



URBAN RAIL

HIGH CAPACITY TRANSIT IN THE REGION'S CORE

GREATER AUSTIN CHAMBER OF COMMERCE



Urban Rail is a part of

 **AUSTIN MOBILITY**

Making mobility better, together.



CENTRAL TEXAS HAS A PROBLEM...

The continued vitality and economic health of our city and our region are at risk due to a lack of mobility

- The mobility systems serving our business and cultural core **are inadequate to meet existing demand/future growth**
- Healthy region needs a healthy core
- We need a multi-modal transportation approach... roadways, express lanes, high capacity transit, bicycle, and pedestrian investments to meet this challenge



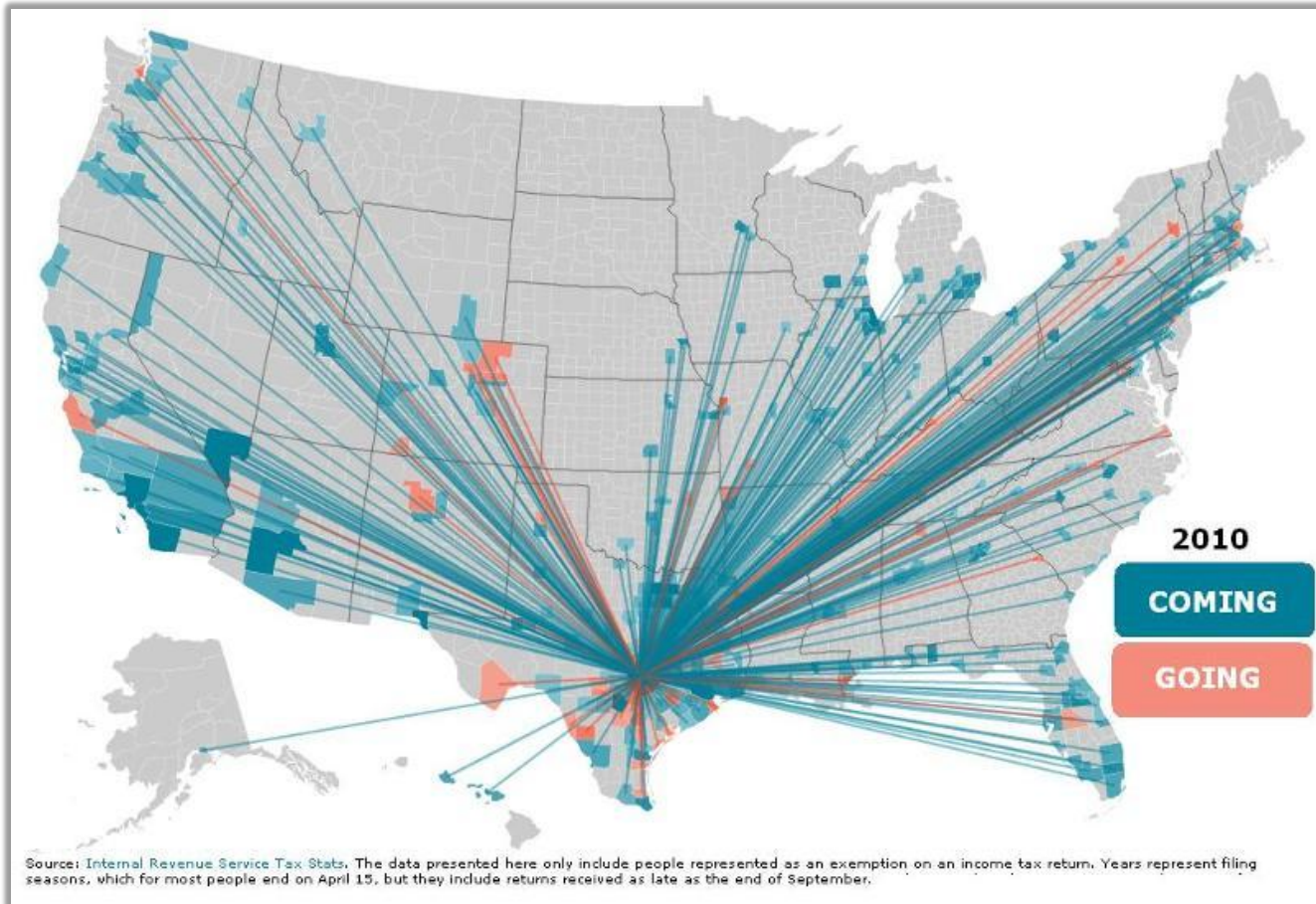
New transportation investments, providing viable travel options, are needed to increase mobility





AUSTIN IS SUCCESSFUL & GROWING

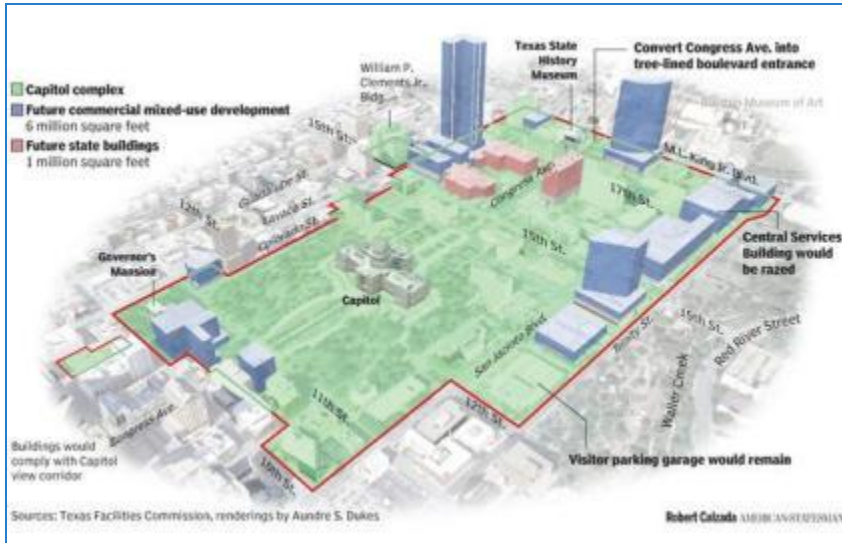
Forbes Named Austin Fastest Growing City for Second Consecutive Year





DEVELOPMENT PIPELINE IN CORE

Economic Growth Potential



Near-Term Pipeline Development (Potential 5,000 to 8,000 new employees)

- Federal Courthouse (5th & San Antonio)
- UT School of Engineering (Red River & Dean Keaton)
- Cirrus Logic Office (6th & West)
- Hyatt Place (3rd & San Jacinto)
- Vermont Multifamily Highrise (8th & Nueces)
- Mixed Use Highrise (5th & Congress)
- 416 Congress Hotel (4th & Congress)
- Capitol Terrace Highrise (Lavaca & 14th)
- Block 51 Residential (5th & Nueces)
- Block 52 Mixed Use Tower (Guadalupe & 5th)
- Green Water Development Site (2nd & West)
- Seaholm Development (Caesar Chavez & Lamar)
- Stubbs Venue Expansion (8th & Red River)
- Episcopal Church National Archives (7th and Trinity)
- East Block/Shoal Creek Walk (5th & Bowie)
- SevenRio (7th & Rio Grande)
- Convention Center Hotel (2nd & Congress)
- Travis County Complex (4th and Guadalupe)

Source: Economic Growth & Redevelopment Services

Capitol Complex Master Plan (Potential 5,000 to 7,000 new employees)

Medical Center Research Initiative (Potential 5,000+ new employees)





DEVELOPMENT PIPELINE IN CORE

Economic Growth Potential



Austin State Bird Returns: (8+ Tower Cranes currently active)

