



Peer Reviews to Verify Data

Wherever possible and appropriate, the Austin-San Antonio Intermunicipal Commuter Rail District attempts to verify and crosscheck the validity of the data we are developing for the public and our members. Although an original feasibility study concluded that the project was sound both financially and technically, the District commissioned an additional and more-detailed feasibility study of the project released in 2005.

Estimated **costs** of the project, originally generated in the first feasibility study, were vetted by TxDOT. The costs were later re-verified in the second feasibility study and then subjected to a peer review and updated by an industry professional conversant with current labor, materials, and engineering costs.

Our **ridership** numbers are the result of an original modeling effort that, in subsequent studies, was then subjected to three additional refinements—wherein all methodologies and assumptions were critiqued by a cross-disciplinary oversight committee made up of industry and transportation officials—and then the final numbers were subjected to a peer review by the independent Texas Transportation Institute.

Economic impact projections for the project on the macro-economic level have been generated by Texas Perspectives, overseen by noted local economist Jon Hockenyos. His report thoroughly documents the methodology used and carefully footnotes the academic and mathematical resources used to generate his projections. **Revenues** for the project related to ridership and advertising are the result of using conservative figures based on averages from the 21 existing commuter rail systems currently operating in the United States.

Potential **local economic impacts** were generated by Charles Heimsath, Capitol Market Research, a local market analyst known for his thorough and objective research. Site-specific economic impacts—and particularly the potential **Tax Increment Financing District Revenues**—are by nature more difficult to verify because they require complicated subjective judgments about what might or might not occur around the proposed commuter rail stations. In this case, the numbers are being subjected to independent verification by the cities and counties in which the stations would be constructed, as is currently underway in the City of Austin.

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