

Late Backup

Austin Urban Rail Corridors



NOVEMBER 6, 2008
CITY COUNCIL BRIEFING

Today's Council Briefing

- Overview of Rail Proposal
- Summary of CAMPO
Transit Working Group Submittal
- Next steps

Page Backup

Overview of Rail Proposal

- Downtown Austin Plan (4/07 through present)
- Phase One Report (presented to Council February 2008)
- Transportation Planning, Including Rail (authorized by Council February 2008)
- Austin Urban Rail Connections Study (presented to Council July 2008):
 - Seek further public input
 - Work with Capital Metro to prepare submittal for CAMPO TWG Decision Tree evaluation
 - Present project submittal to Council for review and forwarding to CAMPO TWG

What We Found

- Transportation is the most significant challenge facing Downtown & region
- Lack of mobility is affecting Downtown's role as cultural & commercial heart of region
- Lack of transportation options affects affordability & social equity
- Automobile dominance impairs ability to create pedestrian-oriented Downtown
- Rail provides opportunity to carry many more people in the same space compared to roads



What We Heard

- Public desires greater definition on technical elements of proposal:
 - Environmental and community benefits/impacts
 - River crossing options
 - Exact alignment on Congress Ave
 - Future extension options and ability of initial phases to provide adequate capacity (system concept)
 - Use San Jacinto through University
 - Use 9th and 10th street to move around Capitol Complex
 - Funding and procurement options
 - Deployment schedule



Public Outreach

6 public meetings
1 town hall meeting
12+ group briefings

Why Rail?

How Can It Work in Austin?

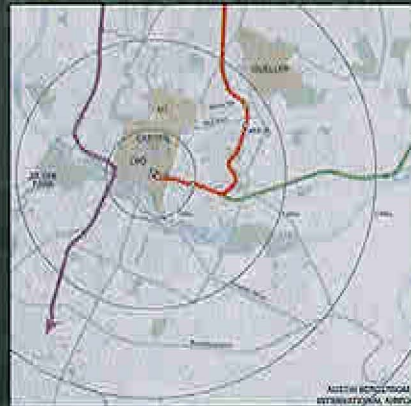
- **Complements & Extends Bus System**
 - Greater people-carrying capacity
 - Increased comfort
 - Proven increase in ridership
 - Reduction in operating cost per passenger
 - More environmentally-friendly (fuel, noise, emissions)
 - Influences land use



Why Rail?

How Can It Work in Austin?

- It can extend the reach of commuter rail within the central city.



Recommended Urban Rail Corridors

- Urban system using modern streetcar/LRT technology (15.3-miles)
- Mostly dedicated guideway
- Preserves roadway capacity
- Two overlapping routes:
 - Seaholm to Mueller
 - ABIA to UT
 - Overlap "backbone" segment
 - Long Center service



Transit Working Group Submission

- **Decision tree consisting of eleven multi-part questions**

- Designed to establish regional significance of transit projects
- Encourages regional discussion of proposed projects
- Unique to Central Texas



Decision Tree

- **Process accountability**

- Is process transparent and accountable?
- Will there be a need for an election or legislative action?
- What entities will govern (construct, operate & maintain)?



Decision Tree

- **Process accountability**

- Transparent process:
 - Yes
- Election needed:
 - Yes – funding and/or authority
- Governing entities:
 - City of Austin
 - Capital Metro



Decision Tree

- **Purpose and benefit of project**

- Can project create community and environmental benefits:
 - Mobility
 - Economic development
 - Environmental health
 - Social equity
 - Quality of life



Decision Tree

- **Purpose and benefit of project**

- Can project create community and environmental benefits:
 - Provides a range of positive benefits to environment and community
 - 32,000 daily ridership reduces air and water pollution
 - Generates positive economic benefits within identified corridors
 - Connects major destinations within Central Austin region



Decision Tree

- **Project Costs**

- What does it cost?
- What are the indirect costs?
- What jurisdictions can or should fund the project?
- What mechanisms are available to fund project?
- How will the financing mechanism be funded?



Decision Tree

• Project Costs

- Cost:
 - \$625 Million for full 15.3 mile system (less for shared lane service)
- Indirect costs:
 - Minimize construction impacts to businesses
 - Block by block construction to maximize mobility
- Participating jurisdictions:
 - Local, state, federal
- Funding mechanisms:
 - Local bonds, value capture, P3, federal sources, fees & revenue
- Financing:
 - Local, State, and Federal Options



Decision Tree

• Implementation

- What is the project's timeline and should it be phased?
- What are the opportunity costs of moving forward with the project relative to other projects?



