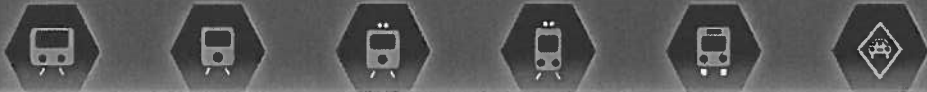


COMPREHENSIVE PLANNING & TRANSPORTATION COMMITTEE

May 6, 2013
2:00 PM – 4:00 PM



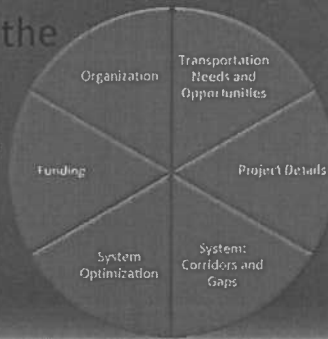
PROJECT CONNECT

REGIONAL HIGH-CAPACITY TRANSIT IMPLEMENTATION



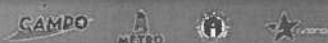
PROJECT CONNECT

- **System:** How will high capacity transit components in CAMPO 2035 plan work as a system?
- **Organization:** How will our region organize to develop and operate the system?
- **Funding:** How will we pay for the system over the long term?



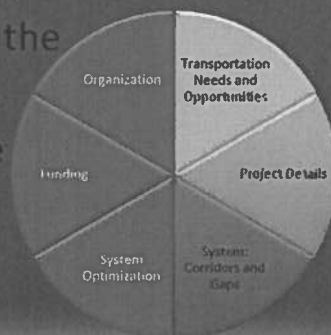
PROJECT CONNECT

REGIONAL HIGH-CAPACITY TRANSIT IMPLEMENTATION



PROJECT CONNECT

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PROJECT CONNECT

REGIONAL HIGH CAPACITY TRANSIT IMPLEMENTATION

CAMPO

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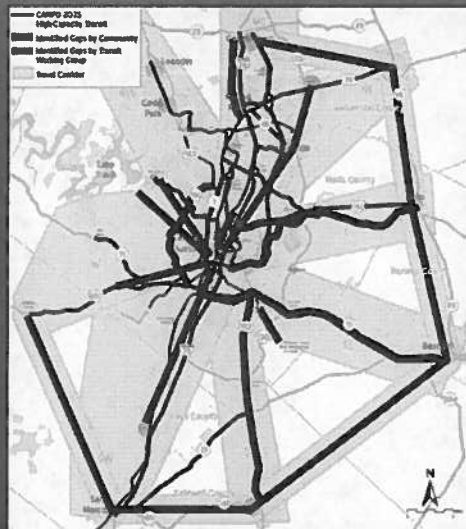
San Diego

San Diego

3

SYSTEM EVALUATION

- CAMPO 2035 High-Capacity Transit Projects
- Gaps Identified
 - ✓ Public-identified gaps
 - ✓ TWG-identified gaps
- Technical evaluation
 - ✓ Congestion
 - ✓ Core
 - ✓ Centers
 - ✓ Constraints
 - ✓ Growth



PROJECT CONNECT

REGIONAL HIGH CAPACITY TRANSIT IMPLEMENTATION

CAMPO

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San Diego

San Diego

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CORRIDOR ANALYSIS CONCLUSIONS

- Five categories & 19 criteria assessed
 - Corridors established
 - Data collected
 - Corridors analyzed
 - Corridors ranked
- Five corridors selected for further evaluation



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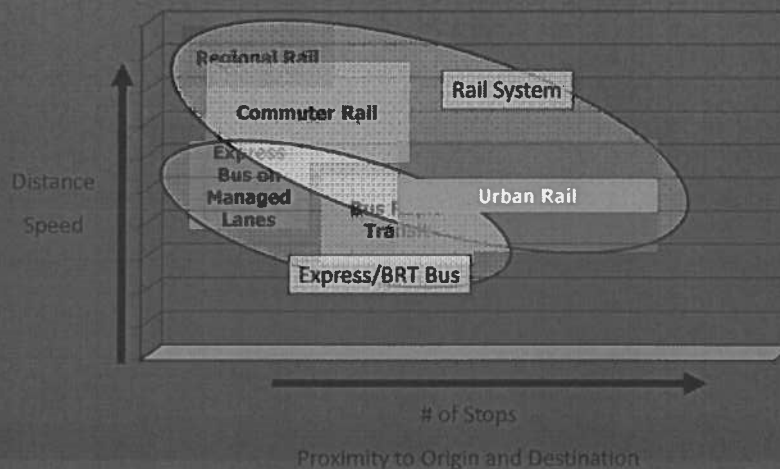
CAMPD

