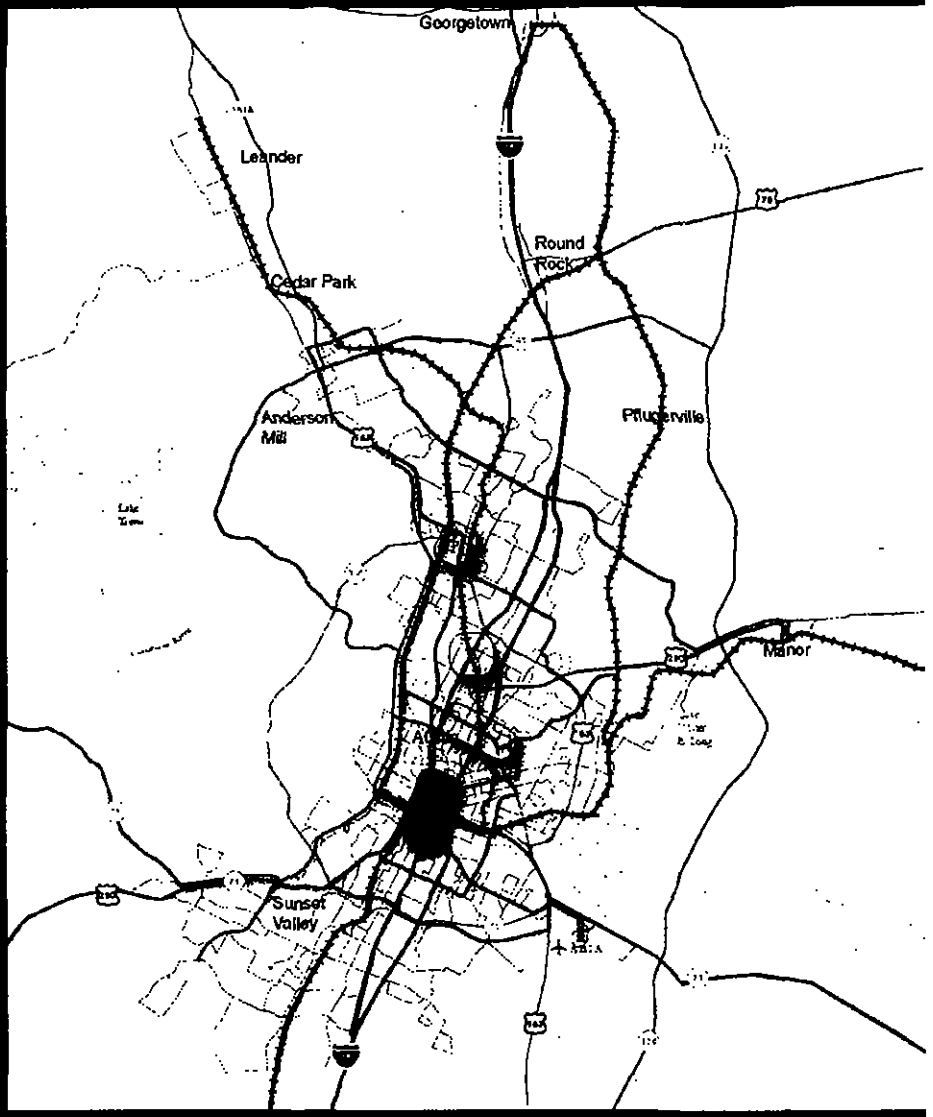
THE ALL SYSTEMS GO LONG-RANGE TRANSIT PLAN

OF CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

What we'll Discuss Today

- All Systems Go Long Range Transit Plan
- Downtown/NW Line
- Referendum



The Facts

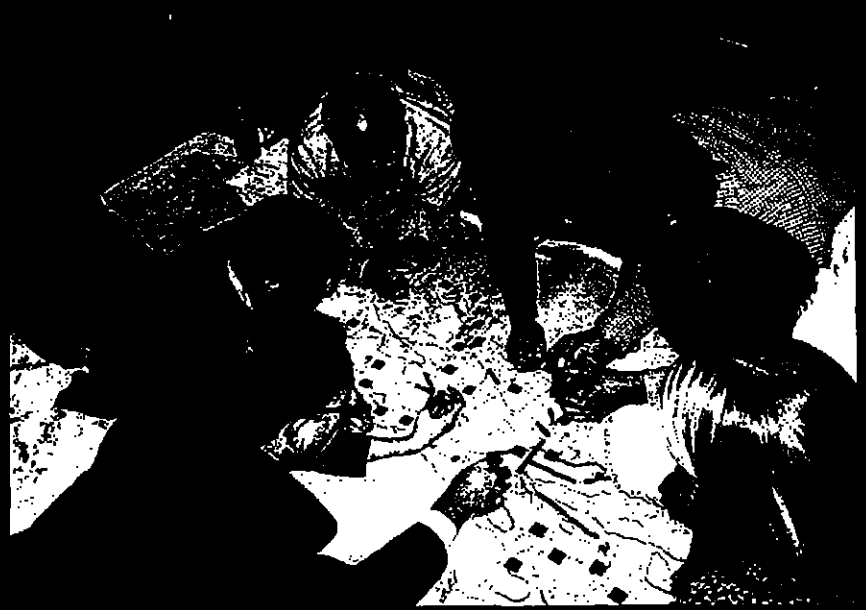
- The Austin area population is expected to more than double over the next 25 years
- Austin roads are the most congested in the nation, among cities of like size

Source: Capital Area Metropolitan Planning Organization (CAMPO)
2025 Transportation Plan
Texas Transportation Institute 2004 Urban Mobility Study

We worked with you to develop a plan

Creating the Community's Long-Range Transit Plan

- May–August: Community involvement and input
- 8,000 citizens and elected officials provided input for the All Systems Go Plan
- What we heard
  - Keep costs down
  - Make sure systems connect
  - Vehicles are important
  - Enhanced east-west service
  - Suburb to suburb connections
  - Address regional connectivity
  - Accessible



The Board has Approved the Plan

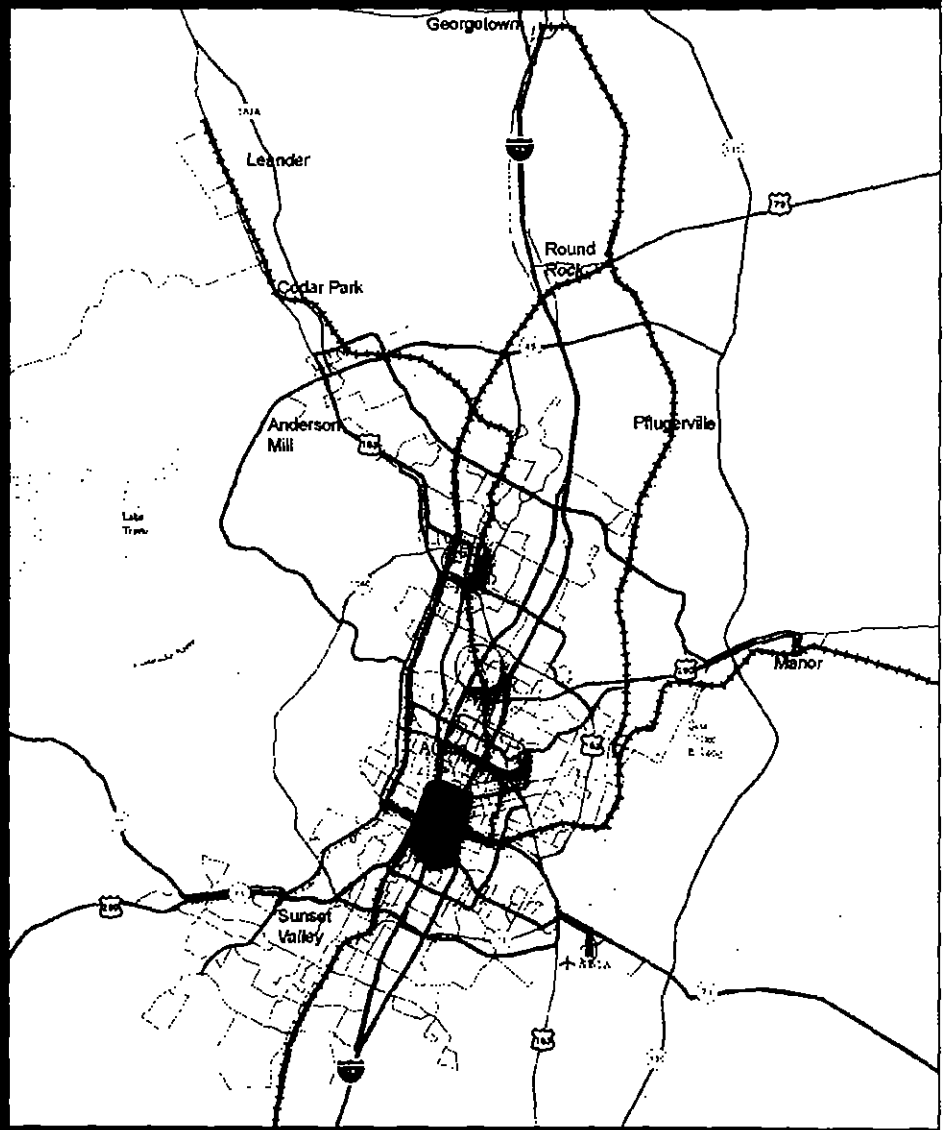
Creating the Community's Long-Range Transit Plan

