ZONING AND PLATTING COMMISSION RECOMMENDATION 20181016-D-01

Date: October 16, 2018

Subject: Capital Metro Interlocal Agreements

Motioned By: Commissioner Greenberg Seconded By: Commissioner Tatkow

Recommendation

See attachment.

Vote 7-0

For: Chair Kiolbassa, Vice-Chair Duncan and Commissioners King, Denkler, Aguirre, Greenberg and Tatkow

Against:

Abstain:

Absent: Commissioners Breithaupt, Lavani, Barrera-Ramirez and Evans (off the dais).

Attest:

Andrew D. Rivera
Commission Liaison

Whereas the Capital Metropolitan Transit Authority (Capital Metro) and City of Austin Transportation, Development Services, and Planning and Zoning Departments (City) are currently reviewing interlocal agreements regarding transit connectivity and analysis during the City's land development review processes; and,

Whereas these interlocal agreements could facilitate:

- Transit-related infrastructure, service and connectivity that are equitably designed and incorporated into development and redevelopment plans for mixed use and multifamily projects,
- Transit-related infrastructure, service, and connectivity that are equitably distributed to transit dependent riders, low-income families, people covered by the United States Civil Rights Act of 1964 and Civil Rights Act of 1968 (Fair Housing), and people covered by the Americans with Disabilities Act (ADA),
- The City's compliance with affirmatively furthering fair housing requirements by providing equitable and affordable transit services for low income families and minorities, and,
- An efficient and environmentally friendly transit network that leverages limited transit resources by fostering partnerships and establishing transit-related commitments between the City, Capital Metro, and developers throughout the development review process; and,

Whereas the City of Austin Strategic Housing Blueprint highlights the critical link between housing affordability and access to affordable transit; and,

Whereas the City and Capital Metro are required to comply with Title VI of the Civil Rights Act, Fair Housing Act, and the ADA; and,

Whereas Capital Metro's website indicates that: "Compliance with Title VI of the Civil Rights Act of 1964 is a federal mandate for all agencies providing public services. Title VI applies to all aspects of the services provided by Capital Metro, which are required to be provided without regard to race, color or national origin. In addition, agencies must also comply with Executive Order 13166, 'Improving Access to Services for Persons with Limited English Proficiency.' " and,

Whereas Capital Metro serves both transit-dependent riders who depend primarily on Capital Metro transit services because they have little or no access to other transportation options and choice riders who have access to other transportation options; and,

Whereas concerns have been raised to the Zoning and Platting Commission and other City Boards and Commissions that route changes implemented by Capital Metro through the June 2018 Cap Remap service changes disparately impact some transit dependent riders, riders protected by Title VI of the Civil Rights Act, and riders protected by the ADA; and,

Whereas Capital Metro is required to mitigate disparate impacts by analyzing and considering alternatives that could reduce or eliminate disparate impacts; and,

Whereas attachment A provides a detailed explanation of the disparate impacts resulting from the concurrent elimination of Route 21 Exposition which was replaced with free RideAustin options to serve West Austin, and the elimination of Minority Route 240 Rutland with no service alternatives, causing transit-dependent riders to walk 0.7 miles to the nearest service, which is a violation of Title VI; Now, Therefore,

Be it Resolved that the Zoning and Platting Commission supports the following recommendations to the Austin City Council and Capital Metro Board of Directors:

1. The following stakeholders should be consulted for input on a template for transit-related interlocal agreements associated with the land development review process: City Equity Office, neighborhoods, developers, Austin-based utility companies, University of Texas, Saint Edwards University, Huston-Tillotson University, Travis County, Central Health, Austin Community College, Austin Independent School District, and other school districts in the City.
2. Transit-related interlocal agreements should be established in conjunction with the Traffic Impact Analysis for multifamily and mixed-use developments as they proceed through the City's development review process to help ensure that transit infrastructure and services are designed, and integrated into the development plans.
3. The City, Capital Metro, and developers should consider using transit-specific service-level agreements to help ensure that equitable, efficient, and scalable transit services are available as multifamily and mixed-use developments are built and occupied by residents and businesses.
4. Transit requirements should not be waived for Safe Mixed-income Accessible Reasonably-priced Transit-oriented (SMART) housing.
5. Austin Energy should coordinate with Capital Metro on electric emission free transit equipment.
6. Within 30 days, Capital Metro should provide the analysis used to identify alternatives for the routes identified in Attachment A as were provided for routes 5, 19, 21, 22, 30, 315/333, and 663 by Capital Metro.

