



Transportation Projects of Regional Significance

Response to Council Resolution # 20140515-032

Robert Spillar, P.E.
Austin Transportation Director



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Transportation still #1 Issue

#1 Challenge:
getting people to
where they want
to go – reliably!

Austin's 2010 &
2012 leadership
on key transport
initiatives has
moved projects
faster

Partnering on
regional projects
gets best 'bang
for buck'

STATESMAN IN-DEPTH GROWING AUSTIN

THE FASTEST GROWING BIG CITY IN AMERICA



JAY JANNER / AMERICAN-STATESMAN



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ATX MSA Growth by the Numbers



283%

VMT (vehicle miles traveled)



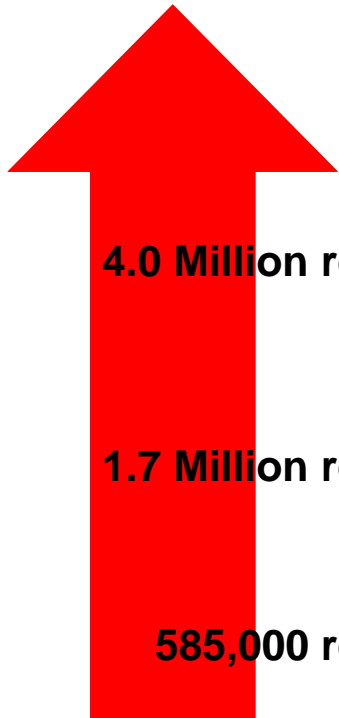
