Today's Work Session

- Recap work to date and current status
- Respond to board questions and present options
- Review plan implementation process and key steps
- Review and discuss any remaining issues

- **GOAL:** Agreement on plan for final consideration February 27th
Current Status and Perspective

- Connections 2025 - a Strategic Plan establishing a multi-year service framework
- NOT definitive approval of specific service changes
- Connections 2025 will be implemented in phases
- Each phase will advance through the agency service change process, including:
  - Extensive and more detailed public outreach
  - Title VI analysis
  - Board review and approval
Critical Policy Guidance Needed!

- Purpose of today's discussion and pending board action:
  - Establish the framework and guidance for development of detailed service change proposals
  - Address key policy tradeoffs and establish agency direction
  - Give direction about budgeting for service relative to other agency needs
  - Provide direction regarding adherence to adopted service guidelines and standards
What are the Service Guidelines and Standards?

• Approved by Board of Directors in July 2015
• Two main components:
  – Service guidelines: framework for the provision, design, and allocation of service
  – Service standards: methodology to evaluate service in terms of productivity and cost-effectiveness
• Key provision:
  – All non-special services should exceed the following minimum thresholds for route productivity:
    • Weekdays: 15 riders per service hour
    • Weekends: 12 riders per service hour
    • Note: System Average is 26

Here's What We Sent You:

- List of proposed changes for each route
- Analysis of MetroRapid service to ABIA
- Draft Executive Summary
- Cost information for each service type & route

- Any questions?

Note: All information posted online at [www.connections2025.org](http://www.connections2025.org)
<table>
<thead>
<tr>
<th>Route</th>
<th>Proposed Change</th>
<th>Proposed Service Type</th>
<th>Modification Description</th>
<th>Weekday Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Metric/Randberg</td>
<td>New Alignment &amp; Frequency (Refer also to New Route 801)</td>
<td>MetroRapid &amp; Frequent Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Service south of Randberg Lane would be served by improved frequencies and additional stops on Route 801. Route 1 service would continue from Tech Ridge P&amp;R along Metric Blvd, then operate along the existing Route 321 alignment east of N Lamar Blvd to the Rutherford Lane Walmart.</td>
<td>15 Peak, 26 Existing</td>
</tr>
<tr>
<td>2 - Rosewood</td>
<td>New Alignment &amp; Frequency</td>
<td>Frequent Local</td>
<td><strong>Improved Frequency and New Alignment:</strong> Eastern terminus will be modified; eastbound from Oak Springs Dr., route will turn right on Springdale Rd, right on Goodwin Ave, right on Airport Blvd, and left on Oak Springs Dr. to continue westbound.</td>
<td>15 Peak, 20 Existing</td>
</tr>
<tr>
<td>3 - Burnet/Manchaca</td>
<td>Replaced (Refer to Routes 238, 383, 803)</td>
<td>MetroRapid</td>
<td><strong>New Alignment:</strong> Route will be replaced with the improved MetroRapid Routes 803 (Burnet/South Lamar) which is extended along Manchaca, and includes improved frequencies and additional stops. Service to the Arboretum is available on Route 238, service to Southpark Meadows via Shuttle available via Route 238.</td>
<td>30 Peak</td>
</tr>
<tr>
<td>4 - Montopolis</td>
<td>Replaced (Refer to New Route 804 and new Route 17)</td>
<td>MetroRapid &amp; Frequent Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Route 804 will operate between UT Gateway and a proposed new transit hub at 5th Street and Shady Lane (updated Route 238). Route 17 will replace service lost on Route 4, providing a more direct connection between ACC and Granite Shoals.</td>
<td>25 Peak</td>
</tr>
<tr>
<td>5 - Woodrow</td>
<td>New Alignment</td>
<td>Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Eastern terminus will be modified with the discontinuation of the service along Fort Branch, Eakin, Hudson, and Dobbs. In downtown, route now travels along the San Antonio River.</td>
<td>30 Peak, 30 Existing</td>
</tr>
<tr>
<td>6 - East 12th</td>
<td>New Alignment</td>
<td></td>
<td><strong>New Alignment with Improved Frequency:</strong> North of 1201 St., route will serve Creekside Station via Avenue P, Krueger and Airport Blvd. More streamlined service between downtown and the Rutherford Lane Walmart.</td>
<td>30 Peak, 35 Existing</td>
</tr>
<tr>
<td>7 - Daval / Dove Springs</td>
<td>New Alignment</td>
<td>Frequent Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Route 11, 15, and 32 will be replaced by Route 80 (Airport Blvd). Service along downtown will be replaced by Route 32 (Frahm). Service along Randburg replaced by the new Route 1 (Metric/Randburg) route.</td>
<td>10-15 Peak, 10-15 Existing</td>
</tr>
<tr>
<td>8 - South 1st/Red River</td>
<td>New Alignment</td>
<td>Frequent Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Route 321 (Stovall) replaced by Route 80 (Airport Blvd).</td>
<td>15 Peak, 22 Existing</td>
</tr>
<tr>
<td>9 - Cesar Chavez</td>
<td>New Alignment</td>
<td>Frequent Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Route 321 (Stovall) replaced by Route 80 (Airport Blvd).</td>
<td>15 Peak, 15 Existing</td>
</tr>
<tr>
<td>10 - Martin Luther King</td>
<td>New Alignment</td>
<td>Frequent Local</td>
<td><strong>New Alignment with Improved Frequency:</strong> Route 321 (Stovall) replaced by Route 80 (Airport Blvd).</td>
<td>15 Peak, 32 Existing</td>
</tr>
<tr>
<td>11 - Bull Creek</td>
<td>Discontinued (Replaced in portions by Routes 320, 323, 335, 651, 801, 803)</td>
<td></td>
<td><strong>Discontinued Route:</strong> Route 11 will be discontinued due to low ridership. Service between Downtown UT and Far West available on UT Shuttle Route 661 and via Routes 803/323. Service along 38th St. provided by Route 335. Service on Guadalupe provided by 801 and 803.</td>
<td>25-40 Peak, 45-50 Peak</td>
</tr>
</tbody>
</table>
Analysis of MetroRapid Service to ABIA

