

# PROJECT CONNECT SYSTEM PLAN



# CENTRAL CORRIDOR COMPREHENSIVE TRANSIT ANALYSIS

CITY OF AUSTIN  
URBAN TRANSPORTATION COMMISSION  
DECEMBER 2015



## PROJECT CONNECT

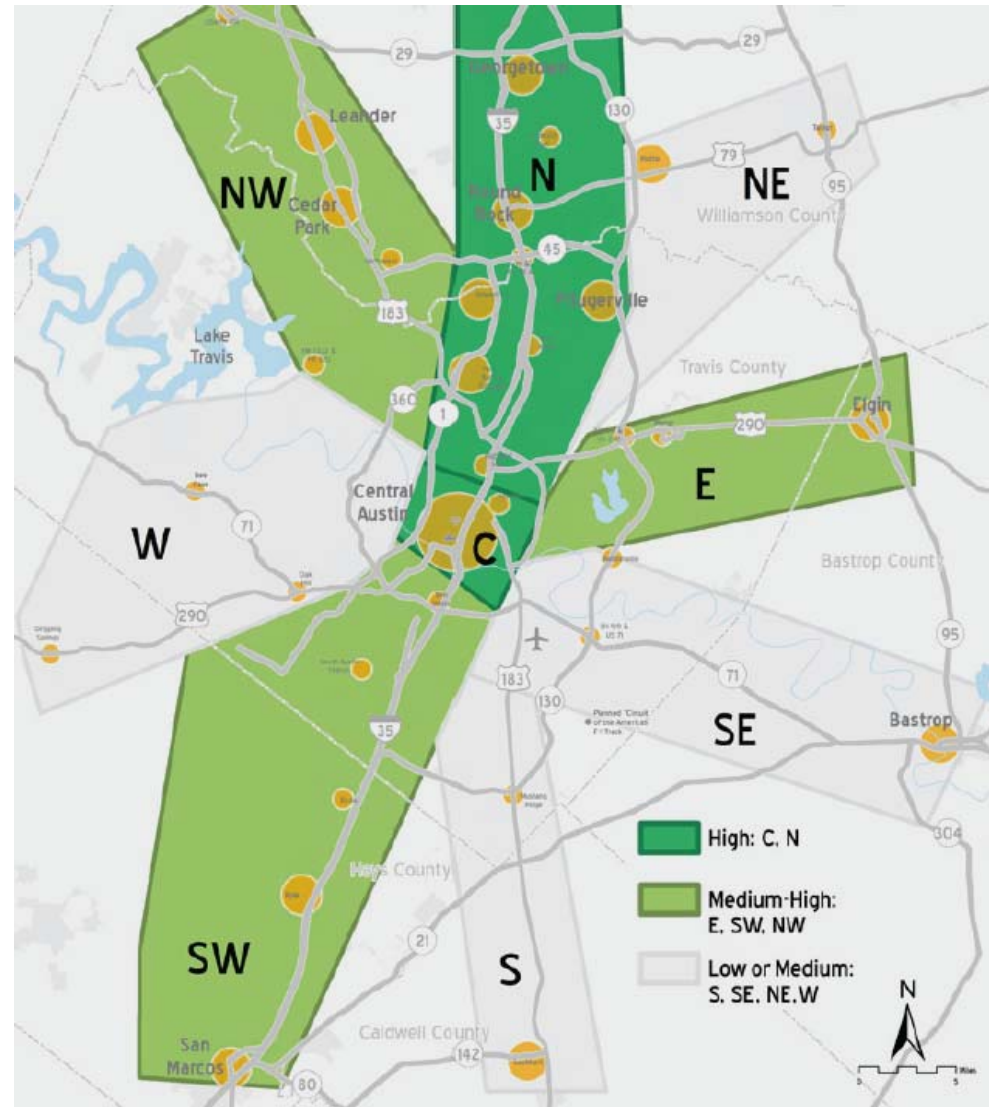
The purpose of Project Connect was to work with regional stakeholders and the community to define the first comprehensive high-capacity transit system for Central Texas. Project Connect is designed to answer the following three questions:

- System: How will high-capacity transit components in the CAMPO 2035 Plan and subsequent 2040 Plan work as a system?
- Funding: How will we pay for the system over the long term?
- Organization: How will our region organize to develop and operate the system?