- August 30: Board of Directors
  - Adopts All Systems Go Long-Range Transit Plan
  - November 2 Referendum on Urban Commuter Rail
  - Directed staff to study future connections or extensions to the commuter rail starter line

The All Systems Go Plan

Proposed All Systems Go Plan

- Local Bus Service
- Express Bus
- Rapid Bus
- Commuter Rail
  - Regional Service
  - Urban Service
- Circulator Service



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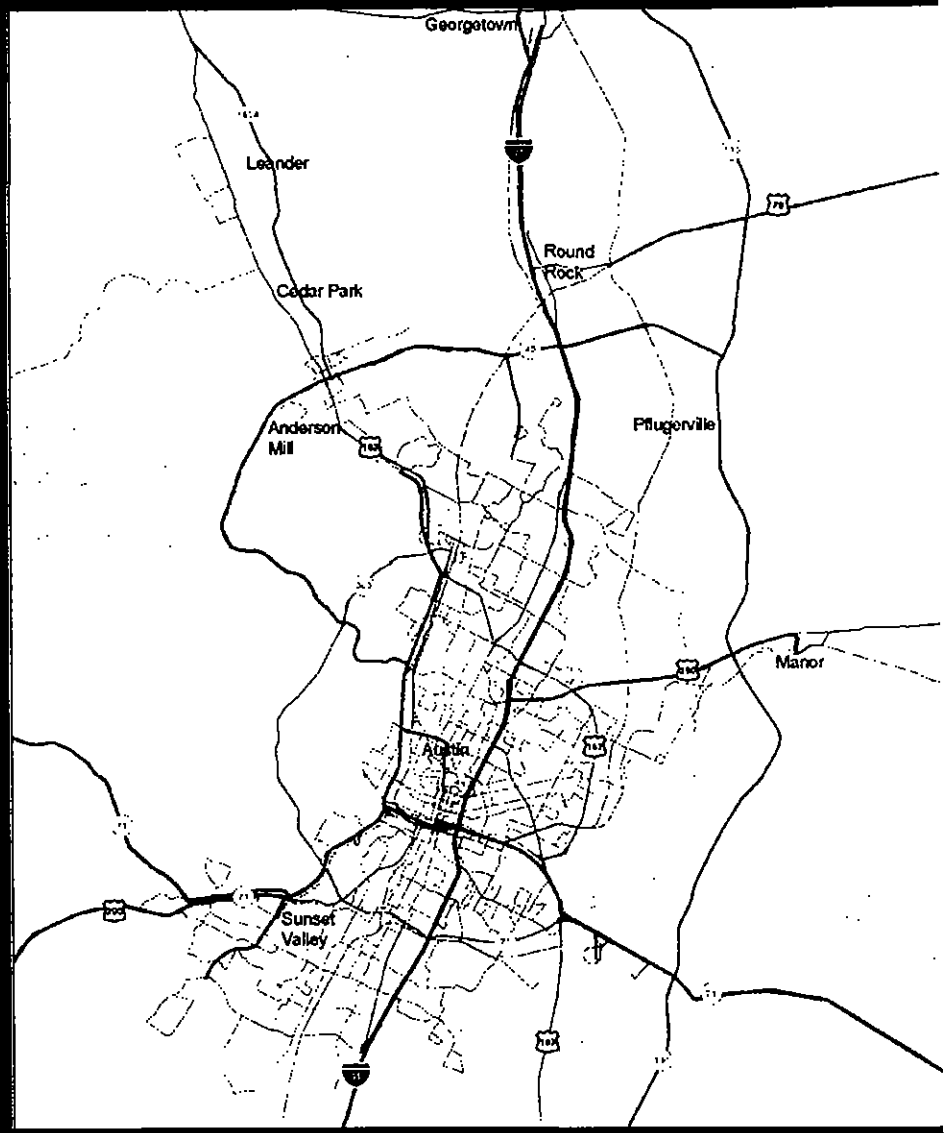
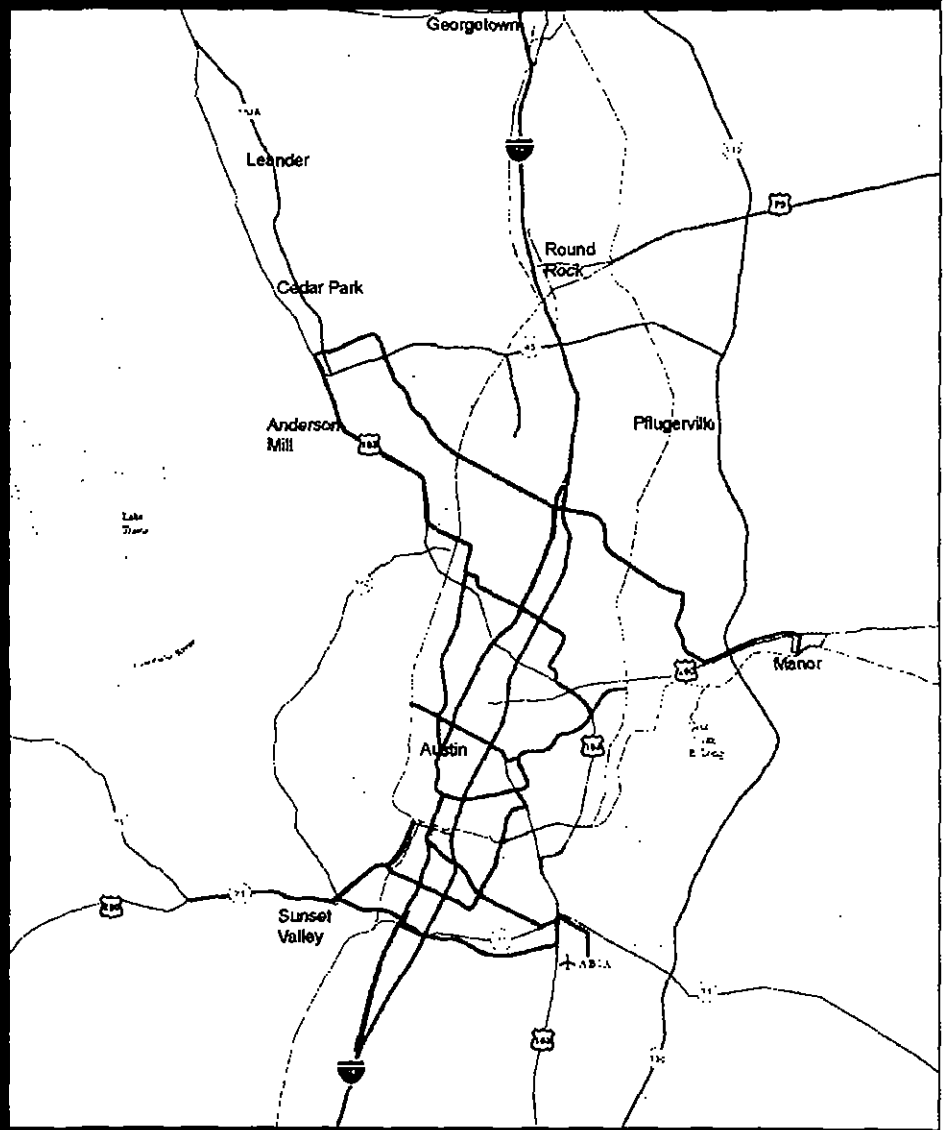
Express and Local Bus Service

- High-speed express bus service
- Service to Park & Ride locations
  - North IH35
  - South IH35
  - Oak Hill
  - Manor
  - 620/2222
  - South MoPac
- Increased local bus service and crosstown routes
- Realign routes to connect bus and rail
- Citizen additions
  - FM620
  - SH45
  - Lakeway
  - Dripping Springs
  - Bastrop