- JW Marriott
- Seaholm Redevelopment Project
- Green Water Treatment Redevelopment Project
- Central Library
- Manchester site (Red River at Cesar Chavez)
- Skyhouse site (Rainey)
- 311 Bowie Street
- 9th and Lamar (Whole Food Parking Garage)
- 3rd and Colorado
- 7th and Rio Grande
- Block 51: (5th, 6th, Rio Grande, San Antonio)
- Block 52: (5th, 6th, San Antonio, Guadalupe)

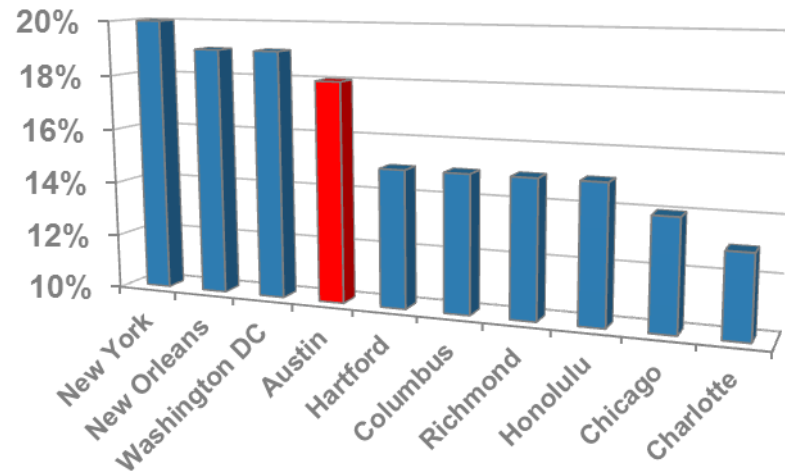




ACTIVITY CONCENTRATION IN CORE

- 30% of all jobs in the 5-county region were located in core (78701, 78703, 78704, 78705)*
- 21% of all regional jobs in downtown and UT (78701, 78705)*
- 51,000 students at UT (80% live off campus) and about 9,000 at ACC's Rio Grande campus
- 4th highest CBD concentration in the nation!

CBD Share of Total Urban Area Employment



University students not counted as part of employment density

*U.S. Census Bureau. 2012. OnTheMap Data. Longitudinal-Employer Household Dynamics Program. <http://lehd.ces.census.gov/led/onthemap/>





COMMUNITY CONSTRAINTS

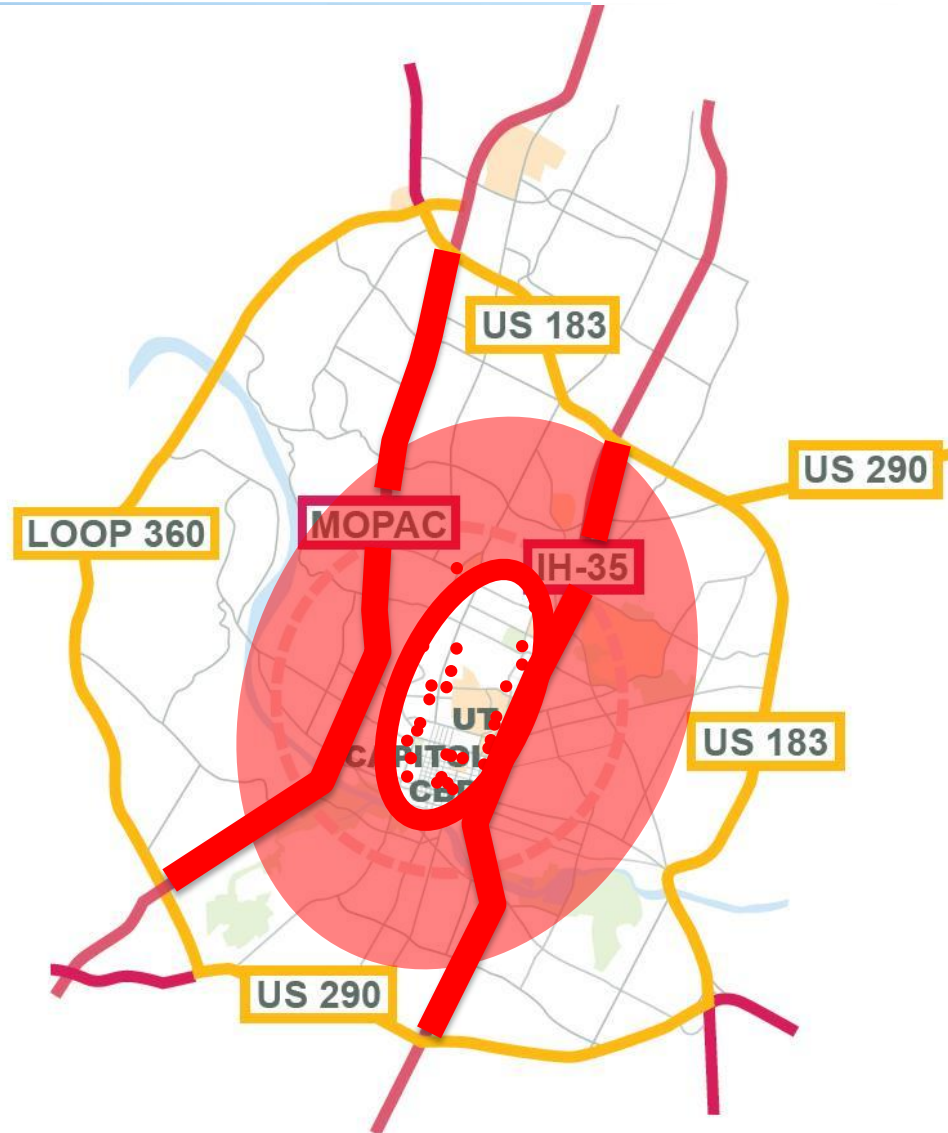




AUSTIN STRATEGIC MOBILITY APPROACH

Gateway intersections and congested corridors prevent easy access to region's core

A wide band of congestion surrounds the central gateways with few opportunities to expand existing roadways



