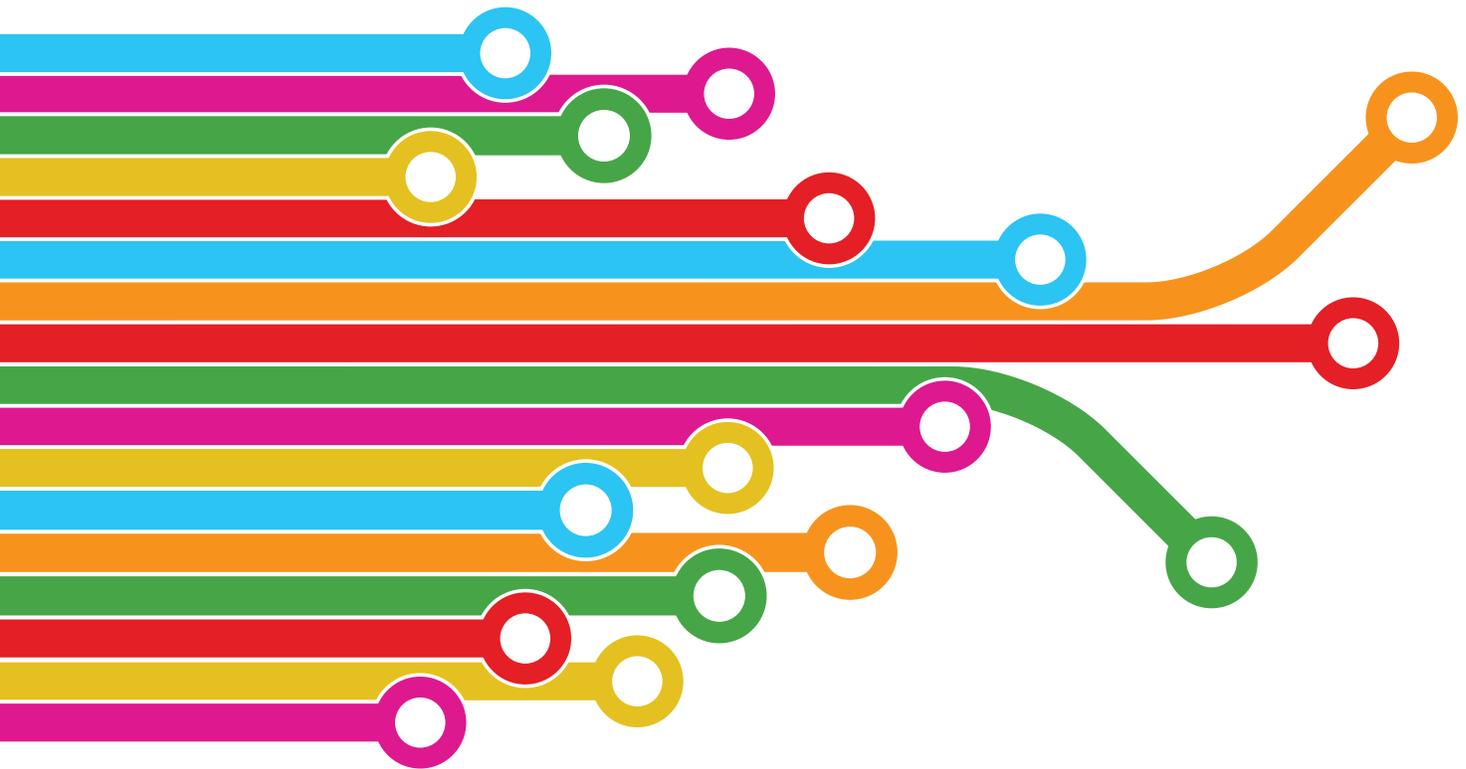




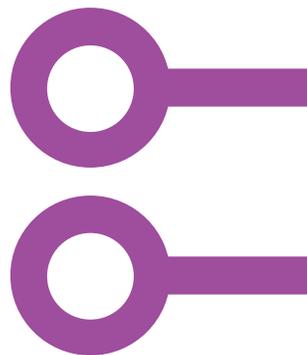
METRO



projectconnect



Your Plan, Your
MetroRapid
Corridors



Summary Report June 2020

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REVISION HISTORY

DATE	VERSION	DESCRIPTION
April 2020	1	Initial publication
June 2020	2	Revised for clarity

WHY PLAN THE METRORAPID CORRIDORS

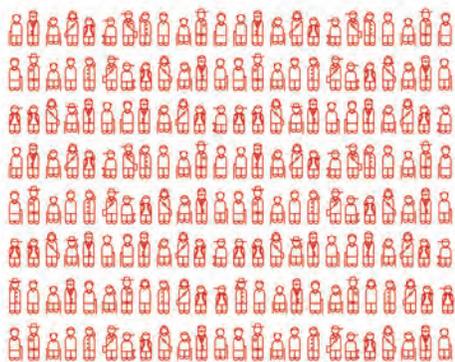
Capital Metro began developing the Project Connect Vision Plan in 2016. The need for the Project Connect vision is the result of Central Texas' booming population which is projected to double by 2040. This growth will cause additional strain on the roadway network, result in increased travel times and travel costs, decrease our mobility, hinder our region's economic health, and threaten our air quality.