1,037%

Annual Hours of Delay



2,356%

Annual Cost of Congestion



2040

4.0 Million residents

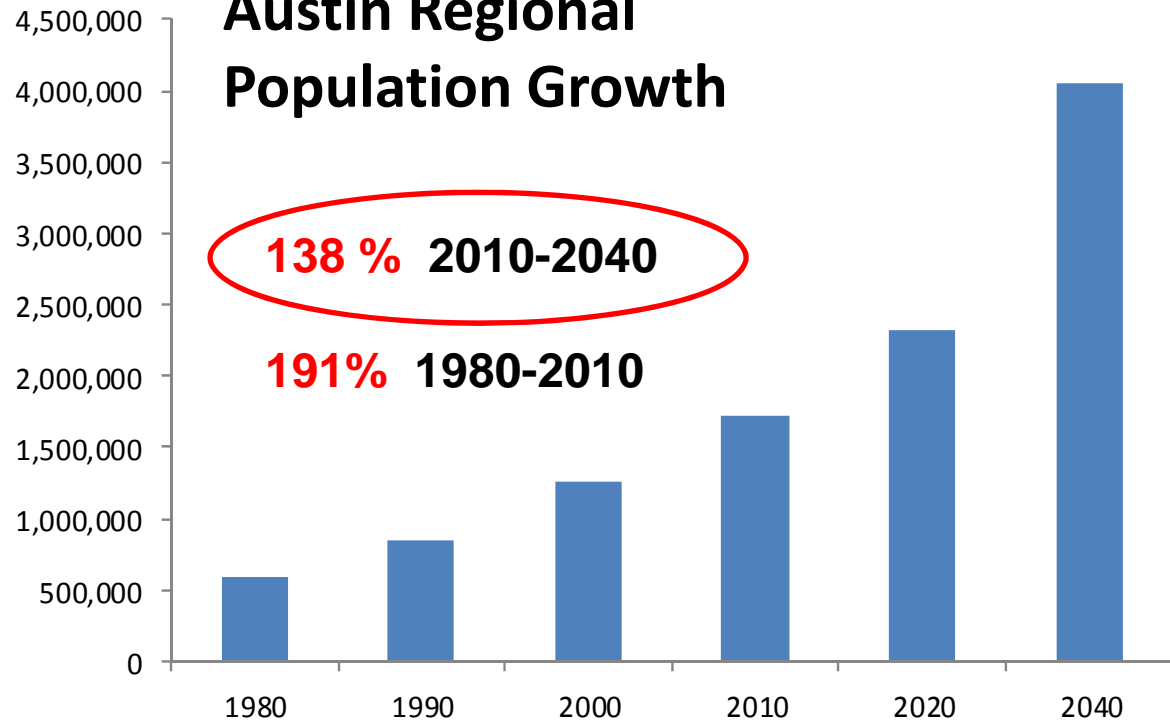
2010

1.7 Million residents

1980

585,000 residents

Austin Regional Population Growth



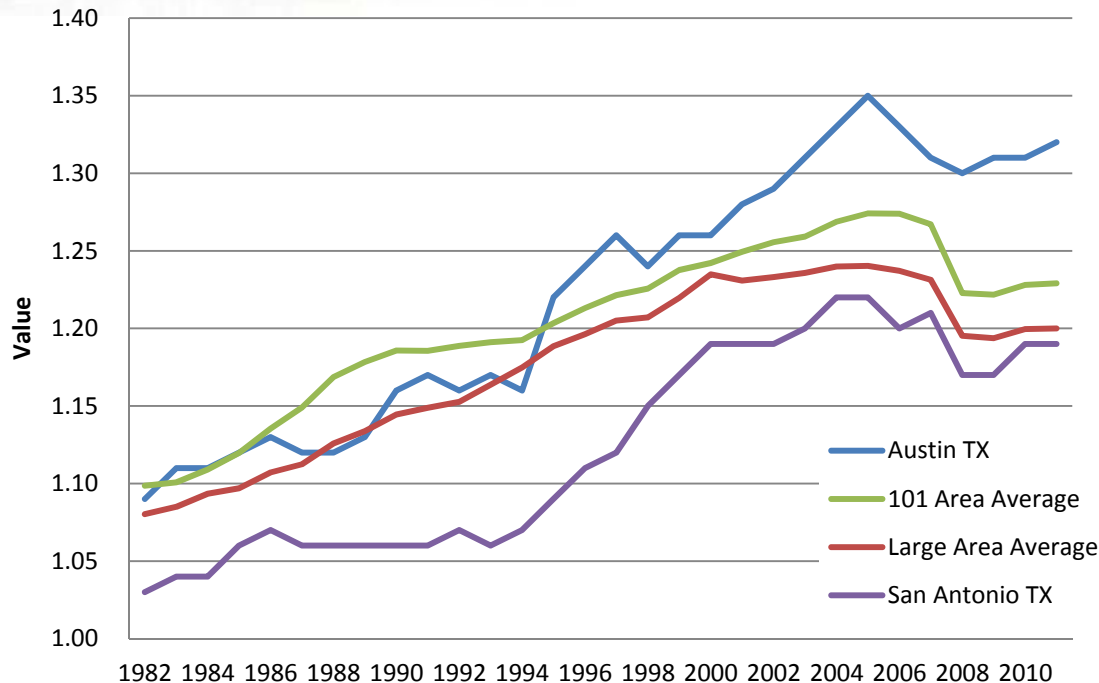
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Growth Impact on Travel Delay

Travel Time Index for Major Austin Roadways 1982-2010



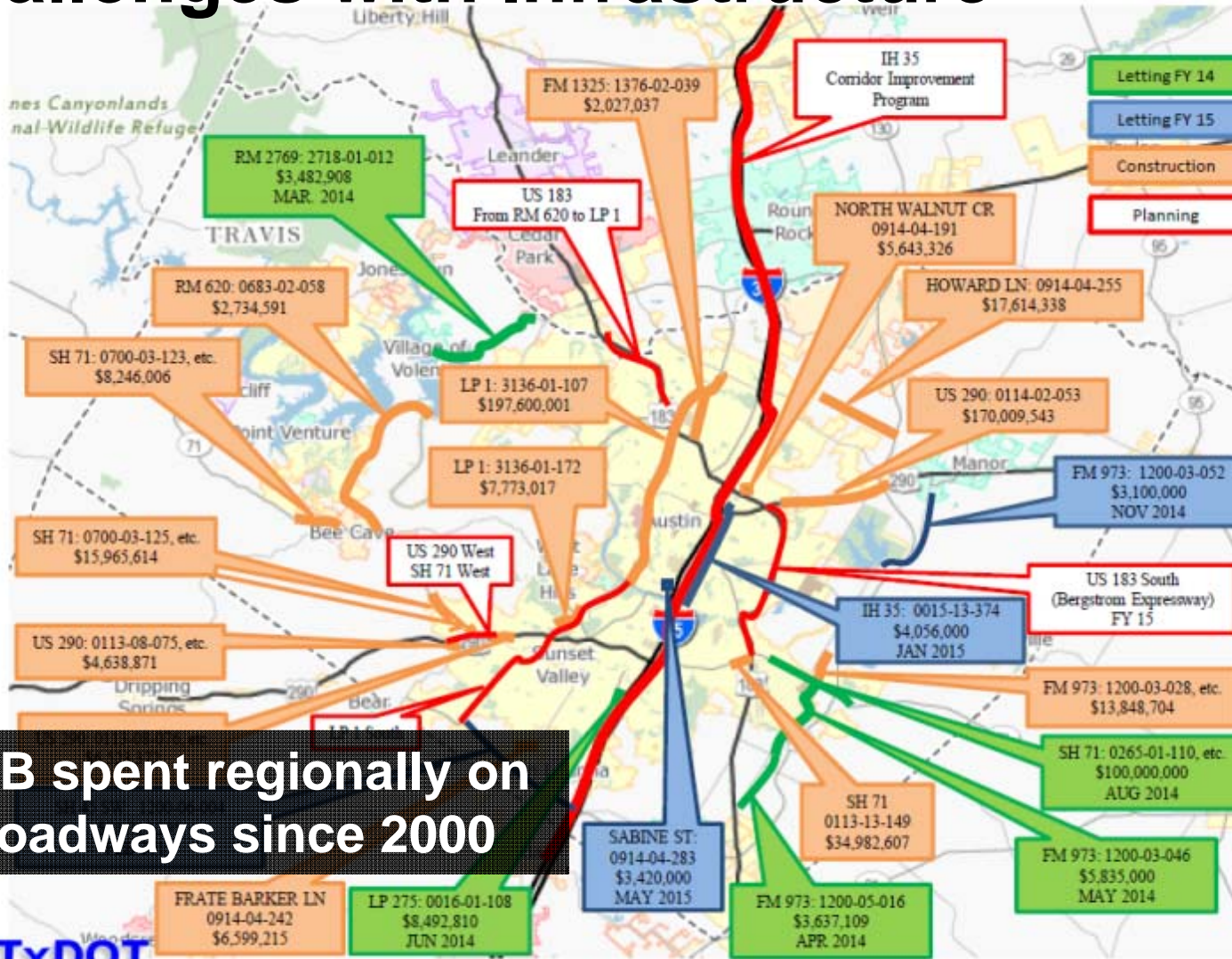
“A Travel Time Index value of 1.45 in **2010** for IH 35 indicates that a 30 minute free-flow trip requires 43.5 minutes during the peak period”. In **2013** that same trip could take 74.1 minutes nearly 1.7 times longer in 2013 as compared to 2010

