

Austin-Manor-Elgin Transit Corridor



CAMPO Transit Working Group

December 2008



Why the Austin-Manor-Elgin Line?

Two main reasons:

- Project has merit and is an important part of regional transportation system...it makes sense to bring it forward for consideration
- Project is relatively straight-forward and offers a good 'test case' for the Transit Working Group and the Decision Tree

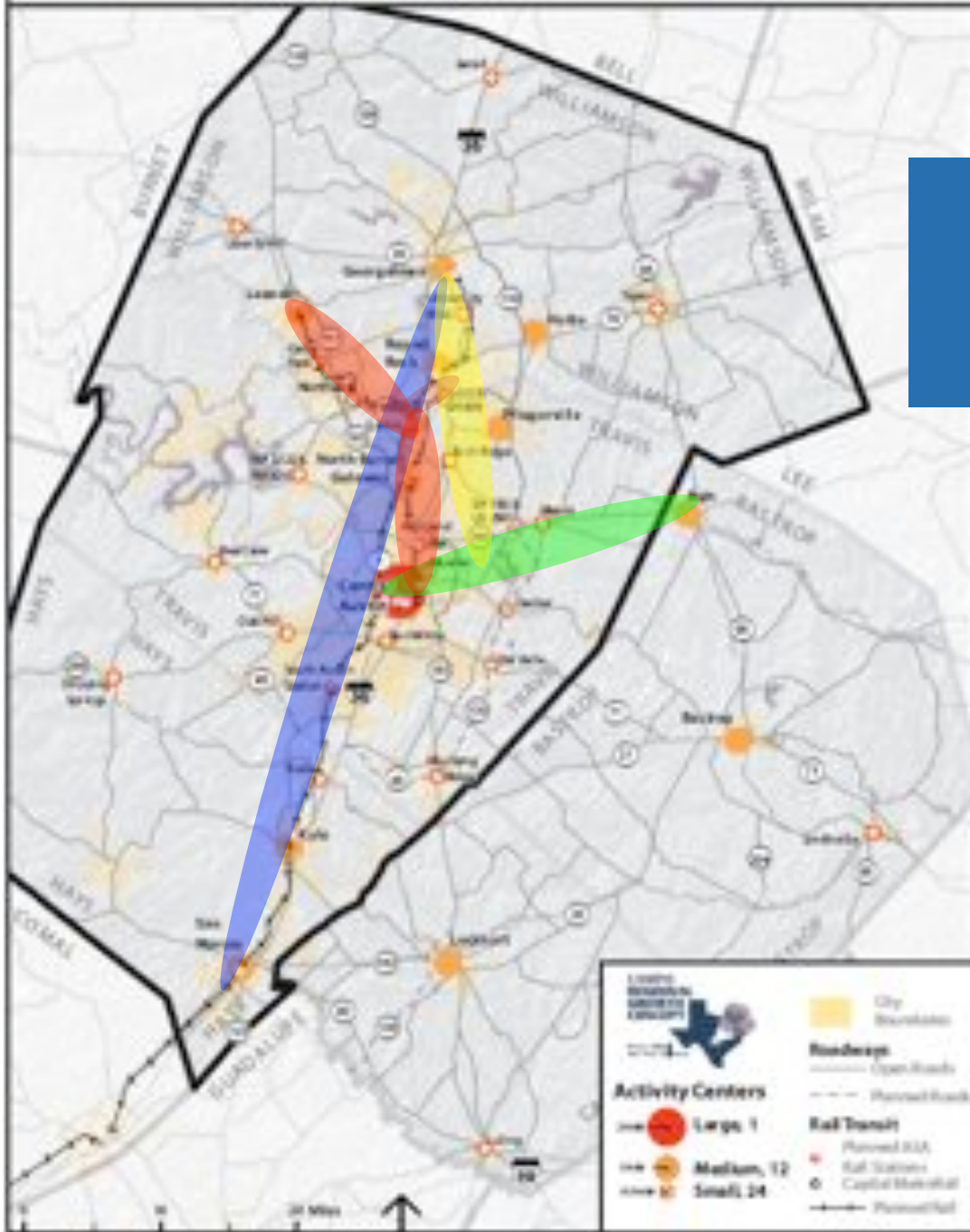


Austin-Manor-Elgin Passenger Rail Statement of Purpose

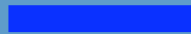
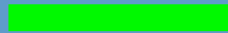
Develop and operate passenger rail in the East Austin area to provide transportation choices, improve mobility, enhance the environment and move towards the regional vision for growth.