In December 2018, the Capital Metro Board of Directors approved the **Project Connect Vision Plan**, which identified corridors for potential investment in High Capacity Transit (HCT), in addition to other improvements like new MetroRapid routes, Red Line improvements, development of the Green Line, additional MetroExpress routes with park-and-rides, and Neighborhood Circulators.

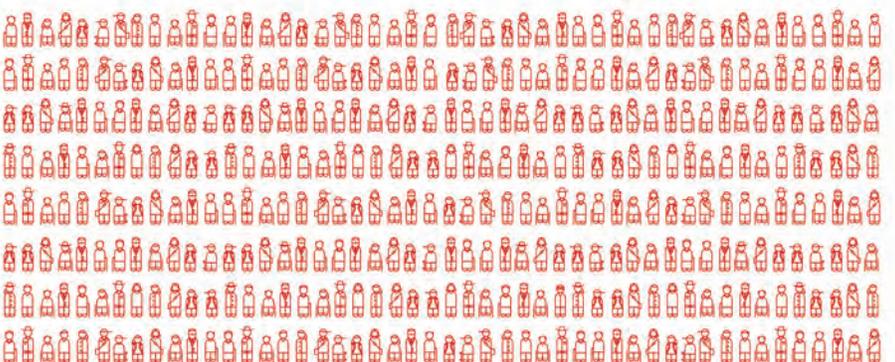
In 2019, the Austin City Council approved the **Austin Strategic Mobility Plan (ASMP)**, which establishes a policy goal to quadruple the share of commuters who use transit by 2039. The Project Connect Vision Plan is included as an integral part of the ASMP, and both initiatives provide a way forward for solving future mobility challenges the region faces.

This document provides an overview of the process used to evaluate enhanced transit options in Austin and the path to developing a proposed Locally Preferred Alternative (LPA), including how public and agency input was fused to craft the proposed LPA. Key features and benefits of the LPA are illustrated, and future actions on the path towards implementation are outlined.

2019
Population: **2M+**



2040
Population: **4M+**



»» HOW THE METRORAPID CORRIDORS FIT INTO THE SYSTEM

The Project Connect Vision Plan identified MetroRapid Corridors as part of its proposed system plan. As part of the broader Capital Metro System, each of the seven MetroRapid corridors will be evaluated and assessed separately for possible federal funding.

Defining the LPA is part of the federal planning process and involves working with stakeholders to make sure all the pieces of Project Connect will ultimately work together to improve mobility, including maximizing coordination between the seven MetroRapid Corridors, the Orange and Blue & Gold Line Corridors, the Red and Green Lines, MetroExpress, and Neighborhood circulators.

This level of system planning has already begun and will continue as the MetroRapid Corridors advance through planning and engineering.

»» WHAT IS A LOCALLY PREFERRED ALTERNATIVE?