Sponsors: Commissioners King and Aguirre
Approved on a 7-0 vote by the Zoning and Platting Commission on October 16, 2018.

Do the right thing, Capital Metro: Comply with Title VI.
Stop marketing 15-minutes to Black taxpayers waiting 60!

September 18, 2018: Item D-1
ZAP Commission Meeting
City of Austin/CapMetro ILA
Zenobia C. Joseph

"[T]he ability to get the education and training, the ability to get to the childcare, to get to your home, to get to the kid's … game at the end of the day, to be part of your family, to get to your job that you want in an efficient cost-effective timely manner is key. … And right now, it sucks." ~Sen. Kirk Watson (AIA, 2018)

New CapMetro Campaign
False Advertisement
15-minute Headway
South/West/Central? Yes.
Black neighborhoods? No.
New 339-Tuscany: 60 min.
233, 237, Craigwood: 60- min.
Posted: August 16, 2018
https://www.capmetro.org/





White Millennials UT/Mueller: 15-30 min
$9.9M Southeast-west routes
MORE MORE BETTER
FREQUENT RELIABLE CONNECTED
Better Rail Connection: 466-Kramer/7 Domain riders/hr

Minorities/Low-Income
$0 Northeast-west eliminated
Infrequent
Unreliable: 45-60 min
DISCONNECTED Service
St. David's Hospital-North 20 riders/hr: 240-Eliminated!

North Lamar Transit Center
1 parked bus: 383
24Jun: 350 returned

MORE Frequent Local & Express Buses + MetroRail
15 min: 335-Mueller to Mopac (New east-west)
15 min/7 days: 333-William Canon (CM Kitchen)
30 min: 333/Convict Hill-ACC (2.9 riders/Troxclair)
30 min: 345-45th/Hyde Park (New east-west)
30 min: 105-New Peak, 5th St (CM Ann Kitchen)
30 min: 30-Barton Creek (27 Eanes students)

More Frequent chances to get FIRED …
60 min: 323/New 339 (US Post Office, UPS)
45 min: 243/392 (No public input; No Peak)
243-Wells Branch: Segregates minorities Northeast
—325: No Walmart-Northcross to Norwood
—392: No east-west; transfer to Arboretum
Eliminated 300-Rogge + 2-3-mile walk Samsung/Parmer

November 15, 2017 Title VI Service Equity Analysis (p. 27)

45- to 60-Minute Headway: Northeast Low-Income/Minorities Wait Twice as Long

EXPLANATION OF STRATEGIC ALIGNMENT:
Service changes are in accordance with Capital Metro's Service Standards and the adopted Connections 2025 Service Plan. These changes are intended to improve the overall customer experience by creating a more frequent, more reliable and better connected transit system.

Vehicle Headway or Service Frequency

CAP REMAP

Service frequency has a major influence on transit ridership. Frequent service is costly to provide but is valued by regular and occasional customers. It is also regarded as an attractive characteristic by potential customers.

Due to the expense of providing frequent service, frequency is based upon existing or potential demand, translating into variations in frequency throughout the day. Clock headways (frequency intervals of 15, 20, 30, 40, or 60 minutes) are preferred as they are easier for passengers to remember and can help facilitate better transfer connections between routes.

September 14, 2015

METRO
Service Guidelines and Standards

Desired minimum frequency

RED FLAG

	Weekday				
Route type	Peak	Midday	Night	Saturday	Sunday
Radial	30	60	60	60	60
Crosstown	30	60	60	60	60
Limited	20	30	Based on demand	Based on demand	Based on demand
Feeder	30	60	Based on demand	Based on demand	Based on demand
Express/Flyer	20	-	-	-	-
MetroRail	40	60	-	-	-
UT Shuttle	20	20	40	-	60

60-minute Frequency
Fails to meet 2015 Standards approved before Cap Remap!
====
233-Colony Park (Daffan/Decker)
237-Northeast Feeder [formerly homeless, Community First! Village]
New "339"-Tuscany to Tannehill
How do riders get home from UPS?
Last Walmart-Norwood bus: 9:05P

Nov. 3, 2017: Travis County-funded Bus 233: 60 Minutes. No Cap Remap Improvement!

