



CITY CLERK DEPT.

09 NOV 25 PM 2:58

LEGISLATIVE REVIEW COMMITTEE
Meeting Action Report

Committee: Transportation

Members: City Representative Beto O'Rourke (Chair)
City Representative Susie Byrd
City Representative Rachel Quintana (absent)
City Representative Steve Ortega

Date of Meeting: November 19, 2009

I. Discussion and action on a presentation by Ron Fisher of Jacobs on the status report and strategic plan for completing the Alternatives Analysis for Rapid Transit Corridors.

Summary:

Ron Fisher and John Kulpa of Jacobs made a presentation regarding the analysis required to make an informed decision for transit corridor development (known as "Alternatives Analysis") and the federal program (known as "New Starts") in place to fund justifiable rapid transit systems (also referenced by FTA as "BRT"). Mr. Fisher is the former Director of FTA's Office of Project Planning for New Starts projects, ranked projects and made recommendations of worthy projects for funding. Mr. Kulpa is the former Chief of Traffic, Planning and Engineering for New York City. He has also developed BRT systems in Los Angeles, and has worked on similar projects in Seattle, San Francisco, Miami and San Antonio.

The preliminary alternatives for corridor development are:

- (1) No-build Alternative;
- (2) BRT Light/Transportation System Management ("TSM") Alternative (which includes limited stops, premium and branded stops with real time information, signal prioritization, buses in mixed traffic and queue jumper lanes. TSM provides the baseline alternative for comparison to Build Alternatives.); and
- (3) Build Alternative (BRT dedicated lanes on the outside, median or with a contra-flow lane).

After reviewing the Mesa, Alameda, Montana and Dyer corridors for development, staff is recommending that a "Downtown BRT Core" with dedicated BRT lanes using existing streets from the Downtown Transfer Center to the Five Points Transfer Center (utilizing Myrtle/Magoffin and Yandell/Wyoming) be developed to serve as the backbone for the BRT system. Staff's recommendation for the first corridor to be developed and locally funded is the Alameda corridor with a dedicated lane from the Downtown core to the Medical Center of the Americas. TSM improvements with a mixed use traffic lane from the MCA to Mission Valley are also recommended. The remaining corridors (Mesa, Montana and Dyer) will be developed utilizing dedicated BRT lanes in the Downtown Core with TSM improvements and mixed use traffic lanes for the remainder of the corridor. Staff recommends competing for federal funding to construct these corridors. Staff also recommends that the City should

strive to keep these corridors to less than \$50M per corridor to qualify for Very Small Starts funding and to expedite the delivery schedule. Dedicated BRT lanes for the entire length of a corridor most likely will have a high cost compared to the benefits, may result in a lengthy environmental process, may require right of way acquisitions and may not qualify for federal funding.

Action Taken:

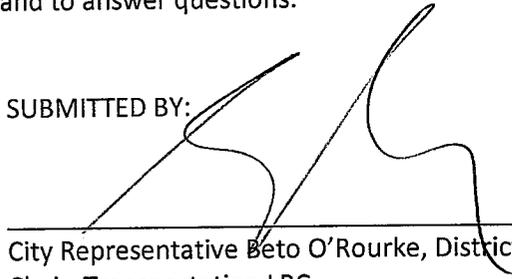
The LRC voted 2-1 to support staff's recommendation to develop a "Downtown BRT Core". However, the LRC asked staff to review whether Texas and Montana Streets should be designated the "core" streets as they offer economic development opportunities. The LRC also questioned whether mixed use traffic lanes beyond the Downtown BRT Core would provide the premium transit service desired by this City Council. A trip to Los Angeles and Kansas City was suggested to review successful BRT systems utilizing mixed use traffic lanes.

The LRC also asked staff to inquire whether TxDOT would be willing to convert state highway lanes to dedicated BRT lanes which will reduce right of way acquisitions. Staff will also investigate whether state funding allocated for Mesa and Montana can be reallocated to the Alameda corridor.

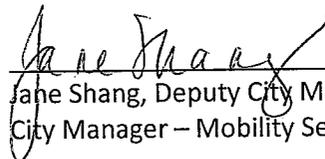
Disposition:

Staff's recommendation will be brought before the City Council on December 15, 2009. Jacobs staff will also be present to make a presentation and to answer questions.

