

Central Austin Transit Study: Overview

June 2010

The *Central Austin Transit Study* is a key component of the City's *Austin Strategic Mobility Plan* (ASMP), which confirmed a critical need for major transit investment in Central Austin. The main focus of the study is to evaluate the feasibility of a new rail option in Central Austin, building upon previous community studies and public interest for rail in the region. The study also examines alternate forms of transit to compare performance, operational, ridership and cost-effectiveness characteristics of various modes that might be implemented instead of rail.



Need for a Transit Investment in Central Austin

Austin is at the heart of the rapidly growing Central Texas Region. The City of Austin and State of Texas Demographers project the region's population will grow by more than 1 million people in the next 25 years, while Austin's population will swell by 750,000. The tremendous growth presents both challenges and opportunities that can affect the livability, sustainability, and mobility of Austin and the region.



Recommended Technologies

Of the 11 travel technologies evaluated, urban rail ranked the highest and was selected as the fixed-guideway build alternative

Late Backup

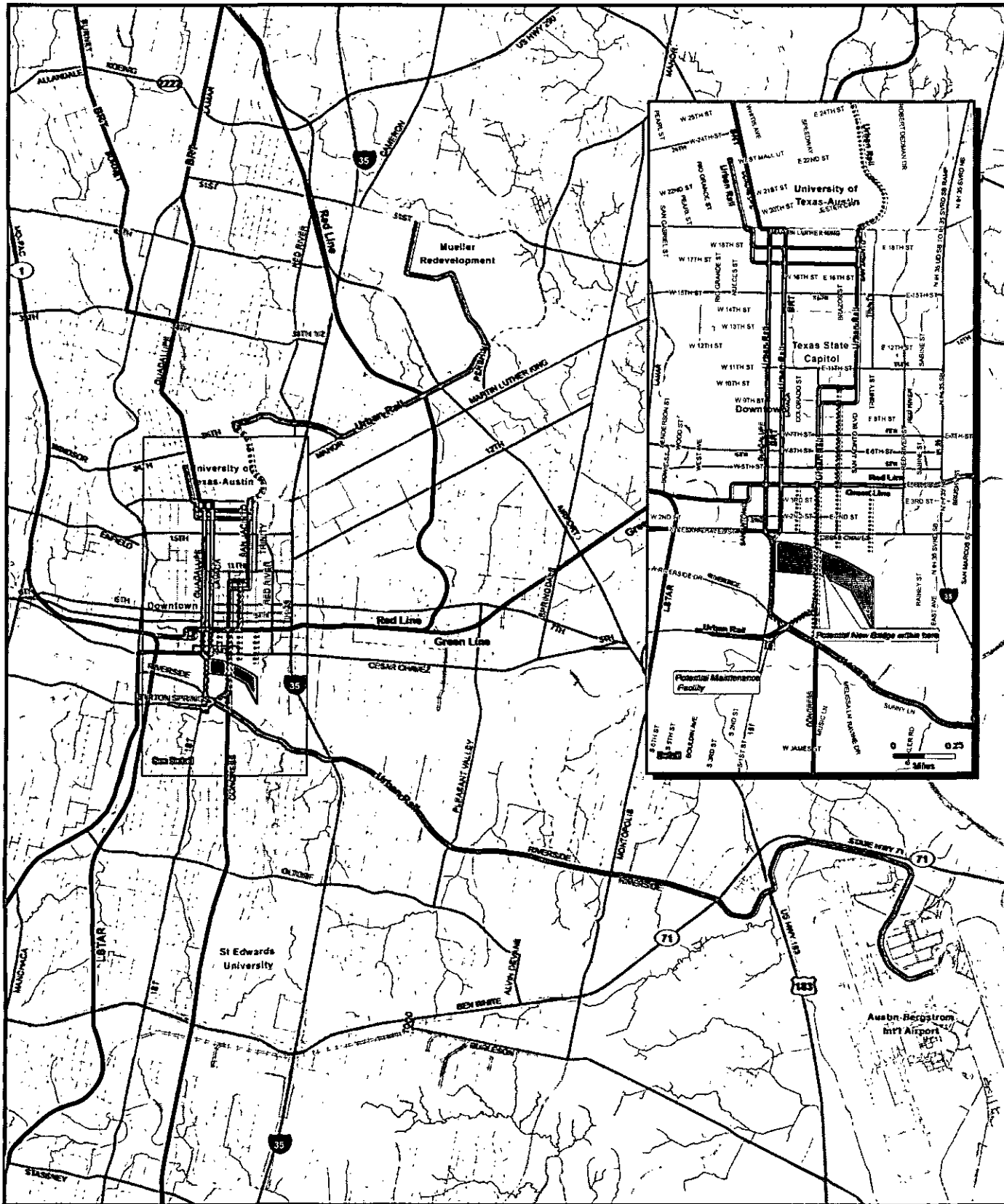
Recommended Locally Preferred Alternative Characteristics

As a result of the conceptual and detailed evaluations, the recommended Locally Preferred Alternative (LPA) is Urban Rail, serving the Austin core (CBD, Capitol complex, University of Texas,) Mueller Neighborhood, Riverside Corridor and Austin Bergstrom International Airport.

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|-------------------------|---|
| Length: | 33.8 track miles, 16.5 route miles |
| Ridership: | Average weekday ridership projected to be approximately 27,600 in 2030. |
| Travel Time: | Approximately 32 – 33 minutes from CBD to end of line. |
| Capital Cost: | \$955 million in first quarter 2010 dollars or \$1.3 billion in year of expenditure (YoE) dollars* (\$37.2 million YoE per track mile). |
| Operation Costs: | A 10-minute peak headway scenario costs for 16 hours a day, 7 days a week, approximately \$22-25 million per year to operate. |

(* Regional transportation plans require year of expenditure (YoE) estimates with inflation.

CITY OF AUSTIN PROPOSED URBAN RAIL SYSTEM



ASMP
ANALYTICAL STRATEGIC MANAGEMENT PLAN

Legend

| | | |
|----------------------------|-------------------------|------------------------|
| —— Urban Shell | —— CH2A Green Line | —— CH2A Water/Air/Land |
| —— Urban Shell (Alt) | —— CH2A Steel Line | |
| —— Urban Shell (Alt) (Alt) | —— (Legend Steel Shell) | |

Figure 1 is a schematic representation of the experimental design. It shows a horizontal timeline with three main phases: 'Pretest', 'Training', and 'Test'. The 'Pretest' phase is represented by a small black bar. The 'Training' phase is represented by a long black bar. The 'Test' phase is represented by a small black bar. The timeline is labeled 'Time' at the bottom.



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