

PROJECT CONNECT SYSTEM PLAN



CENTRAL CORRIDOR COMPREHENSIVE TRANSIT ANALYSIS

CITY OF AUSTIN
URBAN TRANSPORTATION COMMITTEE
MARCH 8, 2016



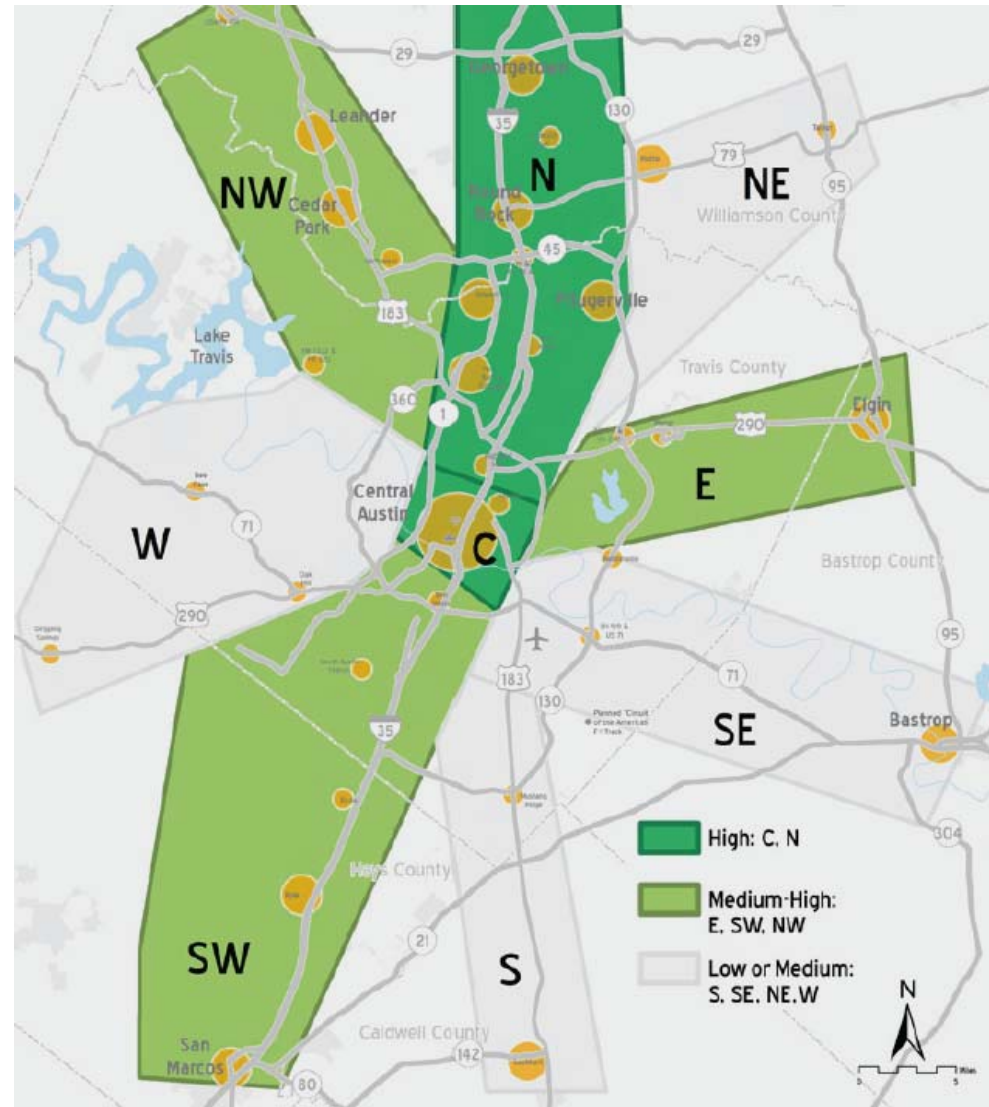
PROJECT CONNECT

- Comprehensive high-capacity transit system plan for Central Texas
- Based on extensive community engagement
- Designed to answer three key 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