METRO

STC

STC

FINDING THE RIGHT FIT: REGION'S HIGH CAPACITY MODES



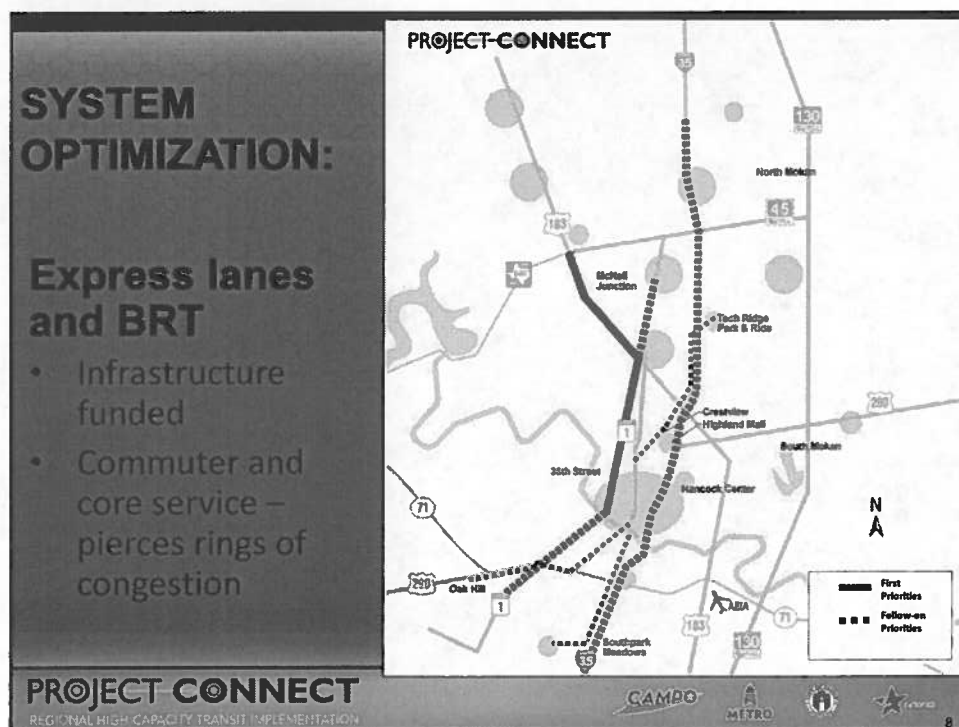
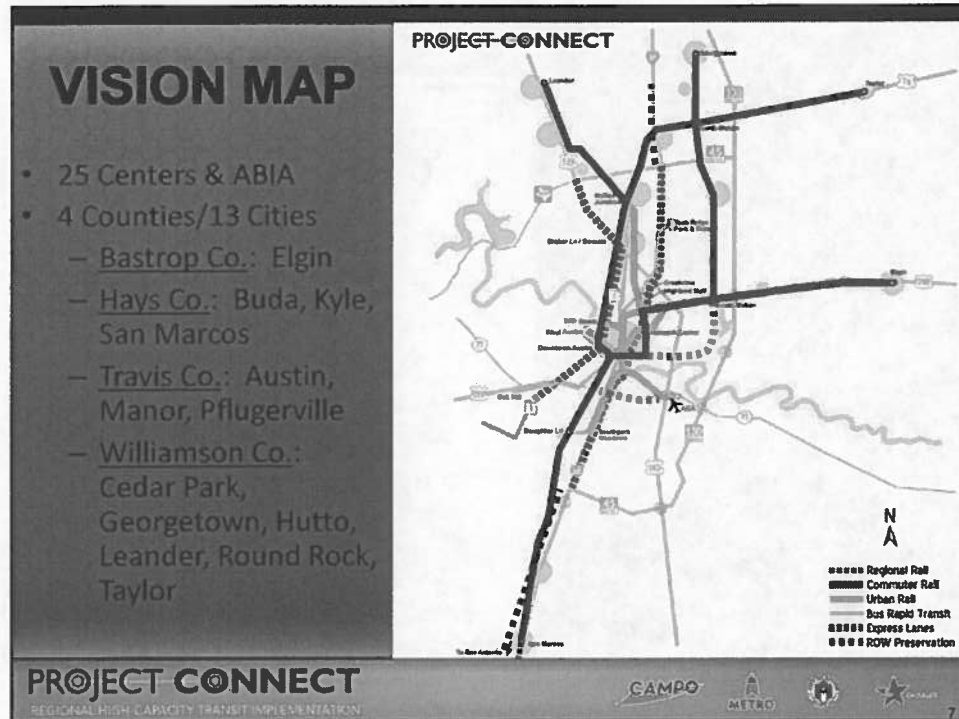
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REGIONAL HIGH CAPACITY TRANSIT IMPLEMENTATION

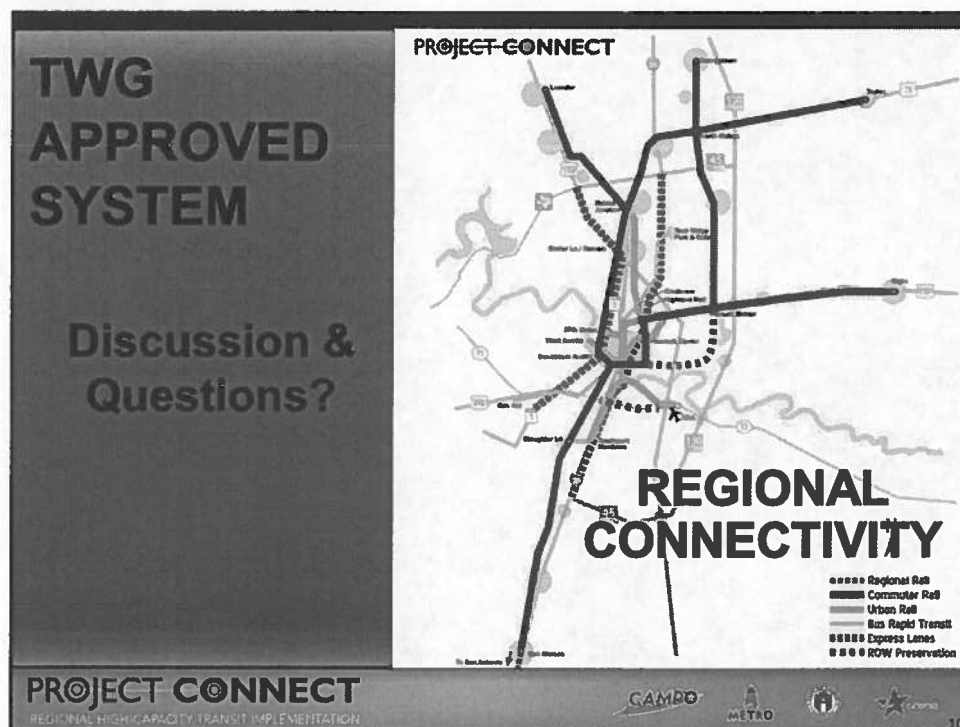
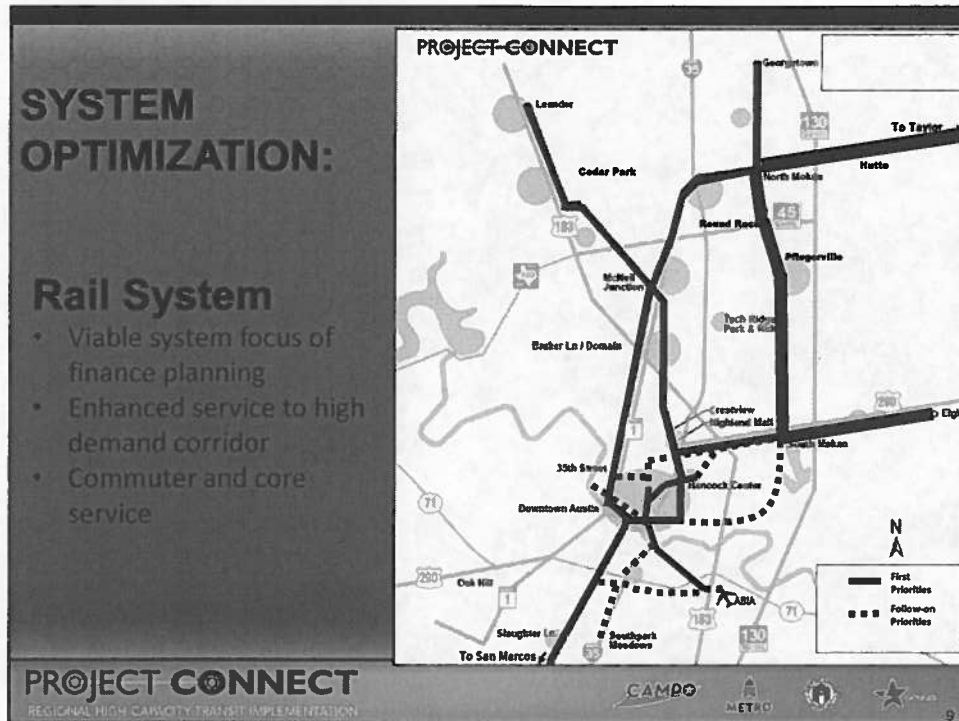
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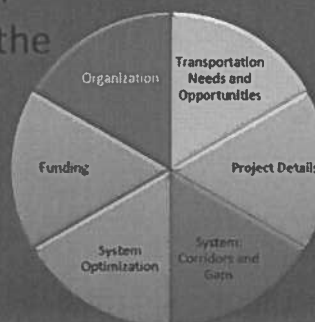
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PROJECT CONNECT