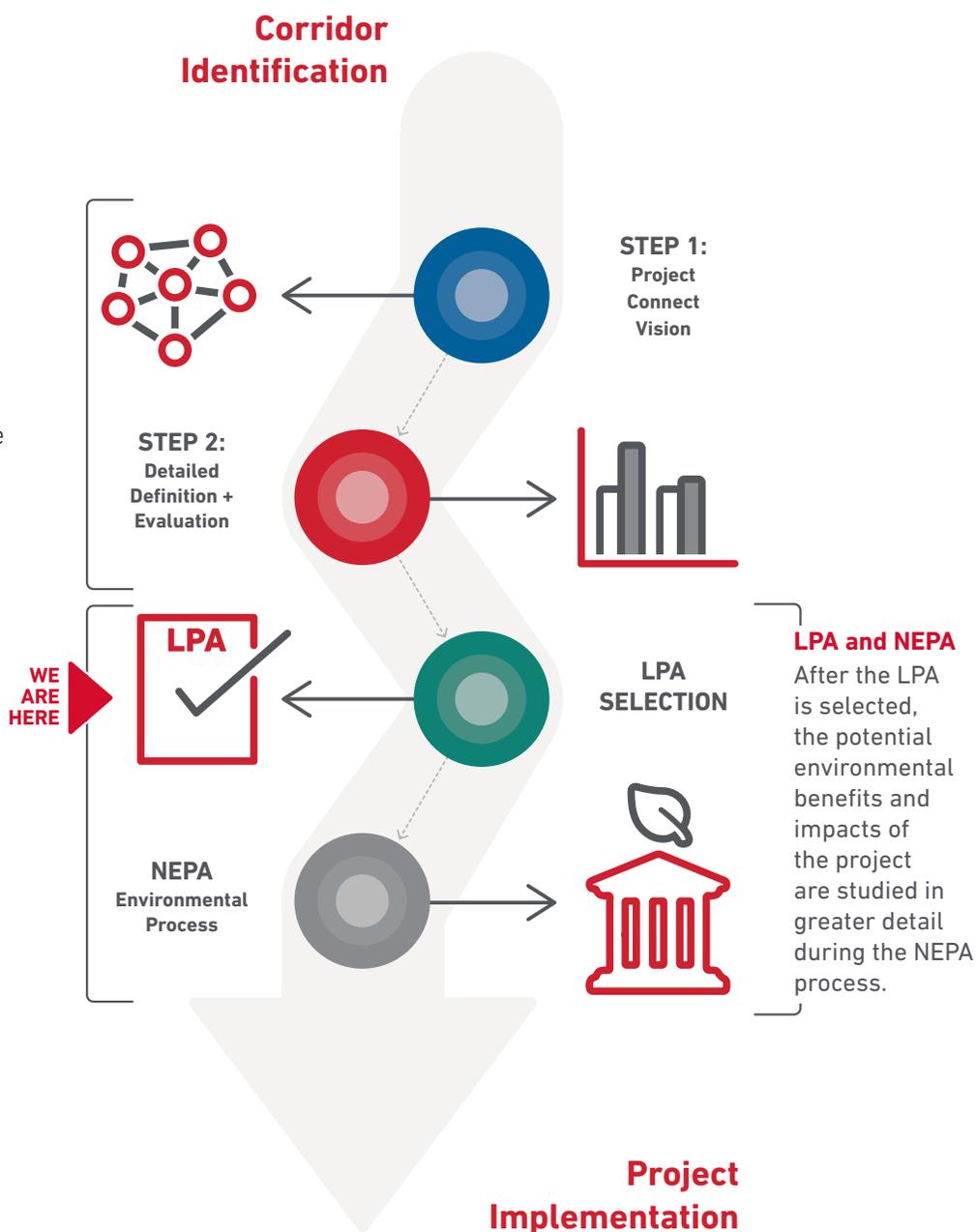
Locally Preferred Alternative (LPA) is the technical term that the Federal Transit Administration (FTA) uses to describe a community-selected transit investment that is seeking federal capital funds. An LPA, or project, is made up of a corridor, vehicle, service plan, and any required support infrastructure. The LPA may be organized into phases for implementation.

HOW WE GOT HERE

»» THE PROCESS

Capital Metro worked with stakeholders to determine the best transit investment for the MetroRapid Corridors through analysis of the MetroRapid corridors. The outcome of the analysis will be a proposed LPA that is best suited to serve current and anticipated travel demand along the MetroRapid Corridors.

Detailed information on the study process and outcomes can be found on the resources page at Capital Metro's website (www.projectconnect.com).

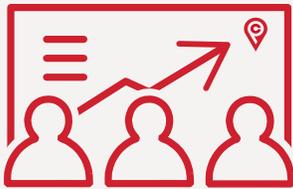


WHO IS INVOLVED



COMMUNITY LEADERS

Public input has been essential to the development of the MetroRapid LPA. The engagement process included formal public engagement that was designed to share technical results with the public and seek feedback from communities to deepen the project team's understanding of local issues, considerations, and constraints. The process included a series of open house style meetings in the MetroRapid Corridors to discuss the Purpose and Need and corridor-specific concepts. In addition, a Virtual Open House (VOH) was conducted online to provide an opportunity for the public to review the materials provided at the in-person open house meetings. Additional details about Project Connect's engagement efforts can be viewed at the Community Engagement Dashboard at: www.capmetro.org/get-involved.



STAKEHOLDERS

Capital Metro conducted extensive outreach to stakeholders, including project-focused public meetings and numerous other outreach events as part of the Project Connect program.



YOU, THE PUBLIC

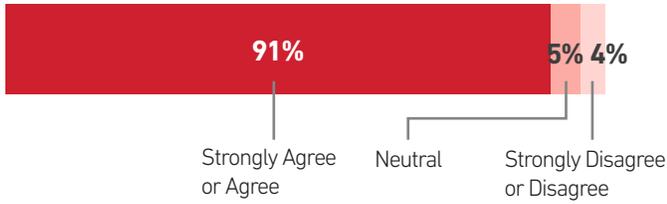
To date, Capital Metro has conducted formal public engagement to gather input on the MetroRapid corridors at key points in the process. Public engagement incorporated a range of outreach methods, including public open house events and an online virtual open house. Additional details about engagement efforts can be viewed at the Community Engagement Dashboard at: www.capmetro.org/get-involved.



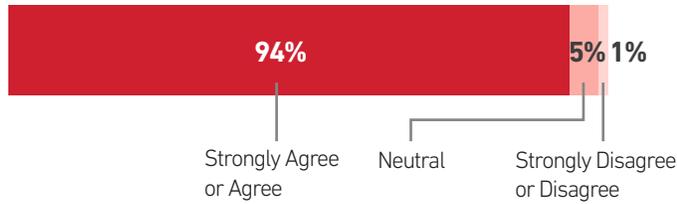
PARTNER AGENCIES

The Capital Metro Board of Directors is the decision-making body for the MetroRapid Corridors and has worked closely with Capital Metro staff, the City of Austin staff, and Austin City Council through several joint sessions to build consensus on an LPA. Capital Metro will pursue federal funding from the Federal Transit Administration (FTA) and is working closely with the FTA to ensure that MetroRapid's progress is in alignment with FTA requirements. Partner agencies include the Texas Department of Transportation (TxDOT) and the Capital Area Metropolitan Planning Organization (CAMPO). In addition, throughout the process Capital Metro regularly convened a Technical Advisory Committee (TAC) of public agency staff members from local cities, counties, transportation agencies and other entities to provide technical feedback related to project engineering and design.

