

# Who are the Winners and Losers?

Here, in summary, are the Winners and Losers. The explanations as to why they are the Winners and Losers are detailed on the slides that follow.

## WINNERS:

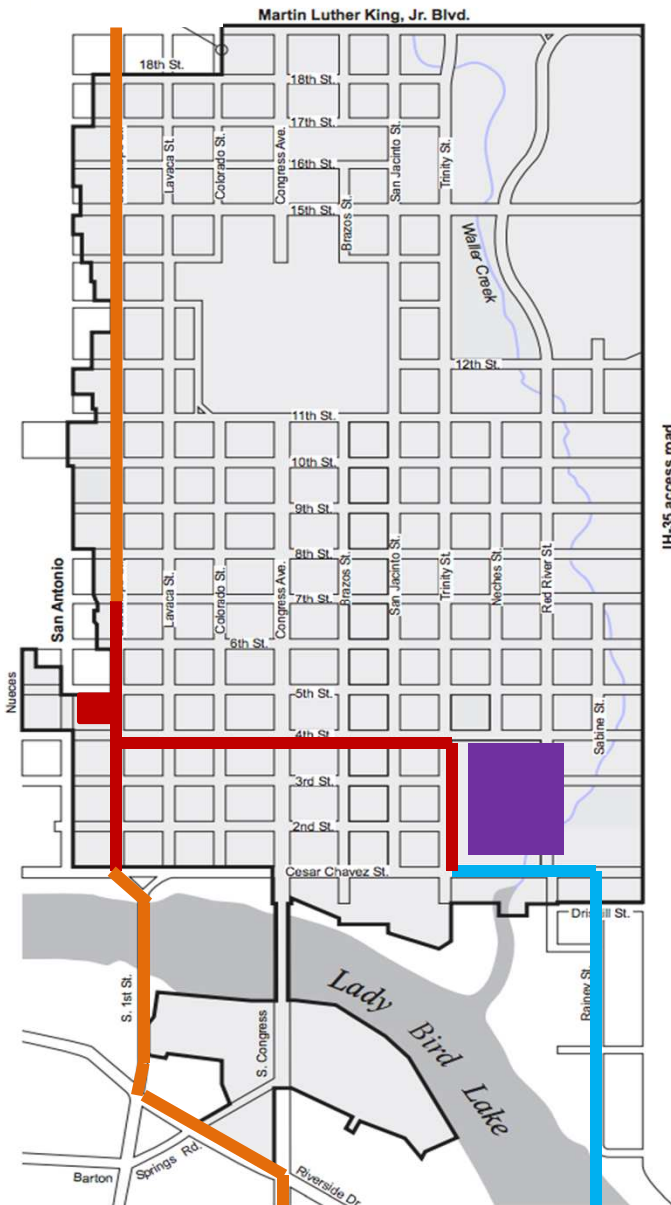
- 1) Downtown Real Estate Developers
- 2) Rainey Street Neighborhood Real Estate Developers
- 3) East Riverside Drive High Rent Real Estate Developers

## LOSERS:

- 1) Austin Taxpayers, Homeowners and Renters
- 2) The Neighborhoods in Southeast Austin
- 3) Suburbs of the NW, SW, NE, SE, North Central & South Central

# Who are the Winners and Losers?

## The Downtown Austin Alliance Boundaries



Who are the “**Winners**”?!! One answer is simple: **The Downtown Austin Developers** organized as “**The Downtown Austin Alliance**”. Yes, they are the **Big Winners** in this Light Rail Plan.

So why are they Big Winners? Because \$2.0 billion dollars is being spent for a Downtown Subway and a Downtown underground retail plaza to serve the patrons of that Subway as well as an additional \$1.3 billion dollars is being spent for essentially Light Rail service from the ABIA to the Convention Center.

That’s a total of \$3.3 billion dollars or 43% of the total cost of this proposed Transit Project going directly to benefit The Downtown Austin Alliance.

### KEY:

- Downtown Subway —
- Underground Retail Plaza ■
- The Light Rail Blue Line —
- The Light Rail Orange Line —
- The Convention Center ■

# Who are the Winners and Losers?

Can you imagine how much the value of **the Downtown property** will be increased with a Downtown Subway, an underground retail plaza serving the patrons of that Subway, and Light Rail service from the ABIA to the Austin Convention Center?

