

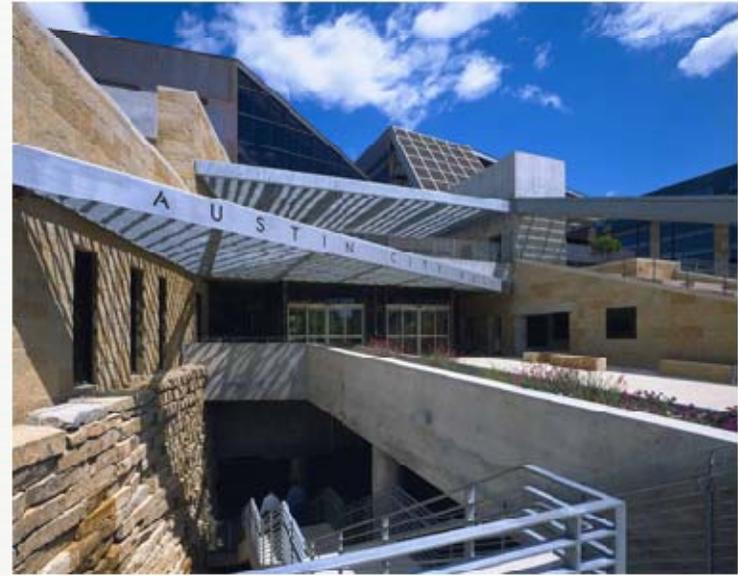
The Power of Ten
2009 Convening the Region Summit
Nashville, Tennessee