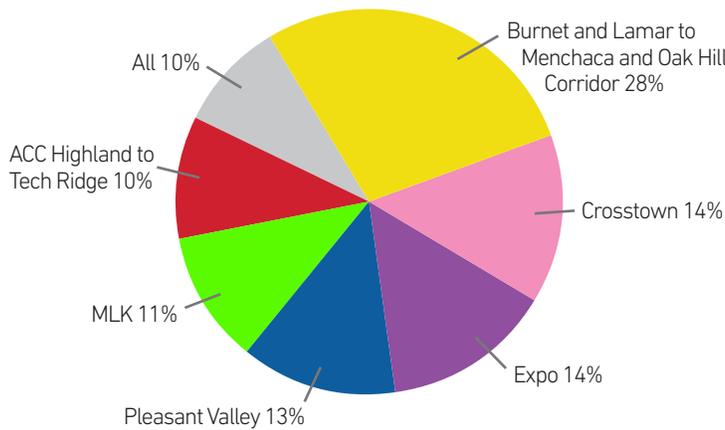
» PUBLIC ENGAGEMENT PARTICIPANTS AGREE WITH THE CORRIDORS DRAFT NEED



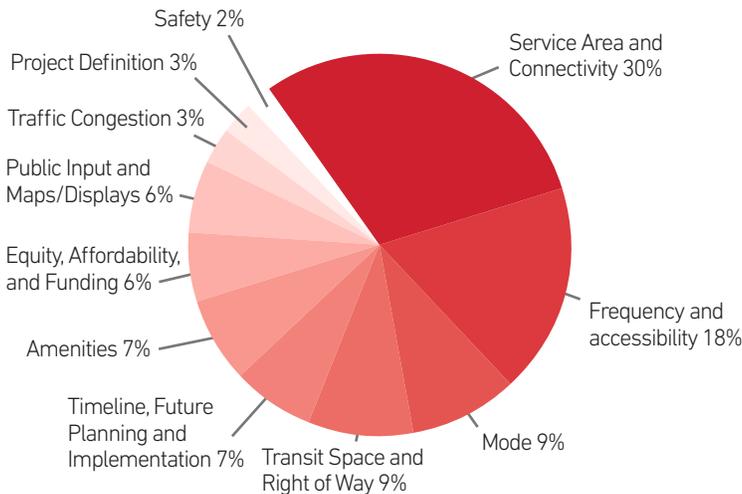
» PUBLIC ENGAGEMENT PARTICIPANTS AGREE WITH THE PROJECT'S DRAFT PURPOSE



» PUBLIC ENGAGEMENT PARTICIPANTS IDENTIFIED THE METRORAPID CORRIDORS THEY ARE MOST LIKELY TO USE



» WRITTEN COMMENTS ARE DIVIDED INTO 11 CATEGORIES



WHAT WE HEARD

in early public outreach



There is broad concurrence with the Draft Purpose and Need Statement.

Public support for all seven MetroRapid Corridors, with the highest level of public support for the Burnet and Lamar to Menchaca and Oak Hill Corridor.

Nearly half of all comments were related to service area, connectivity, frequency, and accessibility.

