noise, and access to community facilities would be short-term during the construction period. These impacts would affect all people who live in the community study area or those traveling on I-35 and would not disproportionately impact minority or low-income populations.

J. Limited English Proficiency

Based on the data provided in Sections C.e. and observations made during the site visit, are LEP persons likely to be present in the community study area?

- ☐ No Proceed to **Section K, Conclusions.**
- ☒ Yes Answer all questions in this section and proceed to **Section K.**

1. What languages do the LEP persons likely to be present in the community study area speak?

LEP persons in the community study area are most likely to speak Spanish. However, there is an LEP population that speaks an Asian or Pacific Islander language in Census Tract 24.25 Block Group 2.

2. If public involvement events have occurred or are ongoing, then describe the accommodations that have been made for LEP persons during the public involvement process. Was assistance in a language other than English requested or is it anticipated to be requested? Were notices for public involvement opportunities provided in languages other than English? Were services such as translation or interpretation provided during public involvement events?

Spanish translators were made available at the public meetings held on October 17, 2019. Additionally, all materials at these public meetings were made available in Spanish and English.

3. Are more public involvement efforts planned? If yes, has the plan to accommodate LEP persons changed based on past public involvement feedback?

All future public outreach efforts will make translators available and all documents will be translated into Spanish.

K. Conclusions

Following approval of the Community Impact Assessment Technical Report form by TxDOT ENV, this summary must be included in the draft EA or draft EIS, if one is being prepared.

In the text box provided below, provide a summary of the analysis conducted above and include the following information:

- Whether EJ populations occur within the community study area
- Summary of impacts related to displacements
- Summary of impacts related to access and travel patterns
- Summary of impacts related to community cohesion
- Summary of impacts to EJ populations
- Summary of LEP issues and accommodations

If some of the above components of the analysis do not apply to a particular project, please indicate this in the conclusion statements (i.e., “The proposed project would not result in any displacements; therefore, a displacements analysis was not required.”).

Census data indicate that there are EJ populations within the community study area. Of the 393 blocks in the community study area, 130 had populations over 50 percent minority in 2010, ranging from 50 percent to 100 percent. Additionally, 15 of the 21 census block groups have populations that are over 50 percent minority. Census data indicates that all of the block groups except for one contain households living under the poverty level. The percentage of households living under the poverty level ranges from 2.3% to 33.9%. Information from the public schools in the area also indicate that there may be a higher percentage of people living below the poverty level in the community study area than was reported in the U.S. Census.

The proposed project would not result in any residential or commercial displacements in the community study area; therefore, a displacements analysis was not required.

The purpose of the proposed project is to improve safety and mobility of all users of I-35, while minimizing ROW, community and environmental impacts, and to provide a reliable travel time for cars and public transit buses using the managed lanes. The improvements to transit vehicles using managed lanes will benefit transit-dependent populations throughout the City of Austin. Any changes in travel patterns that would occur as a result of the proposed project would be beneficial to all modes of transportation that use the facility. The changes in travel patterns would improve commute times and reduce congestion.

The proposed project is designed to reduce congestion in the local area, and reduce travel times. Additionally, pedestrian and bicycle safety will be improved because new sidewalks and SUPs built to ADA accessibility and compliance standards and with curbs to separate the SUPs from the frontage roads. These proposed improvements are not anticipated to negatively impact community cohesion.

While there are minority and low-income populations in the community study area, the proposed project would not result in disproportionate adverse impacts to these populations.

There are LEP persons identified in the community study area. Fifteen block groups contain over 5 percent Spanish or Asian Language speakers that speak English less than very well. The majority of the LEP speakers in the community study area are Spanish speakers. Census Tract 24.25 Block Group 2 reports that approximately 8 percent of the population are LEP Asian and Pacific Islander language speakers. In order to provide meaningful communication to the people that could be affected by the project, project materials are made available in English and Spanish, and translation services are offered at all public meetings.



Figures

Figure 1 – Land Use

Figure 2 – Public Facilities and Parks

Figure 3 – Bike/Ped and SUP

Figure 4 – US Census Geography

Figure 5 – Minority Population by Block Group

Figure 6 – Income by Block Group

Figure 7 – Aerial Photograph of Study Area in 1964

Figure 8 – Aerial Photograph of Study Area in 1973

Attachments

Attachment A – Demographic Tables

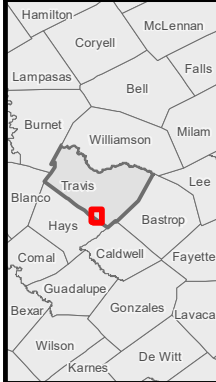
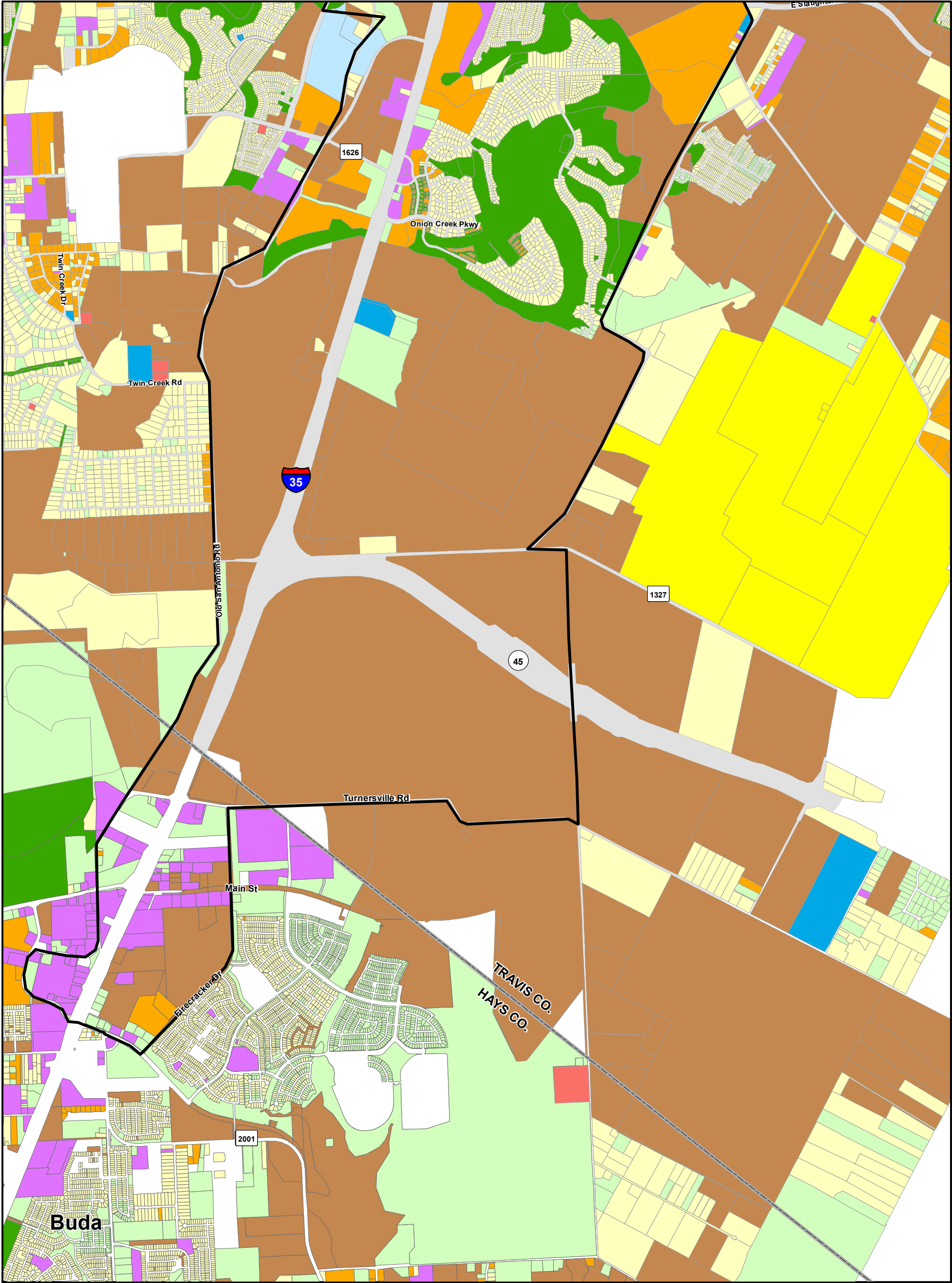
Attachment B – Site Photos

Attachment C – Austin/Travis County 2020 Point-in-Time (PIT) Count

Attachment D – CapMetro System Map

Attachment E – I-35 Capital Express South: SH 71/Ben White Boulevard

FIGURES



- | | |
|---------------------------|-----------------------|
| Community Study Area | Undeveloped |
| Agricultural | Parks & Open Space |
| Single Family Residential | Mining & Landfill |
| Multi-Family Residential | Utilities |
| Commercial & Office | Rail & Transportation |
| Educational | Water |
| Institutional | |

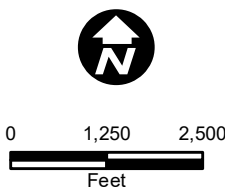
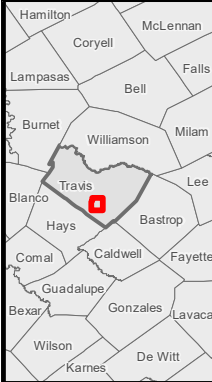
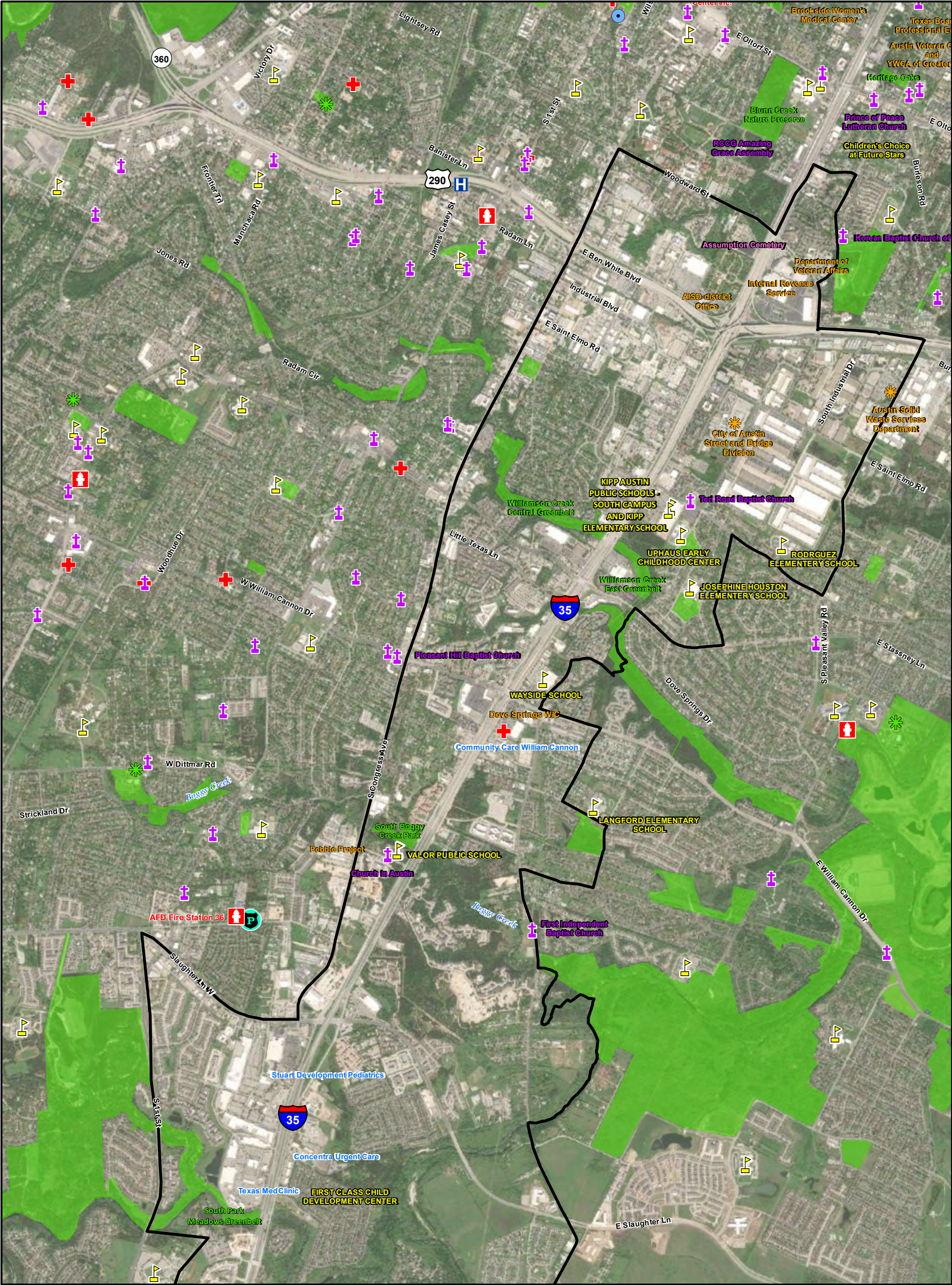












Figure 1

Land Use in the Study Area

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113 Sheet 2 of 2



- | | |
|---|--|
|  School |  Fire Station |
|  Municipal |  Church |
|  Health Center |  Police Station |
|  Cultural |  Park |
|  Recreation Center |  Community Study Area |

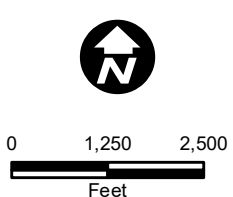
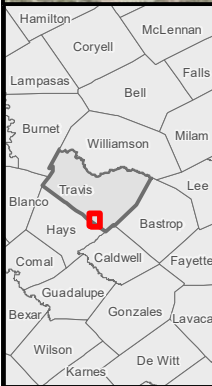
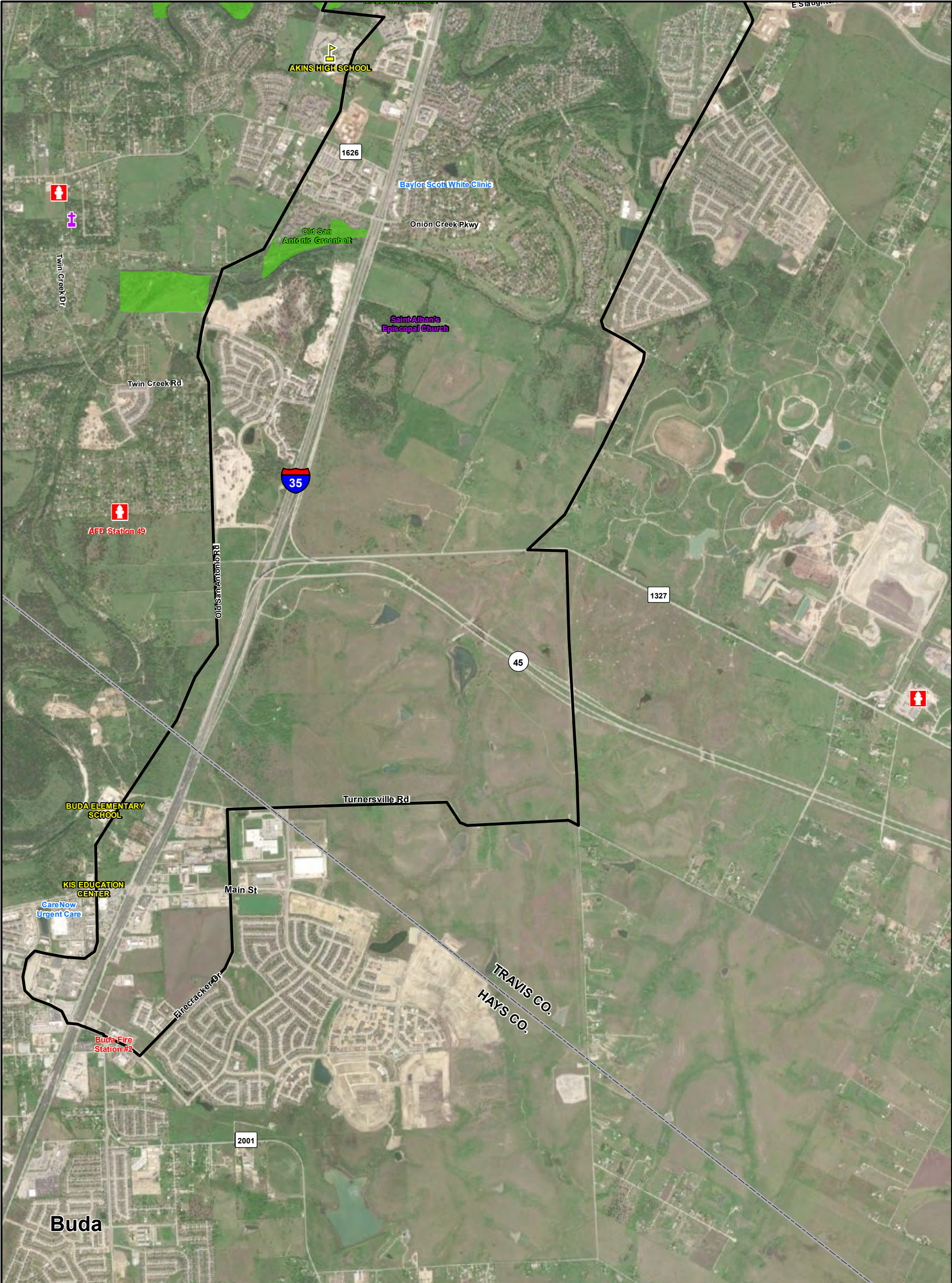


Figure 2

Public Facilities and Parks

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**



School	Fire Station
Municipal	Church
Health Center	Police Station
Cultural	Park
Recreation Center	Community Study Area

0 1,250 2,500
Feet

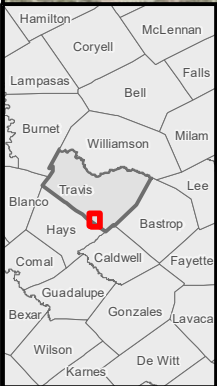
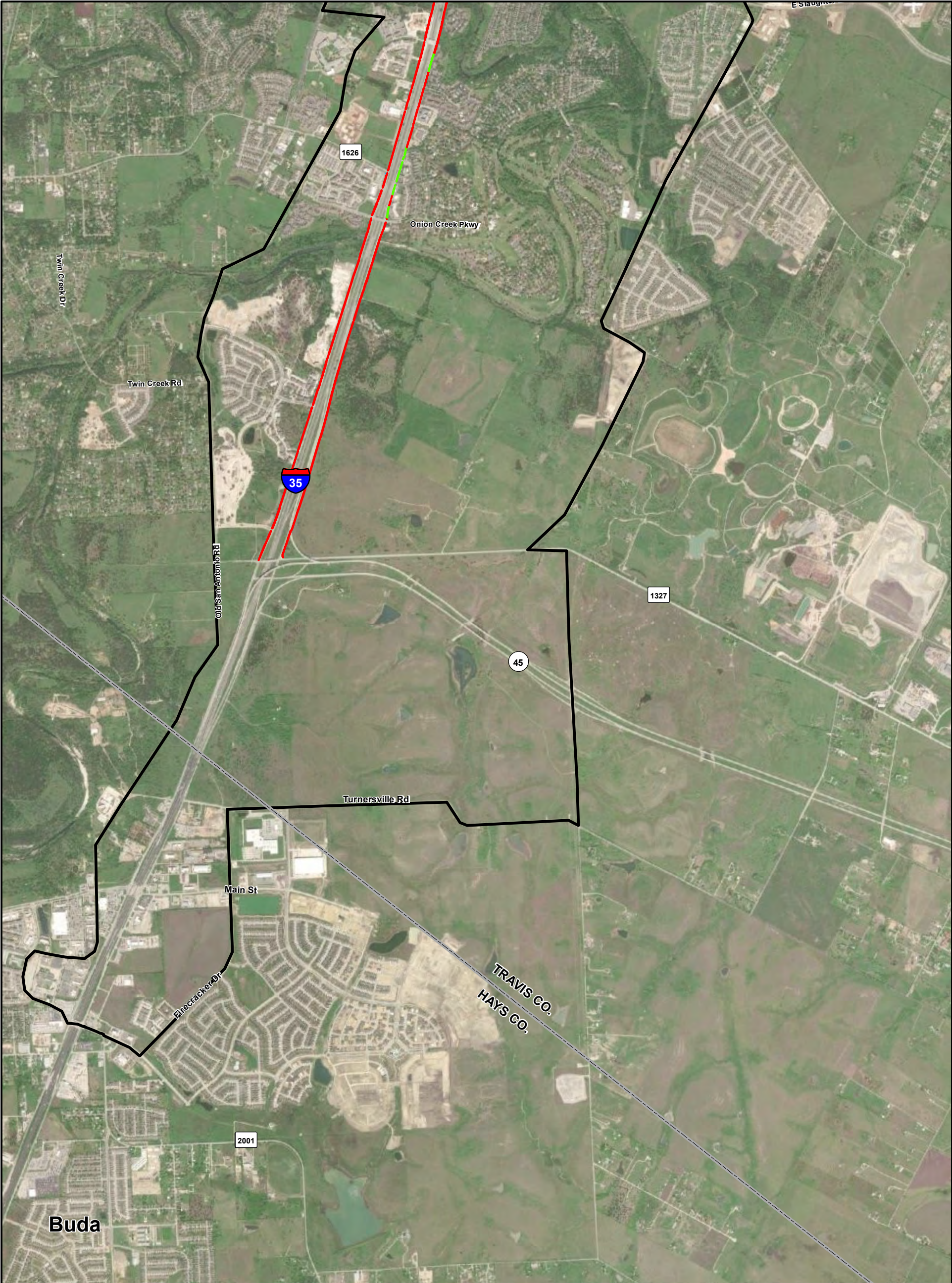
Figure 2