Transit Development for
Central Texas

May 27, 2009

Brandon Janes
Jackson Walker L.L.P.
Austin, Texas

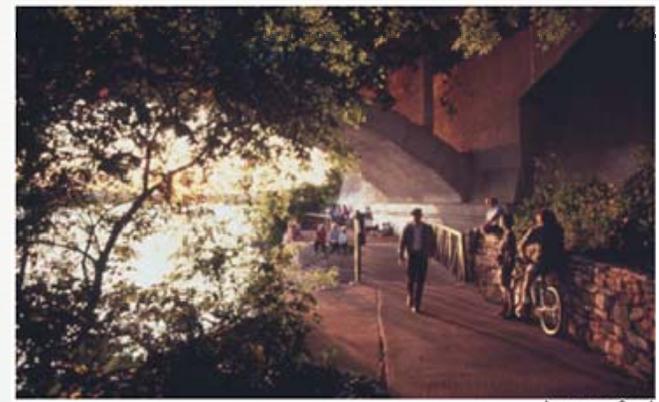
Austin



Austin



Lawrence Speck



Lawrence Speck

Austin



Night Wings, Dale Whistler



James M. Innes



Austin



Austin American-Statesman



Larry Kehlford/Austin American-Statesman



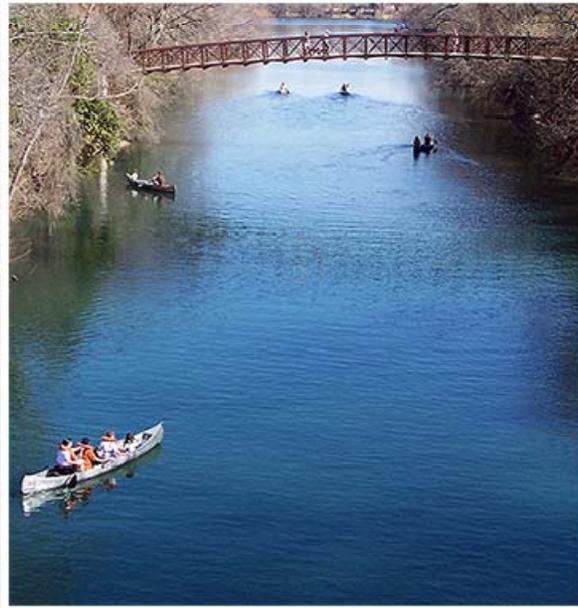
Ralph Rimmer/Austin American-Statesman



Austin



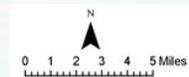
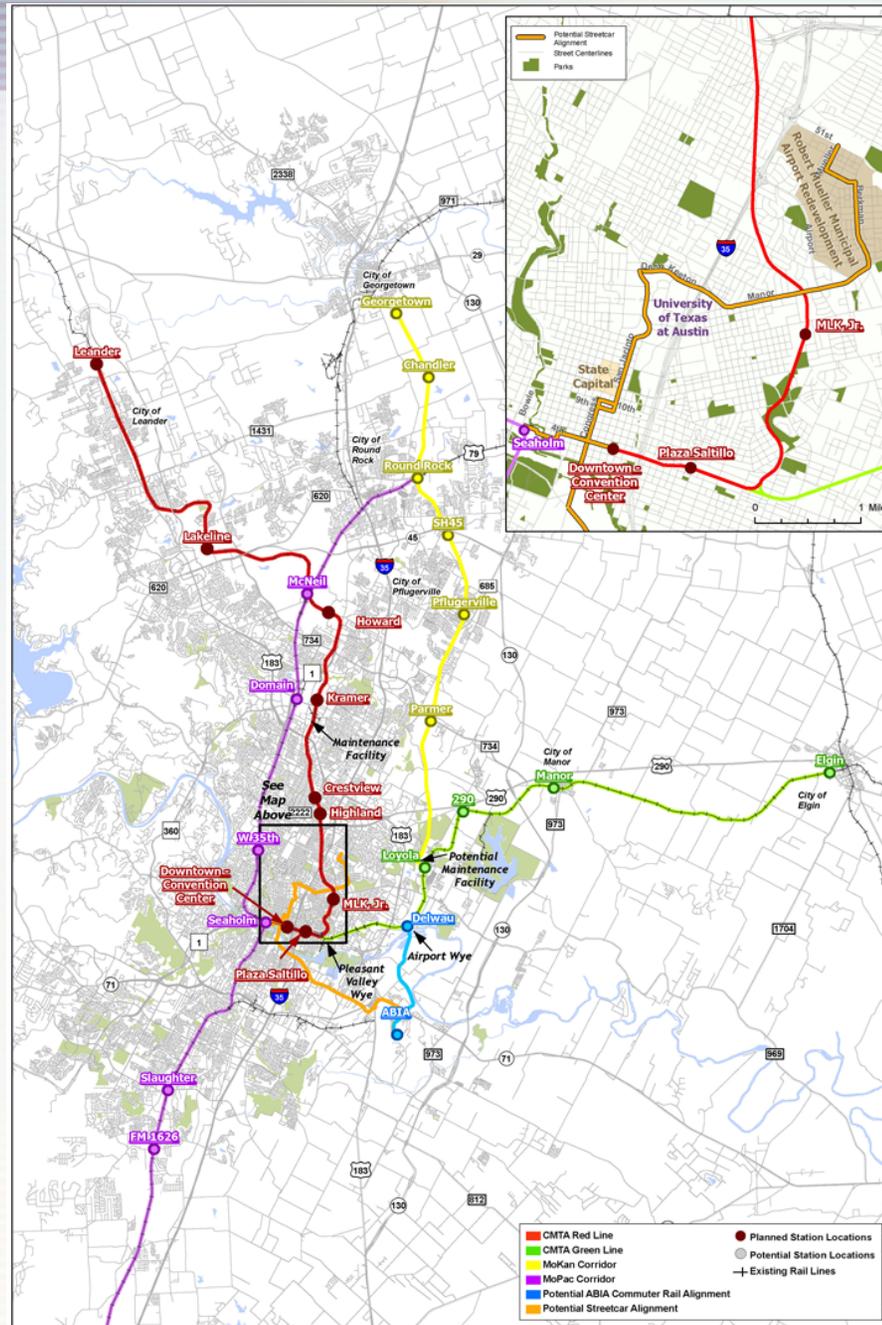
Rebecca McEntee



