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8/14/2014

CENTRAL CORRIDOR HIGH-CAPACITY TRANSIT STUDY

Urban Rail Locally Preferred Alternative (LPA) Overview

August 20, 2014

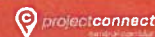
City of Austin Environmental Board



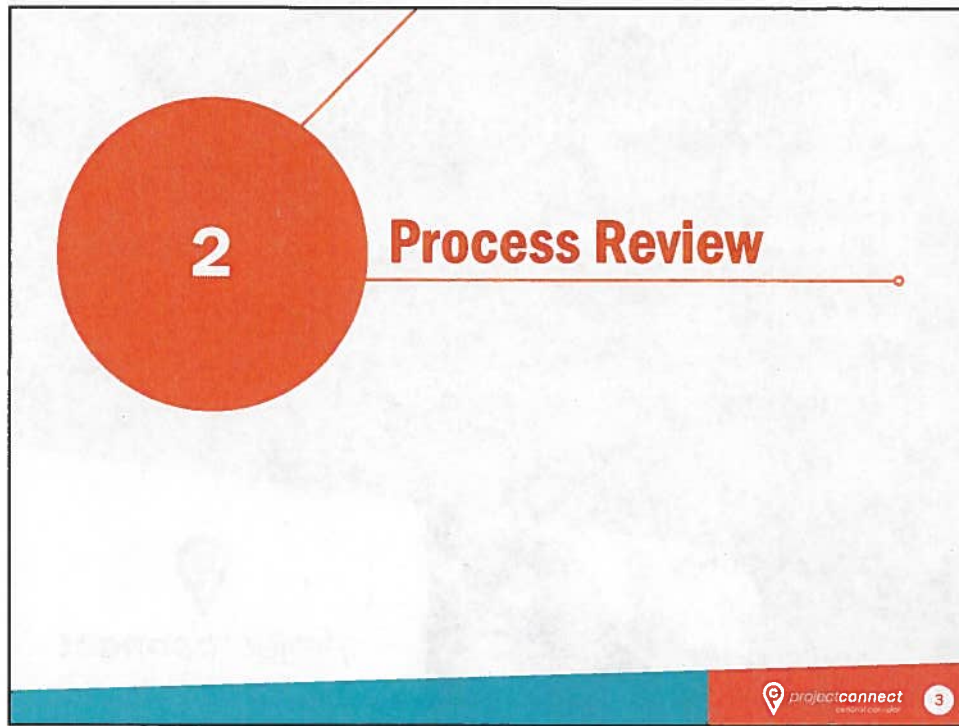
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Briefing Topics

- 1) Introduction
- 2) Process Review
- 3) Locally Preferred Alternative (LPA)
- 4) Project Timeline/ FTA Process
- 5) Next Steps



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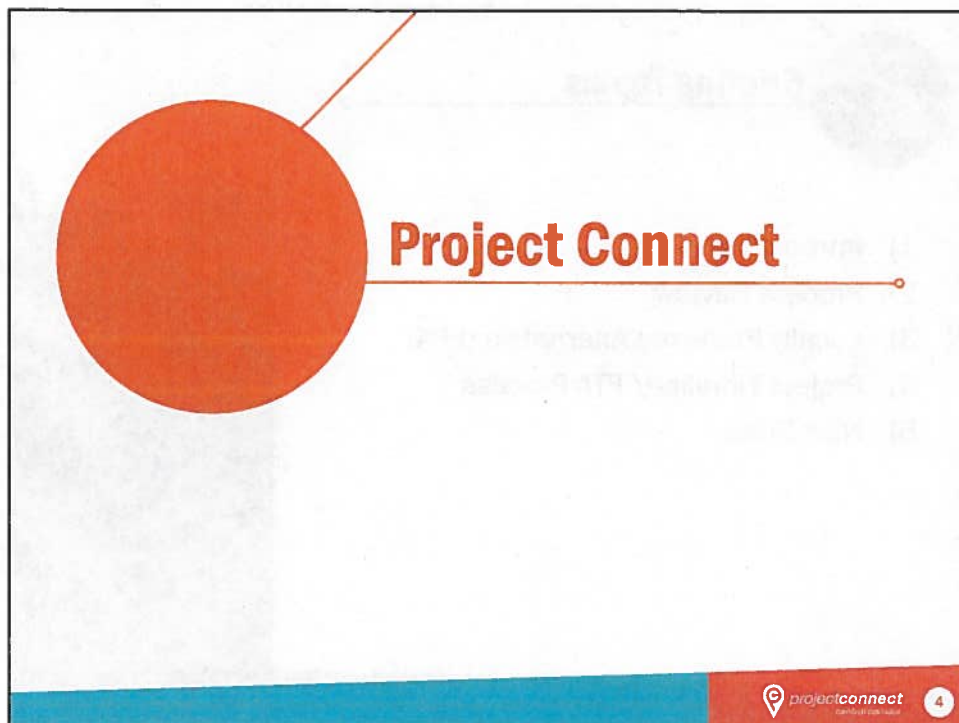


2 **Process Review**

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design-build

3

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Project Connect

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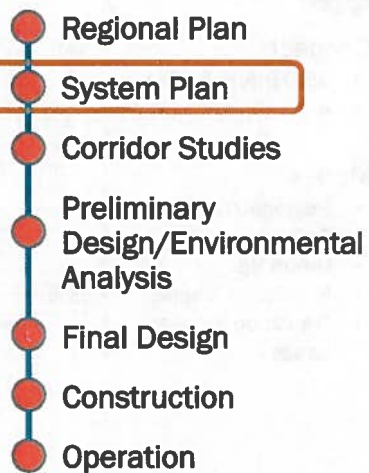
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This slide features a large orange circle. A thin orange line extends from the top right of the circle and connects to the start of a horizontal line that precedes the title 'Project Connect'. The background is a light gray with a faint, abstract pattern. At the bottom, there is a blue bar on the left and a red bar on the right. The red bar contains the 'projectconnect' logo and the number '4'.