## PROJECT CONNECT PARTNERSHIP



# PROJECT CONNECT

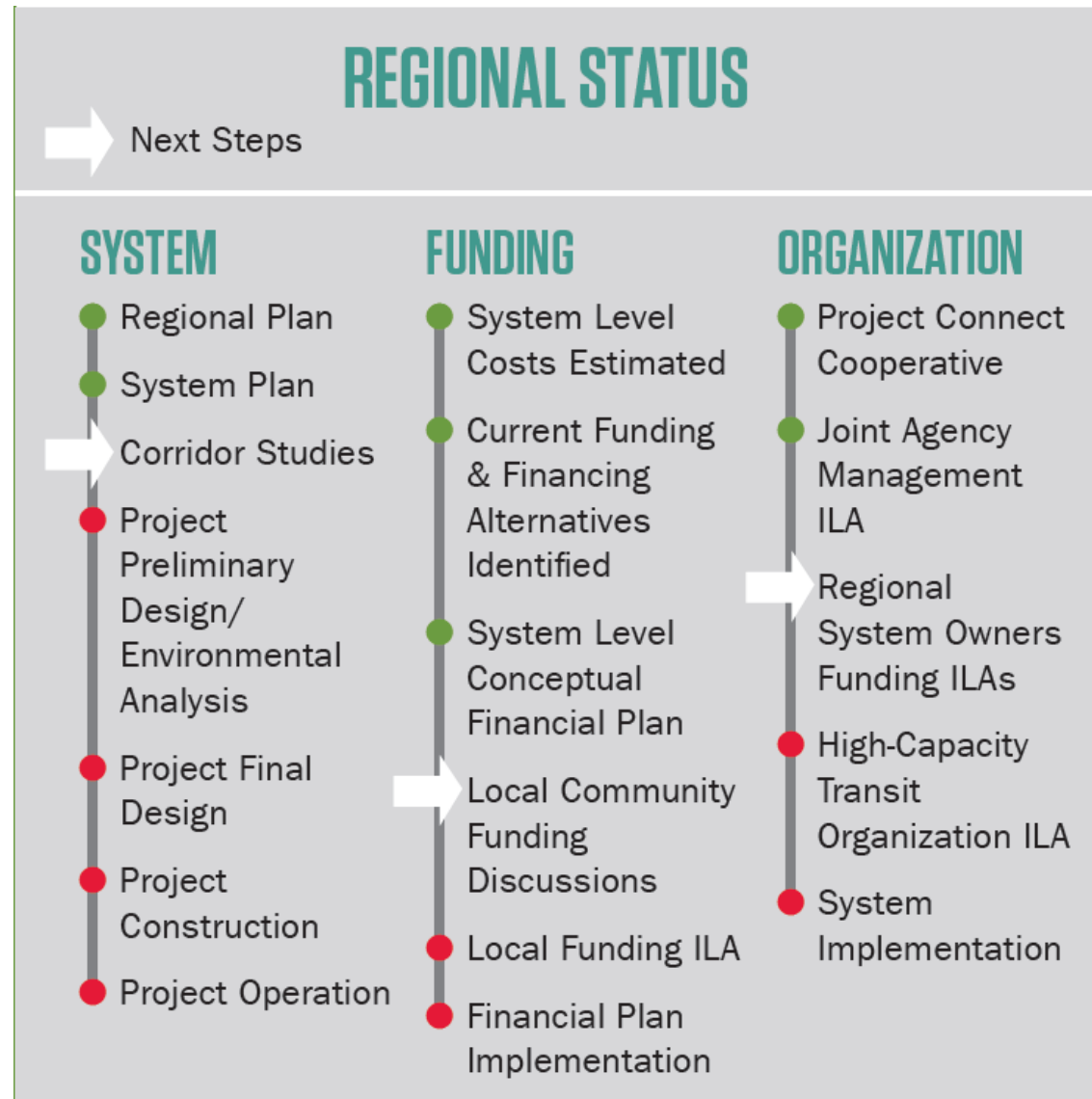


# PROJECT CONNECT

High Priority Corridors have the highest potential for high-capacity transit to succeed due to existing and projected travel patterns and growth.

North Corridor

Central Corridor



## PROJECT CONNECT – CENTRAL CORRIDOR

- *Downtown can no longer depend on automobile access to sustain growth and provide mobility.*
- *As Downtown real estate becomes more scarce, providing excessive amounts of parking for each individual project increases costs, reduces development potential and creates unattractive urban streetscapes.*
- *A key goal of the Downtown Austin Plan is to improve access to, and mobility within, the Downtown core, creating a more balanced multi-modal transportation system that supports growth and intensification, while fostering a high-quality, pedestrian environment.*
- *Downtown Austin Plan- December - 2011*

## PRIMARY GOAL

Develop pragmatic transit solutions for a multi-modal transit system that improves travel into & within Downtown Austin