By **2035**, TTI estimates, it will take **2 -1/2 hours** to go 19 miles from Downtown Austin to Round Rock.

The Travel Time Index:

Ratio of travel time in peak period to time to make the same trip at free-flow speeds.
Assumes a 30-minute free flow trip.

Addressing our Transportation Challenges with Infrastructure



\$5B spent regionally on roadways since 2000



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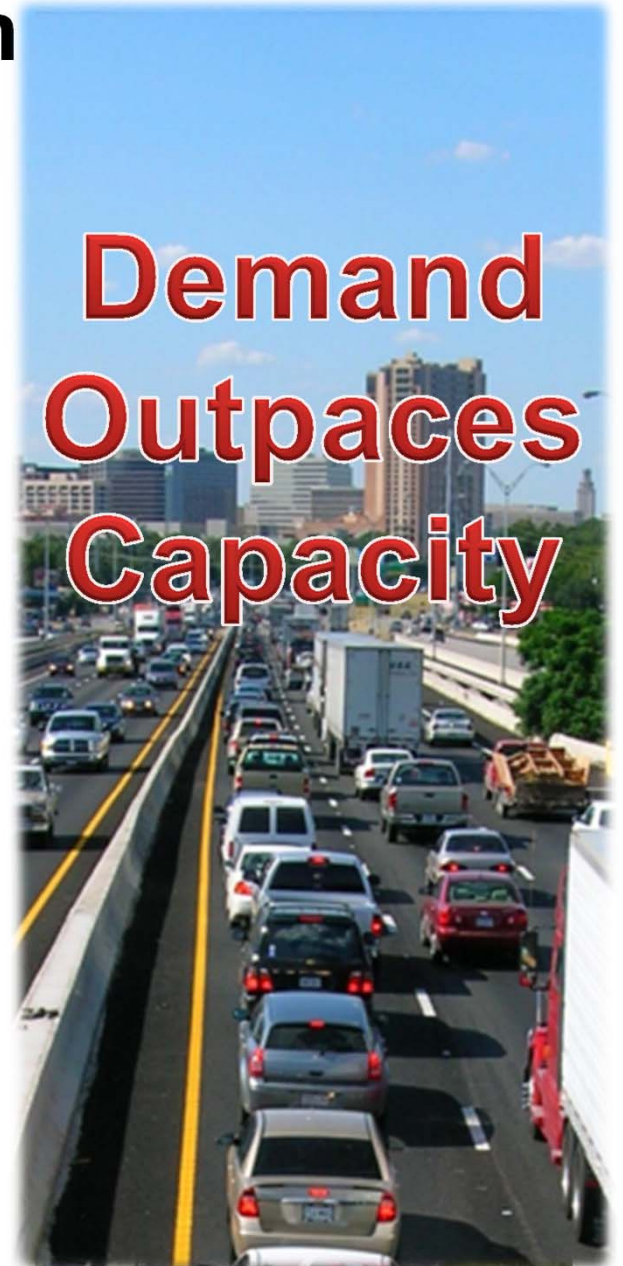
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Addressing our Transportation Challenges with Infrastructure

- **I-35/51st Street Interchange**
(Funded: City of Austin)
- **MoPac/Ben White Interchange**
(Funded: City of Austin & TxDOT)
- **Oak Hill Y Intersection Improvements**
(Funded: City of Austin, Travis Co, TxDOT, CTRMA)
- **Guadalupe/Lavaca MetroRapid BRT**
(Funded: Capital Metro, City of Austin)
- **MoPac Express Lanes**
(Funded: CTRMA/Regional Infra Bank)
- **MoPac at Slaughter and LaCross**
(Funded TxDOT)
- **US 290 Manor Expressway** *(Funded: CTRMA)*
- **US 183 Freeway** *(Funded: CTRMA & TxDOT)*

**Demand
Outpaces
Capacity**



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Next Steps.... What can we do about it?



