

Light Rail Proposal

December 8, 2015

City of Austin Urban Transportation Commission

Presentation by Nathan Brigmon, Analyst, Civic Analytics and Scott Morris, Director, Central Austin Community Development Corporation



MOBILITY **ATX** FINDINGS REPORT

CLASSBEE POLICY

Popular idea #10

WE MUST GET CRACKING ON PLANNING A LIGHT-RAIL LINE THAT WILL SERVE THE GREATEST NUMBER OF RIDERS ON DAY ONE. AND GOING FORWARD

"It is imperative that we step forward as a city with a comprehensive rail plan." - *Steve Robinson, District 9*

Background

Austin has spent over \$1 billion in the past 10 years to build a light rail system. In 2014, a proposed \$1.5 billion light rail line was approved by voters. The line would run from the downtown area to the airport. The line would be 10.5 miles long and serve 10,000 riders per day. The line would be built in three phases. Phase 1 would be the downtown area to the airport. Phase 2 would be the airport to the airport. Phase 3 would be the airport to the airport.

70 Upvotes

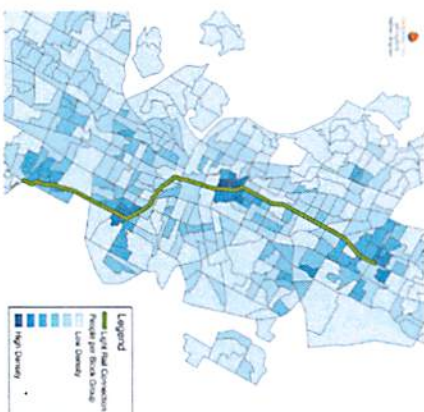
11 Comments

What's Happening Now?

The City of Austin is currently in the process of planning a light rail line that will serve the greatest number of riders on day one. The line would be 10.5 miles long and serve 10,000 riders per day. The line would be built in three phases. Phase 1 would be the downtown area to the airport. Phase 2 would be the airport to the airport. Phase 3 would be the airport to the airport.

What You Can Do

Attend public meetings and provide input on the light rail line. The City of Austin is currently in the process of planning a light rail line that will serve the greatest number of riders on day one. The line would be 10.5 miles long and serve 10,000 riders per day. The line would be built in three phases. Phase 1 would be the downtown area to the airport. Phase 2 would be the airport to the airport. Phase 3 would be the airport to the airport.



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Popular Idea #10

"It is imperative that we step forward as a city with a comprehensive rail plan." - Brian Boltmann, District 9

WE MUST GET CRACKING ON PLANNING A LIGHT-RAIL LINE THAT WILL SERVE THE GREATEST NUMBER OF RIDERS ON DAY ONE. AND GOING FORWARD

We must get cracking on planning a light-rail line that will serve the greatest number of riders on day one, and going forward. We can't give up on light rail just because the city floated a bad plan and voters shot that bad plan down. Bus Rapid Transit is not a substitute.



70 Upvotes



11 Comments

Sourced from mobilityjax.com

Background

Austin has seen two unsuccessful bonds for light rail plans in the past fifteen years. In 2000, a \$739 million plan for a 15-mile light rail line failed by less than 2,000 votes. In 2014, a proposed \$600 million plan (part of a larger \$1.38 billion bond) failed by almost 25,000 votes.

Despite two major defeats for light rail in recent history, it's clear that there is sustained community interest in exploring and developing an expansive light rail system in Austin. According to the 2015 Zandean Poll of Austin-area residents, 63% of respondents would favor seeing an increase in taxes to construct an above ground rail system.

In addition, Austin's commuter rail line, the MetroRail Red Line, has seen dramatic increases in ridership. There was a 500% increase in MetroRail ridership from 2008 to 2014.¹⁴



A potential rail route passing through some of the densest Census Block Groups in Austin.
Nathan Brannon for Civic Analytics

What's Happening Now?

After the defeat of Proposition 1 in November, there has been no significant movement to develop a new light rail plan for Austin. In order to build new light rail in Austin, bond funding would have to be secured for a new plan. There is no official public effort underway to develop a new light rail plan.