"Under the new plan, however, the eastern half of that route [323] will be lopped off. Those at the Pecan Park mobile home park on Johnny Morris, for instance, will either have to **walk three-quarters of a mile to get to a new East-West route** (37) serving Colony Park, or **take the once-an-hour "feeder" route (233).**[*Update: 37 is 337; 323 is 339; 233 is 60 min 7A-6:30P] "Pecan Park Mobile Homes currently **generate less than 15 weekday boardings**," says [Lawrence] **Deeter**. "The proposed 60-minute service matches that amount of trip generation."

Similarly, LBJ High School and its surrounding neighborhoods will lose access to Route 37, which comes down Pecan Brook Road every 20 minutes at peak times. They will instead get hourly 'feeder' service to connect them to the redesigned 37 to the south, or the new 'rapid' 820 line just west of Hwy." [3Nov 2017 *Chronicle* "CapMetro Hangs Hopes on Connections 2025"]

[*820 delayed; 20 goes to LBJ HS]
https://www.austinchronicle.com/news/2017-11-03/cap-metro-hangs-hopes-on-connections-2025/

METRO | MEMO

To: Kerri Butcher, Chief Counsel

From: Diponker Mukherjee, Title VI Coordinator

Date: November 9, 2017

Subject: Summary of Title VI Equity Analysis for June 2018 Service Changes

Table 3 below provides results for new proposed bus routes planned for implementation in June 2018.

Table 3: Equity Analysis Results of Proposed New Bus Routes

	Route Number	Route BGs Total Population	Route BGs Minority Population	Route BGs % Minority	Service Area % Minority	Route % Minority Minus Service Area % Minority	Potential Minority Impact	Route BGs Poverty Households	Route BGs Total Households	Route BGs % Low Income	Service Area % Low Income	Route % Low Income Minus Service Area % Income	Potential Low Income Impact
Kitchen: SW	105	61,426	23,556	38.35	33	5.35	No	963	26,198	3.68	18	-14.32	Yes
Garza: SE	310	45,033	32,370	71.88	33	38.88	No	2,368	20,008	11.84	18	-6.16	Yes
Kitchen: SW	315	47,719	19,201	40.24	33	7.24	No	978	22,601	4.33	18	-13.67	Yes
Northeast	324	58,445	40,081	68.58	33	35.58	No	3,289	24,460	13.45	18	-4.55	Yes
Mueller/Mopac	335	35,510	10,413	29.32	33	-3.68	Yes	662	17,109	3.87	18	-14.13	Yes
Northeast	339	40,272	33,738	83.78	33	50.78	No	2,547	15,702	16.22	18	-1.78	No
45th/Hyde Pk	345	19,671	5,200	26.43	33	-6.57	Yes	268	10,405	2.58	18	-15.42	Yes

Source: HNTB, October 2017. November 15, 2017 CapMetro Board Packet (p. 113) ~"New" Northeast routes worsened for minorities, but Capital Metro told Federal Transit Administration that service improved.☹

CAP REMAP

Racist Regional Remap☹
Historic Black Neighborhoods; north of North Lamar Transit Center!
339: Highest Route % Minority
83.78: Route % Minority [84%]
Worst Frequency: 60 minutes
CapMetro promoted 15-30 min Frequency to FTA, NOT 60-min
Deceptive: 339 is a new #, not a new route, Tuscany to Tannehill.
Worse: It was 35-45, now 60 min; It was one-seat ride, now 3 routes.