Austin-Nashville MSA Comparison

	Austin	Nashville	U.S.
Population	1,652,602	1,550,733	
Growth Since 2000	32.2%	18.2%	8.0%
Labor Force	881,700	787,100	
Unemployment Rate	6.2%	8.8%	9.0%
Bachelor Degrees	38.4%	28.6%	27.5%
Graduate Degrees	13.5%	9.4%	10.1%
Median Age	32	36	37
Per Capita Income	\$28,822	\$27,604	\$26,688
Violent Crime Rate per 100,000 people	344.1	816.7	504.0
Property Crime Rate per 100,000 people	4,126.4	3,671.7	3,416.5
Residential Building Cost Index	79	83	100
Commercial Building Cost Index	80	86	100
Average Home Price	\$241,325	\$239,500	\$403,738

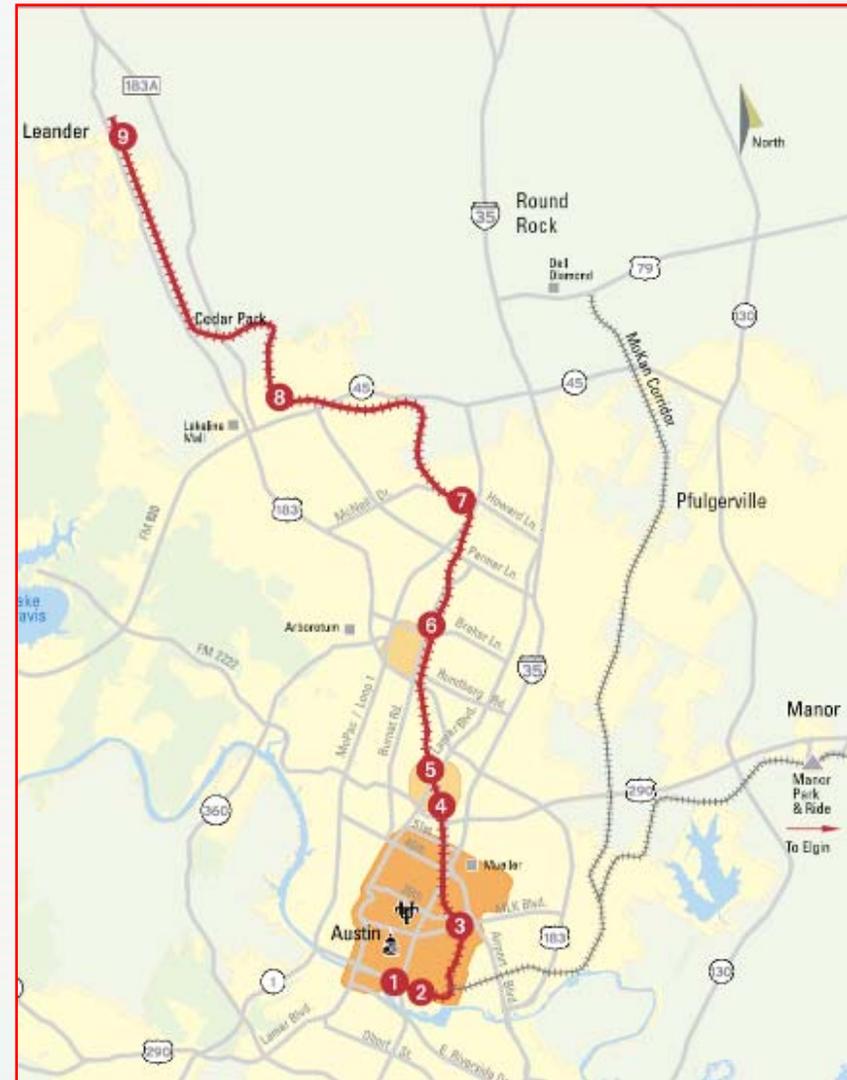
Central Texas Rail Service



lan Lockwood, Andrews & Newnam, Inc.
A LEO A DALY COMPANY
3/15/2008

Capital MetroRail Red Line: Service begins June 2009

- 32 miles between Leander and downtown Austin, nine stations
- Initial service during morning and afternoon commute—20 trips total; 30 minute departures each direction during rush hour; more services planned
- Initial construction and costs for cars: \$105M; \$3M per mile
- Annual operations and maintenance: \$7M