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Project Connect

- A **partnership** between Central Texas transportation agencies
- A regional, long-range high-capacity transit **system plan** for Central Texas



2

Regional Challenges & Opportunities

Centers



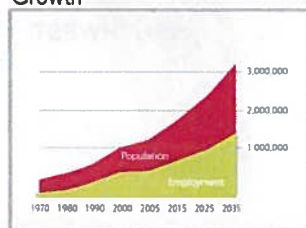
Core



Constraints



Growth



Congestion

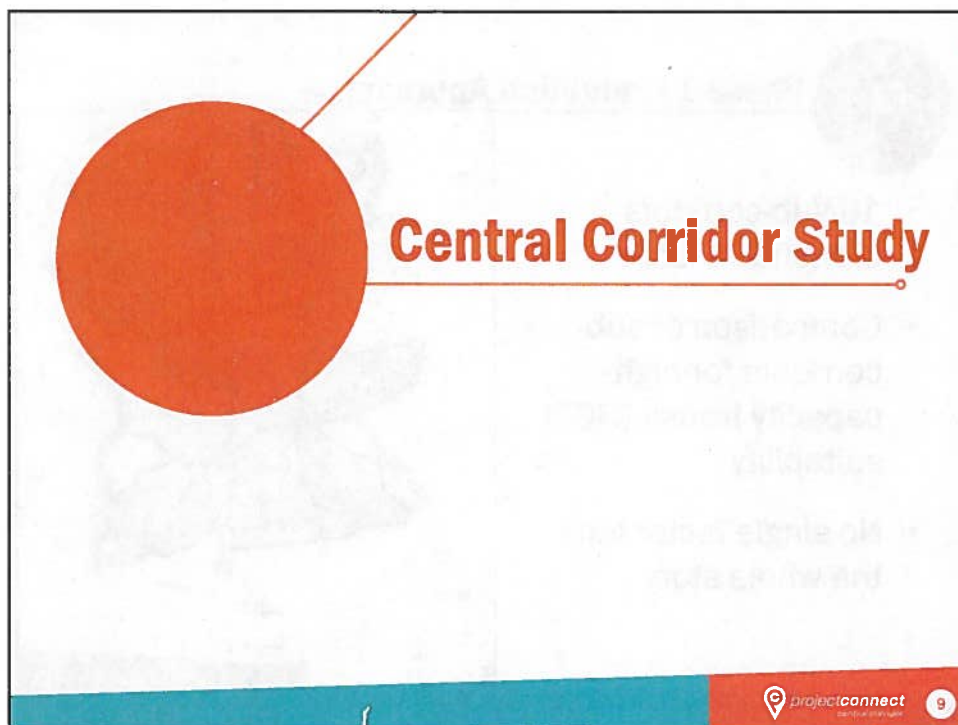


Project Connect Vision

- [illegible]

Project Connect Corridors

-
- The map displays the Sacramento-San Joaquin River Delta, divided into five regions: NORTH, NORTHWEST, EAST, CENTRAL, and SOUTHWEST. The CENTRAL region is highlighted with a red border. A legend in the top left corner indicates 'Central Region (orange)' and 'North Region (green)'. A scale bar shows 0, 10, 20, and 30 miles. A north arrow is in the bottom right corner.



A presentation slide with a large orange circle on the left containing the number 2. A thin orange line extends from the top of the circle, curves around the top of the title, and ends in a small circle. The title "Central Corridor Work Plan Phases" is in bold orange text. Below the title is the section "Decision-Making Process" in black text. Under this section are two bullet points in black text, each followed by a sub-point in orange text. On the right side of the slide is a photograph of a blue bus. The bottom of the slide has a teal bar on the left and a red bar on the right containing the "projectconnect" logo and a small circle with the number 10.

2 Central Corridor Work Plan Phases

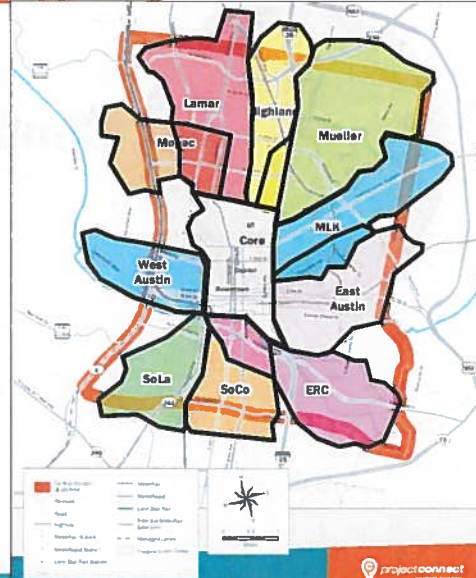
Decision-Making Process

- Phase 1: Select Priority Sub-Corridor
 - 'Where are we going...next?'
- Phase 2: Select Locally Preferred Alternative (LPA)
 - 'How will we get there?'