SUBMITTED BY:



City Representative Beto O'Rourke, District 8
Chair, Transportation LRC



Jane Shang, Deputy City Manager
City Manager – Mobility Services

CITY CLERK DEPT.
09 NOV 25 PM 2:58

Alternatives Analysis Update & Strategic Plan of Action

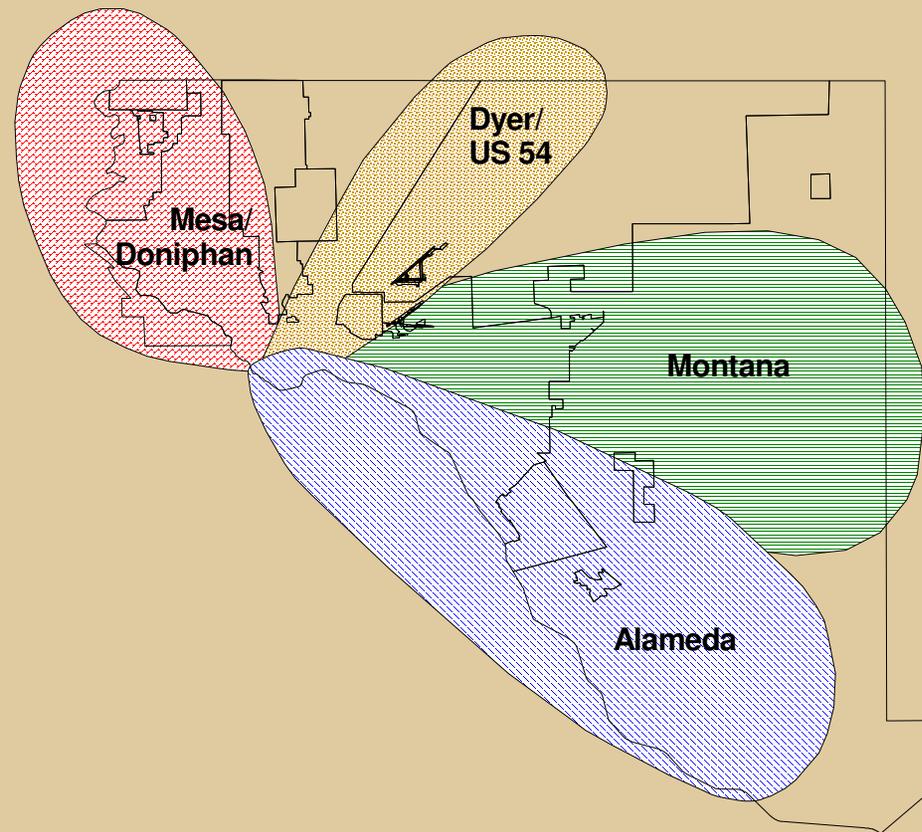
Legislative Review Committee Briefing
Thursday, November 19, 2009

Why perform an Alternatives Analysis?

- ◆ Sets the context for making informed decisions
 - ◆ Identification of corridor problems
 - ◆ Development of alternatives
 - ◆ Development of benefits, costs, and impacts of each alternative
 - ◆ Evaluation & selection of the locally preferred alternative (LPA)

Alternatives Analysis for Four Corridors

- ◆ Mesa
- ◆ Montana
- ◆ Dyer
- ◆ Alameda



Mesa Corridor 9.9 Miles



Legend

-  Proposed Transit Terminals
-  SMART Bus Route 101 Phase I
-  Mesa Corridor



Montana Corridor 16.7 Miles



Legend

-  Proposed Transit Terminals
-  Montana Corridor



Dyer Corridor 11.7 Miles



Legend



Proposed Transit Terminals



Dyer Corridor



Alameda Corridor 14.0 Miles



Legend



Proposed Transit Terminals

Alameda Corridor



Preliminary Alternatives for Four Corridors

- ◆ No-Build Alternative
- ◆ BRT Light - Transportation System Management (TSM) Alternative
- ◆ Build Alternatives
 - ◆ BRT Dedicated Outside Bus Lanes
 - ◆ BRT Dedicated Median Bus Lanes
 - ◆ BRT Dedicated Contra-Flow Lane

What is Bus Rapid Transit (BRT)?

“An integrated system of facilities, services, and amenities that collectively improve the speed, reliability, and identity of bus transit.”