Table 3: New Routes

Route Number	Route Total Population	Route Minority Population	Route %Minority	Service Area %Minority	%Minority Result	Minority Impact	Route Poverty Housholds	Route Total Households	Route %Low Income	Service Area % Low Income	%Low Income Result	Low Income Impact
105	61,426	23,556	38.35	33	5.35	No	963	26,198	3.68	18	-14.32	Yes
310	45,033	32,370	71.88	33	38.88	No	2,368	20,008	11.84	18	-6.16	Yes
315	47,719	19,201	40.24	33	7.24	No	978	22,601	4.33	18	-13.67	Yes
324	58,445	40,081	68.58	33	35.58	No	3,289	24,460	13.45	18	-4.55	Yes
335	35,510	10,413	29.32	33	-3.68	Yes	662	17,109	3.87	18	-14.13	Yes
339	40,272	33,738	83.78	33	50.78	No	2,547	15,702	16.22	18	-1.78	No
345	19,671	5,200	26.43	33	-6.57	Yes	268	10,405	2.58	18	-15.42	Yes

324-Ohlen: Not really new!
It's the Old 325 & 10-Georgian with a detour by Cook ES near eliminated 240-area; no extra$
Worse: Old 325-Ohlen was 15 min Walmart to Walmart ☹ Norwood to Northcross. Now, it's 30 min, transfer to Westside.

November 15, 2017 CapMetro Board Packet (p. 49)
Excerpt submitted to Federal Transit Administration (FTA)

February 23, 2017-April 20, 2018

April 20, 2018

Symbolic Equity Meetings and Solutions

Memorandum for Capital Metropolitan Transportation Authority CEO/President Randy Clark, Commissioner Jeff Travillion, and Council Member Ora Houston

Subject: Title VI Equity Meeting to Discuss Route 392 Cost-Neutral Solution and June 2018 Major Northeast Service Changes

I. Route 392-Braker: East-West connectivity is important for bus network (Todd Hemingson-April 17, 2018, Mobility Committee).
Problem: No frequent east-west connectivity north of North Lamar Transit Center like the rest of the 10-year new bus network.
Cost-neutral Solution: Shift new Route 315 or 333-Convict Hill ACC-Pinnacle buses to 392-Braker to retain Great Hills terminus.

A. Facts/Background: Austin Community College-Pinnacle Campus will close "beginning this summer, the end of the spring semester [2018]," President Richard Rhodes announced March 5, 2018 at ACC's Board Meeting.[1] Under Connections 2025 (10-year Service Plan) June 2018 changes, however, Capital Metropolitan Transportation Authority (Capital Metro) still plans to operate buses (30-minute headway) to the empty campus on Route 333-William Canon/Convict Hill segment, which serves 2.9 riders/hour, and New Route 315-Ben White in South Austin "along Ben White Blvd. and US 290 between ACC Pinnacle Campus to the west and the South Congress Transit Center to the east."[2] April 9, 2018 Planner Roberto Gonzalez privileged 333-shopping center trips over 392.

B. **392 Unreliable Service**/History: No recovery time for operators. Anecdotally, a female operator got a urinary tract infection.

II. Northeast Equity Idea: 392 current route on Lap 1; return on McCallum Pass. Parmer: Innovation Zone to avoid 3-mile walk. Facts: Parmer affordable housing riders pay one-cent tax to CapMetro. CAMPO Plan includes Samsung; create east-west service.

III. Northeast vs. West. Route 238-Westgate costs **$849,825 more** than Route 392 to serve 5 fewer riders/hour (10.3 vs. 15.3). Route 238 improved (45 to 30 minutes 7 days/week, ending at 11 PM on weekends); current 392 ends at 8:30 PM on Sunday.

