

CENTRAL CORRIDOR ADVISORY GROUP

MEETING #14

June 13, 2014 1:30 pm – 3:30 pm

Austin City Hall, Council Chambers



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Agenda

- 1) Welcome & Introductions
- 2) Process Recap
- 3) Recommended LPA
- 4) Next Steps
- 5) System Planning /Project Definition
- 6) Citizen Communication
- 7) CCAG Action



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CCAG Charge

The CCAG will:

- Ensure open and transparent public process
- Advise Mayor and project team in prioritizing and defining a preferred alignment for the next high-capacity transit investment for the Central Corridor
- Assist project team in a meaningful dialogue with the community



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Process Recap

2

Regional Challenges & Opportunities

Centers



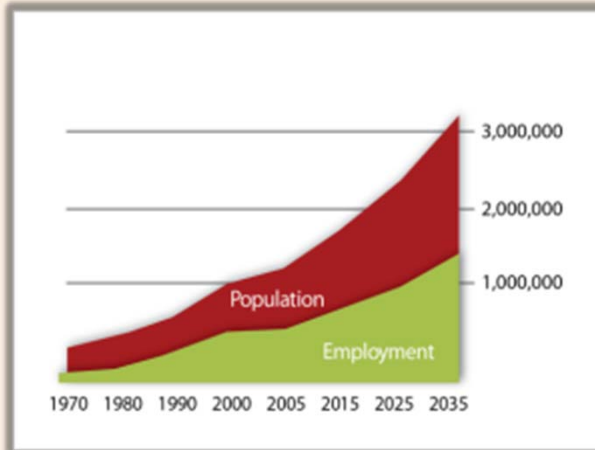
Core



Constraints



Growth



Congestion



CENTRAL TEXAS
HIGH-CAPACITY
TRANSIT VISION

Regional Rail, Commuter Rail
MetroRail (opened 2011), LSTAR (planned)

Bus Rapid Transit
MetroRapid (coming 2014)

Urban Rail
(Planned)

Transit on Express Lanes

Right-of-Way Preservation
For future transportation corridors

Transit Stations

P **Park & Ride**

Planned corridors, stations, routes and modes of transit for planned lines are conceptual only.

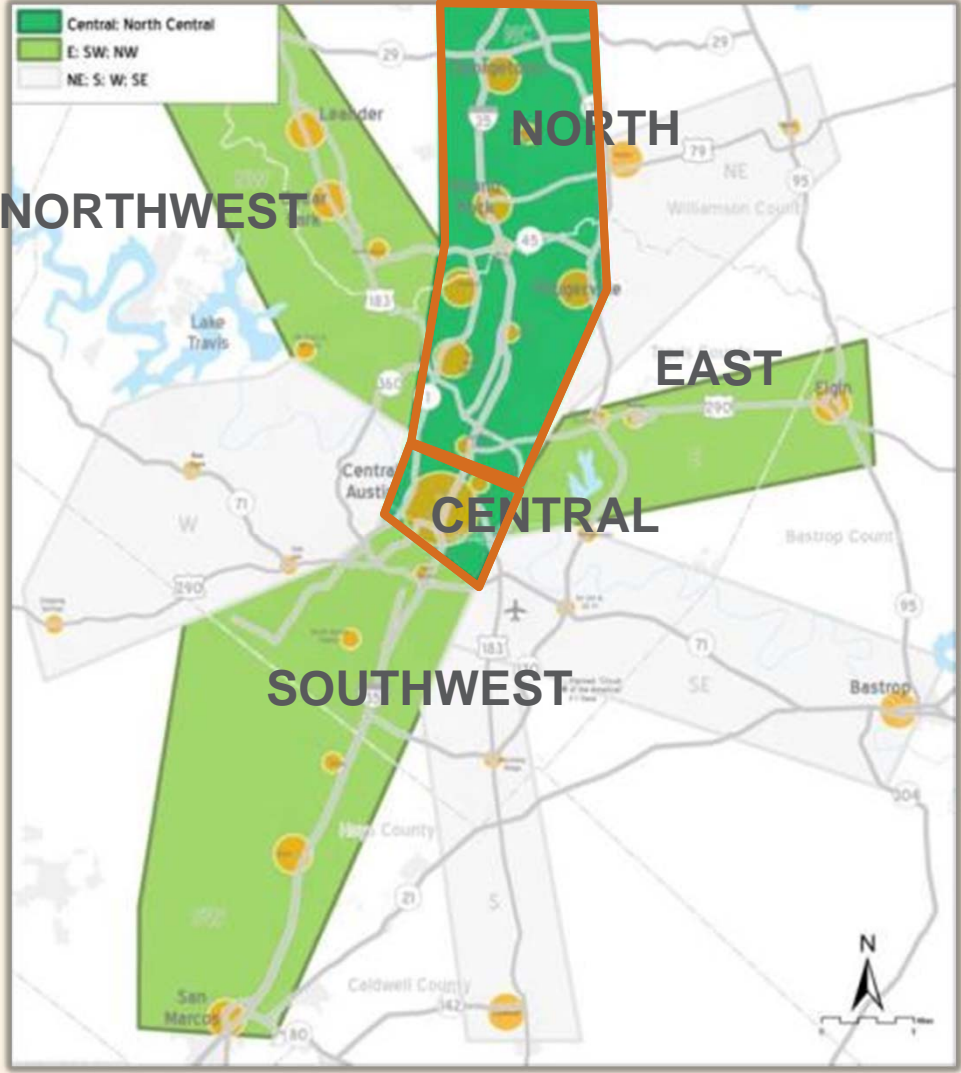
ADOPTED JUNE 2012 Map Revised June 2013

schematic map
not to scale



Project Connect Corridors

- North
- East
- Southwest
- Northwest
- Central



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?’