Public Facilities and Parks

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113 Sheet 2 of 2

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- Existing Shared Use Path
- Proposed < 8' Shared Use Path
- Proposed 8' Shared Use Path
- Proposed 10' - 12' Shared Use Path
- Community Study Area

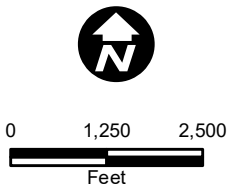
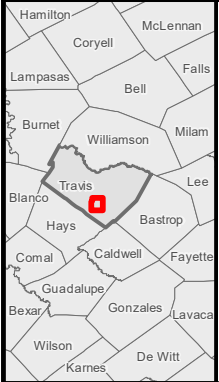
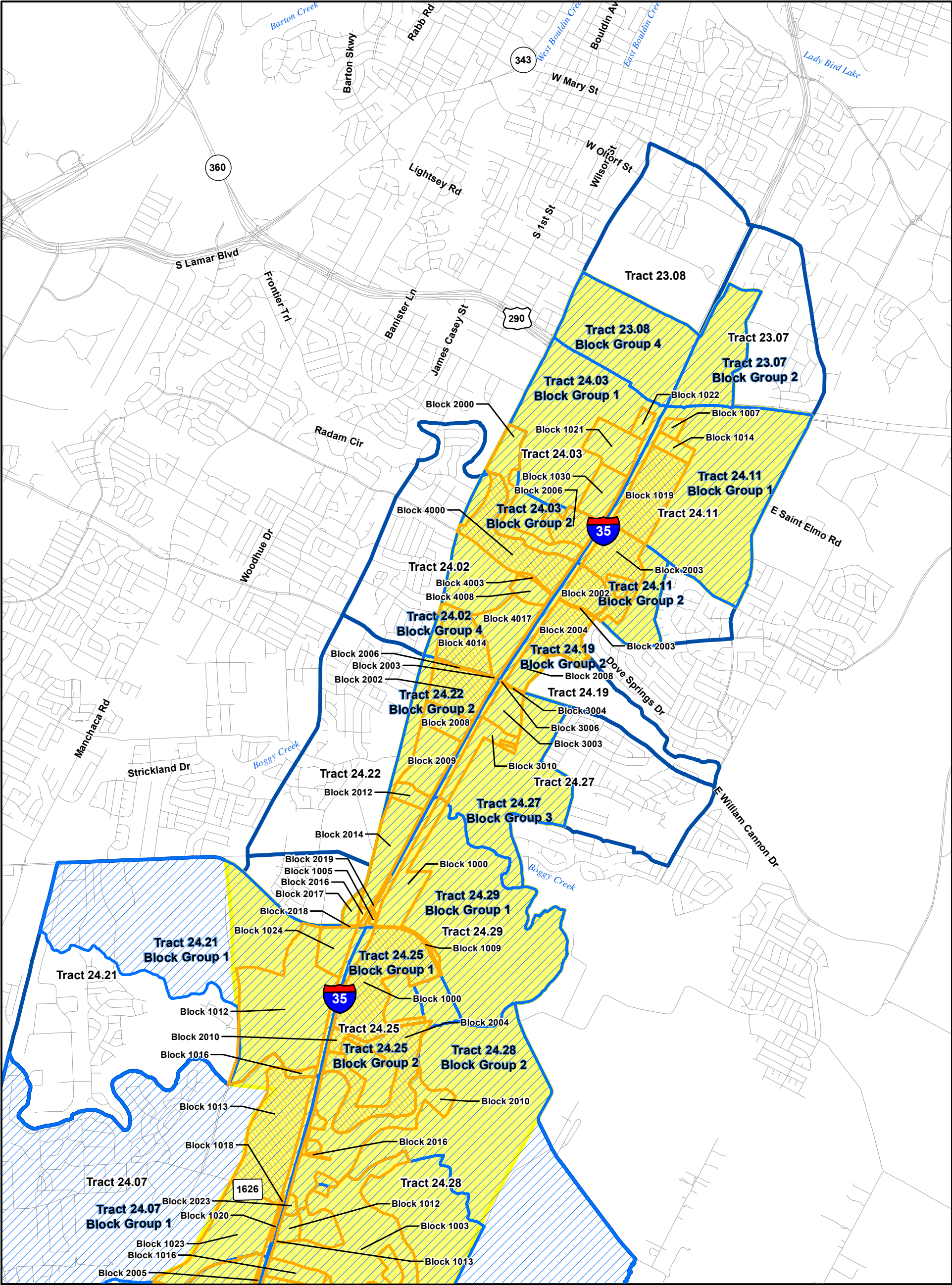


Figure 5

Bike Ped and SUP

I-35 Capital Express South
US 290W/SH71 to SH 45SE



- Census 2010 Blocks with Minority Population Less than 50%
 - Census 2010 Blocks with Minority Population Greater than or Equal to 50%
 - Census 2018 Higher Income Block Groups
 - Community Study Area
 - Census 2010 Tract
- No Low Income Block Groups in Study Area

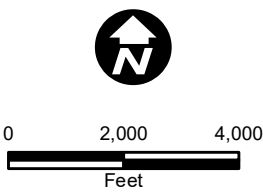
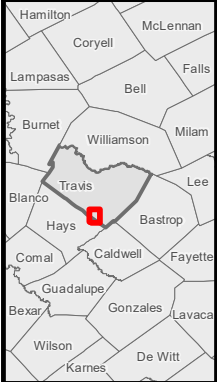
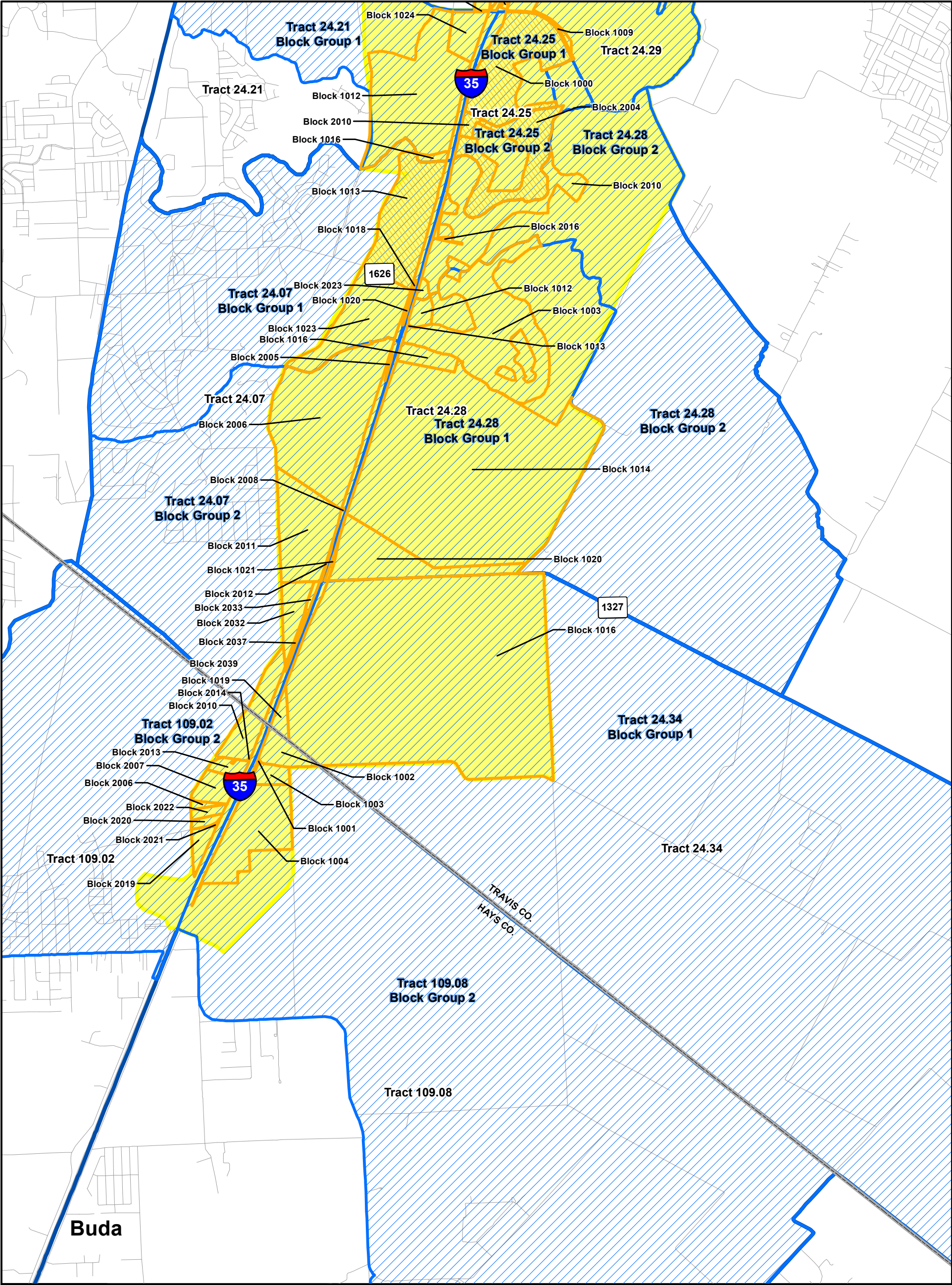


Figure 4

US Census Geography

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**



- Census 2010 Blocks with Minority Population Less than 50%
 - Census 2010 Blocks with Minority Population Greater than or Equal to 50%
 - Census 2018 Higher Income Block Groups
 - Community Study Area
 - Census 2010 Tract
- No Low Income Block Groups in Study Area

US Census Bureau 2010, 2018

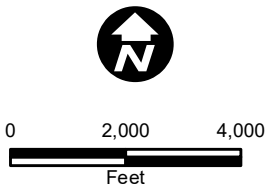
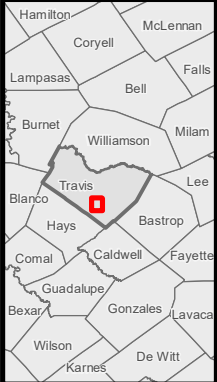
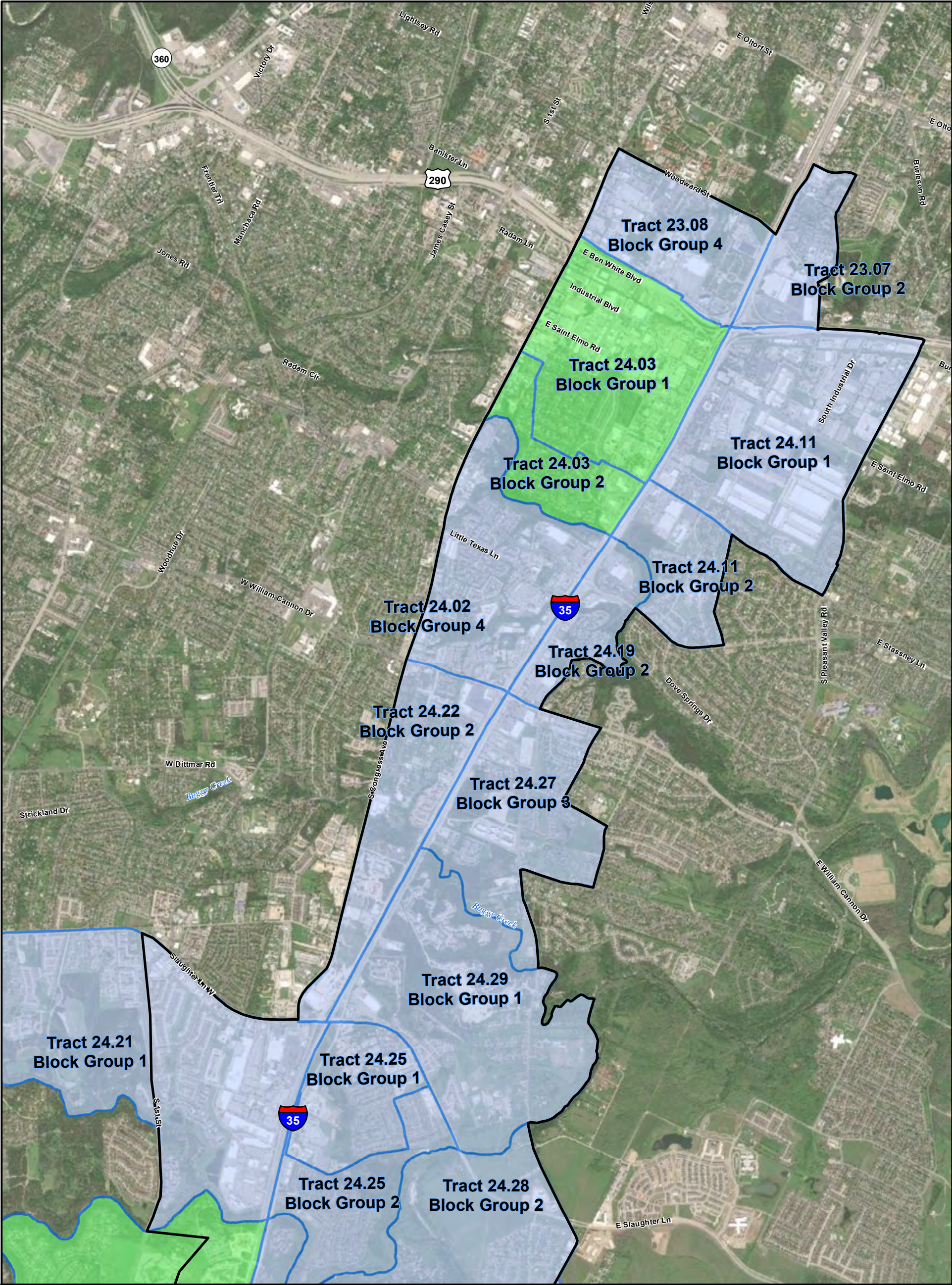


Figure 4

US Census Geography

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**



- Community Study Area
- Block Groups with Minority Population Less than 50%
- Block Groups with Minority Population Greater than or Equal to 50%

US Census Bureau 2018

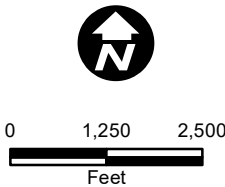
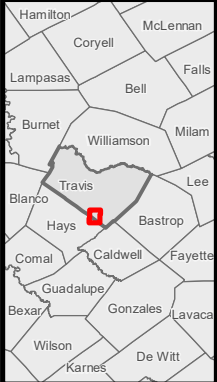
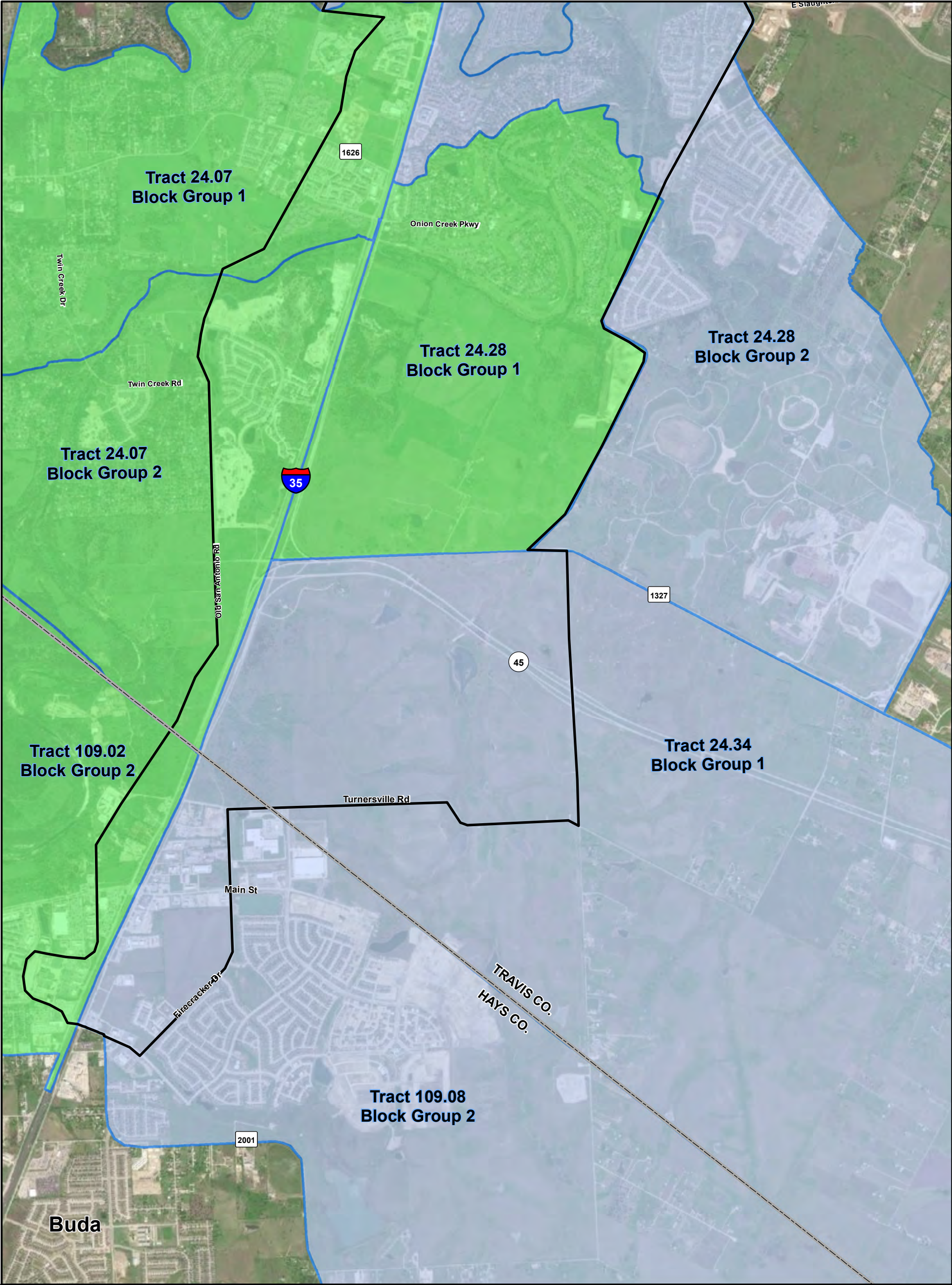


Figure 5

Minority Population by Block Group

I-35 Capital Express South
US 290W/SH71 to SH 45SE



- Community Study Area
- Block Groups with Minority Population Less than 50%
- Block Groups with Minority Population Greater than or Equal to 50%

US Census Bureau 2018

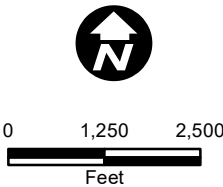
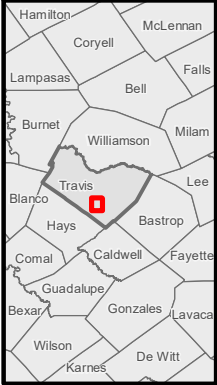
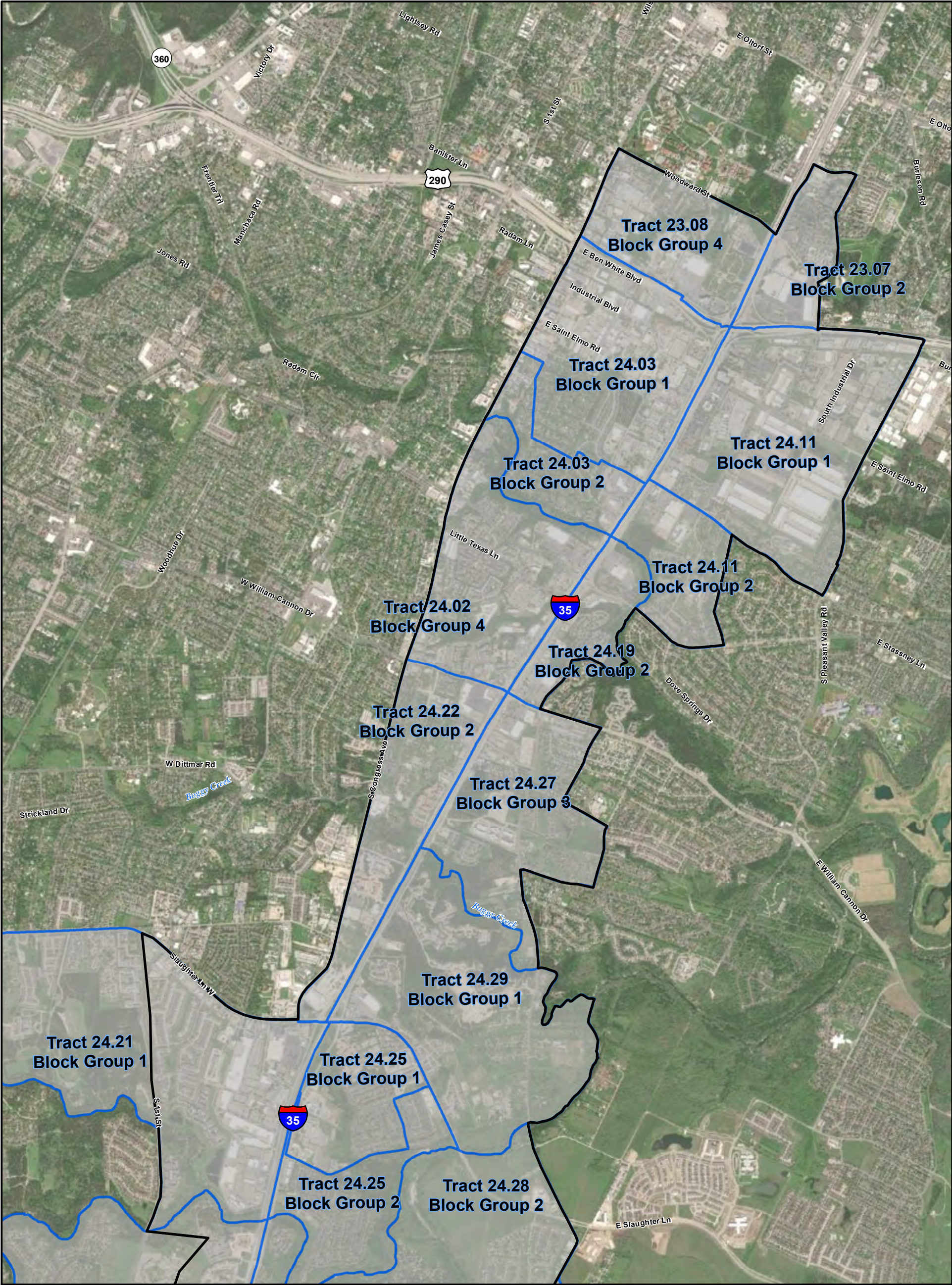