The Regional Context

Draft CAMPO REGIONAL GROWTH CONCEPT, May 2007





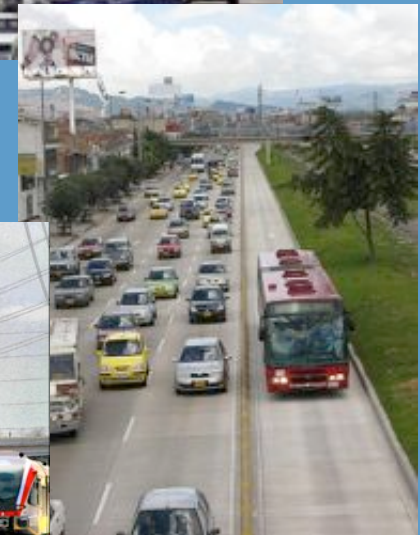


Project Development

What Problems Does the Project Address?

- Transportation Choice- Offer alternatives to the single-occupant vehicle
- Managing Growth- Provides a framework and focal point for future development
- Economic Opportunity- Reduces household transportation costs, frees up income for other purposes
- Environmental Protection- Reduces emissions, supports compact development patterns to protect sensitive lands

- No-Action: continue operating regional bus service to area
- BRT (Bus Rapid Transit): operate buses on paved surface next to existing Austin-Manor-Elgin (A-M-E) rail line
- Passenger Rail: expand Red Line from Austin Wye to Elgin on existing rail line