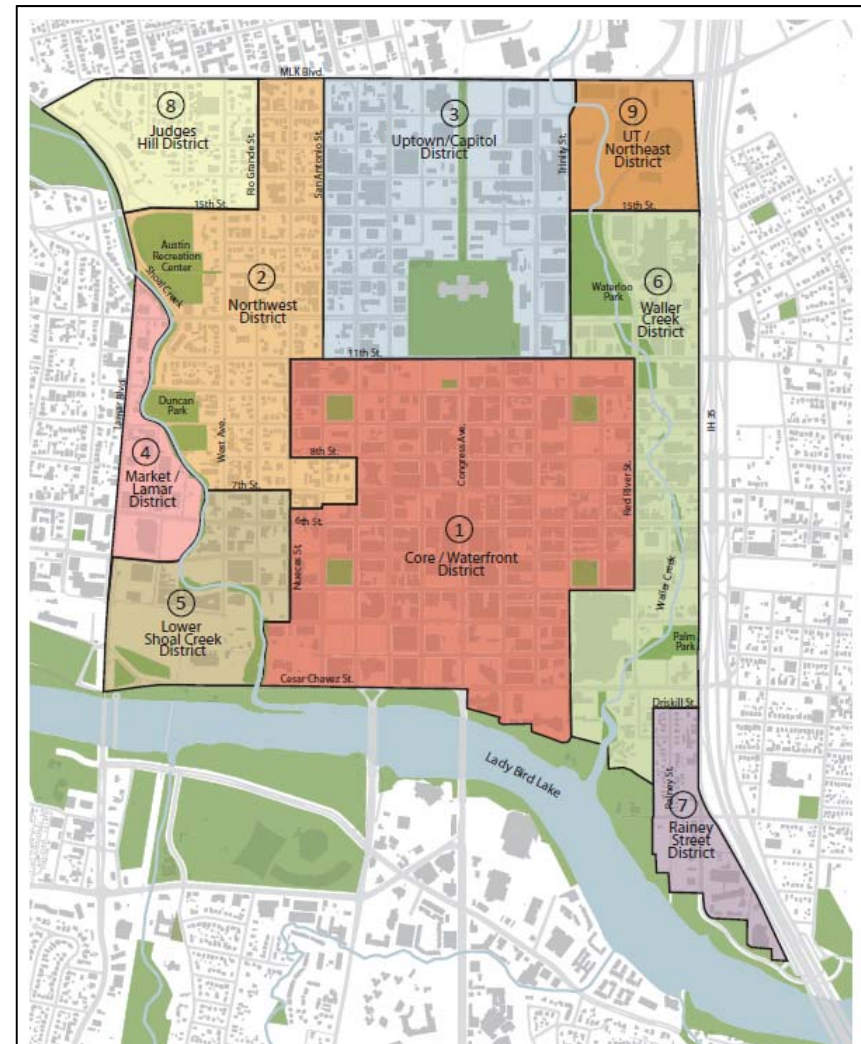
### SYSTEM PLAN ELEMENTS





# OVERALL SCOPE

1. Comprehensive Improvement Plan for Existing High Capacity Transit Investments
  - Expedite the evaluation process for community-identified transit solutions
2. Future High Capacity Transit Investments
  - Identify & evaluate new HCT to create a integrated multi-modal transit system
3. Financial and Implementation Plan
  - Align financial strategies with CMTA's Financial Plan & CAMPO's 2040 Plan
4. Public Involvement Plan
  - Solicit input & generate consensus on existing transit solutions & future HCT



# COMPREHENSIVE IMPROVEMENT PLAN

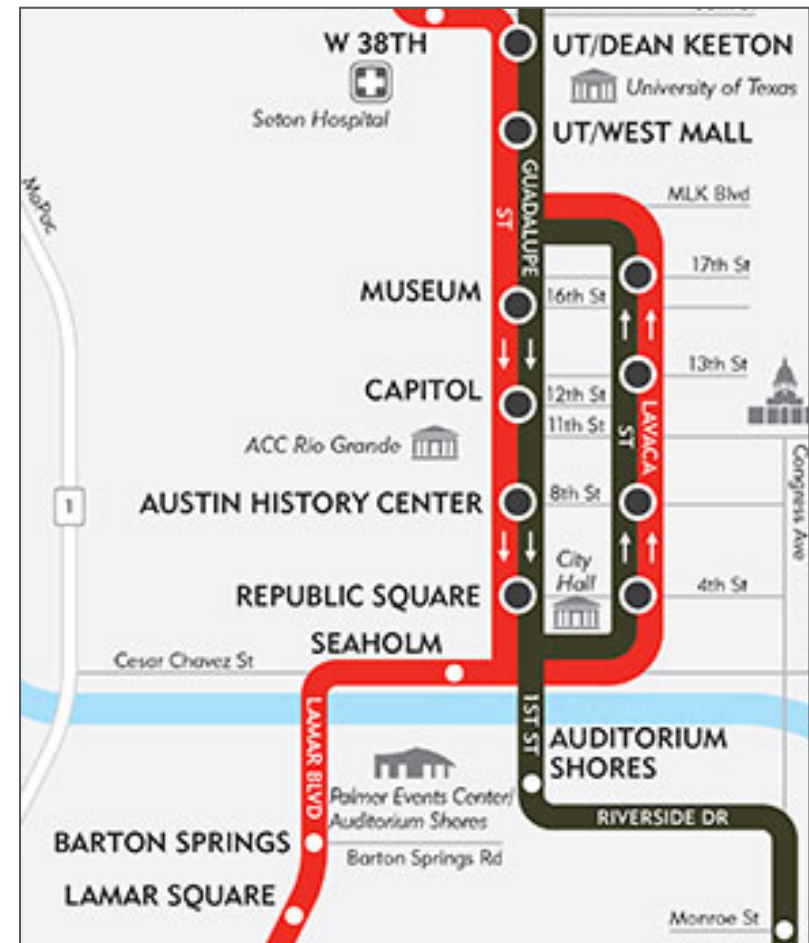
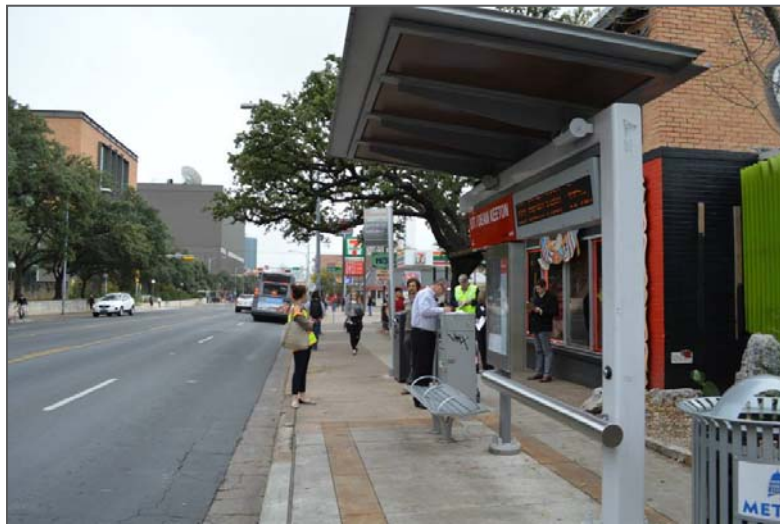
- Downtown East-West Transit Mall:
  - 4th Street possible proposed alignment
  - Couplet street options to be evaluated in coordination with City of Austin
  - Downtown Station to Republic Square area