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San Antonio

San Antonio

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SYSTEM FINANCIAL PLAN

- Conceptual level of analysis
 - “Envelope of Affordability”
 - Based on TWG “Vision” leading project contenders (high priority corridors)
 - No final project decisions – corridor studies
 - Assume ongoing commitment to development in TIF districts
- System level implementation rather than individual project implementation “all boats rise together”

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REGIONAL HIGH CAPACITY TRANSIT IMPLEMENTATION

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San Antonio

San Antonio

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TWG INPUT ON SYSTEM FINANCIAL PLAN

- ✓ 1. Communities that benefit from service should participate financially "pay to play"
- ✓ 2. Financial contributions from benefiting participants should be equitable "fair share/equal effort"
- ✓ 3. Focus should be on revenue sources that grow over time "pay as you grow"

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STARS

13

TWG INPUT ON SYSTEM FINANCIAL PLAN

- ✓ 4. Tax increment finance (TIF) value capture districts around rail
- ✓ 5. Sales tax allocation from benefiting communities
- ✓ 6. Private investment from benefiting properties
- ✓ 7. On street parking from benefiting communities
- ✓ 8. Ranked funding sources:
 - Emissions Tax (21%);
 - Mobility Use Tax (19%);
 - Vehicle Registration Fee (21%);
 - Off-street Parking tax/fee (19%);
 - Local option sales tax (21%)
- ✓ 9. Seek New Source by 2024 is reasonable
- ✓ 10. Conceptual System Finance Plan is viable and reasonable
(84% strongly agree/agree, 8% neutral, 8% disagree)