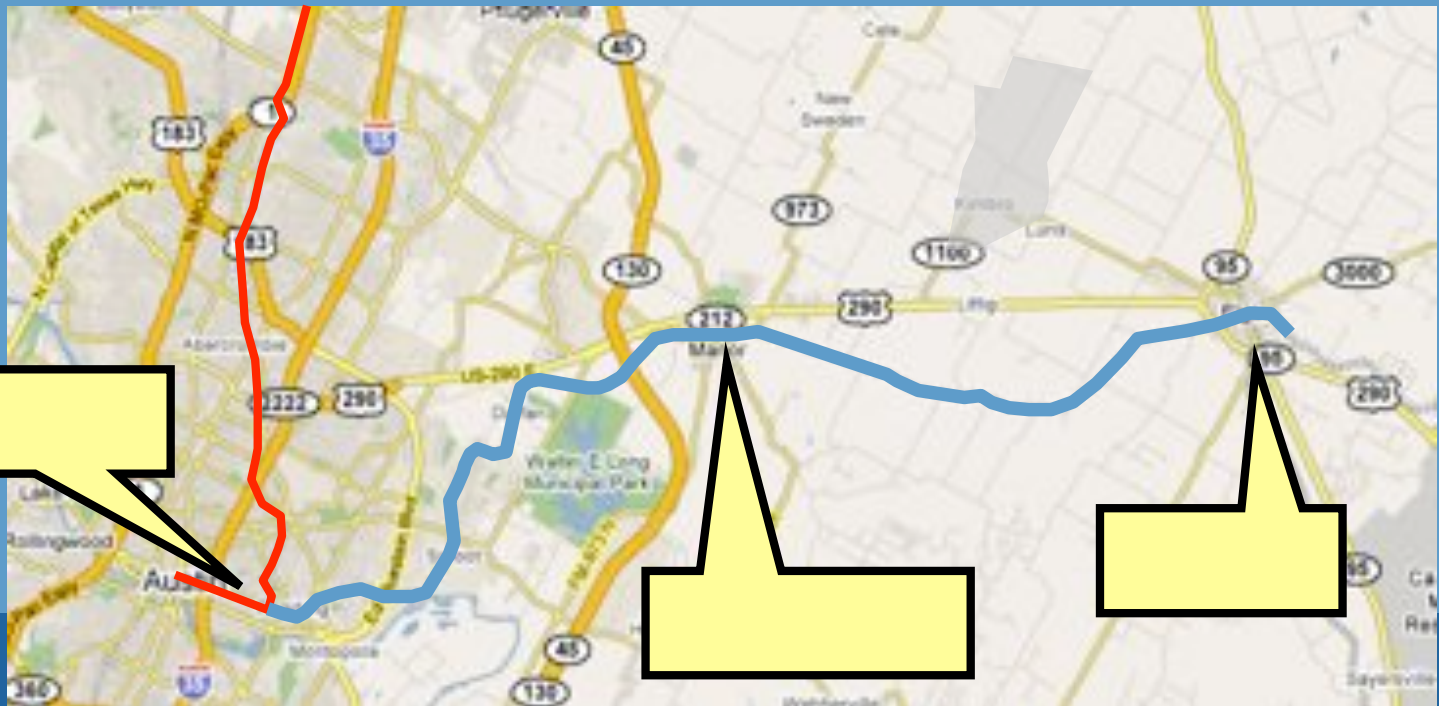


The Passenger Rail Alternative



28 mile route on existing Capital Metro tracks

- Best able to meet high capacity needs and scale for wider use
- Can piggyback on existing rail investment
- Alternate emergency transportation mode
- Greatest ability to increase tax base, direct and sustain growth
- Fits within regional transportation system



- Mobility
- Economic Development
- Environmental and Health
- Social Justice/Quality of Life

- Provides transportation choices to auto-dependent area
- Connects downtown Austin with East Austin, Manor, and Elgin
- Can reduce over 100 million Vehicle Miles Traveled (VMT) in corridor in 2030
- Initially increases regional transit passenger miles by over 25 million in 2030

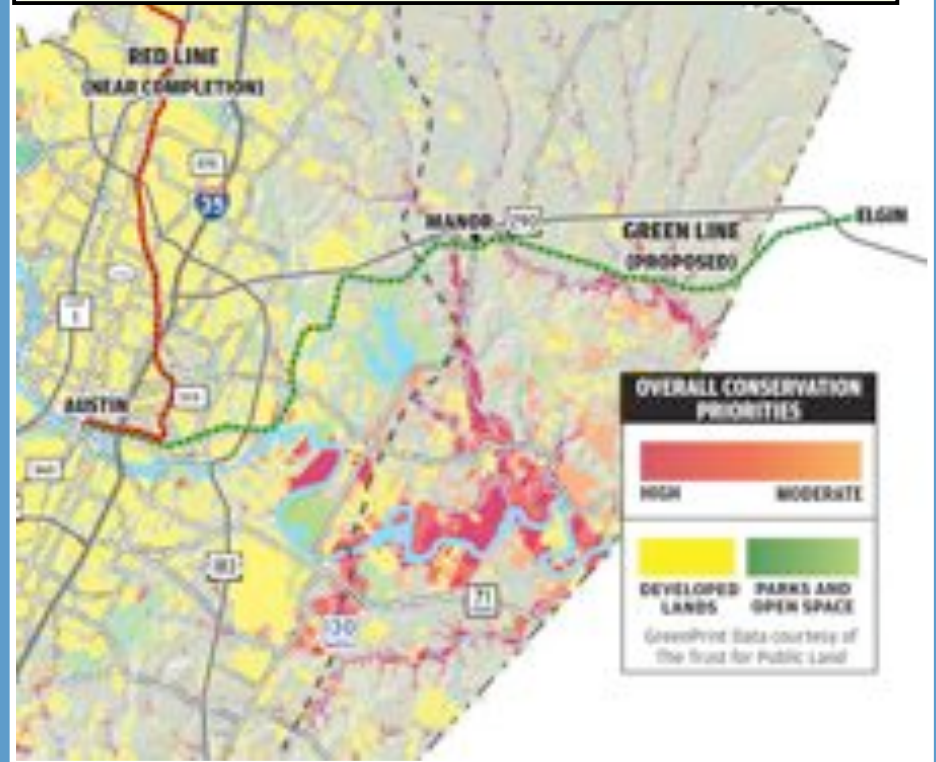
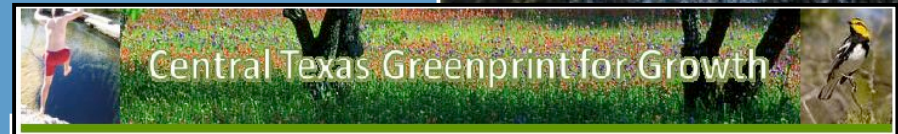