Strategic Mobility 2014

- **Seek “Shared Solutions”**

- Reinforce partnerships to construct regionally significant infrastructure capacity investments
- Invest in both ROADWAY and HIGH CAPACITY TRANSIT options that focus on moving people and goods, leveraging Austin’s investments

- **Build on previous mobility investments**

- 2010 Strategic Mobility emphasized arterial efficiency with signal investment, bikes/pedestrian network expansion, and funded I-35 Corridor Development Program
- 2012 Strategic Mobility Proposal added limited new roadway capacity, including investments on I-35 and to the Guadalupe/Lavaca BRT corridor and funded arterial corridor programs
- Regional partnership funding

Successful Partnerships



Agency	Initial (2010)	Following (2012)	Percentage
City of Austin	\$3,450,000	\$15,000,000	30%
TxDOT		\$32,150,000	53%
Rider 42		\$13,980,000	23%
	\$3,450,000	\$61,130,000	100%

Leveraging Funds

- Following the City's initial contribution, regional partners have invested a total of \$61M (\$46M from the State) to advance the I-35 program
- Leveraging represents an approximate 17 to 1 return on the City's initial investment of \$3.4 Million.



mobility

CAPITAL AREA



I-35 CAIP (Capital Area Improvement Program) is a partnership of the City of Austin & TXDOT



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Project Goals

Define Individual short/mid-term improvements that collectively:

- Increase capacity
- Better manage traffic
- Enhance safety
- Optimize existing facility
- Minimize additional right-of-way
- Improve **east-west** connectivity
- Improve compatibility with neighborhoods
- Enhance bicycle, pedestrian, and transit options

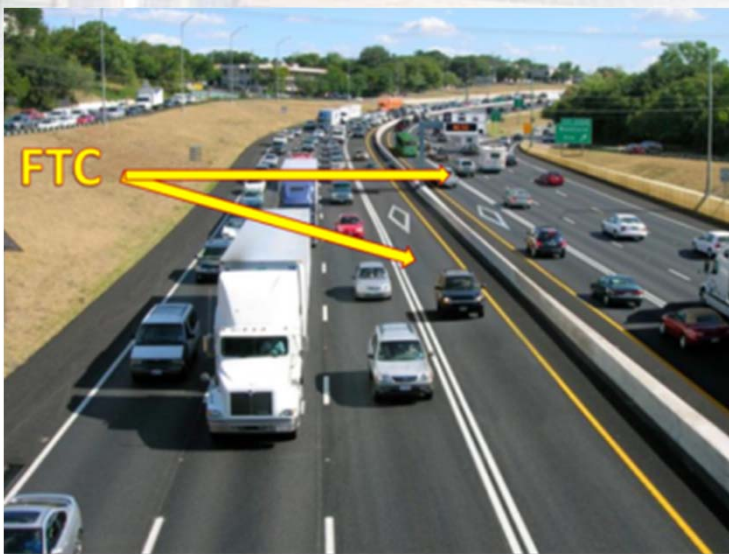


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Overarching Concepts



- Future Transportation Corridor (FTC)
Mode has not been determined
- Ramp Modifications
- Collector-Distributor Roads
- Innovative Intersections
- Safer bike/pedestrian routes

Combination of incremental projects

Frontage road modification options are still being refined

Direct east/west movements could be accommodated at most of the current crossing locations.



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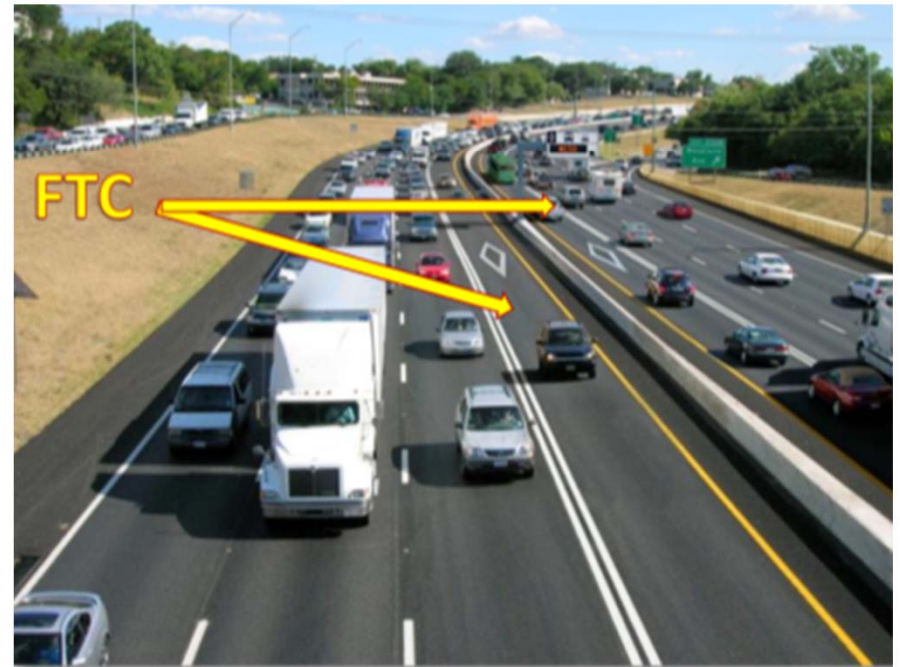
Concept: Future Transportation Corridor (FTC)