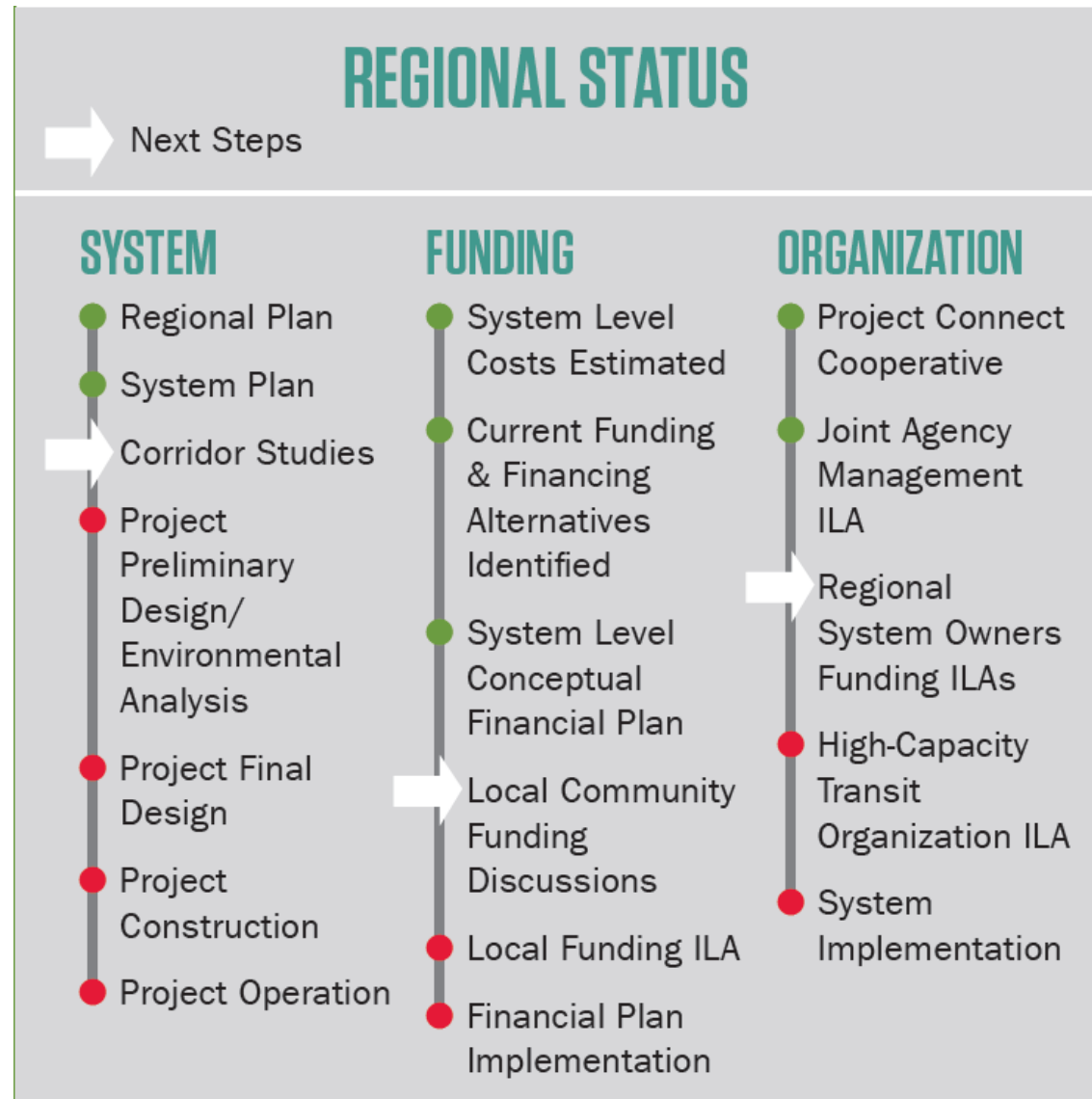
PROJECT CONNECT



PROJECT CONNECT AND THE HIGH- CAPACITY TRANSIT PLANNING PROCESS

Two High Priority Corridors identified:

- North Corridor
- Central Corridor



FROM THE DOWNTOWN AUSTIN PLAN:

(ADOPTED BY AUSTIN CITY COUNCIL, 2011)

- *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.*

PRIMARY GOAL

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



SYSTEM PLAN ELEMENTS



CONNECTIONS 2025

- Focus on improving and reinventing existing service
- Identification of new routes and services
- System-wide evaluation
- Emphasis on near term service improvements
- Implementation beginning in 2017
- Recommendations may be “fed” into Central Corridor for further development

CENTRAL CORRIDOR

- Emphasis on new high capacity transit investments initiatives and related projects
- Study of a specific area (Central Corridor) within the context of a regional system - Project Connect Transit System Plan
- Focus on more capital-intensive projects with a significant development process for implementation
- Emphasis on identifying funding strategies for implementation

Both studies will include significant public involvement

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

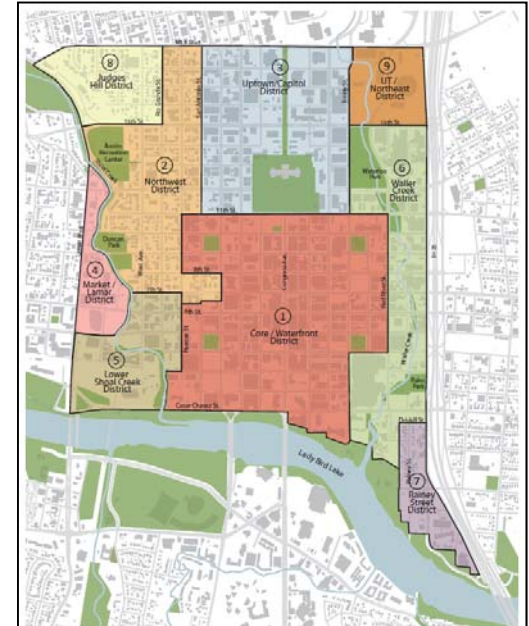
- Identify & evaluate new high capacity transit to create a integrated multi-modal transit system

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 high capacity transit



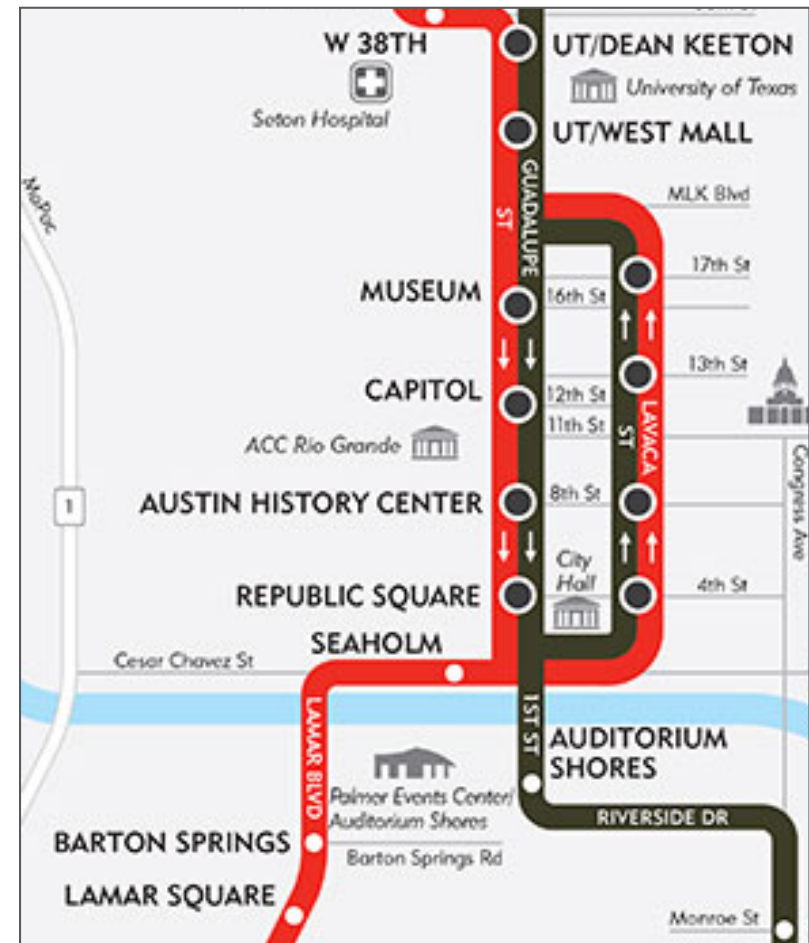
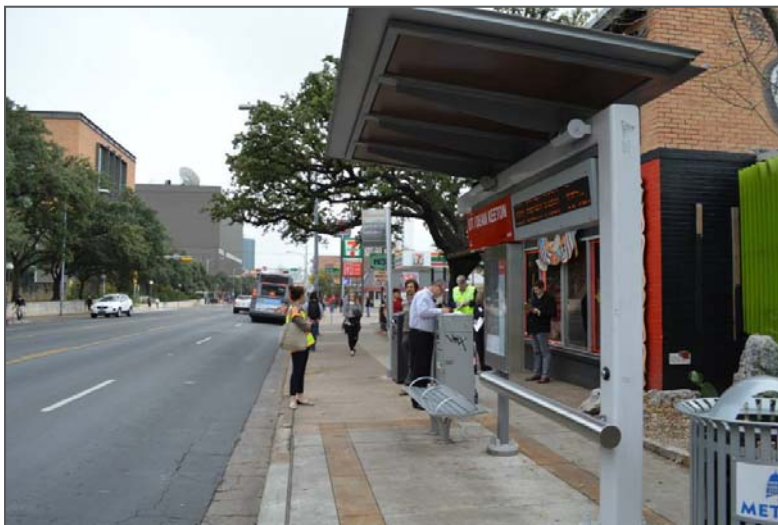
COMPREHENSIVE IMPROVEMENT PLAN