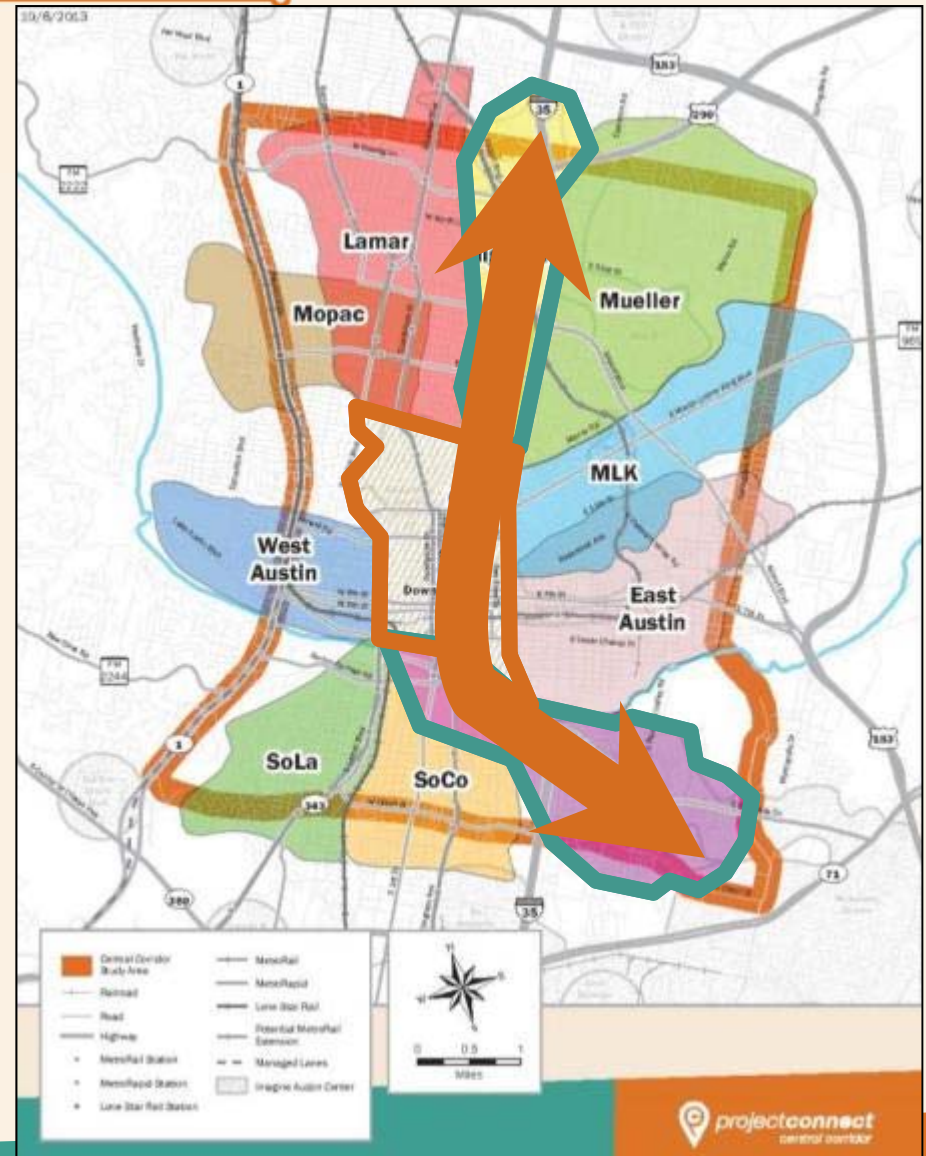


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Phase 1 Central Corridor Priority Area

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



2

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)

2

Phase 2 Work Plan & Schedule

Decision-Making Process

- Phase 2: Select Locally Preferred Alternative (LPA)

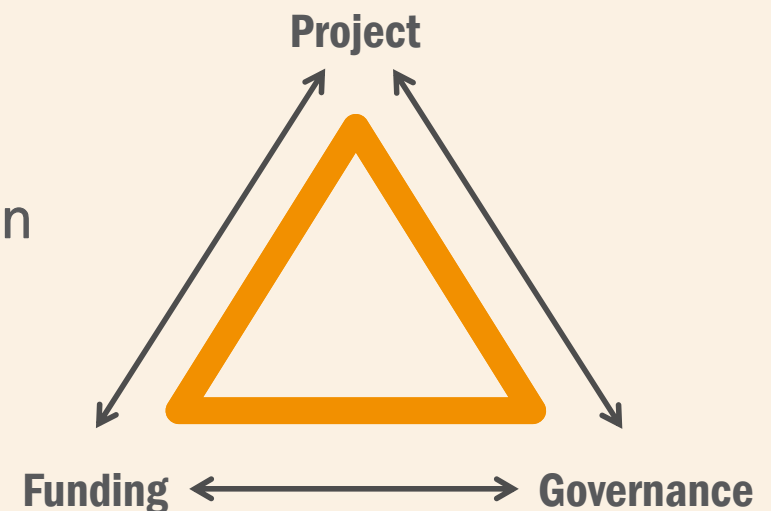
Current
Progress

Central Corridor High-Capacity Transit Study Work Plan				2013	2014						
				6	7	8	9	10	11	12	
				Dec	Jan	Feb	Mar	Apr	May	Jun	
Phase 2 Select Draft Locally Preferred Alternative (LPA)	Step 4: Identify Preliminary Alternatives	Task 9	Project Purpose								
		Task 10	Process – Methodology & Criteria								
		Task 11	Identify & Screen Preliminary Alternatives -- Service, Mode & Alignment								
	Step 5: Define Final Alternatives	Task 12	Define Final Alternatives -- Mode & Alignment								
	Step 6: Evaluate Alternatives	Task 13	Evaluate Final Alternatives								
	Step 7: Select LPA	Task 14	Select Draft Locally Preferred Alternative (LPA)								
			Decision								*

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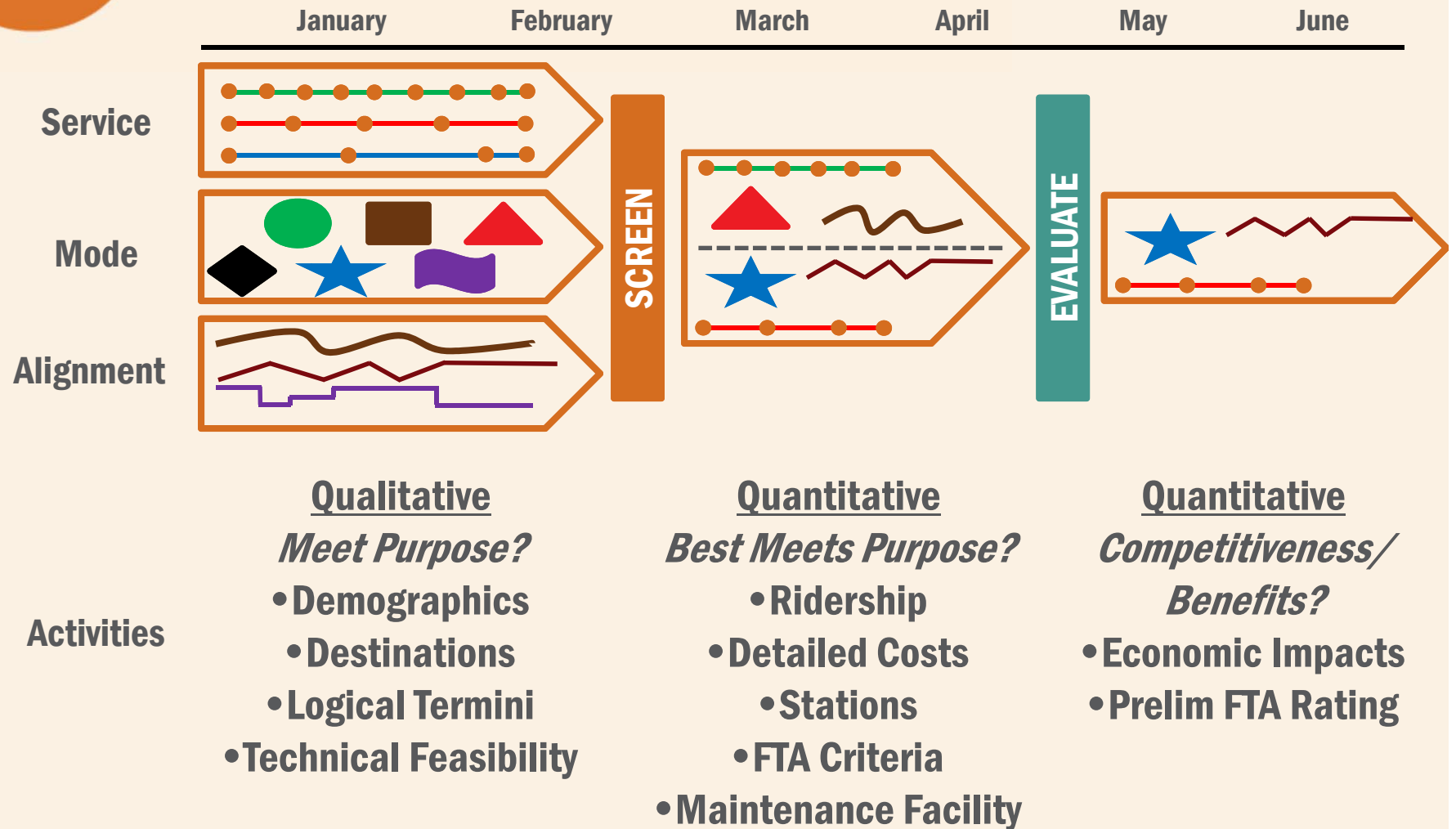
Phase 2 Objectives