Outline
- Route Overview
- Service History
- Network Connections
- Route Alignment Alternatives
- Airport Survey
- Implementations Timeline

Service History
- Riverside/SH 71 from ABIA to South Pk S
  - Directly connects to 11 routes
  - 4 of 11 very frequent routes
  - 4 of 11 one-hour circ.
  - System-wide
  - 21 direct route connections outside Riverside/SH 71 corridor
  - 9 of 21 have frequent routes
  - 2 of 21 have denials

Network Connections

Route Alignment Alternatives
- Route proposal terminates 820 at ABIA
  - Recommended in 2004 service plan
  - Comprehensive station design & life-cycle service
  - Reader route duplication (EQ)
- Flyer route duplication (EQ)
- Fully accessible & efficiently turn around given plans for future station locations
- Capital budget options considered

Current Proposal
- Annual Operating Cost (weekdays)
  - $6,375,000

Ben White Terminal
- Annual Operating Cost (weekdays)
  - $2,300,000

ACC Riverside Terminus
- Annual Operating Cost (weekdays)
  - $7,394,000

Alternatives Comparison
- Annual Operating Cost (weekdays)
  - $4,725,000
  - $5,375,000
  - $6,375,000

Airport Flyer Survey
- Interceptor survey - May 14, 2015
  - Approx. 100 participants
  - ALS Austin residents, airport employees, or traveling for business
  - ALS traveler/airport
  - What is the purpose of your trip?
    - Travel
    - Work at ABIA
    - Sightseeing/vacation
    - Business

Implementation

SAMPLE
### Cost & Metrics by Service Type and by Individual Route

#### Local

<table>
<thead>
<tr>
<th>Service</th>
<th>Hours</th>
<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>105,400</td>
<td>23,400,065</td>
<td>250</td>
<td>$70,026,837</td>
<td>$3.00</td>
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<tr>
<td>Proposed</td>
<td>80,694</td>
<td>19,000,169</td>
<td>250</td>
<td>$55,230,756</td>
<td>$3.00</td>
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<tr>
<td>Variance</td>
<td>-24,706</td>
<td>-4,400,896</td>
<td>-0.6</td>
<td>-$14,796,081</td>
<td>(-3.10)</td>
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</tbody>
</table>