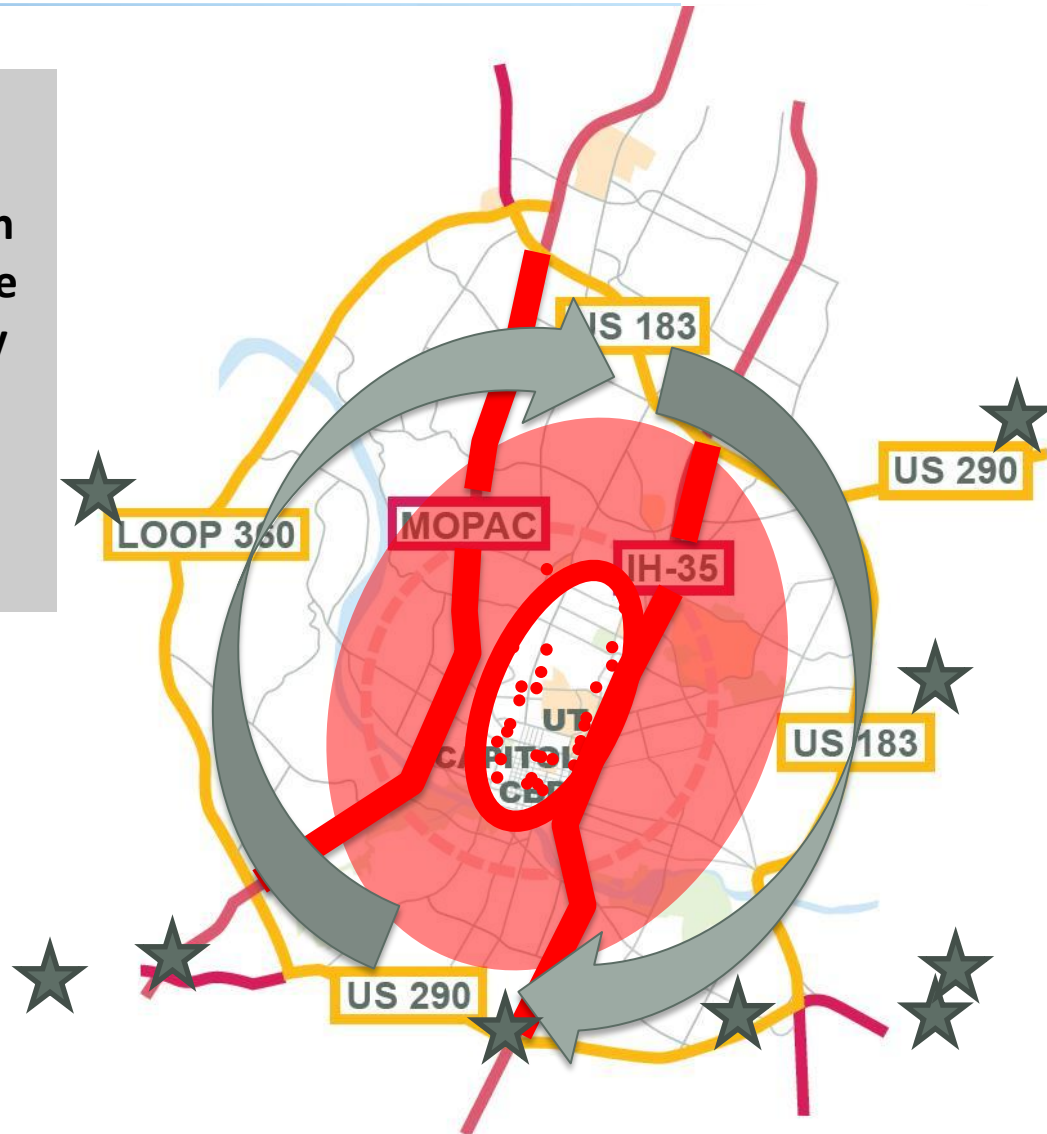


AUSTIN STRATEGIC MOBILITY APPROACH

Austin's Strategic Mobility Plan is to simultaneously invest in projects that enhance **vehicle** moving capacity around the region's central core, allowing through-trips to bypass the core more easily

Partnership Projects

- Oak Hill Y
- MoPac @US290
- SH71@IH35
- SH71@Riverside
- FM974
- US183
- US290
- Loop360



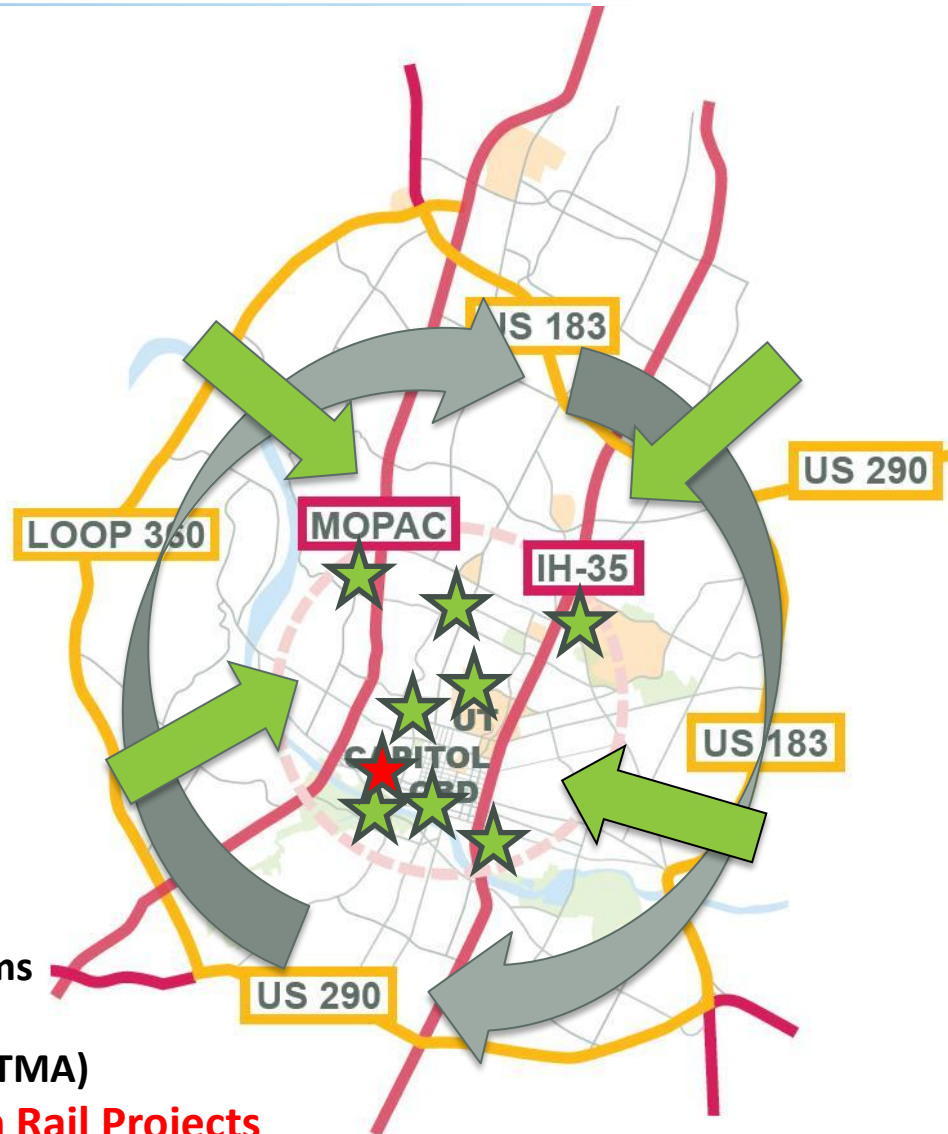


AUSTIN STRATEGIC MOBILITY APPROACH

Invest in projects and policies that increase **people** moving capacity into the central core, primarily, focused on commuter trips

Partnership Projects

- MOPAC EX Lanes
- IH35 EX Lanes
- Signal retiming
- Extended MetroRail Service
 - Weekend & evenings
- MetroRapid
 - N. Lamar/Burnet
 - S. Congress/S. Lamar
- Veh. Trip Reduction Programs
 - Car/Bike Share
 - Austin Movability (DATMA)
- **Project Connect & Urban Rail Projects**





CAMPO: Transit Working Group

TWG Charge:

- “As a committee of CAMPO, the Transit Working Group will evaluate and provide input toward a regional **high capacity transit plan** for Central Texas and explore how its various components work as a system to fulfill the region’s transportation and future growth needs.”

How are we working at accomplishing the TWG Charge?

