

CENTRAL CORRIDOR HIGH-CAPACITY TRANSIT STUDY

LPA Recommendation

June 2014



Briefing Topics

- 1) Project Connect Overview
- 2) Central Corridor Study
- 3) Recommended Locally Preferred Alternative (LPA)
- 4) Next Steps



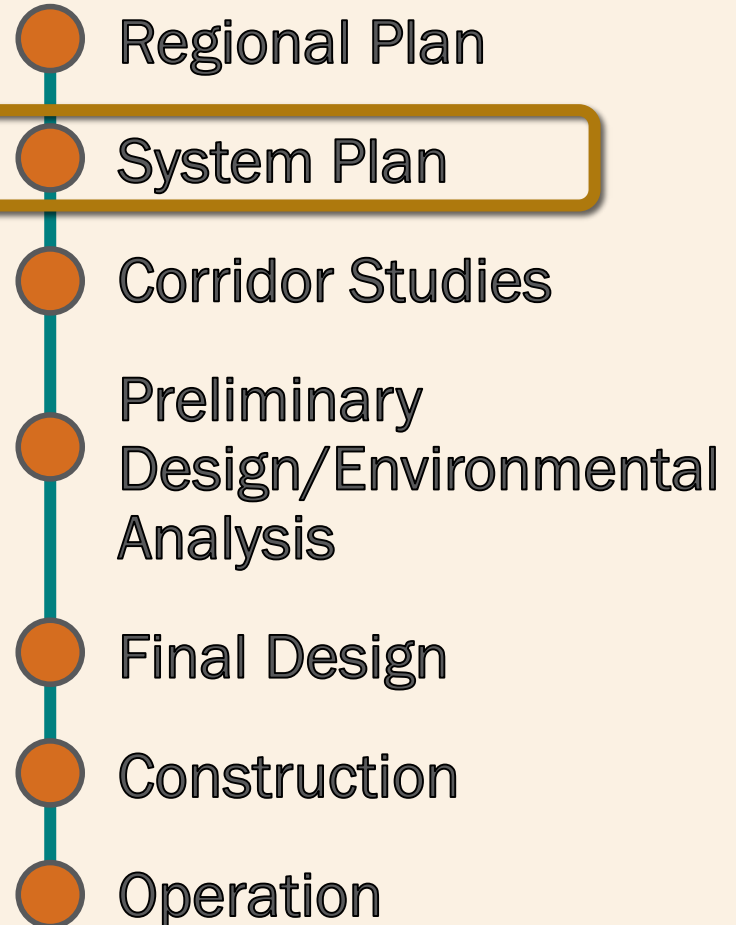
1

Project Connect

1

Project Connect

- A **partnership** between Central Texas transportation agencies
- A regional, long-range high-capacity transit **system plan** for Central Texas