Route	392-Braker				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	12,214	186,415	15.3	$ 916,050	$ 4.91
Proposed	-	-		$ -	
Variance	(12,214)	(186,415)	(15.3)	$ (916,050)	($4.91)

Route	238-Westgate				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	6,566	102,240	15.6	$ 492,463	$ 4.82
Proposed	23,545	243,635	10.3	$ 1,765,875	$ 7.25
Variance	16,979	141,395	(5.2)	$1,273,413	$2.43

February 23, 2017/10:00 AM
Zenobia C. Joseph's Meeting with Commissioner Jeff Travillion, Travis County Commissioners Court, Precinct 1

I. "Origin & Destination Survey Study" (Spring 2015)

"Ethnicity: Weekday System" Source: CapMetro Board Meeting, January 25, 2016 (p. 115/117)		
2015 Survey	**Austin MSA 2014**	**State 2014**
White: 39.2%	**White: 52.5%**	**White: 44.4%**
Hispanic: 30.3%	Hispanic: 32.8%	Hispanic: 37.9%
Black: 19.4%	Black: 6.9%	Black: 11.4%
Asian: 8.9%	Asian: 5.6%	Asian: 3.9%
Native American:?%	Native American:?%	Native American:?%
Other:?%	Other:?%	Other:?%

"Ethnicity: Bus, Rapid, Rail 2015" Source: CapMetro Board Meeting, January 25, 2016 (p. 116/117)		
Rail	**Rapid**	**Bus**
White: 70%	**White: 54%**	**White: 36%**
Hispanic: 13%	Hispanic: 23%	Hispanic: 31%
Black: 6%	Black: 12%	Black: 20%
Asian: 5%	Asian: 6%	Asian: 9%
Native American: ?	Native American: ?	Native American: ?
Other: ?	Other: ?	Other: ?

TITLE: Origin and Destination Study Survey (p. 94)

The purpose of the Origin and Destination presentation is to discuss the purpose of the survey and present the findings with regards to origins and destinations. The presentation will also cover the key findings of 2015 bus service compared to the 2010 Survey and look at the 2015 service type comparison.

Summary
Source: CapMetro Board Meeting, January 25, 2016 (p. 117/117)

- **Origins and Destinations becoming more regional**
  – Results consistent with many initiatives Capital Metro is already working on
- **Visible differences in Bus, Rapid, and Rail**
  – Trip purpose
  – Travel Mode to and from stop
  – Ethnicity
- **Origin and destination study valuable**
  – Service planning and analysis
  – Regional transportation modeling
  – Federal requirements

Anxieties abound on the eve of Cap Remap (excerpt)

***Austin Monitor*: Thursday, May 24, 2018 by Caleb Pritchard**

"In its final meeting before a historic overhaul of Austin's bus network, the Capital Metropolitan Transportation Authority Board of Directors heard another blast of concerns from riders and stakeholders over potential service disruptions.

A handful of speakers complained about the loss of bus service in their neighborhoods, while Austin NAACP President Nelson Linder suggested the initiative known as Cap Remap will disproportionately disadvantage low-income minority residents east of Interstate 35. …

Nonetheless, the concerns raised by the speakers on Monday found resonance with two board members, Austin City Council Member Ann Kitchen and Travis County Commissioner Jeff Travillion, who had attempted to address public concerns in November by amending the resolution to provide for more community engagement ahead of Cap Remap's rollout in June.

Backing Travillion up, Kitchen reminded the board that the November resolution as approved included direction to staff to mitigate concerns about changes to bus routes in East Austin. At the time, Chair Wade Cooper suggested that "mitigation" could simply mean community outreach, a interpretation that Travillion concurred with. **[ADA FTA C 4710.1 §5307 differs: "solicit and consider" p. 8-30]**

"And it sounds to me like **Mr. Linder and Ms. Joseph have suggested sitting down at the table and having that conversation**," Kitchen said on Monday. "And that really is the process, if I'm remembering correctly, that Mr. Travillion contemplated in his resolution.""

CAP REMAP

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Bottom Line: No meeting occurred between Capital Metro, NAACP, and me. **June 18, 2018** Short-range Planning Director Roberto Gonzalez briefed August 2018 Service Changes, including unilateral decision to move 350-Airport back to NLTC from MetroRail-Crestview after Midtown Commons residents complained. He offered to meet and told me I didn't need to keep coming to meetings. I said West Mall; he offered Northeast but no follow-up. June 24, 2018 Capital Metro moved 350 but never admitted complaints reported in *Austin Monitor* June 11, 2018 by choice riders. Yet, they responded in 3 weeks but told minorities to wait.