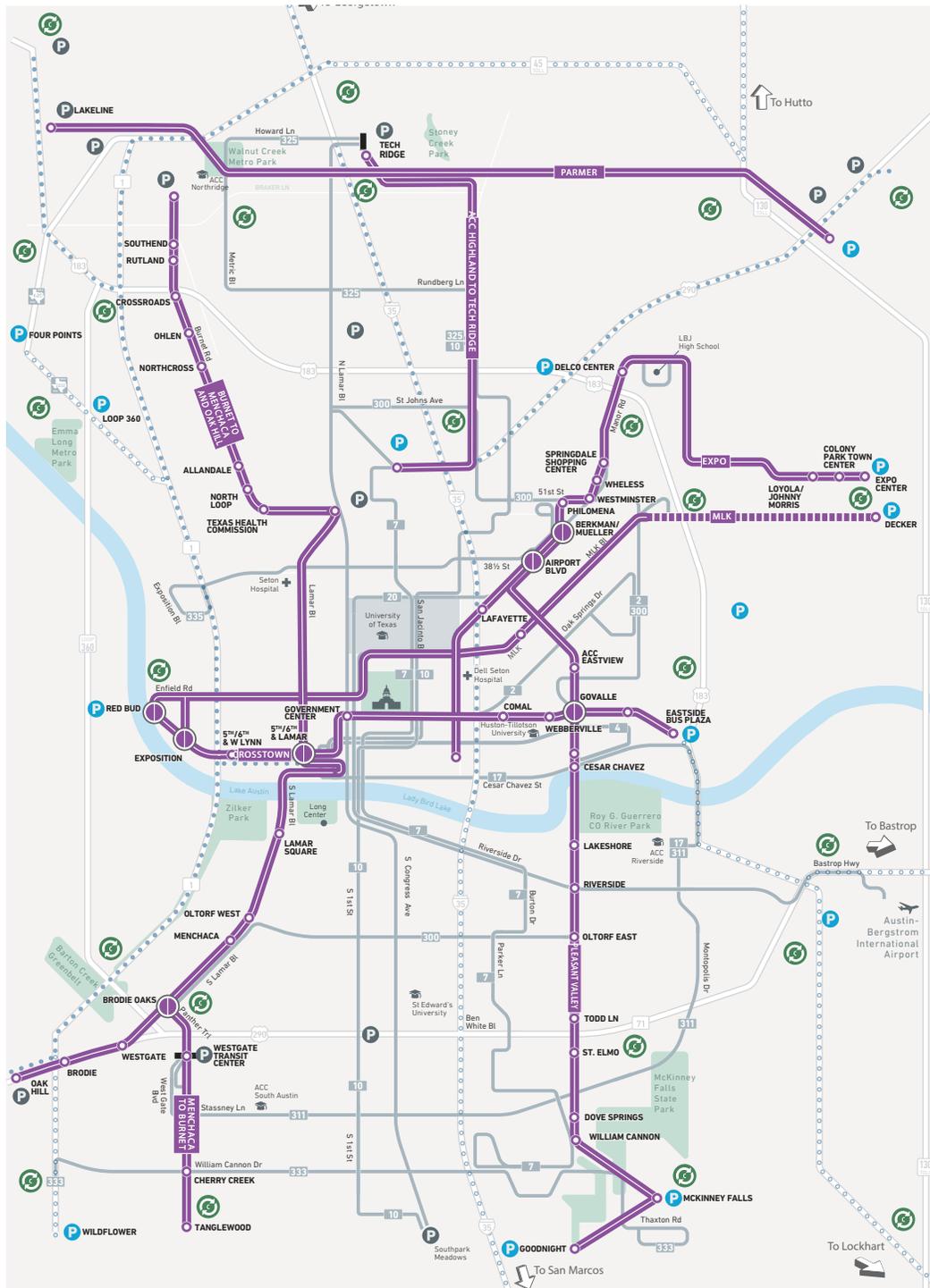
Note: Based on survey responses during July and November 2019 Engagement.

HOW IT COULD BE IMPLEMENTED

PROJECT CONNECT CORRIDORS

As the Project Connect corridors proceed through the federal process, the following definitions will be used to categorize projects separately for engineering purposes. These definitions are most useful to the technical team but may be helpful in understanding how the Project Connect team will delineate projects within formal applications for federal funding. These corridor definitions are also used in this report to ensure that key performance metrics – such as capital cost and ridership – best reflect the projects that will be carried into the federal environmental process.