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REGIONAL HIGH CAPACITY TRANSIT IMPLEMENTATION

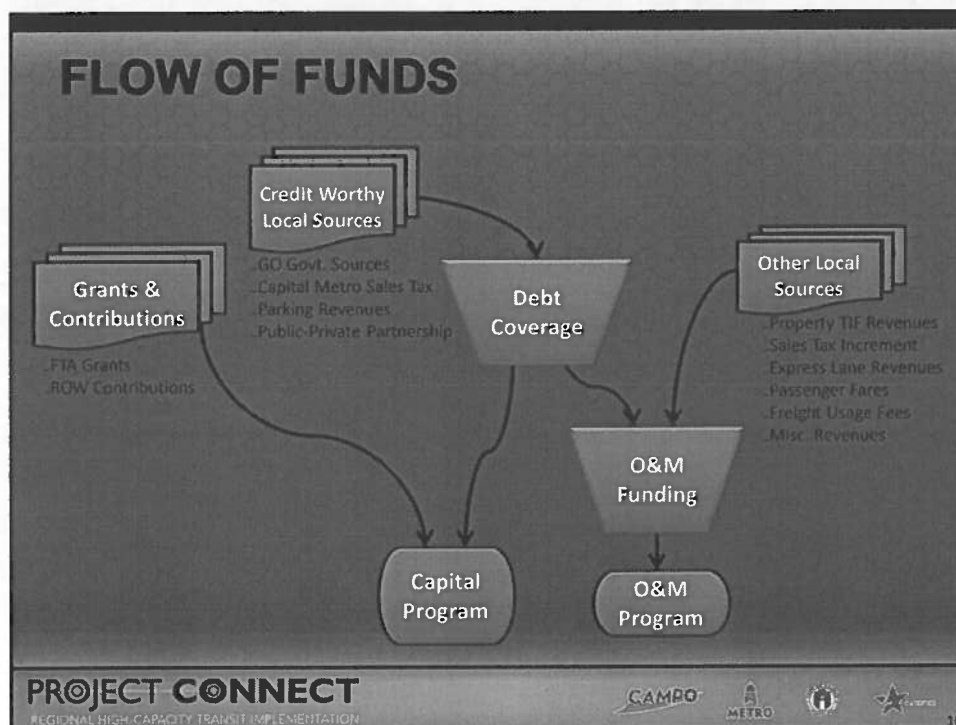
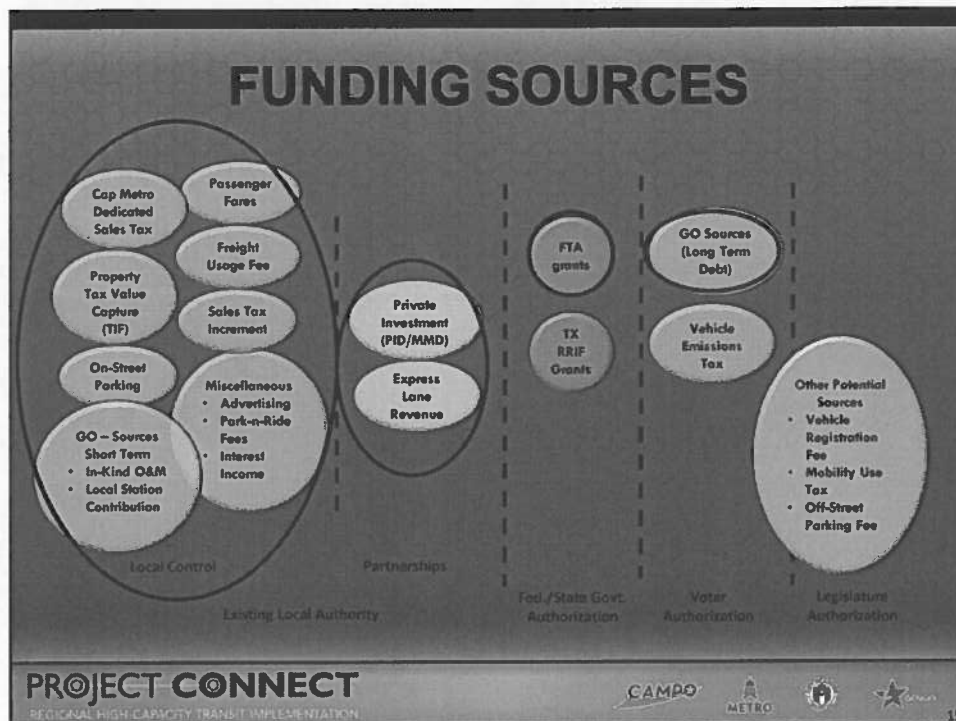
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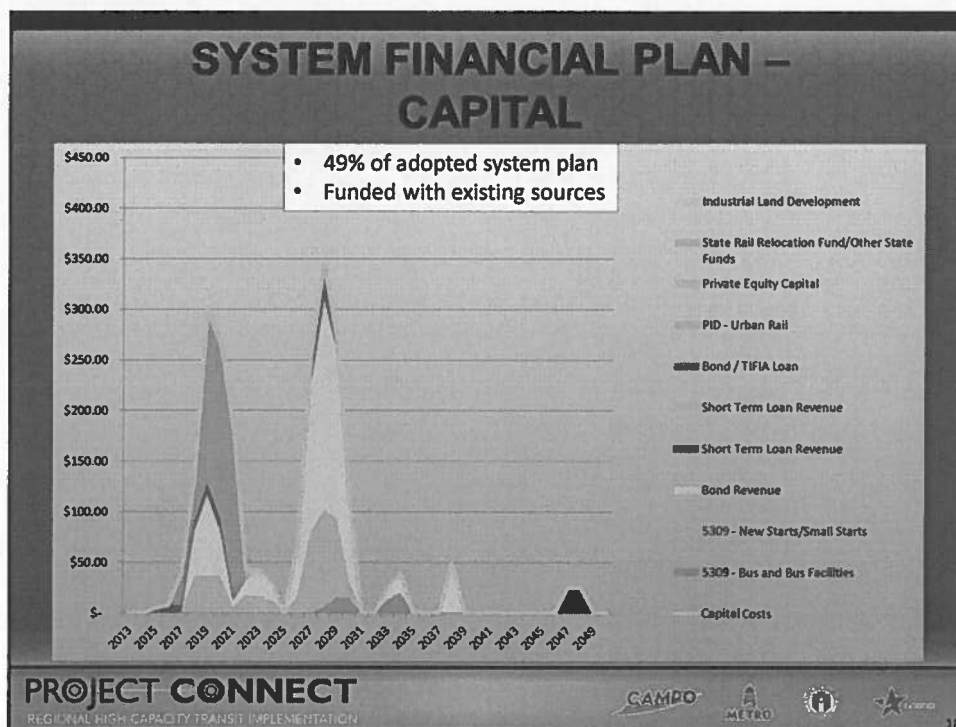