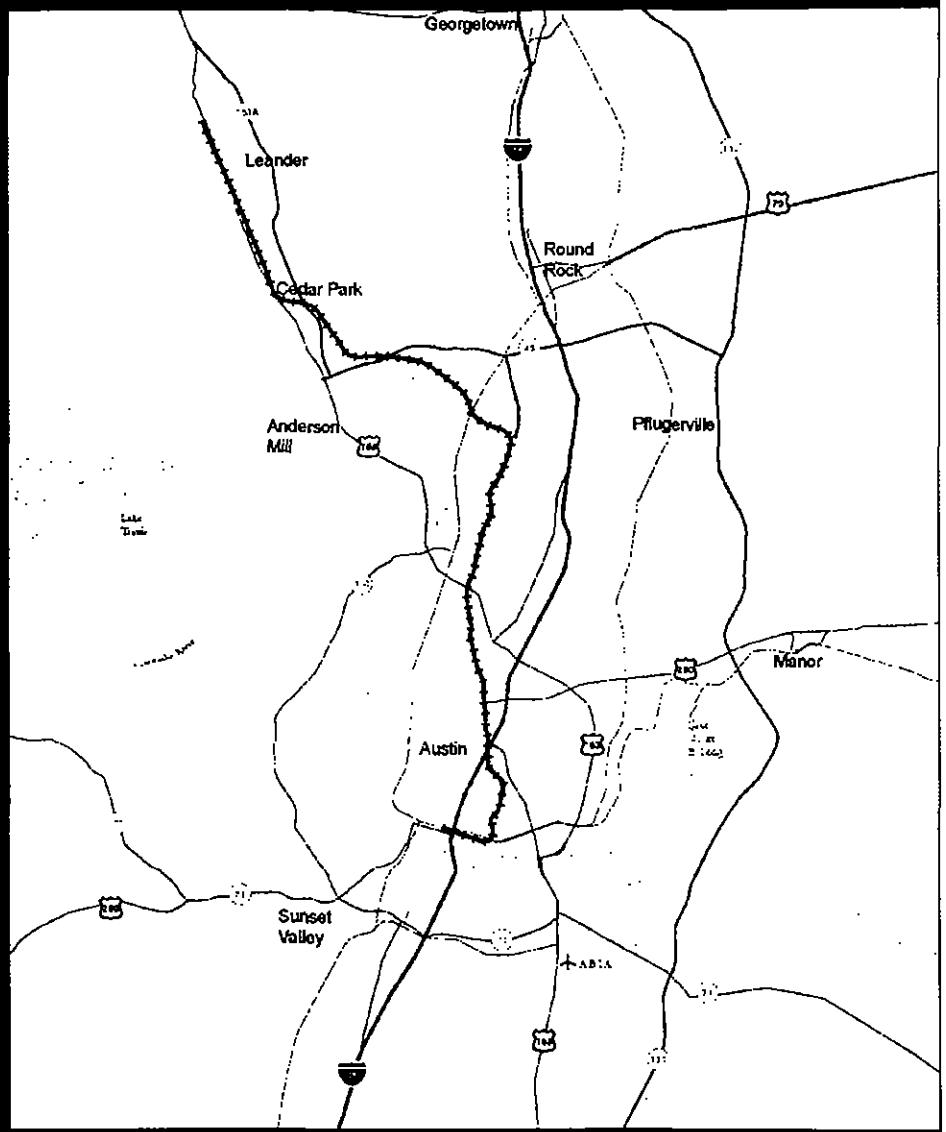
Rapid Bus

- High-speed and more frequent service using traffic signal priority
- Increased service for east-west travel
- Service throughout the area connecting these destinations:
  - Austin Bergstrom International Airport
  - Capitol Complex
  - Central Business District
  - Hi-Tech Northeast Area
  - University of Texas
  - Mueller Redevelopment



Commuter Rail Urban Service

- Operates on existing freight rail lines owned by Capital Metro
- Serves northwest, east and central Austin
- Nine stops - eight within the City of Austin
- Fully accessible
- Citizen input resulted in five new stations
- Requires voter approval in Nov. 2 referendum



Differences between Commuter Rail and Light Rail

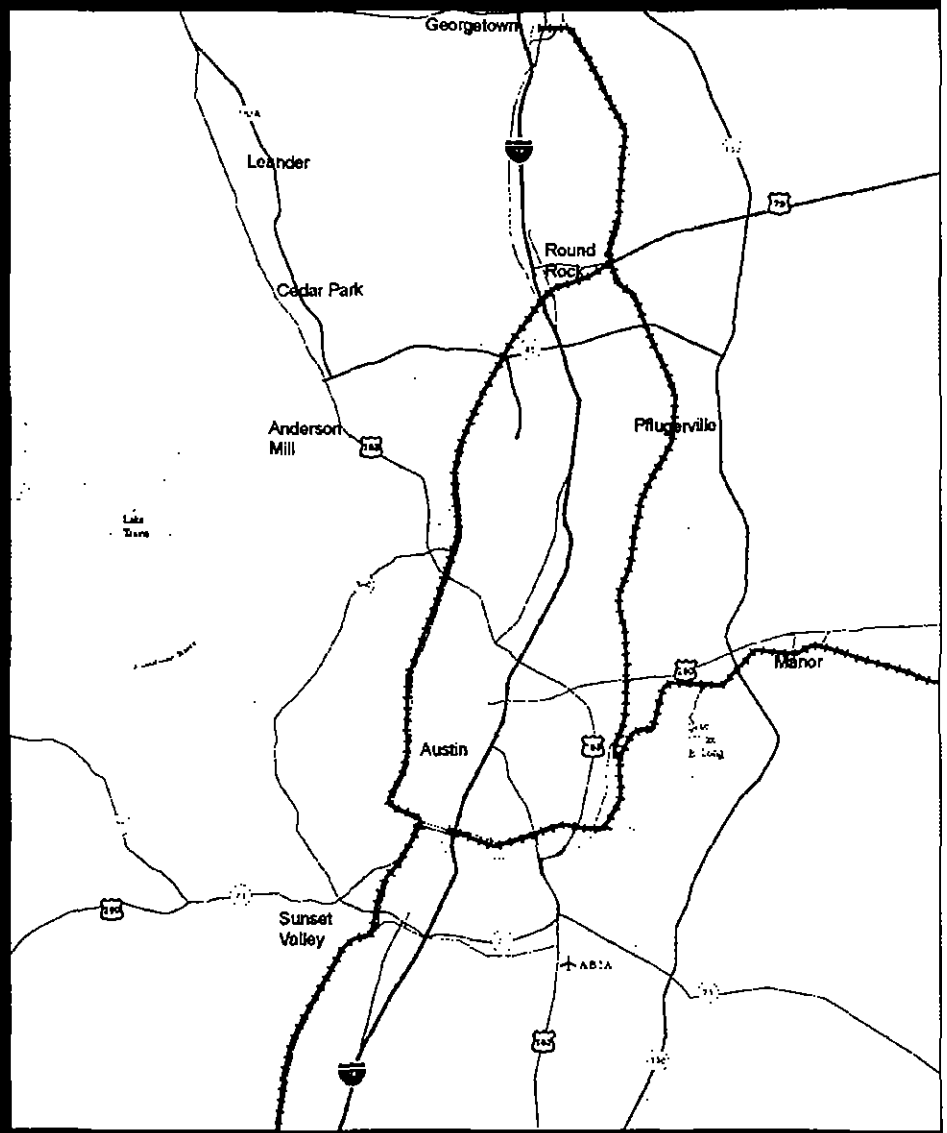
- Commuter rail is on the November 2 ballot – light rail is not
- Running Characteristics
  - Light rail generally operates in-street
  - Downtown Northwest Line - existing rail, not in-street
- Vehicles
  - Commuter vehicles self-propelled
  - Light rail typically require overhead electric wires
- Cost
  - Downtown NW Line approx. $2 million per mile
  - Light rail approx. $50 million per mile
- Frequency of service and station spacing
  - Commuter rail primarily peak, fewer stations
  - Light rail throughout day, more stations

Commuter Rail Vehicle – New Jersey

Light Rail Vehicle – Portland

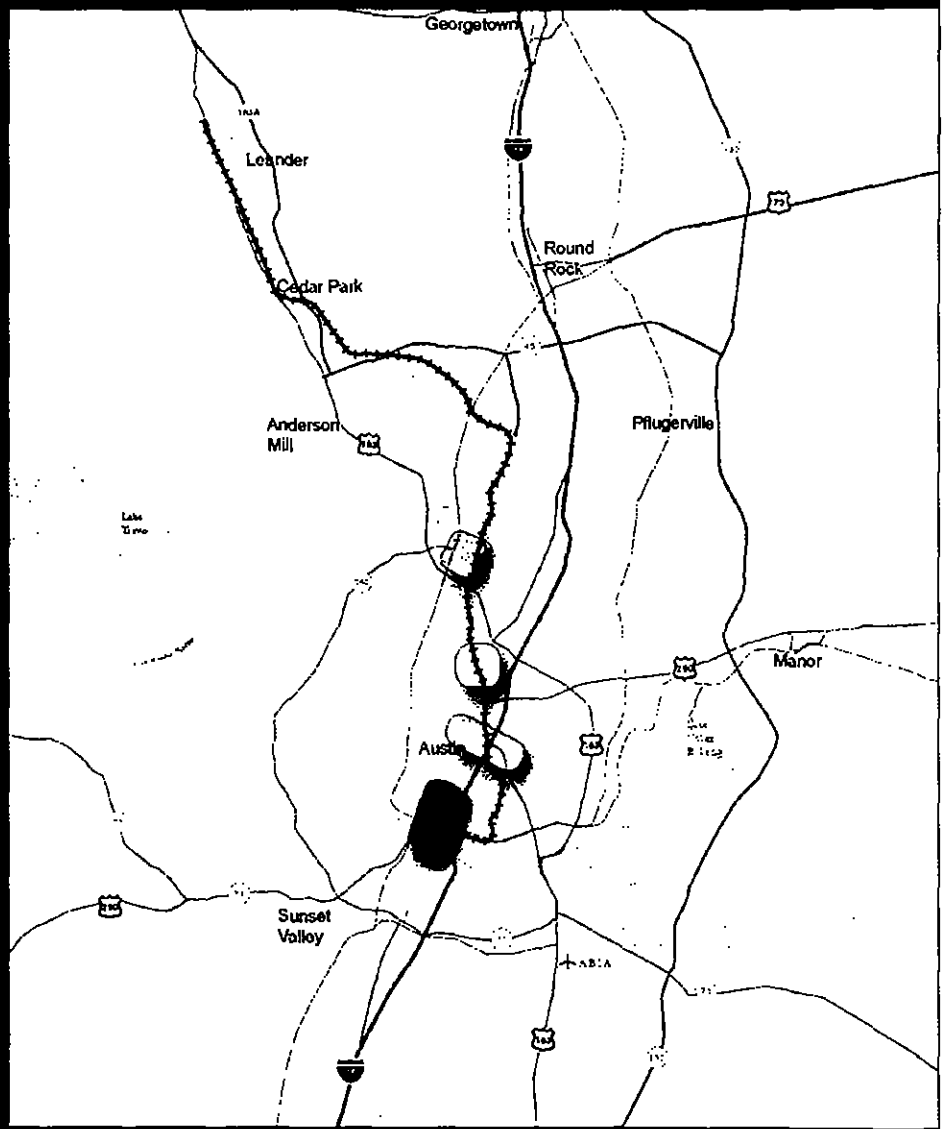
Potential Future Options: Commuter Rail Regional Service