Austinians are anticipating that city and regional transportation authorities will develop a new plan for a light rail system, a process that should include sustained and inclusive community input in the planning and development of that system. Beyond all other data collected, the expectation of inclusion is most critical to understanding Austin's evolving mobility constituency.

What You Can Do

Contact your Council Member.²¹ Like the Bicycle Master Plan, building a light rail line requires a bond election. In order for a bond to appear on the ballot, City Council must vote to put that bond proposal up to popular vote. Once City Council does that, a simple majority in a popular election is required to pass the bond proposal.



High Capacity Transit in the Post-Election Period

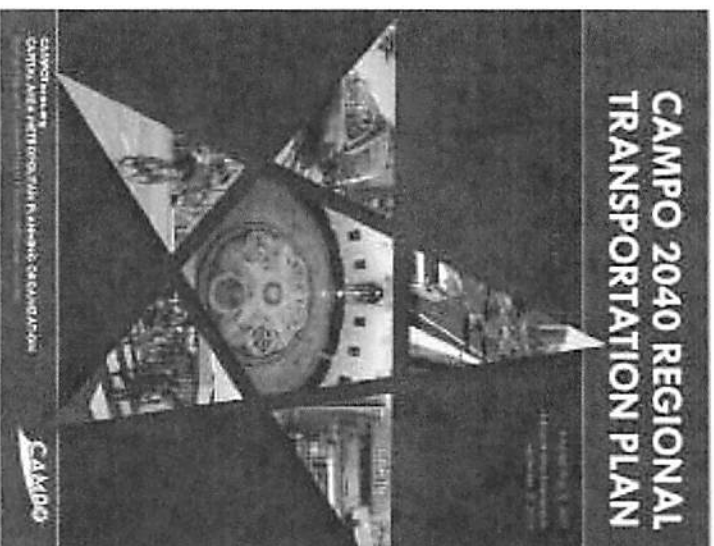


Table 33: Transit Projects

This is a list of the transit projects in the fiscally constrained portion of the CAMPO 2040 Regional Transportation Plan. These projects are expected to be funded between 2015 and 2040. This list includes rural and urban transit projects.

ID	Sponsor	Co-sponsor	County	Project	Timing/Location	Description	Let Year	YOE Cost (Millions)	Funding Source
17	Capital Metro	Austin	Tarrant	Central Corridor	Central Austin	Future high capacity transit	2025	\$418.8	Regional

High Capacity Transit in the Post-Election Period

ZANDAN POLL VOICES OF THE AUSTIN COMMUNITY



klruo fdi RESEARCH+DATA Cambia HILL+KNOWLTON
INSIGHTS

Zandan Poll 2015: Voices of the Austin Community – Results

The Zandan Poll is an objective public opinion poll of Austin-area residents. Its purpose is to examine public attitudes about living in Austin and explore factors such as social offerings, openness, and aesthetics to give Austin residents a scientifically-based, representative voice.

	Total	Age		Years in Austin				Austin City Resident	
		18-34	35+	0-5	6-20	21+		Yes	No

Q22. Assuming an increase in taxes for projects that involve lots of new construction, how supportive are you of the following transportation initiatives/infrastructure projects? (Reporting Very/Somewhat Supportive)

