

APTA Peer Review

Capital Metropolitan Transportation Authority

“Project Connect”



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

January 21 – 24, 2020

Peer Review Methodology

The APTA Peer Review process is well established as a valuable resource to the public transit industry.

Highly experienced and respected transit professionals voluntarily provide their time and support to address the scope required.

Peer Review Panel Members

Jeff Hiott

Vice President Technical Services & Innovation
American Public Transportation Association

Wulf Grote

Director, Capital and Service Development
Valley Metro

Timothy McKay

Executive Vice President, Growth/Regional Development
Dallas Area Rapid Transit

Adam Strutynski

Director- Scheduling, Estimating, Risk Engineering and
Value Engineering
Sound Transit

Roberto Trevino

Executive Vice President, Planning Engineering and
Construction
Metropolitan Transit Authority of Harris County

Scope of Peer Review

The APTA Peer Review Panel, was convened at the request of Randy Clarke, President and CEO, on behalf of Capital Metropolitan Transportation Authority (Capital Metro) and City of Austin, to assist the organization in reviewing methodology for development of program ridership and costs to successfully plan and implement Project Connect.

The observations and recommendations provided through this peer review are offered as an industry resource to be considered by Capital Metro in support of the organization's management and oversight of Project Connect.

Peer Review Objectives

Project Connect Review

- Ridership projections
- Capital cost estimates (LRT)
- Operating and Maintenance estimates



Opening Comments

- Staff was well prepared with information and other supporting documents
- Agency's transparency is commendable
- Great job with system plan
- Analysis of project is thorough
- Methodology in all areas meet industry standards
- For this level of design projection it seems that all major agency/institutional stakeholder outreach has been high - especially with the City of Austin

Opening Comments

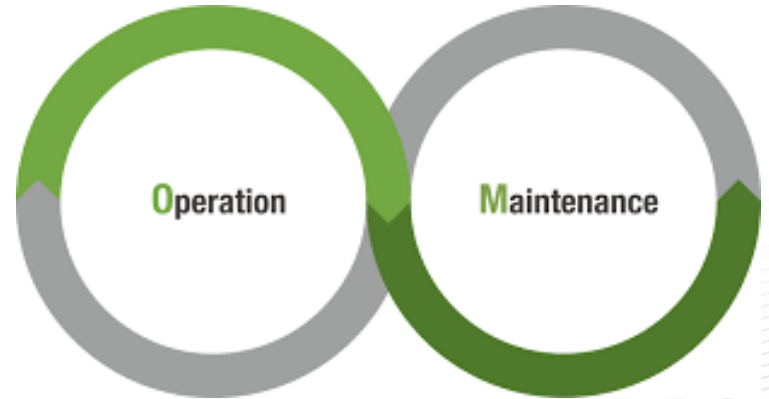
- Using FTA's Standard Costs Categories (SCC) for estimation is appropriate because it permits the agency to be in line for FTA grant opportunities
- Utilization of NTD data is a good start
- Utilization of multiple consultants is wise and helpful
 - Consultants working together create a seamless project plan allows for good review and collaboration

Ridership Projection

- General modeling for daily service looks good
- Need to ensure modeling process accounts for special generators (i.e. SXSW, football games)
- Ensure capacity to serve special events
- The panel understands forecasts are based on CAMPO's 2040 models, but will grow with the 2045 model to accurately depict the city's growth