- MoPac and MoKan lines could connect Georgetown to Austin and San Marcos with service to San Antonio
- Passenger service on these lines would require coordination with Austin-San Antonio Commuter Rail District, Texas Department of Transportation and others
- Citizen input resulted in extension of Capital Metro service to Manor and Elgin
- Not on Nov. 2 referendum



Circulator Service

- Connects passengers to their destinations
- Circulation areas:
  - Mueller Development Area
  - UT/State Capitol complex
  - Highland Mall
  - Palmer Events Center
  - Gateway/Pickle Research Center areas
- Citizen input resulted in addition of circulators to plan



Connectivity

- Buses meet arriving and departing trains
- High-frequency shuttle service in downtown area to and from activity centers
- Expanded service to include local and rapid bus service

Circulator Connections

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Downtown/Northwest Urban Commuter Rail Service

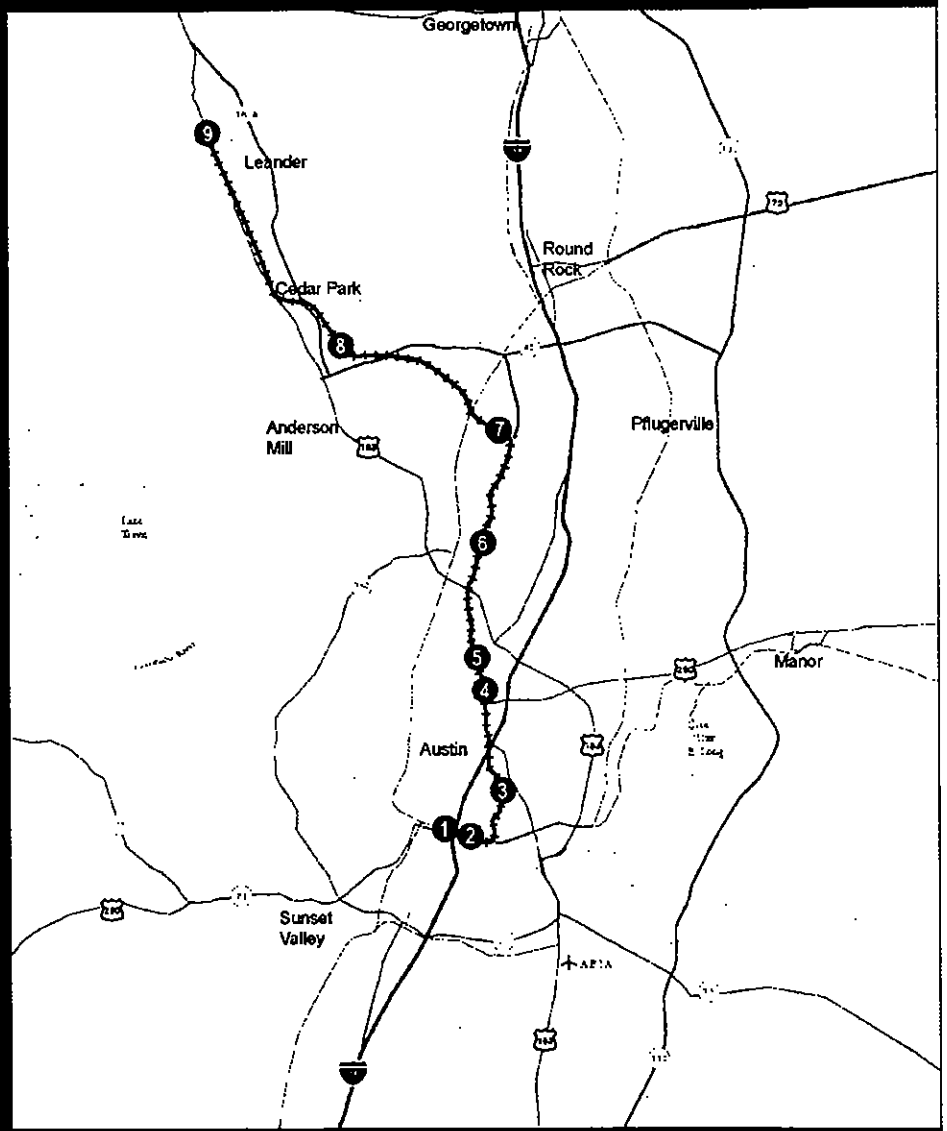
If the Referendum Passes

- Capital Metro will be permitted to carry people on an existing 32-miles of track
- Could be operating by 2008
- Starter route:
  - Service from downtown Austin through east and northwest Austin to Leander
  - Nine stops - eight within Austin
  - High-frequency circulating shuttle buses

The Downtown/Northwest Commuter Rail Service

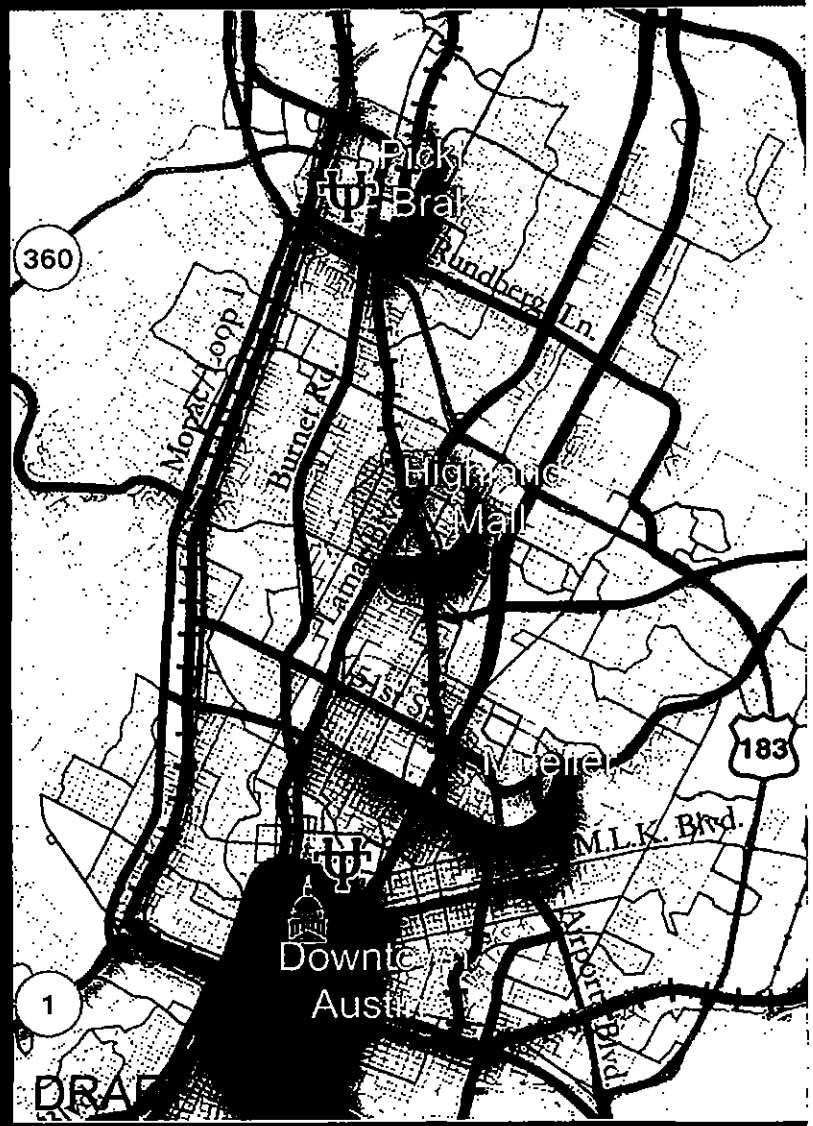
Stations

1. Convention Center
2. Plaza Saltillo
3. MLK Blvd.
4. Highland Mall
5. Lamar Blvd./Justin Lane
6. UT Pickle/Braker Lane
7. Howard Lane
8. Northwest Park & Ride
9. Leander



Phase One Transit Circulation Area Studies

- Initiate studies
- Establish Citizen Advisory Boards
  - Downtown
  - Mueller
- Services to be considered:
  - dedicated shuttle routes
  - local bus
  - rapid bus
  - extension of Downtown/NW Line
  - streetcar

