

Austin's city council has launched its new initiative for a mass public transit system called Project Connect. This new system will be in place in 2029. Austin's new light rail project is intended to connect a number of areas in the city. The first phase is projected to run a rail from North Austin to South Austin, from Austin-Bergstrom International Airport to the North Lamar transit station, construct a subway center downtown as well as a tunnel running underneath Lady Bird Lake. This system was originally estimated to cost taxpayers 7.1 billion dollars with 5.4 billion coming from a tax increase that the voters of Austin approved. However, with inflation and difficulties completing the Capitol Corridor the expected cost of the project has risen 77% to 10.3 billion dollars.

Among those supporting the project is Austin's Mayor, Steve Adler. Adler has highlighted the multiple benefits that Austin will receive once the plan is completed such as more affordable housing, more jobs, better transit and safer streets. He believes that connecting Austin's "all important but at times disconnected" neighborhoods is crucial to their ability to recover and prosper. He wants to see Austin develop its large eastern part with affordable apartments, retail shops, schools, and food courts, among other things which can achieve Project Connect's long-term goal of connecting East Austin to areas where people live by creating a rapid transit line between Downtown and East Austin. Austin has "grown substantially since [its] land was first allocated for suburban development," and Project Connect believes that the urban and rural, and rich and poor, and new residents and longtime residents, should all be connected. Another staunch supporter of the project is Austin Transportation Director, Dave McComb. McComb is the same man who oversaw the expansion of the North-South Highway and is currently working on a plan for a new road that will connect the University of Texas at Austin with the North Lamar area. He has been described as the "chief cheerleader" for the transit system. "Project Connect is a 21st century urban mobility solution for Austin and it's the right time for a modern, high capacity transit system for Austin," said McComb. "It is a 21st century solution to a 21st century problem." McComb believes that his proposal would help revitalize downtown Austin, boost the economy and help increase job growth in the city. "We want to build a city where people want to live, work, play, learn, and shop," McComb said. "Project Connect will help us achieve that." The director of the Center for Energy Efficiency and Renewable Energy at the University of Texas at Austin Kate Martin said, "This is a great opportunity for Austin and for Travis County to be a leader in a green energy economy. It's a great opportunity for the city to be a leader in environmental sustainability. The Texas Public Policy Foundation, has also pointed to other reasons why the project should be approved. The most common argument is that it would provide jobs to workers in the area. "I'm not sure how else to put it: We are spending our money on a project that will bring economic development and jobs to the region, while local schools are overspending and underfunding," said the project's founder, Bill Hammond, in a statement. "This is one of the most important decisions our community will make in years." These advocates also point to the enormous cost of public transit in general as being a justification for its existence. The heavy congestion in Austin's freeways, with bumper to bumper traffic at all hours, and the increased need to travel long distances to jobs has become an increasing reality of the city and of those in Austin's metroplex. Some estimate that approximately a quarter of the entire city population currently drives to work. In an effort to

rectify this problem, there has been an effort to dramatically increase the public transportation system that will ease the strain and use of Austin's freeways through Project Connect. Furthermore, an increase in the bus and rail systems would result in a less congested, safer, more efficient, and faster commuting environment. By increasing the capacity and usage of these forms of transportation, the increased efficiency that these systems offer will result in less pollution and less idling of cars on the freeways.

Critics of Project Connect point out that a new public transit system will require a large amount of taxpayer money and could be utilized elsewhere to improve the city. Many highlight that AISD's facilities are some of the most outdated school's in the state and where those tax dollars should go. The district has received millions of dollars in bond money for new schools, but the district's schools have remained the same. According to the Texas Education Agency, the district's facilities are ranked as the worst in the state. As a result, many parents struggle with sending their children to Austin ISD schools. "There's just no way to go back," Kiel, a concerned parent told the Tribune. "They're not fit for kids." In the meantime, Kiel has been looking for a private school to send her kids to, and the news of AISD's problems has made it hard. "It's very difficult," she said. "They're so limited in their choices." In the past, the district had a good reputation. "I think when I was in high school, they were doing a lot of great things," Kiel said. "But it's just like the schools are falling apart. Why would the city of Austin spend 10.1 billion dollars on a railway system when their schools are failing? There are some serious issues in Austin with their educational system. They can start by creating more spaces to educate their children at home, or homeschooling, or look into more options to help parents who want to help but don't have the time to, or the space for, or both. You would think the city council of Austin, who are always looking for things to spend money on, would use the space to teach their children. The proposed railways would also destroy multiple established Austin businesses. Dirty Martin's and El Patio are two long serving restaurants that would be displaced by the project. Even establishments like the Butler Center and the Music Hall downtown are threatened by the rail plan. Of all the groups and people affected by this proposal, it is the landowners in the path of the rail plan that will most feel the pinch. Because the project would pass right through the heart of the city, landowners would have to sell or otherwise negotiate with the rail authority.