Capital MetroRail Red Line

- **Transit Oriented Development near stations include:**
 - 2,300 acre TOD in Leander, Texas
 - 73 acre TOD development near Crestview Station
- **Connector bus routes at Downtown Station connect to:**
 - Central Business District
 - Capital Complex
 - University of Texas
- **The Red Line is a commute alternative**



Crestview Station

Huntsman Chemical Plant



Crestview Station



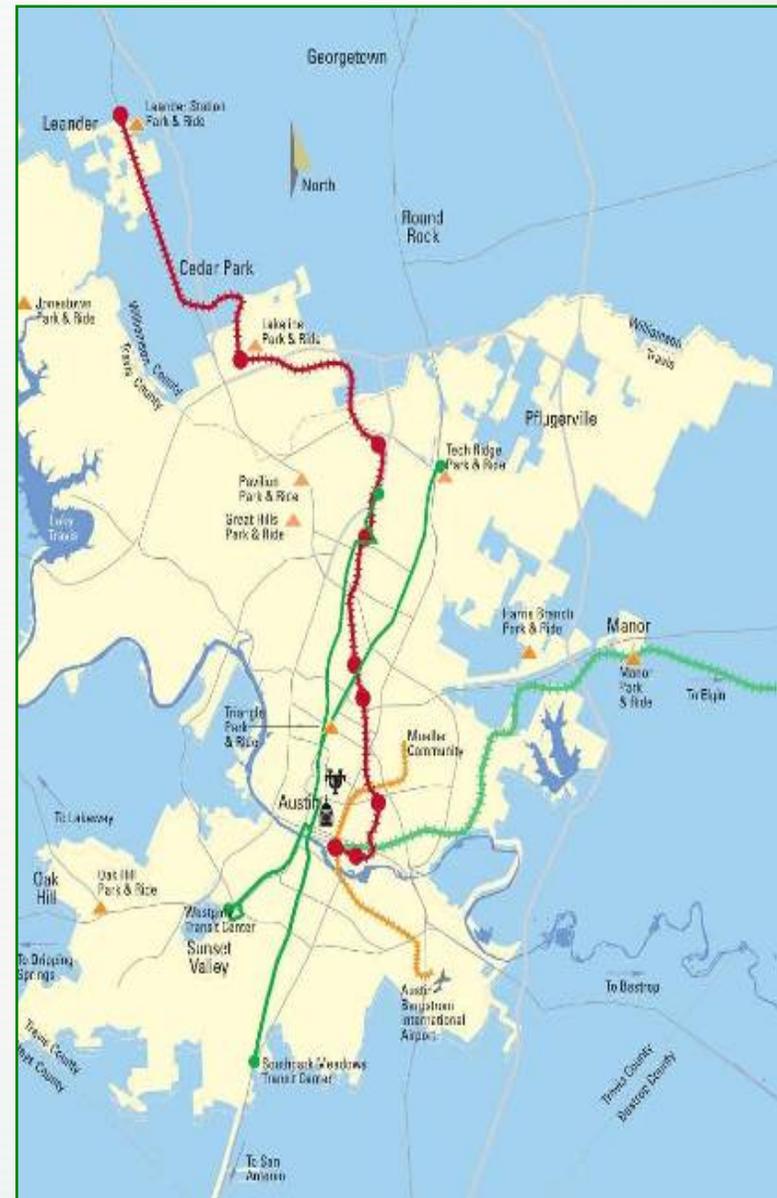
727.520.8181
www.aerophoto.com

Crestview Station

Image # 90420 6095
Date 04.20.09

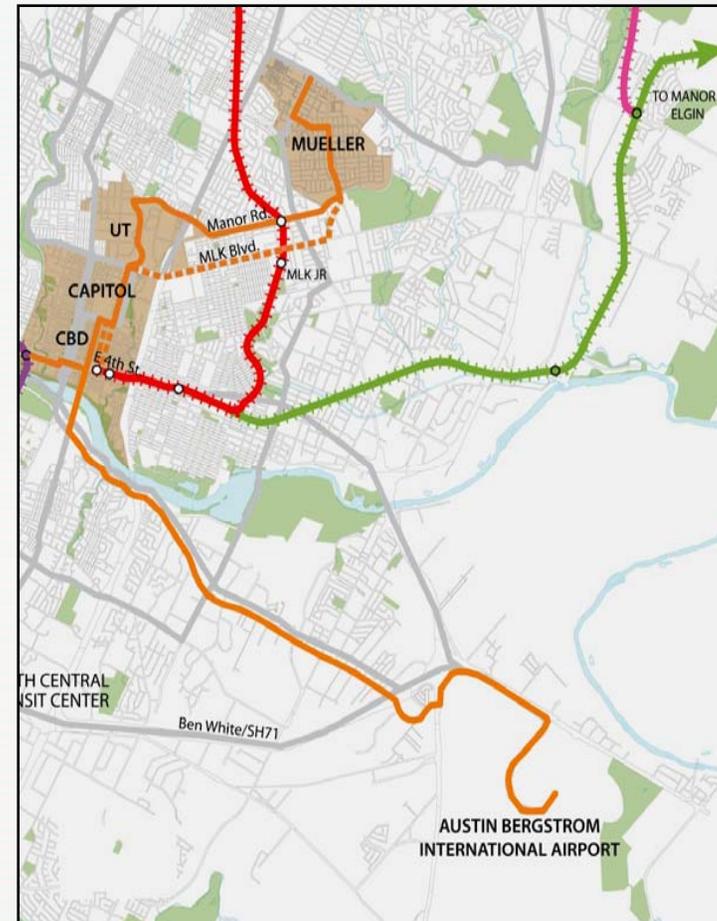
Capital MetroRail Proposed Green Line

- 28 mile route on existing Capitol Metro tracks
- Connects Elgin-Manor-Decker Lake to Downtown Austin
- 8 stations Projected Cost to Construct - \$200M
- Annual operations and maintenance \$10M - \$15M
- The Green Line is a project to shape growth