#### Flyer

<table>
<thead>
<tr>
<th>Service</th>
<th>Hours</th>
<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>7,295</td>
<td>7,125,800</td>
<td>16.4</td>
<td>$59,421</td>
<td>$3.77</td>
</tr>
<tr>
<td>Proposed</td>
<td>(20,803)</td>
<td>(21,134,169)</td>
<td>5.9</td>
<td>$(21,134,169)</td>
<td>(-3.10)</td>
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<tr>
<td>Variance</td>
<td>-13,508</td>
<td>-14,008,369</td>
<td>-10.5</td>
<td>$-11,612,748</td>
<td>(-1.91)</td>
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#### Express

<table>
<thead>
<tr>
<th>Service</th>
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<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
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<tbody>
<tr>
<td>Current</td>
<td>80,000</td>
<td>8,193,196</td>
<td>1.3</td>
<td>$3,053,806</td>
<td>$0.38</td>
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<tr>
<td>Proposed</td>
<td>(101,400)</td>
<td>2,172,265</td>
<td>31.0</td>
<td>$7,755,506</td>
<td>$3.37</td>
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<tr>
<td>Variance</td>
<td>-21,400</td>
<td>-6,000,931</td>
<td>-35.5</td>
<td>$-4,691,700</td>
<td>(-4.73)</td>
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#### MetrotRail

<table>
<thead>
<tr>
<th>Service</th>
<th>Hours</th>
<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
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<tbody>
<tr>
<td>Current</td>
<td>153,200</td>
<td>3,865,715</td>
<td>25.5</td>
<td>$11,415,806</td>
<td>$3.71</td>
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<tr>
<td>Proposed</td>
<td>277,194</td>
<td>3,213,365</td>
<td>26.9</td>
<td>$8,046,200</td>
<td>$2.58</td>
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<tr>
<td>Variance</td>
<td>124,194</td>
<td>652,350</td>
<td>1.4</td>
<td>$3,369,606</td>
<td>(3.39)</td>
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#### UT Shuttle

<table>
<thead>
<tr>
<th>Service</th>
<th>Hours</th>
<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>165,000</td>
<td>8,913,046</td>
<td>36.9</td>
<td>$10,775,736</td>
<td>$2.88</td>
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<tr>
<td>Proposed</td>
<td>39,635</td>
<td>7,353,539</td>
<td>37.2</td>
<td>$7,487,310</td>
<td>$3.30</td>
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<tr>
<td>Variance</td>
<td>125,365</td>
<td>1,559,507</td>
<td>3.7</td>
<td>$3,288,426</td>
<td>(2.38)</td>
</tr>
</tbody>
</table>

#### MetroRail

<table>
<thead>
<tr>
<th>Service</th>
<th>Hours</th>
<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>10,971</td>
<td>775,538</td>
<td>66.3</td>
<td>$6,460,160</td>
<td>$9.67</td>
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<tr>
<td>Proposed</td>
<td>19,305</td>
<td>1,944,645</td>
<td>50.9</td>
<td>$9,513,625</td>
<td>$4.87</td>
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<tr>
<td>Variance</td>
<td>8,334</td>
<td>1,169,107</td>
<td>33.6</td>
<td>$3,053,465</td>
<td>(0.90)</td>
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</tbody>
</table>

#### Full System

<table>
<thead>
<tr>
<th>Service</th>
<th>Hours</th>
<th>Ridership</th>
<th>Passengers per Hour</th>
<th>Cost</th>
<th>Cost/Pax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>1,224,900</td>
<td>32,258,576</td>
<td>32.1</td>
<td>$100,755,614</td>
<td>$3.19</td>
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<tr>
<td>Proposed</td>
<td>1,079,077</td>
<td>42,126,187</td>
<td>32.1</td>
<td>$117,481,632</td>
<td>$3.17</td>
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<tr>
<td>Variance</td>
<td>-45,823</td>
<td>-10,867,611</td>
<td>-3.6</td>
<td>$-16,725,918</td>
<td>(-0.99)</td>
</tr>
</tbody>
</table>
Connections 2025 Goals

- Build Ridership
- Match Service to Markets
- Enhance the Customer Experience
- Ensure Financial Sustainability
Why Emphasize Frequent Service?