- **Downtown East-West Transit Mall:**
 - 4th Street possible proposed alignment
 - Downtown Station to Republic Square area
 - Potentially part of larger downtown circulator system



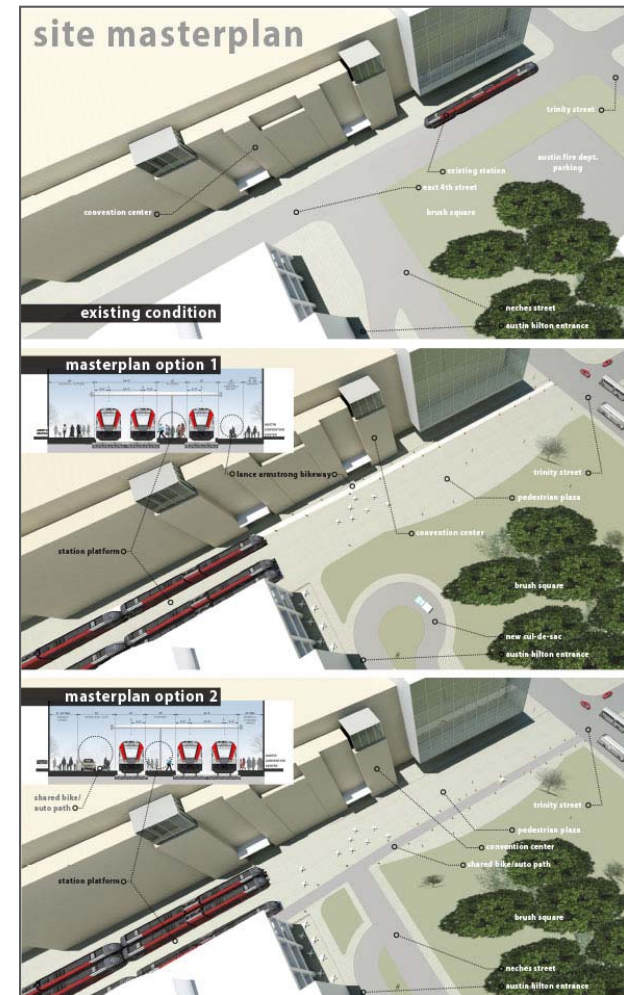
COMPREHENSIVE IMPROVEMENT PLAN

- **North-South, Westside Transit Mall**
 - Guadalupe/Lavaca alignment
 - Evaluate Transit Priority Lane operation since inception
 - Identify ways to optimize transit services and facilities