- 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*



2

Evaluation Process





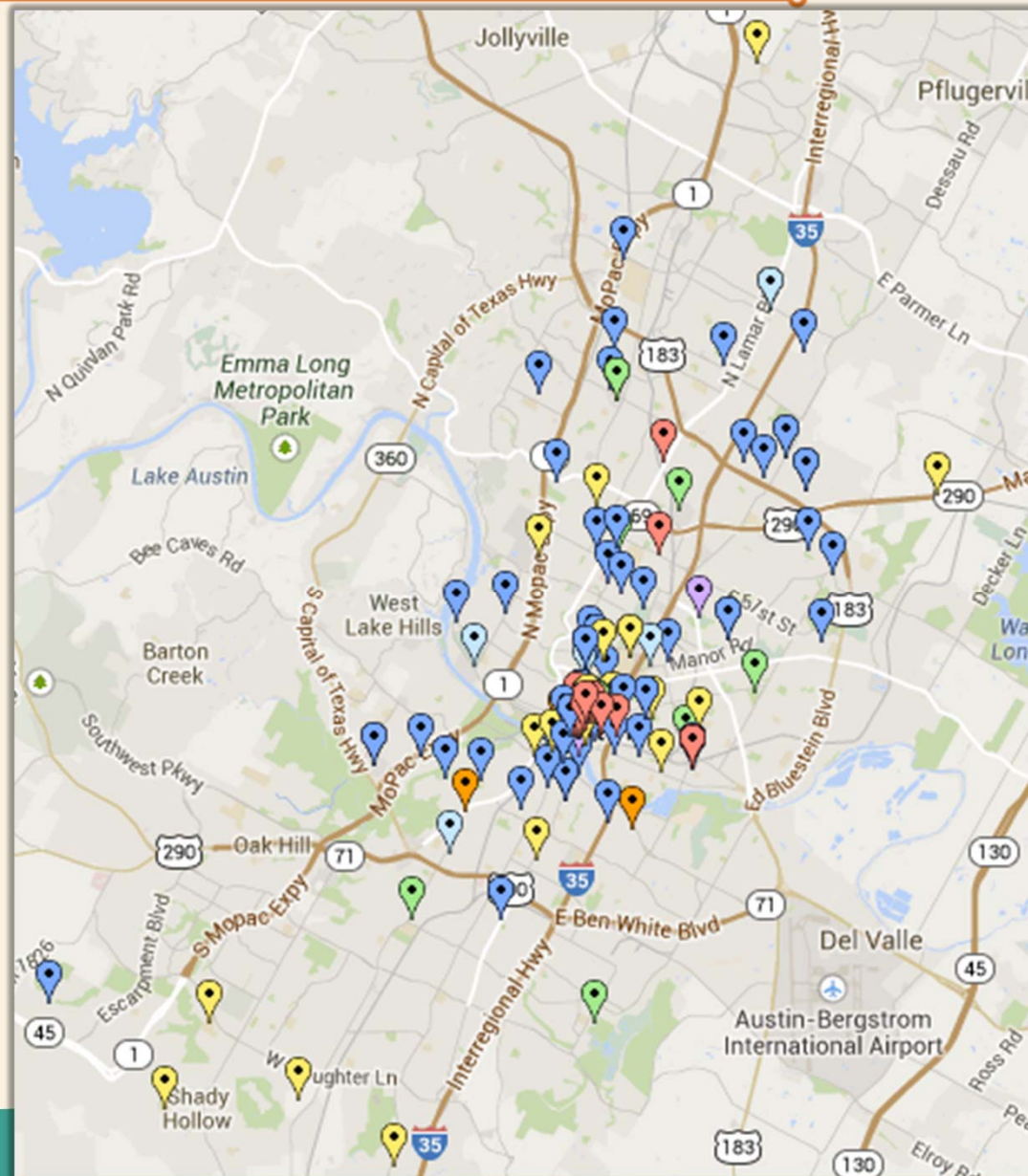
Public Involvement

“I’ve been everywhere, man...”



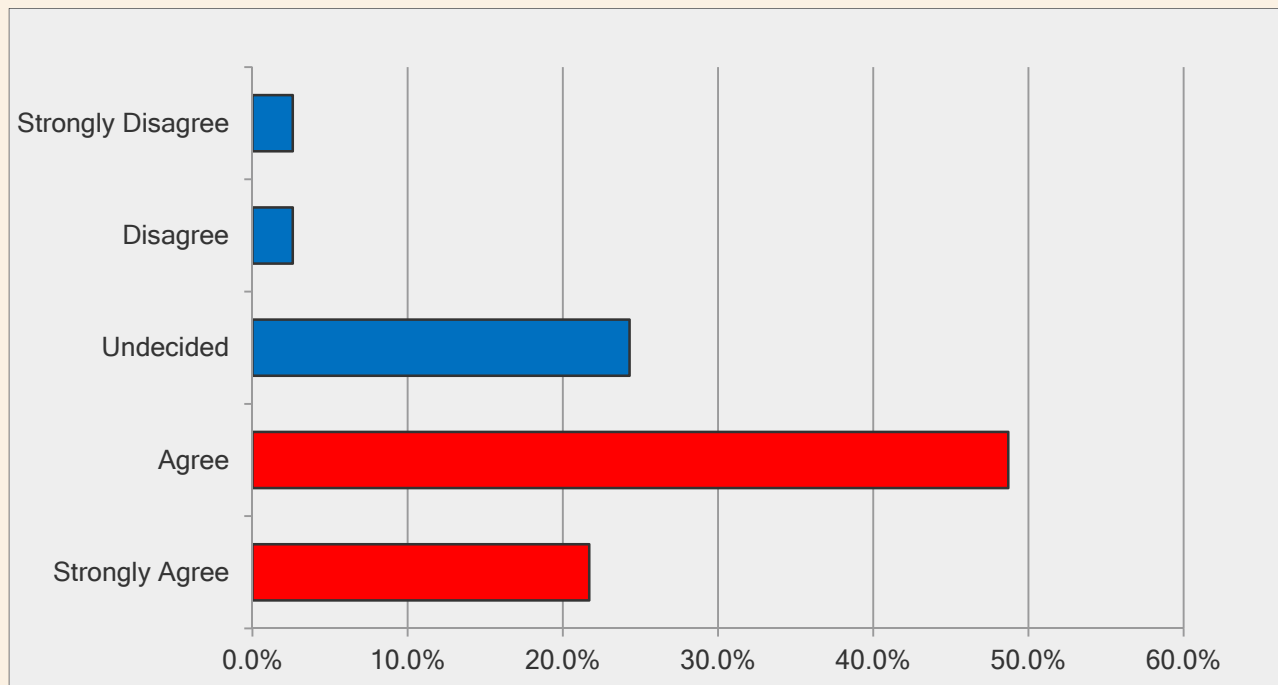
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“I’ve been everywhere, man...”