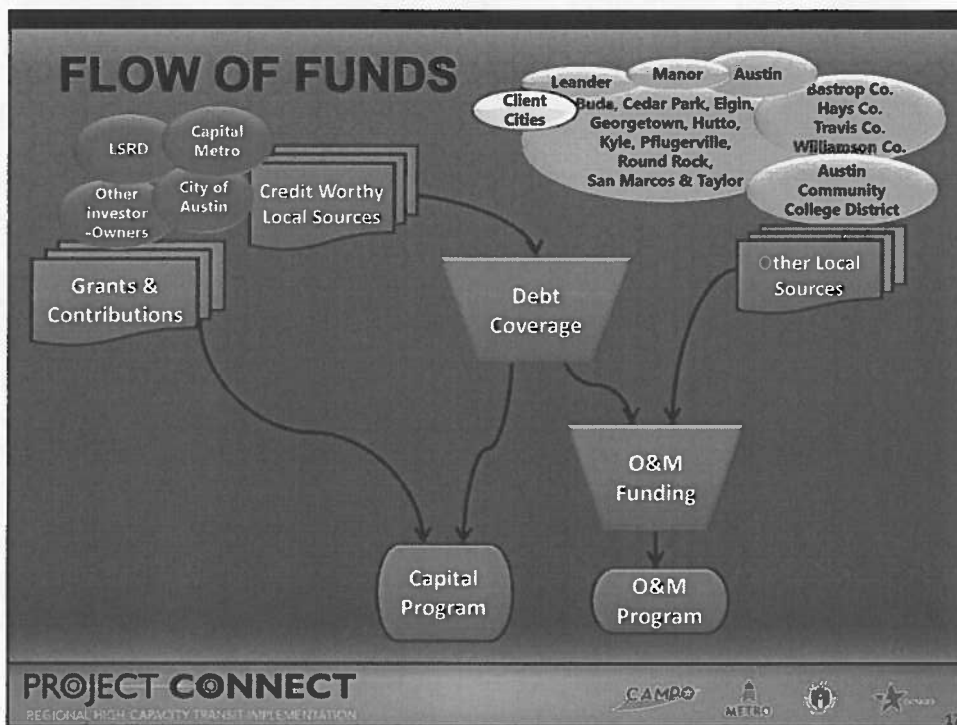
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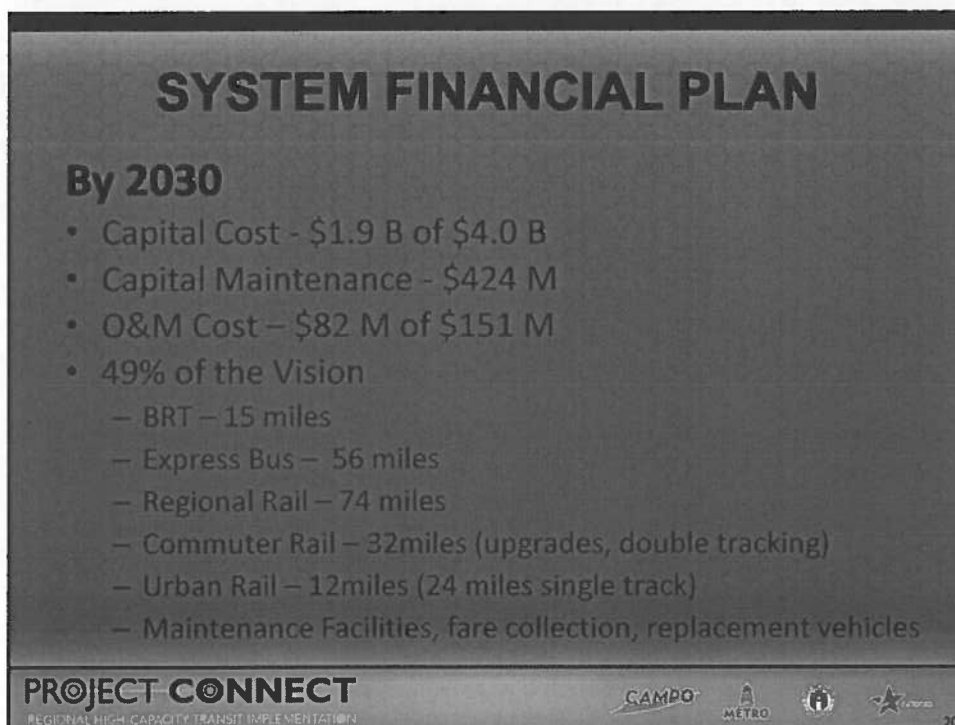
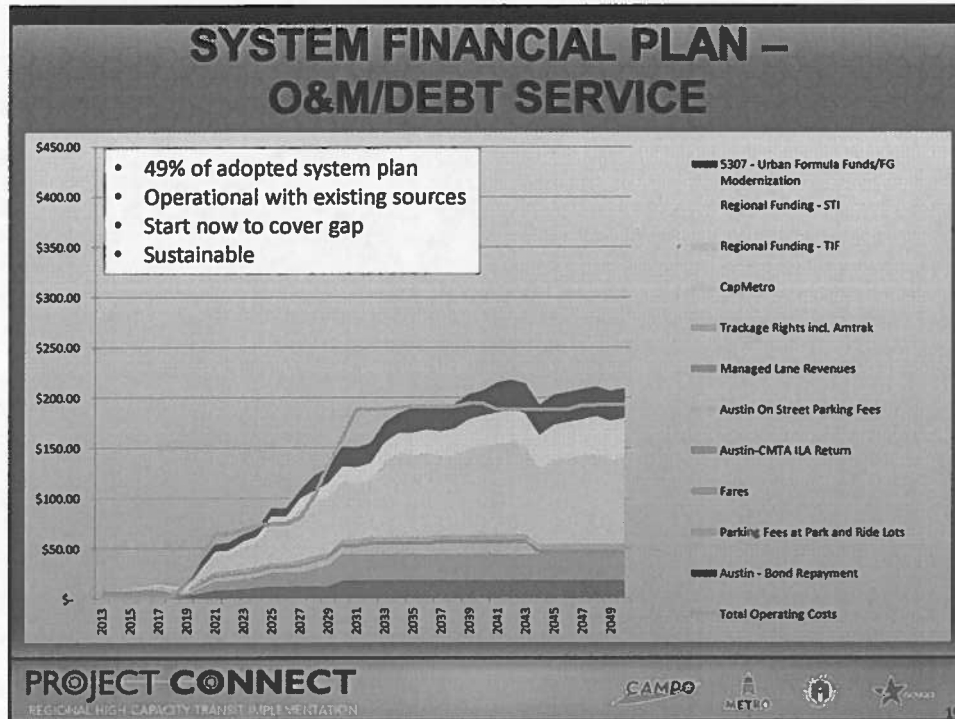
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STARS

