

What Is The City of Austin Proposing?

To begin this process of evaluating the City of Austin's \$7.0 billion dollar Transit Proposal, a little housekeeping is in order.

The term "Urban Core" will be used. For this purpose, it is essentially that portion of the City of Austin bounded by U.S. Hwy 183 to the north, Ben White Blvd to the south, Ed Bluestein Hwy to the east, and Mopac Blvd to the west.

What the City of Austin is proposing is **NOT a Transportation Project**. It is a Transit Project. What's the difference? A Transit Project is specific to public transit service (i.e. buses, commuter rail, light rail, etc.) whereas a Transportation Project focuses on bike lanes, sidewalks, streets, roadways and highways and may include public transit service.

Lady Bird Lake will be referred to as "**Town Lake**" because it's half the syllables.

"**ABIA**" will be used in lieu of "Austin Airport" because it takes up less space.

Although this proposal was the outgrowth of a joint effort between the City of Austin and Capital Metro, the responsibility for this Transit Proposal rests squarely on the shoulders of City of Austin because only the City of Austin has the financial resources to pay for it -AND- the lion's share (**82%**) of the benefits of this Transit Proposal will be enjoyed by the Downtown, Rainey Street & East Riverside Drive Real Estate Developers.

What Is The City of Austin Proposing?

The City of Austin has divided this Transit Proposal into three areas:

**Light Rail Service;
Commuter Rail Service; and,
Bus Service.**

The focus of this presentation will be on Light Rail service. Why? For two reasons:

1) because it contains the lion's share of the costs (i.e. approx. 82%); and,

2) because, essentially, the only real transit objective in using Light Rail vehicles is to add more capacity to the public transit vehicles currently serving Route 801 and the southern portion of Route 20 that goes out to the ABIA.

What voters need to understand is that larger RapidBuses would accomplish the same objective of adding more capacity to the existing RapidBuses & MetroBuses as would Light Rail vehicles saving taxpayers \$5.76 billion dollars.

What follows is an explanation of the City of Austin's Transit Proposal.

What Is The City of Austin Proposing?

LIGHT RAIL SERVICE

1) ORANGE LINE -

Light Rail Vehicles replace 60 foot RapidBuses currently serving Route 801 that runs from the Tech Ridge Park-n-Ride at Howard Lane & IH-35, along North Lamar Blvd, Guadalupe Street, the South First Street Bridge, Riverside Drive and South Congress to South Park Meadows at Slaughter Lane & IH-35.

The Orange Line will result in the loss of one existing traffic lane in each direction on North Lamar Blvd , Guadalupe St , Riverside Dr and South Congress Ave

2) BLUE LINE -

Light Rail Vehicles replace MetroBuses currently serving that portion of Route 20 that runs from the Austin Airport to Downtown and then duplicates Orange Line service from Downtown to the Tech Ridge Park-n-Ride at Howard Lane & IH-35.

The Blue Line will result in the loss of one existing existing traffic lane on Rainey St, Cesar Chavez St & Riverside Dr and require a new rail bridge over Town Lake

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3) DOWNTOWN SUBWAY & UNDERGROUND RETAIL PLAZA -

3a) **Downtown Subway** -

Specifically for the Light Rail Lines of Orange, Blue and Gold

3b) **Underground Retail Plaza** -

Specifically to serve the patrons of the Subway

4) “TRANSIT SUPPORTIVE INVESTMENT” -

Financial assistance for those displaced by the increase in the property tax burden and higher rent (**i.e. people pushed out of their homes**)

5) IMPROVEMENTS TO MAINTENANCE FACILITIES -

Purchasing Light Rail vehicles and new RapidBuses requires expanding existing and building new maintenance facilities to service these new Light Rail vehicles and additional RapidBuses

6) TECHNOLOGY SYSTEMS -

This includes fare collection systems, stations messaging systems, etc. for both RapidBus and Light Rail

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COMMUTER RAIL SERVICE

7) GREEN LINE -

New Commuter Rail service running along existing railroad tracks from Colony Park to Downtown Austin

8) RED LINE -

Improvements to the existing Commuter Rail service running from the City of Leander to Downtown Austin

BUS SERVICE

9) FOUR METRORAPID ROUTES -

9a) Pleasant Valley -

Running on Pleasant Valley Road from the Goodnight Ranch Development to the Mueller Development

9b) Expo Center -

Running from the Expo Center to the Downtown Train Station on Loyola Ln, Manor Rd and Red River St

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9c) Burnet -

Extension of Route 803 from Brodie Oaks to Oak Hill via State Hwy 71 and a Route parallel to Route 803 from Tanglewood via Menchaca Rd to the Westgate Transit Center and then to The Domain