Figure 5

Minority Population by Block Group

I-35 Capital Express South
US 290W/SH71 to SH 45SE



- Community Study Area
- Census Block Groups
- Higher Income Block Groups
- Low to Moderate Income Block Group – None in Study Area

US Census Bureau 2018

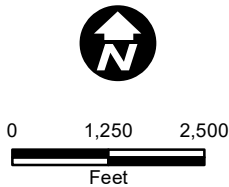
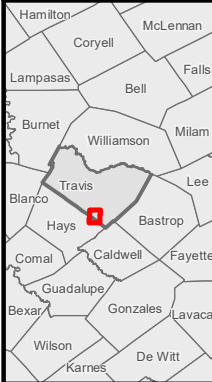


Figure 6

Income by Block Group

I-35 Capital Express South
US 290W/SH71 to SH 45SE



- Community Study Area
- Census Block Groups
- Higher Income Block Groups
- Low to Moderate Income Block Group – None in Study Area

US Census Bureau 2018

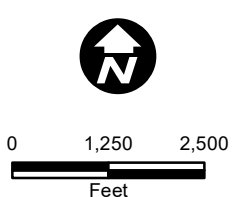
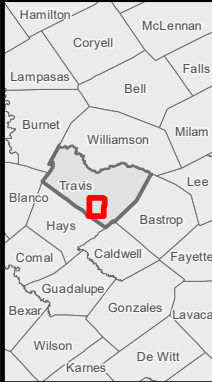
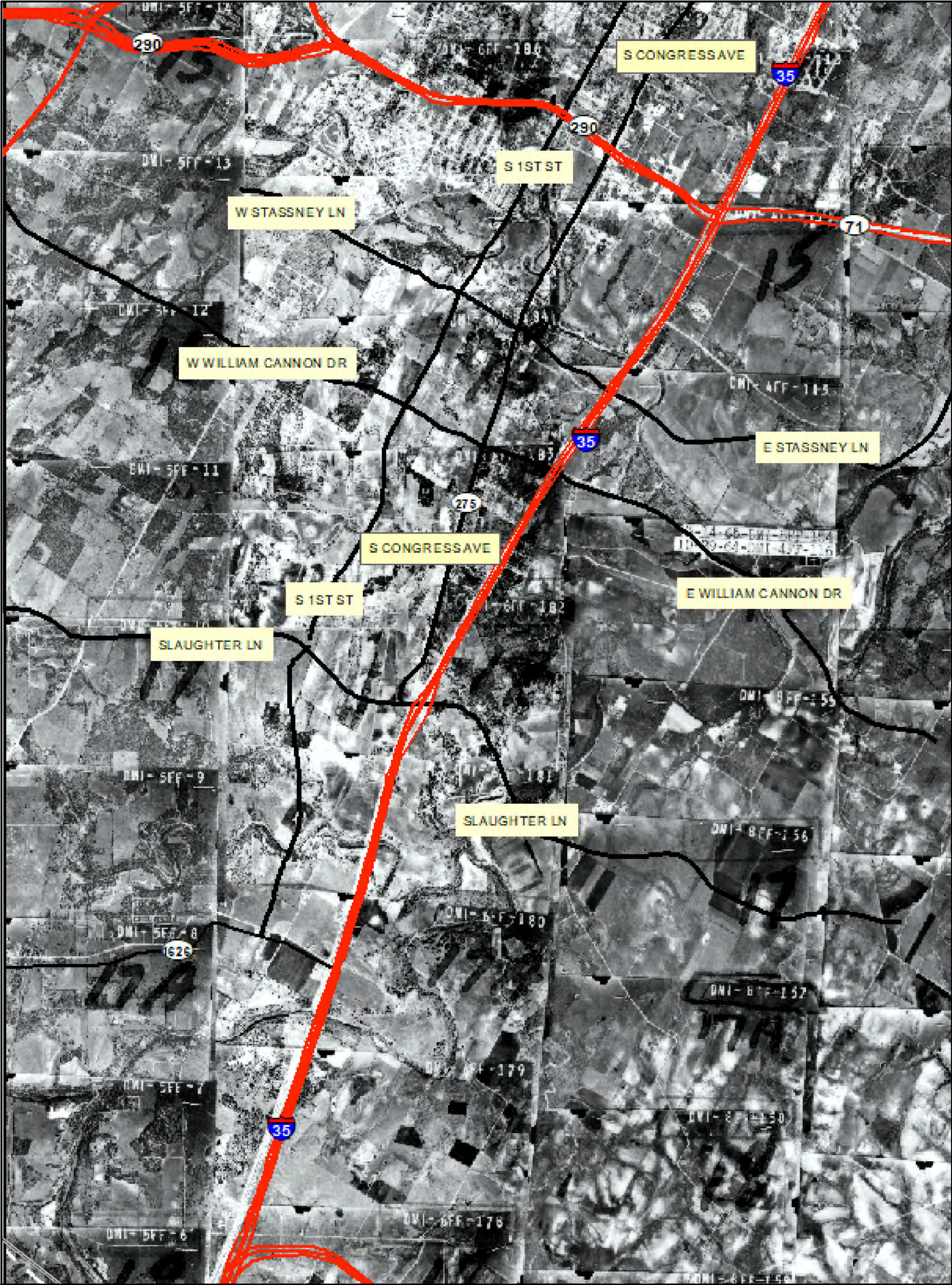


Figure 6

Income by Block Group

I-35 Capital Express South
US 290W/SH71 to SH 45SE



Source: USDA Historical Imagery, from www.data.tnris.org
University of Texas Center for Transportation Research, 2021

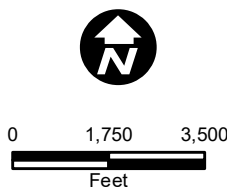
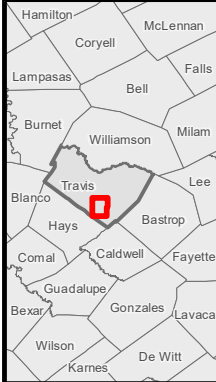
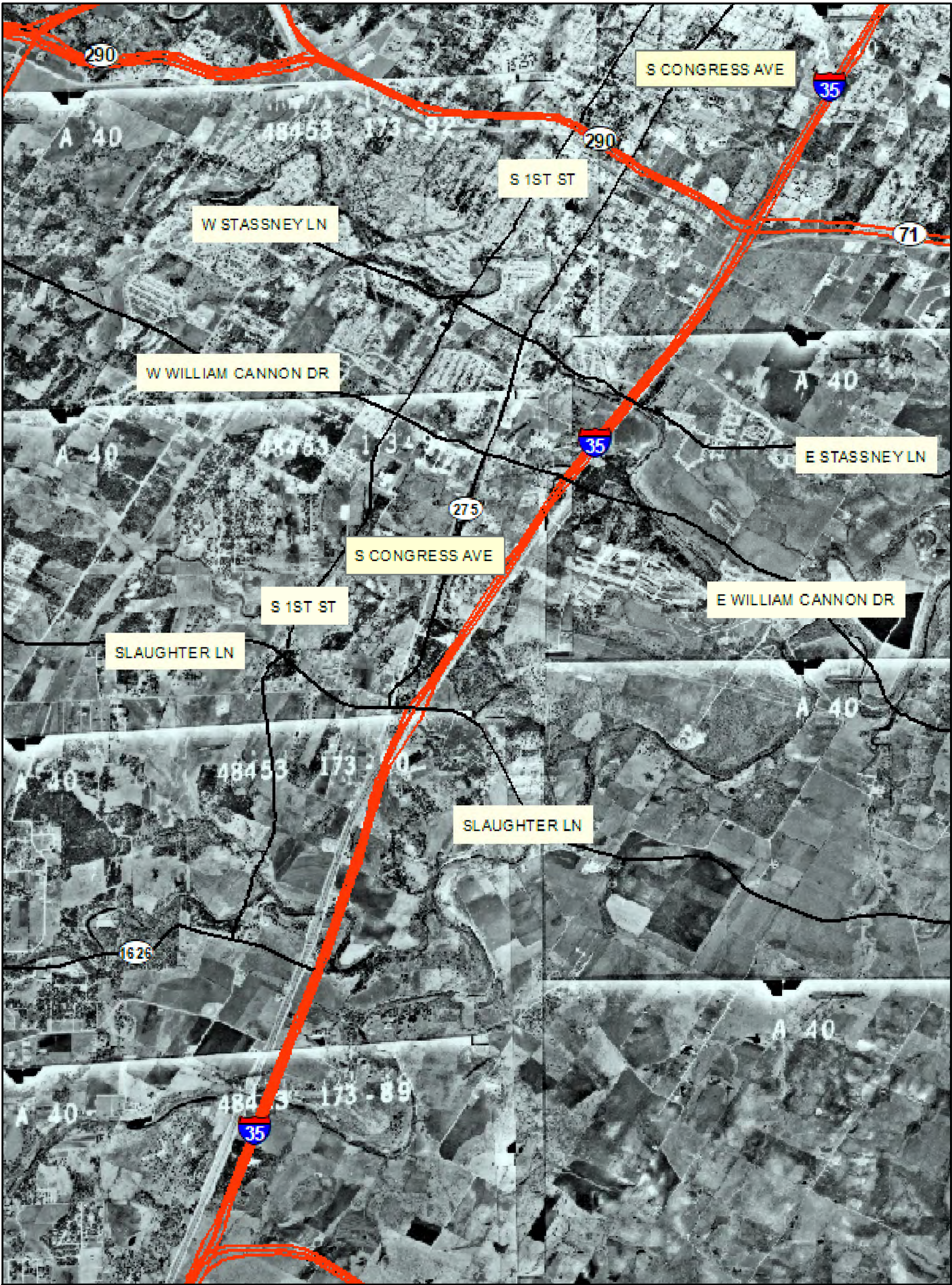


Figure 7

Aerial Photograph of Study Area in 1964

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113



Source: USDA Historical Imagery, from www.data.tnris.org
University of Texas Center for Transportation Research, 2021

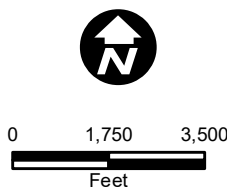


Figure 8

Aerial Photograph of Study Area in 1973

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

ATTACHMENTS

Attachment A
Demographic Tables

Attachment A - Demographic Characteristics For Community Impacts Study Area - Blocks (2010 data)

Race/Ethnicity ¹											
Census Tract	Total Population	White Alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Hispanic or Latino Percentage	Minority Percentage
Block 1020, Census Tract 0024.11	914	45	51	0	7	0	1	0	810	88.0%	1.0%
Block 4002, Census Tract 0023.08	1,175	325	101	3	21	0	3	22	700	59.0%	0.7%
Block 1019, Census Tract 0024.11	648	68	91	3	9	0	2	8	467	72.0%	0.9%
Block 2008, Census Tract 0023.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1010, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1021, Census Tract 0024.03	6	6	0	0	0	0	0	0	0	0.0%	0.0%
Block 1012, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2002, Census Tract 0023.07	1,593	419	145	7	54	0	7	24	937	0.6%	0.7%
Block 1015, Census Tract 0024.03	341	126	7	6	5	0	0	3	194	0.6%	0.6%
Block 1030, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1014, Census Tract 0024.03	22	16	3	0	0	0	0	1	2	0.1%	0.3%
Block 1013, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1020, Census Tract 0024.03	74	36	3	0	0	0	2	2	31	0.4%	0.5%
Block 4004, Census Tract 0023.08	4	1	0	0	0	0	0	0	3	0.8%	75.0%
Block 1006, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1011, Census Tract 0024.03	3	3	0	0	0	0	0	0	0	0.0%	0.0%
Block 1009, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2000, Census Tract 0024.03	461	239	17	0	13	0	0	3	189	0.0%	0.5%
Block 4000, Census Tract 0023.08	182	58	8	0	1	0	0	4	111	0.0%	0.7%
Block 1011, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1014, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1013, Census Tract 0024.11	0	0	0	0	0	0	1	0	0	0.0%	0.0%
Block 1022, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4006, Census Tract 0023.08	696	473	13	2	34	0	0	14	160	22.0%	32.0%
Block 1004, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1010, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1004, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1019, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1018, Census Tract 0024.03	138	27	7	0	0	0	0	3	101	73.0%	80.0%
Block 1008, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1015, Census Tract 0024.11	5	1	2	1	1	0	0	0	0	0.0%	80.0%
Block 4005, Census Tract 0023.08	1	1	0	0	0	0	0	0	0	0.0%	0.0%
Block 1007, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2001, Census Tract 0023.07	223	115	13	0	20	0	0	4	71	31.0%	48.0%
Block 1018, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1017, Census Tract 0024.03	87	36	0	2	2	0	0	1	46	52.0%	58.0%
Block 1033, Census Tract 0024.03	106	36	0	0	0	0	0	1	69	65.0%	66.0%
Block 1029, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1001, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1028, Census Tract 0024.03	79	28	2	0	0	0	0	0	49	62.0%	64.0%

Block 1032, Census Tract 0024.03	96		29	0	0	1	0	0	2	64	66.0%	69.0%
Block 1027, Census Tract 0024.03	69		26	0	1	0	0	0	0	42	60.0%	62.0%
Block 4003, Census Tract 0023.08	232		92	13	4	3	0	0	1	118	50.0%	60.0%
Block 1026, Census Tract 0024.03	77		22	1	0	2	0	0	1	49	63.0%	71.0%
Block 1001, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1025, Census Tract 0024.03	94		37	1	0	4	0	0	0	52	5500.0%	60.0%
Block 1023, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3004, Census Tract 0023.08	220		166	2	0	3	0	0	12	37	16.0%	24.0%
Block 1007, Census Tract 0024.03	24		12	2	0	0	0	0	0	10	41.0%	50.0%
Block 1003, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1003, Census Tract 0024.11	84		49	20	2	1	0	0	0	12	14.0%	41.0%
Block 1008, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1022, Census Tract 0024.11	138		4	1	0	0	0	0	1	131	94.0%	97.0%
Block 4001, Census Tract 0023.08	62		43	0	0	0	0	0	1	18	29.0%	30.0%
Block 4007, Census Tract 0023.08	2		2	0	0	0	0	0	0	0	0.0%	0.0%
Block 2006, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4008, Census Tract 0023.08	25		1	0	0	0	0	0	0	24	96.0%	96.0%
Block 1012, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1002, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1005, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1016, Census Tract 0024.03	49		8	0	0	0	0	0	0	41	83.0%	83.0%
Block 2005, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2007, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1021, Census Tract 0024.11	119		11	9	0	0	0	0	0	99	83.0%	90.0%
Block 2003, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1005, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3005, Census Tract 0023.08	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1000, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4006, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1006, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2003, Census Tract 0024.11	581		51	14	0	1	0	0	2	513	88.0%	91.0%
Block 1031, Census Tract 0024.03	19		7	0	0	0	0	0	0	12	63.0%	63.0%
Block 1009, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2000, Census Tract 0023.07	46		30	0	0	0	0	0	1	15	32.0%	34.0%
Block 1024, Census Tract 0024.03	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1034, Census Tract 0024.03	73		30	0	0	1	0	0	0	42	57.0%	58.0%
Block 1016, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1017, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2001, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2008, Census Tract 0024.11	118		4	7	0	2	0	0	0	105	88.0%	96.0%
Block 2000, Census Tract 0024.11	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1005, Census Tract 0023.07	634		265	44	0	21	0	0	16	288	45.0%	58.0%
Block 2003, Census Tract 0024.03	53		20	1	0	0	0	0	0	32	60.0%	62.0%
Block 4005, Census Tract 0023.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1002, Census Tract 0023.07	151		36	17	1	2	0	0	1	94	62.0%	76.0%
Block 2009, Census Tract 0024.11	46		1	7	0	1	0	0	0	37	80.0%	97.0%
Block 4000, Census Tract 0024.02	474		224	21	0	18	0	0	10	201	42.0%	52.7%
Block 2003, Census Tract 0024.11	581		51	14	0	1	0	0	2	513	88.0%	91.2%

Block 4017, Census Tract 0024.02	7	0	0	0	0	0	0	0	7	0.0%	100.0%
Block 4014, Census Tract 0024.02	668	177	31	2	10	1	3	10	435	65.1%	73.5%
Block 4009, Census Tract 0024.02	947	463	53	7	50	1	5	16	357	37.7%	51.1%
Block 2004, Census Tract 0024.19	1,109	248	99	5	11	0	0	30	710	64.0%	77.6%
Block 2000, Census Tract 0024.03	461	239	17	0	13	0	0	3	189	41.0%	48.2%
Block 2002, Census Tract 0024.19	613	146	71	4	1	0	0	4	387	63.1%	76.2%
Block 4005, Census Tract 0024.02	802	507	18	0	38	0	0	19	220	27.4%	36.8%
Block 2006, Census Tract 0024.03	263	128	6	2	0	0	0	2	125	47.5%	51.3%
Block 3006, Census Tract 0024.11	656	37	56	0	4	0	0	2	557	84.9%	94.4%
Block 2008, Census Tract 0024.19	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3000, Census Tract 0024.11	403	36	26	0	0	0	0	3	338	83.9%	91.1%
Block 4008, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3003, Census Tract 0024.11	352	29	22	0	4	0	0	2	295	83.8%	91.8%
Block 2010, Census Tract 0024.11	300	21	7	0	2	0	0	0	270	90.0%	93.0%
Block 2013, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2001, Census Tract 0024.03	149	49	1	0	1	1	0	2	94	63.1%	67.1%
Block 2012, Census Tract 0024.11	258	18	9	2	0	0	0	3	227	88.0%	93.0%
Block 3004, Census Tract 0024.11	197	13	8	0	1	0	0	5	170	86.3%	93.4%
Block 2005, Census Tract 0024.03	90	52	12	0	0	0	0	0	26	28.9%	42.2%
Block 4002, Census Tract 0024.02	12	2	2	0	0	0	0	1	7	58.3%	83.3%
Block 4015, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4015, Census Tract 0024.02	252	26	14	0	0	0	0	0	212	84.1%	89.7%
Block 4015, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4015, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4015, Census Tract 0024.02	41	5	0	0	1	0	0	1	34	82.9%	87.8%
Block 4015, Census Tract 0024.02	101	18	5	0	0	0	0	0	78	77.2%	82.2%
Block 4015, Census Tract 0024.02	75	12	5	0	0	0	0	0	58	77.3%	84.0%
Block 4015, Census Tract 0024.02	38	26	0	0	0	0	0	0	12	31.6%	31.6%
Block 2008, Census Tract 0024.11	118	4	7	0	2	0	0	0	105	89.0%	96.6%
Block 2008, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0024.03	46	31	0	1	0	0	0	1	13	28.3%	32.6%
Block 3005, Census Tract 0024.11	65	2	11	0	0	0	0	0	52	80.0%	96.9%
Block 3007, Census Tract 0024.11	108	11	15	0	0	0	0	1	80	74.1%	89.8%
Block 2010, Census Tract 0024.03	31	21	0	0	0	0	0	0	10	32.3%	32.3%
Block 3010, Census Tract 0024.11	112	2	14	0	0	0	0	0	96	85.7%	98.2%
Block 2001, Census Tract 0024.19	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2011, Census Tract 0024.03	33	13	2	0	0	0	0	2	16	48.5%	60.6%
Block 2016, Census Tract 0024.11	93	6	0	0	1	0	0	0	86	92.5%	93.5%
Block 4006, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2000, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1035, Census Tract 0024.03	75	26	2	0	0	0	0	3	44	58.7%	65.3%
Block 4004, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3002, Census Tract 0024.11	63	0	9	0	0	0	0	0	54	85.7%	100.0%
Block 2000, Census Tract 0024.19	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2007, Census Tract 0024.19	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4003, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2011, Census Tract 0024.11	58	8	0	0	0	0	0	0	50	86.2%	86.2%
Block 2006, Census Tract 0024.11	61	14	0	0	0	0	0	0	47	77.0%	77.0%
Block 4001, Census Tract 0024.02	2	1	0	0	0	0	0	0	1	50.0%	50.0%