Transit Cooperative Research Program (TCRP)



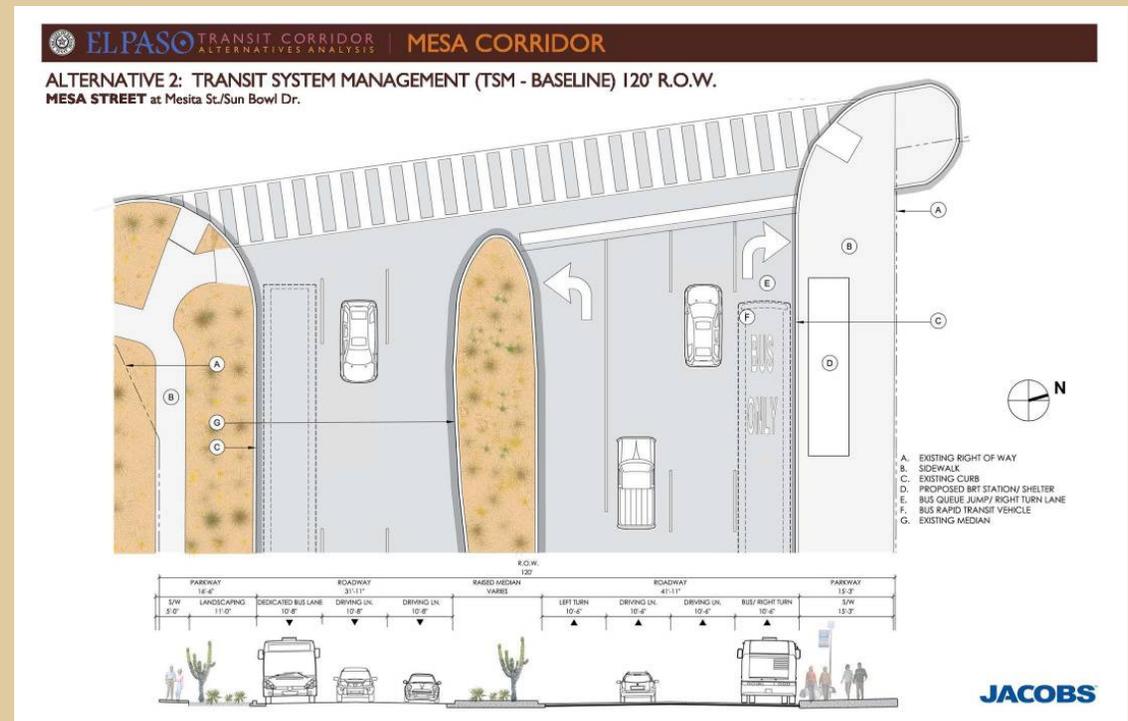
Typical BRT Elements

- ◆ Frequent service
- ◆ Less frequent stops
- ◆ Level boarding and alighting
- ◆ Branded vehicles and stations
- ◆ Amenities at stops
- ◆ Signal prioritization
- ◆ Fare prepayment
- ◆ Local bus feeder network



BRT Light (TSM) Alternative

- ◆ Stations/Stops at Curbside
Locations about 1-mile apart
- ◆ Premium Stops with Real Time Bus Arrival Displays
- ◆ Signal Prioritization
- ◆ Buses in Mixed Traffic
- ◆ Queue Jumper Lanes at Existing Right-Turn Lanes
- ◆ Bus and station branding
- ◆ Baseline Alternative for comparison with Build Alternatives