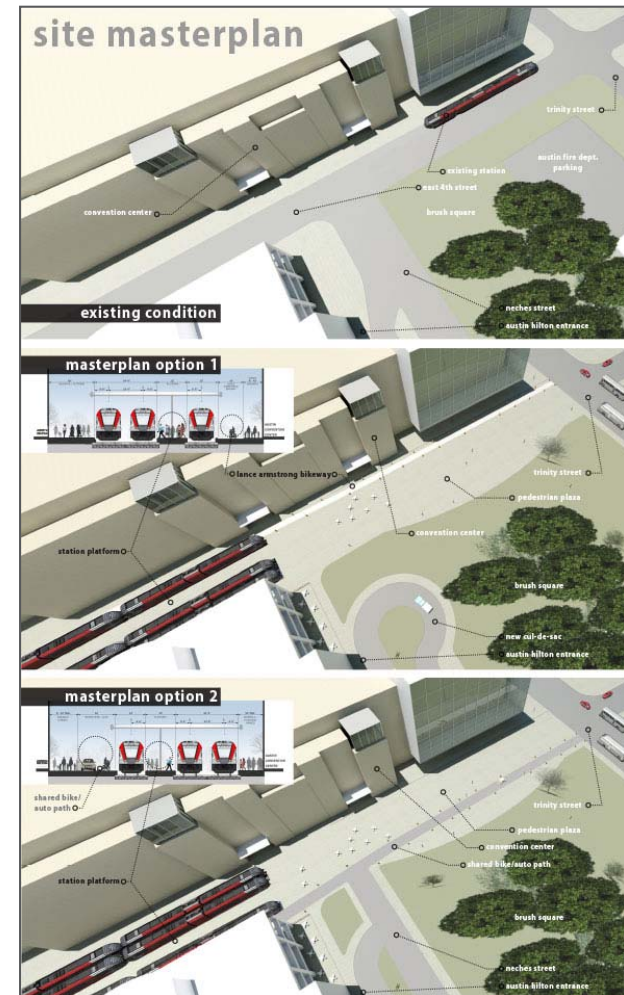
# COMPREHENSIVE IMPROVEMENT PLAN

- North-South, Westside Transit Mall
  - Guadalupe/Lavaca proposed alignment
  - Dedicated transit lanes and/or transit priority treatments adjacent to UT
  - Transit enhancements & amenities



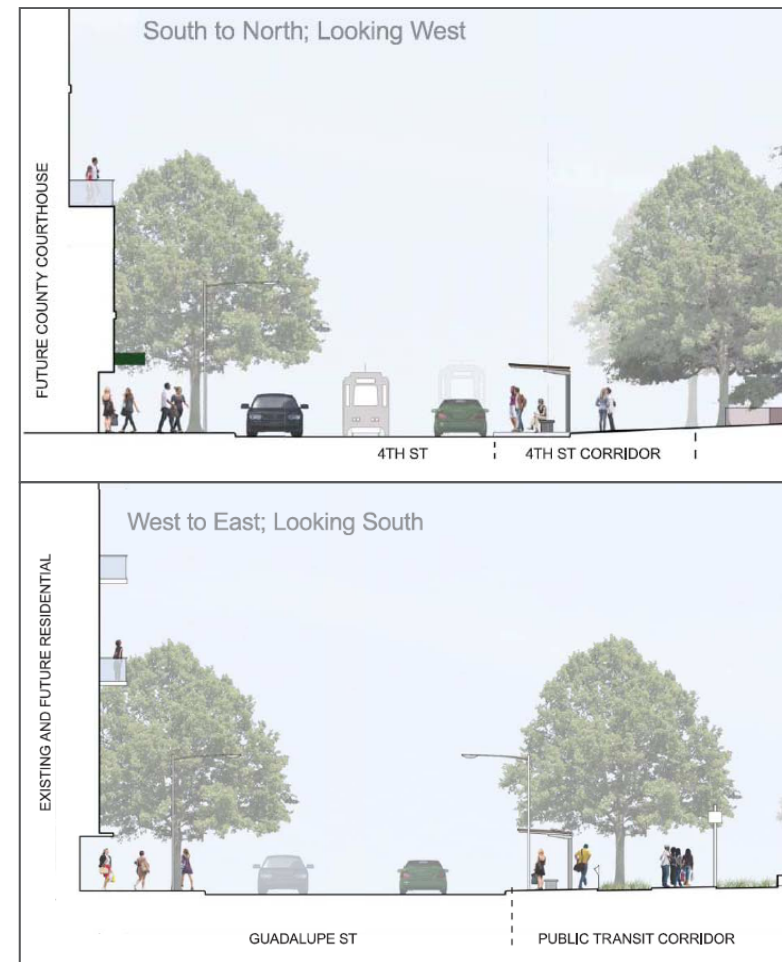
# COMPREHENSIVE IMPROVEMENT PLAN

- Eastside Multi-Modal Hub
  - MetroRail Downtown Station as focus
  - Integrate existing & future investments
  - Integrate proposed East-West Transit Mall