Preliminary
Subject to Change

Limits: SH 45N to SH 45SE



Now



With Future Transportation Corridor



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Downtown Alternatives

Two concepts:

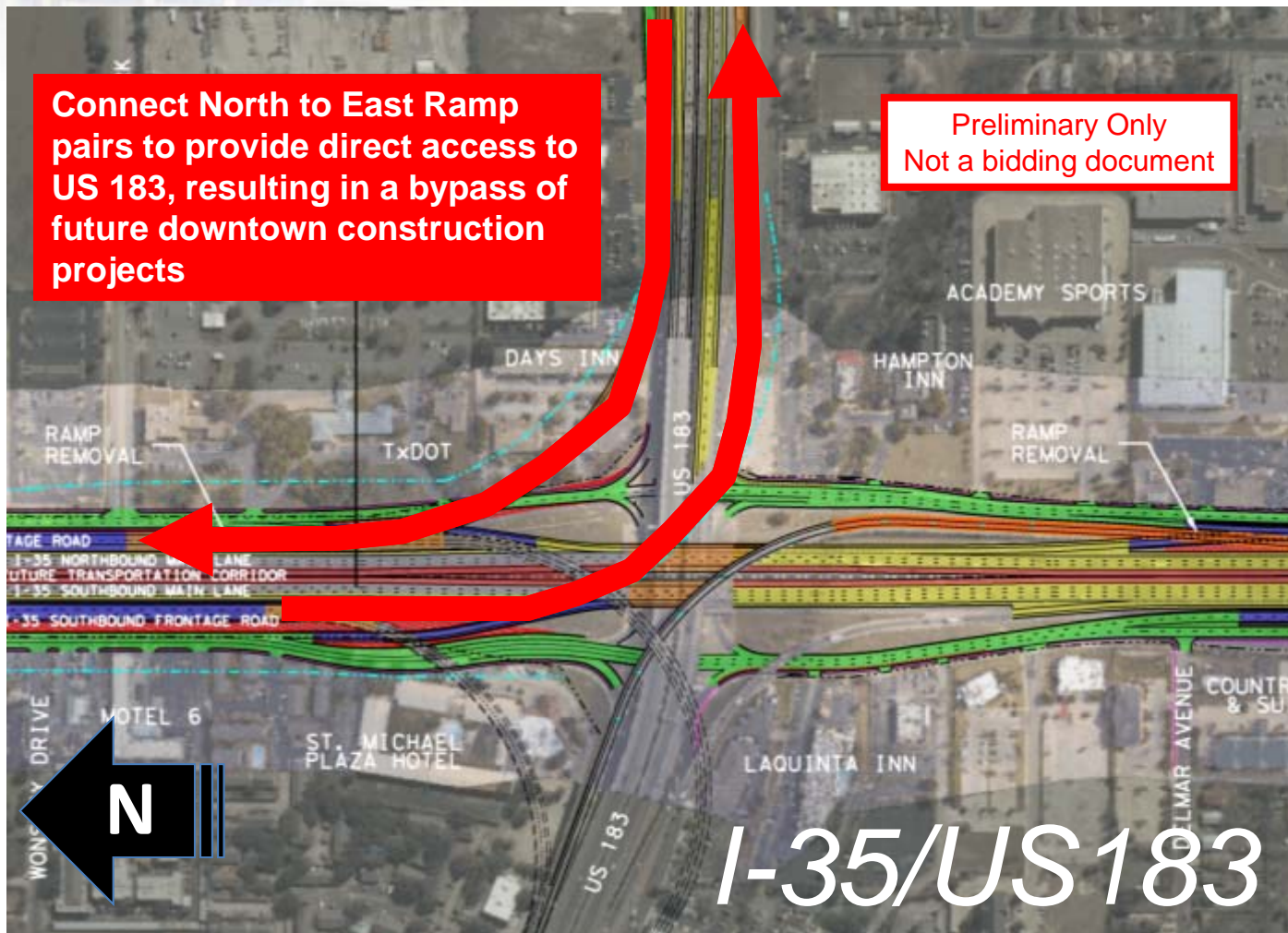
- Modified existing
 - Similar to today, rebuilt bridges
- Fully depressed main lanes
 - **Potential to add future lids over freeway**