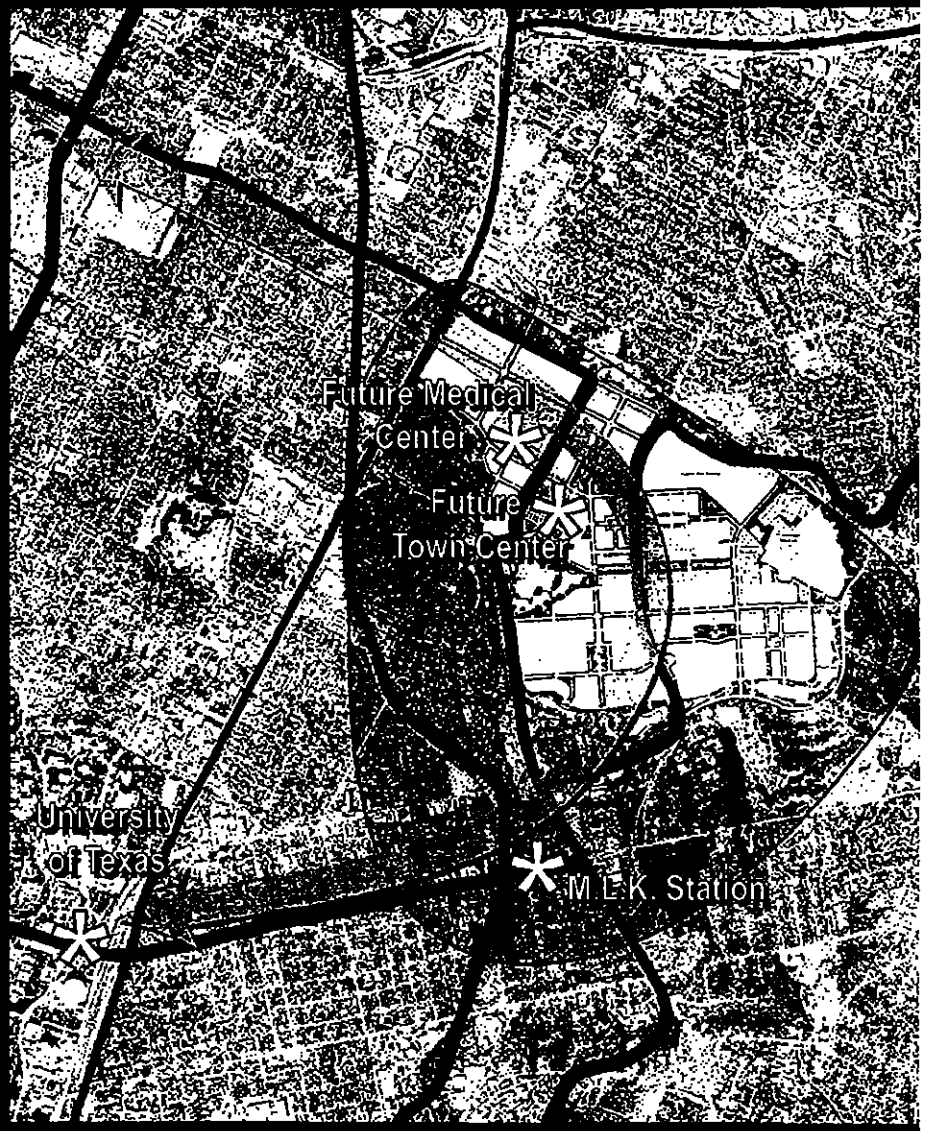


Phase One Circulator/Extension Corridor Studies Downtown Areas

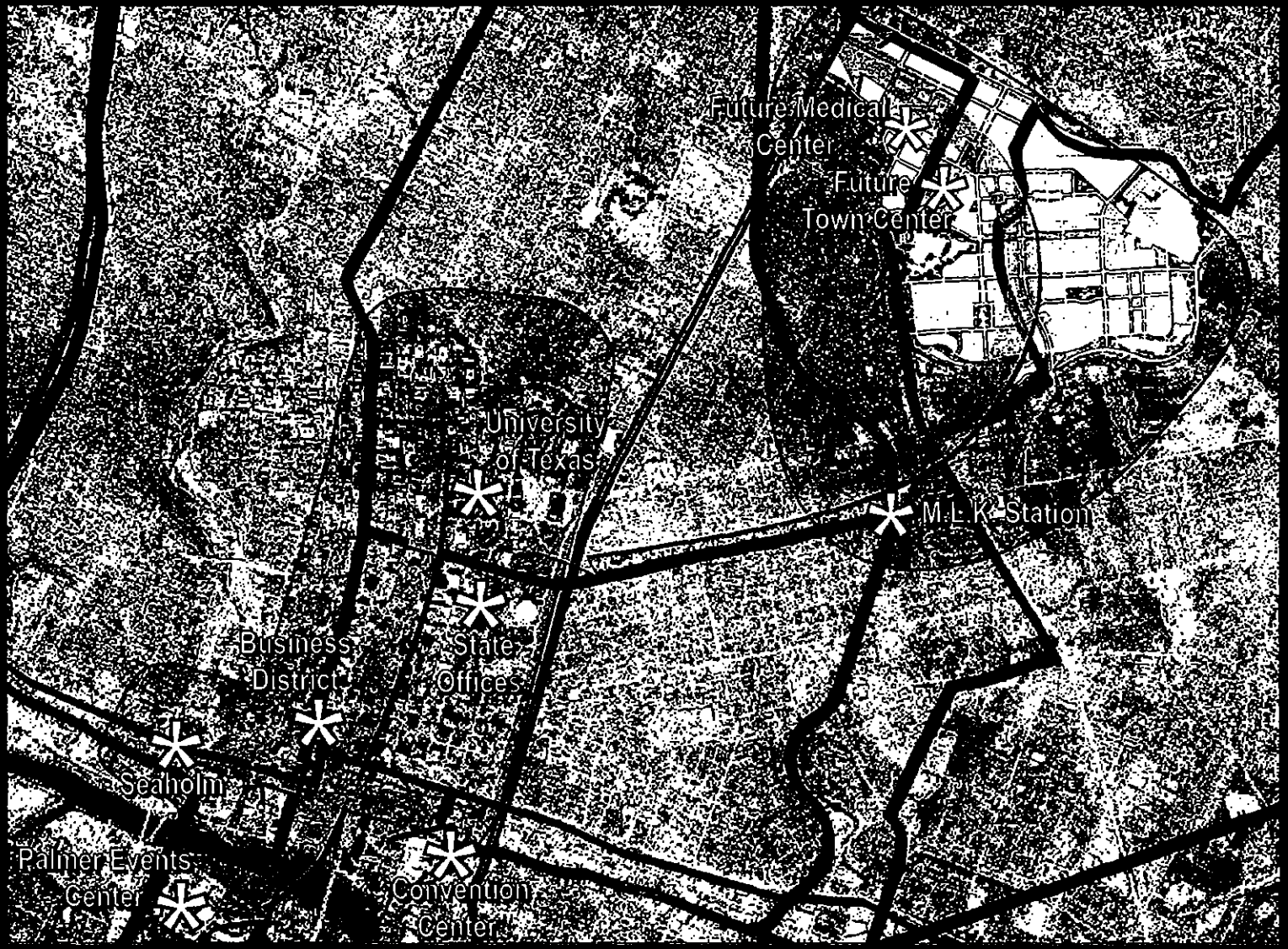
- Connects major activity centers in the Downtown area
  - Business District
  - UT Campus
  - Capital Complex/State Offices
  - Seaholm
  - Palmer Auditorium
- Details to be determined through further study

Phase One Circulator/Extension Corridor Studies
Mueller Areas

- Connects major activity centers in Mueller Airport area
  - Seton Children's Hospital
  - Future Town Center
  - MLK station area
  - New and existing homes
- Convenient connection to UT
- Details to be determined through further study



Phase One Circulator/Extension Corridor Studies
Downtown and Mueller Areas



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Vehicles

- Compatible with neighborhoods
  - Hybrid-style
  - Self-propelled
  - Environmentally-friendly
  - Quiet operation
- Six trains
  - 90 – 150 seated passengers
  - Two-three cars per train

Commuter Rail Urban Service – Initial Operations

- Hours of service
  - Morning and evening rush hours
  - Midday service
- Frequency
  - 30 minute frequency
- Estimated travel time
  - 50 minutes Leander to Downtown

Ridership

- Transit ridership increases as the services and the region grow
- Studies have shown that transit ridership increases with the introduction of rail
- Average daily ridership projected to be 17,000 by 2025
  - Current average ridership on Express Bus on same route is 1,700

Safety and Traffic Disruption

- 73 at-grade crossings
  - 12 major roads
  - 53 secondary roads
  - 20 private drives
- 100% Compliance with FRA
- Installing Quad Gates at key crossings
- Safety Record
  - 4 at-grade accidents in three years
  - No serious injuries or death
- Trains will take 40 seconds to pass gated intersections