Overall, Project Connect needs to be stopped due to its irresponsible spending of taxpayer money as well as the overall displacement that residents of Austin will be subject to by the railway. Austin is not an anti-rail community. There is no problem with the rail and in fact would warrant support as a viable and economical transportation solution if it was one. There is just a problem with how the rail project in Austin has been designed and planned, as well as who has been doing the planning and what their motivations are. There is no problem with the mass transit system and in fact would support it as a viable and economical transportation solution if it actually was one. It isn't. And we are now paying for it in terms of higher taxes and prices. For those who are willing to do a little more than "wonder", the other alternatives that we have are not the ones that we should be looking at. They are based on the same assumptions and lack the necessary economic analysis. Project Connect will damage the city of Austin more than it will benefit from it. It will raise taxes worsening the housing crisis and destroy parts of "Old Austin" which have formed into part of the city's culture. Connecting it to the rail will not fix the problems with the train service as it is already unreliable. The city of Austin has a lot of history and it is important to preserve it and keep it safe. Connecting the light rail to the airport will hurt tourism and not help the city of Austin as a whole. Connecting the light rail to the airport will not make the area any safer. It will not help with traffic, it will make it worse. The trains will be

crowded and loud. It will also increase air pollution. Austin is known for its live music, beautiful views, and a diverse population. The city is a place where people want to be safe and enjoy the great outdoors. With all these qualities, Austin is a great place to live and visit. With all these qualities, Austin is a great place to live and visit. However, we must protect it at all costs from Project Connect. We are being threatened by this project. The most important thing we can do is to vote against Project Connect. I encourage you to get out and vote in the election. Vote yes on Project Connect and you are voting to allow our great city to be destroyed. Vote no on Project Connect and you are voting to save our great city.

Prompts and Outputs

1	<p>Austin's city council has launched its new initiative for a mass public transit system called Project Connect. This new system will be in place in 2035. This system will cost \$3.5 billion to be built and will not cost the city anything. It will be funded by the federal government and private investors.</p> <p>The city of Austin is the only city in the country to have this plan for a mass transit system.</p> <p>"Austin is known as a tech hub, so we've kind of been thinking about this for a long time," said Mayor Steve Adler. "Austin is the only city that's done this."</p> <p>The city council will be looking at the federal government and private investors for funding.</p>
2	<p>Austin's city council has launched its new initiative for a mass public transit system called Project Connect. This new system will be in place in 2035. This system will cost \$3.5 billion to be built and will not cost the city anything. It will be funded by the federal government and private investors. This new system will replace the existing bus system and cost 1/3 as much as it did to replace the old</p>

	<p>system.</p> <p>The new system will have an additional rail line that will be used to run light rail to the airport and possibly to the downtown area.</p> <p>The cost of the new system will be more than \$5 billion. It is estimated that a billion dollars will be spent to build the first leg of the system.</p> <p>The city of Austin will build the mass transit system in 20 years. The federal government and private investors will fund the project.</p> <p>The new mass transit system will have its own stop</p>
3	<p>"Austin is known as a tech hub, so we've kind of been thinking about this for a long time," said Mayor Steve Adler. "Austin is the only city that's done this."</p> <p>The city is receiving \$250,000 from the San Antonio Regional Mobility Authority, which provides money to help cities that want to improve their transportation infrastructure.</p> <p>The city plans to use the money for upgrades to traffic signals, sidewalks, pedestrian walkways and bicycle lanes.</p> <p>The city is also receiving \$200,000 from the Austin Transportation Department for the project.</p> <p>Adler said the city is focused on improving safety, but it also wants to make the city more attractive to businesses and residents.</p> <p>"One of the things we want to do is get the city of Austin to be the most livable city</p>
4	<p>Advocates for the plan such as Mayor Steve Adler have highlighted the multiple benefits that Austin will receive once the plan is completed such as more affordable housing, more jobs, better transit and safer streets.</p> <p>On Tuesday night, Councilman Ora Houston, a longtime supporter of the plan, said the proposal will also help the city bring a broader range of residents to its neighborhoods.</p> <p>"We need to bring people of different economic means to our neighborhoods," Houston said. "I think the plan will help."</p> <p>"We need to bring people of different economic means to our neighborhoods."</p>