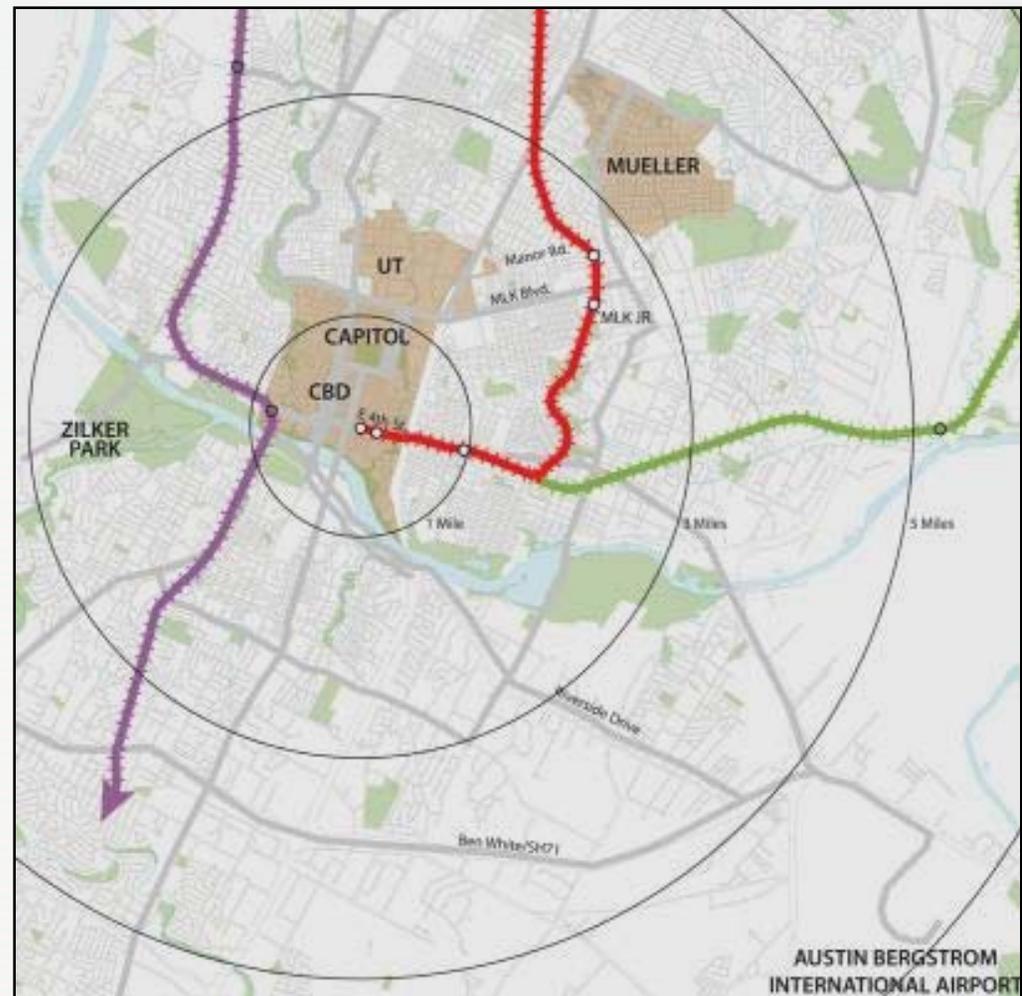
Proposed Urban Rail System

- Led by City of Austin
- Modern streetcar / Light Rail Transit (LRT) technology
- 15.3-mi mostly dedicated guideway
- Planned to preserve roadway capacity
- Two overlapping routes:
 - ABIA to UT (10 min. service)
 - Seaholm to Mueller (10 min. service)
 - Overlap “backbone” segment (5 min. service)



Proposed Urban Rail System

- Projected Construction Costs: \$625M to be phased with the first phase at \$290M
- Annual Operating Costs: \$21M
- Extends the reach of commuter rail
- Adds capacity where other alternatives are limited