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Phase 1 Evaluation Approach

- 10 sub-corridors identified + Core
- Comparison of sub-corridors for high-capacity transit (HCT) suitability
- No single factor tells the whole story



Phase 1 Evaluation Approach - Criteria

- 55 Measures
- 12 Criteria
- 5 Problems

[illegible]

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Phase 1 Evaluation Results

Project Team		CCAG		Public*		Equal Weight		Current Focus		Future Focus	
								Serving Criteria Only		Shaping Criteria Only	
ERC	70	ERC	58	ERC	71	ERC	60	ERC	55	ERC	57
Highland	61	Highland	58	Highland	64	Highland	57	East Austin	53	Highland	52
Lamar	53	Mueller	51	Mueller	57	Mueller	51	Lamar	53	Mueller	44
Mueller	52	Lamar	48	Lamar	50	Lamar	50	West Austin	52	Lamar	42
East Austin	50	East Austin	45	East Austin	49	East Austin	47	Highland	47	SoCo	38
SoCo	44	SoCo	41	SoCo	45	SoCo	43	Mueller	45	East Austin	34
West Austin	33	West Austin	32	West Austin	39	West Austin	32	SoCo	37	West Austin	28
MLK	27	SoLa	22	MLK	31	MLK	25	Mopac	36	SoLa	21
Mopac	27	MLK	22	Mopac	27	SoLa	22	MLK	31	MLK	18
SoLa	24	Mopac	18	SoLa	26	Mopac	21	SoLa	16	Mopac	11

*Public includes input from on-line surveys (295) and three public workshops (120)

Key Findings

- ERC & Highland are top performers
 - From various perspectives
- Weightings do not change the overall results
- All sub-corridors could support HCT

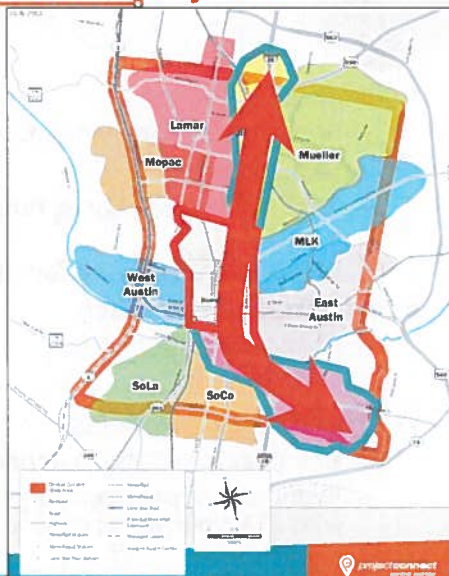
Note: Evaluation scores can only be compared within each column.

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Phase 1 Central Corridor Priority Area

East Riverside & Highland

- East Riverside (ERC) and Highland were consistently in the top two
- Advanced both into Phase 2
 - Develop best project
- Balanced corridor
 - System Development
 - Shaping Characteristics
 - Serving Characteristics



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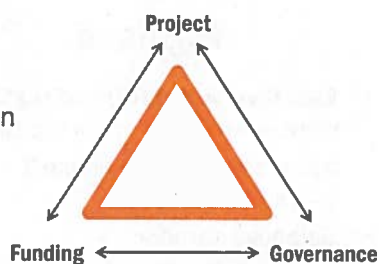
Phase 1 Actions