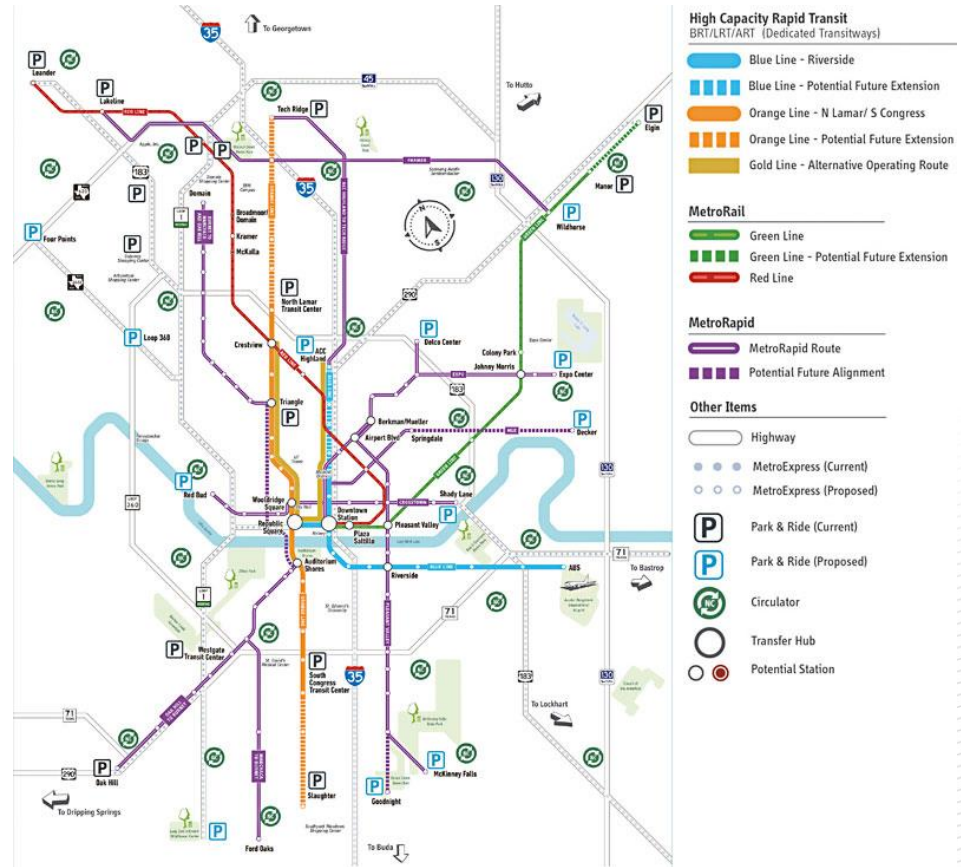
Operations and Maintenance Estimates

- Methodology used is sound
- Overall, O&M estimates are in line with current industry costs
- Continue to develop a comprehensive operations plan.
- Continue to work with city traffic engineers for ideal TSP design and settings in order to obtain a more efficient system.



Capital Costs

- Costing methodology is appropriate for this level of planning
- Data sources
- Unit pricing
- Soft cost at 35% is reasonable
- Inflation rate is a good rate
 - Consider local market conditions



Capital Costs

- **Contingencies:**
 - Infrastructure: Consider adjusting infrastructure contingency to 40% based on current industry practices
 - Unallocated contingency: may need to be adjusted depending on contract delivery method selected

Capital Costs

- Right-of-Way:
 - Methodology looks adequate for base cost
 - Maximizing use of City's existing ROW will be helpful
 - Minimize real estate acquisition and/or configure streets to maintain budget
- Utilities:
 - Take advantage of strong partnership with City
 - May be an opportunity for City to use franchise agreements in addition to other City projects that could be beneficial to leveraging local match dollars

Tunnel

- Either tunnel option proposed would add flexibility in operations and increase throughput allowing for projected headway adherence
- Preliminary estimates of the overall cost seem to be in line with industry costs based on a conceptual level design
- Geology (Austin Chalk) in Austin is favorable for tunneling and is the same as the D2 tunnel project in Dallas

System Elements

MetroRail

- Red Line – Ridership projections show a need for a Phase II expansion with the addition of second track. The capital cost estimate is in line with expected costs including enough contingency for the work to be performed.
- Green Line – The current TOD study is the start of the process that will provide the basis for station area development. The capital cost estimate is based on reasonable assumptions based on the methodology utilized for other portions of the program.

System Elements

- MetroRapid – By using current costs for existing MetroRapid lines, the panel's review determined that the planned MetroRapid corridors are based on sound principles consistent with industry practices.
- Neighborhood Circulators – This type of on demand type service is in line with growing trends in the transit industry and is an effective tool for providing local service.
- MetroExpress – Park & Rides and MetroExpress service is a valuable inclusion into Project Connect. The methodology used to plan, capital, operational and maintenance costs is sound.

Other Comments

- Recognize system plan was done in a phased approach
- Ensure financial plan continues to include sources and uses, financial costs and cash flow be put together to sync up with the implementation plan to meet the capital, maintenance, operational, and SGR needs of the program
- Continue strong and transparent Community outreach
 - Major infrastructure project will have attributes that benefit the community
- Planning for the future – “futureproofing”
 - Integrate new technologies like automated platooning of buses to increase capacity when applicable
- Implementing a new account-based fare system will allow for easier integration into a MaaS platform so the community has access to seamless travel across multiple mobility providers

Closing Summary

1. **Ridership** - Methodology for estimation is good, anticipation of 2045 numbers will increase ridership
2. **O&M** - Methodology is sound based on comparable agencies
3. **Capital Costs** - Methodology is sound. Keep the market in mind. Leverage partnerships in the community
4. **Tunnel** - Conceptual level estimates are reasonable
5. **Financial Plan** - Financial plan needs to support implementation plan
6. **System Elements** – Methodology and project plan ensure equitable coverage to the entire region

Concluding Remarks



- Thank you for the outstanding cooperation, the passion for public transportation, the mission of Capital Metro, and the desire to make Austin a more livable region!
- The panel is available to assist with any clarification or subsequent support that may be needed.
- APTA is always available to provide support!

Thank You!