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KEY ASSUMPTIONS - FINANCING

- Austin general obligation bond election for \$275 million in 2014
- \$720 million bond/TIFIA loan
- Regional Infrastructure Funding through CAMPO
 - Treated as short term debt (Paid of in 10 years)
 - \$40 M (2017-2022) & \$92M (2027-2032)
- 25% federal participation/formula programs
- Annual capital maintenance program

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KEY ASSUMPTIONS - OTHER

Passenger Fares Recovery

- Transition to industry modal standards (15% to 40%)

Freight/Trackage Usage Fees

- Modest growth

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HOV

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KEY ASSUMPTIONS – LOCAL FUNDING

Value Capture TIF Districts at Rail Stations

- Austin & served Client Cities
 - ¼- to ½-mile districts
 - 30% - 50% of incremental growth participation

Dedicated Sales Tax

- Capital Metro contribution from its sales tax

KEY ASSUMPTIONS – LOCAL FUNDING

Alternative Sources to Meet Goal

- Other Client City Sales Tax Increment/Allocation
 - 28% of total tax growth for non-Capital Metro cities and/or
- PID/MMA
- Type 4A or 4B sales tax
- Downtown or Station Area Public/On-street Parking
- Other

KEY ASSUMPTIONS – LOCAL FUNDING

Private Investment

- Austin Public Improvement District (PID)/Municipal Management District (MMD)
- \$40 million in total private sector contributions