METRO RAPID CORRIDOR LONG TERM VISION



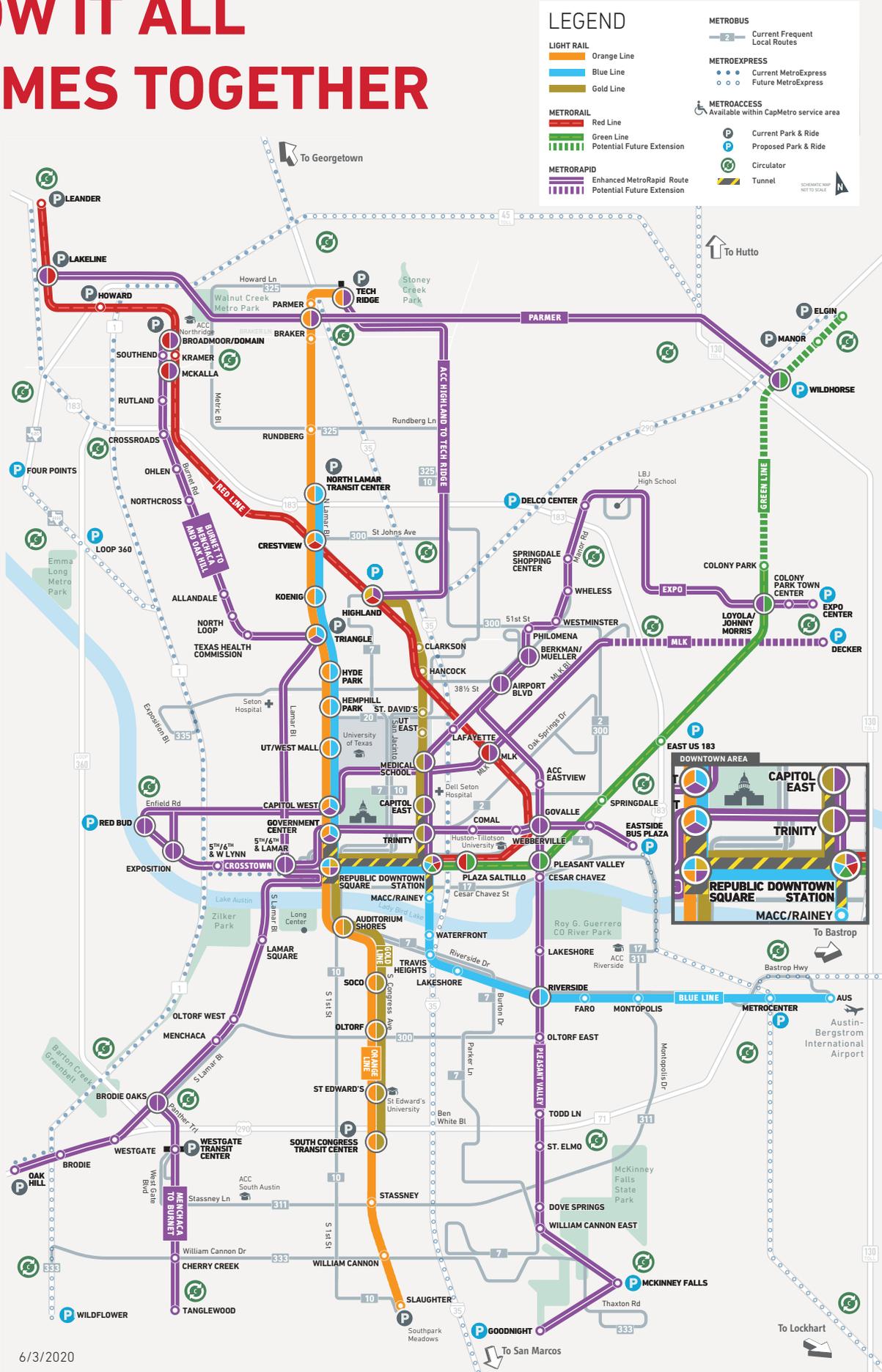
The MetroRapid Corridors work together as a system of interconnected services. A funding and construction sequencing plan will outline how and when each part of the system is paid for, built, and operated.

Phase 1 will include construction of Pleasant Valley, Expo, and Burnet and Lamar to Menchaca and Oak Hill Corridors.

Phase 2 will include construction of the MLK and Crosstown Corridors.

Phase 3 will include construction of the ACC Highland to Tech Ridge and Parmer Road Corridors.

HOW IT ALL COMES TOGETHER



6/3/2020

Note: Station locations and names subject to change

METRORAPID CORRIDORS *at a glance*



Mode *Bus Rapid Transit*

 3 connections to LRT routes
 2 connections to MetroRail routes



Travel Time



Capital Cost
 \$150 - \$170 million
Operations & Maintenance
 \$6 - \$9 million per corridor annually



Weekday Ridership (2040)
 30,000 (for all lines)



Vehicle-Miles-Traveled
 8 million fewer miles annually
Carbon Monoxide Emissions Reduction
 40 Tons fewer annually



Zero Car Households in Station Areas
 14,555 | 8% of households
Individuals in Poverty in Station Areas
 91,919 | 20%
Minorities in Station Areas
 262,873 | 54%

»» WHAT IS THE PROPOSED METRORAPID CORRIDOR LPA?

The MetroRapid LPA consists of the following corridors for enhanced transit options:

- ACC Highland to Tech Ridge
- Crosstown
- Burnet/Lamar to Menchaca/Oak Hill
- Parmer
- Expo
- MLK
- Pleasant Valley

The proposed MetroRapid Corridor LPA would provide approximately 74 miles of new Bus Rapid Transit service on seven corridors with access at 193 stations throughout Central Texas*. The MetroRapid Corridors would operate on existing roadways within existing travel lanes and service is currently planned to operate every 10 minutes during the day (7am-6pm) and every 15-20 minutes during the early morning and at night.

The MetroRapid Corridors are options to connect to planned HCT services (Blue/Gold and Orange Line

Corridors). Locations of connections to all proposed Project Connect System Plan services and existing routes will be determined in PE.

The MetroRapid Corridors would feature stations with shelters and transit amenities, and the MetroRapid Corridors would be served by electric buses.

Based on higher ridership, preliminary ratings for federal funding, and equitable service needs, implementation of the initial phase of MetroRapid service will include the Pleasant Valley, Expo, and Burnet/Lamar Menchaca to Oak Hill corridors. Future phases will include build out of additional MetroRapid Corridors.