# COMPREHENSIVE IMPROVEMENT PLAN

- Westside Multi-Modal Hub
  - 4th Street/Republic Square vicinity
  - Integrate transfer functions
  - Integrate proposed East-West Transit Mall

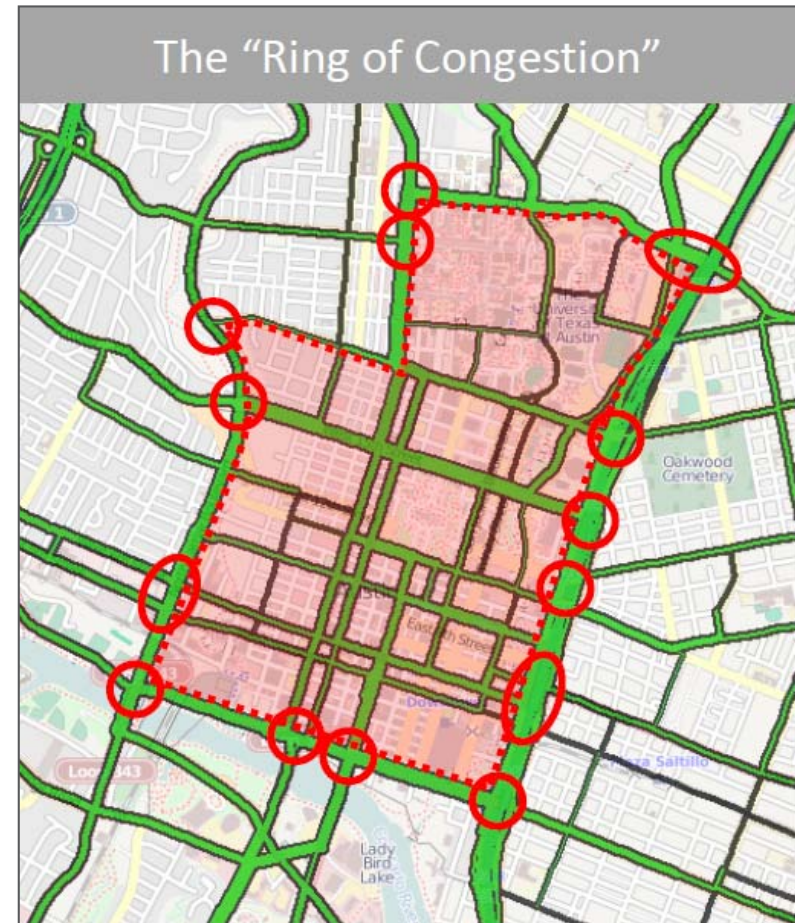
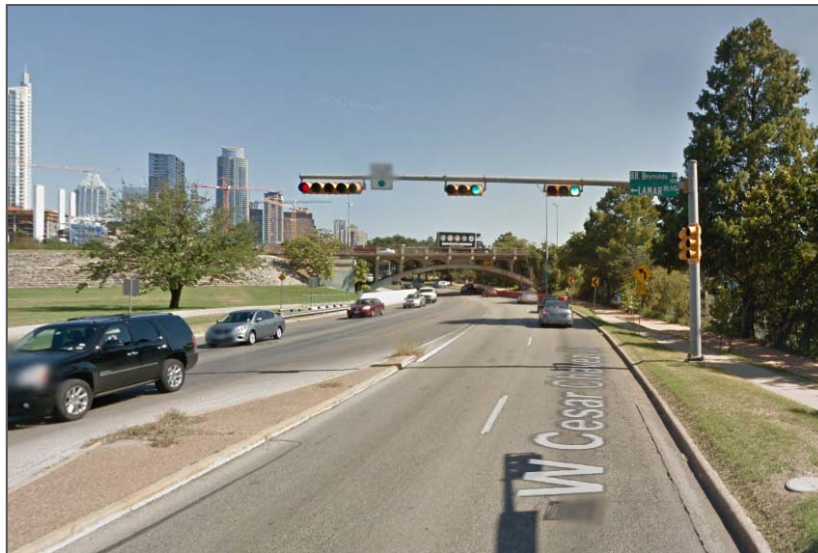