Decision Tree

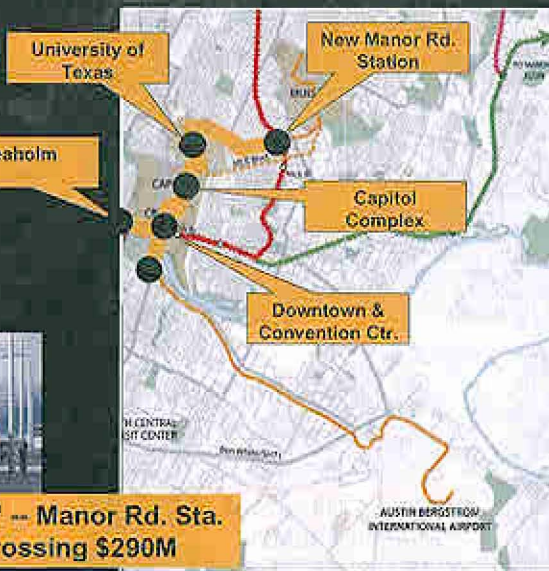
Implementation

Project phasing:

- Four phased approach



Phase 1: "Backbone" -- Manor Rd. Sta. to Seaholm & River crossing \$290M



Decision Tree

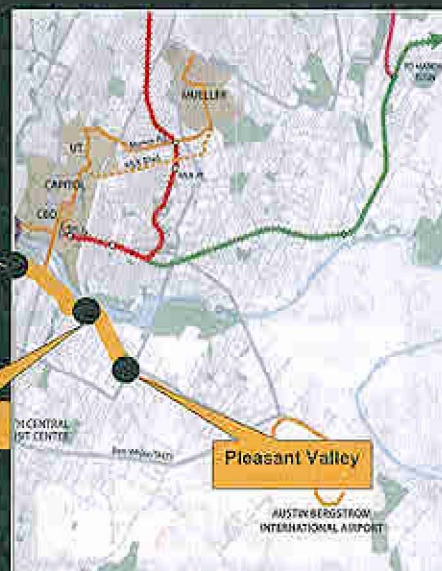
Implementation

Project phasing:

- Four phased approach



Phase 2: Lady Bird Lake to Pleasant Valley \$120M

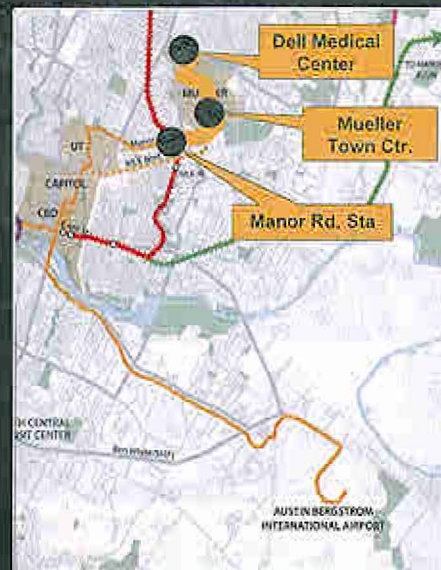


Decision Tree

• Implementation

– Project phasing:

- Four phased approach

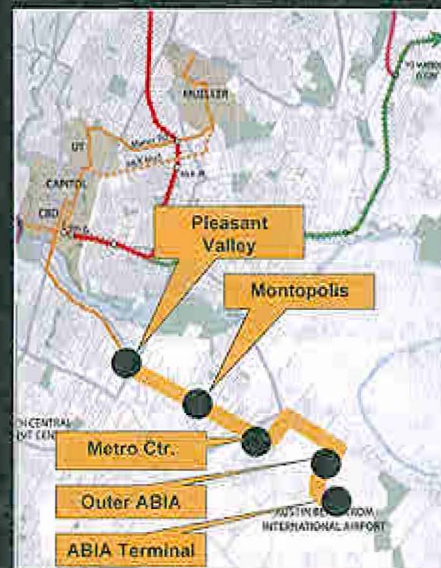


Decision Tree

• Implementation

– Project phasing:

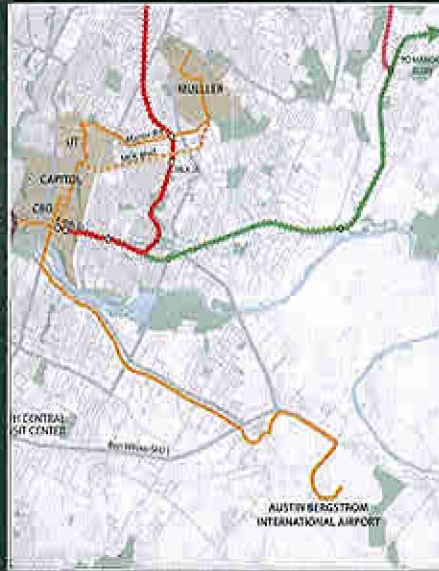
- Four phased approach



Decision Tree

- **implementation**

- Project phasing:
 - Four phased approach
- System Ridership
 - 2030 estimate: 32,000 daily ridership
- Opportunity Costs
 - Total (2008) System Cost: \$625M
 - O&M \$21M to \$23M



Preliminary Phasing Options

- **Implementation**

- Project phasing:
 - Four phased approach
 - **Quicker delivery possible based on policy direction**



Years		1	2	3	4	5	6	7	8	9	10	11
Sequential Phasing Plan												
Authorization	★											
Phase 1		Design	Construction Phase 1			Construction Phase 2						
Phase 2				Design	Construction Phase 2							
Phase 3					Design	Construction Phase 3						
Phase 4							Design	Construction Phase 4				
Condensed Phasing Plan												
Authorization	★											
Phase 1		Design	Construction Phase 1			Construction Phase 2						
Phase 2			Design	Construction Phase 2								
Phase 3				Design	Construction Phase 3							
Phase 4					Design	Construction Phase 4						

Funding Model

- Full project cost: \$625 M
15.3 miles in length

\$625M

Funding Model

- Pursue Federal New Starts funding
assume 50/50 split local/federal

\$Local

\$Federal

\$625M

Funding Model

- Pursue Federal New Starts funding assume 50/50 split local/federal
- Fund Phase 1 with Local Funding Sources \$290M



\$290M

Challenges

- Requires legislation directing FTA to accept early phase investment as local match.
- Requires local process consistent with FTA.
- Subsequent phases must compete based on own merits.
- Existing Precedents: Miami, San Francisco, Houston, Salt Lake City

\$625M

Funding Model

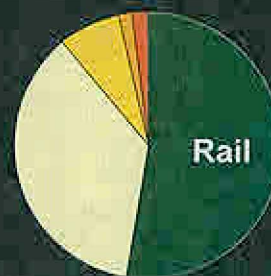
- Fund \$290M Phase 1 with Local Funding
- Consider Multimodal Local Bond

Local Funding



\$290M

Multimodal Bond



- Rail
- Roadway Rehab
- Interchanges
- Sidewalks
- Bikeways

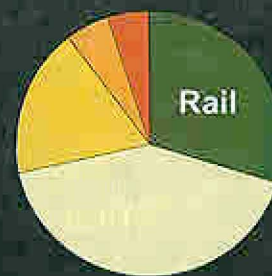
Funding Model

- Fund \$290M Phase 1 with Local Funding
- Consider Multimodal Local Bond

Local Funding



Multimodal Bond



- Rail
- Roadway Rehab
- Interchanges
- Sidewalks
- Bikeways

Recommended Next Steps

- **Submit response to CAMPO Transit Working Group (11/08)**
 - "Step one" submittal
 - Does not include detailed financing plan
- **Initiate preliminary engineering and environmental documentation (02/09)**
 - Facilitate on-going community discussion and education
 - Answer environmental questions
 - Resolve remaining system questions
 - Improve understanding of costs
 - Follow Federal process
 - Inform subsequent decision making

Recommended Next Steps

- **Initiate detailed local financing plan for Phase One "backbone" (01/09)**
 - Identify local funding capacity
 - City of Austin and partner agencies
 - Private development opportunities
 - TOD and value capture opportunities
 - On-going discussion with Council
 - Formulate federal strategy
 - Report back to Council and CAMPO Transit Working Group
- **Seek necessary voter approval (TBD)**
- **Seek inclusion in CAMPO 2035 Plan (TBD)**
- **Complete design and construct (TBD)**

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