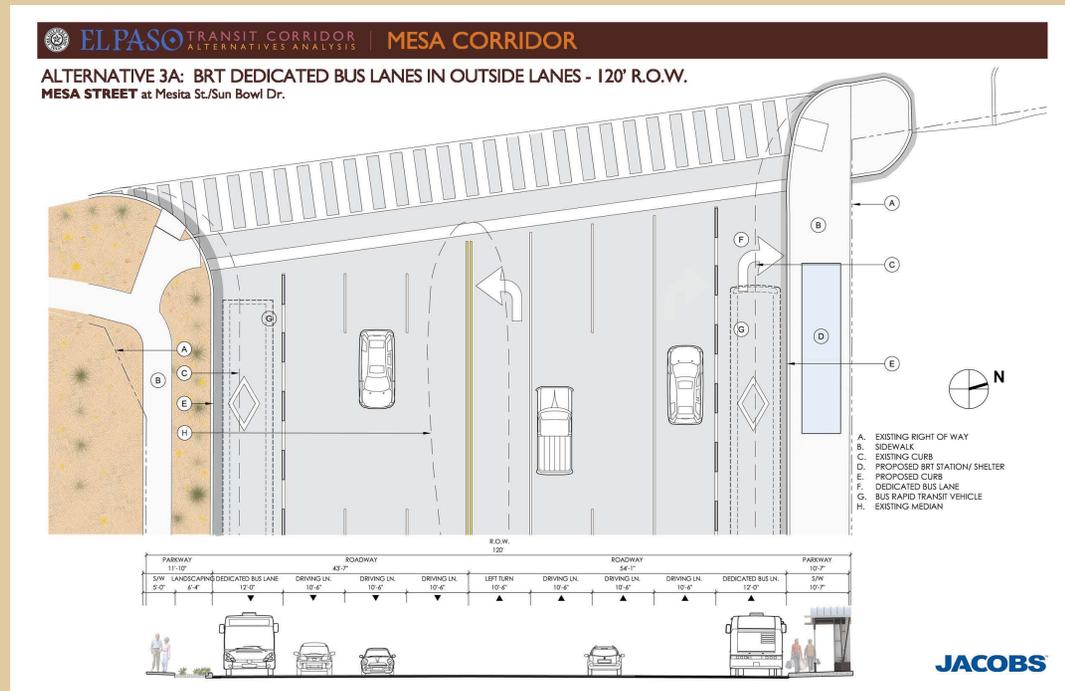
BRT Light Station with Bus in Mixed Traffic



BRT Light Vehicle, LA Metro Rapid

BRT Alternative: Dedicated Outside Bus Lanes

- ◆ Add Dedicated Outside Bus Lanes
- ◆ Stations/Stops at Curbside Locations about 1 mile apart
- ◆ Signal Prioritization
- ◆ Queue Jumper Lanes at Right-Turn Lanes
- ◆ Bus and station branding





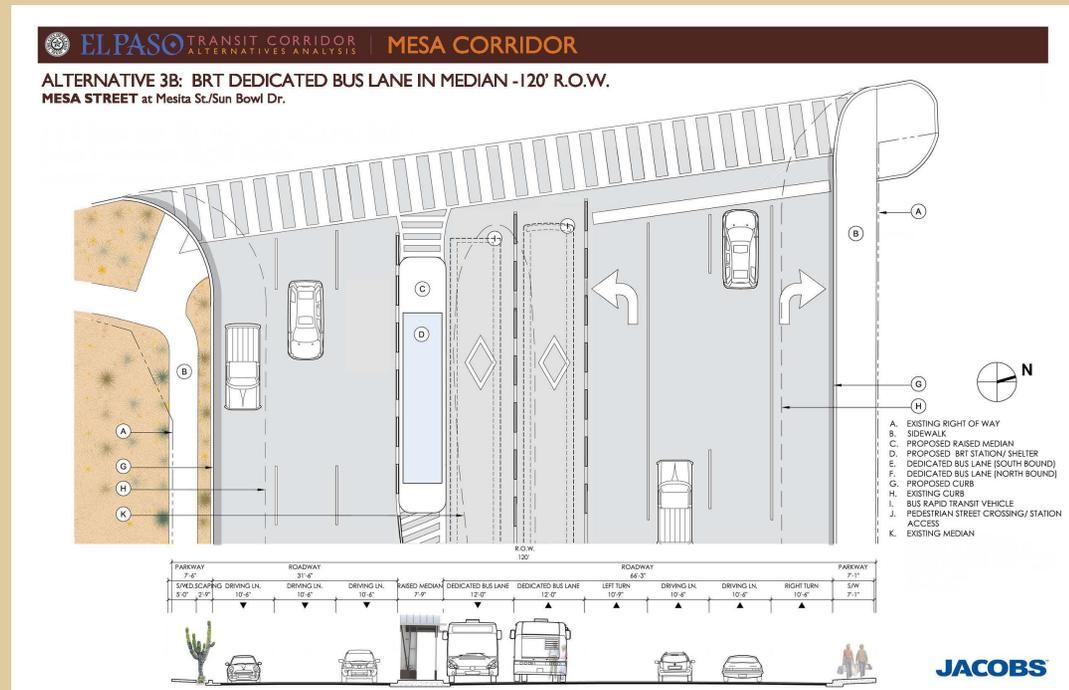
BRT in Dedicated Curb Lane,
Kansas City Max