	<p>– Councilman Ora Houston</p> <p>According to a recent survey by the Greater Austin Chamber of Commerce, a third of Austin's residents said they were willing to pay</p>
5	<p>Austin's city council has launched it's new initiative for a mass public transit system called Project Connect. This system was originally estimated to cost tax payers 7.1 billion dollars.</p> <p>In August of 2013, the project received the OK from the Federal Transit Administration. However, it was later revised to a 2.4 billion dollar project, the cost of which would be paid by the developer of the light rail.</p> <p>Now, the new estimated cost is about \$4 billion, and they're looking for private investors to help with that.</p> <p>Austin's new light rail project is intended to connect a number of areas in the city. The first phase is projected to run from a proposed new mall in North Austin to downtown, and it would cost about \$1.6 billion.</p> <p>The project is</p>
6	<p>Austin's city council has launched it's new initiative for a mass public transit system called Project Connect. This system was originally estimated to cost tax payers 7.1 billion dollars. Austin's new light rail project is intended to connect a number of areas in the city. The first phase is projected to run a rail from North Austin to South Austin, one from Austin-Bergstrom International Airport to the North Lamar transit station, a subway center downtown, and a tunnel running underneath Lady Bird Lake.</p> <p>The project is the brainchild of Austin Transportation Director, Dave McComb. McComb is the same man who oversaw the expansion of the North-South Highway and is currently working on a plan for a new road that will connect the University of Texas at Austin with the North Lamar area. He has been described as the "chief cheerleader" for the transit system.</p> <p>"Project Connect is a 21st century urban mobility solution for Austin and it's the right time for a modern, high capacity transit system for Austin," said McComb. "It is a 21st century solution to a 21st century problem."</p>
7	<p>Austin's city council has launched it's new initiative for a mass public transit</p>

	<p>system called Project Connect. This system was originally estimated to cost tax payers 7.1 billion dollars. Austin's new light rail project is intended to connect a number of areas in the city. The first phase is projected to run a rail from North Austin to South Austin, one from Austin-Bergstrom International Airport to the North Lamar transit station, a subway center downtown, and a tunnel running underneath Lady Bird Lake.</p> <p>The project is the brainchild of Austin Transportation Director, Dave McComb. McComb is the same man who oversaw the expansion of the North-South Highway and is currently working on a plan for a new road that will connect the University of Texas at Austin with the North Lamar area. He has been described as the "chief cheerleader" for the transit system.</p> <p>"Project Connect is a 21st century urban mobility solution for Austin and it's the right time for a modern, high capacity transit system for Austin," said McComb. "It is a 21st century solution to a 21st century problem."</p> <p>McComb believes that his proposal would help revitalize downtown Austin, boost the economy and help increase job growth in the city.</p> <p>"We want to build a city where people want to live, work, play, learn, and shop," McComb said. "Project Connect will help us achieve that."</p> <p>Critics of McComb's proposal point out that a new public transit system will require a large amount of taxpayer money, and that the city's current mass transit system, METRO, is already operating at a high level of service.</p> <p>"The new mass transit system that [McComb] is proposing will</p>
8	<p>This system was originally estimated to cost tax payers 7.1 billion dollars with 5.4 billion coming from a tax increase that the voters of Austin approved. However, with inflation and difficulties completing the Capitol Corridor the expected cost of the project has risen 77% to 10.3 billion dollars. The state has also spent \$4.3 billion in state funds on the project. The project is currently about \$2.8 billion over budget. The project has been plagued with problems such as the lack of funding, environmental issues, and construction problems. The project has also been plagued with the lack of funding, with the estimated cost of the project rising from \$7.1 billion in 2000 to \$10.3 billion in 2007. The cost of the project has risen from \$2.8 billion in 2000 to \$10.3 billion in 2007. The cost of the project has risen from \$7</p>
9	<p>A notable supporter for Project connect is Austin's Mayor, Steve Adler. He believes that connecting Austin's "all important but at times disconnected" neighborhoods is crucial to their ability to recover and prosper.</p>