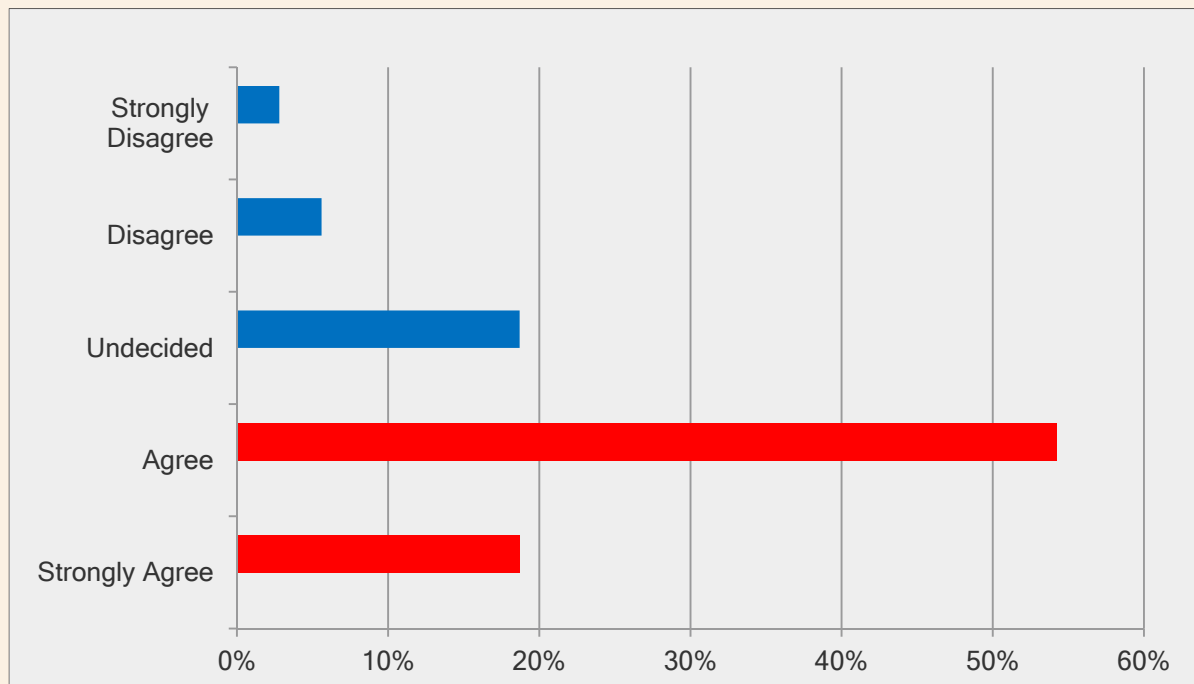
Feedback Phase 1

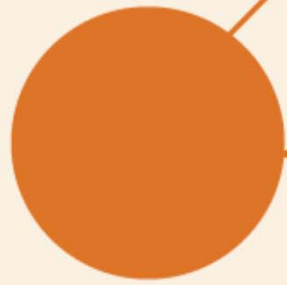
- The method used to identify Central Corridor Sub-Corridors is appropriate. (N=115)



Feedback Phase 1

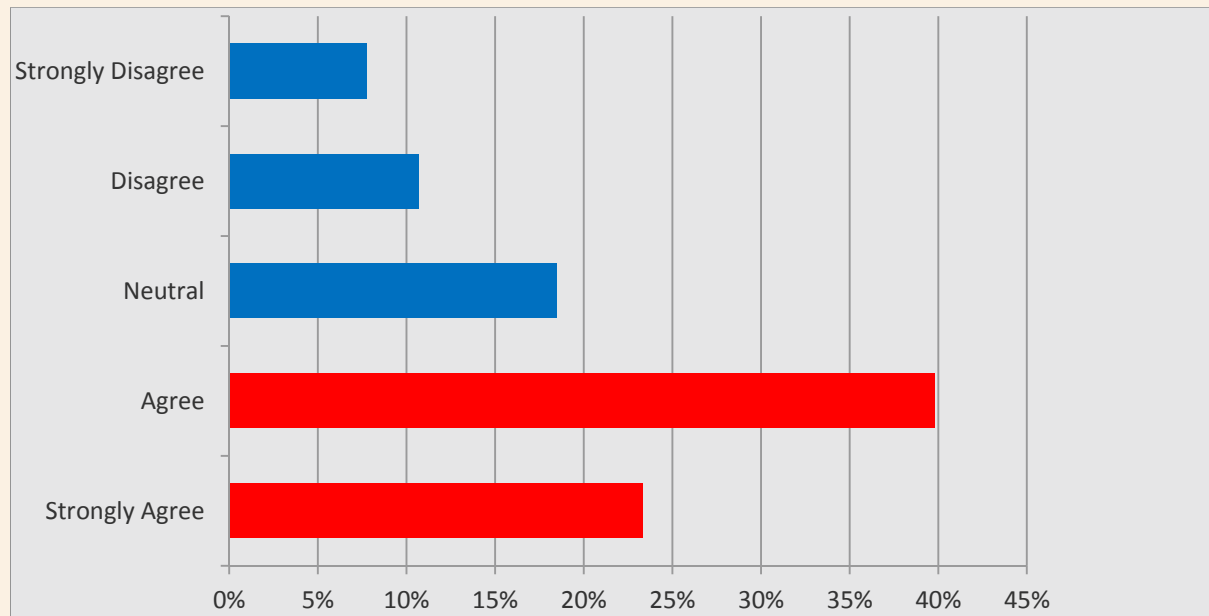
- The evaluation criteria proposed for Central Corridor Sub-Corridors are appropriate.
(N=107)

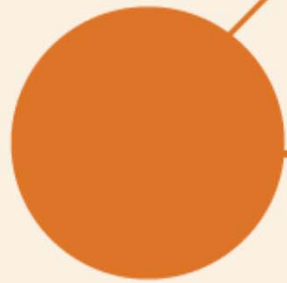




Feedback Phase 1

- The process used to evaluate sub-corridors is appropriate. (N= 103)

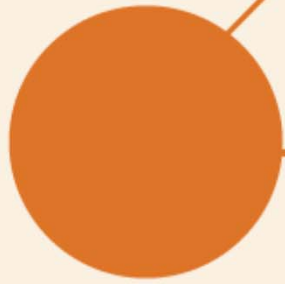




Feedback Phase 2

- Purpose Statements
- Rank with 1 being Most Important (N=1189)