I-35 Keystone Projects

- **Corridor Implementation Plan Identifies:**
 - Projects that must proceed capacity enhancement
 - Sequencing of projects to achieve Downtown reconstruction
 - Implementation strategy for State funding
- **Regional IH 35 Projects**
 - I 35 Interchanges & Access Roadways
 - US 183 Fully-Directional Interchange Completion (\$130 M Unfunded)
 - Downtown Access Roadway & Riverside Interchange (\$120 M Unfunded)
 - Oltorf, Stasney, & William Cannon Overpass and Interchange replacements (\$90M Unfunded)







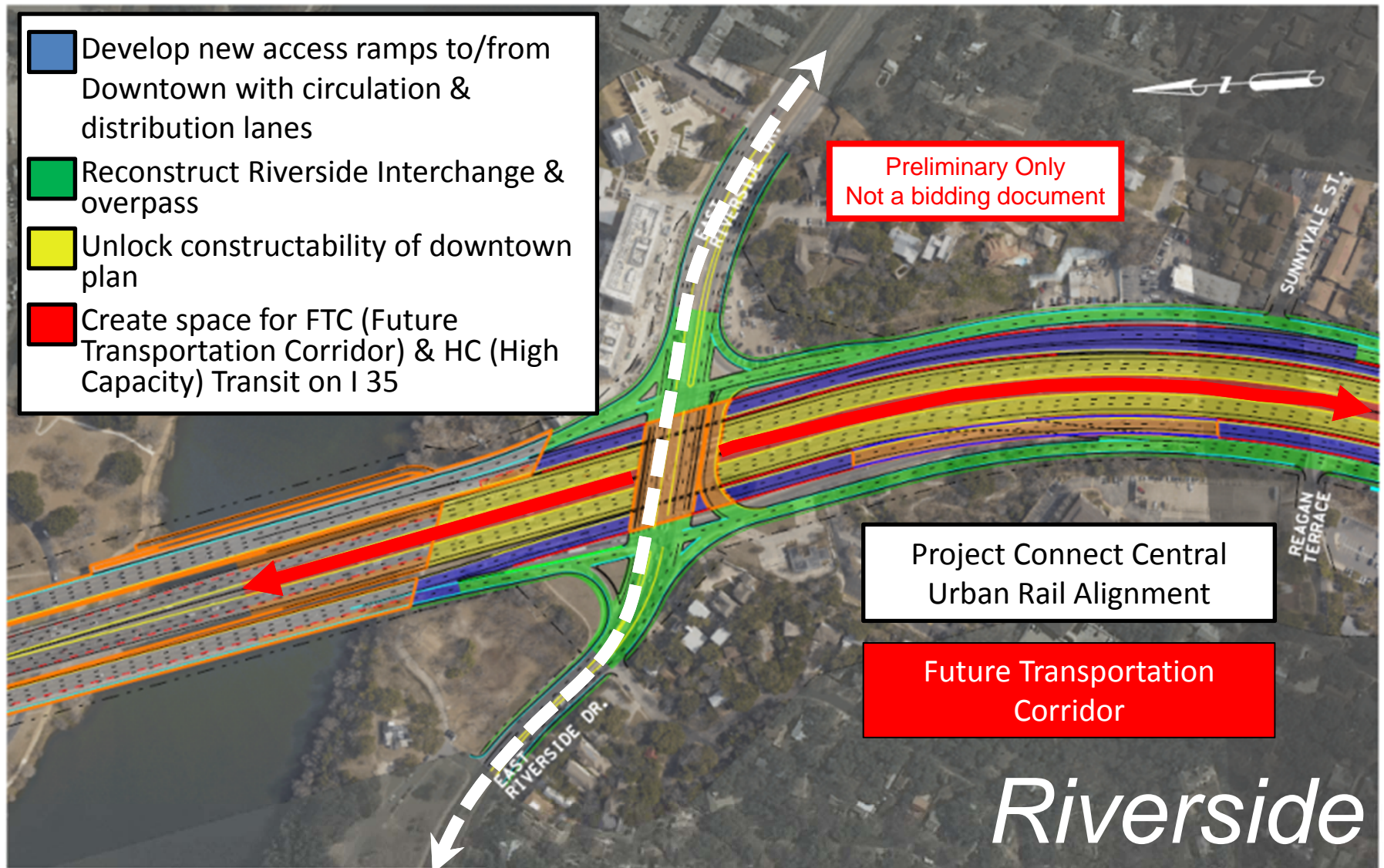


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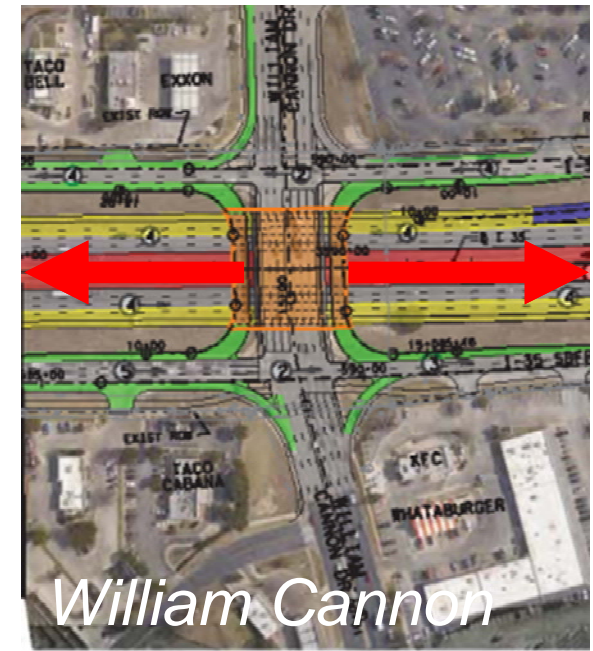
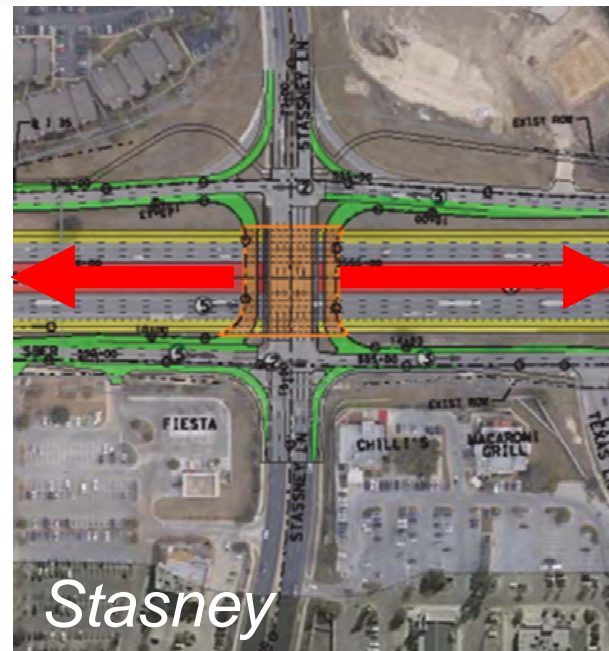
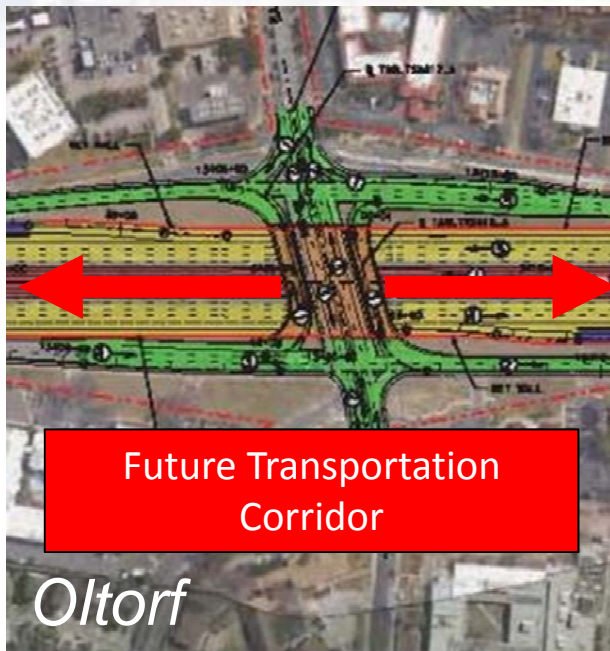
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-  Develop new access ramps to/from Downtown with circulation & distribution lanes
-  Reconstruct Riverside Interchange & overpass
-  Unlock constructability of downtown plan
-  Create space for FTC (Future Transportation Corridor) & HC (High Capacity) Transit on I 35



Preliminary Only
Not a bidding document



-  Reconstruct Interchange & overpass
-  Relocate primary freeway lanes
-  Create space for FTC (Future Transportation Corridor) & High Capacity Transit on I 35



I-35 Keystone Projects

I-35 Coordinated Regional Traffic Management Center

- Co-locate transportation partners with common operating objectives
- Integrate corridor & incident management with on-going 24/7 operations oversight
- Optimize arterial, transit, & freeway networks for on-going benefits, deploying and using smart technologies
- (\$10 M Unfunded)

- Construction advisory system
- Adaptive signal system
- Real-time data & response plans
- Webpage/public access and messaging
- Signal priority/pre-emption
- Advanced transportation management systems