9d) The Gold Line -

Running on Airport Blvd & Red River Street from Highland ACC to the Downtown Train Station

Includes \$110 million dollars for maintenance facilities and technology

10) THREE METROEXPRESS ROUTES, NINE PARK-N-RIDES & ONE TRANSIT CENTER -

10a) Four Points -

ExpressBus running on Ranch Rd 2222 & North Mopac from the Ranch Rd 620 Park-n-Ride to Downtown Austin

10b) Oak Hill -

ExpressBus running on U.S. Hwy 290 West & South Mopac from The Pinnacle to Downtown Austin

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10c) South Mopac -

ExpressBus running on South Mopac from the Wildflower Center to Downtown Austin

10d) Nine Park-n-Rides -

Four Points; Loop 360; ACC Highland; Delco Center; Expo Center; Wildflower Center; Goodnight Development; McKinney Falls; and, The MetroCenter

10e) One new Transit Center -

Eastside Bus Plaza Transit Center

11) FIFTEEN NEIGHBORHOOD CIRCULATOR ZONES -

Currently Project Connect has not identified the locations of the 15 Neighborhood Circulator Zones

See the costs corresponding to each of the above eleven items on the following page.

What Is The City of Austin Proposing?

Light Rail

1) Light Rail Orange Line	\$2,500,000,000	
2) Light Rail Blue Line	\$1,300,000,000	
3) Downtown Subway & Underground Retail Plaza	\$2,000,000,000	
4) Residence Relocation Mitigation	\$ 200,000,000	
5) Maintenance Facilities	\$ 200,000,000	
6) Technology Systems	\$ 20,000,000	
	<u>\$6,220,000,000</u>\$6,220,000,000

Commuter Rail

7) Commuter Rail Green Line	\$ 370,000,000	
8) Commuter Rail Red Line Upgrades	\$ 25,000,000	
	<u>\$ 395,000,000</u>\$ 395,000,000

Bus Service

9) Four MetroRapid Routes, Technology and Maintenance Facilities	\$ 280,000,000	
10) Three MetroExpress Routes, Nine Park-n-Rides & One Transit Center	\$ 60,000,000	
11) 15 Neighborhood Circulator Zones	\$ 1,500,000\$ 341,500,000
	<u>\$ 341,500,000</u>	
		<u>\$6,956,500,000</u>

This is the breakdown of the City of Austin's **\$7.0 billion dollar** Transit Proposal after it was reduced from a **\$9.9 billion dollar** proposal.

What Is The City of Austin Proposing?

There are **two** basic components to this \$7.0 billion dollar Transit Proposal:

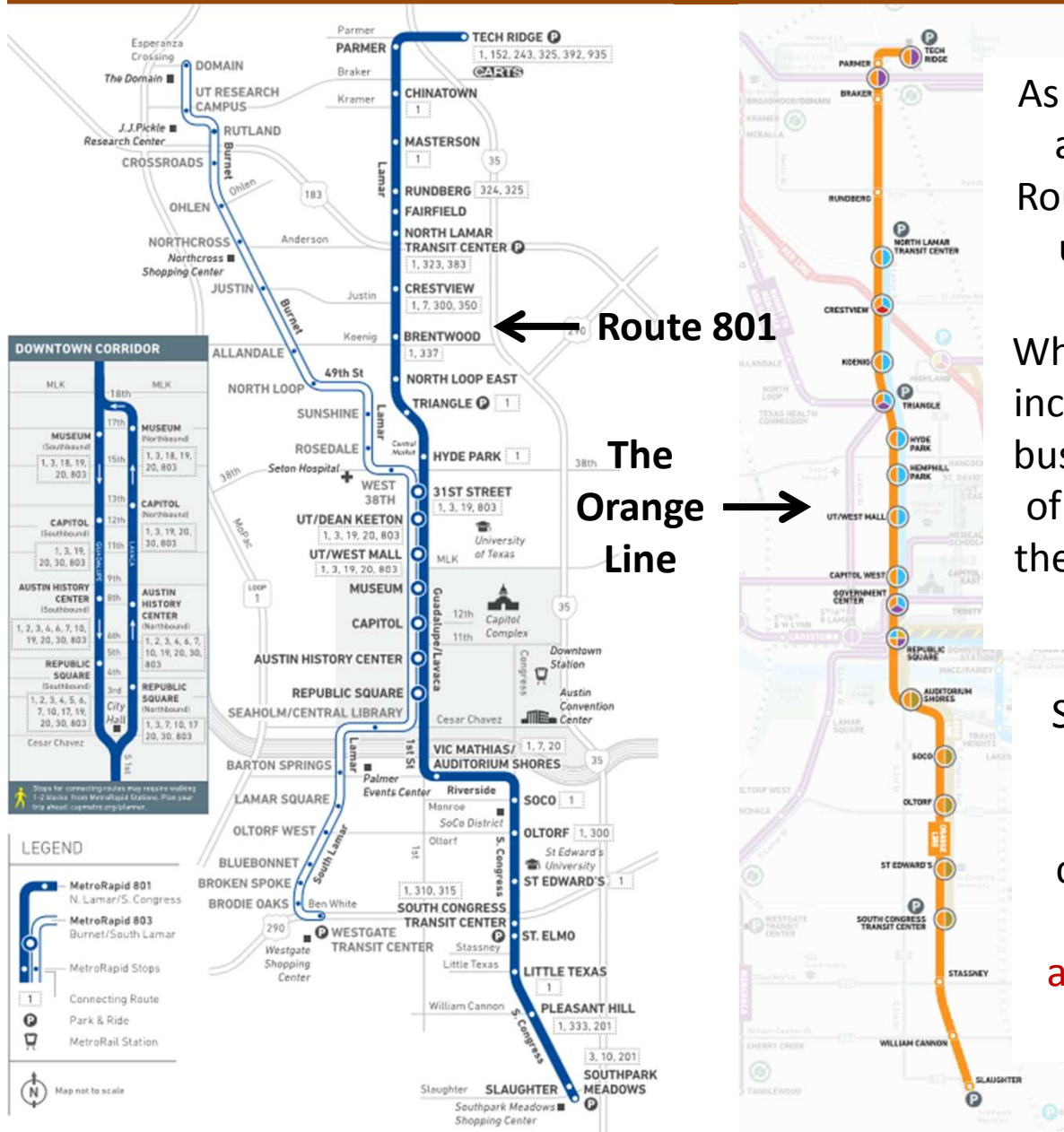
1) \$736,500,000 for: 3 MetroExpress bus routes; 4 MetroRapid Routes; 9 new park & rides; 15 new neighborhood circulator zones; 1 new Transit Center; improvements to the Red Line commuter rail service; and, a new Commuter Rail Green Line from Colony Park to the Downtown Rail Station

2) \$6,220,000,000 to increase the capacity of the MetroRapid buses serving the Route 801 corridor --and-- increasing the capacity of the MetroBus vehicles serving the southern portion of Route 20 that runs from Downtown Austin out to the ABIA.

The reason why the second component above costs so much is because the City of Austin has decided to increase the capacity of the existing MetroRapid and MetroBus vehicles serving both Route 801 and the southern portion of Route 20 using Light Rail vehicles instead of larger buses. Those larger buses have approximately two to three times the capacity of the existing MetroRapid and MetroBus vehicles.

Using light rail vehicles instead of larger MetroRapid buses not only increases the cost of the vehicles, but **requires moving all of the underground utilities out of the street** along the service corridors which costs approximately \$100,000,000 per mile.

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As you can see, The Orange Line runs along the same corridors as does Route 801 which is currently serviced using 60 foot MetroRapid buses.