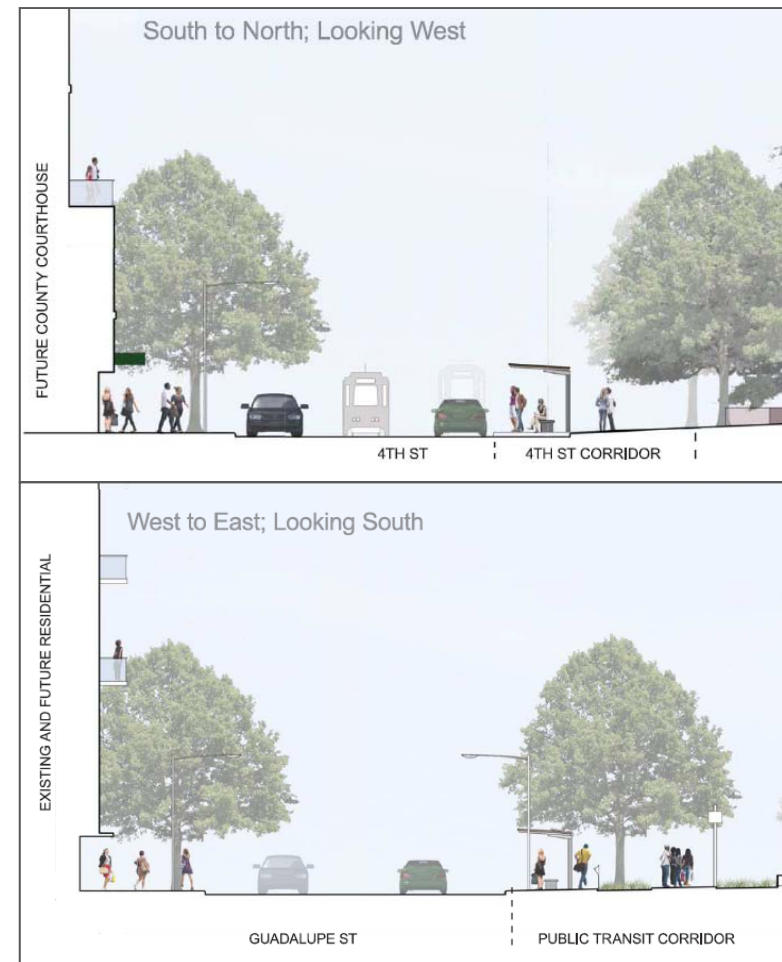
COMPREHENSIVE IMPROVEMENT PLAN

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



COMPREHENSIVE IMPROVEMENT PLAN

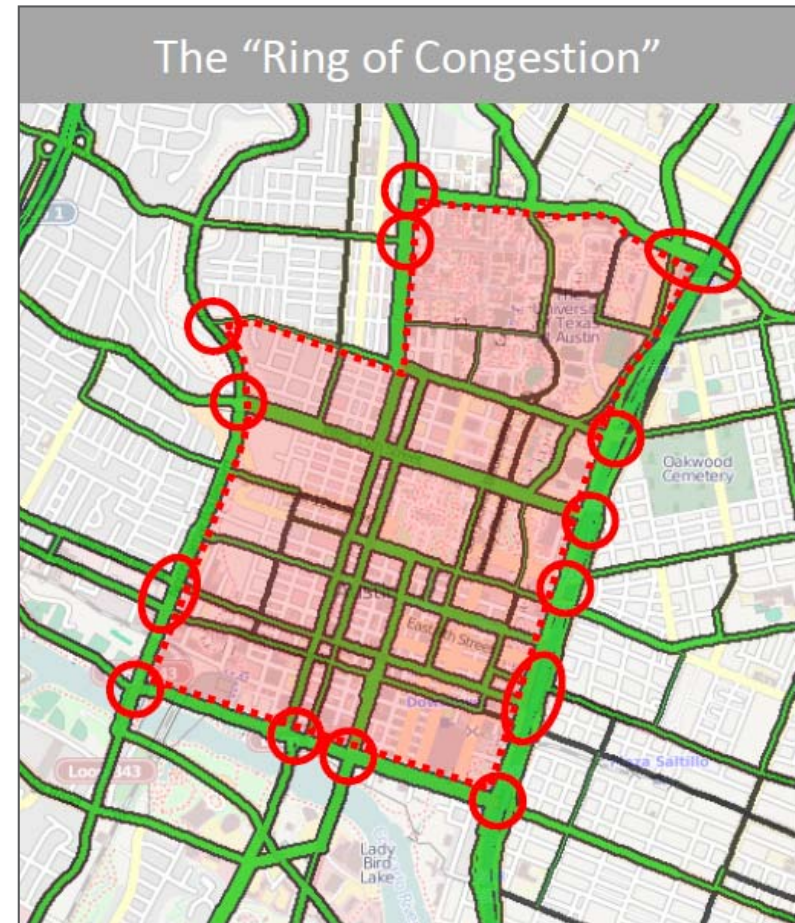