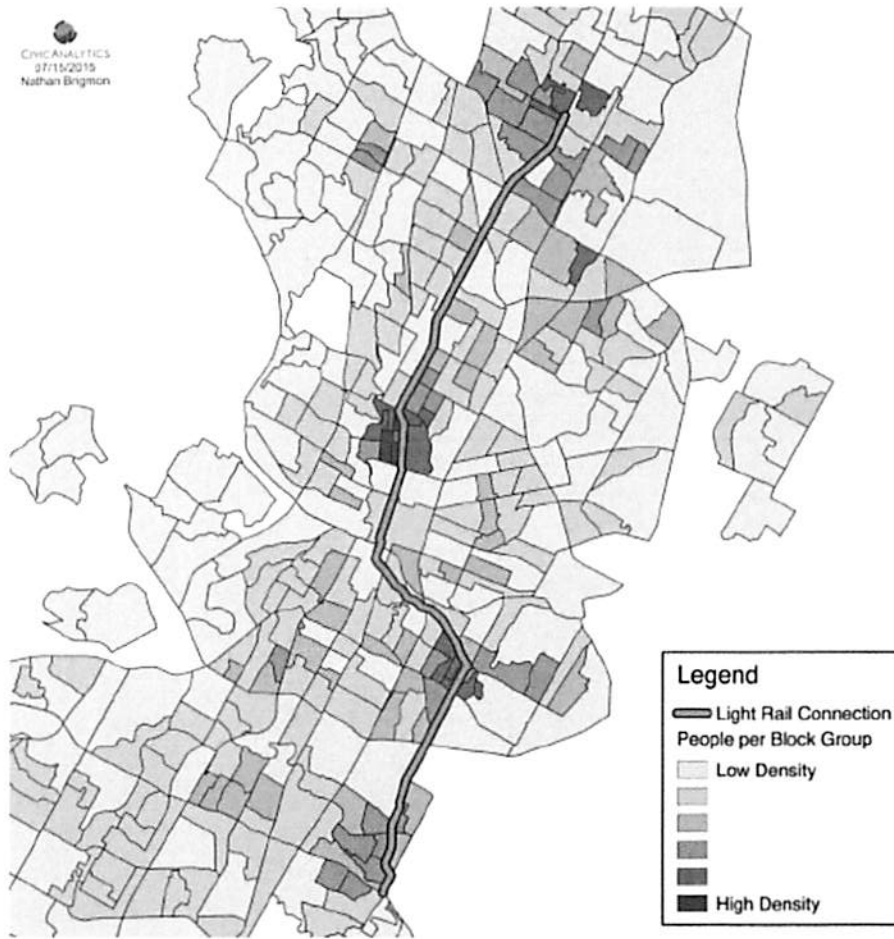
More dedicated express lanes on Austin's major highways	70%	71%	70%	71%	69%	71%	66%	74%
Expanding service on the most frequently used bus routes	69%	69%	69%	77%	69%	66%	75%	64%
Above ground rail system	63%	65%	62%	71%	65%	59%	66%	61%
Underground subway system	52%	61%	47%	62%	52%	47%	56%	48%
Dedicated bicycle lanes throughout major Austin roadways	49%	54%	46%	57%	51%	44%	54%	44%
Moving I-35 underground	47%	53%	44%	47%	49%	45%	50%	44%
Converting lanes in the downtown area to be for buses only	41%	47%	39%	37%	45%	42%	43%	40%

D6. Have you voted in the last 4 years?

<input type="radio"/> Yes	73%	52%	84%	57%	81%	74%	75%	71%
<input type="radio"/> No	27%	48%	15%	42%	19%	24%	25%	28%
<input type="radio"/> Don't know	1%	1%	1%	0%	0%	1%	1%	1%