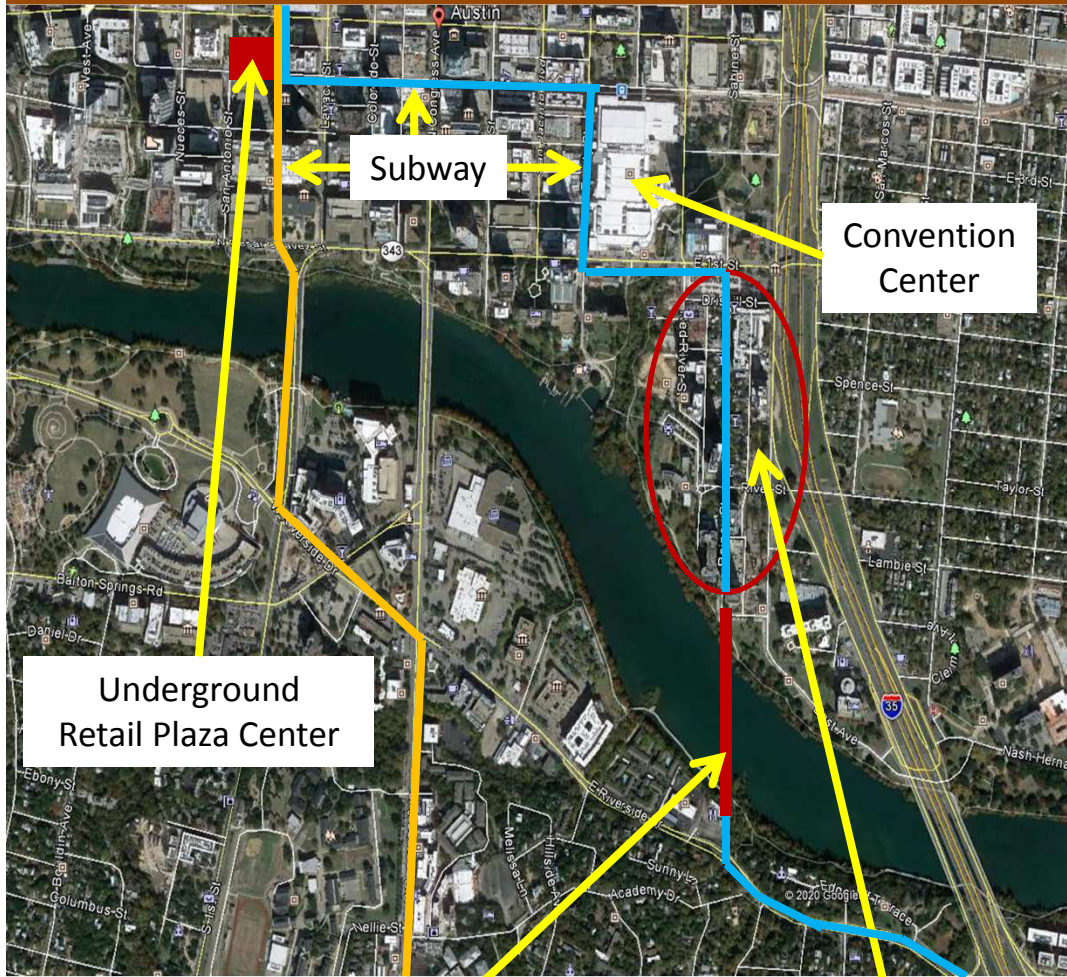
But one thing you can be assured of: the decision for the Downtown Subway and the Light Rail service to Downtown from the ABIA was not transportation driven. No. The Downtown Austin Alliance has wanted Light Rail service to Downtown from the ABIA for years. And they have also wanted public transit vehicles (i.e. buses) removed from Downtown Austin for years. Thus, The Blue Line, the Subway and The Orange Line.

Yes, the Downtown Austin Alliance has a lot of influence at City Hall and this Light Rail Plan has been driven by The City of Austin because the City has the means to raise the money. “Those who have the gold make the rules”. So its logical that the Downtown Austin Alliance would eventually get what it wants. That’s how politics works.

For this isn’t the first time Light Rail has been brought to the voters. No. There have been two other appearances on the ballot over the past twenty years and both have failed. So they’ll just keep bringing back Light Rail for the taxpayers to vote on until they get what they want at the taxpayers’ expense.