	<p>In May 2012, the city commission approved a \$600,000 matching grant for the initial design, including "construction of bridges, fencing, parks, landscaping, streetlight replacement, police barricades, bicycle racks and other enhancements". This was followed by additional grants of \$50,000 and \$100,000 from The Connection Austin Foundation.</p> <p>On October 15, 2014, construction on the project began. By the end of 2014, The project had reached 70% completion and was estimated to</p>
10	<p>A notable supporter for Project connect is Austin's Mayor, Steve Adler. He believes that connecting Austin's "all important but at times disconnected" neighborhoods is crucial to their ability to recover and prosper. He wants to see Austin develop its large eastern part with affordable apartments, retail shops, schools, and food courts, among other things.</p> <p>Project Connect's long-term goal is to connect East Austin to areas where people live by creating a rapid transit line between Downtown and East Austin. The first step in the process is to connect Burleson and the East side of San Antonio Road.</p> <p>Riders of Project Connect travel on the system at a maximum speed of 40 mph, while only carrying passengers. Four regular-length buses can carry up to 58 passengers each, and can reach a maximum cruising speed of about 30</p>
11	<p>A notable supporter for Project connect is Austin's Mayor, Steve Adler. He believes that connecting Austin's "all important but at times disconnected" neighborhoods is crucial to their ability to recover and prosper. He wants to see Austin develop its large eastern part with affordable apartments, retail shops, schools, and food courts, among other things.</p> <p>Project Connect's long-term goal is to connect East Austin to areas where people live by creating a rapid transit line between Downtown and East Austin. Austin has "grown substantially since [its] land was first allocated for suburban development," and Project Connect believes that the urban and rural, and rich and poor, and new residents and longtime residents, should all be connected.</p> <p>In June, \$35 million in federal stimulus funds was approved to support the beginning of the project. On August 30, 2010, construction will begin, and by 2013, they hope the Austin Transportation Center will be open to the public.</p> <p>Attractions</p> <p>While there are two libraries in East Austin, the one in the center of town, on</p>

	Riverside Drive and Pecan Street, is a branch
12	<p>Critics of Project Connect point out that a new public transit system will require a large amount of taxpayer money and that the city's current mass transit system, METRO, is already operating at an unsatisfactory level of service. They also note that voters denied Denver voters passing Amendment FOUR during a November 2004 general election that failed to make the 2002 estimated cost of transferring AmPass card balances for Project Connect, transferring earned-value assessments to TAM, and other activities. Ravi Traband -- Answer Colorado at mc.state.co.us -- a non-profit focused on protecting state and local government funding sent the letter of protests into...</p> <p>To view the study abstract, click here. To download full report pdfs, click here[1]. Reports always conflict. Scientific articles alone don't do justice to communicating with a sometimes distant - but always powerful and</p>
13	<p>Critics of Project Connect in Austin point out that a new public transit system will require a large amount of taxpayer money and the destruction of multiple long time Austin establishments such as the burger joint, Dirty Martins. The biggest advocates of this project are the public transit corporations themselves who point to the gluttonous profits of their stockholders as the justification for the need for public transit. These advocates also point to the enormous cost of public transit in general as being a justification for its existence. The heavy congestion in Austin's freeways, with bumper to bumper traffic at all hours, and the increased need to travel long distances to jobs has become an increasing reality of the city and of those in Austin's metroplex.</p> <p>To build a rail system based on a ground level platform for the light rail vehicles and train cars, and provide</p>
14	<p>These advocates also point to the enormous cost of public transit in general as being a justification for its existence. The heavy congestion in Austin's freeways, with bumper to bumper traffic at all hours, and the increased need to travel long distances to jobs has become an increasing reality of the city and of those in Austin's metroplex. Some estimate that approximately a quarter of the entire city population currently drives to work. In an effort to rectify this problem, there has been an effort to dramatically increase the public transportation system that will ease the strain and use of Austin's freeways.</p> <p>Furthermore, an increase in the bus and rail systems would result in a less congested, safer, more efficient, and faster commuting environment. By increasing the capacity and usage of these forms of transportation, the increased efficiency</p>