BRT Station Branding

BRT Alternative: Dedicated Median Bus Lanes

- ◆ Dedicated Bus Lanes in Median
- ◆ Stations/Stops at Median Locations about 1 mile apart
- ◆ Signal Prioritization
- ◆ Bus and station branding



BRT in Median Running Dedicated Lanes



BRT Station in Dedicated Lanes

Preliminary Evaluation of BRT Alternatives

BRT Light (TSM):

- ◆ Low cost, compared to benefits
- ◆ Quick to implement
- ◆ Probable FTA funding via Very Small Starts

Dedicated outside lane:

- ◆ High cost, compared to benefits
- ◆ Longer environmental process
- ◆ Street reconstruction
- ◆ Possible right-of-way acquisitions needed
- ◆ Possible FTA funding via Small Starts

Dedicated median lane:

- ◆ Very high cost, compared to benefits
- ◆ Longer environmental process
- ◆ Street reconstruction
- ◆ Right-of-way acquisitions needed
- ◆ Significant traffic impacts for left turns

FTA Small Starts Program Provisions

- ◆ “Very Small Starts” funding
 - ◆ < \$50 M total project costs
 - ◆ < \$ 3 M per mile
 - ◆ 50% typical federal funding
 - ◆ 3000 existing riders needed
 - ◆ Possible Categorical Exclusion for NEPA
 - ◆ Relatively quick timeline for FTA approval
- ◆ “Small Starts” funding
 - ◆ < \$250 M total project costs
 - ◆ < \$75 M Small Starts funding
 - ◆ 50% typical federal funding
 - ◆ Environmental Assessment or EIS probable for NEPA
 - ◆ Slightly longer timeline for FTA approval

FTA Small Starts Process

- ◆ Very simple Alternatives Analysis (AA) process may be used to select LPA
- ◆ Preliminary engineering & final design combined into “project development”
 - ◆ Complete AA & adopt LPA
 - ◆ LPA included in MPO’s long-range plan
 - ◆ Complete NEPA scoping
 - ◆ Receive a “medium” rating from FTA
 - ◆ Project Management Plan is needed
- ◆ Project Construction Grant Agreement is negotiated during project development