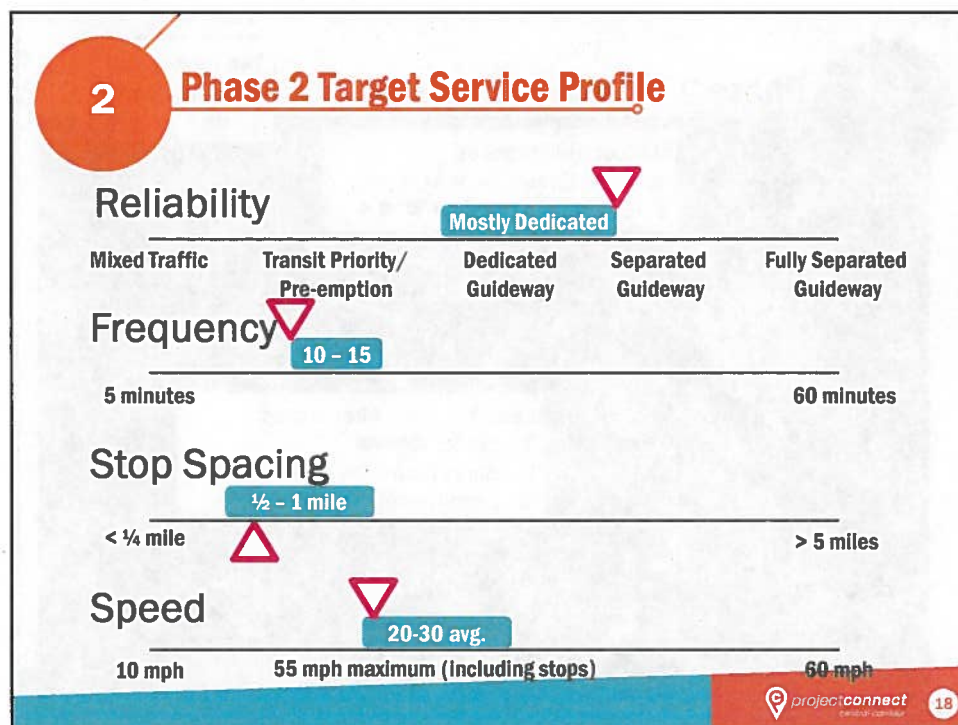
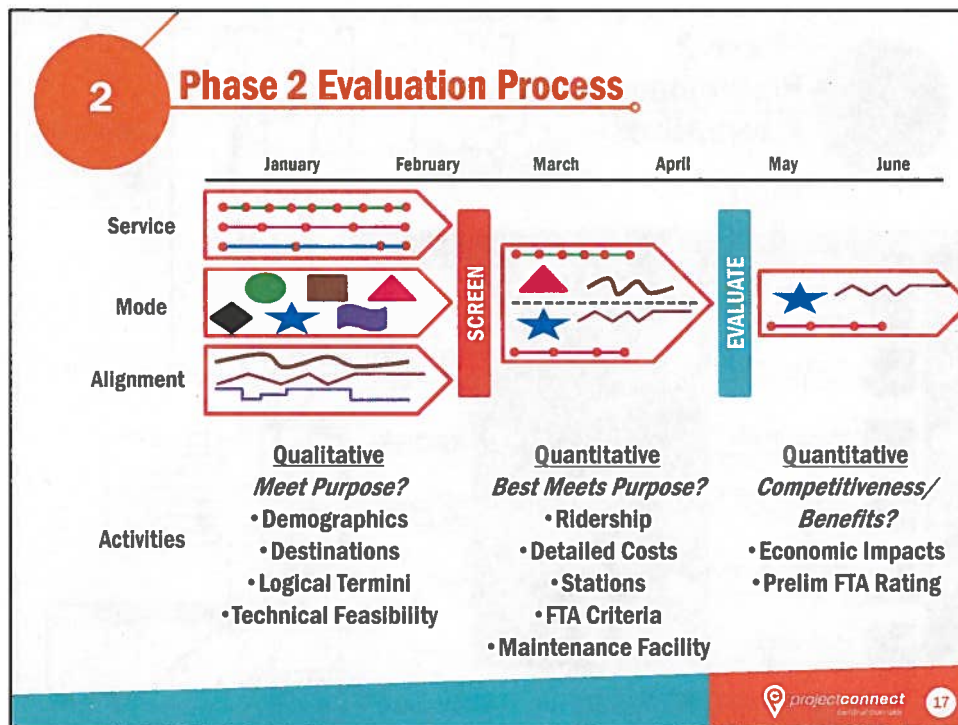
- CCAG – December 6, 2013
- City Council – December 12, 2013
- Capital Metro – January 29, 2014
- Lone Star Rail Executive Committee – February 7, 2014
- Action Taken
 - Endorsed project team recommendation for East Riverside and Highland Sub-Corridors
 - Identify funding needs and potential sources to continue Central Corridor project definition and development activities in the next tier of sub-corridors
 - Continue cultivating a relationship with FTA to prepare for any future high-capacity transit investments in the Lamar sub-corridor (Council & Board only)