- Greatest good for the greatest number of people
- Serve areas with highest ridership potential
- Connect more people to jobs, education, healthcare and other needs
- Ridership = fare revenue
- Ridership = increased federal funding
- Supports a financially sustainable system
Why Emphasize Productive Service?

Addressing ridership decline is essential to the long-term viability of public transportation in Central Texas.

- Lower ridership
- Reduced fare revenue
- Declining FTA funding
- Service reductions
- Value & Competitiveness Decline

11
Why Emphasize Productive Service?

Addressing ridership decline is essential to the long-term viability of public transportation in Central Texas.

- Ridership Growth
- Demonstrate Mobility Value
- Improved Service Quality
- Transit Priority Treatments
- Community Support
Public Input

- Major public involvement effort
- Feedback throughout planning process
- Many elements of plan shaped by input
- More to come in implementation phase
Rapid Central Texas Population Growth

Between 2015 and 2025, population will:
- Increase by 20% in Austin
- Increase by 29% in Travis County

Between 2015 and 2040, population will:
- Increase by 45% in Austin
- Increase by 80% in Travis County
Matching Service to Markets

- Current land use + projected growth
- Service area boundaries
- Street networks and sidewalks
“There is a part of Austin that works for transit and then there’s a part of Austin that you have made transit-proof...that will never work for transit. And you should not pretend that it does.”
Options and Choices
Connections 2025 Policy Direction

**Major Areas**
- Service Guidelines and Standards
- Service Frequency
- Service Coverage
- MetroAccess
- Mobility Innovation Zones

- Tradeoffs and budget impacts
# Connections 2025 Network: Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Mobility Innovation Zones</th>
<th>Year One Cost</th>
<th>Adverse Impact: Fixed Route Trips*</th>
<th>Adverse Impact: ADA Clients*</th>
<th>Meets Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing System</td>
<td>-</td>
<td>$259M</td>
<td>0</td>
<td>0</td>
<td>Mostly</td>
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<tr>
<td>A</td>
<td>Proposed Network</td>
<td>Yes</td>
<td>$265M</td>
<td>630</td>
<td>227</td>
</tr>
<tr>
<td>B</td>
<td>Network + Keep Routes</td>
<td>No</td>
<td>+$5.6M</td>
<td>220</td>
<td>100</td>
</tr>
<tr>
<td>C</td>
<td>Network + Extensions</td>
<td>Yes</td>
<td>+$2.5M</td>
<td>220</td>
<td>100</td>
</tr>
<tr>
<td>D</td>
<td>Network + Innovation Zones</td>
<td>Yes, Multiple</td>
<td>+$2.8M</td>
<td>220</td>
<td>100</td>
</tr>
</tbody>
</table>

*Estimates
Option A: Proposed Network

- Focuses on growing ridership and improving service performance
- Expands Frequent Network
  - 4 MetroRapid Routes
  - 13 Frequent Local Routes
  - Frequent service on core MetroRail route

<table>
<thead>
<tr>
<th>Year One Cost</th>
<th>Impact: Fixed Route Trips</th>
<th>Impact: ADA Clients</th>
<th>Meets Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>$265M</td>
<td>630</td>
<td>227</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Option B: Proposed Network + Keep Routes

- Adds 4 fixed routes and 2 route extensions
- Unaffordable
- Duplicates service
- Violates design guidelines & best practices
- Limits ridership potential

<table>
<thead>
<tr>
<th>Year One Cost Difference</th>
<th>Impact: Fixed Route Trips</th>
<th>Impact: ADA Clients</th>
<th>Meets Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>+$5.6M</td>
<td>220</td>
<td>100</td>
<td>No</td>
</tr>
</tbody>
</table>
Option C: Proposed Network + Route Extensions

- Add 5 route extensions
- Retains poor performing service
- No expectation that these services will meet Guidelines in foreseeable future