Alternatives Analysis



Project Development



*Project Construction
Grant Agreement*

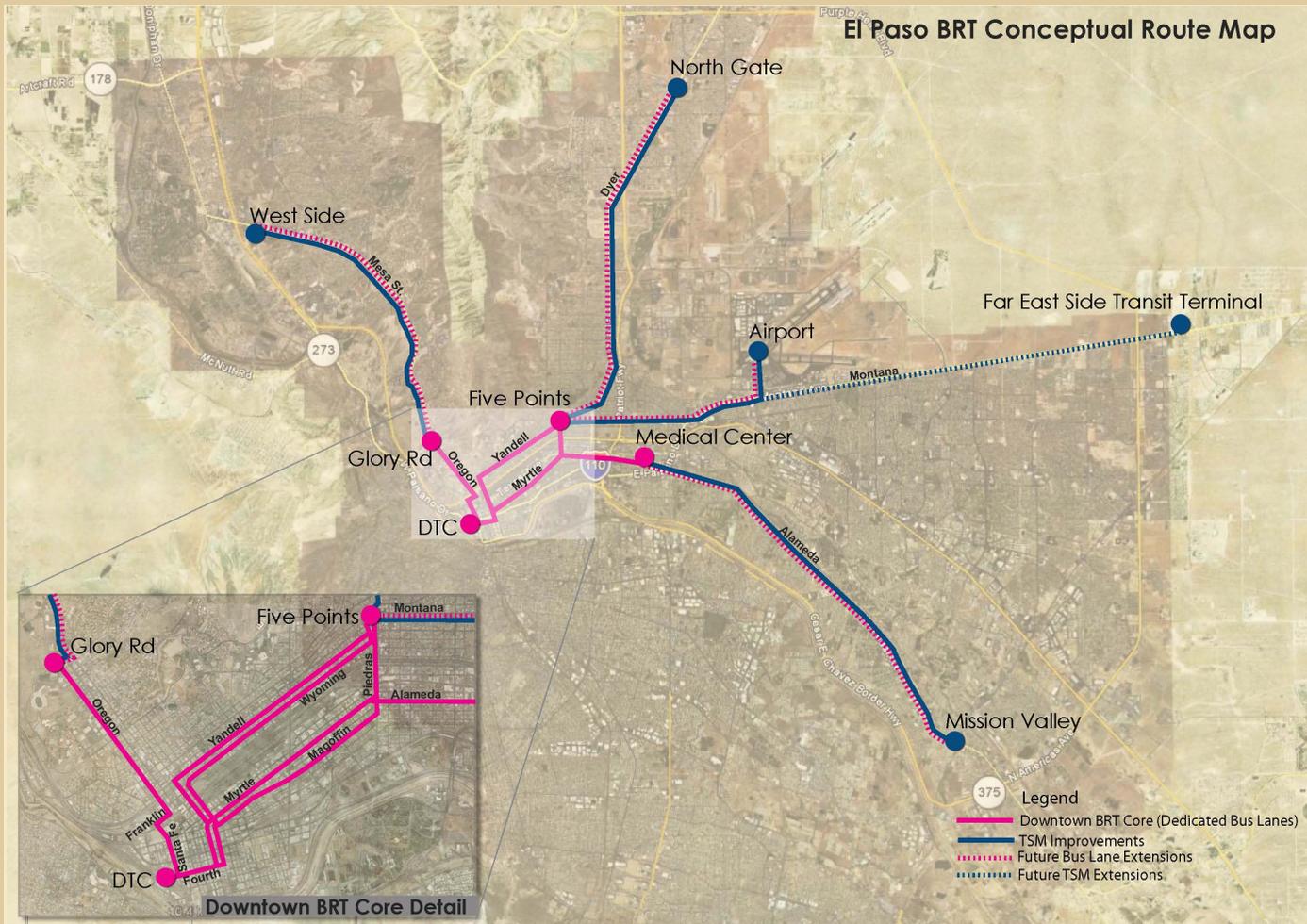


Construction

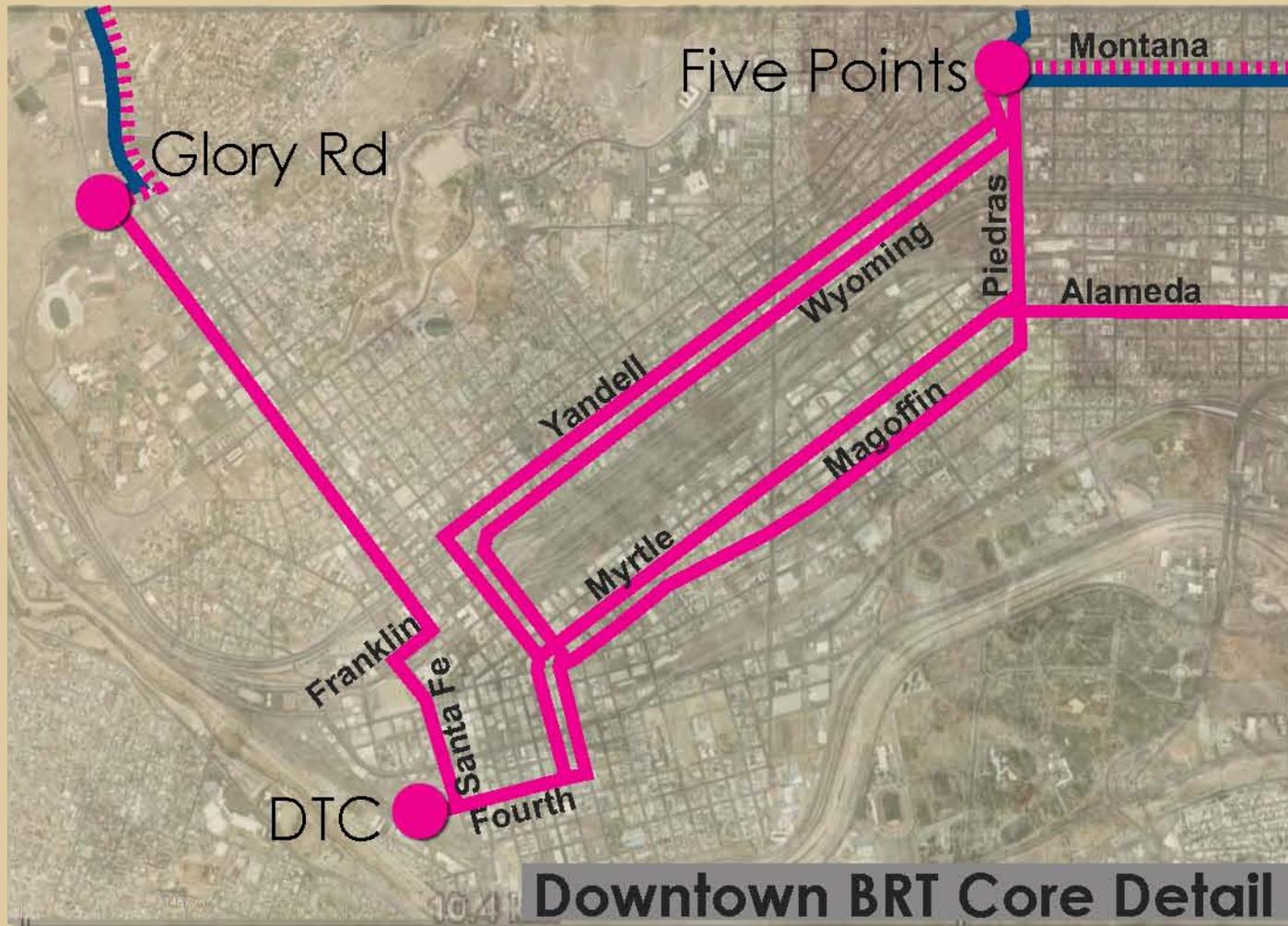
Recommended Implementation Strategy

- ◆ Develop “Downtown BRT Core” with dedicated lanes using existing streets from Santa Fe to Five Points Transfer Center
 - ◆ Myrtle and Magoffin
 - ◆ Yandell and Wyoming
- ◆ Extend Alameda Corridor as a dedicated lane to the Medical Center and Extend to Mission Valley using BRT Light techniques – **Locally Funded Project**
- ◆ Strive to keep corridor costs less than \$50 million to qualify for Very Small Starts on the Mesa, Dyer and Montana Corridors
- ◆ Keep to City street system for expedited process