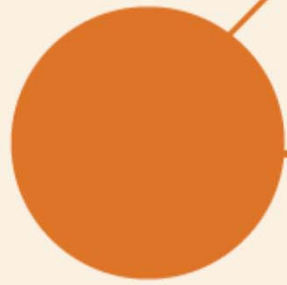
<u>Purpose</u>	<u>Average Ranking</u>
Provide a reliable alternative to congestion in the Central Corridor.	1.62
We need to implement an integrated high-capacity transit system.	1.98
Reinforce the success of the core of our region through improved access and affordable mobility.	2.02
Serve current demands and shape future growth.	2.16



Feedback from Phase 2

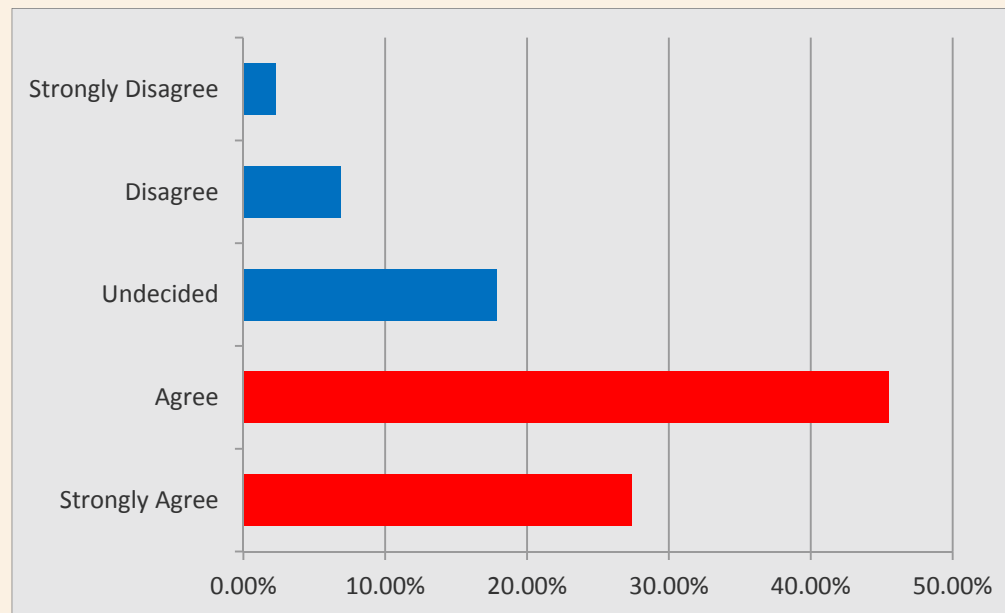
- Service Characteristics
- Rank with 1 being most important (N=1189)

Service Characteristic	Average Ranking
1. Reliability	1.9
2. Frequency	1.9
3. Speed	2.5
4. Stop Spacing	3.1



Feedback Results all Steps

The Project Connect partners are going in the right direction with regard to addressing regional transit needs. (N=435)



2

Recent Public Involvement Activities

- 5/17 University Hills Neighborhood
- 05/17 Manor Expressway Opening
- 05/17 Asian American Resource Center Food Festival
- 5/18 Questors Class
- 5/19 Central Austin Neighborhood Planning Advisory Committee
- 5/20 Capital Metro Special Board Meeting
- 5/20 Pfluger Architects
- 05/20 North Acres Homeowners Association
- 5/20 Brykerwoods Neighborhood Association
- 05/20 Northeast Austin HOA
- 5/21 Downtown Commission
- 5/21 Environmental Board
- 5/21 NW Austin Civic Association
- 5/21 Central Austin Democrats
- 5/22 Parkway Health and Wellness Fair
- 5/22 Austin Young Democrats
- 5/23 Eagle Talk Show Anniversary
- 5/27 St. David's (downtown) Open House
- 5/27 Planning Commission
- 05/28 Urban Land Institute Breakfast
- 5/29 VIN Etching Event - South Austin
- 6/02 VIN Etching Event – North Austin
- 6/02 South River City Citizens
- 6/03 IH35 Open House - Kealing
- 6/04 Alliance for Public Transportation
- 6/04 Capital Metro Access Advisory Committee
- 6/04 IH35 Open House – Akins
- 6/04 Heritage Neighborhood Association
- 6/05 Austin Chamber Transportation Committee
- 6/06 The News Movement
- 6/07 Kealing Neighborhood Association
- 6/07 Downtown Farmers Market
- 6/08 Senate Hills Neighborhood Association
- 6/09 Stakeholders meeting for future UR System Planning
- 6/09 Comprehensive Planning Subcommittee
- 6/09 Waterfront Planning Board
- 6/10 Urban Transportation Commission
- 6/10 Sierra Club
- 6/10 Imagine Austin Meet-Up
- 6/10 Bouldin Creek Neighborhood Association
- 6/11 Online Open House
- 6/11 Capital Metro Customer Satisfaction Advisory Committee
- 6/12 Austin Chamber Business Showcase
- 6/12 Reddit AMA
- 6/12 Dove Springs Open House

2

Upcoming Public Involvement Activities

- Public Open Houses
- Stakeholder Briefings
- Presence at various community events and festivals

2

Upcoming Public Involvement Activities

- 6/14 Triangle Open House
- 6/17 Oak Hill Parkway Open House
- 6/21 Juneteenth Celebration
- 6/21 Liveable City Board
- 6/22 South Lamar Farmers Market
- 6/23 Colony Park Family Fun Fest
- 6/23 Northwest Austin Coalition
- 6/25 K + Friese & Associates
- 6/26 Restore Rundberg
- 6/28 Domain Open House
- 6/29 Mueller Farmers Market
- 6/29 First Unitarian Universalist Church Public Affairs Forum
- 7/01 Gus Garcia Rec Center Open House
- 7/03 1st Thursday on SoCo
- 7/12 Circle C Open House
- 7/19 Sunset Valley Farmers Market
- 7/21 Highland Park West Neighborhood Assn
- 7/26 Barton Creek Mall Farmers Market

3

Recommended LPA

3

Target Service Profile

Reliability

Mostly Dedicated

Mixed Traffic

Transit Priority/
Pre-emption

Dedicated
Guideway

Separated
Guideway

Fully Separated
Guideway

Frequency

10 - 15

5 minutes

60 minutes

Stop Spacing

1/2 - 1 mile

< 1/4 mile

> 5 miles

Speed

20-30 avg.