Block 4016, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2008, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0024.11	49	8	0	0	0	0	0	0	41	83.7%	83.7%
Block 2015, Census Tract 0024.11	134	4	7	0	0	0	0	1	122	91.0%	97.0%
Block 4011, Census Tract 0024.02	24	4	0	0	0	0	0	0	20	83.3%	83.3%
Block 2005, Census Tract 0024.11	35	12	0	0	0	0	0	0	23	65.7%	65.7%
Block 2007, Census Tract 0024.03	20	6	0	0	0	0	1	2	11	55.0%	70.0%
Block 2007, Census Tract 0024.11	42	14	0	0	0	0	0	0	28	66.7%	66.7%
Block 2002, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2014, Census Tract 0024.11	94	1	6	0	0	0	0	0	86	91.5%	98.9%
Block 4010, Census Tract 0024.02	13	2	0	0	0	0	0	0	11	84.6%	84.6%
Block 2001, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 4007, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2003, Census Tract 0024.19	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2003, Census Tract 0024.03	53	20	1	0	0	0	0	0	32	60.4%	62.3%
Block 1001, Census Tract 0024.19	1,357	393	121	10	23	1	2	21	786	57.9%	71.0%
Block 1025, Census Tract 0024.03	94	37	1	0	4	0	0	0	52	55.3%	60.6%
Block 2009, Census Tract 0024.11	46	1	7	0	1	0	0	0	37	80.4%	97.8%
Block 2006, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2021, Census Tract 0024.02	197	81	7	0	15	0	1	3	90	45.7%	58.9%
Block 2009, Census Tract 0024.03	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2020, Census Tract 0024.02	253	74	36	2	7	0	0	1	133	52.6%	70.8%
Block 4013, Census Tract 0024.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3000, Census Tract 0024.02	82	11	2	0	0	0	1	1	67	81.7%	86.6%
Block 2003, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3008, Census Tract 0024.11	0	1	0	0	0	0	0	0	0	0.0%	0.0%
Block 1006, Census Tract 0024.13	409	9	21	0	0	0	0	0	379	92.7%	97.8%
Block 3011, Census Tract 0024.11	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2002, Census Tract 0024.22	758	149	23	0	7	1	3	7	568	74.9%	80.3%
Block 2000, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3006, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3004, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3007, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1020, Census Tract 0024.11	914	45	51	0	7	0	1	0	810	88.6%	95.1%
Block 2001, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2005, Census Tract 0020.03	745	200	35	2	4	0	3	10	491	65.9%	73.2%
Block 3005, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1010, Census Tract 0024.29	48	34	1	2	4	0	0	0	7	14.6%	29.2%
Block 3014, Census Tract 0024.27	738	304	63	1	10	1	1	26	333	45.1%	58.8%
Block 1012, Census Tract 0024.29	179	85	2	0	1	0	0	1	90	50.3%	52.5%
Block 1013, Census Tract 0024.29	51	28	0	0	0	0	0	0	23	45.1%	45.1%
Block 2014, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1000, Census Tract 0024.29	473	262	17	1	16	4	4	15	156	33.0%	44.6%
Block 2002, Census Tract 0024.22	758	149	23	0	7	3	3	7	568	74.9%	80.3%
Block 2009, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3017, Census Tract 0024.27	547	72	18	4	4	0	0	6	443	81.0%	86.8%
Block 3010, Census Tract 0024.27	74	57	4	0	1	0	0	1	10	13.5%	23.0%
Block 3003, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0024.22	723	227	70	5	14	0	0	8	399	55.2%	68.6%
Block 2008, Census Tract 0024.22	97	50	0	0	0	0	0	1	46	47.4%	48.5%

Block 3001, Census Tract 0024.27	276	8	3	1	0	0	0	1	263	95.3%	97.1%
Block 3012, Census Tract 0024.27	237	30	1	0	3	0	0	4	199	84.0%	87.3%
Block 2012, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3015, Census Tract 0024.27	166	22	9	1	2	0	0	1	131	78.9%	86.7%
Block 1014, Census Tract 0024.29	1	1	0	0	0	0	0	0	0	0.0%	0.0%
Block 1003, Census Tract 0024.29	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3007, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2010, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2007, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2013, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3018, Census Tract 0024.27	76	8	4	0	0	0	0	4	60	78.9%	89.5%
Block 1002, Census Tract 0024.29	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2019, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3008, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3002, Census Tract 0024.27	106	10	0	0	4	0	0	3	89	84.0%	90.6%
Block 1001, Census Tract 0024.29	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3013, Census Tract 0024.27	68	8	0	0	0	0	0	1	57	83.8%	88.2%
Block 2001, Census Tract 0024.22	0	0	2	0	0	0	0	0	0	0.0%	0.0%
Block 3005, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3009, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3016, Census Tract 0024.27	33	7	0	0	0	0	0	0	26	78.8%	78.8%
Block 2016, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1004, Census Tract 0024.29	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3011, Census Tract 0024.27	4	2	0	1	0	0	0	0	0	0.0%	50.0%
Block 2011, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1005, Census Tract 0024.29	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3004, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3000, Census Tract 0024.27	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2015, Census Tract 0024.22	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 3010, Census Tract 0024.30	144	41	2	0	1	0	0	0	100	69.4%	71.5%
Block 2002, Census Tract 0024.28	714	131	20	0	9	0	0	5	549	76.9%	81.7%
Block 1012, Census Tract 0024.21	822	422	53	2	35	0	3	8	299	36.4%	48.7%
Block 1003, Census Tract 0024.28	588	473	10	2	4	0	0	6	93	15.8%	19.6%
Block 2010, Census Tract 0024.28	1384	716	104	2	26	1	6	13	516	37.3%	48.3%
Block 1000, Census Tract 0024.25	528	198	44	0	16	0	0	13	257	48.7%	62.5%
Block 1000, Census Tract 0024.28	325	276	11	2	5	0	0	4	27	8.3%	15.1%
Block 2004, Census Tract 0024.25	366	140	26	1	68	0	0	2	129	35.2%	61.7%
Block 1013, Census Tract 0024.07	17	5	0	0	0	0	0	0	12	70.6%	70.6%
Block 1002, Census Tract 0024.28	77	66	0	1	2	0	0	1	7	9.1%	14.3%
Block 1023, Census Tract 0024.07	566	320	38	1	3	0	0	8	196	34.6%	43.5%
Block 2024, Census Tract 0024.28	157	130	6	2	0	0	0	0	19	12.1%	17.2%
Block 1018, Census Tract 0024.21	14	4	0	0	0	0	0	0	10	71.4%	71.4%
Block 1024, Census Tract 0024.21	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1020, Census Tract 0024.21	463	122	71	6	1	1	1	13	258	55.7%	73.7%
Block 2015, Census Tract 0024.28	85	73	0	0	0	0	0	4	8	9.4%	14.1%
Block 1012, Census Tract 0024.28	91	84	0	0	0	0	0	0	7	7.7%	7.7%
Block 1010, Census Tract 0024.28	88	75	0	1	0	0	0	2	10	11.4%	14.8%
Block 1005, Census Tract 0024.28	71	40	0	0	2	0	0	4	25	35.2%	43.7%
Block 2017, Census Tract 0024.28	70	40	14	0	3	0	0	3	10	14.3%	42.9%

Block 1001, Census Tract 0024.25	179	76	11	2	9	0	0	2	79	44.1%	57.5%
Block 1005, Census Tract 0024.25	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1011, Census Tract 0024.28	54	44	0	0	1	0	0	0	9	16.7%	18.5%
Block 1015, Census Tract 0024.28	44	30	2	0	0	0	0	1	11	25.0%	31.8%
Block 2001, Census Tract 0024.25	209	89	8	0	0	0	0	1	111	53.1%	57.4%
Block 2005, Census Tract 0024.25	151	58	13	3	11	0	0	3	63	41.7%	61.6%
Block 1029, Census Tract 0024.21	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2010, Census Tract 0024.25	31	7	1	0	4	0	0	0	19	61.3%	77.4%
Block 2000, Census Tract 0024.25	111	41	4	1	4	0	0	3	58	52.3%	63.1%
Block 2019, Census Tract 0024.28	81	58	0	0	9	0	3	0	11	13.6%	28.4%
Block 1017, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1014, Census Tract 0024.21	13	3	0	0	2	0	0	0	8	61.5%	76.9%
Block 1006, Census Tract 0024.28	52	45	0	0	0	0	0	0	7	13.5%	13.5%
Block 1002, Census Tract 0024.25	107	40	15	0	2	0	0	1	49	45.8%	62.6%
Block 1001, Census Tract 0024.28	44	32	3	1	2	0	0	0	6	13.6%	27.3%
Block 1019, Census Tract 0024.21	18	9	0	0	0	0	0	0	9	50.0%	50.0%
Block 2020, Census Tract 0024.28	35	26	3	0	0	0	0	0	6	17.1%	25.7%
Block 2006, Census Tract 0024.25	153	39	1	0	18	0	1	1	93	60.8%	74.5%
Block 2007, Census Tract 0024.25	51	16	1	1	0	0	0	1	32	62.7%	68.6%
Block 2014, Census Tract 0024.28	46	39	0	0	0	0	0	0	7	15.2%	15.2%
Block 2013, Census Tract 0024.28	38	35	0	0	0	0	0	0	3	7.9%	7.9%
Block 2019, Census Tract 0024.25	72	33	0	2	7	0	0	1	29	40.3%	54.2%
Block 2015, Census Tract 0024.25	69	25	0	0	8	0	1	3	32	46.4%	63.8%
Block 1016, Census Tract 0024.21	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2009, Census Tract 0024.25	90	36	0	0	7	0	0	0	47	52.2%	60.0%
Block 2002, Census Tract 0024.25	102	40	5	0	0	0	0	0	56	54.9%	60.8%
Block 2023, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2018, Census Tract 0024.28	32	26	0	0	0	0	0	0	6	18.8%	18.8%
Block 1007, Census Tract 0024.28	28	24	0	0	4	0	0	0	0	0.0%	14.3%
Block 1003, Census Tract 0024.25	108	43	5	0	0	0	0	0	60	55.6%	60.2%
Block 1004, Census Tract 0024.25	63	31	6	0	5	0	0	0	21	33.3%	50.8%
Block 2005, Census Tract 0024.28	117	28	6	3	0	0	0	6	74	63.2%	76.1%
Block 2016, Census Tract 0024.25	69	32	5	0	4	0	0	0	28	40.6%	53.6%
Block 1006, Census Tract 0024.25	92	41	3	0	0	0	0	0	48	52.2%	55.4%
Block 2016, Census Tract 0024.28	90	46	9	0	9	0	0	2	24	26.7%	48.9%
Block 1028, Census Tract 0024.21	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1007, Census Tract 0024.25	90	40	7	1	1	0	0	2	39	43.3%	55.6%
Block 2006, Census Tract 0024.28	97	14	3	0	0	0	0	0	80	82.5%	85.6%
Block 1004, Census Tract 0024.28	21	14	2	0	0	0	0	0	5	23.8%	33.3%
Block 2003, Census Tract 0024.25	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2018, Census Tract 0024.25	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0024.28	84	15	0	0	1	0	0	0	69	82.1%	82.1%
Block 2025, Census Tract 0024.28	36	29	2	0	0	0	0	0	4	11.1%	19.4%
Block 1019, Census Tract 0024.07	7	2	0	0	0	0	0	0	5	71.4%	71.4%
Block 2009, Census Tract 0024.28	0	0	0	0	18	0	0	0	0	0.0%	0.0%
Block 2013, Census Tract 0024.25	33	5	4	0	2	0	0	0	6	18.2%	84.8%
Block 2034, Census Tract 0024.28	189	89	21	0	0	0	1	3	73	38.6%	52.9%
Block 1009, Census Tract 0024.28	22	18	0	0	0	0	0	0	4	18.2%	18.2%

Block 2014, Census Tract 0024.25	14		9	0	0	0	0	0	5	35.7%	35.7%	
Block 1027, Census Tract 0024.21	0		0	0	0	0	0	0	0	0.0%	0.0%	
Block 2011, Census Tract 0024.28	0		0	0	0	1	0	0	0	0.0%	0.0%	
Block 2007, Census Tract 0024.28	79		18	0	1	8	0	0	1	58	73.4%	77.2%
Block 2008, Census Tract 0024.25	48		18	0	0	0	0	0	1	11	22.9%	62.5%
Block 2003, Census Tract 0024.28	43		12	5	0	0	0	0	0	26	60.5%	72.1%
Block 2012, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2008, Census Tract 0024.28	52		11	1	0	0	0	0	0	40	76.9%	78.8%
Block 2037, Census Tract 0024.28	40		10	0	0	0	0	0	0	30	75.0%	75.0%
Block 1015, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1008, Census Tract 0024.28	14		13	0	0	0	0	0	0	1	7.1%	7.1%
Block 1016, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1021, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2021, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1015, Census Tract 0024.21	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1019, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2011, Census Tract 0024.25	36		21	0	0	0	0	0	0	13	36.1%	41.7%
Block 2022, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1014, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2017, Census Tract 0024.25	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1018, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1022, Census Tract 0024.07	0		5	0	0	0	0	0	0	0	0.0%	0.0%
Block 2012, Census Tract 0024.25	26		0	0	0	4	0	0	0	17	65.4%	100.0%
Block 1020, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1062, Census Tract 0024.07	3		3	0	0	0	0	0	0	0	0.0%	0.0%
Block 1013, Census Tract 0024.21	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2000, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1018, Census Tract 0024.07	2		0	0	0	0	0	0	0	2	100.0%	100.0%
Block 1016, Census Tract 0024.34	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1014, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2006, Census Tract 0024.07	5		5	0	0	0	0	0	0	0	0.0%	0.0%
Block 1004, Census Tract 0109.08	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1020, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2011, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1007, Census Tract 0109.08	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2080, Census Tract 0109.02	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2010, Census Tract 0109.02	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2032, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2007, Census Tract 0109.02	3		3	0	0	0	0	0	0	0	0.0%	0.0%
Block 2039, Census Tract 0024.07	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1002, Census Tract 0109.08	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2019, Census Tract 0109.02	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1016, Census Tract 0024.28	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1003, Census Tract 0109.08	7		5	0	0	0	0	0	0	1	14.3%	28.6%
Block 1019, Census Tract 0024.34	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2013, Census Tract 0109.02	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2022, Census Tract 0109.02	0		0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2015, Census Tract 0109.02	0		0	0	0	0	0	0	0	0	0.0%	0.0%

Block 2016, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2009, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1045, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1021, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2033, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2020, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1022, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2017, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1000, Census Tract 0109.08	4	0	0	0	0	0	0	2	2	50.0%	100.0%
Block 2079, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2002, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2018, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1025, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2002, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1005, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2006, Census Tract 0109.02	3	0	0	0	0	0	0	0	3	100.0%	100.0%
Block 1024, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2038, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2036, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2003, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2000, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0024.07	0	0	0	0	0	0		0	0	0.0%	0.0%
Block 2091, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1011, Census Tract 0109.08	3	3	0	0	0	0	0	0	0	0.0%	0.0%
Block 2035, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1018, Census Tract 0024.34	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2037, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2005, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1027, Census Tract 0024.34	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2034, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2004, Census Tract 0109.08	14	2	7	0	0	0	0	0	4	28.6%	85.7%
Block 2000, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1017, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1017, Census Tract 0024.34	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2040, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1020, Census Tract 0024.34	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1023, Census Tract 0024.28	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2041, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1022, Census Tract 0024.34	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1046, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2012, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2001, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2081, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 1021, Census Tract 0024.34	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2010, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2021, Census Tract 0109.02	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2005, Census Tract 0024.07	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Block 2006, Census Tract 0109.08	0	0	0	0	0	0	0	0	0	0.0%	0.0%

Attachment A - Demographic Characteristics For Community Impacts Study Area - Block Group (2018 data)

Race/Ethnicity ¹													Income ²		Limited English Proficiency (Speak English Less Than Very Well) ³ Language Spoken										Persons with a Disability ⁴			
Census Tract	Census Block Group	Total Population	White Alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Hispanic or Latino Percentage	Minority Percentage	2020 DHS Poverty Threshold for a Family of Four	Median Income	Total Households	Households Below Poverty Level	Percent Below Poverty	Total Population 5 yrs and over	Spanish	Percent Spanish LEP	Indo-European	Percent Indo-European LEP	Asian and Pacific Islander	Percent Asian and Pacific Islander LEP	Other	Percent Other LEP	Persons with a Disability	Disability Percentage
23.07	2	2,735	1,094	309	0	36	0	0	128	1168	42.7%	60.0%	\$26,200	\$44,402	1,403	252	18.0%	2649	314	11.9%	0	0.0%	0	0.0%	0	0.0%	509	18.6%
23.08	4	2,266	681	95	8	52	0	0	50	1380	60.9%	69.9%		\$39,803	1,012	199	19.7%	2044	255	12.5%	0	0.0%	0	0.0%	0	0.0%	126	5.6%
24.02	4	1,773	1,768	329	0	77	0	0	27	1,572	41.7%	53.1%		\$56,825	1,923	328	17.1%	1,606	118	8.8%	0	0.0%	36	1.0%	0	0.0%	110	2.9%
24.03	1	1,096	613	0	0	27	0	24	0	432	39.4%	44.1%		\$61,726	427	69	16.2%	1,072	151	14.1%	0	0.0%	0	0.0%	0	0.0%	34	3.1%
	2	1,507	852	76	0	16	0	0	15	548	36.4%	43.5%		\$64,236	612	70	11.4%	1,405	39	2.8%	0	0.0%	6	0.4%	0	0.0%	45	3.0%
24.07	1	5,474	3,108	262	23	193	0	0	110	1,778	32.5%	43.2%		\$64,779	2,218	227	10.2%	5,153	205	4.0%	0	0.0%	64	1.2%	0	0.0%	159	2.9%
	2	705	409	14	0	0	0	0	0	342	44.7%	46.5%		\$101,837	350	0	0.0%	765	158	20.7%	0	0.0%	0	0.0%	0	0.0%	2	0.3%
24.11	1	2,507	344	241	8	0	0	0	0	1,914	76.3%	86.3%		\$57,839	703	135	19.2%	2,204	644	28.0%	0	0.0%	0	0.0%	0	0.0%	163	6.5%
	2	2,552	171	39	0	0	0	0	0	2,342	91.8%	93.3%		\$41,189	675	229	33.9%	2,270	600	26.4%	0	0.0%	0	0.0%	0	0.0%	135	5.3%
24.19	2	2,374	293	357	0	127	0	0	15	1,582	66.6%	87.7%		\$39,318	1,040	113	10.9%	2,124	417	19.6%	0	0.0%	0	0.0%	0	0.0%	220	9.3%
24.21	1	6,341	2,287	572	0	307	0	0	241	2,934	46.3%	63.9%		\$58,867	2,559	297	11.6%	5,815	528	9.1%	0	0.0%	104	1.8%	0	0.0%	85	1.3%
24.22	2	1,626	389	118	0	0	0	0	37	1,081	66.5%	76.1%		\$42,564	789	18	2.3%	1,626	320	19.7%	0	0.0%	0	0.0%	0	0.0%	121	7.4%
24.25	1	1,808	672	61	0	24	0	38	43	970	53.7%	62.8%		\$60,565	768	82	10.7%	1,699	146	8.6%	0	0.0%	15	0.9%	0	0.0%	190	10.5%
	2	2,051	504	35	0	386	0	0	69	1,067	51.5%	75.4%		\$100,139	681	18	2.6%	1,904	188	9.9%	17	0.9%	152	8.0%	0	0.0%	68	3.3%
24.27	3	2,756	373	177	0	0	0	0	55	2,151	78.0%	86.5%		\$56,735	916	135	14.7%	2,579	363	14.1%	0	0.0%	0	0.0%	0	0.0%	92	3.3%
	1	1,955	1,350	24	0	12	0	0	0	569	29.1%	30.9%		\$103,217	833	14	1.7%	1,915	78	4.1%	0	0.0%	0	0.0%	0	0.0%	166	8.5%
24.28	2	5,869	2,944	294	0	111	0	0	103	3,456	58.9%	67.5%		\$67,589	2,182	76	3.5%	5,357	556	10.4%	0	0.0%	48	0.8%	122	2.3%	166	2.8%
24.34	1	1,710	518	59	6	0	0	0	21	1,088	63.6%	69.7%		\$54,205	479	65	13.6%	1,579	360	0	0	0	0	0	0	38	2.2%	
24.9	1	1,599	483	150	0	19	0	0	11	936	58.5%	69.8%		\$54,421	575	113	19.7%	1,337	42	3.1%	0	0.0%	0	0.0%	0	0.0%	80	5.0%
109.02	2	4,249	2,888	181	0	42	0	0	0	1,302	30.8%	32.0%		\$63,673	1,916	286	14.9%	4,059	156	3.8%	0	0.0%	0	0.0%	0	0.0%	26	0.6%
109.08	1	4,608	1,508	77	0	0	0	0	20	2,857	62.0%	67.3%		\$67,021	1,572	237	15.1%	4,228	360	8.5%	0	0.0%	0	0.0%	3	0.1%	0	0.0%

¹Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates - Hispanic or Latino Origin by Race. Table B03002

²Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates - Median Household Income. Table B19013

³Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates - Age by Language Spoken at Home by Ability to Speak English for the Population over 5 years old. Table B16004

⁴Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates Table. B23024

Attachment B
Site Photos

Capital Express South

Site Visit 9/30/2019 7:30-10:00am



Assumption Cemetery looking north on I-35S



Assumption Cemetery looking south



I-35S looking south at SH 71



I-35S at the Volkswagen Dealership looking south



I-35S at the Volkswagen Dealership looking southeast at the NM morning traffic



Residential construction south of Onion Creek on I-35 looking south



Residential construction south of Onion Creek on I-35 looking east



I-35N at Slaughter Lane looking west



I-35N at Slaughter Lane looking south



I-35S at Slaughter Lane looking east



I-35S at Slaughter Lane looking west



Police memorial at Onion Creek Parkway and I-35N



Police memorial at Onion Creek Parkway and I-35N

Attachment C
Austin/Travis County 2020 Point-in-Time (PIT)
Count



Austin/Travis County 2020 Point-in-Time (PIT) Count

Source Document

Ending Community Homelessness Coalition (ECHO)

July 9, 2020

ECHO would like to acknowledge the dedicated 2020 PIT Count volunteers, our partner organizations, Austin and Travis County civic leaders, and the community at large for your support in the 2020 PIT Count.

Thank you for your continued commitment to ending homelessness in Austin/Travis County.