Economic Development Benefits

- Enhances transit to lower income & smart growth areas
- Increases property values
- Improves economic competitiveness
- Improves financial viability of small cities, towns
- Increases tax revenue



- Benefits air and water quality through less reliance on auto travel
- Encourages growth away from sensitive aquifer recharge zones
- Provides focal point for eastern development
- Supports conservation of sensitive lands
- Promotes pedestrian activity



Social Equity / Quality of Life Benefits

- Job and community access
- Lower cost of travel
- Predictable travel time
- High quality station areas
- Mix and diversity of uses



Is the Process Transparent and Accountable?

Government/Public Endorsements

- Voters approved Capital Metro's first rail line - Austin to Leander (2004)
- Capital Metro acquired rail line (1986)
- Elgin purchased 80 acres (2007)
- CAMPO proposed 2035 Activity Centers Plan
- Capital Metro acquires 45 acres in corridor for possible TOD & rail maintenance facility
- Active commitment to land use coordination by Elgin & City of Austin



Incorporation into plans

- All Systems Go
- Opportunity Bastrop
- Envision Elgin
- Elgin Comp Plan (in process)

Special Considerations

- Existing rail corridor
- Local transit-supportive initiatives

ALL SYSTEMS GO!
LONG-RANGE TRANSIT PLAN

**Opportunity
Bastrop
County**

Envision
Elgin
Community
Development
Team



Develop and operate passenger rail in the East Austin area to provide transportation choices, improve mobility, enhance the environment and move towards the regional vision for growth.

What is the Purpose of this Project? Mobility Benefits?

Possible Station Areas:

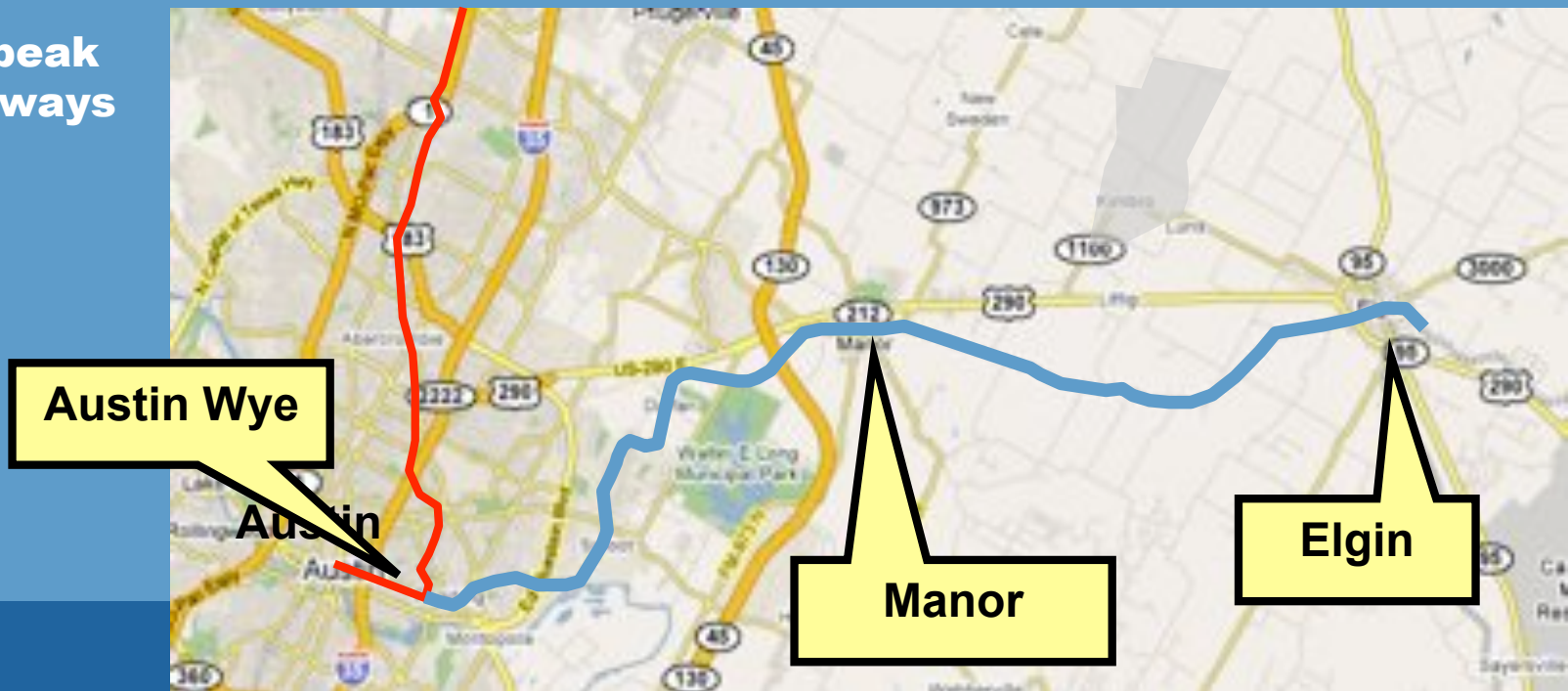
**Downtown Austin Convention Center * Plaza Saltillo
Loyola * Johnny Morris Rd/290 * SH130 * Downtown Manor
East Manor/West Elgin * Downtown Elgin**

28 mile route

**20 minute peak
period headways**

**5 trains,
2 spares**

8 stations



What Does the Project Cost?

- Direct Capital Expenditures \$161 M to \$192 M*
(includes 5 rail cars, + 2 spare,
assumes 20 minute headways)
- Operations & Maintenance (annual) \$10 M to \$15M*

(* 2008 Dollars)

Projected Ridership and Cost Effectiveness

Ridership

- 7,000 -12,000 daily riders in 2030
- 1.8 M – 3.1 M annual riders in 2030



Cost Effectiveness

- Between \$ 0.64 and \$1.20 cost per passenger mile, assuming all day service in 2030



- **Nominal costs to freight shippers due to shifting delivery times**
- **Few to no business interruptions (existing rail corridor)**
- **Few to no utility issues (existing rail corridor)**

What Jurisdictions Can or Should Fund the Project?

Corridor could be funded by a partnership of corridor jurisdictions, agencies and authorities

- Capital Metro
- Federal Transit Administration
- City of Austin
- Cities of Manor and Elgin
- Counties of Travis and Bastrop
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Private Sector



- Fare box
- Tax Increment Financing District (TIF)
- Public Improvement District (PID) - Assessments
- Federal funds
- State funds
- City funds
- Sales Tax
- Potential new sources of transportation funding
- Toll road/Parking revenue
- Development fees
- Property taxes – G.O. Bonds
- Private funds (PPP)
- Hotel/Motel taxes
- Utility corridor franchise fees
- In-kind contributions

- Proposed project could be operational in 36-48 months from project authorization / financing
- Use of CMTA owned rail line accelerates project timeline
- Preference is to build project in one phase

- Further analysis on revenue and ridership forecasts
- Elevate status on CAMPO plan
- Participating entities work in partnership to determine best overall financing options
- If jointly funded, entities should create a governance and oversight agreement

Closing Thoughts: Two Examples

Bob



Angie



Questions?