The Alignment

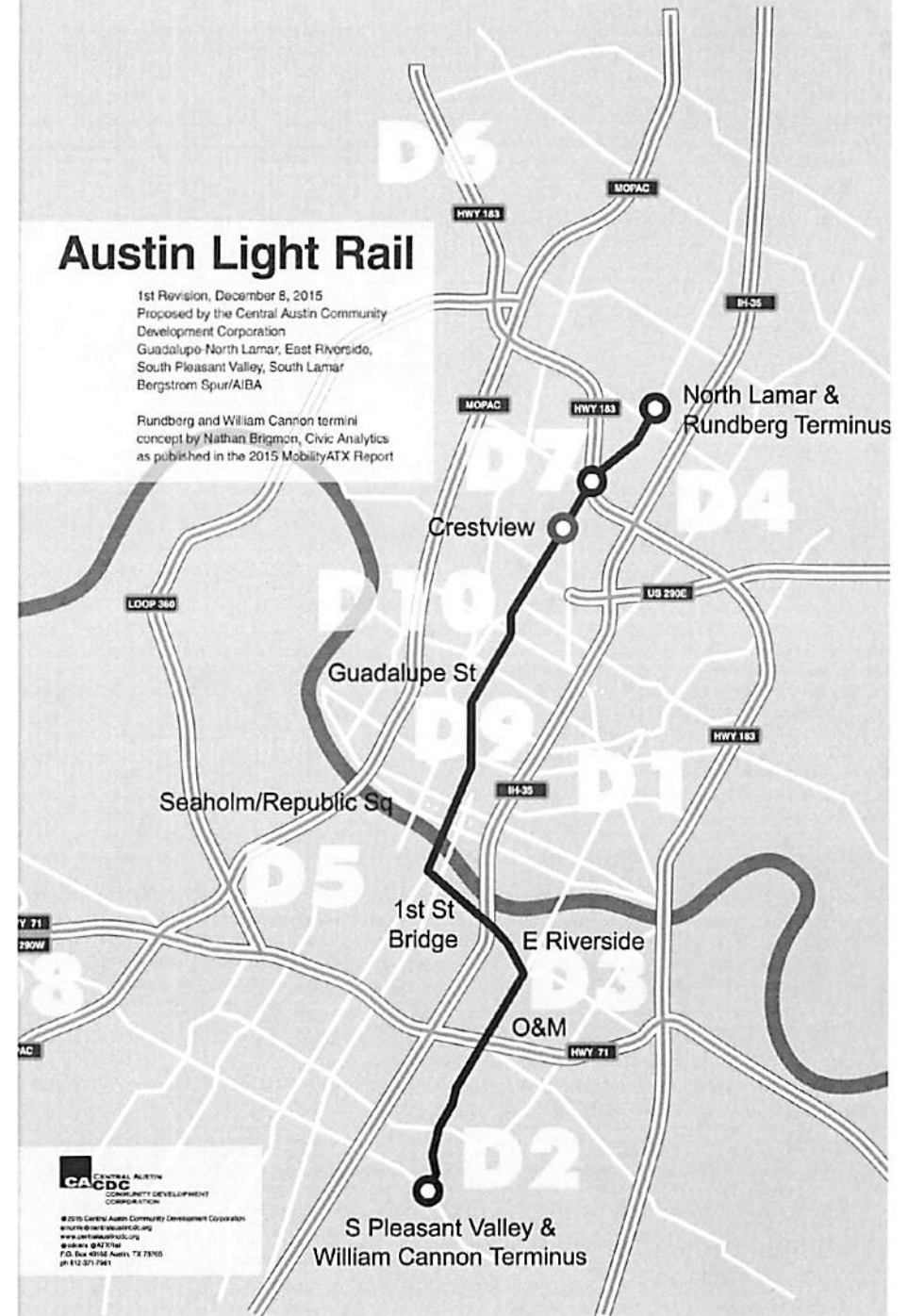
CIVIC ANALYTICS
9/7/15/2015
Nathan Brigmon



Austin Light Rail

1st Revision, December 8, 2015
Proposed by the Central Austin Community Development Corporation
Guadalupe North Lamar, East Riverside, South Pleasant Valley, South Lamar Bergstrom Spur/AIBA