*Includes existing MetroRapid Route 803 mileage and stations

WHAT'S IN IT FOR YOU

IMPROVED RELIABILITY

- Opportunities for Traffic Signal Priority (TSP), near-level boarding, and off-board fare collection
- Faster, more efficient, and more predictable travel times throughout the day compared to existing bus service
- Provides a dependable system that gets you where you want to go quickly and on time

EXPANDED ACCESS TO JOBS

- MetroRapid would improve Austinites' access to jobs
- Improved access to more than 488,000 jobs, including jobs in densely populated areas like ACC Highland
- Corridors provide improved access for households that are low-income or do not have access to a vehicle (twenty percent and eight percent of households along all corridors, respectively)
- Improved access would help employers connect with job-seeking Austinites

EXPANDED SPAN OF SERVICE

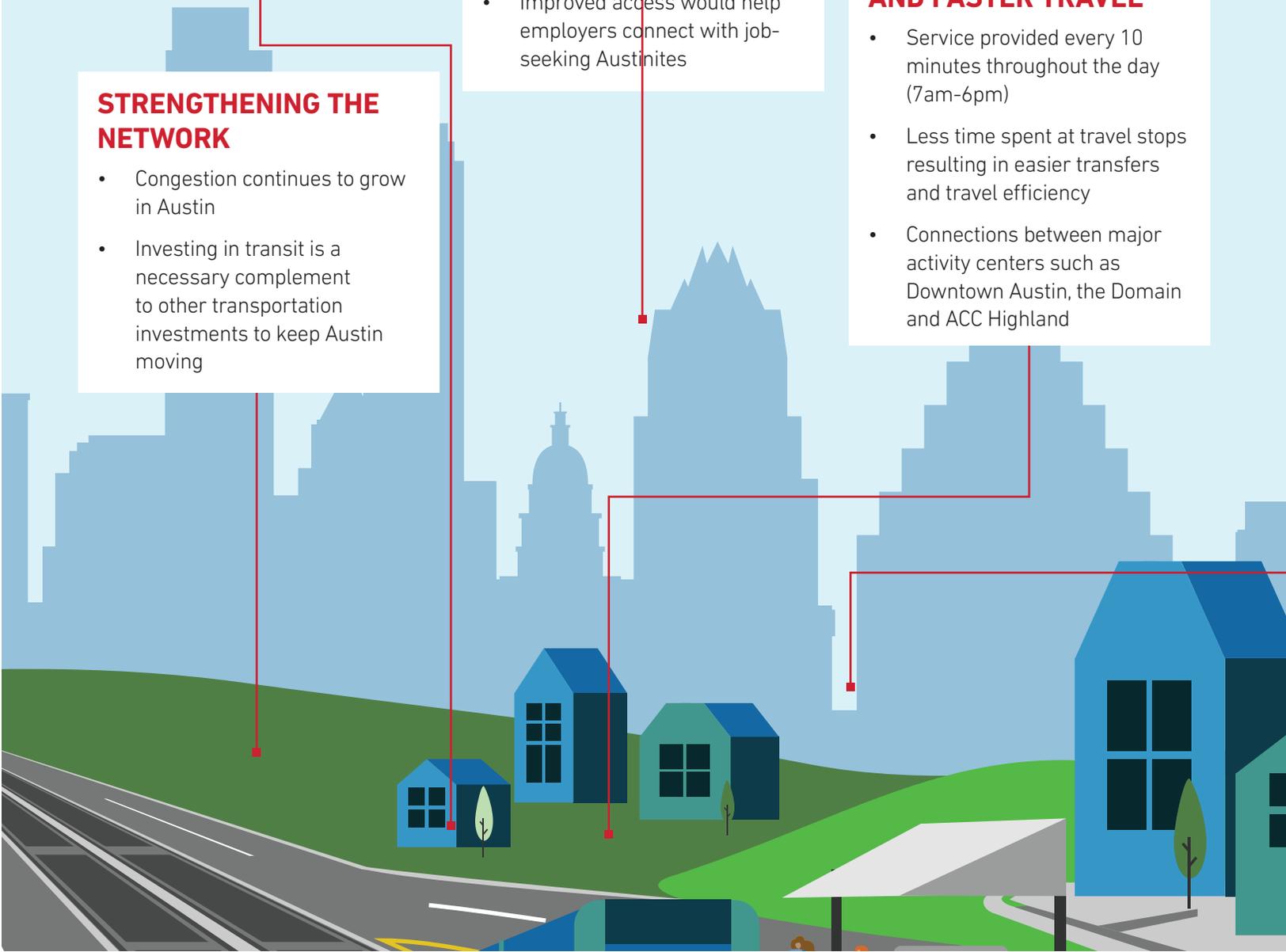
- Near 24-hour service: MetroRapid service would begin at 5:30am and operate until 3:30am the next day
- Improved mobility when coupled with more frequent service and faster travel times
- Early morning and late night transit needs will be better served

STRENGTHENING THE NETWORK

- Congestion continues to grow in Austin
- Investing in transit is a necessary complement to other transportation investments to keep Austin moving

INCREASED FREQUENCY AND FASTER TRAVEL

- Service provided every 10 minutes throughout the day (7am-6pm)
- Less time spent at travel stops resulting in easier transfers and travel efficiency
- Connections between major activity centers such as Downtown Austin, the Domain and ACC Highland



INCREASING OPTIONS

- Connections with existing transit routes, with the Blue/Gold and Orange Line Corridors, and with each other
- Provides customers with multiple options to get to their destinations