Source: DESIGNWORKSHOP



# COMPREHENSIVE IMPROVEMENT PLAN

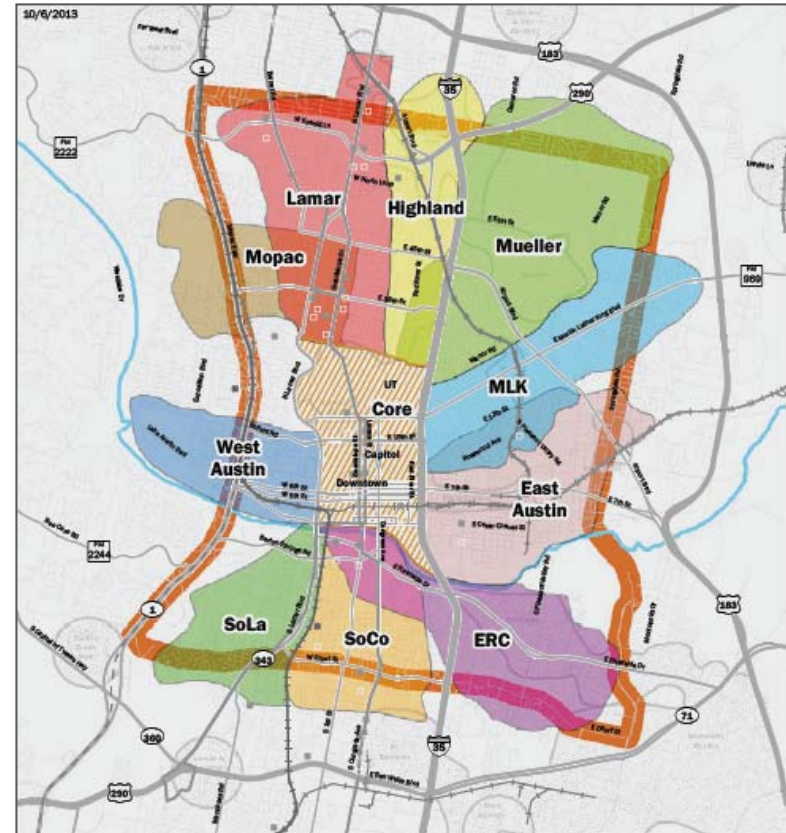
- Transit Entryways
  - Transit priority to/from Mopac
  - Transit priority on Lake Crossings
  - Integrate with “North-South Transit Mall”





# FUTURE HIGH CAPACITY TRANSIT INVESTMENTS

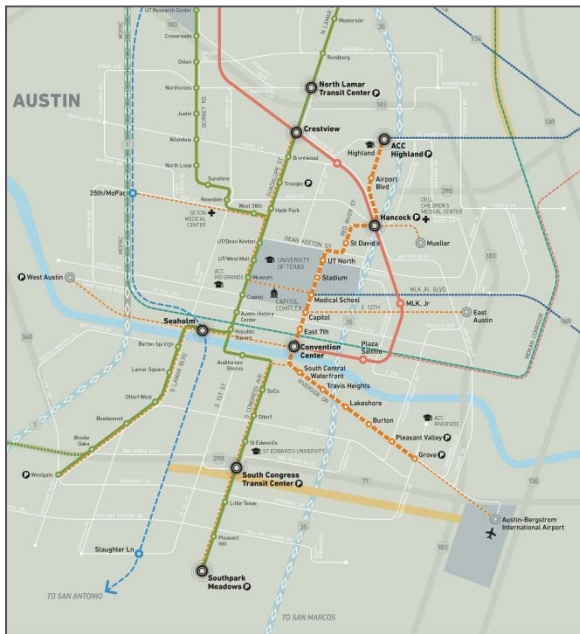
- Conduct Alternative Analysis (AA) for multiple corridors within Central Corridor
  - Identify preliminary alternatives
  - Define final alternatives
  - Evaluation of alternatives
  - Definitions for selected alternatives
  - Capital and O&M for selected alternatives
  - Funding & implementation plan



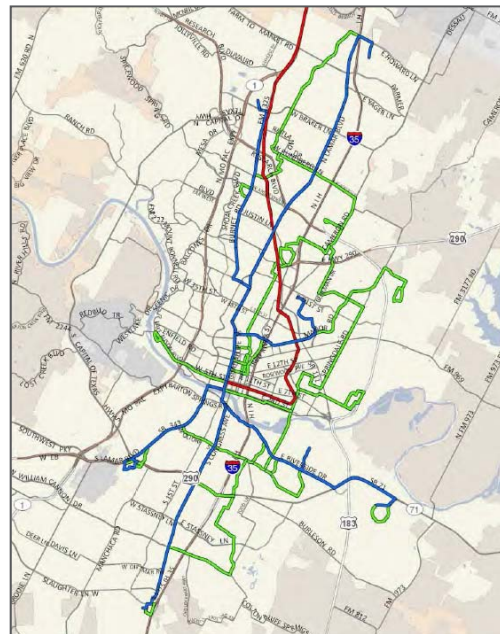
Note: placeholder map only

# FUTURE HIGH CAPACITY TRANSIT INVESTMENTS

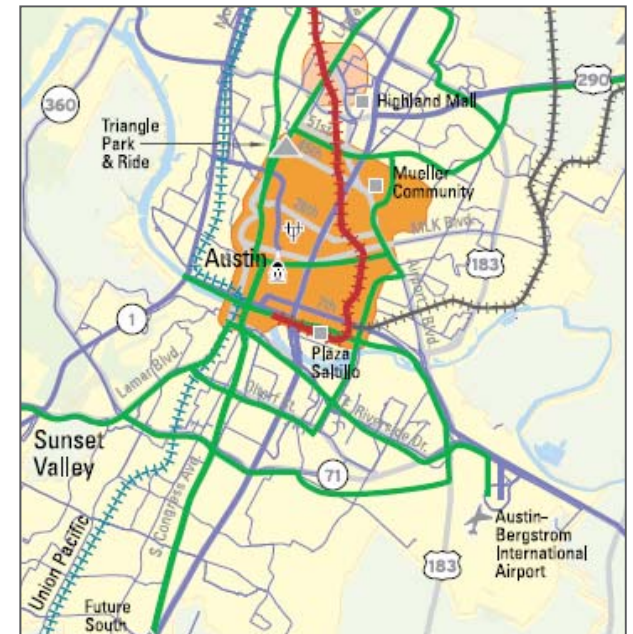
- Consider Project Connect System Plan
- Consider Service Plan 2020 Frequent Network
- Consider All Systems Go framework