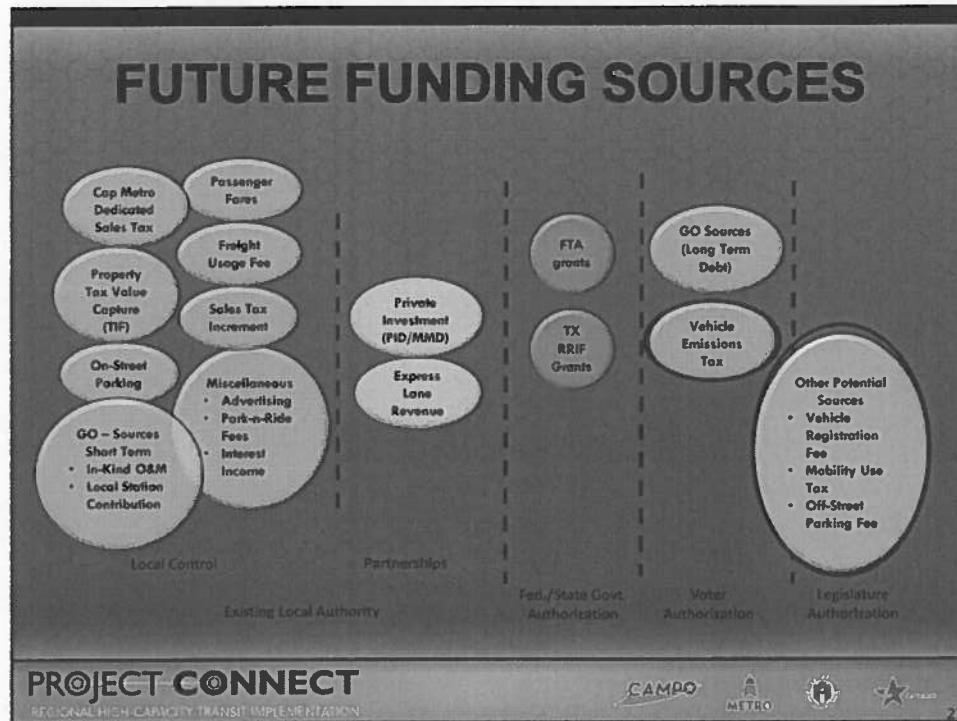
On-Street Parking

- Austin \$190 million over 30 years

KEY ASSUMPTIONS – LOCAL FUNDING

Alternative Sources to Meet Goal

- Per Capita Goals
 - Value Capture TIF
 - Additional Sources to meet goal
 - Issue – linkage of TIF Rev. (land use decisions) & Additional Rev. Source Goals



FUTURE FUNDING SOURCES – REQUIRES LEGISLATIVE &/OR VOTER APPROVAL

Emission Tax

- Medium yield - \$16.1 million average annually

Vehicle Registration Fee

- Medium-high yield - \$24.5 million average annually

Mobility Use Tax

- High yield - \$41.2 million average annually

Off Street Parking/Transaction Fee

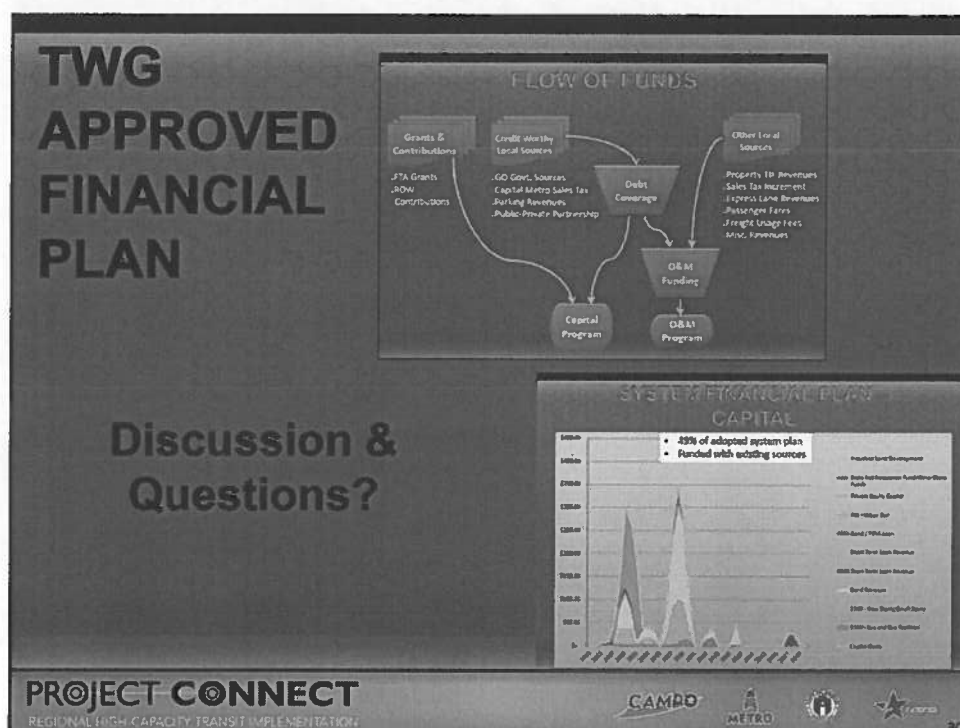
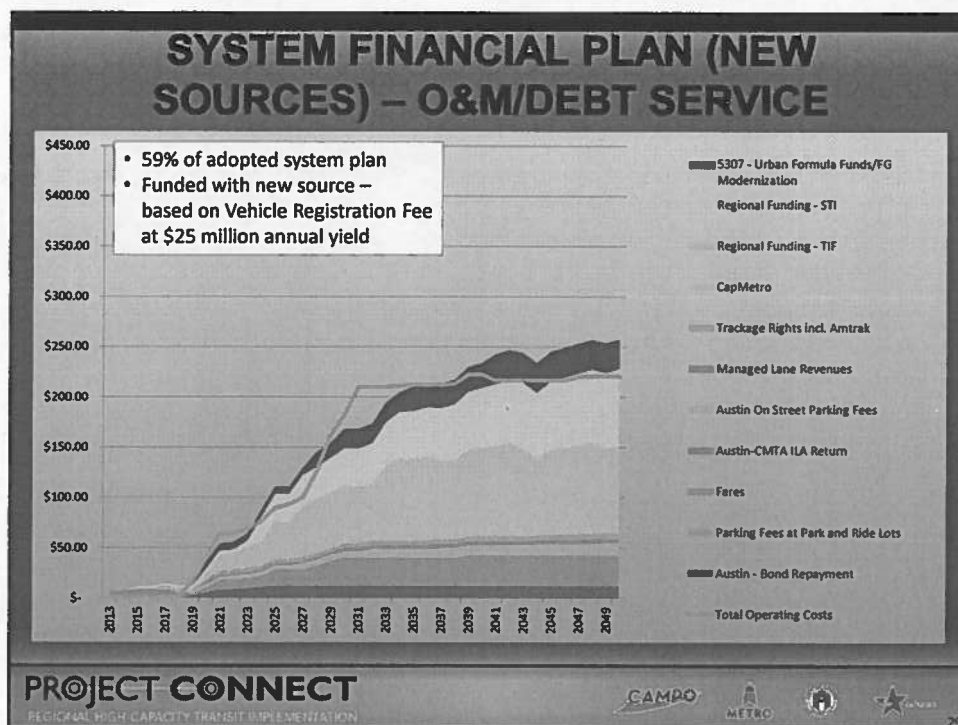
- Medium yield - \$14.4 million average annually