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Overview

Each year, the Austin/Travis County Point in Time (PIT) and Housing Inventory Count (HIC) aims to count people experiencing unsheltered and sheltered homelessness in our community, respectively. Required by Housing and Urban Development (HUD) and collectively referred to as the “PIT Count”, the purpose is to understand the number, characteristics, and subpopulations of people experiencing homelessness in Austin/Travis County so that funding and services may be targeted appropriately. The data from this annual count contributes to both local and national efforts to end homelessness. With city ordinance changes that increased visibility of the homeless population, media attention, and community interest surrounding the issue of homelessness in 2019, the 2020 PIT Count saw a 39% increase in volunteer surveyors from the prior year. The transition from a paper survey to a web-based survey in 2020 allowed for increased survey response and faster overall survey administration in 2020. In addition, the re-organization and subdivision of geographic sections allowed for a more detailed and thorough survey of people experiencing homelessness in Austin/Travis County. Overall, these changes from 2019 to 2020 allowed for a deeper and more systematic survey of our homeless population in 2020. In 2019, the unsheltered homeless count was 1,086, while in 2020 the enhanced survey methodology revealed 1574 unsheltered people experiencing homelessness in our community. Meanwhile, the sheltered count dropped from 1169 in 2019 to 932 in 2020 resulting in a net overall increase in the count of the unsheltered and sheltered homeless population of 251 (11%).

Background

For many residents, Austin/Travis County is a growing and vibrant community. Unfortunately, not everyone is benefitting from greater Austin’s growth and development. Austin has grown by approximately 24.7% from 2010 to 2019 and is projected to continue to grow at a similar rate in the next ten years (Robinson, 2019). Population growth has resulted in a dramatic increase in housing costs as demand for housing has rapidly risen. Home sales in Austin increased by 84% from 2010 to 2019, which led to a 64% increase in the median home price (Austin Board of Realtors, 2019). The economic impact of this influx is reflected in the city’s GDP over time, which has increased an average of 61.6% per year for 10 years according to most recent figures (U.S. Department of Commerce, 2017).

Recent population and economic growth have come at the cost of housing stability for mid to low income Austin residents, who have experienced the impact of the rising cost of living in the city without reaping the economic benefits. For those relying on minimum wage income, the scale of economic growth in the city is not reflected in their finances. The federal minimum wage has remained the same for over a decade, at \$7.25/hour. Lowest rent estimates are approximated at \$1,220/month, or 143% the take home pay of minimum wage workers, meaning one would have to work nearly 50 hours a week just to make rent, let alone pay their other expenses such as food, utilities, and medical costs (Magnify Money, 2020). For many low-income individuals and families, such other expenses must come directly out of pocket. Texas opted out of the 2010 Affordable Care Act’s Medicaid expansion, which as of 2019, left over 1.6 million Texans without health insurance coverage, 638,000 of whom have no realistic alternative access to health insurance (Norris, 2019). Minimum wage workers who fall into this group are faced with a choice: pay rent or pay medical bills. This leaves low income individuals and families at risk of homelessness, while the projections for population and housing costs continue to rise into the future (Robinson, 2019; Austin Board of Realtors, 2019).

The homelessness response system in Austin/Travis County functions at full capacity to find people experiencing homelessness stable housing and wraparound services when possible, yet the system does not currently have capacity to serve every person experiencing homelessness to compensate for the rate of inflow into homelessness in the community. The lack of affordable housing, rapid re-housing, and permanent supportive housing resources is an important obstacle to ending homelessness in Austin/Travis County.

Methodology

The PIT and HIC counts serve as a prevalence estimate of sheltered and unsheltered individuals in Austin/Travis County at a single point in time. During a six-hour data collection timeframe on January 25th, 2020 from 3am-9am, 886 staff and volunteers were deployed to survey 74 geographic sections in Travis County. Using a new web-based survey interface with geolocation capability, surveyors administered an 11-item survey to people experiencing homelessness in their designated section. Survey participants could choose to remain anonymous or provide contact information for subsequent community outreach. The survey questions covered age, gender, veteran status, disability status, description of sleeping circumstance, history of homelessness, barriers to housing, history of benefits, prior involvement in Coordinated Assessment, pet ownership, and contact info (optional). There was also an “observation only” option to count witnessed individuals with whom contact was not feasible.

Methodological factors actors that may have impacted the 2020 PIT Count results include: 1) transition to a web-based survey which increased survey response on individual survey questions, improved data integrity, decreased administrative burden, and faster overall survey administration; 2) sub-divided geographic sections: PIT Count sections were re-organized and subdivided from 36 to 74 geographic sections to allow for a more detailed and thorough survey of people experiencing homelessness in Austin/Travis County; 3) increased volunteer capacity over the last three years has allowed for a deeper and more systematic survey of unsheltered homelessness in Austin/Travis County.

Statistical Analysis

Descriptive statistics were used to describe the homeless population included in this report. Changes between 2019 – 2020 for all subpopulations included in this report were tested for statistical significance using t-tests for the difference in means. Statistical significance in this report is determined at the 95% confidence interval. P-values of less than 0.05 were considered statistically significant. Statistically significant t-tests in this report communicate a meaningful difference between the proportion of a given subpopulation between years with 95% confidence that the subpopulation proportion has changed between years. At the 95% confidence interval, there is a 5% chance that the difference in means between years is due to chance.

A Note on Counts versus Proportions

Throughout this report, counts and proportions are reported and compared between years. Counts communicate the total number of people identified in a certain group. Proportions communicate the amount of a given group that share some status. Proportions are used in visualizations of comparisons between years, as proportions are more comparable over time than are raw counts. For each proportion reported, the denominator from which the proportion is drawn is equal to the sum of all definitive answers provided to the prompt (excluding “Not Sure”, “Refused”, etc.). For some subpopulations discussed in this report, the count of individuals reporting a certain status may have increased between 2019 and 2020 counts, however the proportion of those who responded definitively to that prompt reporting that status may have decreased. For example, if 20 people answered the question in 2019, two of whom reported a certain status, and 500 people answered the question in 2020, with 8 people reporting that status, the count change between years is + 6, but the change in proportion from 10% in 2019 to 1.6% in 2020, would result in a decreased proportion of 8.4%. Because we do not know the status of all others who did not answer a survey question definitively, proportions provide more information about the rate of characteristics of those counted.

Results

Table 1: Comparison of Total Point in Time Count Numbers 2019 – 2020

Year	Volunteer Count	Unsheltered Homeless Count	Sheltered Homeless Count	Total Homeless Count
2020	886	1574	932	2506
2019	661	1086	1169	2255
Change	+ 255 (39%)	+ 488 (45%)	- 237 (20%)	+ 251 (11%)

In Table 1 The total number of people experiencing homelessness on January 25, 2020, including sheltered and unsheltered, was 2506, up 11% from the 2019 PIT Count. Of these, 932 were sheltered (down 20% from last year) and 1574 were unsheltered (up 45% from 2019).

Figure 1: Increase in Volunteer and Unsheltered Counts 2018 – 2020

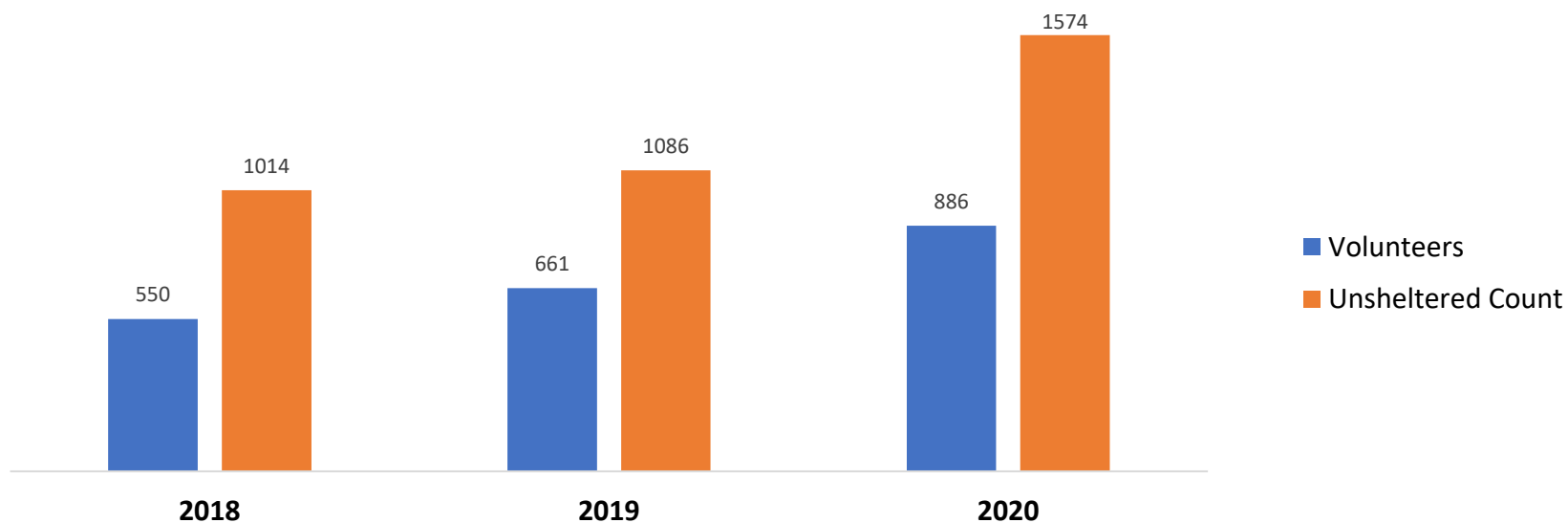
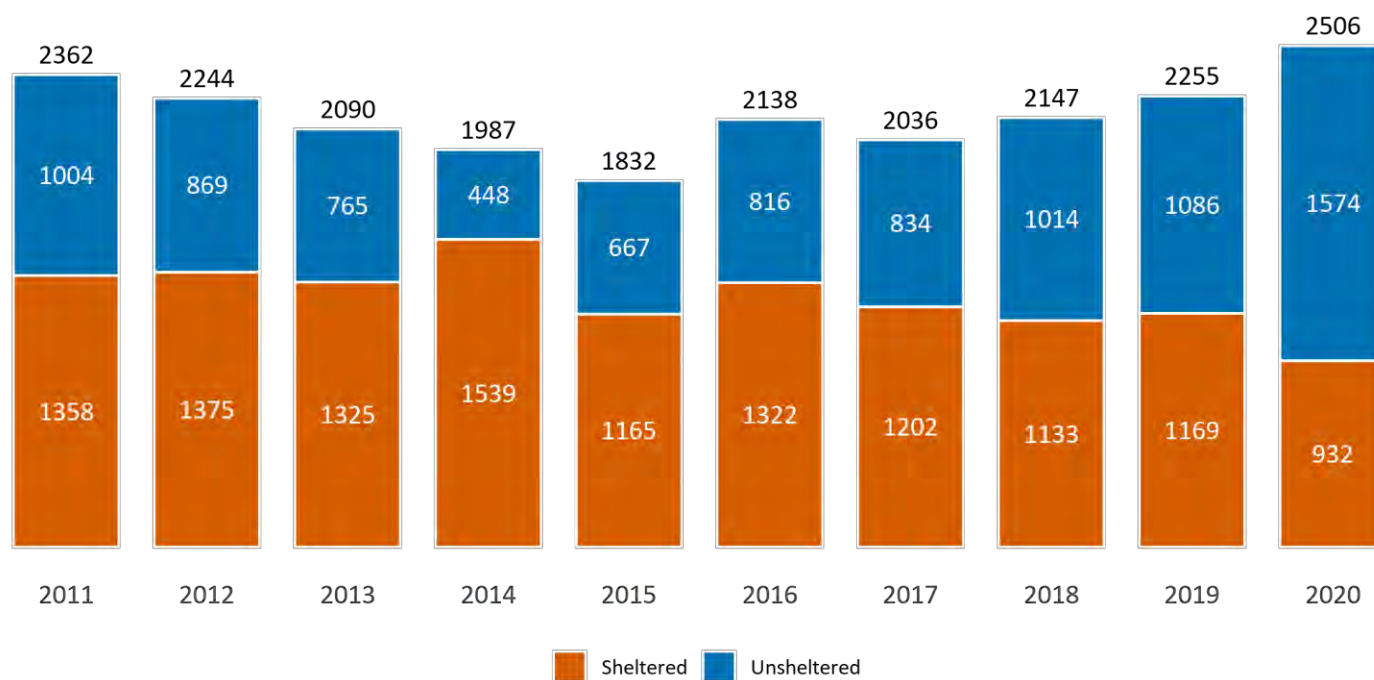


Figure 1: An increase in volunteers was coupled with an increase in unsheltered count. The relationship between volunteer and unsheltered count was somewhat proportional across years, at 1.84 people counted per volunteer in 2018, 1.64 people counted per volunteer in 2019, and 1.78 people counted per volunteer in 2020.

The increase in volunteers over the last three years along with a transition to a web-based survey and more granular sub-division of geographic sections has increased ECHO's capacity to conduct more thorough surveys of the existing unsheltered homeless population in Austin/Travis County.

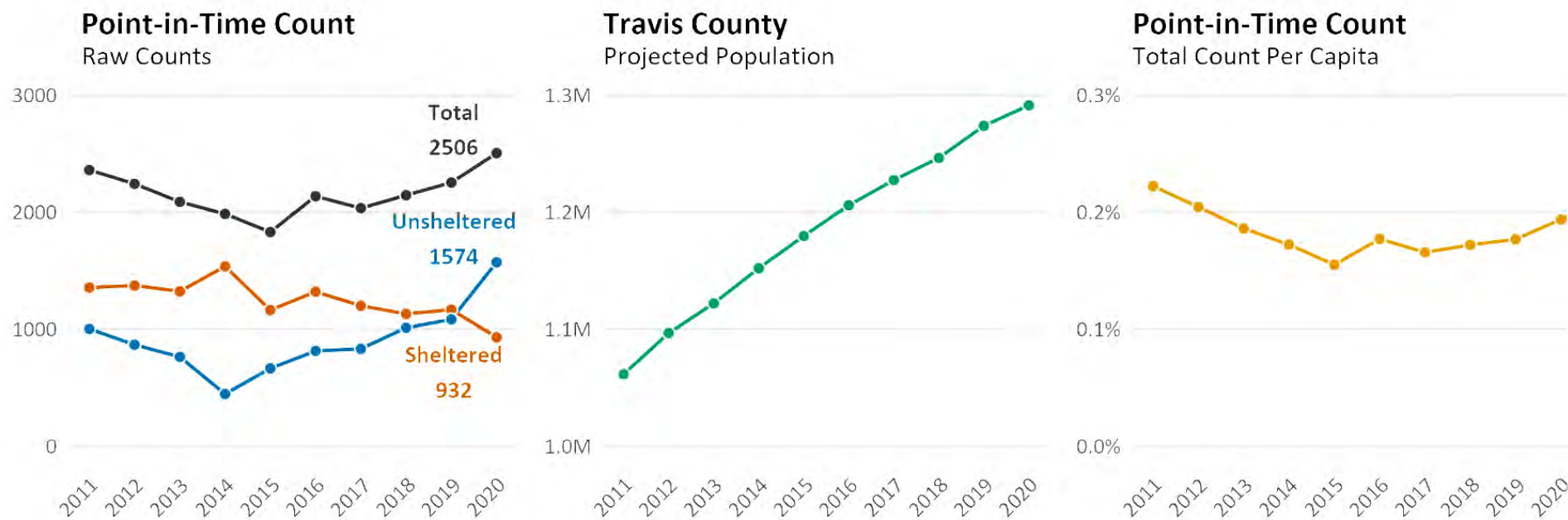
Figure 2: Austin/Travis County Point in Time Counts 2011 – 2020



In Figure 2 variation was seen over time in both sheltered and unsheltered counts from 2010 to 2020. In Figure 2, total counts are in black above stacked bars for each year. Sheltered and unsheltered counts, respectively, are visualized in orange and blue, with labels in white.

The decrease in sheltered individuals was the result of a number of factors, including the shift by two shelters to a stronger housing-focused case management model that involves provision of case management to 100% of night shelter clients. This model supports individuals experiencing homelessness in a more comprehensive way but reduces the number of people each shelter can support. Additionally, a burst pipe on the night of the count forced another shelter to close during the PIT Count.

Figure 3: Point in Time Raw Count, Travis County Projected Population, and Point in Time Count Per Capita of Travis County Population 2011 – 2020

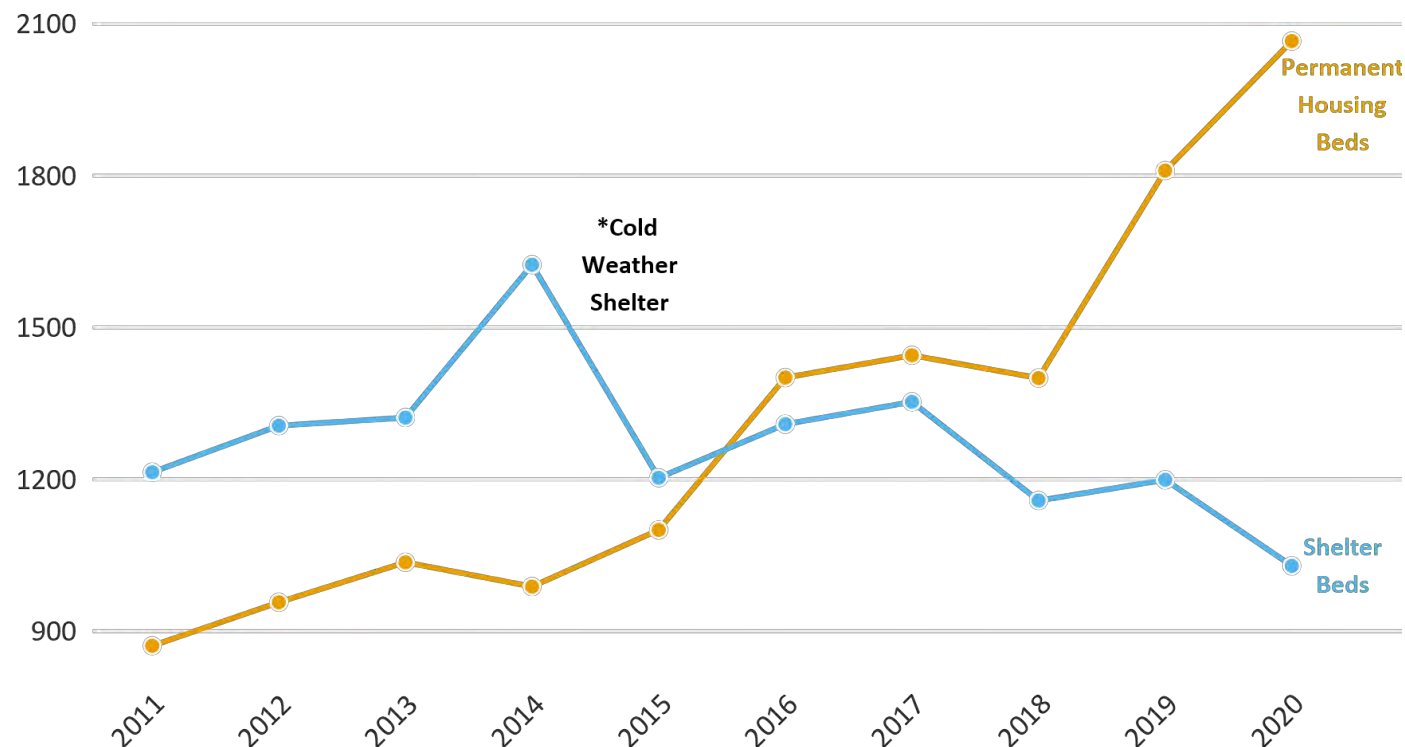


Source: 2011-2020 Austin/Travis County Point in Time Counts; Texas Demographic Center

Figure 3: There are small portions of the City of Austin that exist outside of the confines of Travis County. In 2020, 21 people were counted within Austin and outside of Travis county. This number is not available in previous years. Because of this, Figure 3 slightly overestimates the proportion of Travis County residents experiencing homelessness. In order to maintain consistency across years, the 2020 count has not been adjusted down to account for the overage.

While changes in City of Austin ordinances regarding the homeless population may have contributed to the appearance of an increased homeless population in Austin/Travis county, data show that, as the region grows, the percentage of people experiencing homelessness compared to the county population remains fairly constant.