- Project Connect



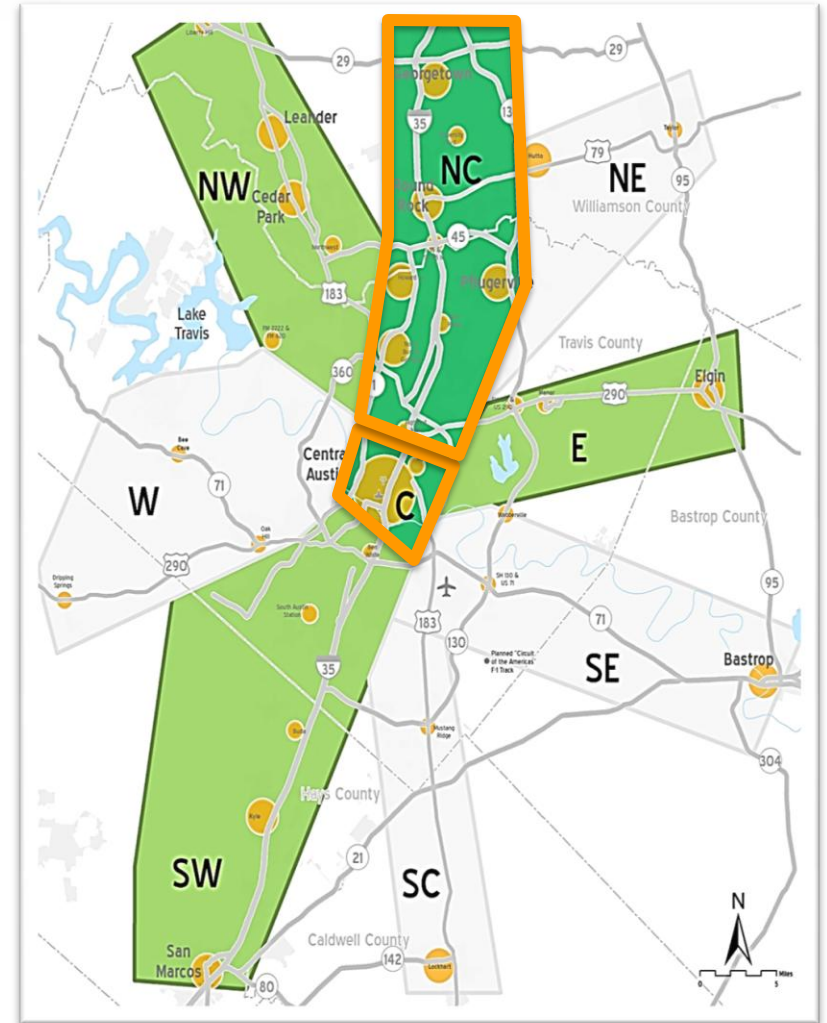
High Capacity Transit provides attractive options for commuters & other travelers





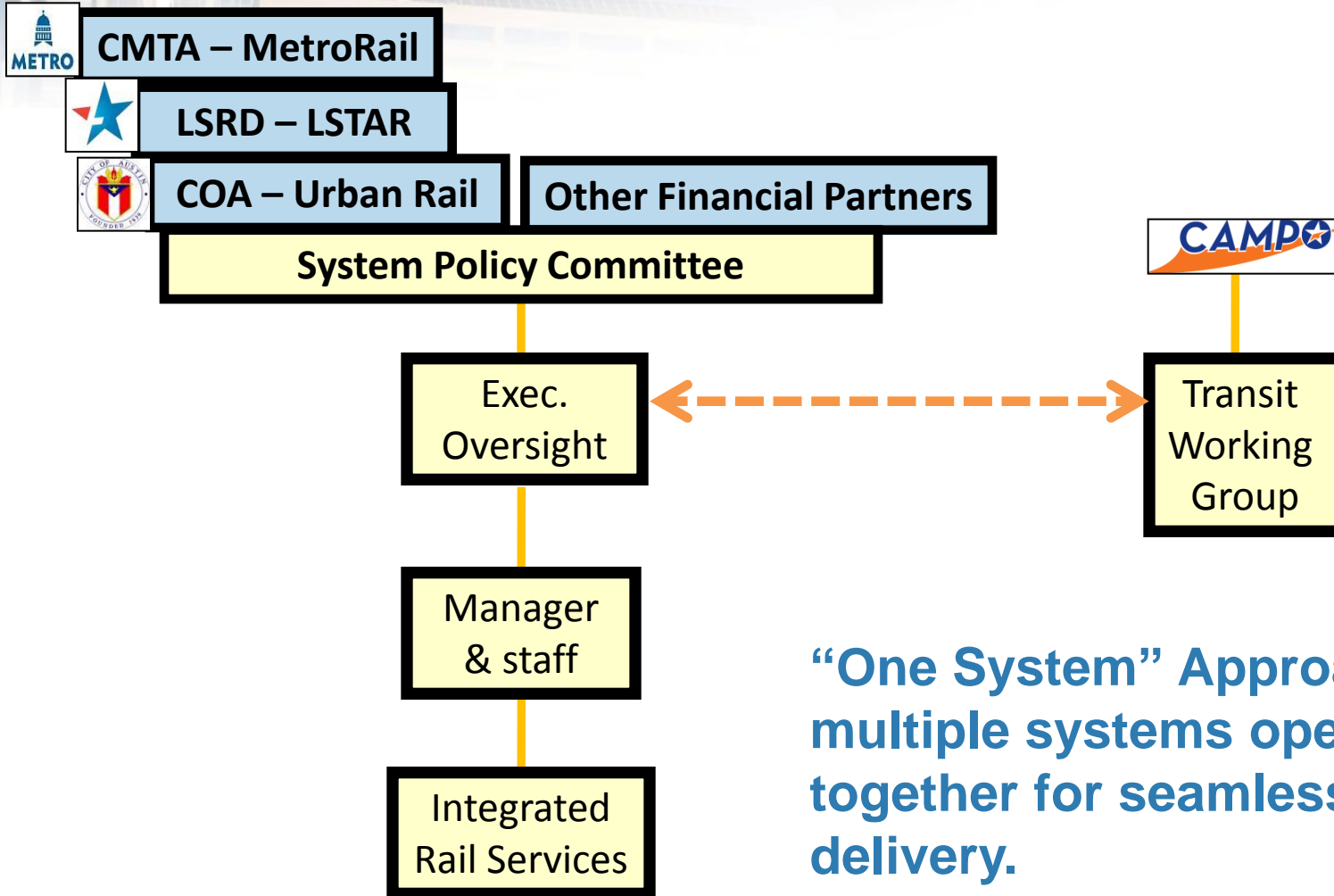
“PROJECT CONNECT” - STATUS UPDATE

- **Defined High Capacity Transit Modes:**
 - Commute oriented
 - Provide competitive service to private automobile
 - Congestion “proof”
- **Evaluated High Capacity Transit Corridors**
 - *High priority Corridors:*
 - Central
 - North Central
 - *Medium-High priority Corridors:*
 - Northwest
 - East
 - Southwest





PROJECT CONNECT: INTEGRATED RAIL OPERATIONS



“One System” Approach – multiple systems operating together for seamless service delivery.