Local Option Sales Tax

- Modest growth - High yield - \$48.4 million average annually

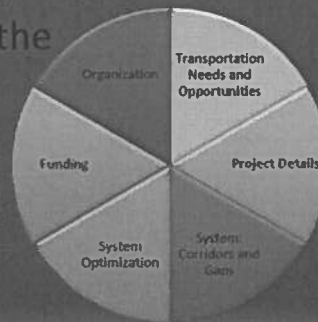
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REGIONAL HIGH-CAPACITY TRANSIT IMPLEMENTATION

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UTAH

TEXAS

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VISION MAP COORDINATION

RAIL



MetroRail



LSTAR



Urban Rail

BUS

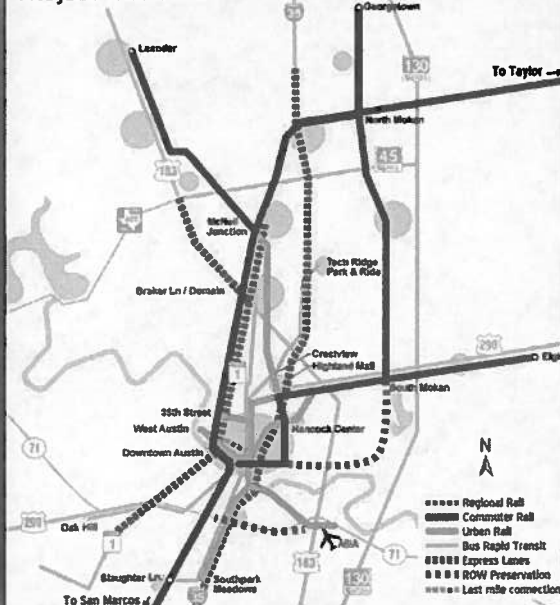


MetroRapid



Express Lanes

PROJECT-CONNECT



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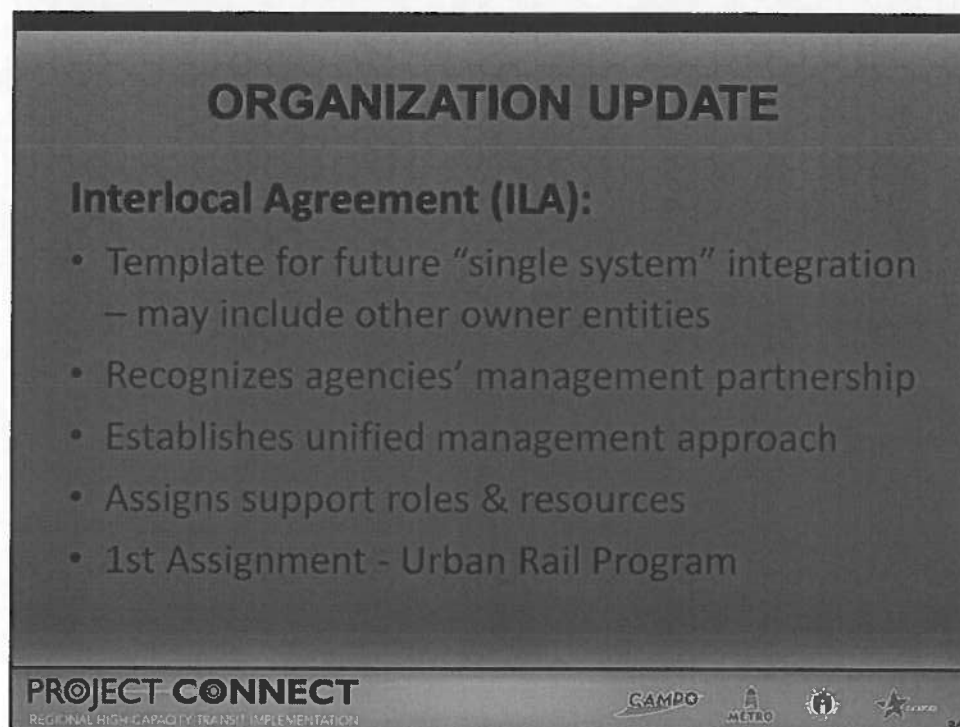
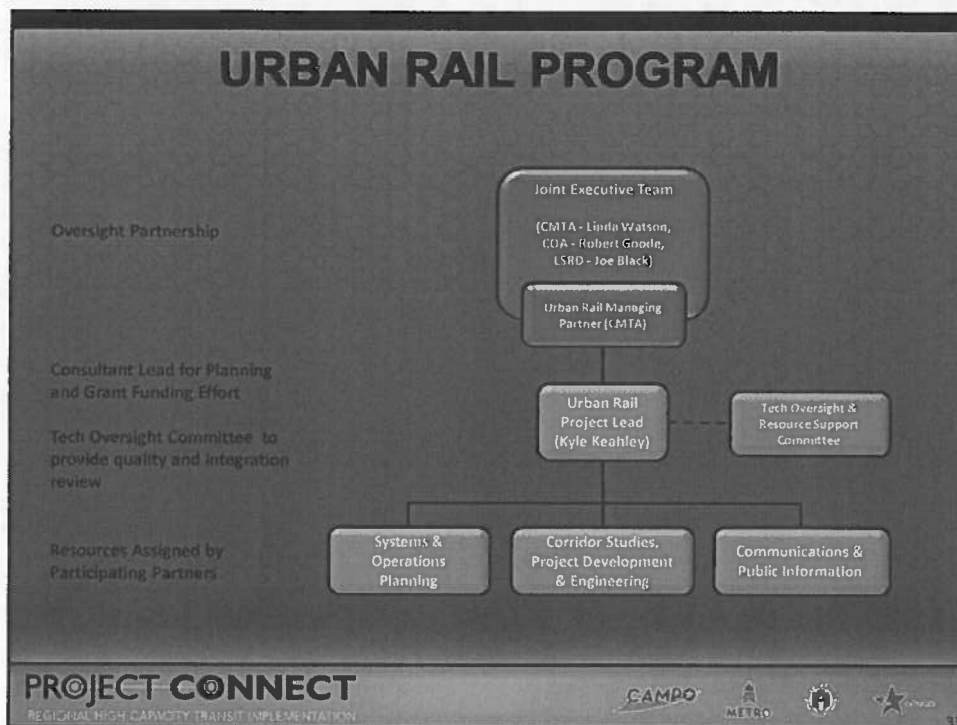
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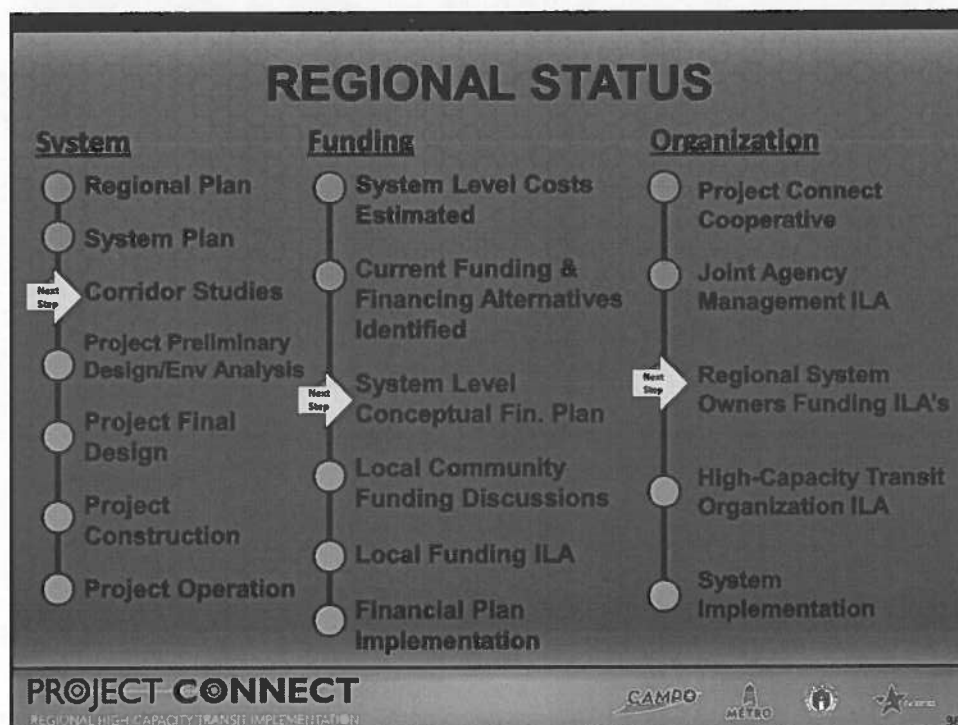
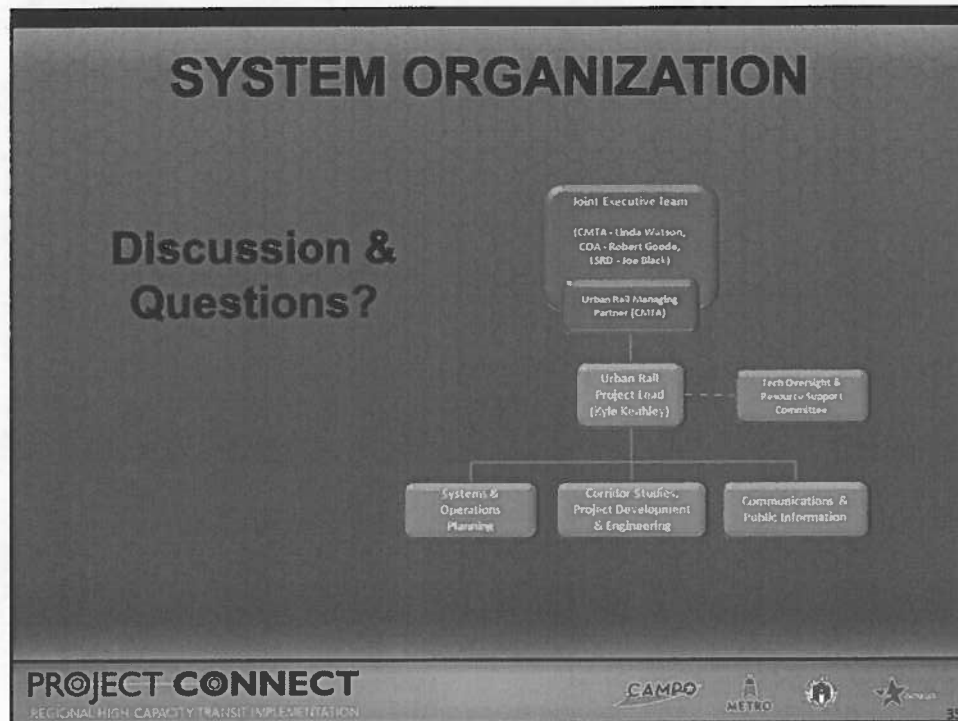
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TEXAS

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Final Questions?

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