Figure 4: Shift in Resource Capacity Toward Permanent Housing in Austin/Travis County 2011 – 2020



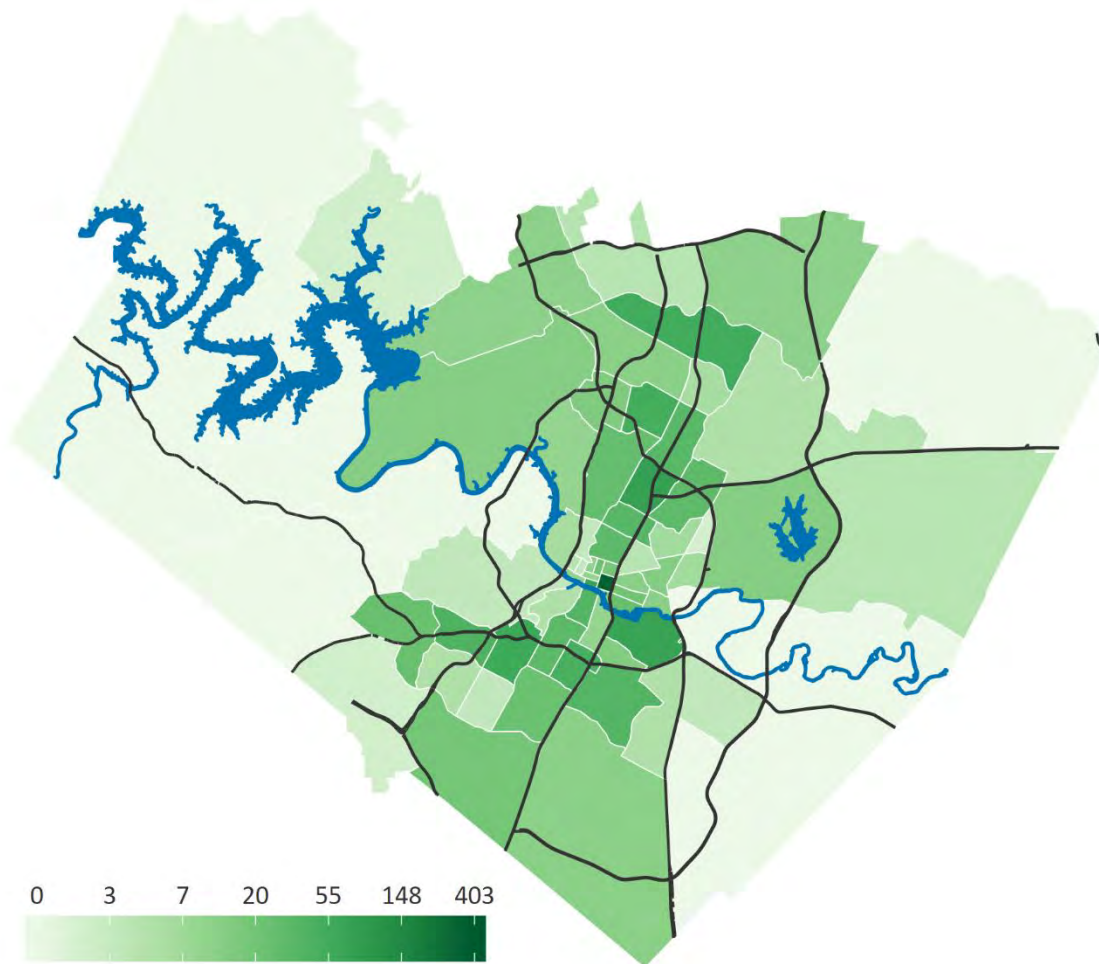
City of Austin (CoA) Motel Conversion Strategy

In partnership with ECHO and community partners, the CoA is implementing a multi-faceted Motel Conversion Strategy that will create **300 additional permanent housing units** to assist people experiencing homelessness. The City acquired the Rodeway Inn in April of 2020 and will be seeking acquisition of additional properties in the future to contribute toward the goal of ending homelessness in Austin/Travis County.

Figure 4 suggests an inverse relationship between shelter capacity and permanent supportive housing capacity in the Austin/Travis County Continuum of Care from 2011 – 2020. Over time, resource allocation in Austin / Travis County has shifted away from shelter capacity and has shifted toward Housing First programs. This reflects an increasing focus in programming that ends homelessness, rather than treating the symptoms of homelessness. Figure 4 was updated on 7/9/2020 to reflect the Housing Inventory Count submitted to HUD. At the time of 2020 PIT release on 5/19/2020, PH bed data was not fully updated in our system.

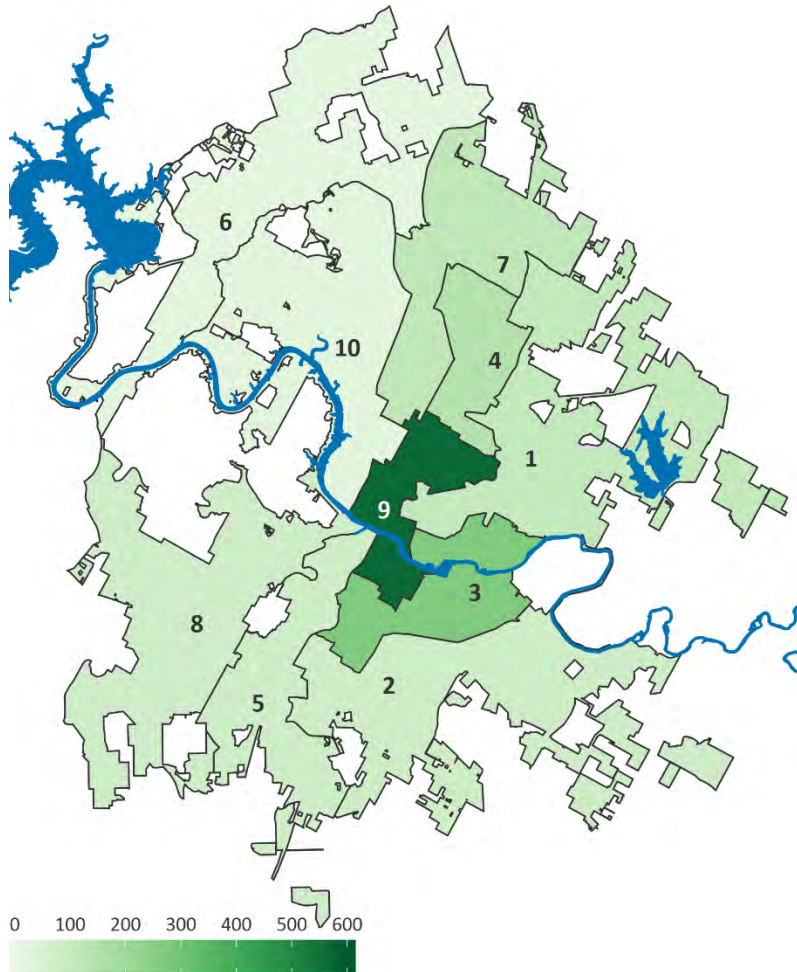
The [Housing First](#) approach to homelessness has proven successful at reducing homelessness in our community. This approach focuses on quickly and effectively connecting individuals and families experiencing homelessness with permanent housing without preconditions or barriers to entry, such as sobriety, treatment or service participation requirements. However, increased permanent housing resources are needed to keep up with demand in Austin/Travis County. As emergency shelters provide increasingly efficient housing-focused case management, the City of Austin, ECHO, and community partners are coalescing to expand available permanent housing and services to meet the need.

Map 1: 2020 PIT Unsheltered Count Map – 74 PIT Sections



In Map 1, unsheltered counts were converted to log scale to provide contrast in mapping, with darker green representing higher counts, and labels were converted back to raw numbers for ease of interpretation by the reader. Black lines in Map 1 represent major thoroughfares, and white lines mark the boundaries of 2020 PIT sections. Highest counts align with major thoroughfares throughout the city and county.

Map 2: 2020 PIT Unsheltered Count Map – 10 City Council Districts



The map of **unsheltered homelessness by City Council District** shows that the population of people experiencing homelessness in Austin/Travis County remains concentrated in the city center. However, an analysis of dispersion showed that more unsheltered individuals in 2020 were counted away from the urban core than in 2019. The spread of the distribution of people experiencing homelessness counted in PIT Counts between 2019 and 2020 shifted outward to a statistically significant extent ($t = -2.47$, $p = 0.01$).

In Map 2, the unsheltered count labels were provided in equidistant categories, visualizing the sheer scale of the density of homelessness in the urban core of the city, with darker green shades representing higher counts. Black lines in Map 2 mark the boundaries of City Council districts. Although the unsheltered count was mostly concentrated around the urban core of the city, it was less centrally concentrated than in the 2019 geographic distribution.

Table 2: Comparison of 2019 – 2020 Unsheltered Count per Austin City Council District

Austin	2019	2020	Change
District 1	55	109	+ 54
District 2	34	83	+ 49
District 3	177	273	+ 96
District 4	77	148	+ 71
District 5	53	84	+ 31
District 6	24	23	- 1
District 7	118	120	+ 2
District 8	54	78	+ 24
District 9	439	567	+ 128
District 10	6	28	+ 22
Total	1037	1513	+ 476

Table 3: Comparison of 2019 – 2020 Unsheltered Count by Municipality (including Austin)

Municipality	2019	2020	Change
Austin	1037	1513	+ 476
Bee Cave	1	0	- 1
Elgin	0	1	+ 1
Jonestown	1	2	+ 1
Manor	0	4	+ 4
Pflugerville	0	3	+ 3
Sunset Valley	0	23	+ 23
Webberville	1	0	- 1
Unincorporated	46	28	- 18
Total	1086	1574	+ 488

Figure 5: Comparison of 2019 – 2020 Proportion of People Counted in PIT Count in each City Council District

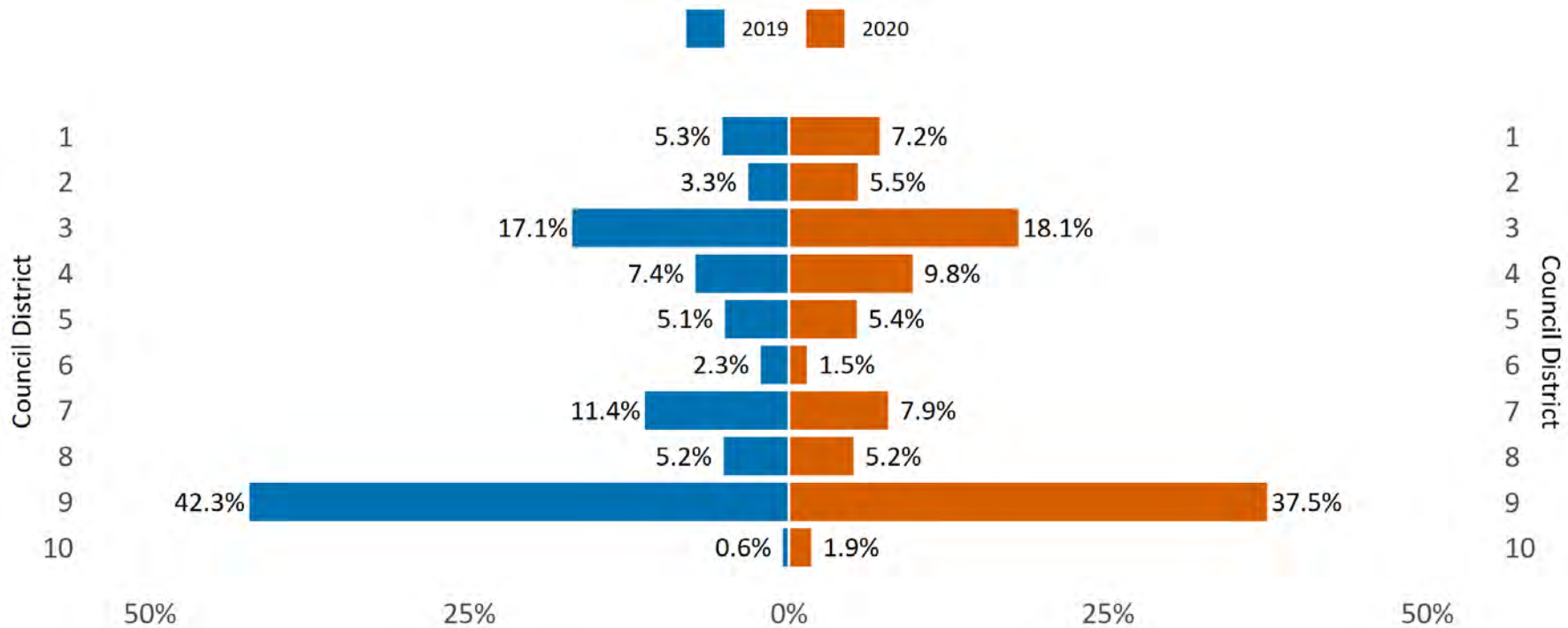
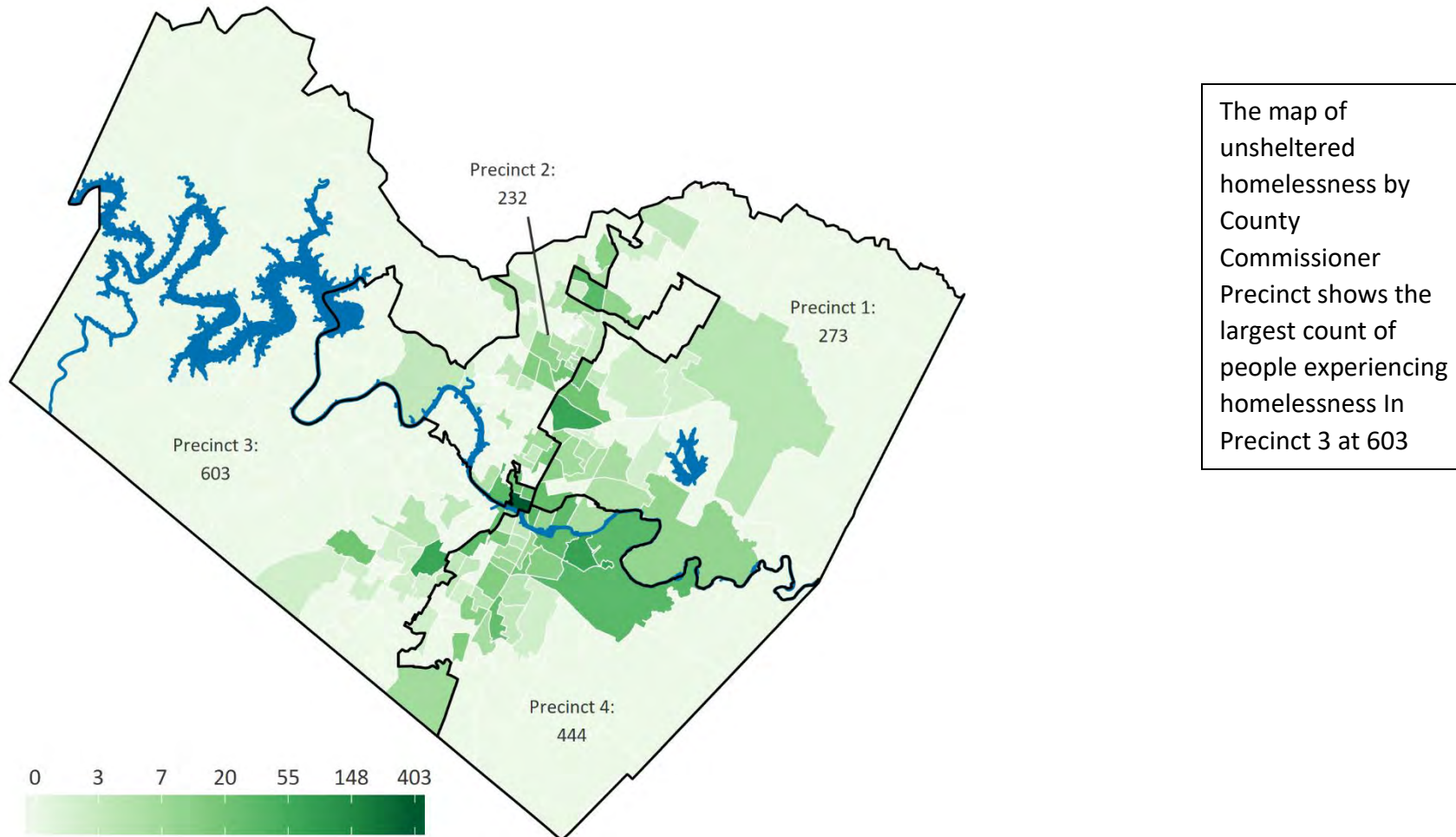


Figure 5 demonstrates the relative scale of each City Council District's count numbers by year, and proportional differences between years. For example, District 9 contained the largest proportion of the count in both 2019 and 2020. However, in 2020, District 9 contained a smaller proportion of the overall count than it did in 2019, while still containing the majority.

Map 3: 2020 PIT Unsheltered Count Map – 4 County Commissioner Precincts and 247 Election Precincts

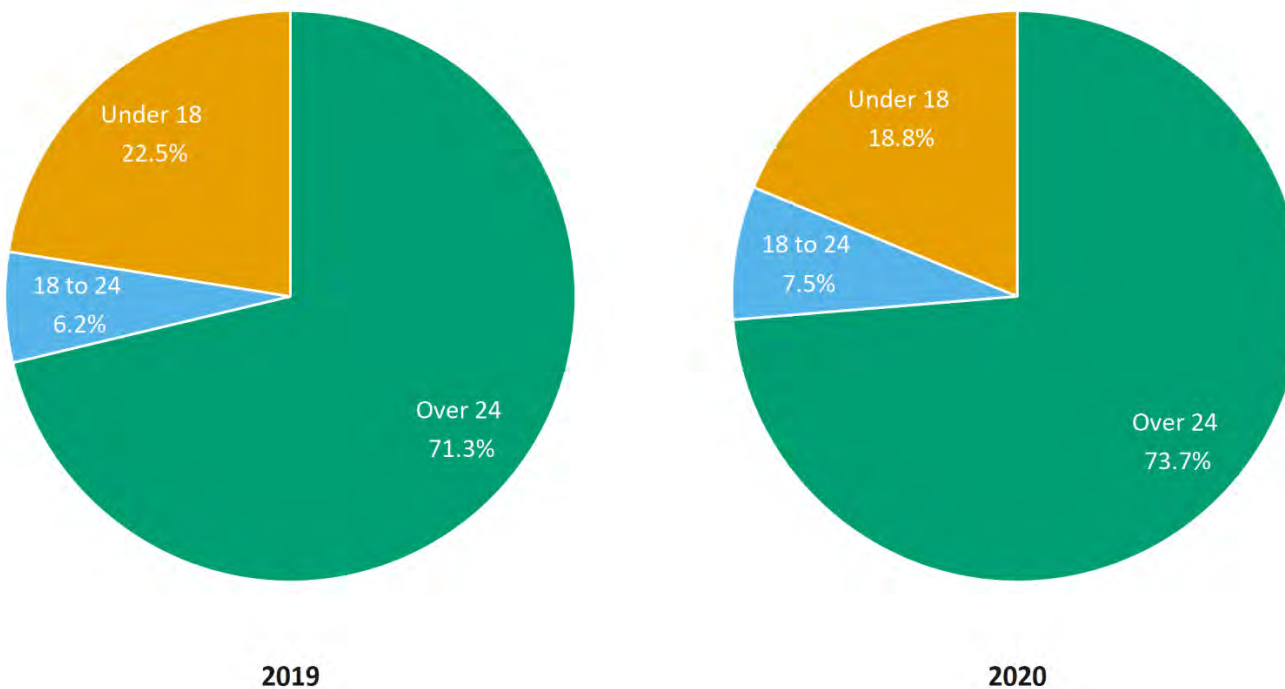


In Map 3 black lines denote borders of Travis County Commissioner precincts. White lines denote borders of election precincts. Unsheltered counts were converted to log scale to provide contrast in mapping, and labels were converted back to raw numbers for ease of interpretation by the reader.

Age

From 2019 to 2020 there was a decrease in the number of children (under age 18 years) counted in the Point in Time Count, an increase in the proportion of youth (ages 18 to 24) counted in the Point in Time Count, and an increase in the proportion of people over 24 years old counted in the Point in Time Count. The proportion of children (under age 18) in the interview and sheltered data consolidated decreased by 3.7% with 84 fewer children under 18 counted. The proportion of youth in consolidated interview and sheltered data increased by 1.3% with 13 additional youth counted. The count of people over 24 years old in consolidated interview and sheltered data increased by 2.4% with an additional 45 people over 24 counted. The decrease in children counted was statistically significant at the 99% confidence interval ($t = 2.62$, $p = 0.009$), meaning there is less than 1% chance that the decrease in children counted between 2019 and 2020 is due to chance. However, the increases in both youth and adults (over 24 years of age) categories were not statistically significant at the 95% confidence interval ($t < 2.00$, $p > 0.05$).

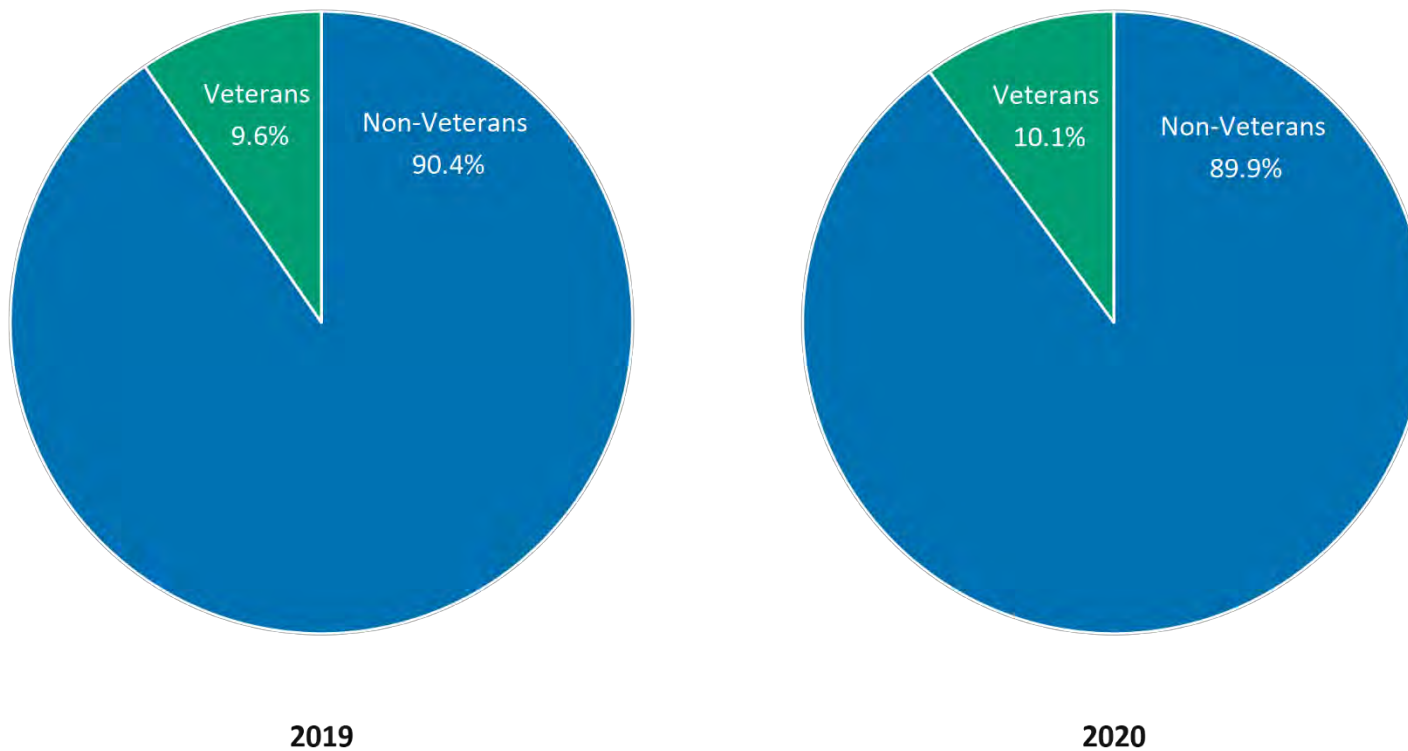
Figure 6: Comparison of Austin/Travis County 2019 – 2020 Age Subpopulations – PIT Count Sheltered + Unsheltered Interview Data



Veterans

From 2019 to 2020 there was a very slight increase of in the proportion of veterans counted in the Point in Time Count. The veteran rate in the consolidated unsheltered interview and sheltered data increased by 0.5% with 16 additional veterans counted. However, this increase was not statistically significant at the 95% confidence interval ($t = -0.57$, $p = 0.57$).