But this time they’re disguising what they want in a much bigger plan.

# Who are the Winners and Losers?



There's another **Big Winner**. The **Rainey Street High Rent Neighborhood Developers**. For some reason The Blue Line takes a detour off of Riverside Dr at The Crab Shack and crosses Town Lake on a new \$600 million dollar rail bridge just to serve a neighborhood with essentially five streets.

Could you imagine the City of Austin spending \$600 million dollars in your subdivision for every five streets?

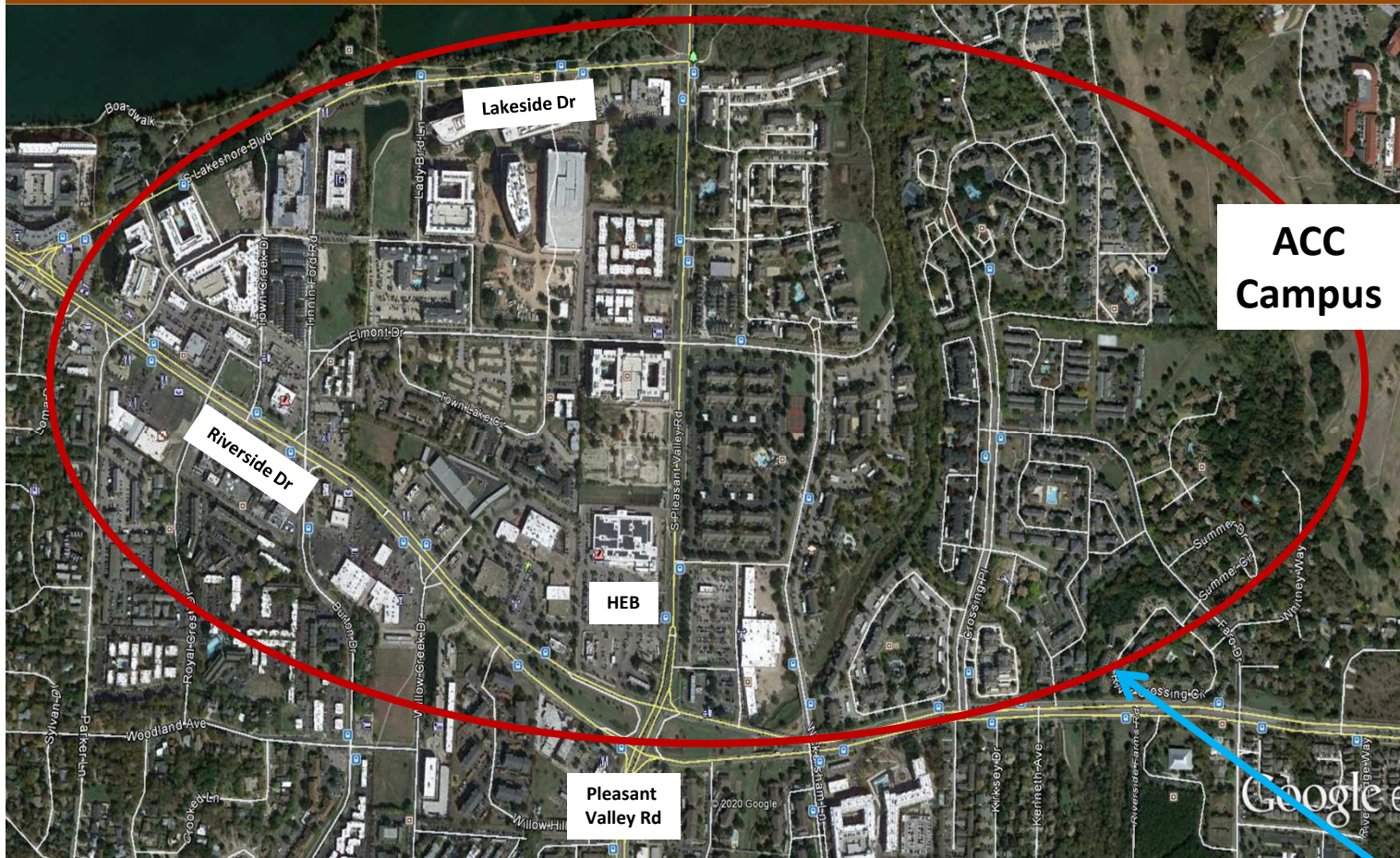
Why doesn't The Blue Line cross Town Lake on the South First Street Bridge like The Orange Line does (and eventually The Gold Line will) saving the taxpayers \$600 million dollars?