1

Regional Challenges & Opportunities

Centers



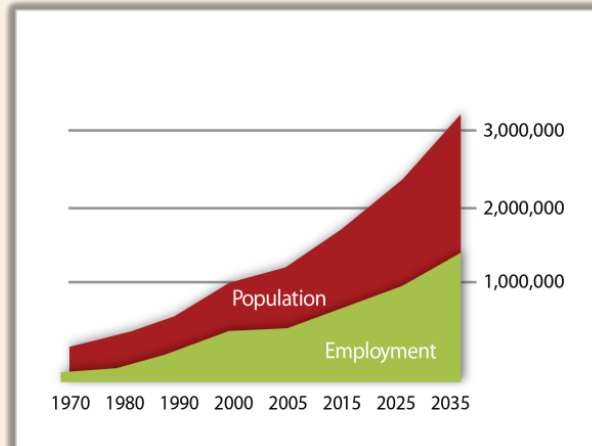
Core



Constraints



Growth



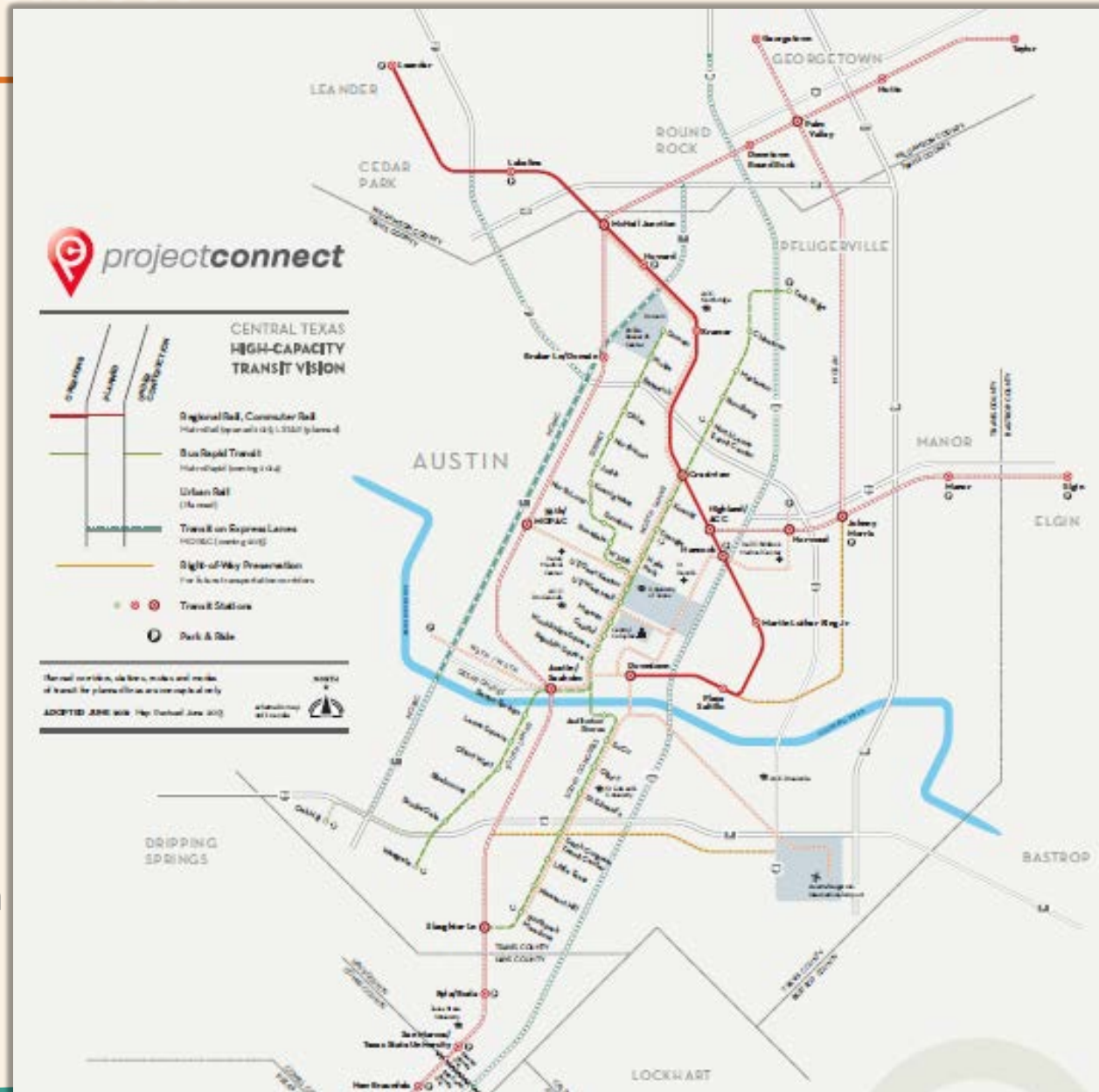
Congestion



1

Project Connect Vision

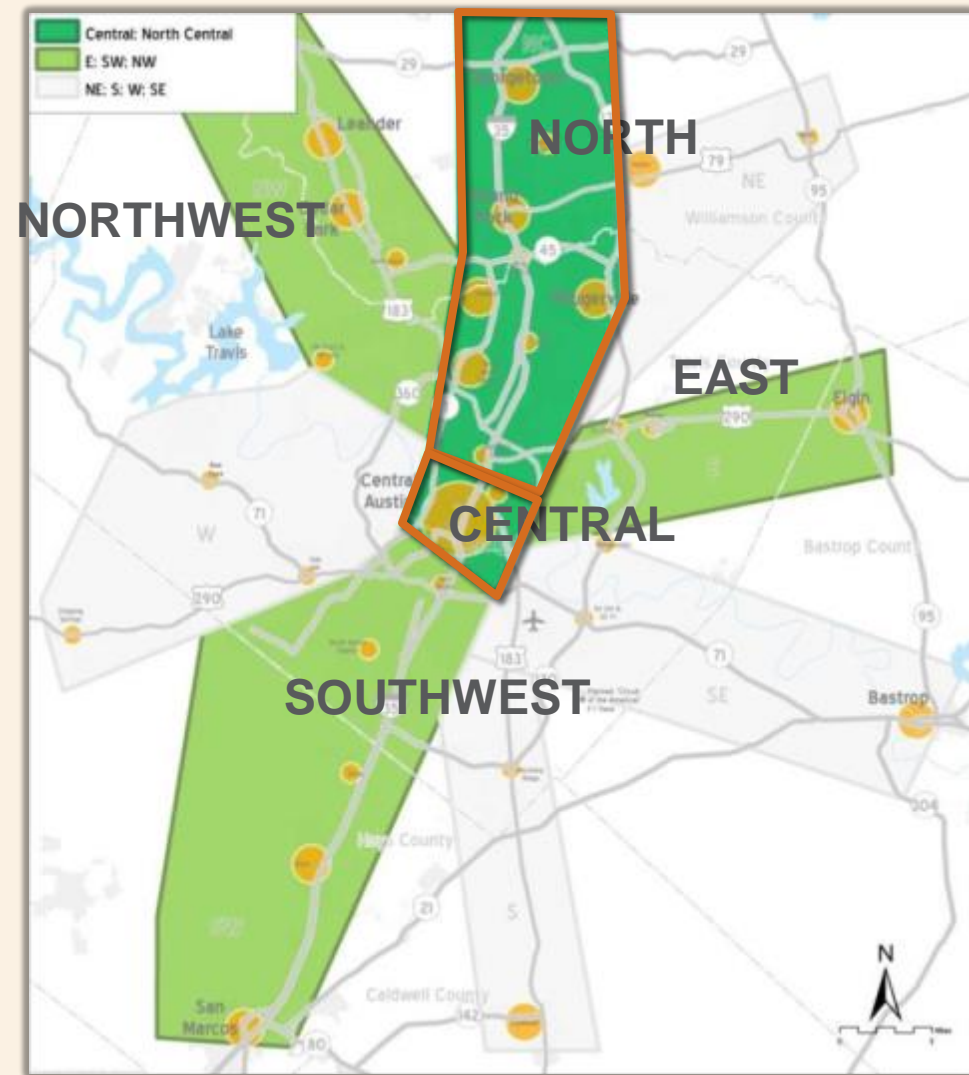
- System
 - 25 Centers & ABIA
 - 4 Counties/13 Cities
- Funding
 - \$4B Total Capital
 - Can Fund:
 - \$1.9B (49%) Capital
 - \$82M O&M
- Organization
 - ILA for Early Project Development
 - Framework for Regional Organization and 'Single System' Integration



1

Project Connect Corridors

- 9 Project Connect Corridors
- 5 High Priority:
 - North
 - East
 - Southwest
 - Northwest
 - Central



2

Central Corridor Study

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?’