	<p>that these systems offer will result in less pollution and less idling of cars on the freeways.</p>
15	<p>Critics of Project Connect in Austin point out that a new public transit system will require a large amount of taxpayer money and the destruction of multiple longtime Austin establishments to make room for the extensive rail system.</p> <p>"It will be an issue of putting something into place to replace what the city has and we'll either have to decide that the needs of the city take precedence or come up with some creative funding sources," says Anderson, the Greater Austin Chamber of Commerce President and CEO. "We certainly hope to have a positive outcome. If you're asking me, if you give me a billion dollars, I'm not saying I'm going to build a multi-billion dollar subway system in the center of downtown. I want to be certain that we're being responsible and not wasting money."</p>
16	<p>Project Connect is a waste of tax payer dollars. It was something the powers that be made up as they went along in their best creative manner to make it look like they were creating a national project of a "smart" future. Nothing more than a pretense to garner votes and avoid losing money. It would be great to get rid of this travesty as soon as possible.</p> <p>@commel7, I totally agree that PCC should have never been approved. How could you possibly justify giving government that much control?</p> <p>In my opinion the major issue is the sales tax. With each sale of the hardware there is a huge amount of sales tax added, so the</p>
17	<p>Project Connect is a waste of tax payer dollars. It was something the powers that be made up as they went along in their best creative manner to make it look like they were creating a national project of a "smart" future. Nothing more than a pretense to garner votes and throwing away tax payer dollars. Maybe they should put all of those dollars in areas that really needed it.</p> <p>I would rather see the City put more money in programs to actually teach their youth to be smart. Instead they just pass out these things to try to look like they are doing something. Now they are talking about creating an international connection.</p> <p>Most of those inventions already exist. We have them right in our own homes. Now all they have to do is to put them together to create a product that is useful.</p> <p>Instead of spending money on a new "smart" invention, why not spend the money</p>

	<p>on those programs to teach our children to</p>
<p>18</p>	<p>Critics to the project say that Austin's taxpayer dollars could be used more effectively elsewhere, such as the outdated Austin Independent School district.</p> <p>"This is a great opportunity for Austin and for Travis County to be a leader in a green energy economy," said Kate Martin, director of the Center for Energy Efficiency and Renewable Energy at the University of Texas at Austin. "It's a great opportunity for the city to be a leader in environmental sustainability."</p> <p>The city council has scheduled a public hearing on the plan at 6:30 p.m. on Monday.</p> <p>"It's good news," said Karsten Kuehn, senior staff attorney for the Center for Biological Diversity. "It shows that cities can and will be leaders in green energy."</p>
<p>19</p>	<p>Critics to the project say that Austin's taxpayer dollars could be used more effectively elsewhere, such as the outdated Austin Independent School district.</p> <p>But the committee, led by the Texas Public Policy Foundation, has also pointed to other reasons why the project should be approved. The most common argument is that it would provide jobs to workers in the area.</p> <p>"I'm not sure how else to put it: We are spending our money on a project that will bring economic development and jobs to the region, while local schools are overspending and underfunding," said the project's founder, Bill Hammond, in a statement. "This is one of the most important decisions our community will make in years."</p>