10 mph

55 mph maximum (including stops)

60 mph



projectconnect
central corridor

3

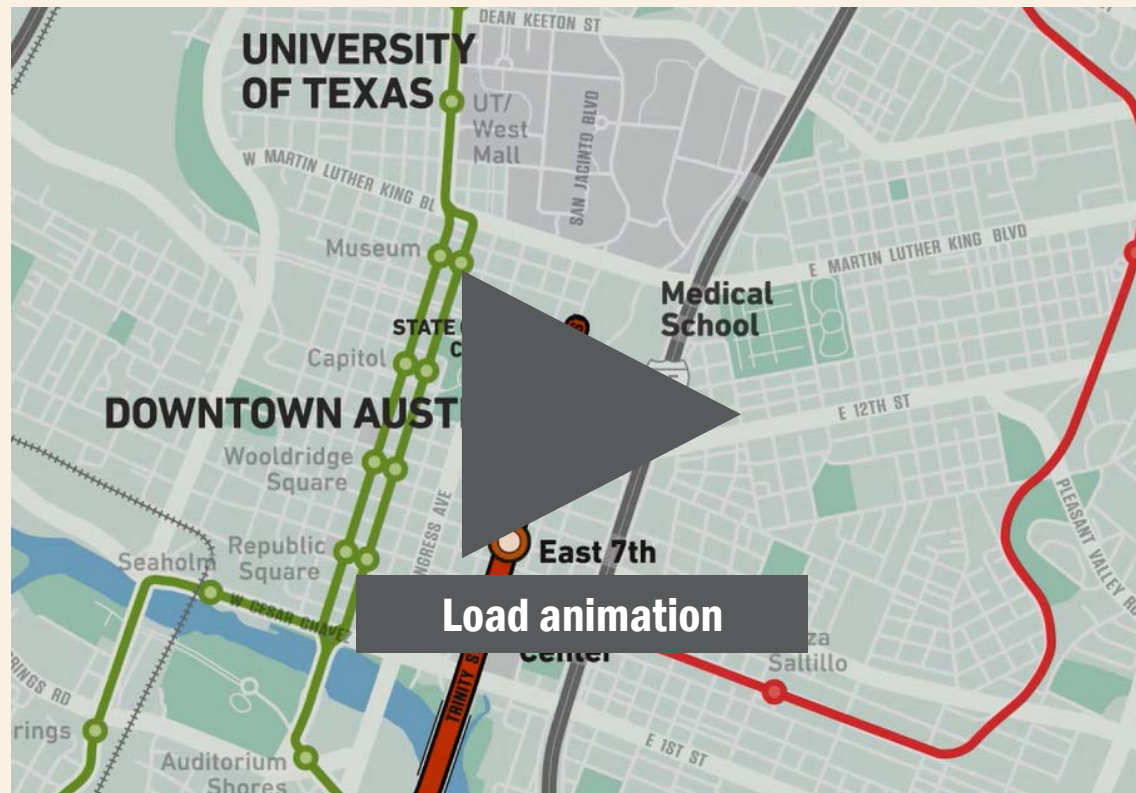
Recommended Locally Preferred Alternative (LPA)

- 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)



3

Recommended Locally Preferred Alternative (LPA)



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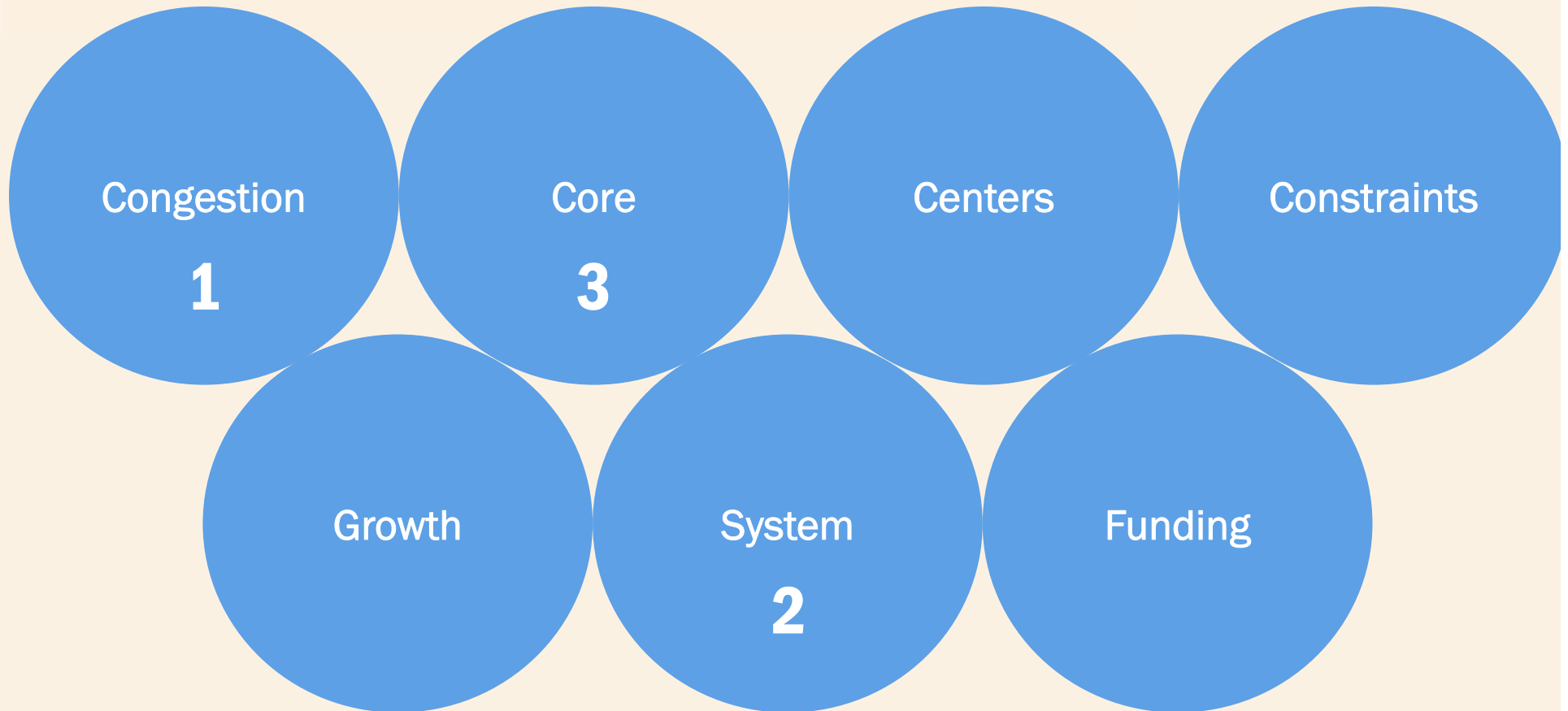
Project Benefits



- 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

3

Project Purpose



Congestion is the number one citizen priority by a wide margin.