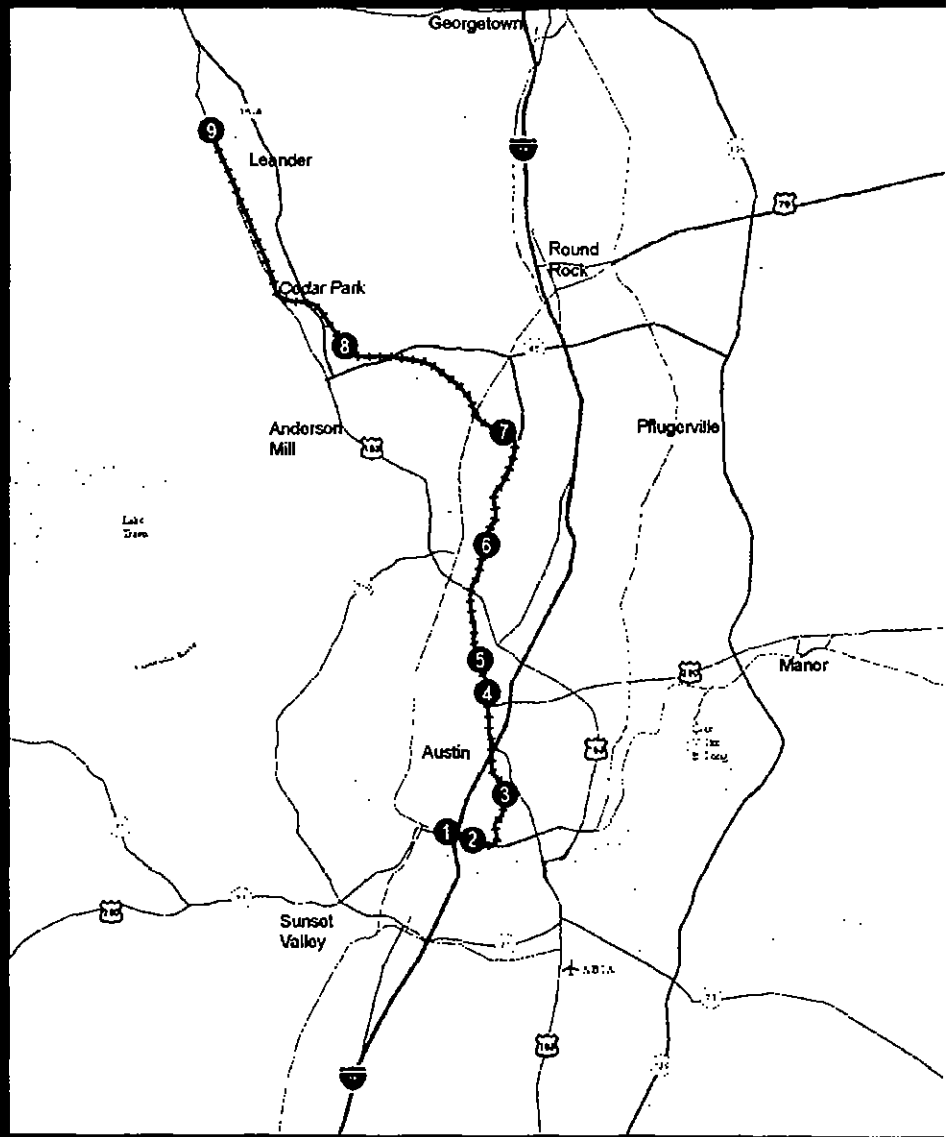
Future Improvements

- Subject to increased demand and board approval
  - Realign tracks
  - Additional stations
  - Permanent maintenance facility
  - Signalization
  - Enhanced circulator service or potential extensions as determined by federally required analysis

Costs

Initial Start-up Cost of Downtown/ Northwest Commuter Rail Service

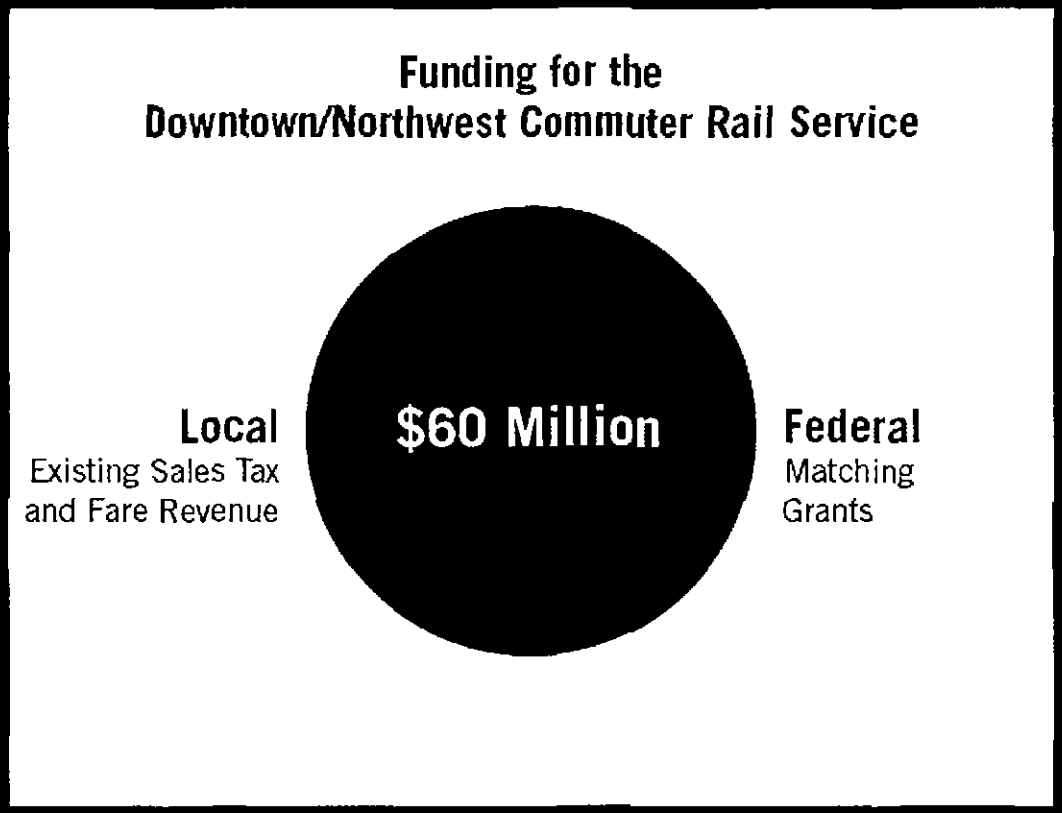
- Capital Expense
  - $60 million includes:
    - Track improvements
    - Interim maintenance facility
    - Nine stations
- Annual Operating Costs
  - $5 million includes
    - Lease-purchase of vehicles
    - Operating costs determined by frequency of service



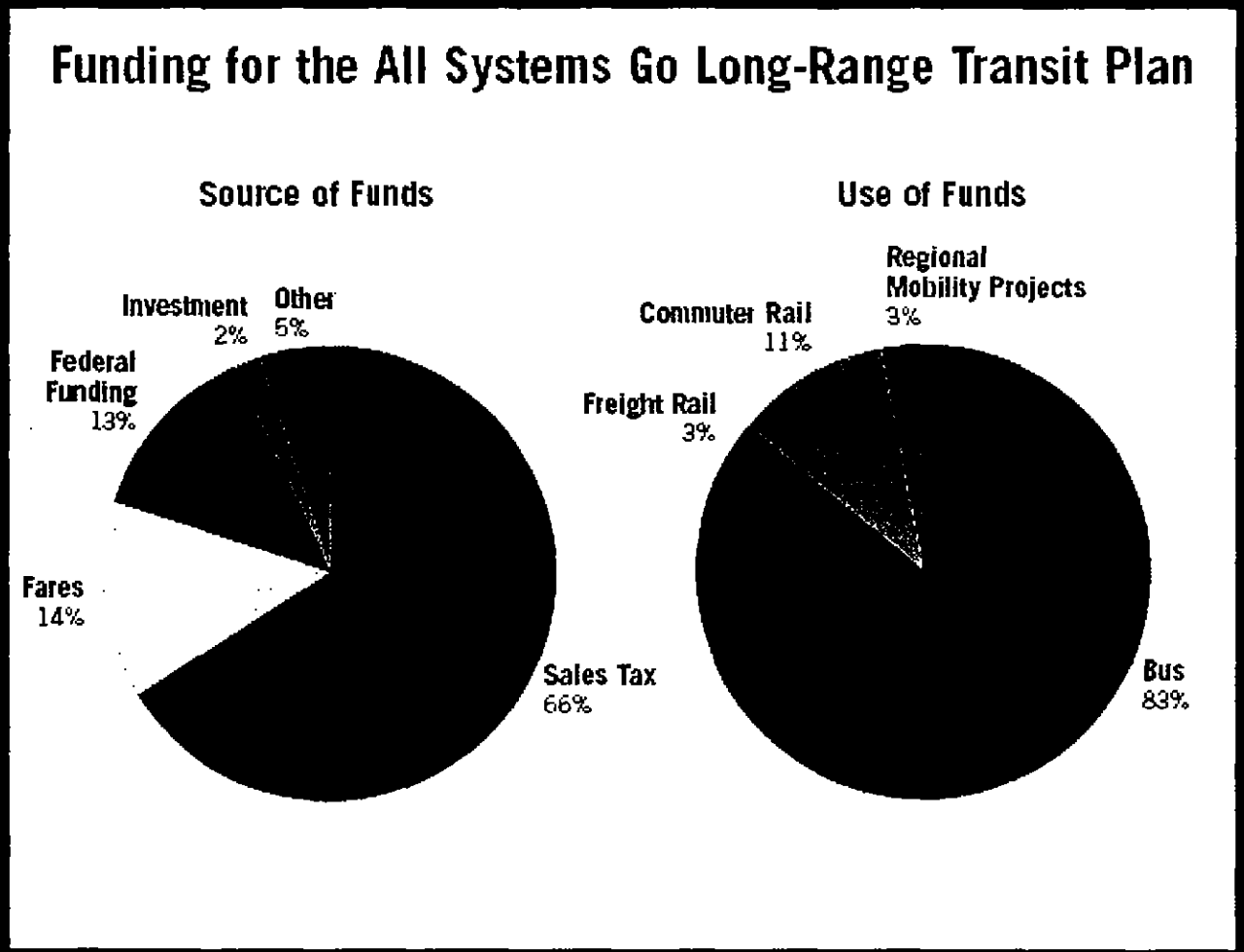
How To Pay For It

- Capital Metro will use existing sales tax, fare revenues and available federal matching grants. There will be no new taxes, bonding or debt.