New Town Lake Rail Bridge

Rainey Street High Rent Neighborhood

— Blue Line Light Rail  
— Orange Line Light Rail

# Who are the Winners and Losers?

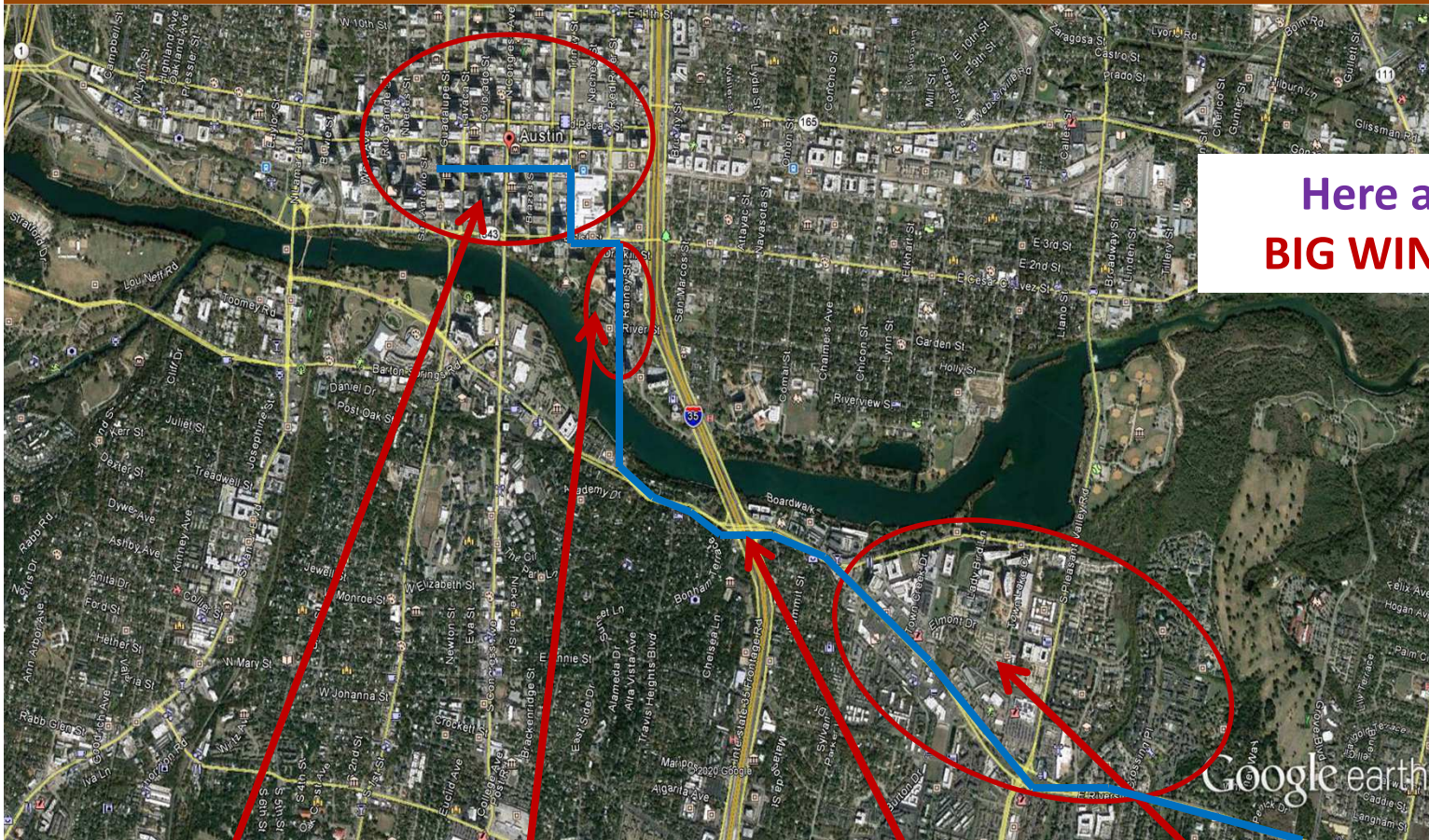


As you will see in the slides that follow, had the City of Austin used the Bergstrom Spur to run service from the ABIA to Downtown Austin, the Neighborhoods in Southeast Austin would have had access to Light Rail.