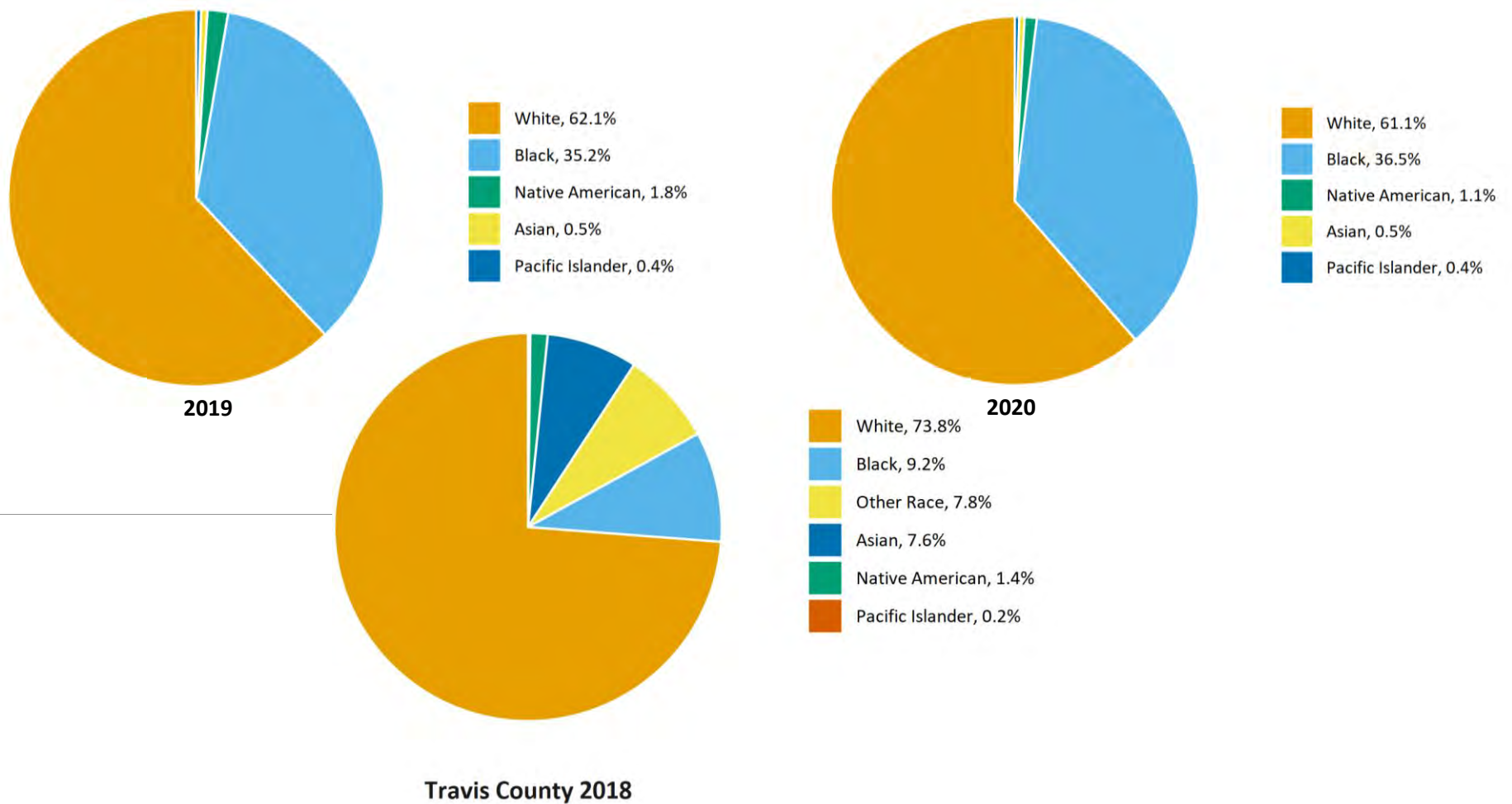
Figure 7: Comparison of Austin/Travis County 2019 – 2020 Veteran Subpopulation – PIT Count Consolidated Unsheltered Interview + Sheltered Data



Race

From 2019 to 2020 there was an increase of 1.3% in the proportion of individuals experiencing homelessness identifying as Black/African American counted in the Point in Time Count, and a decrease of those identifying as White, Native American, Pacific Islander, or Asian. However, based on the results of t-tests for the difference of means, none of these changes in proportions were statistically significant at the 95% confidence interval ($t < 2.00$, $p > 0.05$). Black/African Americans represented 36.5% of the 2020 PIT count (over 1 in 3 individuals) but represented less than 1 in 10 individuals in the population of Travis County.

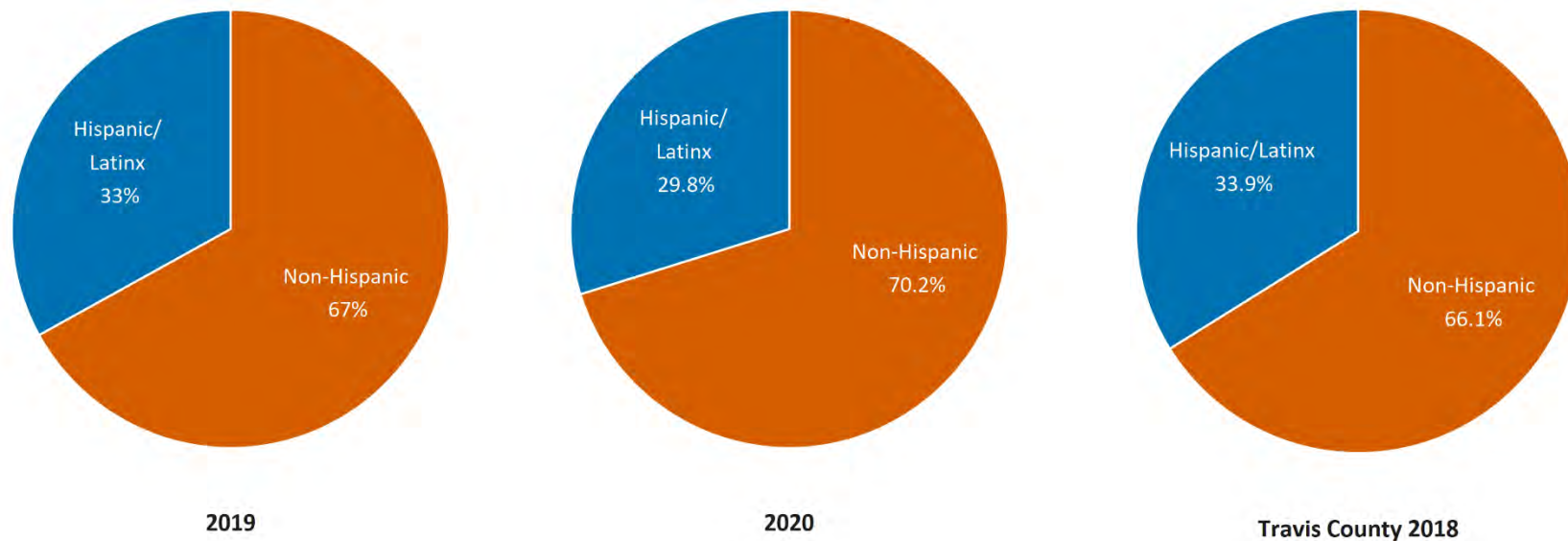
Figure 8: Comparison of Austin/Travis County 2019 – 2020 Race Subpopulations – PIT Count Consolidated Unsheltered Interview + Sheltered Data and Travis County Race Demographics (U.S. Census, 2018)



Ethnicity

From 2019 to 2020 there was a decrease in the proportion of Hispanic/Latinx individuals counted in the Point in Time Count. The Hispanic/Latinx rate in the interview and sheltered data consolidated decreased by 3.2% with 85 fewer Hispanic/Latinx individuals counted. However, while approaching significance, this decrease was not statistically significant at the 95% confidence interval ($t = 1.93$, $p = 0.053$).

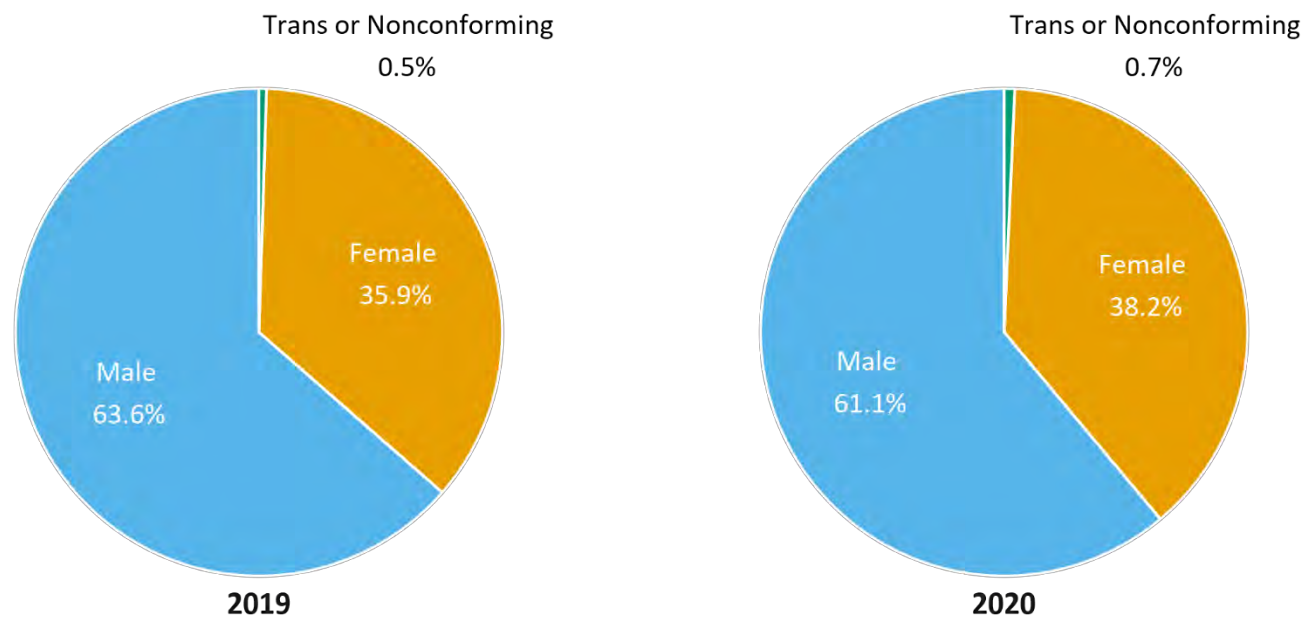
Figure 9: Comparison of Austin/Travis County 2019 – 2020 Ethnic Subpopulations – PIT Count Consolidated Unsheltered Interview + Sheltered Data and Travis County Ethnicity Demographics (U.S. Census, 2018)



Gender

From 2019 to 2020, the rate of male homelessness captured in the PIT Count decreased by 2.5% with a decrease of 179 individuals. The rate of female homelessness captured in the count increased by 2.3%, although the raw count decreased by 43 individuals. The transgender and gender nonconforming homelessness rate of those captured in the PIT Count increased by 0.2% with an additional 2 individuals. Based on the results of t-tests for the difference of means, none of these changes in proportions were statistically significant at the 95% confidence interval ($t < 2.00$, $p > 0.10$).

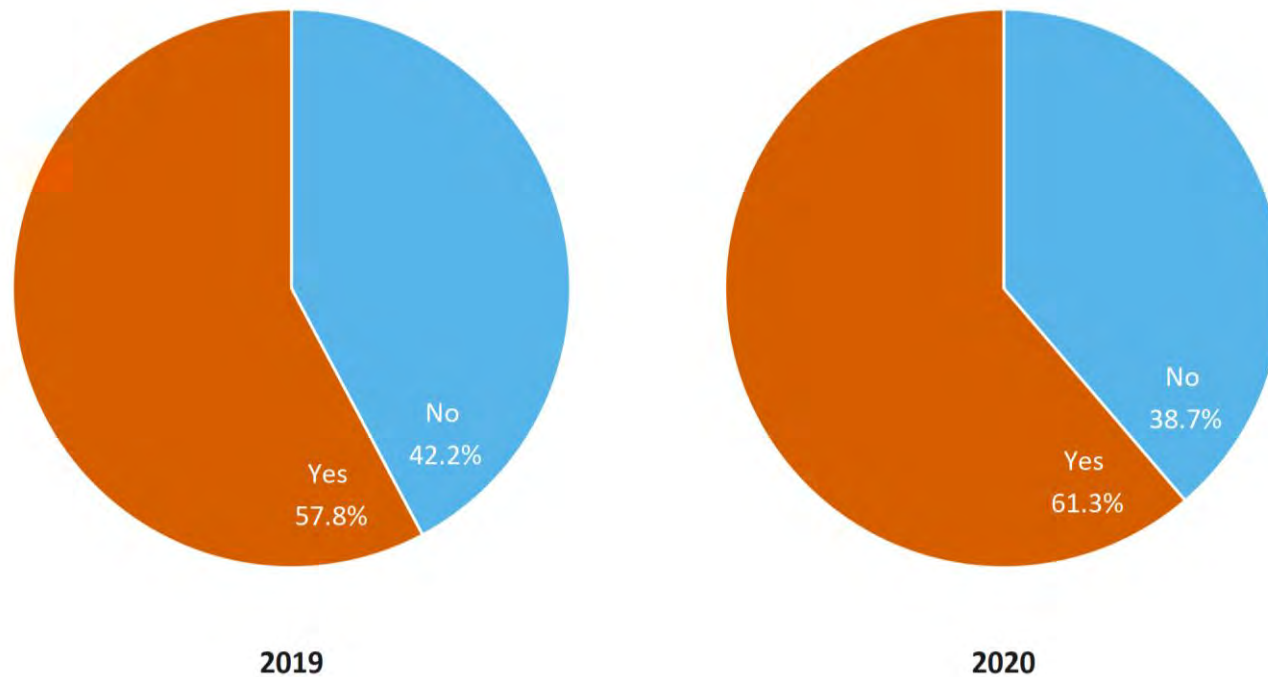
Figure 10: Comparison of Austin/Travis County 2019 – 2020 Gender Subpopulations – PIT Count Consolidated Unsheltered Interview + Sheltered Data



Prior Experience with Homelessness

From 2019 to 2020 there was an increase in the proportion of people with prior experience of homelessness counted in the Point in Time Count. The prior experience rate in the interview data increased by 3.5% with 113 additional people with prior experience of homelessness counted. However, this increase was not statistically significant at the 95% confidence interval ($t = -1.09$, $p = 0.28$).

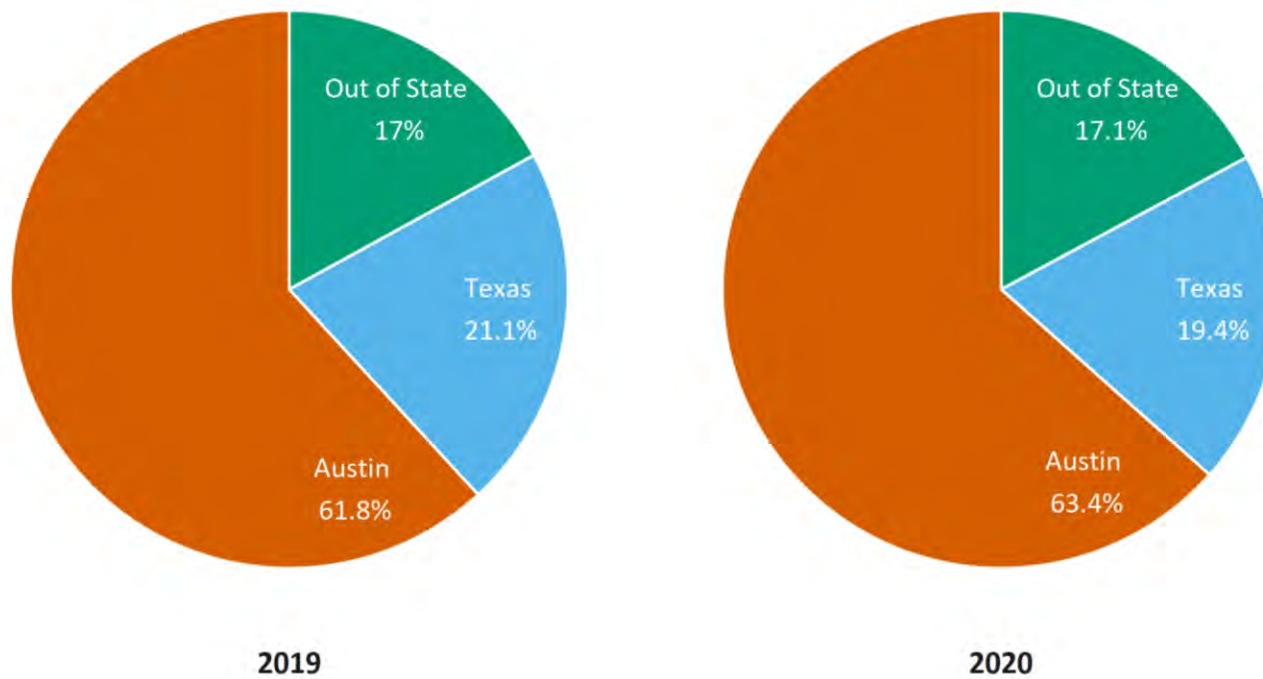
Figure 11: Comparison of Austin/Travis County 2019–2020 Subpopulation with Prior Experience with Homelessness – PIT Count Unsheltered Interview Data



Location of First Experience of Homelessness

From 2019 to 2020, the rate of homelessness originated in Austin increased by 1.6%, with an increase of 64 individuals. The rate of homelessness originated in other Texas locations decreased by 1.7%, with 10 fewer individuals. Counts of homelessness having originated outside of Texas stayed relatively stable. Based on the results of t-tests for the difference of means, none of these changes in proportions were statistically significant at the 95% confidence interval ($t < 2.00$, $p > 0.10$).

Figure 12: Comparison of Austin/Travis County 2019–2020 Subpopulations by Location of First Homelessness – PIT Count Unsheltered Interview Data



System Progress Housing People Experiencing Homelessness

Table 4: Total number of clients housed in permanent housing, 2017 – 2019

Clients Housed in Austin/Travis County (2017-2019)				
Year	PSH	RRH	MHA	Total
2017	222	679	714	1615
2018	198	851	969	2018
2019	172	921	1078	2171

Permanent Housing Includes:

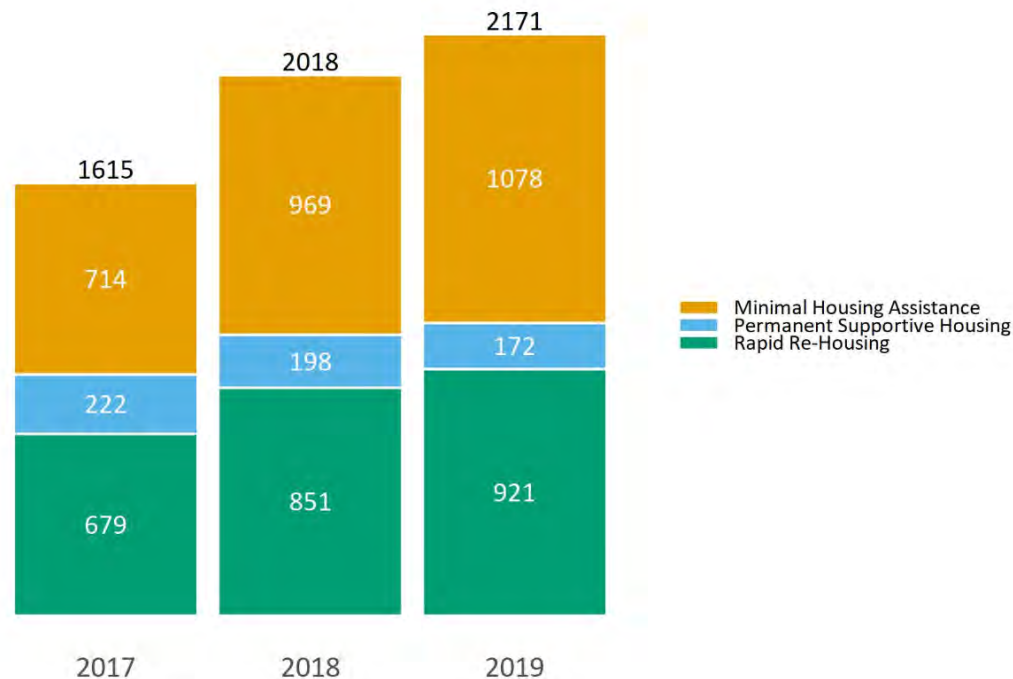
Permanent Supportive Housing (PSH): is a housing intervention that includes ongoing rental subsidy and support services.