<table>
<thead>
<tr>
<th>Year One Cost Difference</th>
<th>Impact: Fixed Route Trips</th>
<th>Impact: ADA Clients</th>
<th>Meets Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>+$2.5M</td>
<td>220</td>
<td>100</td>
<td>No</td>
</tr>
</tbody>
</table>
Option C: Proposed Network + Route Extensions

Route Extensions or Frequent Service

Average Weekday Trips

$2.5M

Approximately 161,000 Annual Passenger Trips

Approximately 833,000 Annual Passenger Trips
□ 700 out of 133,000 daily trips (0.5%)
□ Heard from citizens where we have asked customers to travel differently, walk more or removed service
□ Every area will be presented to the board again when we have a specific service change proposal

Impacted areas

Source: Capital Metro Automated Passenger Counter September 2015
## Summary of Individual Extensions

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency</th>
<th>Vehicles</th>
<th>Estimated Total Annual Vehicle Hours</th>
<th>Estimated Annual Cost</th>
<th>Estimated Weekday Boardings</th>
<th>Estimated Weekday Productivity (Pass./Hr.)</th>
<th>ADA Clients Residing w/in three-quarter</th>
<th>Estimated Weekday Subsidy per Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>30</td>
<td>1</td>
<td>6,588</td>
<td>$512,876</td>
<td>79</td>
<td>4.2</td>
<td>38</td>
<td>$34.67</td>
</tr>
<tr>
<td>30</td>
<td>30</td>
<td>1</td>
<td>6,825</td>
<td>$531,326</td>
<td>95</td>
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<td>4</td>
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<tr>
<td>335</td>
<td>30</td>
<td>1</td>
<td>6,791</td>
<td>$528,640</td>
<td>58</td>
<td>3.0</td>
<td>2</td>
<td>$48.47</td>
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<tr>
<td>333</td>
<td>30</td>
<td>1</td>
<td>6,791</td>
<td>$528,640</td>
<td>106</td>
<td>5.6</td>
<td>16</td>
<td>$25.84</td>
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<tr>
<td>392</td>
<td>45</td>
<td>1</td>
<td>6,611</td>
<td>$416,361</td>
<td>177</td>
<td>9.3</td>
<td>70</td>
<td>$12.52</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5</strong></td>
<td></td>
<td><strong>$2,517,844</strong></td>
<td></td>
<td><strong>515</strong></td>
<td><strong>25</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Option D: Proposed Network + Mobility Innovation Zones

- Premise: Fixed route services will not meet service standards in these areas
- Response: Designate these areas as “Mobility Innovation Zones”
- Develop and implement range of alternative service pilot projects
- Goal: Lower the subsidy per passenger to acceptable amount

<table>
<thead>
<tr>
<th>Year One Cost Difference</th>
<th>Impact: Fixed Route Trips</th>
<th>Impact: ADA Clients</th>
<th>Meets Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2.8M</td>
<td>220</td>
<td>100</td>
<td>No</td>
</tr>
</tbody>
</table>
Steps to Develop Mobility Innovation Zones

1. Maintain fixed route for interim period
2. Develop alternative service pilot projects with community & board input
   • Contact peers
3. Implement and test for six months or more
   • Remove existing service at time of implementation
4. Assess and fine-tune during pilot period
5. Make determination to continue, remove or try another approach
Addressing MetroAccess
MetroAccess Mitigation Options

- Between 100 and 227 MetroAccess clients affected

**Current Policy**
- 90 days – 1 yr. transition window (from initial service change)
- No service to residential location thereafter

**Enhanced Transition**
- One year transition window for all affected (from initial service change)
- No service to residential location thereafter

**Service Retention**
- Retain service while alternatives developed
- Return to Board with options
- Tradeoffs (cost, coverage) considered
- Coordinate with Mobility Innovation Zone Development

**Exempting**
- Retain service to specific home address
- Possible equity issues
- Ongoing additional cost
- Precedent-setting
- Potentially unsustainable
What Would This Mean?