Source of Funds



Use of Funds


Funding for the All Systems Go Long-Range Transit Plan
Source of Funds
Investment 2%
Other 5%
Federal Funding 13%
Fares 14%
Sales Tax 66%
Use of Funds
Regional Mobility Projects 3%
Commuter Rail 11%
Freight Rail 3%
Bus 83%

Rail Performance Measures

Evaluating Performance

Sample Criteria

- Ridership
- Safety
- On Time Performance
- Revenue/Expenses versus budget
- Maintenance
- Customer feedback

Project Justification – To Qualify for Federal Funding

Federal Transit Administration (FTA) Criteria

- Evaluate all alternatives in corridor
- Demonstrate cost effectiveness
- Estimate ridership over 20 years
- Ability of agency to fund share of project
- Land Use
- Economic
- Environmental

Referendum: What's on the Ballot?

What Voters Will See

Authorizes Capital Metro to provide commuter rail service on its existing freight rail line.

THE OPERATION OF A FIXED RAIL SYSTEM BY CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY.

FOR

AGAINST

Notice of Election Language

Describes starter rail line connecting to rapid bus and shuttle circulator bus system.

Ten new rapid bus lines serving major destinations.

Funding from existing local sales tax, plus matching funds from federal government. No new taxes.

The purchase, acquisition, construction, operation and maintenance by Capital Metropolitan Transportation Authority of or relating to an urban commuter rail service between the Austin Convention Center and Leander, Texas, on an existing railroad line owned by Capital Metropolitan Transportation Authority. This starter urban commuter rail service is part of the All Systems Go Long-Range Transit Plan of Capital Metropolitan Transportation Authority that also includes hike and bike trails along some existing railroad right-of-way, expanded local and express bus routes, new Rapid Bus routes and high frequency shuttle circulators that together provide connections to rail stops, new transit centers, new park and ride facilities, as well as major destinations in the Austin area, and would be implemented with no new or increased taxes and no issuance of bonds.

Authorizes passenger trains on Capital Metro's existing freight line.

Provides for hike & bike trails on Capital Metro rail right-of-way.

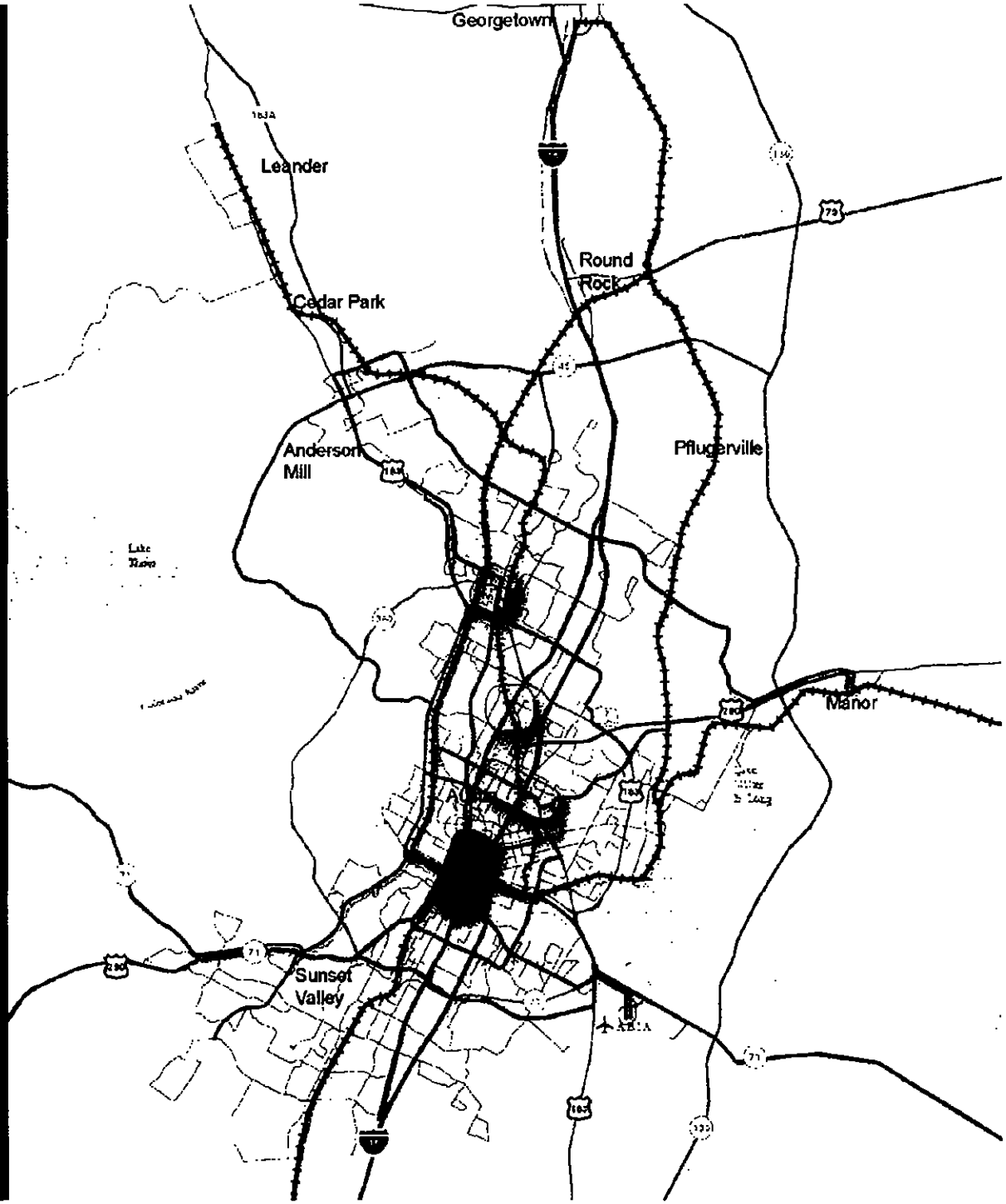
Includes twice as much bus service.

Upgraded passenger facilities for better customer service.