Rapid Re-Housing (RRH) is a short-term intervention that includes financial and support services.

Minimal Housing Assistance (MHA): Support services designed to assist individuals with low housing barriers or persons likely to self-resolve their homelessness.

Please note a change in the permanent housing calculation: Since the last PIT Count, one of the data elements used in the prior method to calculate number of clients housed was retired. We have updated our calculation methodology to use current elements defined in the [2020 HMIS Data Standards](#).

Figure 13: Total number of clients housed in Austin/Travis County, 2017 – 2019



What is [Housing First](#)?

- This approach focuses on **quickly and effectively** connecting individuals and families experiencing homelessness with **permanent housing**
- **Removing barriers** to entry such as sobriety, treatment of service participation requirements

Research Shows that Housing First participants...

- Access housing faster and are more likely to remain housed (Woodhull, 2016; Gulcur et al, 2003; Tsemberis, 2000)
- Are less likely to use emergency services including hospitals, jails, and emergency shelters (USDHUD, 2015; Byrne, 2015)
- Can utilize up to **\$23,000 less** per person per year in public resources than when in a shelter program (Tsemberis, 2007)

Table 5: Populations of Interest – PIT Count versus Coordinated Entry

Subpopulation	Percent Change in Subpopulation proportions from 2019 to 2020 PIT Counts	Percent Change in Homelessness via Coordinated Entry System in 2019
Black/African American	+1.3%	-1.9%
Veteran	+0.5%	-40.1%
Youth	+1.3%	-8.1%

What is Coordinated Entry?

ECHO's Coordinated Entry system provides a single-entry point for people experiencing homelessness to access vital community resources. The Coordinated Entry team develops, implements, and oversees a system that ensures community providers collaboratively and efficiently connect households to the services, support programs, and housing to help end their homelessness.

The annual PIT count provides a prevalence estimate or “snapshot” of homelessness in Austin/Travis County on a single day of the year. Whereas, the Coordinated Entry System, captured in ECHO's [Homeless Management Information System](#), provides ongoing incidence data on new, existing, and resolved homelessness among populations served. While the 2020 PIT Count saw slight increases in the proportion of Black/African Americans, Veterans, and Youth counted, the Coordinated Entry system shows decreases of 1.9%, 40.1%, and 8.1% respectively in homelessness among those same populations during 2019. When self-resolved homelessness is accounted for in HMIS, Youth homelessness was reduced by 28% in 2019.

Ending Youth Homelessness (EYH)

EYH is a **collaborative moment** involving LifeWorks, SAFE, Caritas of Austin, ECHO, and numerous other organizations to end homelessness among youth populations in Austin/Travis County. Youth experiencing homelessness are a particularly vulnerable population, but they are also resilient and creative. When engaged with the right combination of **support, counseling, economic opportunity, and affordable housing**, youth experiencing homelessness can stabilize and thrive. With support from LifeWorks, many youths can self-resolve their homelessness. **When this self-resolved homelessness is accurately captured in the Homeless Management Information System (HMIS) database, the EYH initiative reduced overall homelessness among youth in Austin/Travis County by 28% in 2019.** LifeWorks and partners continue to work to ensure that youth homelessness is brief, rare, and non-recurring. “This project has shown that when the community comes together to support our youth, we can make substantial progress. This affirms that with the right combination of collaboration and resources, we can end Youth Homelessness by 2020”, stated Susan McDowell, Executive Director of LifeWorks

Summary of Findings

The 2020 PIT count for Austin/Travis County saw an overall increase in the homeless population of 11% from 2019. The sheltered count dropped by 20% (from 1169 in 2019 to 932 in 2020) due to some shifts in shelter programming toward a more comprehensive, housing-focused case management model, housing program classification, and plumbing complications that occurred on the night of the count. Meanwhile, the unsheltered count rose from 1086 to 1574 – comprising a 45% increase from 2019. When examined over time from 2010 to 2020, the per capita PIT totals remain fairly constant despite over population growth in Austin/Travis county. The pattern and density of homelessness in Austin/Travis County follows major thoroughfares and concentrates most heavily in downtown Austin. Council District 9 remains the district with heaviest concentration of people experiencing homelessness. However, there was a statistically significant outward shift in the density of homelessness toward surrounding and outlying districts in 2020. County Commissioner Precincts 3 and 4 had the highest counts of people experiencing homelessness at 603 and 444 respectively.

The proportion of demographic subpopulations were compared from 2019 to 2020. Most year on year changes were not statistically significant among these subpopulations (except for the decrease in the proportion of children experiencing homelessness). However, there were some findings that are worth mentioning and monitoring. There was a 3.7% decrease in homelessness among children under 18 years of age. The population of homeless youth counted increased slightly from 2019 to 2020 (1.2% increase in unsheltered; 1.6% increase in unsheltered) by 1.3% overall. The population of veterans counted increased by 0.5% from 2019 to 2020. From 2019 to 2020 there was a slight increase in the Black/African American population (1.3%) while those identifying as White, Native American, Pacific Islander, and Asian saw minor decreases (of less than 1 percentage point). Meanwhile, there was a decrease of 3.2% in the Hispanic/Latinx population that approached statistical significance ($p = 0.053$). The proportion of women counted in 2020 increased by 2.3%. Individuals with prior experience with homelessness increased by 3.5%. Simultaneously, those reporting that their first experience with homelessness occurred in Austin increased by 1.6% while those reporting other locations in Texas decreased by 1.7% and those originating from out of state rose nominally by 0.1%.

Contextualization of Findings

These PIT Count findings must be contextualized within the landscape of housing and local economic factors in the area:

2019 Ordinance Changes and Visibility: While ordinance changes regarding the homeless population in Austin may have amplified the perception of unsheltered homelessness in Austin, the proportion of people experiencing homelessness per capita in Austin/Travis County has remained constant over time and was slightly lower in 2020 than a decade ago. The decriminalization of homelessness may have accounted for increased visibility (and higher proportions) of more vulnerable populations such as women and youth counted in the 2020 Pit Count.

Racial Disparities among our Homeless Population: While an increase in the proportion of Black/African American (1.3%) was not statistically significant, these findings are not in alignment with collective goals to address disparities in our community. In September of 2019, ECHO released a report on [Addressing Racial Disparities in Austin/Travis County](#). The report recommends multi-pronged community actions that involve: 1) creating leadership and representation opportunities for people with lived expertise in homelessness, 2) reducing criminal justice barriers to housing, 3) ending homelessness for high utilizers of the criminal justice and healthcare systems and for vulnerable subpopulations, 4) raising awareness of domestic violence and other types of abuse, 5) creating equal access to diverse and affordable housing opportunities, and 6) promoting a low-barrier coordinated entry approach into our homeless response system for people experiencing homelessness. ECHO formed a Racial Equity Task Group, led by key partners, to examine the Homeless Response System and propose

solutions to mitigate any racial inequities. However, the problem goes beyond our homeless response system. Our community needs decision makers to tackle broader structural inequities that impact our most vulnerable populations.

Homelessness Originating in Austin: From 2019 to 2020, the rate of homelessness originating in Austin increased by 1.59%. Although this increase is not statistically significant, the increase in homelessness originating in Austin supports the notion that the lack of housing affordability in the city of Austin is contributing to homelessness for people who were previously housed in the city.

Rising Rent and Stagnant Minimum Wage: Rent has becoming increasingly less affordable in the city. Rent in Austin has increased 6.2% each year among bottom tier properties and 4.8% among middle tier properties (Zillow Rent Index, 2020). The lack of rent affordability is exacerbated by stagnated minimum wages, which have not increased since 2009. Based on analysis of the Joint Center of Housing Studies and the Economic Policy Institute data, Austin is the least affordable major U.S. city for minimum wage employees to live. Minimum rent is \$1,220/month while minimum wage is \$7.25/hour. Median rent is 143% of the take home pay of minimum wage workers – someone would have to work 200 hours/month to afford to pay rent (Magnify Money, 2020).

Lack of Health Insurance: The rate of uninsured in the Austin metro area has been increasing in recent years, from 11.7% in 2017 to 12.6% in 2018 (U.S. Census Bureau, 2019). A lack of health insurance places a heavy burden on families and individuals already struggling to make ends meet.

Income Inequality: Further, income inequality in Austin is higher than that of any other Texas city, and Texas is one of only nine states across the U.S. that saw a rise in income inequality, the gap between the highest and lowest incomes, in recent years (U.S. Census Bureau, 2019). As housing costs increase, higher income Austin residents fulfill demand, while those with lower incomes are left behind.

Addressing Homelessness in Austin: The per capita count of people experiencing homelessness in Austin/Travis county has remained fairly constant since 2011. In conjunction with City of Austin and Travis County staff and a cadre of diverse stakeholders, ECHO continues to address homelessness in the following goal areas via Austin's [Action Plan to End Homelessness](#): 1) outreach services and shelters, 2) addressing disparities, 3) providing housing and support services, 4) strengthening our response system, and 5) building community commitment from both the public and private sectors. It will take a concerted effort and commitment on the part of our community to create additional affordable housing solutions, adequate support services in the realm of physical, behavioral, and mental health services, and ensure that all members of our community have their basic needs met in order to thrive.

Homeless Response System Initiatives toward the Action Plan to End Homelessness since the 2019 PIT Count

ECHO and community partners continue to work diligently toward implementing the [Action Plan to End Homelessness](#):

- In the FY 2019/20 Budget, the Austin City Council included \$62.7 million allocated toward homelessness services. This historic allocation emphasizes the fact that preventing and ending homelessness is Council's highest priority. The coordination of City funding also includes ensuring that City-funded programs and services are aligned with the action plan developed by the Ending Community Homelessness Coalition (ECHO).

- City of Austin purchased the Rodeway Inn in April of 2020, utilizing converted hotels to increase stock of permanent supportive housing in our community. Rodeway Inn is the first of many hotel conversions the City is planning on acquiring to transition people experiencing homelessness off our streets and out of shelters and into low-barrier permanent supportive housing solutions.
- Continuum of Care (CoC) partners in the homeless response system collectively received over \$10.3 million toward provision of programs, services, and housing in Austin/Travis County. Our partner organizations are doing amazing projects with this funding:
 - Integral Care has opened the Terrace at Oak Springs housing development providing 50 units of permanent supportive housing using a Housing First and Harm Reduction approach. Ending homelessness for 50 of Austin's most vulnerable community members.
 - SAFE is using HUD funding to expand housing to 55 additional households impacted by domestic violence during 2020 and beyond
 - LifeWorks served more than 5000 Central Texas youth and families in areas of Housing, Counseling, and Education and Workforce and celebrated the opening of The Works II adding 29 more affordable housing units for youth and young families exiting homelessness
 - Salvation Army's Rathgeber Center for Families opened in February of 2020 adding 212 beds to Austin/Travis County's emergency shelter capacity.
 - Caritas of Austin's Youth Housing Stability initiative, a key component of the Youth Homelessness collaboration with LifeWorks and SAFE, permanently housed 30 youth ages 18-24 and provided support to build well-being.
 - Front Steps' downtown Austin Resource Center for the Homeless (ARCH) transitioned more fully to a housing-focused model in August 2019 and now provides case management to 100% of night shelter clients. Since then, 80% of "top 25 stayers" have been housed. With an average age of 54 years, 50% had been clients at the shelter for over a decade, arriving long before case management was standard practice for all shelter clients.
- Family Eldercare has housed 26 older adults in the last six months alone, and they have enrolled 150 clients in a total value of \$609,000 in benefits supporting homeless prevention since January 2020.
- Mobile Loaves and Fishes expect to complete their Phase II expansion of the Community First! Village during the summer of 2020 adding an additional 300 homes to their community.
- The Other Ones Foundation's alternative employment model paid working participants over \$194,000, removed over 241,000 pounds of trash out of green space, and housed 35 individuals in 2019.

Limitations

PIT Counts across the nation are subject to documented limitations: 1) variations in count methodology from year to year within and across communities; and 2) unsheltered counts are subject to more variation in methodology due to geography, weather, and volunteer considerations (Schneider et al, 2018). In the Austin/Travis County PIT Count, surveyors use census data collection methods to gather information about the scale of homelessness and characteristics of the population experiencing homelessness. In this style of data collection, surveyors attempt to account for every individual in the population experiencing homelessness in the Austin/Travis County geographic area within a six-hour data collection period. Additional limitations include: 3) visibility challenges – per Housing and Urban Development (HUD) guidelines only individuals seen by a surveyor can be counted. Some groups and individuals happen to or choose to live in locations that are difficult to find or challenging to access; 4) informally sheltered – the PIT count does not include homeless youth and families staying in

motels or temporarily with other people on the night of the count are not included in the total PIT Count, and with the exclusion of these groups, the count is likely lower than the true population of people experiencing homelessness in Austin/Travis County. The degree to which the overall population may be undercounted, however, is unclear; 5) potential duplication - despite best efforts to minimize survey area overlap and double-counting, and despite analysts' efforts to de-duplicate data collected, some individuals surveyed are accounted for more than once in the final count; 6) selection bias - It is possible that demographic data from the 2020 PIT count are subject to selection bias. Since responses are drawn from definitive survey responses, it is possible that those individuals who were counted as an observation only, refused to answer, or didn't know the answer to a particular demographic question differed from those who chose to respond definitively.

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Attachment D
CapMetro System Map

Bus & Rail Service

EFFECTIVE AUGUST 16, 2020 - JANUARY 2, 2021

LEGEND

High-Frequency Routes

Buses arrive every 15 minutes, 7 days a week, with 20-30 minute service early in the morning and later in the evening.

- 803 MetroRapid**
Limited-stop service for a faster ride. Board and de-board at designated stations.
- 7 MetroBus Local**
Local-stop service. Board and de-board at any bus stop along the route.

Regular Routes

- 6 MetroBus Local**
Service to and from via Downtown Austin along major streets.
- 383 MetroBus Local**
Service in outlying areas, including Crosstown, Flex and Feeder routes.
- 935 MetroExpress, MetroFlyer**
Including Limited routes.
- 465 MetroRail Shuttle**
Shuttle service linking MetroRail stations to nearby activity centers.
- 152 Round Rock Transit**
Round Rock service with connecting AM/PM trips to Austin.
- 656 UT Shuttle**
Shuttle service linking University of Texas main campus to outlying residential areas.

MetroRail

Rail service between Leander and downtown Austin. Consult the schedule for weekday and Saturday times at each station.

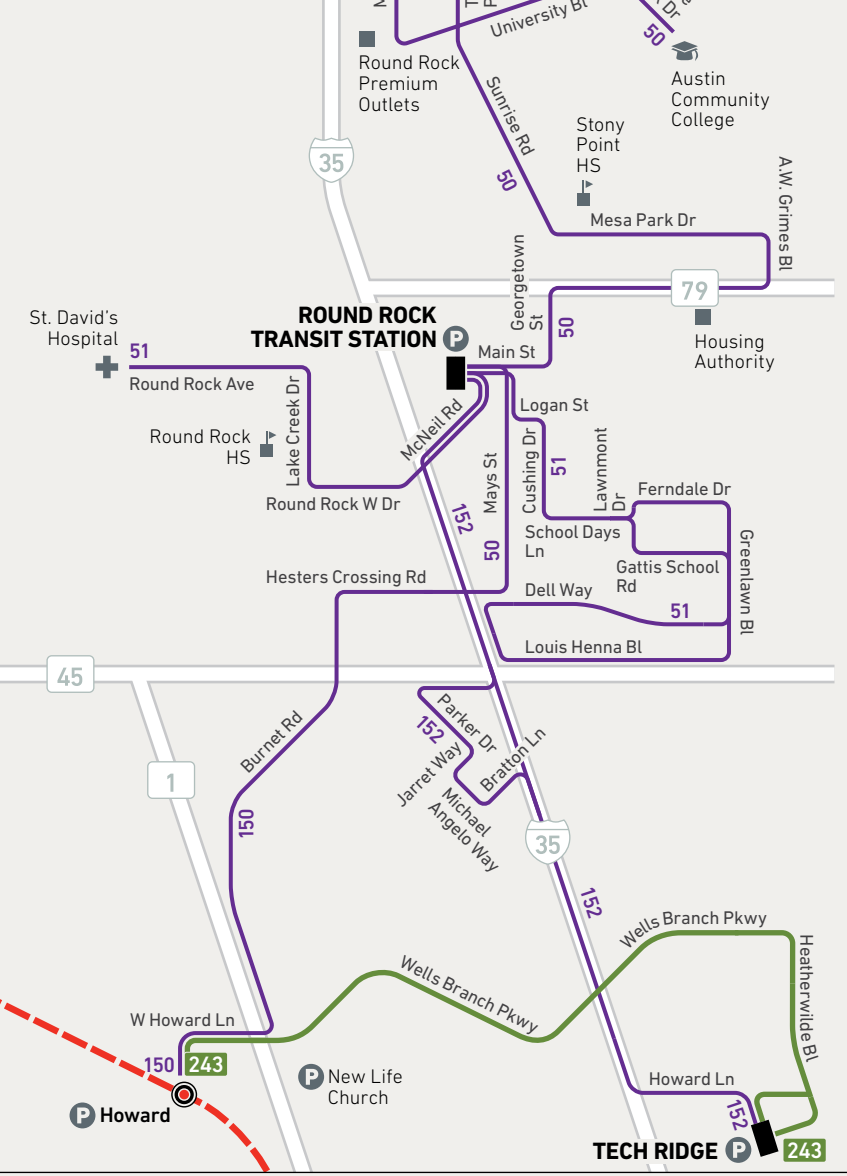
- MetroRail Red Line**

Places to Go

- Transit Hub
- School
- Hospital/Medical Center
- Point of Interest
- Park & Ride
- Library
- College/University
- Airport

SCHEMATIC MAP
NOT TO SCALE

Round Rock



ELGIN



MANOR



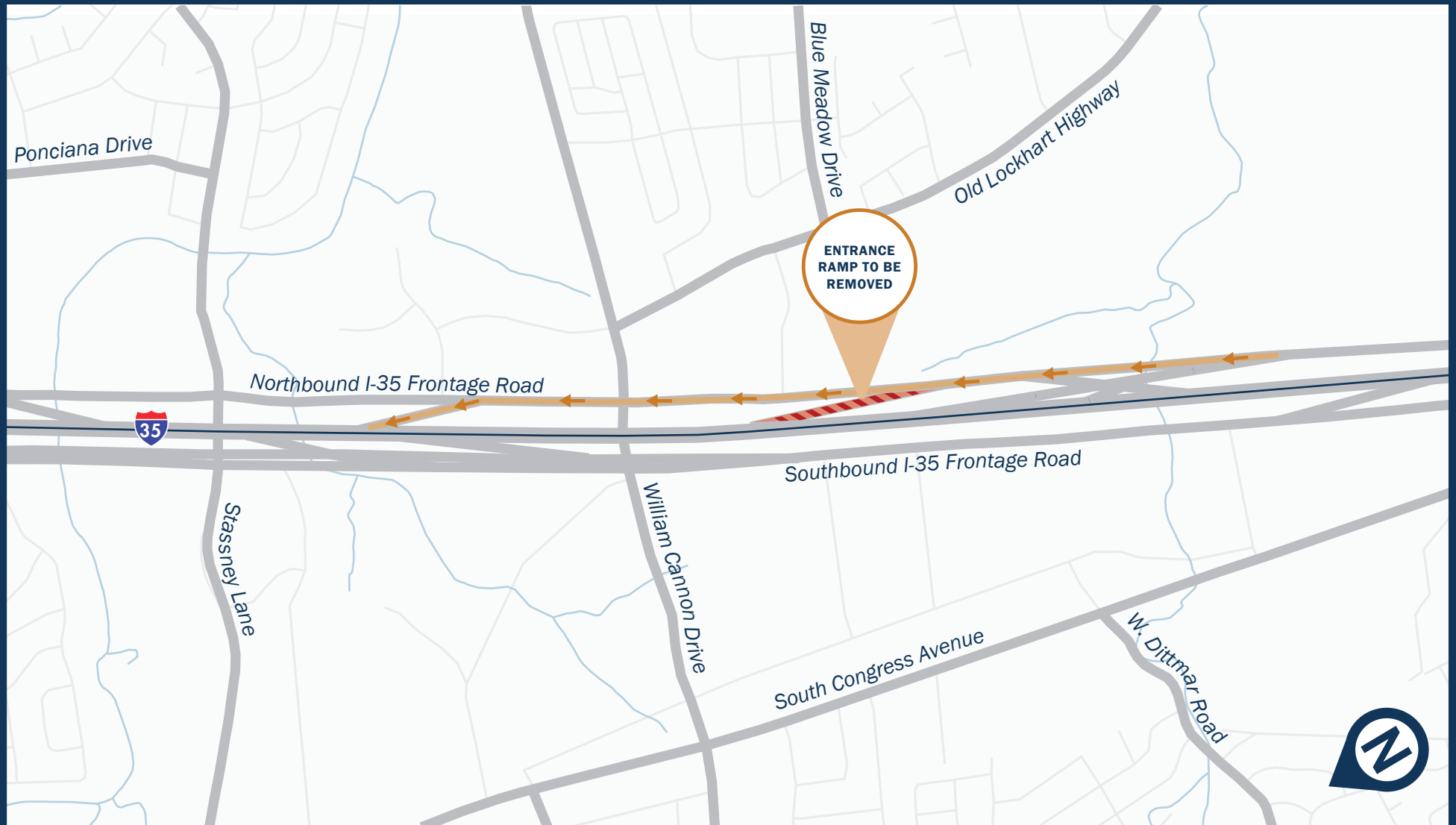
Attachment E

**I-35 Capital Express South: SH 71/Ben White
Boulevard**

I-35 CAPITAL EXPRESS SOUTH: SH 71/BEN WHITE BOULEVARD



I-35 CAPITAL EXPRESS SOUTH: WILLIAM CANNON DRIVE



LEGEND



Change in access pattern



Exit to be removed

NOT TO SCALE