20	<p>AISD's facilities are some of the most outdated school's in the state. The district has received millions of dollars in bond money for new schools, but the district's schools have remained the same.</p> <p>According to the Texas Education Agency, the district's facilities are ranked as the worst in the state.</p> <p>The school district's website says that it has one of the lowest rated campuses in the state.</p> <p>"I think it's a disgrace," said Nesbitt. "We're not even educating the children. We're just warehousing them."</p> <p>AISD Superintendent Dr. Robert A. Scott said that the district has been working to update its facilities.</p>
21	<p>AISD's facilities are some of the most outdated school's in the state. The district has received millions of dollars in bond money for new schools, but the district's schools have remained the same.</p> <p>According to the Texas Education Agency, the district's facilities are ranked as the worst in the state. The TEA says AISD's facilities are the most deteriorated in the state.</p> <p>AISD officials say they will close at least nine schools and have plans to renovate the remaining school.</p> <p>AISD officials said they are moving forward with a \$1.5 billion bond election in November.</p> <p>"It's about accountability, it's about transparency, it's about it's about where we are going," said AISD Board Member Kathy Webb.</p> <p>The bond will be used to pay for new schools, renovate schools, build a new high school, a new middle school and build a new</p>
22	<p>The TEA says AISD's facilities are the most deteriorated in the state.</p> <p>"There's just no way to go back," Kiel told the Tribune. "They're not fit for kids."</p> <p>In the meantime, Kiel has been looking for a private school to send her kids to, and the news of AISD's problems has made it hard.</p> <p>"It's very difficult," she said. "They're so limited in their choices."</p>

	<p>In September, the TEA released a list of Texas schools with the most serious deficiencies, which the agency said were</p>
23	<p>As a result, many parents struggle with sending their children to Austin ISD schools. “There’s just no way to go back,” Kiel told the Tribune. “They’re not fit for kids.”</p> <p>In the meantime, Kiel has been looking for a private school to send her kids to, and the news of AISD’s problems has made it hard.</p> <p>“It’s very difficult,” she said. “They’re so limited in their choices.”</p> <p>In the past, the district had a good reputation.</p> <p>“I think when I was in high school, they were doing a lot of great things,” Kiel said. “But it’s just like the schools are falling apart. It’s not like they’re the only ones.”</p> <p>She said the situation has gotten so bad that her husband has had to start teaching in the district to make ends meet.</p> <p>Kiel’s older daughter, who is in the eighth grade, has a bad cough. The district has not offered her the same</p>
24	<p>Why would the city of Austin spend 10.1 billion dollars on a railway system when their schools are failing? There are some serious issues in Austin with their educational system. They can start by creating more spaces to educate their children at home, or homeschooling, or look into more options to help parents who want to help but don’t have the time to, or the space for, or both. You would think the city council of Austin, who are always looking for things to spend money on, would use the space to teach their children. Maybe it’s time to make our children our top priority instead of helping our people.</p> <p>Maybe then, the schools will start producing good results. We need a stronger workforce in</p>
25	<p>The proposed railways would also destroy multiple established Austin businesses. These include the Austin Fair Trade grocery store, which has been open since 2011, hair salons, a gun shop, real estate company, and mechanic shop, among others. Several families with children would be forced to move, including the Khartoum’s, which would also have to be abandoned.</p> <p>We are witnessing a system-wide project of corporate gentrification, a sustained war on housing, and local economic violence of this nature is a crucial element of</p>

	<p>a housing crisis. "Economic violence" as the term is used here can mean different things. Economic violence can refer to the state actions that disrupt or</p>
26	<p>The proposed railways would also destroy multiple established Austin businesses. Dirty Martin's and El Patio are two long serving restaurants that would be displaced by the project. Even establishments like the Butler Center and the Music Hall downtown are threatened by the rail plan.</p> <p>Folks in the Pflugerville neighborhood should also feel the pain of a rail line. Of all the groups and people most affected by this proposal, it is the landowners in the path of the rail plan that will most feel the pinch. Pflugerville is located in south central Travis County. Because the project would pass right through the heart of the city, landowners would have to sell or otherwise negotiate with the rail authority. Property owners who would sell could get anywhere from nothing to millions of dollars. Many landowners who aren't</p>
27	<p>Overall, Project Connect needs to be stopped due to its irresponsible spending of taxpayer money as well as the overall displacement that residents of Austin will be subject to by the railway.</p> <p>The City of Austin has done its part in funding and building a free railroad, but is this the right direction for Austin to take?</p> <p>Photo credit: mizko</p> <p>An open letter to former Mayor Laura Miller</p> <p>I am not an anti-rail community. I have no problem with rail and in fact would support it as a viable and economical transportation solution. I just have a problem with how the rail project in Austin has been designed and planned, as well as who has been doing the planning and what their motivations are.</p> <p>The original "Rails-to-Trails" project from</p>
28	<p>Austin is not an anti-rail community. There is no problem with rail and in fact would support it as a viable and economical transportation solution if it was one. There is just a problem with how the rail project in Austin has been designed and planned, as well as who has been doing the planning and what their motivations are.</p> <p>I agree with Mr Ainslie. ---> How you know who the paiking freight is?</p> <p>Mr. Vince Foster said there is a long story about how we found out. I would bet it involves our city controller who, with the head of our</p>