3

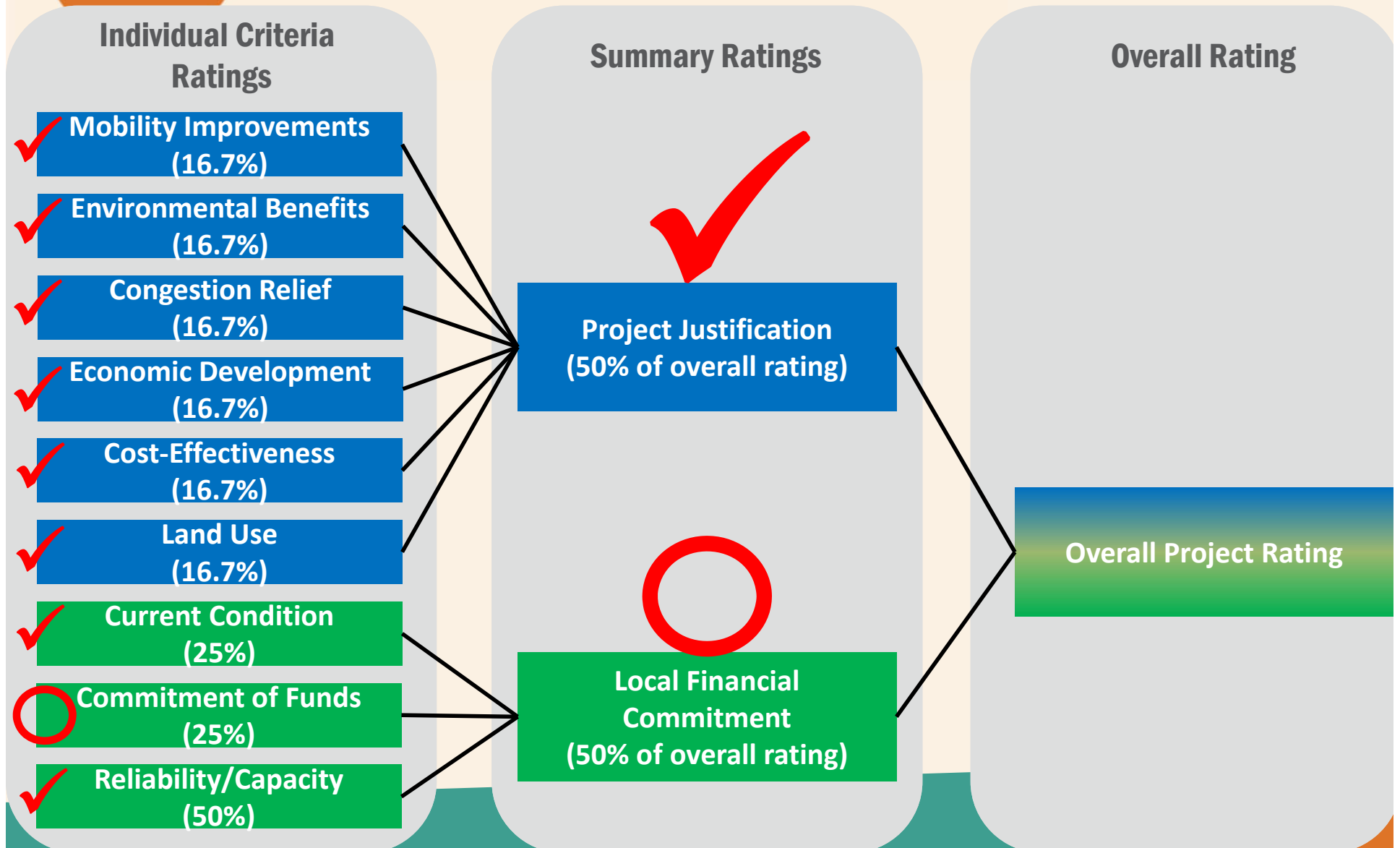
Project Purpose

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

3

FTA New Starts Competitiveness



3

Capital Funding Approach

FEDERAL

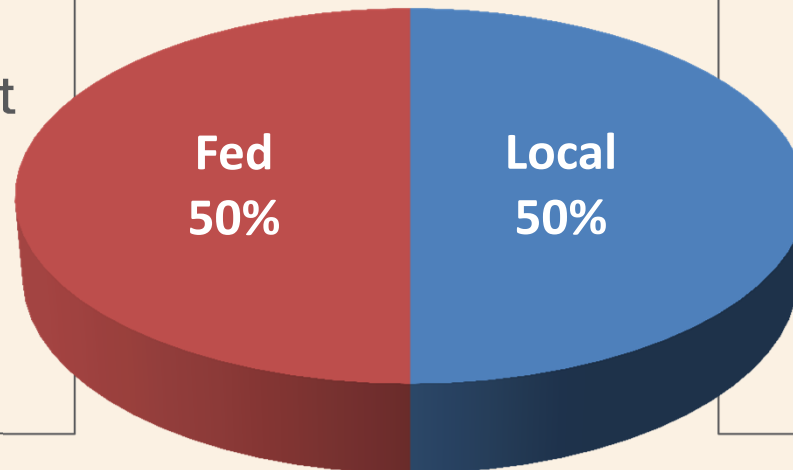
Federal Transit Administration (FTA)

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

LOCAL

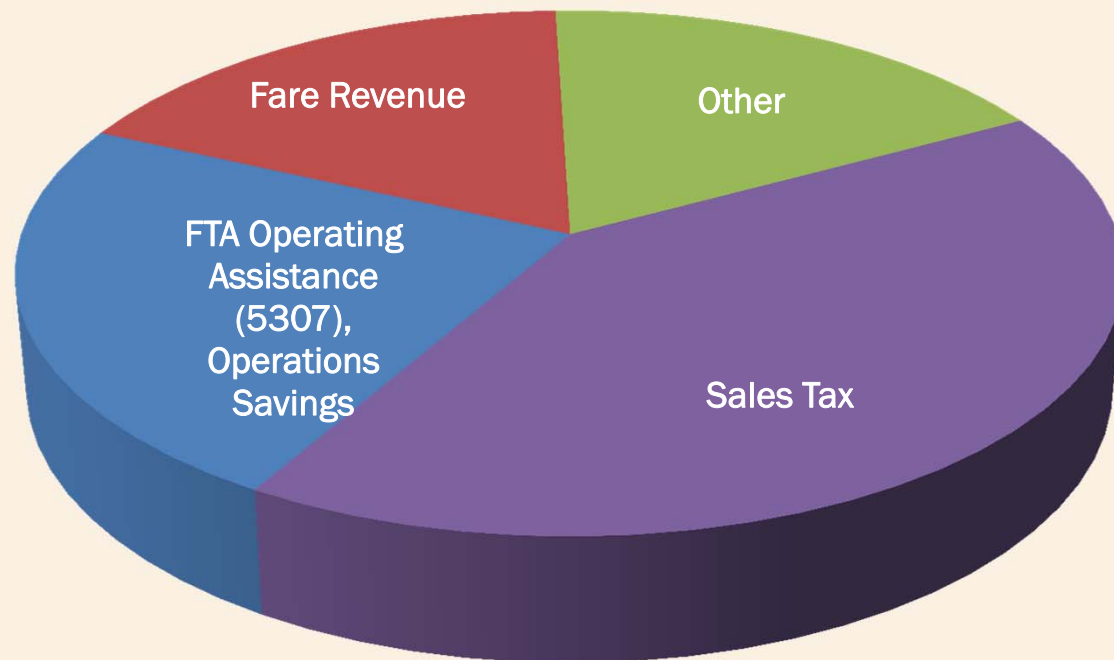
City of Austin

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



3

O&M Funding Approach



Sources of O&M Funding

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

3

Governance Approach: Partnership

“Owner”

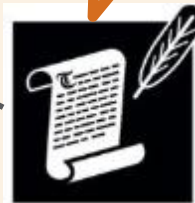


Builds on 2013 Project Connect High-Capacity Transit Interlocal Agreement



“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



Robert Goode

Executive Level

Joint Executive Team (JET) Framework
Continues



Linda Watson

Project Level

Urban Rail Project Director

4

Next Steps

4

Road to the LPA

- Capital Metro Board, May 20th
 - Briefing to Special Board Session
- City Council, May 22nd
 - Briefing at regular meeting
- CCAG #14, June 13th
 - Develop recommendation for Council & Board
- Council & Board, June 17th
 - Briefing to Special Joint Session
- Capital Metro Board, June 23rd
 - Action on recommended LPA
- City Council, June 26th
 - Action on recommended LPA
- City Council, August 7th
 - Action on bond election