August 19, 2018 New Route 493 for CM Renteria's seniors will go to H.E.B. on Saturdays though RBJ seniors also have 322. Meanwhile, no staffer ever gave CM Travillion an asset map, and no one adjusted any Northeast routes despite public testimony. Seniors at Collinwood (392) and Merrilltown (243) have no bus. Blanton and Pecan Springs ES kids walk but Kitchen's resolution got Perez ES a school tripper and RideAustin on Exposition while Northeast riders in the service area, rendered invisible, endure ½- to 3-mile walk as service improves for choice riders like 135-Dell Flyer improvement for 1.8 riders/hr, yet Kitchen asserts equity.

16Nov2016

Title VI: Consultant Russ Chisholm only Analyzed Non-Minority Routes

Note: Route 21/22 served RBJ seniors, but analysis focused on 21-Exposition (Tarrytown)/West Austin segment

Onus was on riders to complain about route cuts. CapMetro never posted route-by-route changes and eliminations in Northeast Austin. But for my flyers, riders had no knowledge of NLTC bus cuts.
2017 TX Attorney General: https://www.capmetro.org/uploadedFiles/Capmetroorg/Schedules_and_Maps/park-ride-station-locations.pdf

IX. Reports:

1. Connections 2025 Update

Lawrence Deeter, Project Manager, Connections 2025, provided a brief synopsis of what was presented to the Board at the worksession on November 7th. The presentation included background information on Connections 2025. Frequency was by far the highest priority based on Connections 2025 outreach. Based on this information, a new frequent network was created. The new proposed frequent network will triple in size and will include 17 routes as compared to 6 routes. It will provide 10-15 minutes frequent service all day every day. Service currently operates approximately every 15 min six days a week. In addition the new frequent network will provide 80% service to existing customers compared to 50% as of today. Public feedback collected during the outreach process largely focused on several routes, or portions of routes, including:

- Tarrytown - Route 21/22
- Steck Avenue - Route 19
- Walsh Tarlton - Route 30
- South West Austin - Route 315, 333

November 16, 2016: Mueller and 663 (UT-Far West) were also discussed. Four of 5 non-minority routes on left side were due to be eliminated (19, 21/22, 30, 333). New 315 was Convict Hill's option. **Title VI:** #19, 30, 315, 333 improved to 30 min vs. 60 min Northeast 21-Exposition segment: RideAustin free rides, ½-mile for 6 months to two bus stops in Tarrytown. Eliminated 240 riders walk 0.7 miles, Metric to H.E.B. jobs (Parmer/Loop 1); 10 blocks: St. David's rehab

Planning will continue to investigate these areas and will provide a definitive recommendation to the Board after considering the cost, the potential ridership, and trade-offs of restoring or refining the network to these areas. Next steps are:

- Board will discuss final plan in December

CAPREMAP

Title VI Requirements: Analyze Alternatives

(v) Analysis of Modifications. If the transit provider finds potential disparate impacts and then modifies the proposed changes in order to avoid, minimize, or mitigate potential disparate impacts, the transit provider must reanalyze the proposed changes in order to determine whether the modifications actually removed the potential disparate impacts of the changes.

(vi) Finding a Disparate Impact on the Basis of Race, Color, or National Origin. If a transit provider chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if the transit provider finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service change, the transit provider may implement the service change *only* if:

- the transit provider has a substantial legitimate justification for the proposed service change, **and**
- the transit provider can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals.

RED FLAG

It is important to understand that in order to make this showing, the transit provider must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

FTA Clear Title VI Violation

"[I]f evidence undermines the legitimacy of the transit provider's asserted justification—that is, that the justification is not supported by demonstrable evidence—the disparate effects will violate Title VI . . . At that point, the transit provider must revisit the service changes and make adjustments[.]"

Title VI favors transit-dependent minorities, but the CEO and staff insist on 6-month burden. Please urge Capital Metro's Board to make Southwest and Northeast adjustments, ideally within 3 weeks.