CONNECTING THE DOTS

- Increased mobility between transportation options
- Connections to cars (park-and-rides), on foot (improved sidewalks), on wheels (bikes on vehicles), and beyond

EXPANDING CHOICE

- Designed to make transit more reliable
- Frequent, reliable, convenient connections to get you where you want to go without the headache of traffic and parking

SUPPORT FOR REGIONAL PLANS

- Supports regional plans such as Imagine Austin and the Austin Strategic Mobility Plan
- Imagine Austin core principles include encouraging a more compact city that is supported by a multi-modal transportation system and promotes mixed-use developments
- Austin Strategic Mobility Plan goal that 16 percent of Austinites will use transit to get to work by 2040. This goal will require significant transit investment including implementation of the MetroRapid Corridors

THRIVING COMMUNITIES

- Our region's population expected to double in next 20 years
- MetroRapid investment would help focus the region's growth and development
- Investment in enhanced transit will help create attractive places to live, work, and play

INVESTING IN THE FUTURE

- MetroRapid Corridors would use electric buses providing a step forward towards a more sustainable future



WHAT'S NEXT

Once the Capital Metro Board of Directors adopts the MetroRapid LPA, with the support of the Austin City Council, MetroRapid Corridors will be ready to advance through next steps in the implementation process. These next steps include: identifying an implementation plan including funding, completing the federal environmental review process, completing final design, and starting construction. Capital Metro will continue to engage with the community as the MetroRapids projects advance.

MetroRapids

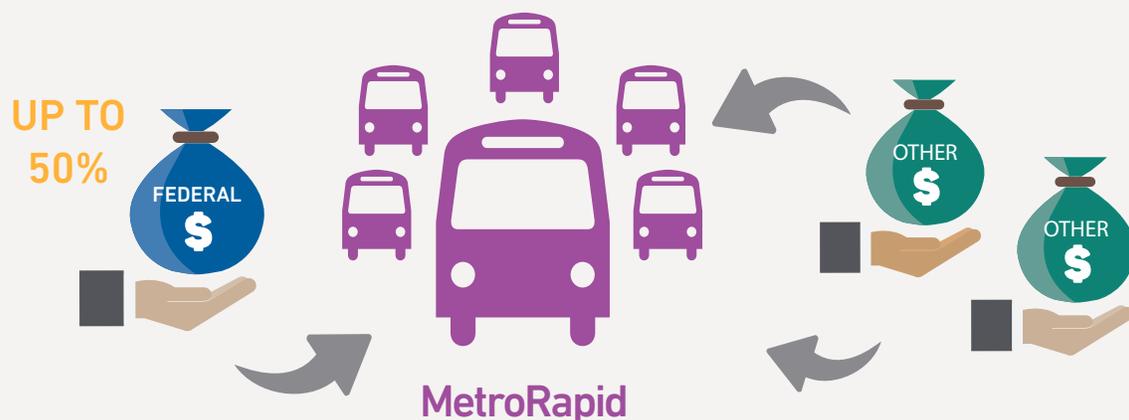
It's time for regional public transit we can rally behind.

It's Go Time!

»» HOW WILL IT BE FUNDED?

Once an LPA is adopted, the MetroRapid projects would be eligible for Federal funding in line with recent trends in Capital Investment Grant (CIG) authorizations. The CIG program may award up to 50% of the capital cost. Other funding will primarily

come from local sources, and authorization of new local funding to be directed towards some or all of the MetroRapid projects could be on the potential transit referendum.



WHAT'S NEXT?

LPA: Independent Corridors

- Necessary step for federal funding
- Board & City adopt LPA
- CAMPO adopts LPA into Long Range Transportation Plan (LRTP)

System Plan: All LPAs

- Board adopts System Plan to guide Project Connect Implementation

Implementation

- Finalize funding package
- City Council approves funding recommendation
- Capital Metro Board approves funding recommendation
- Develop Implementation Plan
- Define projects for construction/funding



MetroRapid Implementation

Environmental Work (NEPA)

Potential impacts to natural, social, and built environments

Engagement

Project Development

- Complete Environmental Review Process
- Gain commitment of all non-Small Starts funding
- Complete sufficient engineering and design

Small Starts

Grant Agreement

- FTA funds
- Construction begins

2020



2021

**METRO****projectconnect****AECOM****HDR****HNTB****BUILT TOGETHER TO BENEFIT ALL**

Developing a system plan of this scale would not have been possible without Capital Metro's engagement of nationally recognized transit planning and engineering firms. This successful endeavor has been a result of Capital Metro leveraging these firms' hundreds of years of collective project delivery experience and expertise working with the Federal Transit Administration. Additionally, ridership, cost, and preliminary engineering concepts have been peer reviewed by the American Public Transportation Association (APTA).

with key support from**N NELSON**
NYGAARD**QUESTIONS?**

Visit the Project Connect Community Office
located at 607 Congress Ave.

Talk with project staff, ask questions and provide feedback between 9 a.m. and 4 p.m.



Visit ProjectConnect.com

We value your input! Sign up to receive updates or learn about upcoming meetings.



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