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



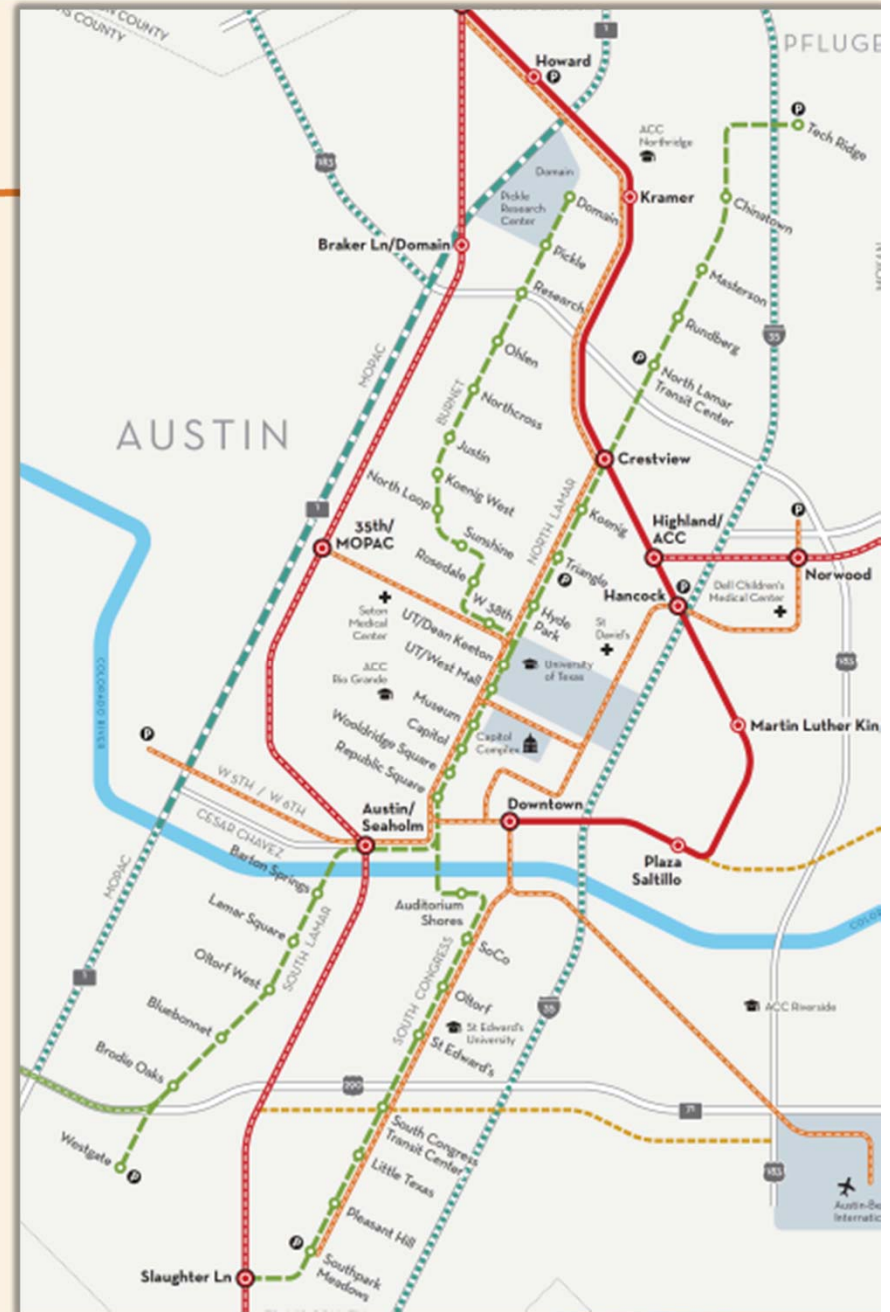
5

System Planning/ Project Definition

5

Urban Rail “Layer” System Concept

- Identification of Central Corridor LPA informs definition of Urban Rail “Layer” of Project Connect Vision
- Next steps
 - Update Project Connect Vision following LPA selection
 - Project definition and development activities for next tier: Lamar, Mueller, East Austin



6

Citizen Communication

7

CCAG Action

7

DRAFT RESOLUTION

NOW THEREFORE, BE IT RESOLVED:

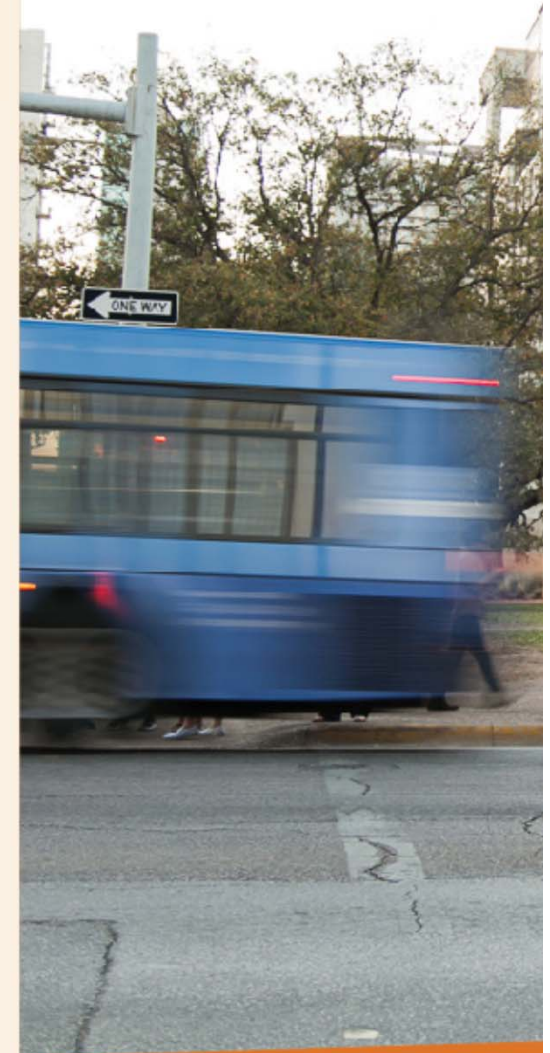
The CCAG endorses the project team recommended Locally Preferred Alternative (LPA) that serves East Riverside, Downtown, Capitol Complex, Medical School Complex, University of Texas, and Highland with urban rail.

BE IT FURTHER RESOLVED:

The CCAG endorses the City of Austin and Capital Metro partnership approach to funding and governance.

BE IT FURTHER RESOLVED:

The CCAG recommends that the project team pursue environmental clearance of the recommended LPA.



7

DRAFT RESOLUTION – Proposed Revision

Original Draft

BE IT FURTHER RESOLVED:

The CCAG endorses the City of Austin and Capital Metro partnership approach to funding and governance.

Proposed Revision

BE IT FURTHER RESOLVED:

The CCAG endorses the City of Austin and Capital Metro partnership approach to a) governance; and b) funding, which includes securing a matching federal funding commitment to build the proposed project, and an identifiable, secure source of combined City-Capital Metro projected Operating and Maintenance funds at levels that are sufficient to support the new urban rail service without adversely impacting the remaining portions of the transit system operations.



THANK YOU

More Information:

Project Connect &
Central Corridor HCT Study

projectconnect.com