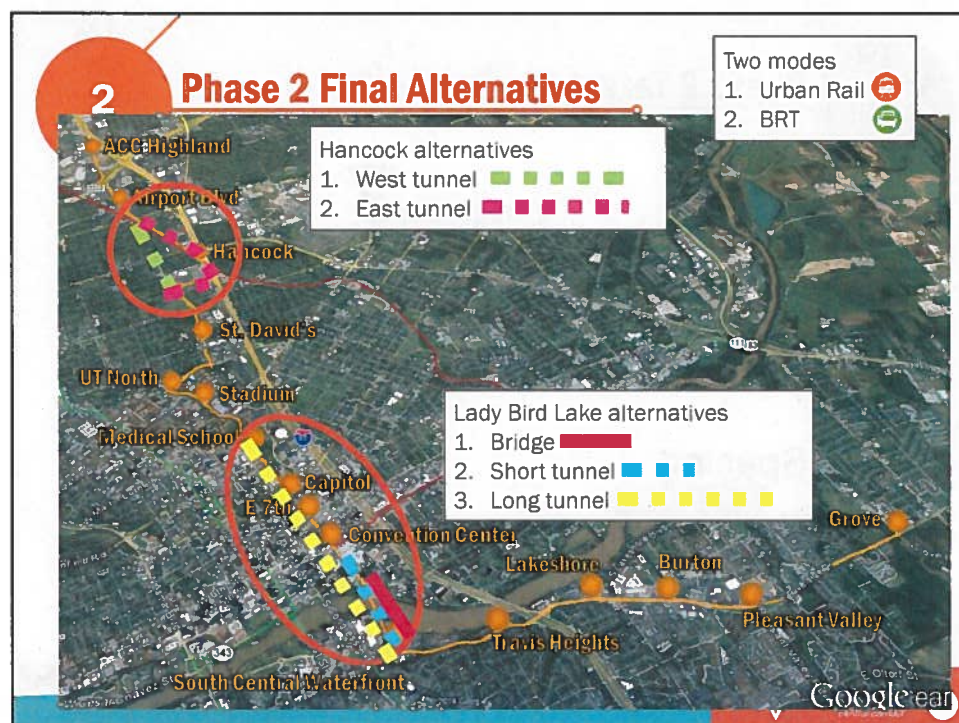
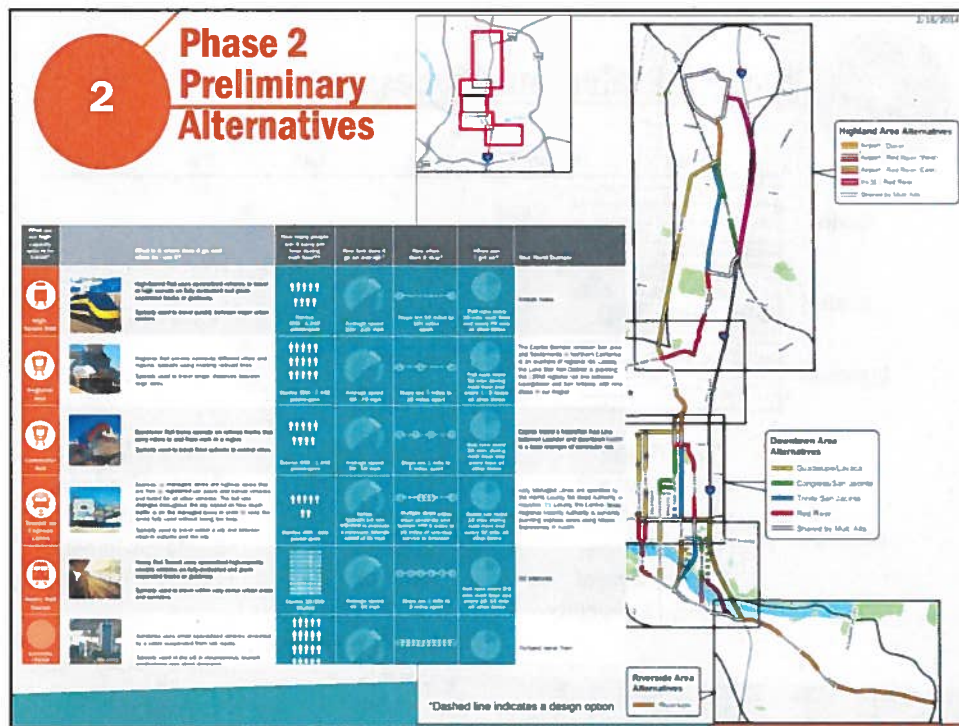
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Phase 2 Objectives

- Project Definition
 - Service, mode, alignment, stops
- Funding Approach
 - Capital and O&M costs, funding sources
 - Within overall Project Connect Plan
- Governance Approach
 - Framework, lead roles
- Programs and Policies
 - Housing/Transit/Jobs Action Team
 - Alignment of programs and policies with FTA New Starts criteria







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Locally Preferred Alternative (LPA)

Actions Taken

CCAG – June 13th

Capital Metro – June 23rd

City Council – June 26th

Lone Star Rail Executive Comm – August 1st

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Locally Preferred Alternative (LPA)

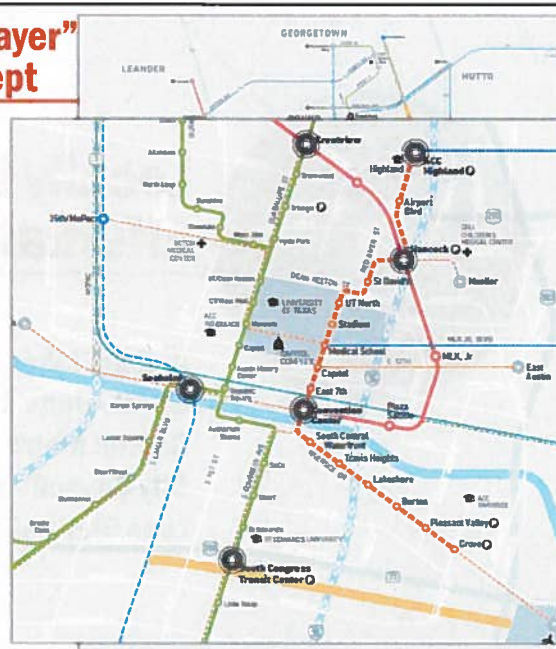
- 9.5-mile Urban Rail route, double-track and electrified
 - Bridge across Lady Bird Lake
 - East tunnel at Hancock Center under Red Line
- 16 Stations with 4 park and rides
- Estimated 18,000 daily Ridership by 2030
 - 6,500 new transit riders to line
 - 10,000 new transit riders to system
- Travel Times
 - Grove to Conv Center (3.9 miles) – 11 min
 - ACC Highland to Conv Center (5.6 miles) – 17 min
- Total Capital Cost: \$1.38 B (2020)
- Annual O&M Costs: \$22 M (2022)