The final **Big Winner** are the **East Riverside Dr High Rent Developers** whose developments violated the Neighborhood Plan requiring “waivers” from the City of Austin. Remember when East Riverside Dr used to have large numbers of affordable housing? But that’s how politics works.

East Riverside Dr  
High Rent  
Developments

# Who are the Winners and Losers?



Here are the  
**BIG WINNERS!!!**

Downtown  
Austin  
Developers

Rainey Street  
Neighborhood  
Developers

Do you see how  
nicely **The Blue Line**  
ties all those  
developments  
Together?

High Rent  
East Riverside Drive  
Developers

# Who are the Winners and Losers?

So why Light Rail instead of replacing the existing buses with larger buses?

**Answer: because what's good enough for us is not good enough for them.**

According to the City of Austin Demographer, the overwhelming growth in the Austin area is outside the Urban Core (i.e. in the Suburbs). People are not moving into the "Urban Core" for several reasons: schools, housing costs, personal preferences, etc. And with that dynamic, highways like Mopac Blvd, U.S. Hwy 183 North, Ben White Blvd, IH-35, etc., become even more important to our Mobility infrastructure.

So why doesn't this Light Rail Plan address the daily congestion on Mopac Blvd (both north and south), U.S. Hwy 183 North, Burnet Road, IH-35 (both north and south), Ben White Blvd, South Congress Avenue, South Lamar Blvd, South First Street, etc.? For as the suburbs grow, the traffic on those highways will only increase beyond the God awful congestion that exists on them today.

Clearly, those citizens living in the suburbs are the "**Losers**"!! The same Losers that are being asked to pay more in taxes in exchange for no additional services. Why not use that \$3.3 billion dollars being spent on Downtown Austin and spend it on more Commuter Rail? Why not Commuter Rail running down U.S. Hwy 183 north to Downtown? Why not running down both north and south Mopac to Downtown? Why not running down both north and south IH-35 to Downtown? **When do the Suburbs get something for their money?**



# Who are the Winners and Losers?

Using the Bergstrom Spur to run visitors from the ABIA to Downtown Austin would not only provide Light Rail access to Southeast Austin neighborhoods, but it **would save \$1.1 billion dollars.**

How? Because using the Bergstrom Spur **DOES NOT REQUIRE** relocating utilities at a savings of \$500 million dollars and **DOES NOT REQUIRE** building a new rail bridge over Town Lake saving another \$600 million dollars. That represents a total savings of \$1.1 billion dollars in using the Bergstrom Spur to serve ABIA to Downtown Austin in lieu of East Riverside Drive.

Visitors to Austin would travel from the ABIA to the South Congress Transit Center where they would transfer to The Orange Line to go to Downtown Austin. Meanwhile, Southeast Austin Neighborhoods would have access to Light Rail service via The Bergstrom Spur. So using The Bergstrom Spur to serve the ABIA rather than the East Riverside Drive High Rent Developers would provide the Southeast Austin Neighborhoods with access to Light Rail and save \$1.1 billion dollars.

So, if you live in one of the Neighborhoods of Southwest Austin, you must ask yourself: “why am I being asked to pay for something that doesn’t benefit me but does benefit high rent developers?”

# Who are the Winners and Losers?

**TO RECAP:** The City of Austin wants the voters to **raise** their **property tax rate 25%** to do the following:

1) replace the Rapid & Metro buses serving Route 801 and that portion of Route 20 running to the Austin Airport with Light Rail vehicles instead of larger buses wasting \$5.76 billion dollars;

2) provide windfall profits for and further enrich the Downtown Developers, Rainey Street Neighborhood High Rent Developers, and the East Riverside Drive High Rent Developers;

3) to permanently remove one lane of traffic in each direction from the major roadways of North Lamar Blvd, Guadalupe Street, Riverside Drive, South Congress Avenue and the South First Street Bridge;

4) to deny the Southeast Austin Neighborhoods access to Light Rail; and,

5) to continue to **IGNOR** the God awful traffic congestion on Mopac Blvd, U.S. Hwy 183, Ben White Blvd, Hwy 360, IH-35, etc.