	<p>redistricting commission and the board member of the planning commission, came to Washington DC and joined Amtrak to watch the votes on how we ended up with the numbers on the Central. Their loyalty was not to Texas. They only cared about the larger picture. Maybe we have congressmen</p>
29	<p>There is no problem with the mass transit system and in fact would support it as a viable and economical transportation solution if it actually was one. It isn't. And we are now paying for it in terms of higher taxes and prices.</p> <p>For those who are willing to do a little more than “wonder”, the other alternatives that we have are not the ones that we should be looking at. They are based on the same assumptions and lack the necessary economic analysis.</p> <p>What is required is a different approach to the problem. And that is the approach that I have outlined in my “Rethinking Transit” series.</p> <p>In the next post in this series, I will look at the problem from a different perspective.</p>
30	<p>Project Connect will damage the city of Austin more than it will benefit from it. It will raise taxes worsening the housing crisis and destroy parts "Old Austin" which have formed into part of the cities culture. Connecting it to the rail will not fix the problems with the train service as it is already unreliable. The city of Austin has a lot of history and it is important to preserve it and keep it safe. Connecting the light rail to the airport will hurt tourism and not help the city of Austin as a whole. Connecting the light rail to the airport will not make the area any safer. It will not help with traffic, it will make it worse. The trains will be crowded and loud. It will also increase air pollution. Connecting the light rail to the airport will not increase the</p>
31	<p>The city of Austin has a lot of history and it is important to preserve it and keep it safe.</p> <p>However, it is also important to keep Austin open for business. This is why we have the job of creating a safe and secure environment for everyone to enjoy.</p> <p>As the city's chief of police, my goal is to make Austin a great place to live, work and play.</p> <p>Austin is known for its live music, beautiful views, and a diverse population. The city is also a place where people want to be safe and enjoy the great outdoors.</p> <p>With that being said, it is important to have a safe city. It is our duty to protect our</p>

	<p>citizens and make sure they are safe</p>
32	<p>Austin is known for its live music, beautiful views, and a diverse population. The city is also a place where people want to be safe and enjoy the great outdoors. With all these qualities, Austin is a great place to live and visit.</p> <p>If you are thinking about relocating to Austin, there are some important things to consider before you make your move. Below are some things you should know about living in Austin.</p> <p>Austin's Average Cost of Living</p> <p>If you are considering relocating to Austin, you will need to determine what you can afford to spend on living expenses. The cost of living in Austin can vary significantly based on the neighborhood you choose to live in. The average cost of living in Austin is higher than the national average.</p> <p>The average cost of living</p>
33	<p>With all these qualities, Austin is a great place to live and visit. However, we must protect it at all costs from Project Connect. We are being threatened by this project. The most important thing we can do is to vote against the Project Connect. Let's keep Austin the place where the grass is always greener and the sky is always bluer.</p> <p>For more information on the issue of Project Connect, visit http://www.puc.state.tx.us/about/contact/info/projectconnect/index.html</p> <p>If you are interested in receiving an e-mail update when the issue is voted on in the next session, please subscribe to the Project Connect mailing list at http://www.puc.state</p>
34	<p>With all these qualities, Austin is a great place to live and visit. However, we must protect it at all costs from Project Connect. Our great city is being threatened by this project. The most important thing we can do is to vote against the Project Connect. I encourage you to get out and vote in the election. Vote yes on Project Connect and you are voting to allow our great city to be destroyed. Vote no on Project Connect and you are voting to save our great city.</p> <p>What is Project Connect? Project Connect is a plan to bring in more power from TXU Energy.</p>

It is also a plan to destroy our city. It will bring in a major power line that will destroy many homes and businesses. It will bring in another power line that will destroy many homes and businesses.

It will bring in a new power plant