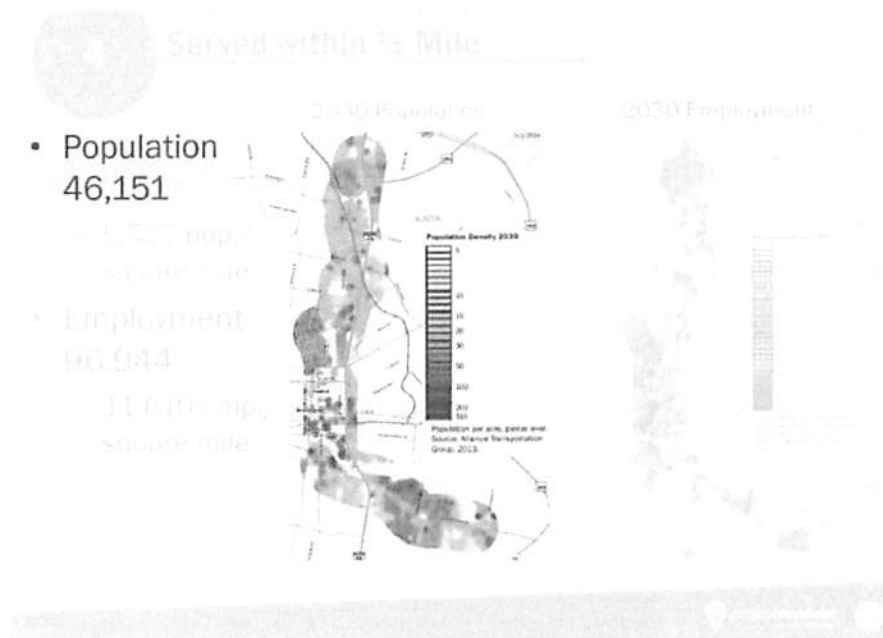
Rundberg and William Cannon termini concept by Nathan Brigmon, Civic Analytics as published in the 2015 MobilityATX Report



