We’re All in this Together
An Innovative Approach to Regional Service Expansion

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Today’s Presentation

• Capital Metro Services
• Growth & Service Area Challenges
• Meeting the Challenge: Capital Metro Service Expansion Policy
• Transit Development Plans (TDPs)
• Lessons Learned
Capital Metro – Austin, TX

- Regional transit provider for Central Texas
- Over 65 MetroBus routes
- Two MetroRapid lines
- One MetroRail line
- 12 UT Shuttle Routes
- 12 Park & Rides
- MetroAccess paratransit service for customers with disabilities
- MetroRideShare vanpool service
- Capital Metro Service Area
- Local Routes
- Park & Ride
- Express Routes
- MetroRail
- MetroRapid
- High Frequency
The Transit Challenge

- Intense population growth
- Growth concentrated in areas with no transit – Austin becoming less affordable
- Cities added to UZA lost rural service
- Cities capped on sales tax – cannot join Capital Metro
Explosive Growth in the Suburbs

AUSTIN'S GROWTH I SUBURBAN BOOM

By Beth Wade and Catlin Perrone - June 8, 2016

About 1,668 people a day moved to Georgetown between July 2014 and July 2015, according to data released May 30 by the U.S. Census Bureau. The nearly 8 percent year-over-year population growth makes Georgetown the fastest-growing city with a population of 50,000 or more in the United States.

"It's not surprising," Georgetown Chamber of Commerce President Robert "Bob" Nelson said in a statement. "We have successfully built a family-friendly community that is attractive to residents and businesses. The growth is expected to continue for the next few years as new developments are completed and residents move in."

Georgetown is also one of five of the fastest-growing cities in Texas. New Braunfels, Round Rock, and Pflugerville.

"We're extremely proud of the growth that we've seen in Georgetown," said Mayor Peter Piccione. "It's a great place to live, work, and play."

"This city is experiencing tremendous growth," said Georgetown Manager of Economic Development, Kevin Dunlap. "It's exciting to see the city continue to grow and attract new residents."
Increased Congestion
Lack of Transit Options in the Region

Pflugerville, Cedar Park, Georgetown and Round Rock make up 15% of UZA population

Hays County is 5\textsuperscript{th} fastest growing county in the U.S.
- Is transit a viable option?
- Do these communities even want transit service?
Regional Transit Endeavors

Project Connect
What can a transit agency do to address these issues?

- Promote regionalism and transportation options through planning studies
  - Project Connect Study
- Build relationships with communities in the region
- Lower sales tax requirements to join service area
  - Requires change in state legislation
- Develop a new approach for non-member cities to join the service area
Meeting the Challenge

- Capital Metro established a Service Expansion Policy June 2008
- Limited to a contract for service option with full cost recovery
- Later, a cost allocation model was implemented for distributing FTA Section 5307 funds
- Georgetown, Kyle & Austin Community College begin contracts for service
Service Expansion Policy

- Policy revised in 2014 to provide new options for service expansion

- The policy revision was regionally coordinated
  - Capital Metro, CARTS, TxDOT, City of Austin, City of Georgetown
  - Policy was adopted by Capital Metro and the MPO

- Regional Goals were established
  - Provide seamless service & avoid fragmentation of the urbanized area
  - Provide access to FTA funds based on jurisdiction’s proportionate share
  - Establish financial commitment to transit projects
## Service Expansion Options

<table>
<thead>
<tr>
<th>Options</th>
<th>Requirements</th>
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<tbody>
<tr>
<td>Join Capital Metro</td>
<td>Voter approval, commitment of 1% sales tax</td>
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<tr>
<td>Contract for Service</td>
<td>Capital Metro provides service, Capital Metro maintains FTA coordination</td>
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<tr>
<td>FTA Sub-Recipient</td>
<td>Contract directly with a service provider, Capital Metro maintains FTA coordination</td>
</tr>
<tr>
<td>FTA Direct-Recipient</td>
<td>Receive Section 5307 funding directly from FTA, Jurisdiction maintains FTA coordination</td>
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<tr>
<td>Local Government Corporation</td>
<td>Two or more jurisdictions form LGC, LGC board governs service provision</td>
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Distribution of Section 5307 Funds

- Yearly application process

- A Transit Development Plan (TDP) is required before Section 5307 funds are used for service

- Regional Section 5307 Review Team is responsible for reviewing plans & providing recommendations to Capital Metro

- Capital Metro Board responsible for distribution
Transit Development Plans

- Cities of Pflugerville, Georgetown, Buda, and Hutto
- Capital Metro paid 80% of study with 5307 funds
- Focused on serving the community as well as connecting with regional services
- Comprehensive public outreach approach
- Phasing in services over three years
Transit Development Plans – Public Outreach

- Facilitated 18 intercept surveys and public meetings
- Attended 9 community events
- Engaged to 41 stakeholders
- Held a Spanish language focus group in Hutto
- Collected 746 responses to the online surveys
- Ongoing support to staff at the cities for Board and Committee presentations
TDP Service Plans
ADA Coordination

- MetroAccess is Capital Metro’s demand-response, shared-ride service for people whose disabilities prevent them from riding bus and rail service

- Paratransit services outside the service area are not considered part of MetroAccess
  - Provides freedom to decide how paratransit works for each community
  - Allows communities to provide service beyond ¾ mile
  - Enables use of mobility management strategies tailored for each community
ADA Coordination - Examples

• Georgetown
  – Large senior population, transitioning from demand response to fixed route
  – Will provide paratransit city-wide
  – Mobility management partnership with Faith in Action to shift riders to fixed route

• Round Rock
  – Austin’s largest suburb, transitioning from demand response to fixed-route
  – Will provide paratransit city-wide
  – Capital Metro will operate fixed-route, Star Shuttle will continue paratransit service

• Hutto & Buda
  – Plan recommends flex route & demand response to introduce general & ADA service to residents
Where Are We in the Process?

- **Georgetown**
  - Going to City Council for approval in August. Planning to implement fixed route service in August 2017.

- **Hutto**
  - City Council approved plan. Securing land for a park & ride lot.

- **Buda**
  - City Council approved plan. Securing site for park & ride lot.

- **Pflugerville**
  - Final TDP submitted in July.

- **Round Rock**
  - Coordinating with Capital Metro on implementation of service.
Lessons Learned

• Partnerships matter
• The regional approach is key to success
• Providing options encourages participation
• Cost-sharing is important
• Provide a detailed & fair process – but be ready to compromise
• Patience is key – this approach takes time
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