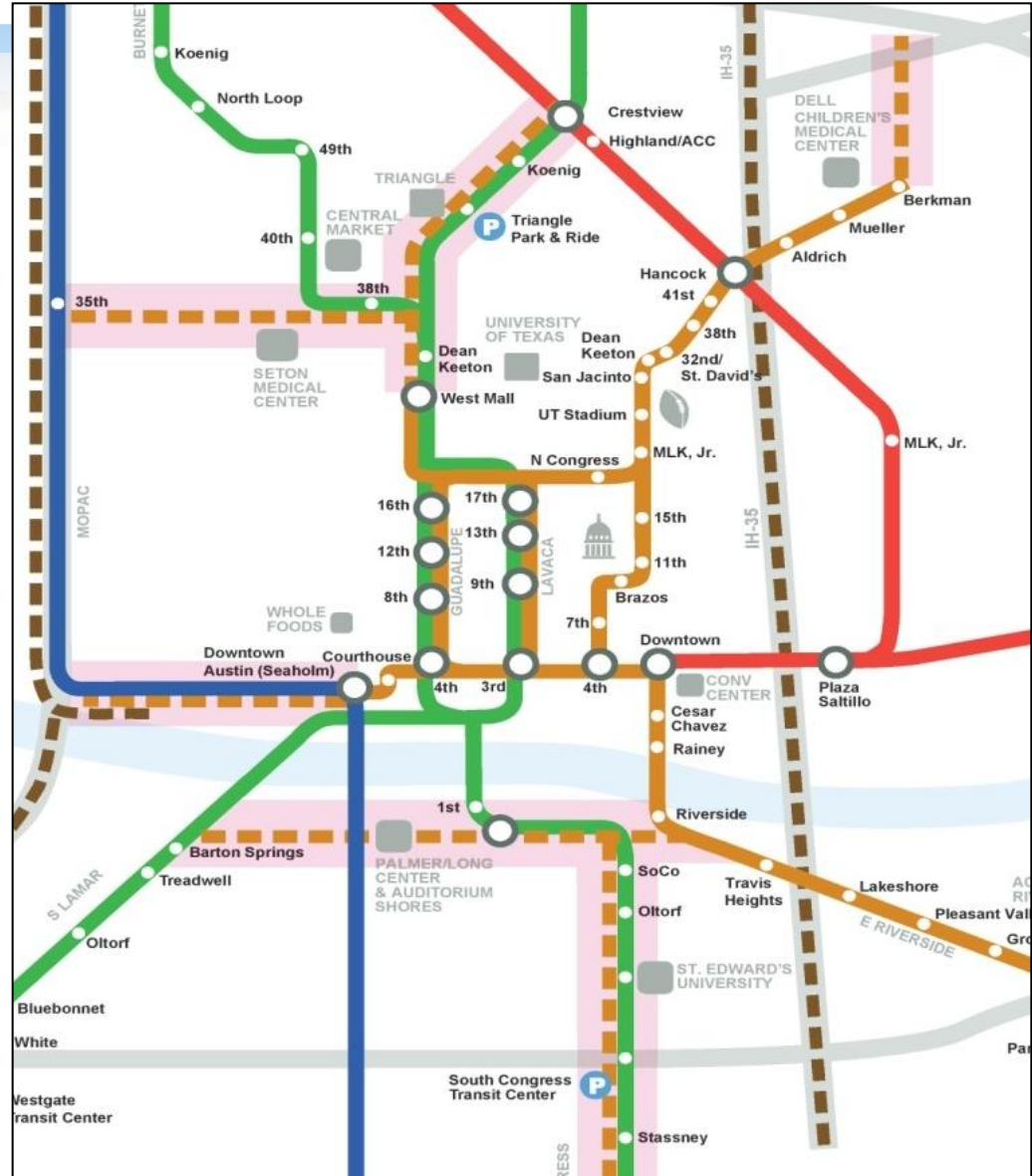




SERVING THE REGIONAL CORE

Urban Rail:

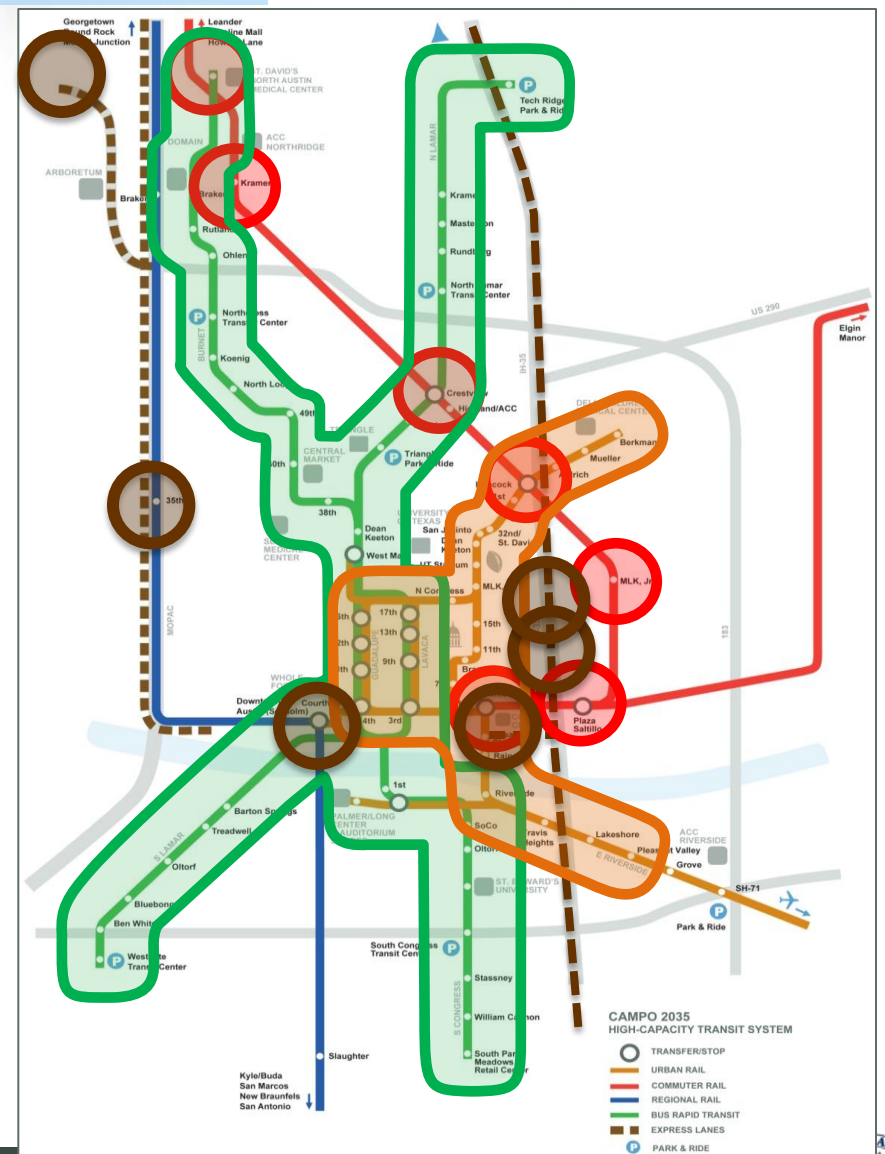
- **Urban Rail** is the keystone within existing CAMPO Regional Transit Plan and the evolving system plan
- Connects core's employment to system (**commuter rail**, **rapid bus** and **regional rail**)
- Adds mobility capacity both north and south of regional core
- Serves existing and new travel demands





SERVING THE CENTRAL CORE

- Urban Rail represents 3rd regional Investment in Core:
 - Commuter Rail (2004)
 - Arterial Rapid Bus (2012)
 - Urban Light Rail
- Future Transit Investments in Core:
 - Commuter Bus on MOPAC Express Lanes
 - Commuter Bus on IH35 Express Lanes





URBAN RAIL PROJECT HISTORY

Previous Public Studies Recommend Inclusion of Urban Rail

- Mueller Redevelopment
- All Systems Go (CMTA 2004)
- Central Austin Circulator (CMTA 2006)
- Downtown Austin Plan
- CAMPO 2035 Adopted Plan (CAMPO)
- E. Riverside Corridor Plan
- Austin Strategic Mobility - Project Prioritization Process
- Imagine Austin
- Central Austin Transit Study (CATS) and other Urban Rail Studies



Urban Rail serves local & regional trips and can operate in mixed or dedicated rights-of-way

AustinUrbanRail.com



AUSTIN MOBILITY

Making mobility better, together.