Projects of Regional Significance

- SH 71 Direct Connectors to ABIA (\$80M Unfunded)
- US 183/Riverside Interchange (\$34M Unfunded)
- Regional Multi-modal Corridor Development & Preliminary Engineering (\$16M Unfunded)
 - Loop 360
 - RM 620
 - RM 2222
 - FM 734 (Parmer)



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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT ROADWAY/
RAIL CONNECTION PROJECTS

Construct portions of track bed,
structures & drainage consistent with
roadway while establishing ROW
limits for future urban rail extension



E RIVERSIDE DR

DALTON LN

BRANDT DR

SR 71

THORNTON DR

SPIRIT OF TEXAS DR

CARDINAL LN

HOTEL DR

PRESIDENTIAL BLVD

SCALE: 1"=1000'
500 1000

LEGEND

- PLANNED PROJECT
- PROPOSED ROADWAY/RAIL CONNECTION PROJECT



ATKINS

ATKINS NORTH AMERICA, INC.
6504 BRIDGE POINT PARKWAY, SUITE 200
AUSTIN, TX 78730 TBP REG. F-474

SH 71 ABIA Direct Connects

NOT A BIDDING
DOCUMENTPRELIMINARY
SUBJECT TO CHANGE

Projects of Regional Significance: HC Transit



Staff Recommended Central Corridor LPA

- 9.5 mile Urban Rail double-tracked, electrified route
 - Riverside corridor, Grove to South Shore
 - Ladybird Lake crossing at Trinity
 - Trinity Corridor, serving Convention Center, Downtown & Dell Medical School
 - San Jacinto, serving University of Texas
 - Red River serving St. David's Hospital and Hancock Center
 - Airport Boulevard to Highland ACC Campus
- Estimated 2030 daily ridership: 16,000-20,000 passengers per day
- 10,000 new transit riders to system



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Projects of Regional Significance: HC Transit



Staff Recommended Central Corridor LPA

- Capital Costs: \$1.38 Billion
 - Federal Funding, pursue 50% match (\$700M in FTA New Starts or other grant program)
(\$700M Local Match Unfunded)
- Annual O&M Costs: \$22M
 - Capital Metro
 - Portion of dedicated sales tax
 - Fare box recovery
 - FTA formula funding
 - City of Austin
 - Parking revenue



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Projects of Regional Significance: HC Transit

“Project Connect Next - Central Corridor”

- High Capacity transit corridor feasibility program (\$5M Unfunded)
- Central Corridor Opportunities
 - ABIA Connection
 - Lamar/38th Street
 - Mueller & East Austin
 - South Austin
 - Seaholm/West Austin



















City of Austin Arterial Corridor Programs

- Corridor Development Programs:

- Riverside Drive
- Airport Boulevard
- North Lamar/Burnet
- FM 969 MLK Jr. Blvd

Funding Matrix

COA 2010/12 Bonds

Proposed Urban Rail Funding

Proposed Grant Funding

Proposed Project Connect Next



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2014 Proposed Strategic Mobility Plan

Roadway Projects of Regional Significance

- Multi-modal regional roadways that address congestion, facilitate long-term transit investments (I-35, SH 71, US183)
- Regional Operations center to facilitate I-35 construction
- Corridor Development Strategies (RM 2222, RM 620, Loop 360, FM 734 Parmer)

HC Transit Projects of Regional Significance

- Regional high capacity transit (Urban Rail – June 17 Council/ Cap Metro Board Presentation)
- Project Connect Next Central Corridor



2014 Proposed Strategic Mobility Plan

Roadway Projects of Regional Significance

• I 35 Downtown access roadway, Riverside Interchange	\$ 120M
• South I-35 Interchanges (Oltorf, Stasney, William Cannon)	\$ 90M
• I-35 North/US 183 Interchange	\$ 130M
• I-35 Regional TMC/ATMS	\$ 10M
• SH 71/ABIA Direct Access	\$ 80M
• US 183/Riverside Interchange	\$ 34M
• Regional Multi-modal Corridors (Loop 360, RM 620, RM 2222, FM 734)	\$ 16M
Subtotal Roadways	\$ 480M



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2014 Proposed Strategic Mobility Plan

HC Transit Projects of Regional Significance

- Urban Rail LPA \$ 700M
- Project Connect Next Central Corridor \$ 5M

Subtotal High Capacity Transit \$ 705M

Subtotal Roadways \$ 480M

2014 Proposed Strategic
Mobility Plan Total \$ 1.185B



2014 Proposed Strategic Mobility Plan

Next Steps:

- CCAG – Urban Rail LPA Recommendation to Mayor – **June 13th**
- Council/Cap Metro Board reviews Rail LPA – **June 17th**
- Staff to forward Recommended 2014 Strategic Mobility Plan – **June 20th**
- Capital Metro Board considers adopting Urban Rail LPA – **June 24th**
- Council considers adopting 2014 Strategic Mobility Plan, including Urban Rail LPA – **June 26th**
- Council considers calling Nov Bond Election – **Aug 7th**



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Transportation Projects of Regional Significance

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