Key Dates:

RED FLAG

7Nov2016: Chisholm analyzed non-minority routes 19, 21/22, 30,663, 315/333, Mueller, and 5 (105 S. 5th Peak). No minority routes analyzed
Public Input: Deeter said input was collected; Board will get at the end☹

9Jan2017: Russ Chisholm's Final Connections 2025 Recommendations Kitchen asked about 238/New 318-Westgate: Deeter confirmed improvement
No minority routes analyzed during Chisholm's $466K 1-yr contract which **violated Title VI Requirements (FTA C 4702.1B, Ch. IV-16).**

27Feb2017: Kitchen's sole Resolution focused on South Austin and Whites (e.g., restoring 29-Barton Springs). Connections 2025 was approved (8-0).
—1Nov2017 and 15Nov2017 Minorities opposed June 3, 2018 changes!

Disparate Treatment: Board, CEO and planners treat minorities differently, saying wait for Jan2019/data. Yet in 3-weeks 350 moved for choice riders; 19Aug2018 New Route 493 will be implemented for Renteria's elders.

Title VI: Capital Metro must analyze alternatives and implement the least discriminatory alternative. FTA may also suspend or terminate funding.

(vii) Examining Alternatives. If the transit provider determines that a proposed service change will have a disparate impact, the transit provider shall analyze the alternatives (identified in the second bullet above) to determine whether alternatives exist that would serve the same legitimate objectives but with less of a disparate effect on the basis of race, color, or national origin. The existence of such an alternative method of accomplishing the transit provider's substantial and legitimate interests demonstrates that the disparate effects can be avoided by adoption of the alternative methods without harming such interests. In addition, if evidence undermines the legitimacy of the transit provider's asserted justification - that is, that the justification is not supported by demonstrable evidence - the disparate effects will violate Title VI, as the lack of factual support will indicate that there is not a substantial legitimate justification for the disparate effects. At that point, the transit provider must revisit the service changes and make adjustments that will eliminate unnecessary disparate effects on populations defined by race, color, or national origin. Where disparate impacts are identified, the transit provider shall provide a meaningful opportunity for public comment on any proposed mitigation measures, including the less discriminatory alternatives that may be available.

Adverse Effects

CAP REMAP

RED FLAG

Southwest Austin

Capital Metro's Title VI Violations
Service Guidelines and Standards (2015)
South Expansion vs. Northeast Reduction

Adverse Effects: South Austin expansion came "at the expense of reductions" on at least 7-9 Northeast routes. Yet Capital Metro still refuses to comply with Title VI to review the disparate impact on the minority population.

FTA C 4702.1B Chap. IV-13

(b) Adverse Effects. The transit provider shall define and analyze adverse effects related to major changes in transit service. The adverse effect is measured by the change between the existing and proposed service levels that would be deemed significant. Changes in service that have an adverse effect and that may result in a disparate impact include reductions in service (e.g., elimination of route, 240 243/392 shortlining a route, rerouting an existing route, increase in headways) 300, 339; *233, 237 Elimination of a route will generally have a greater adverse impact than a change in headways. Additions to service may also result in disparate impacts, especially if they come at the expense of reductions in service on other routes. Transit 243, 325, providers shall consider the degree of adverse effects, and analyze those effects, 383 when planning their service changes.

*Travis County funds 233-Decker/Daffan Lane: Eastbound (7A-6P); Westbound (7:30A-6:30P)
237-Northeast Feeder: Last bus from Greater Mount Zion = 7:40P to Community First! Village

Disparate Impact: Capital Metro cooked the books and applied adverse effects (e.g., shortlining-392, 300-Rogge, eliminating 240, reducing runtime-383, combining 243/392, more transfers, 1- to 3-mile walk): no discussion or analysis of Northeast alternatives for minorities. Board Packets: November 15, 2017-Title VI Service Equity Analysis (p. 40); April 23, 2018 (p. 201)

15Nov2017

CAPREMAP

- June 2018 Service Equity Analysis (Excerpt)

- As part of the implementation of Connections 2025, Capital Metro proposed major service changes effective June 2018. The goal is to create a more frequent, more reliable, and better connected transit system.
- When we considered individual changes, a potential disparate impact on minority populations was found for 11 of 13 routes that were proposed to be eliminated and 18 of 20 routes that were proposed for major service changes based on the policy thresholds for consideration. The potential disparate impacts were mitigated on almost all of the eliminated routes as these routes would be replaced or served by one or multiple new or changed routes. Similarly, most of the modified routes would be replaced or served by one or multiple routes. In fact, eight of those modified routes will have a significant frequency increase that would bring benefits of this service change to minority populations. In addition, there were five new routes that would provide services to significantly high minority population areas.