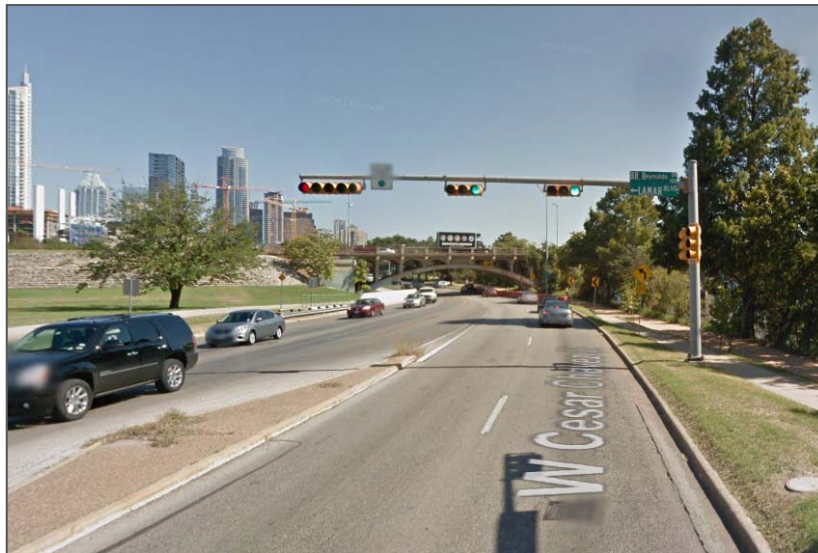
- **Westside Multi-Modal Hub**
 - 4th Street/Republic Square vicinity
 - Integrate transfer functions
 - Integrate proposed East-West Transit Mall