PROJECT CONNECT SYSTEM PLAN



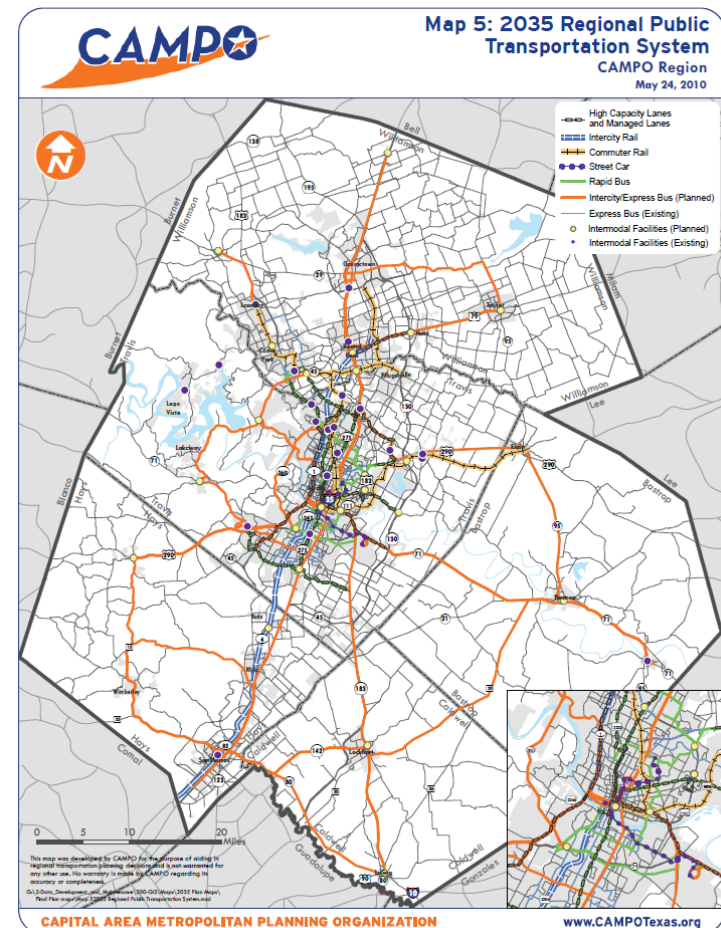
SERVICE PLAN 2020



ALL SYSTEMS GO

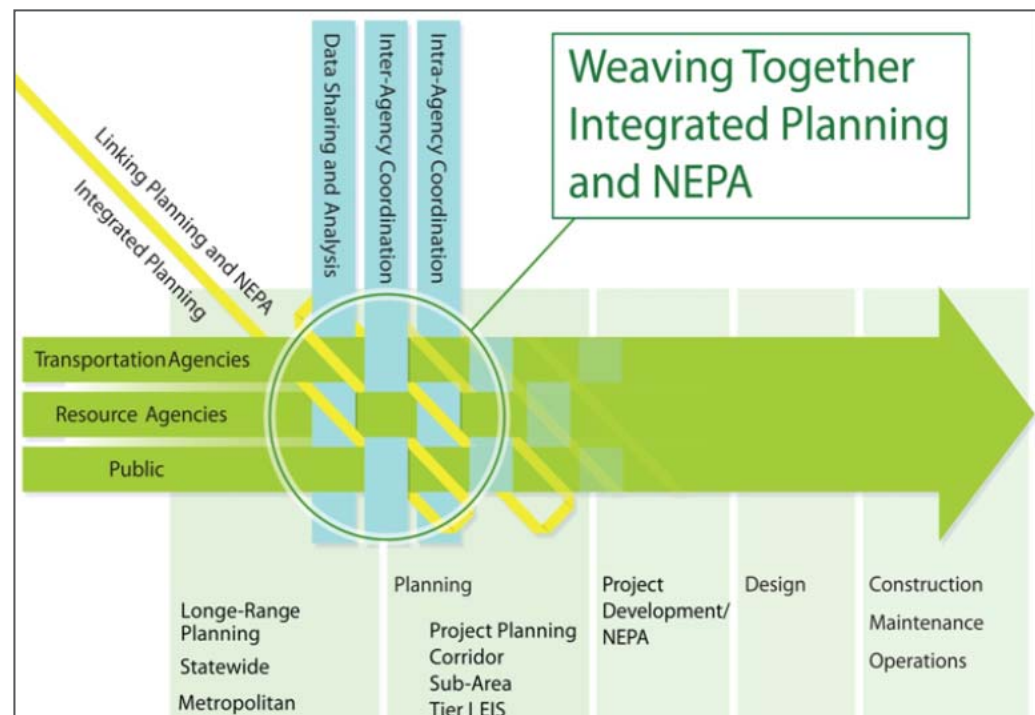
# FUTURE HIGH CAPACITY TRANSIT INVESTMENTS

- Evaluate transit options listed within CAMPO Regional Transportation Plan
  - MetroRapid Line 3
  - MetroRapid Line 4
  - MetroRapid Line 5
  - Burnet/S Lamar BRT upgrade
  - N Lamar/S Congress BRT upgrade
  - Central Corridor high-capacity transit