5.22.2012 / PRESENTED TO AUSTIN CITY COUNCIL





MODES EVALUATED FOR MUELLER TO ABIA

- Conventional Bus
- Better Bus (MetroRapid or similar)
- Bus Rapid Transit (BRT)
- Streetcar
- Urban Rail
- Commuter Rail (MetroRail)
- Light Rail
- Heavy Rail
- Regional Rail
- Monorail
- People Mover/PRT



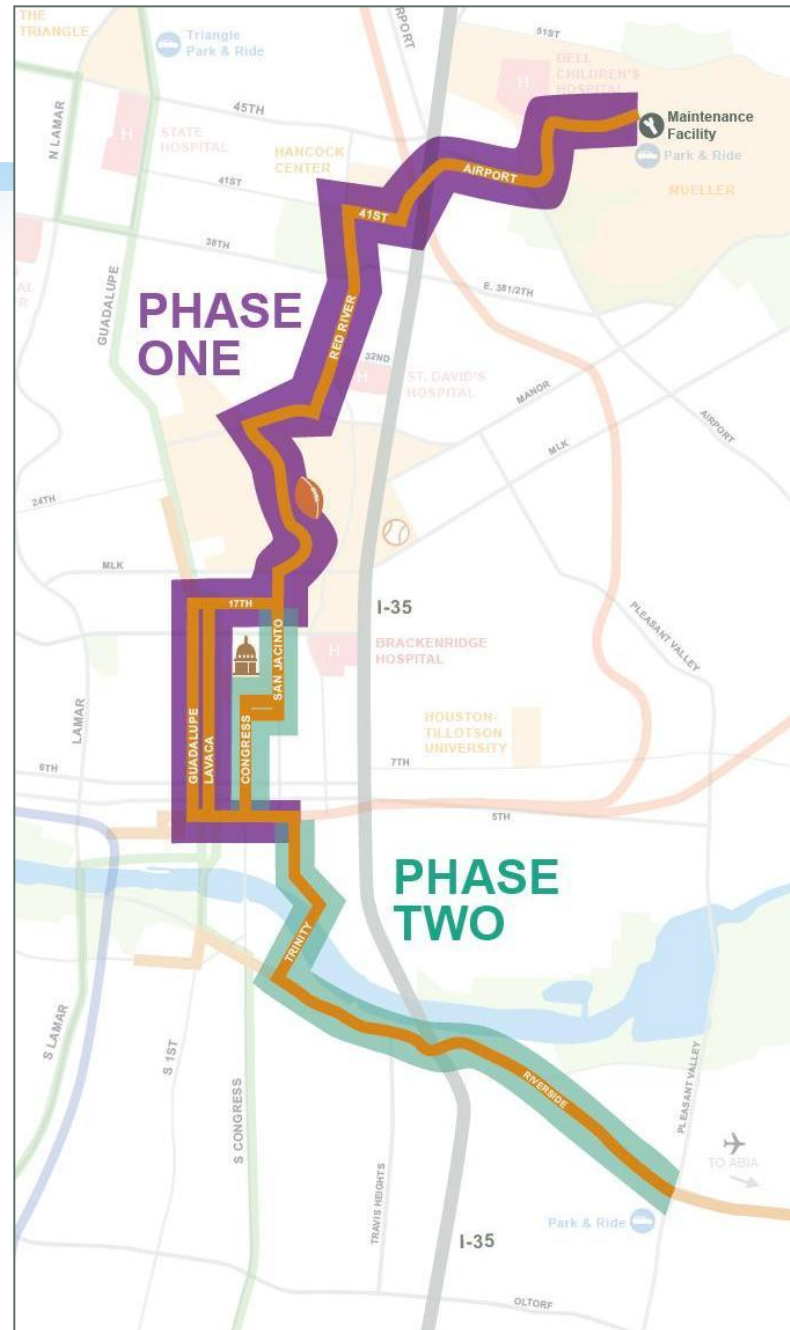
Source: *Central Austin Transit Study*, July 2010, City of Austin, www.austinstrategicmobility.com





RECOMMENDED PRIORITY (PHASE 1 & 2)

- Highest ridership potential (based on ridership index)
- Serves greatest concentration of employment in region
- Nexus for high-capacity transit in region's core
- Double-tracked route
- Strong development potential
- Implements City plans
- Flexible system downtown
- Expandable routes





URBAN RAIL: RECOMMENDED 1ST PHASE

Recommended 1st Phase:

- Phase 1: Downtown to Mueller via west alignment
 - Connects to MetroRail in Downtown and at Hancock Ctr.
 - Permanent maintenance facility at Mueller
 - Serves CBD, Capitol Complex, UT