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Urban Rail "Layer" System Concept

- Identification of Central Corridor LPA informs definition of Urban Rail "Layer" of Project Connect Vision
- Next steps
 - Urban Rail system concept development
 - Additional project definition for extensions and other lines



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Project Features

- Takes 10,000 cars off the road every weekday
- Within ½ Mile of Stations:
 - Over 46,000 residents currently
 - Over 8,400 new residents by 2030
 - Nearly 97,000 employees currently
 - Over 17,500 new employees by 2030
 - Estimated 3:1 ROI – private development due to the public investment
 - \$23M new annual City of Austin property and sales tax revenue
 - Higher value development
 - Lower per capita transportation costs and carbon emissions



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Project Purpose

The purpose of the next high-capacity transit project in the Central Corridor is to:

- ✓ Provide a reliable alternative to congestion
- ✓ Reinforce the success of the core through improved access and affordable mobility
- ✓ Provide connectivity to the city's and region's activity centers
- ✓ Provide a project compatible with urban physical constraints
- ✓ Serve current demands and shape future growth
- ✓ Implement an integrated high-capacity transit system
- ✓ Be competitive for FTA funding

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Capital Costs

Capital Cost Category	Estimated Cost (2020 Year of Expenditure)
Construction	\$730 M
Vehicles	\$40 M
Right-of-Way	\$40 M
Professional services	\$240 M
Total contingencies	\$330 M
Total	\$1.38 B

- In current dollars, proposed Urban Rail starter line is \$118.9M/mi
- 21 US LRT projects currently under construction in FY14
 - Average per mile cost is \$236.3M
- 16 of 21 US LRT projects are at-grade or mostly at-grade
 - Average per mile cost is \$123.1M
 - 6 projects more expensive per mile than Urban Rail
 - 5 projects with total cost above Urban Rail

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Capital Funding Approach

FEDERAL

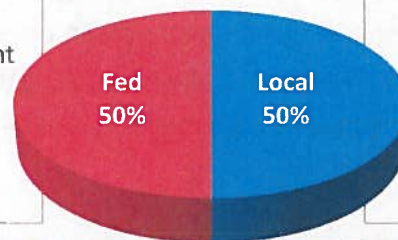
Federal Transit Administration (FTA)

- Lead agency for NEPA
- Source: Capital Investment Grant Program – New Starts

LOCAL

City of Austin

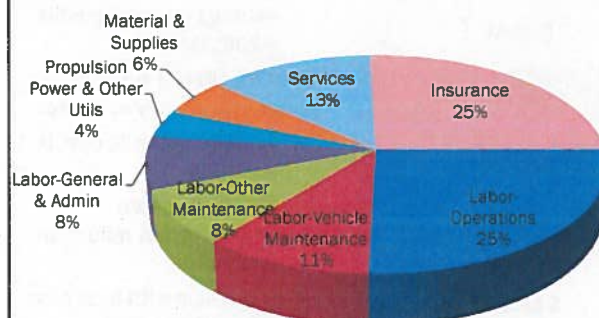
- Lead local funding partner for capital
- Primary Source: General Obligation (GO) Bonds



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O&M Costs

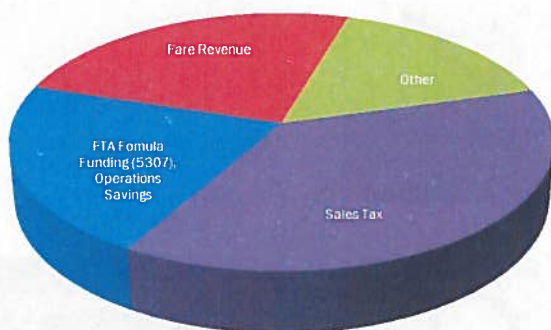
Make-up of Estimated Annual O&M Cost of \$22M in 2022 • What's included?



- Operating plan (vehicle hours, peak vehicles, stations, track, etc.)
- Overhead (general & administrative, non-vehicle main work hours, energy consumption, other utilities, insurance, etc.)
- Actual unit costs from Capital Metro
- Resource productivity factors from peers
- Assumed contracted O&M and 4% annual inflation

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O&M Funding Approach



Sources of O&M Funding

- Sales Tax
- FTA Formula Funding (5307)
- Operations Savings
- Fare Revenue
- Other
 - Parking Revenue
 - ¼-Cent funds
 - Potential PIDs
 - Advertising/ Naming Rights
 - Private and In-kind Contributions



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Governance Approach: Partnership

"Owner"



Builds on 2013 Project Connect High-Capacity Transit Interlocal Agreement

"Operator"



Acts in an advisory role to the actual governing bodies, who would be responsible for setting policy