All Certified MetroAccess clients retain service
- For a minimum of 90 days from initial Connections 2025 service change; or
- Until Mobility Innovation Zone service is approved and implemented

Certified MetroAccess clients within ¾ mile of fixed route service retain service to their residential location per current policy

Capital Metro will examine a range of alternatives to offer accessible service within and beyond ¾ mile of fixed route service, potentially including:
- Coordination with Mobility Innovation Zones
- Different (likely higher) fare structure
- Different service delivery model

Capital Metro Board will assess alternatives and make decision regarding potential implementation

Service Retention
- Retain service while alternatives developed
- Return to Board with options
- Tradeoffs (cost, coverage) considered
- Coordinate with Mobility Innovation Zone Development
## Connections 2025 Goals

<table>
<thead>
<tr>
<th>Goal</th>
<th>Base Plan</th>
<th>Plan + Mobility Innovation Zones</th>
<th>Plan + Route Extensions</th>
<th>Plan + Keep Entire Routes</th>
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</thead>
<tbody>
<tr>
<td>Build Ridership</td>
<td>+</td>
<td>+</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Match Service to Markets</td>
<td>+</td>
<td>+</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Enhance the Customer Experience</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>0</td>
</tr>
<tr>
<td>Ensure Financial Sustainability</td>
<td>+</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
</tbody>
</table>

**Legend:**
- + Meets or exceeds goal
- 0 Has the potential to meet goal
- - Will not meet goal
Connections 2025 Financial Considerations
Funding Required...Options Limited

“Risk is measurable uncertainty”
“Uncertainty is unmeasurable risk”
Revenue sources

Year over year: Sales Tax Growth % vs. Job Growth %

FY17 Revenue Budget

- Sales Tax
- Capital Contributions and Grants
- Operating Contributions and Grants
- Passenger Fares
- Third Party Fares
- Freight Railroad Revenue
- Other Revenue

$ Millions
Connections 2025
Fit Within Budget

- Bus Capital- $260M+
- Rail Capital- $680M+
- State of Good Repair - $20-75M annually and growing
- Project Connect- $1B+
Operating Expense Budget

FY17 Operating Expense Budget

Purchased Transportation $154.1
Salaries and Benefits $39.3
Professional Services $21.6
Fuel and Fluids $39.3
Materials and Supplies $20.4
Utilities $2.3
Insurance $1.7
Taxes $0.9
Lease/Rentals $0.0
Other Expenses $4.9

$ Millions
A Brief Reminder on Process
Service Change Process

- Connections 2025 is a strategic plan not a service change
- Serviced changed 3 times a year (January, June, & August)
- Six month long process
- Robust public input
- Requires Title VI analysis
- Board approves all changes
- Any delay in approval delays implementation until next service change period
Steps Towards Implementation

- Plan approval provides a framework for the next 5 - 10 years
- Implementation follows the service change process with robust public input
- Requires public input before board approval
Service Change Notification Process

Route specific information during service change process

- At-stop signage with specific details
- On-bus notification
- At-stop and on-bus outreach
- Meeting notifications
- Operator engagement
- Social & traditional media
- Engage stakeholders

Route 300 Govalle Proposed Service Change

Capital Metro is proposing realigning route 300 and closing this stop in August. If the change is approved, beginning Aug. 18 the closest stop would be along 51st Street.

The proposed modification would provide access to the new Mueller H.E.B.

You may call Lawrence at Capital Metro at (512) 369-6272 with your comments or attend an Open House on April 22 from 6-7:30 p.m. at Windsor Park Branch Library (5833 Westminster Dr).

See below for a map showing possible improvements to route.
Title VI - Service Equity Analysis

- Title VI of the Civil Rights Act of 1964 addressed discrimination in most areas of public life in the U.S.
- Title VI states:
  - “No Person in the U.S. shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance”
- Service equity analysis is not conducted for projects in development
- Service equity analysis is conducted during implementation
- Board advised of service equity analysis prior to approval
In Closing

- Current trend of decreasing ridership requires action
- Connections 2025, while not perfect, is our best opportunity to grow ridership and meet community needs
- Tradeoffs and difficult choices when faced with limited resources and increasing community needs
- We have engaged the public and worked to address concerns

What direction does the board want to take?

Are there remaining concerns that need addressing before February Board meeting?
Questions and Discussion