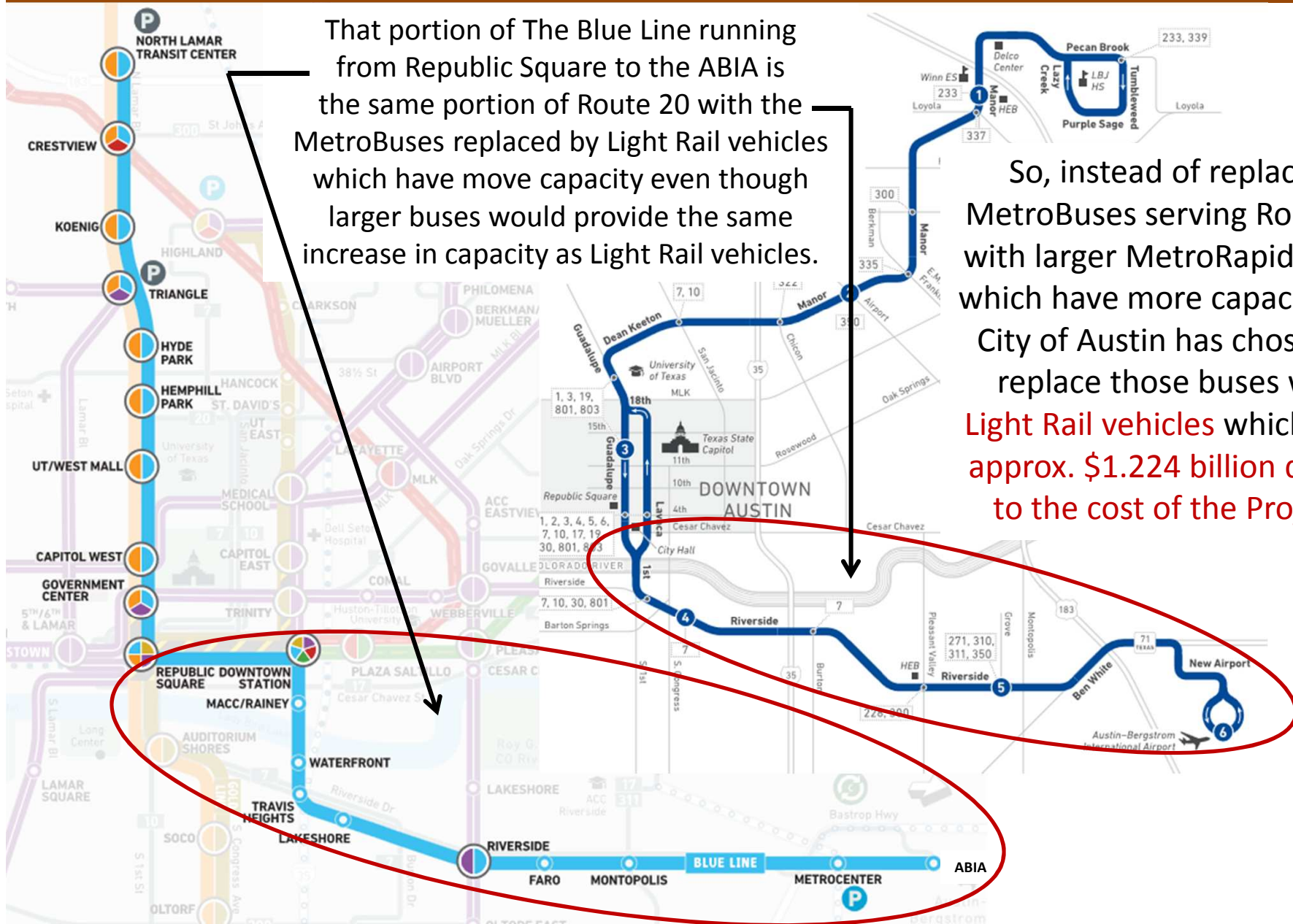
What the City of Austin wants to do is increase the capacity of those 60 foot buses using Light Rail vehicles instead of larger buses which would provide the same needed increase in capacity as would the Light Rail vehicles.

So, instead of replacing MetroRapid buses with larger buses to serve Route 801, the City of Austin has chosen to replace those buses with **Light Rail vehicles** which results in adding approx. **\$4.536 billion dollars** to the cost of the project.

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That portion of The Blue Line running from Republic Square to the ABIA is the same portion of Route 20 with the MetroBuses replaced by Light Rail vehicles which have more capacity even though larger buses would provide the same increase in capacity as Light Rail vehicles.

So, instead of replacing MetroBuses serving Route 20 with larger MetroRapid buses which have more capacity, the City of Austin has chosen to replace those buses with Light Rail vehicles which adds approx. \$1.224 billion dollars to the cost of the Project.



What Is The City of Austin Proposing?

In choosing Light Rail vehicles over larger buses with greater capacity, the City of Austin has added approximately **\$5.76 billion dollars** to their \$7.0 billion dollar Transit Proposal which includes a new rail bridge over Town Lake running from the southern end of Rainey Street to Riverside Drive just east of South Congress Avenue.

But increasing the costs unnecessarily doesn't stop there. For some reason (see **"Winners & Losers"**), the City of Austin has decided that Downtown Austin needs an underground retail plaza to serve the Light Rail subway patrons at the juncture of the two Light Rail lines which requires building 1.28 miles of subway adding approximately **\$2.0 billion dollars** to the cost of their reduced \$7.0 billion proposal.

All totaled, adding the use of Light Rail vehicles instead of larger buses, a new rail bridge over Town Lake for the Blue Line, a Downtown subway and an underground retail plaza serving patrons of the subway results in an **additional \$5.76 billion dollars** in costs to the City of Austin's \$7.0 billion dollar Transit Proposal.

Meanwhile, any hope of reducing congestion on U.S. Hwy 183, Mopac Blvd, Ben White Blvd, IH-35, Hwy 360, Hwy 620, etc., to name just a few congested highways, seems to be ignored. **Why not apply that \$5.76 billion dollars to helping the suburbs by providing daily commuters on those highways with Commuter Rail??**