Policy Level

Joint City-Capital Metro Policy Advisory Board
Members Appointed by Each Agency

Executive Level

Joint Executive Team (JET) Framework Continues

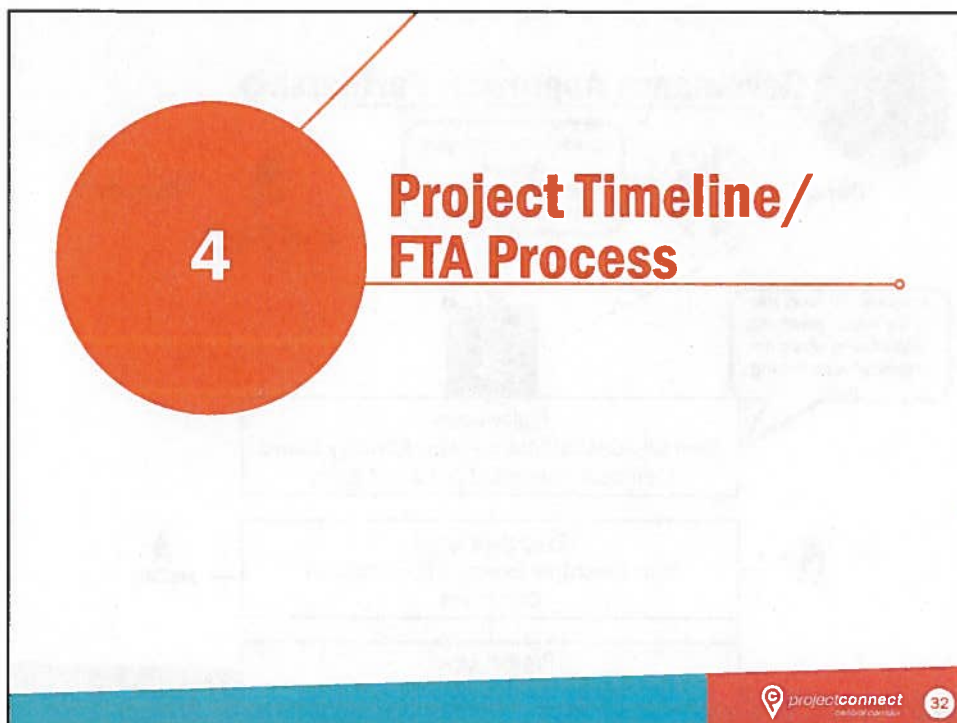
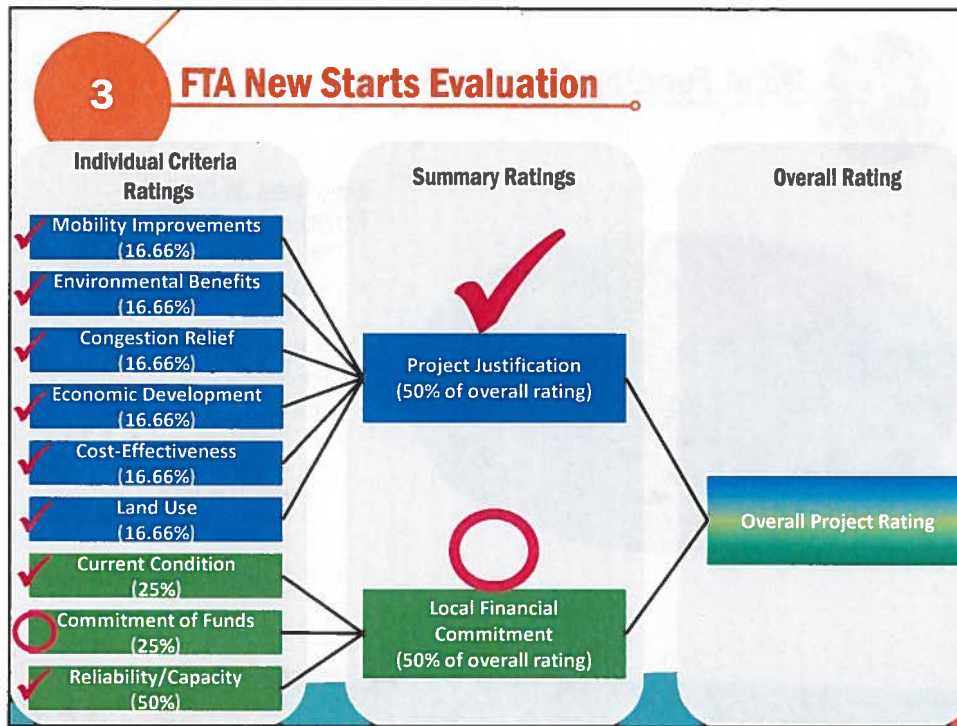
Project Level