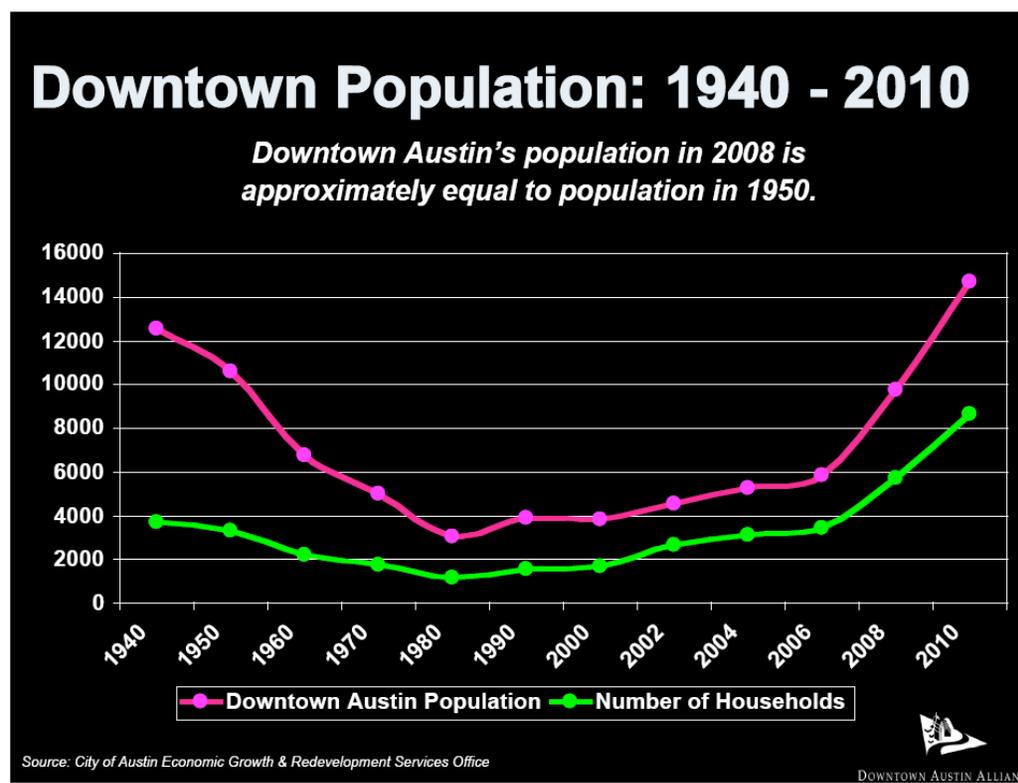


Proposed Urban Rail System

- **The urban rail project will support sustainable growth**
- **The central portion of the region includes:**
 - **Urban lakes and parks**
 - **Central Business District**
 - **Capitol Complex**
 - **University of Texas Campus**
 - **Mueller Redevelopment Project**
- **For access to and from the Central Region, there are no additional lane miles available**
- **The Urban Rail Project ties together key activity centers and other rail services**

Downtown Vitality

- Since 2000, 2,613 new residential units have been built
- 1,651 residential units are currently under construction



Transit Decision Making Process

- **2000 unsuccessful vote on Central City Light Rail proposal; failed by less than 2,000 votes**
- **2004 successful vote on the Red Line; passed by 62% vote**
- **2005+**
 - **Change in regional leadership**
 - **Change in structure in MPO**
 - **Regional process and dialogue over major road projects including first significant toll roads**
- **2008**
 - **Creation of the Transit Working Group by the MPO**

CAMPO Transit Working Group

- **Formal deliberative process**
- **Directed at ending “jump ball” politics**
- **Participants selected by MPO include:**
 - **City and County elected officials**
 - **State Senator and Representatives**
 - **Representatives of opponents of rail projects**
 - **Representatives of the economically disadvantaged community**
- **Series of meetings to adopt a decision tree or analysis for review of major transportation investments**

Decision Tree

CAMPO Transportation Investment Decision Tree May 5, 2008

1. Is the process transparent and accountable?

Project History:

- A. To what degree have local governmental authorities, or the public, previously endorsed this or related proposals?
- B. To what degree have local governmental authorities, or the public, incorporated this, or related proposals, into their planning, or into other projects?
- C. Should this proposal receive special consideration relative to other proposals because of previous governmental or public endorsement of this proposal, or because this proposal has been incorporated into other plans or projects?

2. What is the purpose of the project? Can the project create the following benefits? If so, how? (see Attachment 1 for detailed questions)

A. Mobility benefits

- 1) Manage growth of VMT, commute time, congestion, or other appropriate metric
- 2) Transportation network capacity
- 3) Public Security
- 4) System Efficiency

B. Economic Development Benefits for the Community

- 1) Financial stability
- 2) Regional economic competitiveness
- 3) Property value
- 4) Financial viability of small cities/towns
- 5) Local community priority
- 6) Smart growth, activity centers

C. Environmental and Public health Benefits

- 1) Air quality
- 2) Water quality
- 3) Noise impacts
- 4) Pedestrian activity
- 5) Growth away from sensitive areas/toward desired areas

D. Social Equity/Quality of Life Benefits

- 1) Access to jobs, healthcare, education, cultural and/or recreational destinations for everyone, especially most vulnerable
- 2) Predictability of commute and travel time
- 3) Personal safety
- 4) Serve a "historically underserved" area of the region
- 5) Visual and aesthetic quality
- 6) Sense of place, regional and/or local

3. What does the project cost?

- A. What is the actual capital cost, in dollars, of the project and any additional, necessary, directly related projects as determined by SAFETEA-LU standards or some other uniform criteria?
- B. What are the actual operating and maintenance costs of the project over its anticipated useful life?
- C. Have the cost measures included in Attachment 2 been considered?
- D. Are there other actual costs that should be considered because of the type or nature of the project?