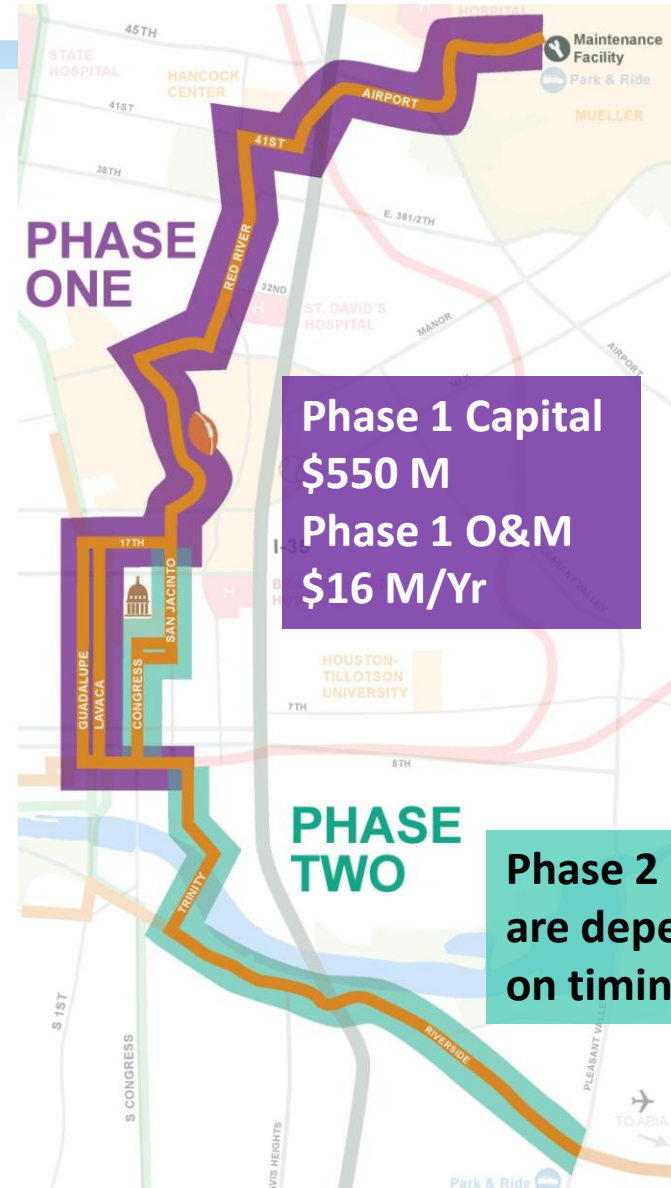




URBAN RAIL: RECOMMENDED 2ND PHASE

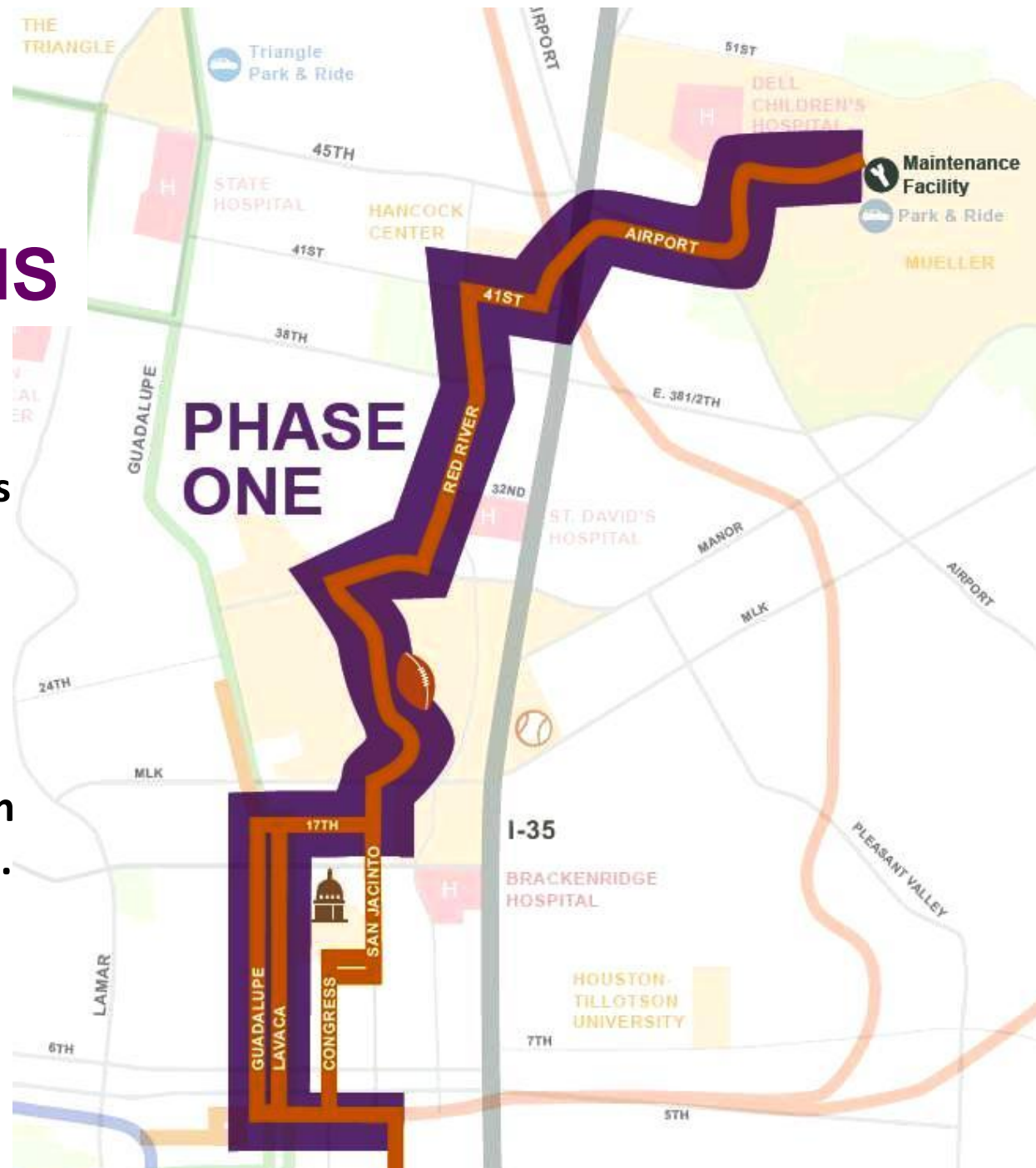
Recommended 2nd Phase:

- Phase 1: Downtown to Mueller via west alignment
 - Connects to MetroRail in Downtown and at Hancock Ctr.
 - Permanent maintenance facility at Mueller
 - Serves CBD, Capitol Complex, UT
- Phase 2: UT to Pleasant Valley via east alignment
 - Potential new capacity crossing river
 - Provides express routing capability to UT
 - Adds service to Riverside



PHASE ONE DESTINATIONS

- Convention Center
- Financial Core
- Entertainment Districts
- County/Federal Courthouses
- State Capital Offices
- Museum District
- Univ of Texas Campus
- DKR Memorial Stadium
- 3 Hospitals – UTMB, St. Davids, Dell Childrens
- Hancock Center/Hyde Park
- Mueller Development

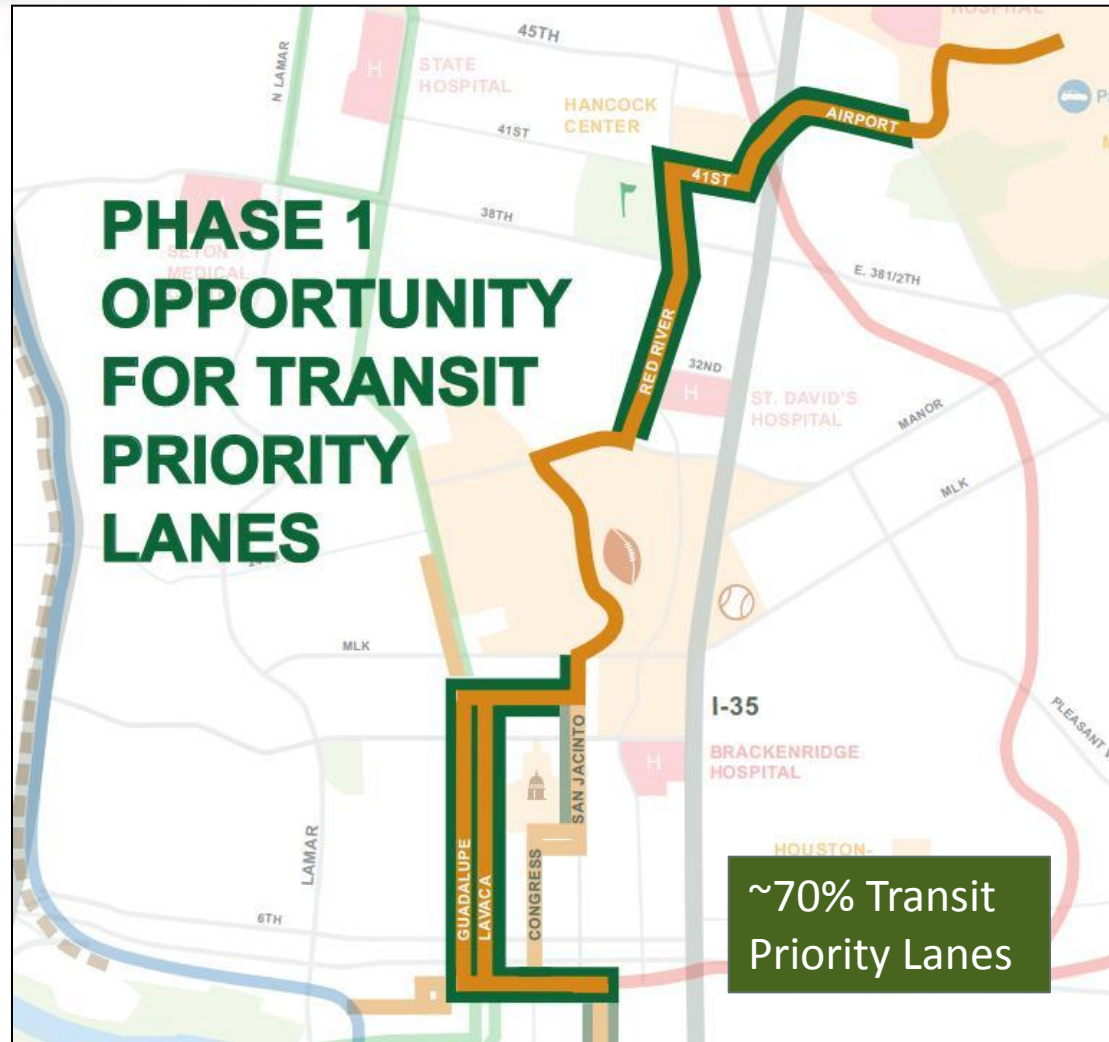




TRANSIT PRIORITY LANES – PHASE ONE

Transit Prioritization

- Objective is to provide reliability and competitive travel time
- Assure the greatest capacity possible
- Transit-only lane could allow for right turning vehicles
- Bus can operate with Urban Rail





ECONOMIC DEVELOPMENT

Rail and Economic Development:

- Investment in transit make regions more competitive to recruit new -- and retain -- current employers.
- Transit use by employees benefits everyone.
- \$7B total economic impact of transit investment, Salt Lake City
- \$7B private sector investment from \$1.4B rail spending, Phoenix
- [See 3 min Rail in other cities videos](#) at AustinUrbanRail.com

*“Every great globally competitive city has rail anchoring urban development.”
Scott Polikov, Austin Business Journal 5-4-12*





First Phase Ridership Projections:

- *9,000 -11,000 est. one-way trips (Core+North+Mueller) in opening year, 2021*
 - *Order of magnitude projections based upon prior estimates (2006 Central Austin Circulator , 2010 Central Austin Transit Study)*
 - *Additional ridership potential from “network” effect not included (e.g., connections to MetroRail, MetroRapid, and Lone Star Rail not factored into ridership projection)*
- Updated regional forecast model is currently under development