RECOMMENDED BRT PLAN



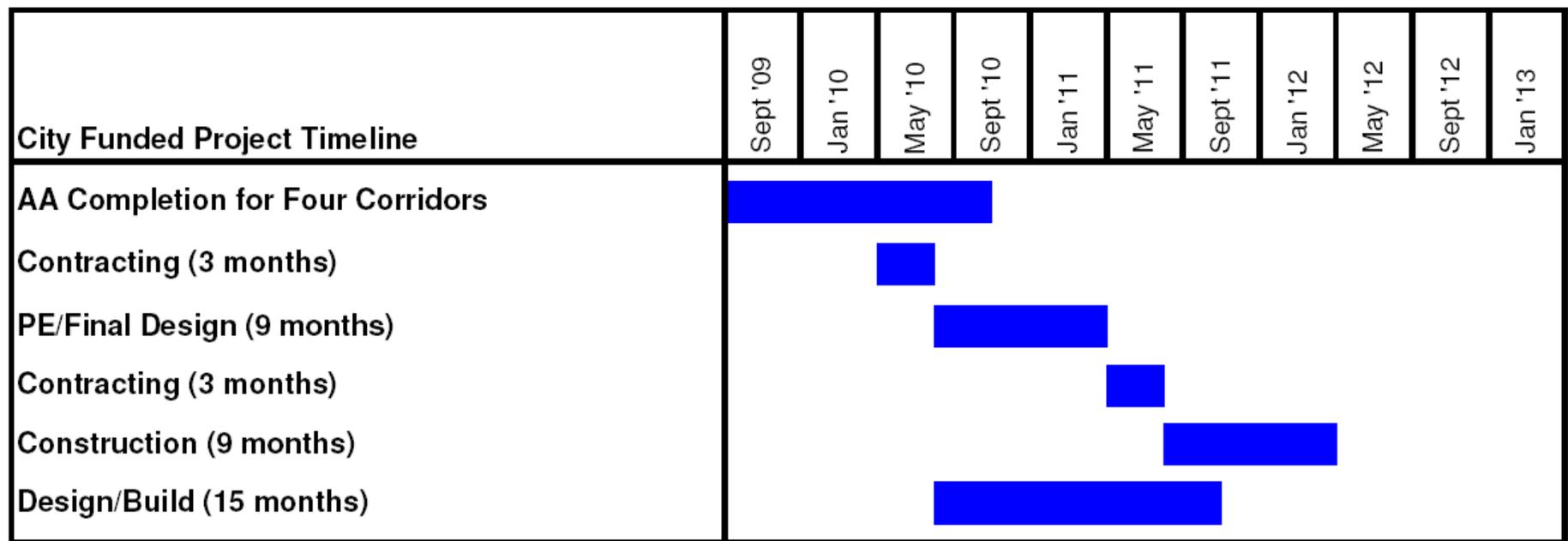
RECOMMENDED BRT PLAN



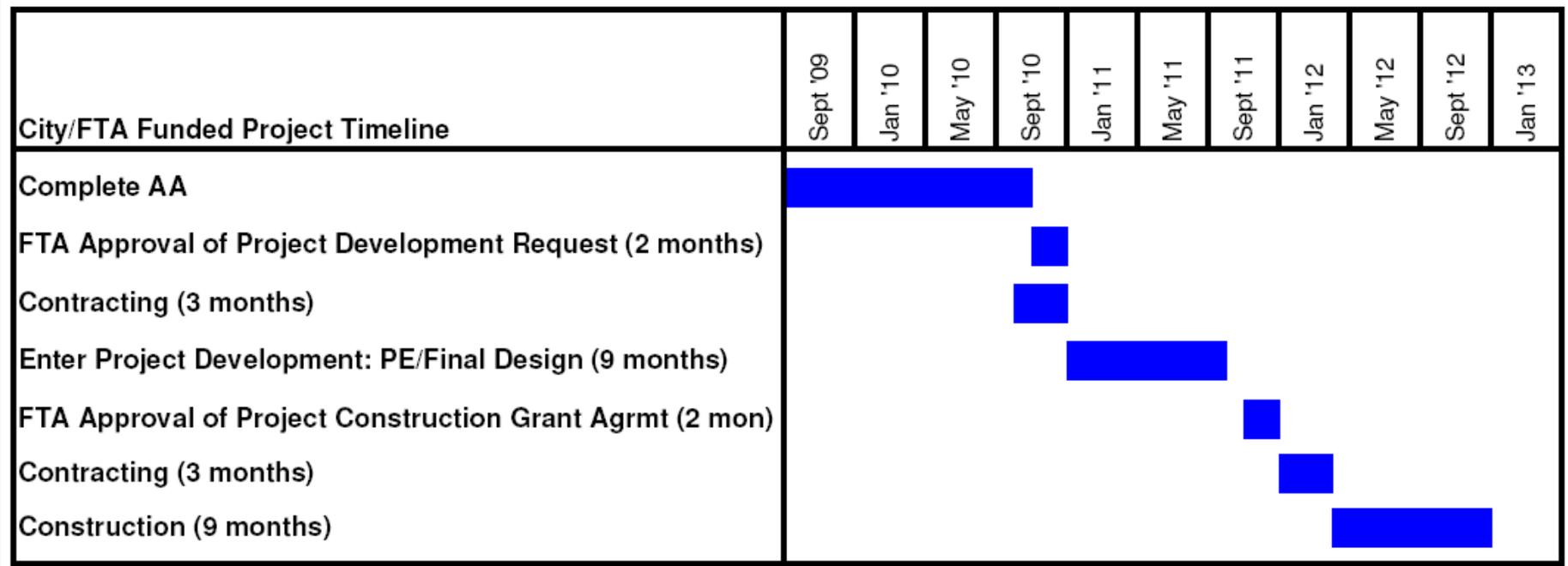
Next Steps

- ◆ Develop “Downtown BRT Core” Concept
- ◆ Confirm bus service plan for 2012
- ◆ Complete Alternatives Analysis
- ◆ Obtain public input
- ◆ Select LPA
- ◆ Procure Design Firm or Design/Build Contractor for Alameda Corridor by the summer of 2010
- ◆ Request entry into FTA Project Development in Sept. 2010 for the Mesa, Montana and/or Dyer corridors

Construct City Funded Project



Construct City/FTA Funded Project



Comments and Questions