4. What are the indirect costs necessary to implement the project, including costs to local businesses, costs created by removal of infrastructure such as parking, loss of rail capacity for uses such as freight, or other costs?

5. What jurisdictions can or should fund the project?

- A. Why should the jurisdictions be considered?
- B. What criteria is being considered?
- C. Should a jurisdiction that benefits from the project not contribute?
- D. Is there a way for a regional entity to be involved in the financing (or to be created to assist the financing)?

6. What mechanisms are available to fund the project?

- A. Are the financing mechanisms associated with specific participating jurisdictions?
- B. Are the financing mechanisms available for capital costs, operations costs, or both?

7. How will the financing mechanism(s) be funded?

- A. How are estimates of revenue made?
- B. What impact will this use of this source of funds have on Central Texans (i.e. tax rates, etc.)? To what extent will the project be funded by users or by beneficiaries beyond the users?
- C. Are there ways to decrease actual costs (i.e. efficiency in infrastructure work, etc.)?
- D. Can the project generate excess funds to invest in other transportation priorities?

8. What is the project's timeline? Should the project be phased? If so, how?

9. Will there be a need for an election or legislative action?

- A. What type of election would be required (i.e. funding vs. operation authority)?
- B. What jurisdictions will have the election?
- C. Could elections by multiple jurisdictions conflict?
- D. What is the impact of potential conflicts?

10. What entity or entities will govern (i.e. construct, operate, and maintain) the project?

- A. Could entities with governance responsibilities be in conflict with each other?
- B. What mechanism is there for resolving governance conflicts?

11. What are the opportunity costs of moving forward with the project relative to alternate projects?

- A. Is there another comparable project that accomplishes the same purpose and/or benefits at lower costs?
- B. Are there services or projects, including non-transportation projects, either now or in the future that will be impacted by the creation of this project?

CAMPO Transit Working Group Process

- **The proposed Green Line and proposed Urban Rail are being reviewed with this process**
- **Requirements include answers to decision tree requirements**
- **No final decisions**
- **Highlights, costs and benefits of any proposed project**

Keep Austin Weird

An important consideration is not to lose sight of the character and personality of your community.



**Bouldin
Creek
Coffeehouse**

**Dia de los
Muertos**



Full Moon Bike Ride



Eeyore's Birthday Party

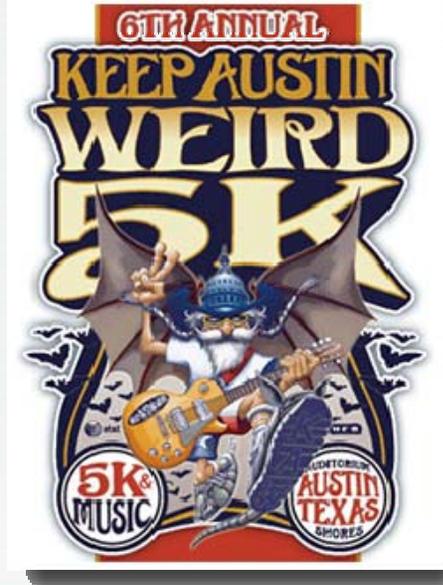


First Night Austin

Keep Austin Weird



↑ SoCo ↓



Greetings from Austin



Leslie for Mayor



Gingerbread House

Keep Austin Weird



Eeyore's Birthday Party



↑ First Night Austin ↓