FUNDING SOURCES – NATIONAL TRENDS

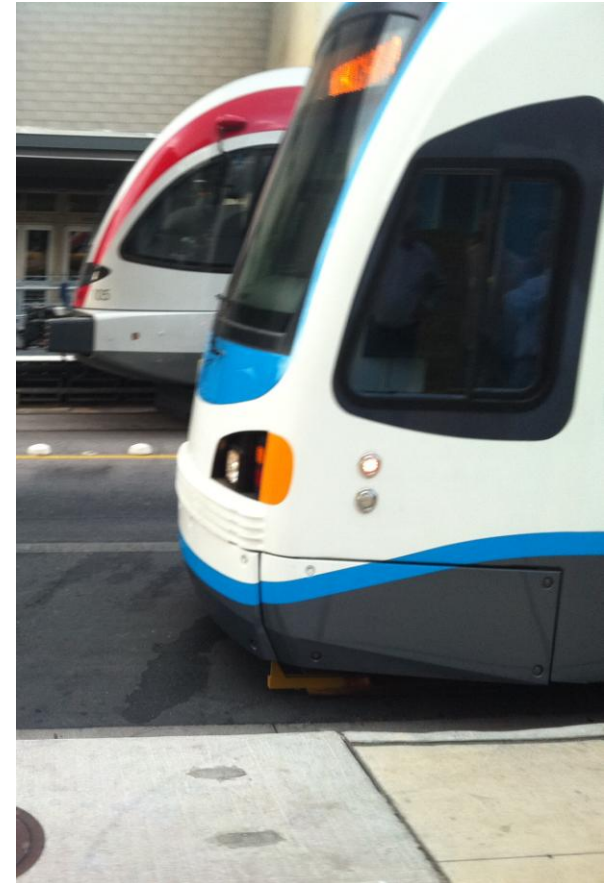
- **Almost all transit projects pursue Federal Transportation Agency (FTA) New Starts grants or other federal discretionary programs**
 - Typically, the single largest funding source
- **Typical local funding source for transit (consistent and long-term)**
 - Sales tax
 - Property tax
 - General revenues
- **Non-federal share is often a partnership of various entities providing multiple funding sources**





FTA NEW STARTS FEDERAL GRANT PROGRAM

- **Highly competitive, application process through multiple stages:**
 - Alternatives Analysis (AA), Preliminary Engineering (PE), Final Design (FD),
 - Full Funding Grant Agreement (FFGA) multi-year federal funding
- **Standard federal match is currently 50% of capital costs of project**
- **Impact of Proposed Changes to New Starts Rules**
 - FTA no longer focused on length of trip but rather on number of riders
 - Elevation of land use and economic development in weighting of criteria
 - Existing/proposed development, destinations and events will drive ridership





FTA NEW STARTS PROGRAM

- Austin Project is in the "sweet spot" of proposed rule that should go to final by end of year
- New Starts has grown even as other programs in the Transportation, Housing, and Urban Development bill have remained steady





OPERATIONS & MAINTENANCE

Funding Sources Considered

- Farebox revenue
- Sales Tax
- Property Tax
- Incremental FTA formula grants
- Public Improvement Districts (PID)
- PID in-lieu
- Parking revenue
- Ancillary revenues

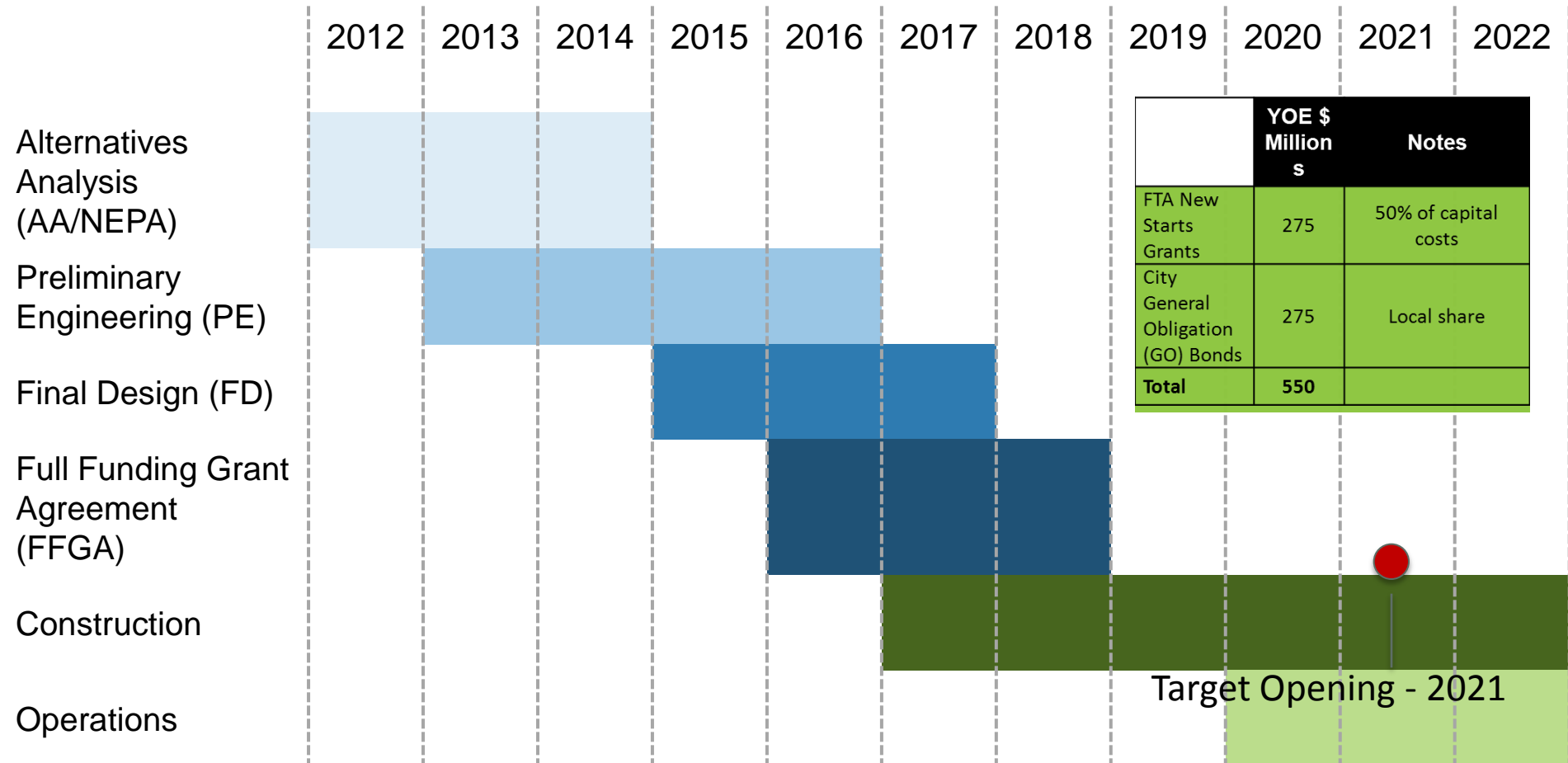
Assumptions

- Opening year 2021
- O&M cost estimates assumed to grow 3% per year
- Fare recovery rate estimated at 15%





Current Schedule



	YOE \$ Million	Notes
FTA New Starts Grants	275	50% of capital costs
City General Obligation (GO) Bonds	275	Local share
Total	550	

Target Opening - 2021



NEXT STEPS

- Complete Alternatives Analysis, & Environmental Study
- Secure Partnerships/ Financing Commitments
- On-going coordination with regional system of HC Transit
- Continue public education about Regional mobility and Urban Rail