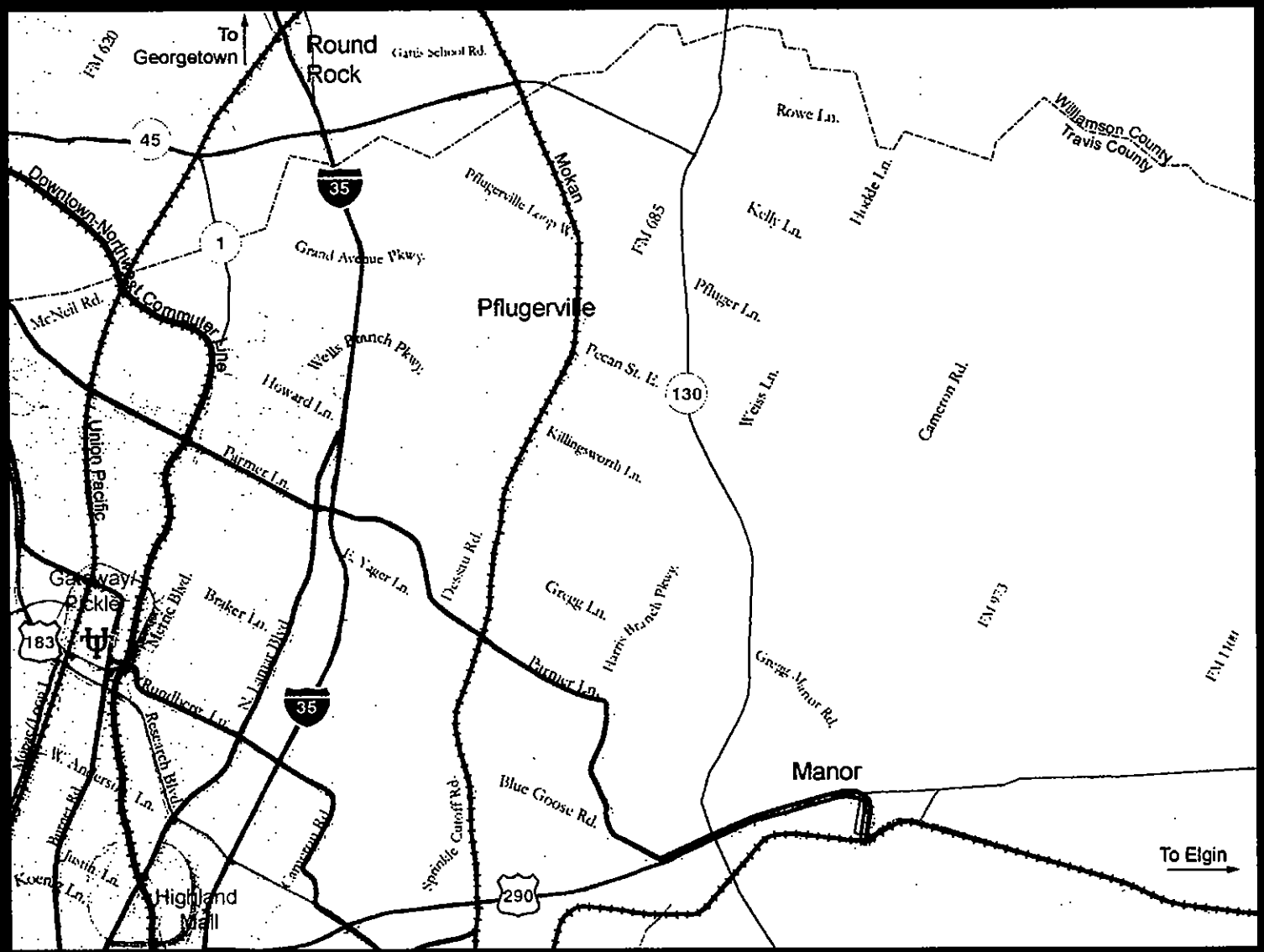
The November 2 Referendum

- Does NOT allow Capital Metro to increase taxes
- Does NOT require extensive construction disruptive to traffic flow
- Does NOT provide service outside the Capital Metro service area

The All Systems Go Long-Range Transit Plan



Northeast Community Sector



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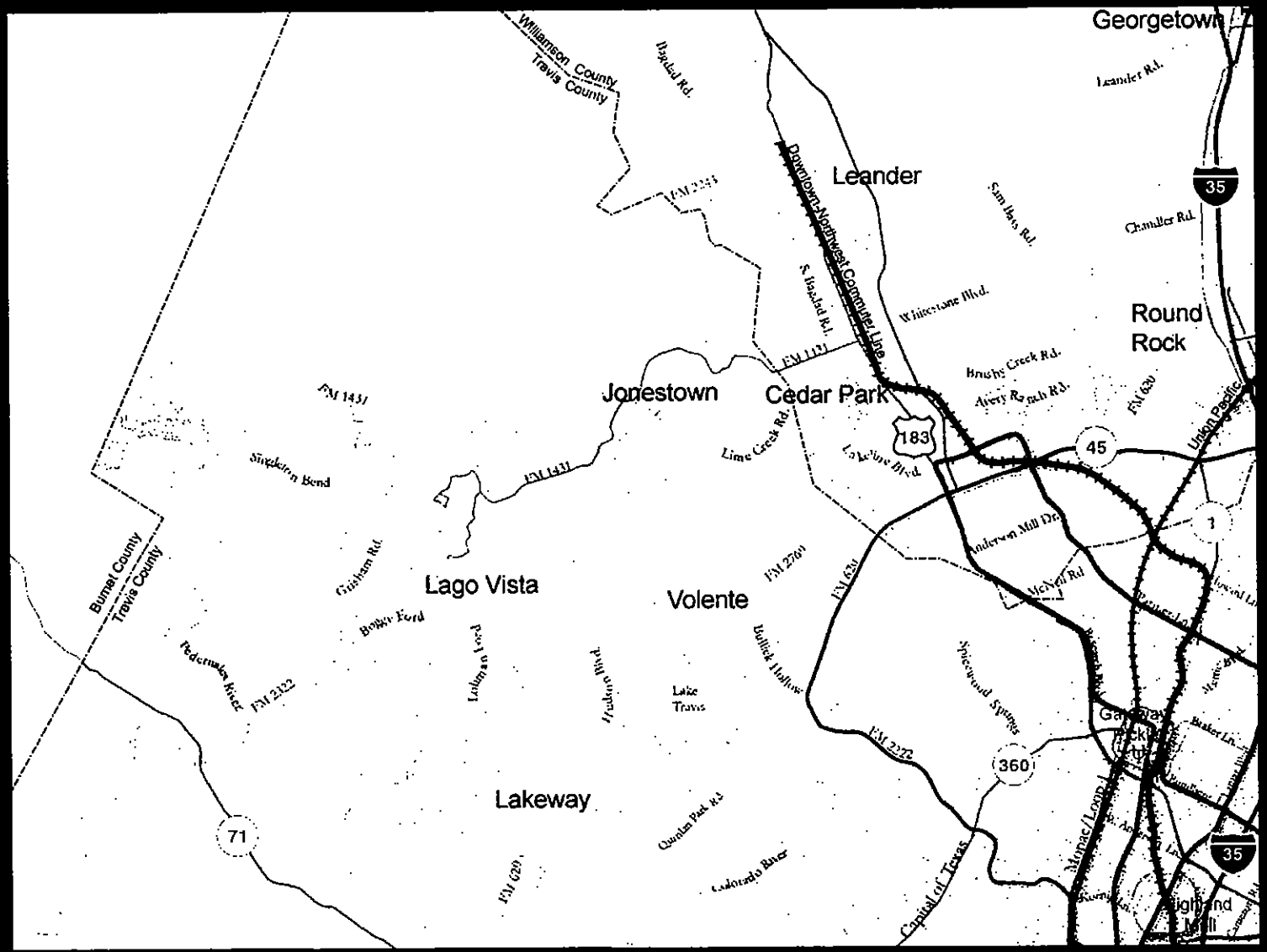
Northwest Community Sector



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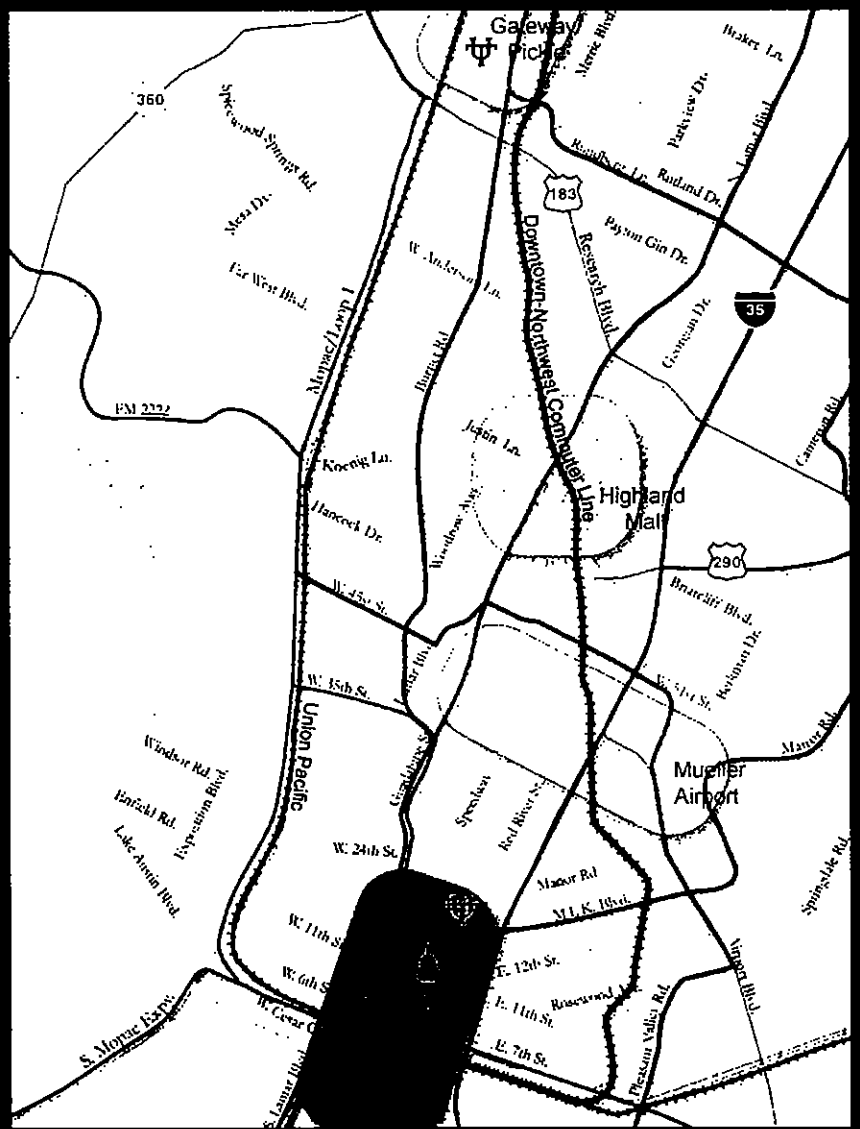
Central Community Sector



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Thank you for coming!