Source: DESIGNWORKSHOP

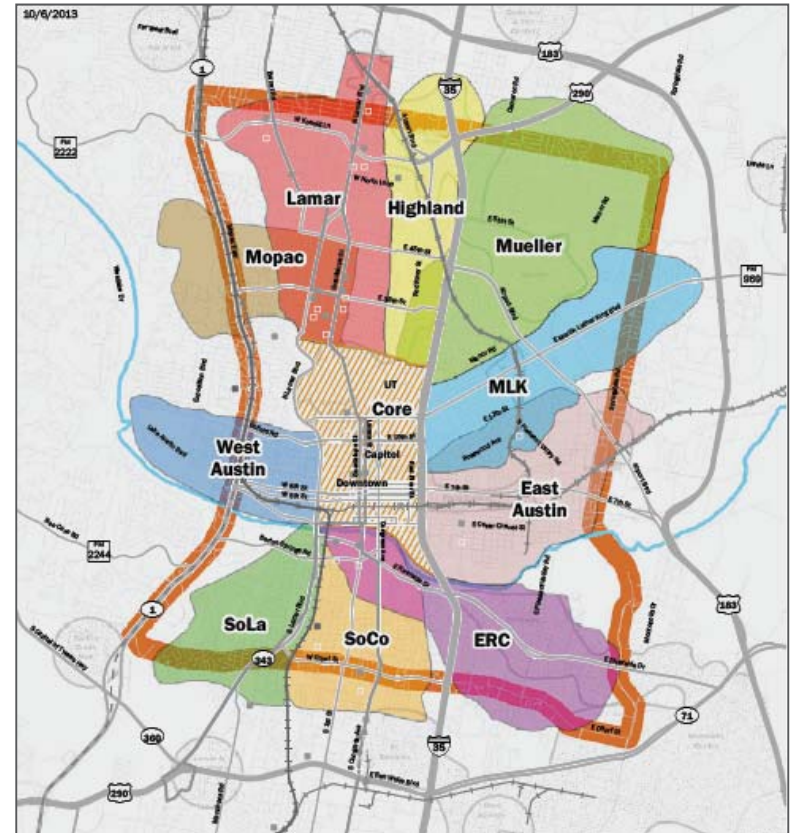
COMPREHENSIVE IMPROVEMENT PLAN

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



FUTURE HIGH CAPACITY TRANSIT INVESTMENTS

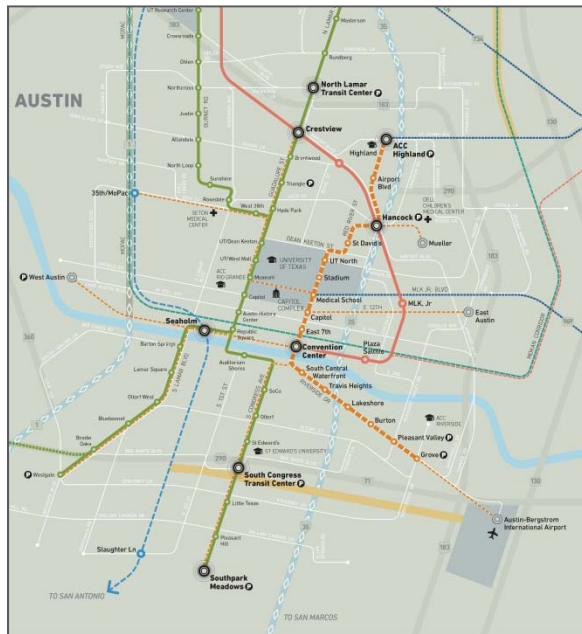
- **Conduct Alternative Analysis (AA)** for multiple corridors within Central Corridor
 - Identify preliminary alternatives
 - Define final alternatives
 - Evaluation of alternatives
 - Definitions for selected alternatives
 - Capital and O&M estimates
 - Funding & implementation plan