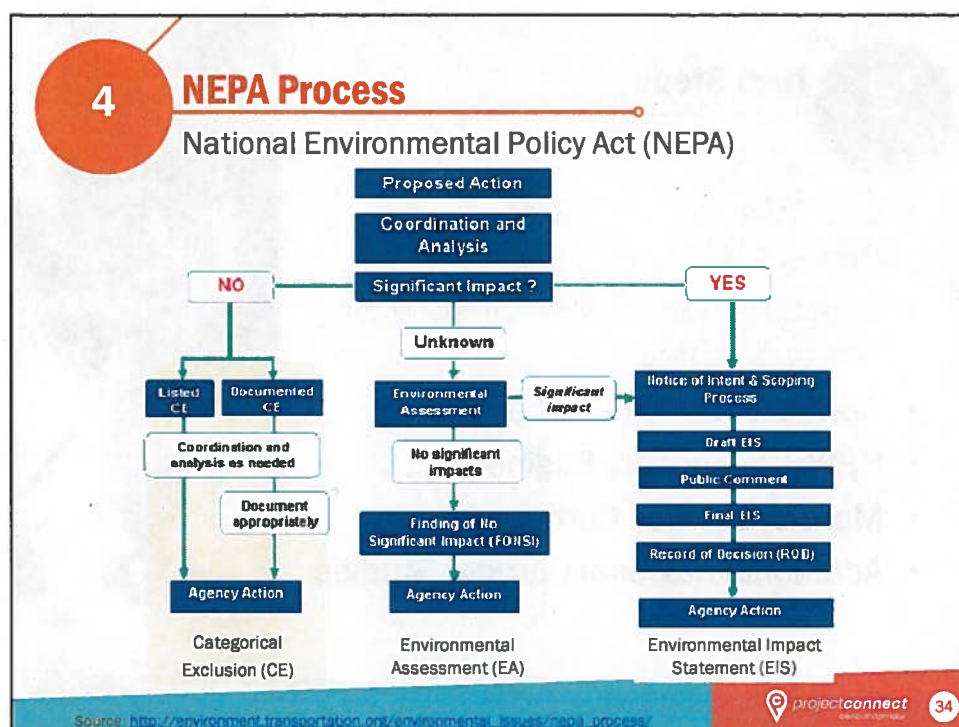
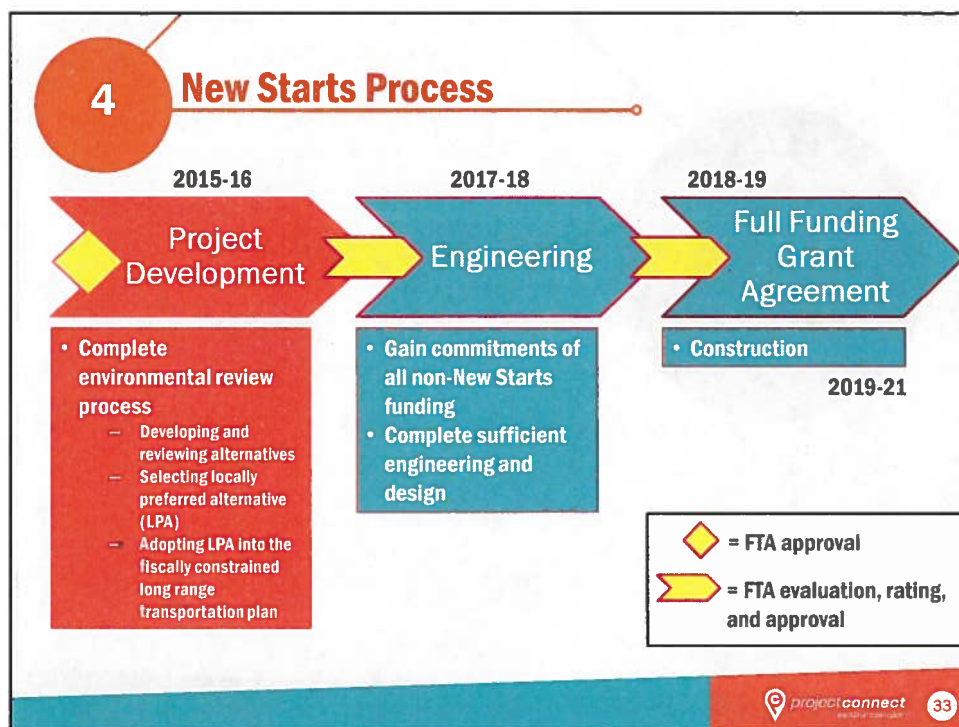
Urban Rail Project Director



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Next Steps



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Next Steps

- Council action on Transportation Bonds August 7th
- Council action on November ballot language August 14th
- Bond Election November 4th**
- NEPA/Preliminary Engineering**
- More Urban Rail Corridor Studies**
- Additional Regional Corridor Studies**




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THANK YOU

More Information:

**Project Connect &
Central Corridor HCT Study**
projectconnect.com

Central Corridor Study
IMPROVING THE TRANSIT

Traffic congestion is the worst problem facing the region, affecting the quality of life and the ability to move goods and services. The Central Corridor Study is a comprehensive study to improve the transit system and reduce congestion.

Key findings from the study include:

- Reduced travel time and cost for commuters
- Increased transit ridership and revenue
- Improved transit system efficiency
- Reduced greenhouse gas emissions
- Increased transit system capacity

The Central Corridor Urban Rail Project:

As part of the 2014 Transit Strategic Study, the Central Corridor Urban Rail Project was identified as a high-priority project. The project will provide a direct, high-speed transit link between downtown Minneapolis and downtown St. Paul, with stations at key locations along the corridor.

Key project goals include:

- Provide a direct, high-speed transit link between downtown Minneapolis and downtown St. Paul
- Reduce travel time and cost for commuters
- Increase transit ridership and revenue
- Improve transit system efficiency
- Reduce greenhouse gas emissions
- Increase transit system capacity

Project phases and goals:

- Proposed First Line of Urban Rail
- Central Corridor Study
- Project Phases
- Funding and Development
- Key Stakeholders Involved

Urban Rail Authority