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
				Dec	Jan	Feb	Mar
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)				
			<i>Decision</i>				*

3

Recommended Locally Preferred Alternative

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

3

Recommended Locally Preferred Alternative (LPA)

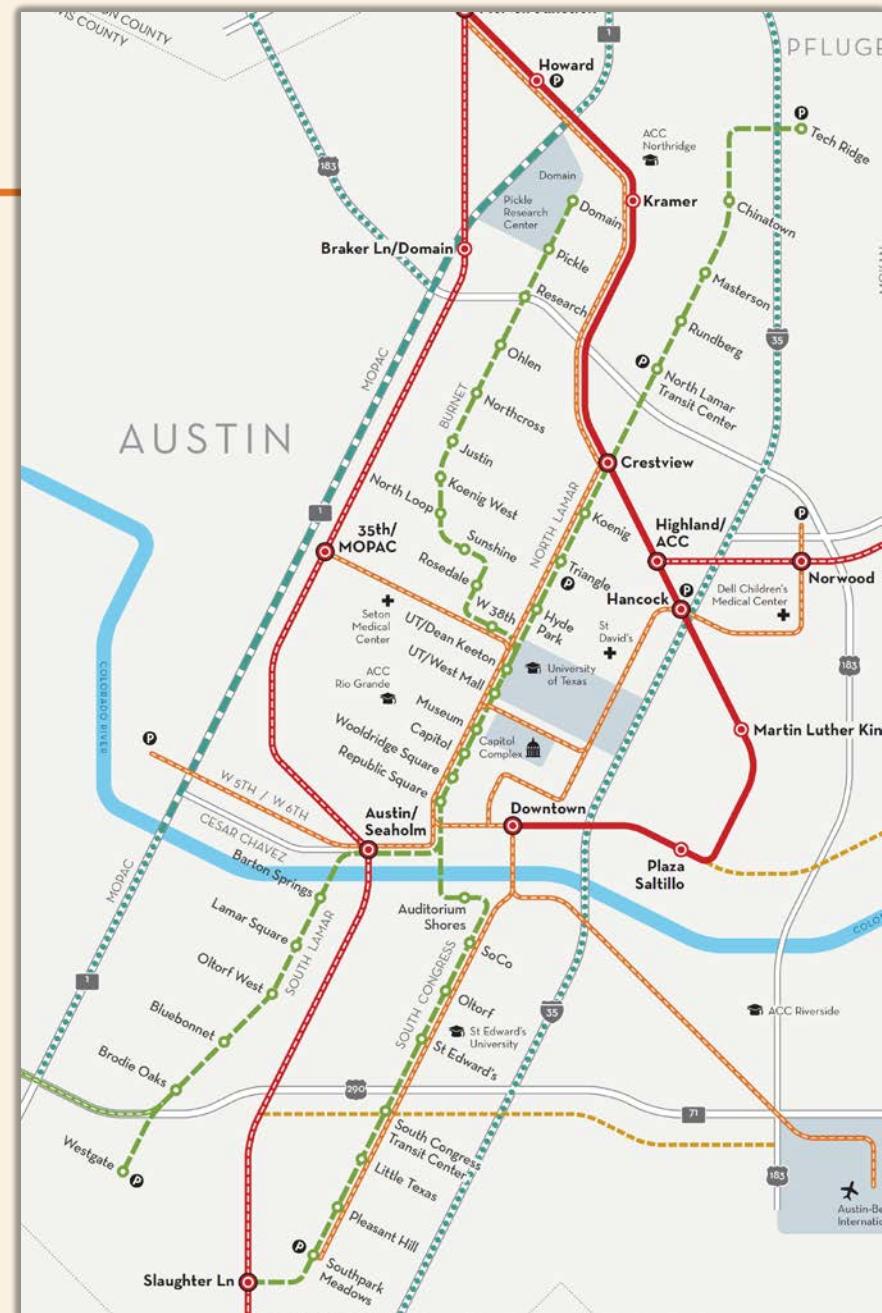
- 9.5-mile Urban Rail route, double-track and electrified
 - Bridge across Lady Bird Lake
 - East tunnel at Hancock Center under Red Line
- 16 Stations with 4 park and rides
- Estimated 18,000 daily Ridership by 2030
 - 6,500 new transit riders to line
 - 10,000 new transit riders to system
- Travel 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