# FUTURE HIGH CAPACITY TRANSIT INVESTMENTS

- Conduct AA evaluations within FWA/FTA Planning & Environmental Linkages context
  - Background
  - Methodology
  - Agency Coordination
  - Purpose and Need
  - Range of Alternatives
  - Planning Assumptions
  - Environmental Resources
  - Cumulative Impacts
  - Future NEPA Considerations





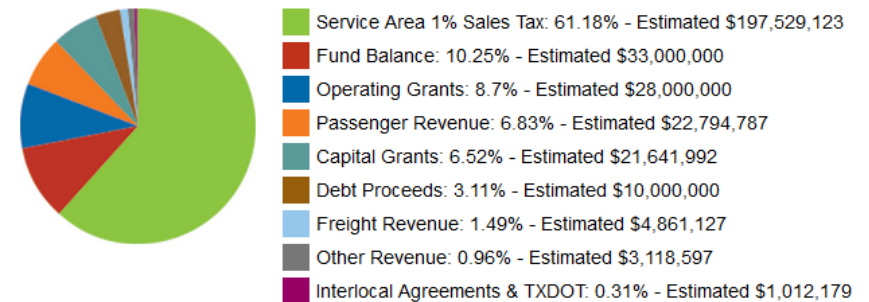
# FINANCIAL AND IMPLEMENTATION PLAN

- Financial plan will focus on capital cost projections, O&M projections, and Cap Metro's Long-Range Financial Plan
  - Capital cost and funding (FTA SCC)
  - O&M costs and funding
  - Cash flow analysis & sensitivity testing
  - Financial Plan evaluation

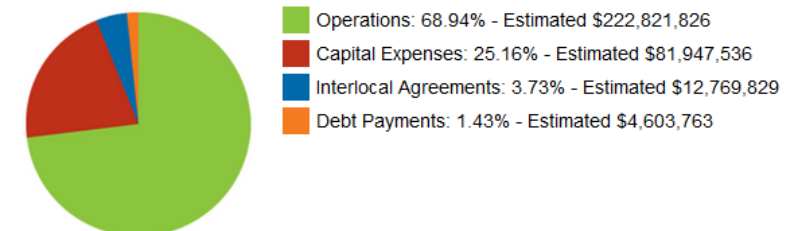
## Budget and Financial Info

### Fiscal Year 2015 Budget Summary

#### Revenue - Budgeted \$322,142,954



#### Operating Expenditures - Budgeted \$322,142,954



# FINANCIAL AND IMPLEMENTATION PLAN

- Financial strategy needed to successfully apply federal, state, local & private funding opportunities
  - Robust technical analysis
  - Understanding of funding processes & sources
  - Strong local consensus is necessary

## Austin Light Rail Summary Description

<b>Proposed Project</b>	14.6 mile, 16 station LRT Minimum Operable Segment
<b>Total Capital Cost (\$YOE)</b>	\$739.00 million
<b>Section 5309 New Starts Share (\$YOE)</b>	\$369.50 million
<b>Annual Operating Cost (\$YOE)</b>	\$23.40 million
<b>Ridership Forecast (2025)</b>	37,400 average weekday boardings (17,100 daily new riders)
<b>FY 2001 Finance Rating:</b>	Medium-High
<b>FY 2001 Project Justification Rating:</b>	Medium

Lesson Learned: 50% FTA - 50% CMTA does not guarantee success

### CITY OF AUSTIN, BOND ELECTION (ELECCIÓN DE BONOS CIUDAD DE AUSTIN)

#### PROPOSITION, CITY OF AUSTIN

The issuance of \$600,000,000 bonds and notes for rail systems, facilities and infrastructure, including a fixed rail transit system to be operated by Capital Metropolitan Transportation Authority (which may spend its funds to build, operate and maintain such system) servicing the East Riverside Corridor, downtown Austin, the State Capitol complex, the Medical School complex, the University of Texas, Hancock Center, Austin Community College Highland campus, and surrounding neighborhoods, and roadway improvements related to such rail systems, facilities and infrastructure; provided that the City may not issue bonds or notes to pay costs of the fixed rail transit system (other than expenditures for planning, designing and engineering necessary to obtain grant and/or match funding) unless (i) the City obtains grant or match funding for the cost of the fixed rail transit system from the Federal Transit Administration or one or more other federal or state sources and (ii) the City provides funding in an amount not less than \$400,000,000 to pay costs of roadway improvement projects of regional significance that are designed to relieve congestion, enhance mobility and manage traffic in the I-35, US 183, SH 71, RM 620, RM 1826, RM 2222, FM 734 (Parmer), Lamar Boulevard, and Loop 360 corridors; and the levy of a tax sufficient to pay for the bonds and notes.

Lesson Learned: 50% FTA – 50% City Bond is not politically feasible in current climate

## PUBLIC INVOLVEMENT PLAN

- Establish informed consensus with public, stakeholder groups, and agencies
  - Communicate outcomes of planning
  - Solicit feedback on alignments and modes
  - Clearly describe purpose and need
  - Obtain high level of participation
  - Identify supporters and/or champions
  - Conduct “straw polls” on public positions
  - Participate in Technical Advisory Group



# PROJECT CONNECT SYSTEM PLAN



## QUESTIONS & ANSWERS