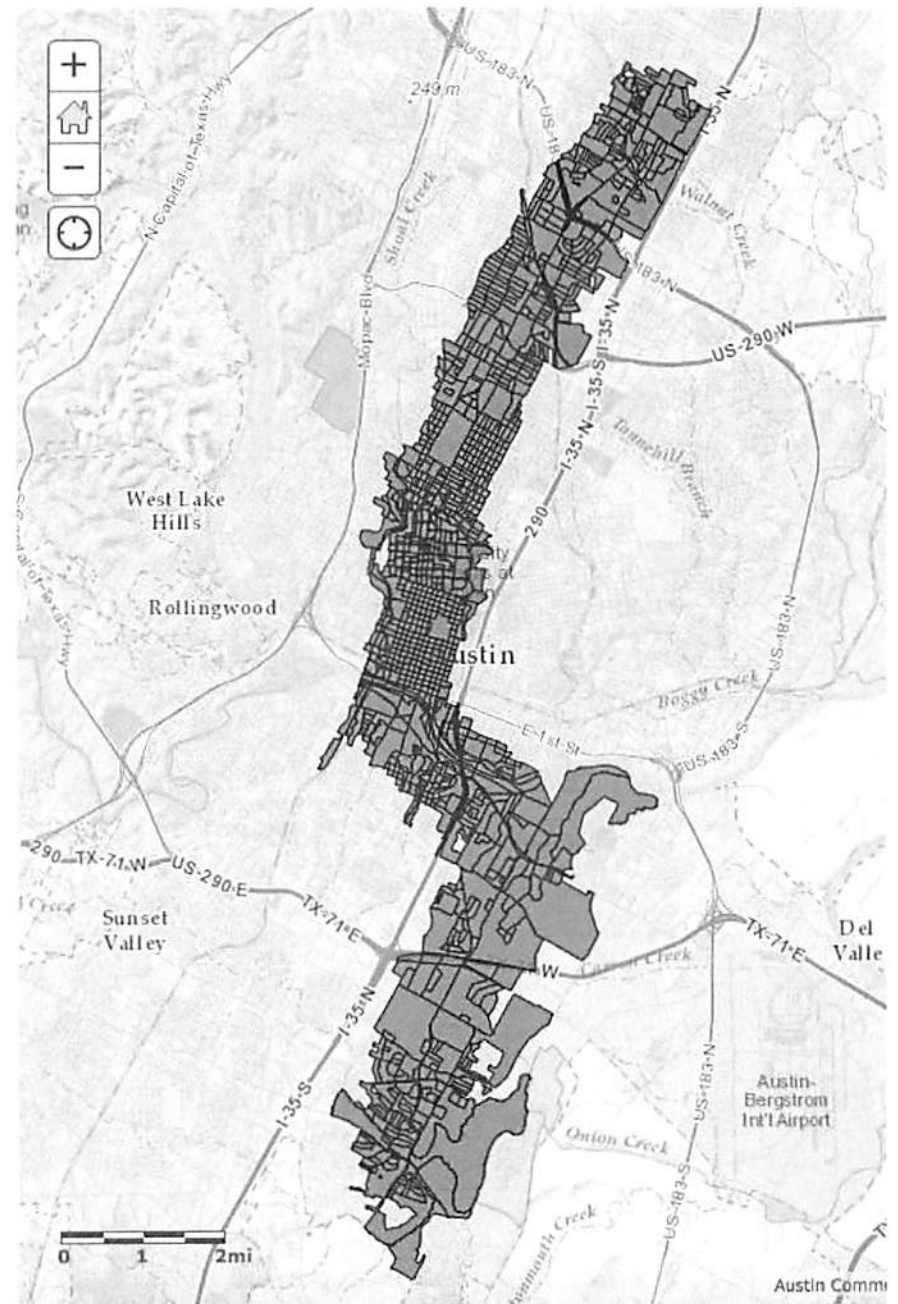
The Alignment

Total Population: 136,450
Total Housing Units: 60,285

Source: 2010 Census based on population reported in census blocks which fall entirely or partially within a 1/2 mile buffer.



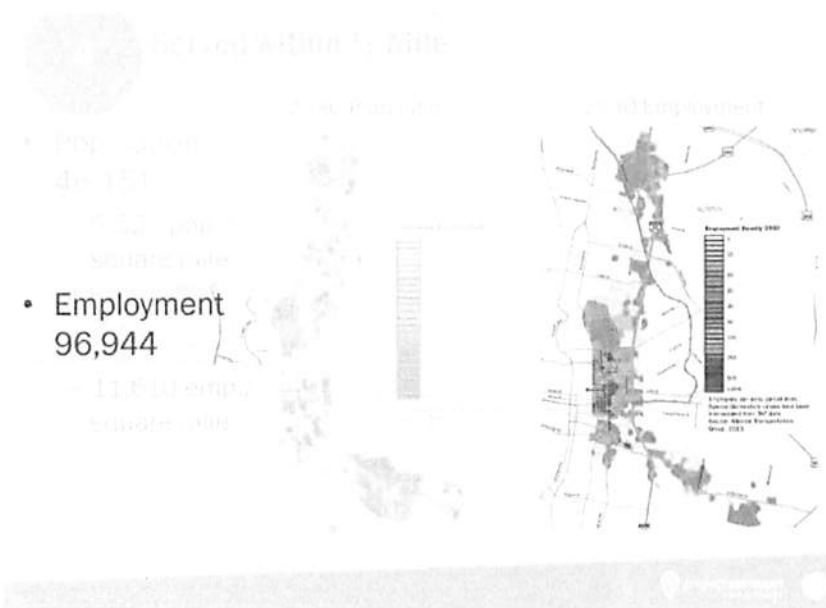
SOURCE: May 2, 2014 Project Connect Central Corridor briefing, slide 60



The Alignment

Total Jobs: 171,206

Source: 2013 LEHD Census data reported in census blocks which fall entirely or partially within a 1/2 mile buffer, with an added area of UT Campus west of IH-35.



SOURCE: May 2, 2014 Project Connect Central Corridor briefing, slide 60

Potential Phasing

Phase One 14.7 mi

North Lamar

Guadalupe

East Riverside

South Pleasant Valley

Termini at Rundberg and Wm Cannon

Phase Two 10.2 mi:

South Lamar

AIBA via Bergstrom Spur

Termini at 71/290/Mopac interchange and
AIBA Arrival Terminal.

Phase Three 10 mi:

Electrification of Red Line from
Crestview to CC, extension from
Convention Center through Seaholm into
West Austin, and Mueller extension.

Phase Four

Lone Star Rail and Green Line
connections at Seaholm.



Potential Funding Cycle

November 2016 initial ballot measure approves the alignment and funds project development and engineering under the FTA New Starts program.

Subsequent ballot measures are composite. They include funding for construction of the active phase, approve the alignment and fund project development and engineering of the next extension, and funds systems planning on the next phase.

Alignments that are oriented toward the airport may be able fund the local contribution from Hotel Occupancy or Rental Car Tax-based instruments.