Urban Rail “Layer” System Concept

- Identification of Central Corridor LPA informs definition of Urban Rail “Layer” of Project Connect Vision
- Next steps
 - Urban Rail system concept development
 - Additional project definition
 - Update Project Connect Vision following LPA selection



2

Capital Costs

Capital Cost Category	Estimated Cost (2020 Year of Expenditure)
Construction	\$730 M
Vehicles	\$40 M
Right-of-Way	\$40 M
Professional services	\$240 M
Total contingencies	\$330 M
Total	\$1.38 B

- In current dollars, proposed Urban Rail starter line is \$118.9M/mi
- 21 US LRT projects currently under construction in FY14
 - Average per mile cost is \$236.3M
- 16 of 21 US LRT projects are at-grade or mostly at-grade
 - Average per mile cost is \$123.1M
 - 6 projects more expensive per mile than Urban Rail
 - 5 projects with total cost above Urban Rail

2

FTA New and Small Starts Evaluation

Individual Criteria Ratings

- ✓ Mobility Improvements (16.66%)
- ✓ Environmental Benefits (16.66%)
- ✓ Congestion Relief (16.66%)
- ✓ Economic Development (16.66%)
- ✓ Cost-Effectiveness (16.66%)
- ✓ Land Use (16.66%)
- ✓ Current Condition (25%)
- Commitment of Funds (25%)
- ✓ Reliability/Capacity (50%)

Summary Ratings

Project Justification
(50% of overall rating)

Local Financial
Commitment
(50% of overall rating)

Overall Rating

Overall Project Rating

4

Next Steps

4

Next Steps

- Action on recommendation by:
 - CCAG 06/13
 - Capital Metro Board 06/23
 - Council 06/26
- Council action on Transportation Bonds early August
- NEPA
- Further Urban Rail System Planning
- Additional Regional Corridor Studies



4

Upcoming Activities

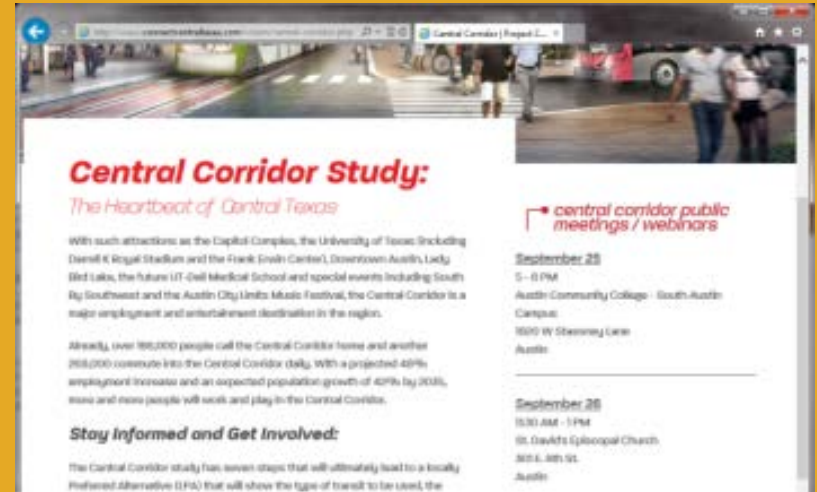
- SpeakUpAustin discussions
- Webinar June 11th, 12p
- 6 to 8 Public Open Houses
- Stakeholder Briefings
- Social Media engagement
- Televised Town Hall
- Presence at various community events and festivals

THANK YOU

More Information:

Project Connect &
Central Corridor HCT Study

projectconnect.com



projectconnect
central corridor