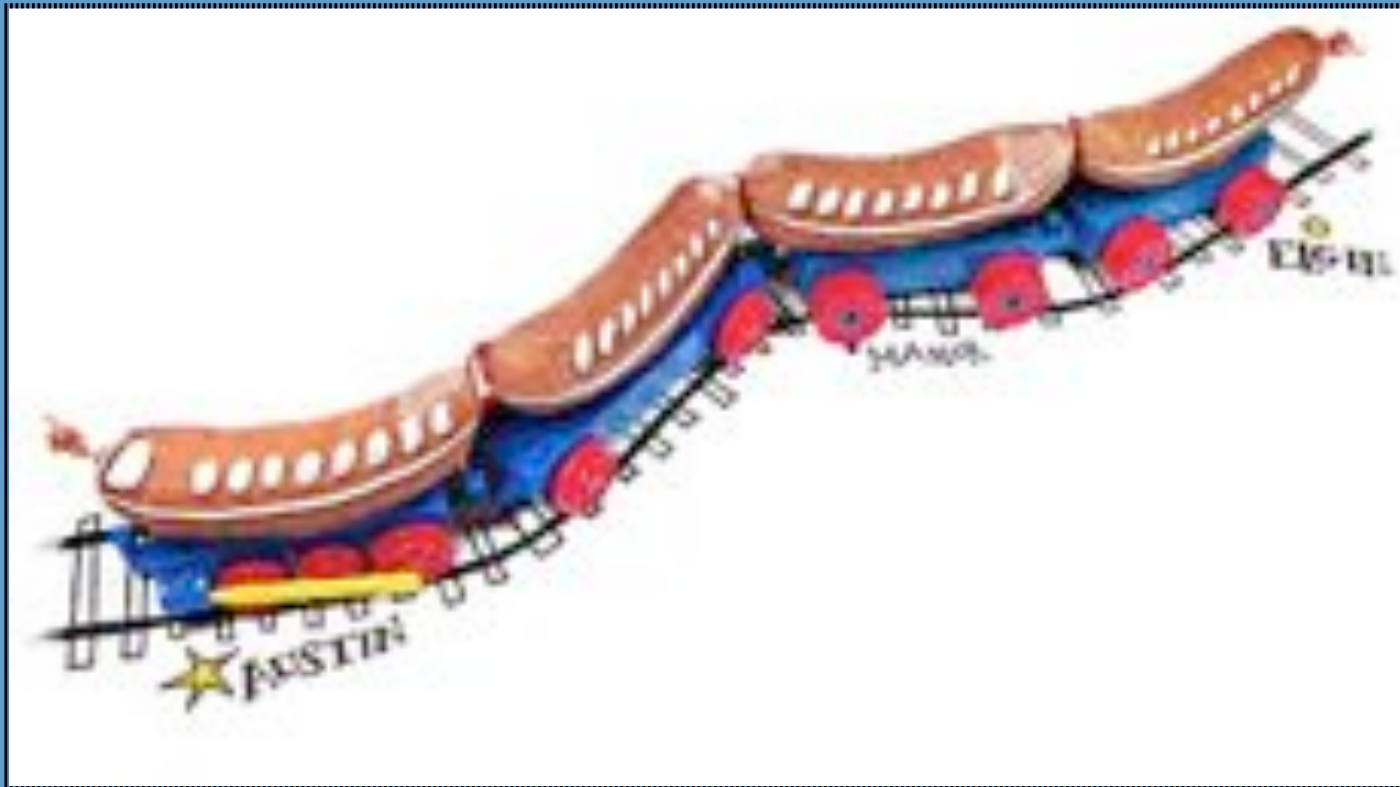


Image courtesy of Austin Chronicle