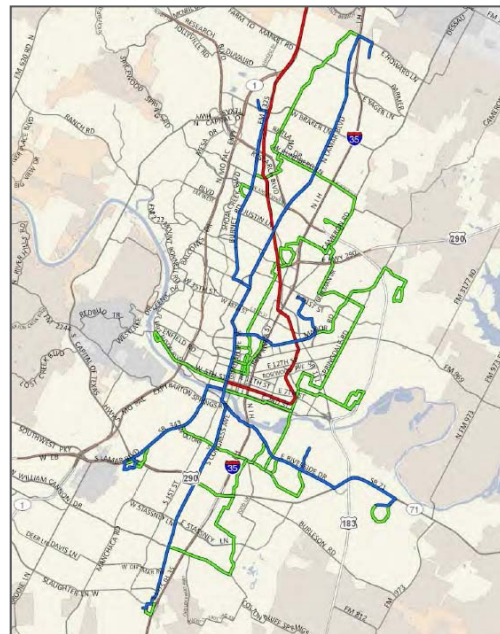
Note: placeholder map only

FUTURE HIGH CAPACITY TRANSIT INVESTMENTS

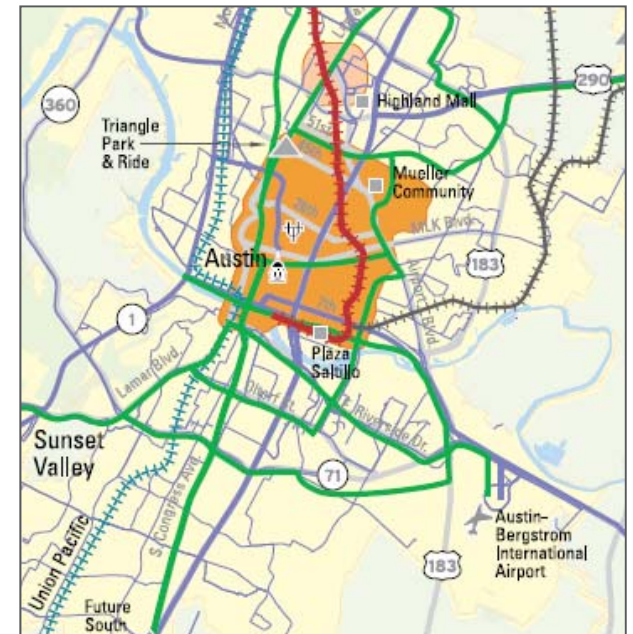
- Consider Project Connect System Plan
- Consider Service Plan 2020 Frequent Network
- Consider All Systems Go framework



PROJECT CONNECT SYSTEM PLAN



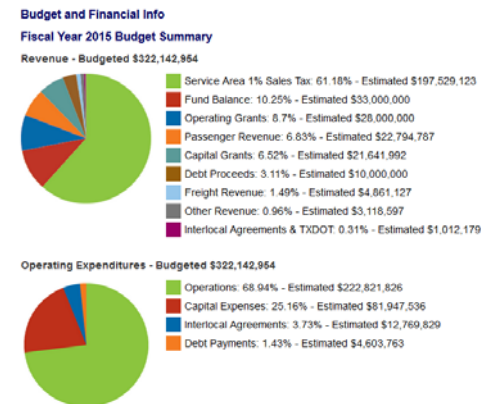
SERVICE PLAN 2020



ALL SYSTEMS GO

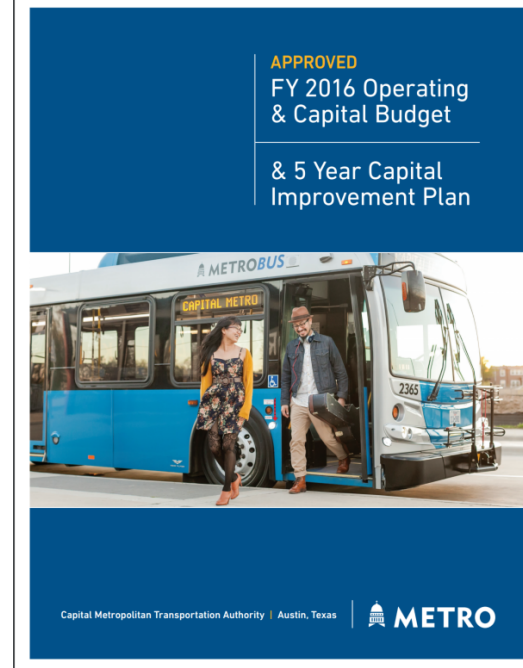
FINANCIAL AND IMPLEMENTATION PLAN

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



FINANCIAL AND IMPLEMENTATION PLAN

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



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



PROJECT CONNECT SYSTEM PLAN

THANK YOU



QUESTIONS & DISCUSSION

BACKGROUND

- In 2012 Project Connect was adopted as the Central Texas High-Capacity Transit System Plan by Capital Metro Board of Directors
- In September 2012 the City of Austin received a FTA Grant (STP-MM) \$5M to develop the second priority corridor of Project Connect
- Together with other road improvements “Proposition 1” was formulated and presented to the community as the “Austin 2014 Strategic Mobility Plan”.
- Proposition 1 included \$600M as a local contribution for the development of Central Corridor (Urban Rail)
- In November 2014 Proposition 1 was defeated.
- Since the end of 2014 the “Partnership” have met to formulate a suitable way to continue the development of Central Corridor -a Project Connect priority corridor-
- It was agreed among the partners to utilize the remaining grant funding to re-engage the community and initiate a new study under CMTA's management.

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