Smokescreen: Northeast Routes 324, 339 were new numbers, not really new.

CAPREMAP

15Nov2017: Title VI Service Equity Analysis—Mitigation (New routes?)

New Routes — Disparate Impact: Intentionally Misleading

Currently, there are seven routes that are proposed for addition. These are 105, 310, 315, 324, 335, 339, and 345. Five of these routes will provide additional services to high minority areas while Routes 335 and 345 will provide services to minority populations that are just below the threshold of 33%. Ultimately, all of these routes will bring significant benefits to minority populations since a very high minority population will have access to these new routes.

60 min

Although these routes will travel through minority areas, they may not cover very high low-income areas. So, we may see a lower degree of adverse effect on low-income populations

Packet Pg. 39

Northeast: 339-Tuscany to Tannehill. 339 is a new number but stayed exactly the same as the old 323-Anderson segment.
-339 now three routes, worse. It was one route, 35-45 min (Day: M-F) with two numbers (323/6)—one-seat ride, digital change to #6.
Northeast: 324-Ohlen combines two old routes (325-Ohlen and 10-Georgian to ACC-Highland). This isn't new either.☹

==========

South Austin: CMs Kitchen and Garza gained three east-west routes. Two "New" Northeast routes were smokescreens!
105 (Kitchen): New Peak bus discussed November 7, 2016 Work Session. More expensive to operate, but it's really new.
310 (Garza): New-Wickersham/Parker to Walmart (Hwy 71) to S. Congress Transit Center; duplicate #7 as well (15 min) .
315 (Kitchen): New Hwy 71 to "the Y" then Oak Hill Shopping Center to vacant ACC-Pinnacle. Garcia was killed on #315.
335: Mueller to Mopac. Non-minority route, so no benefit to Northeast riders. Operates 15-min empty, wasted funds.☹
345: 45th St./Hyde Park. Non-minority route. Initially 15-minute frequency (now 30 min empty) for The Grove growth.

RED FLAG "Service Plan 2025" Challenge: Declining Black Population

2015: Capital Metro Identified "the Challenge" ~~Created 60-min routes!

2018: Cap Remap Disparate Impact—South Expansion/North Reduction

Service Plan 2025

Public Involvement Plan

Committee Briefing

November 9, 2015


THE INSTITUTE FOR URBAN POLICY RESEARCH & ANALYSIS
THE UNIVERSITY OF TEXAS AT AUSTIN

ISSUE BRIEF: First in a Series

Outlier: The Case of Austin's Declining African-American Population

Excerpt

capmetro.org

METRO

Service Plan 2025 Challenge: Declining ridership—Blacks' Austin exodus?

Member Stafford had a conflict; staff rescheduled presentation then deleted Outlier slide.

Capital Metro Operations Committee Meeting

9Nov2015

Service Plan 2025: The challenge

connections 2025 **Later Connections 2025, rebranded Cap Remap for June 3, 2018 Service Changes** CAP REMAP

You know as well as we do that Central Texas is bursting at the seams and will continue to experience explosive growth—it's the new norm. What's less in vogue is auto-dependency and the daily traffic we sit in **(including our buses)**!

Over the past two years, system-wide ridership has declined over 5%.

We take this very seriously and we want to fully understand why.









Packet Pg. 86

14Dec2015: **Project Manager Lawrence Deeter** briefed the Full Capital Metro Board; **African-American slide was removed**?
1Nov2017: Deeter briefed **"New" 339-Tuscany, 120 boardings (60 min)** to restore 19-Bull Creek, 1.8 boardings/hr (30 min)
3Jun2018: **"The challenge"—$9.9M** Southeast-west Expansion at Northeast riders' expense ($0, Reduction; no discussion).
45-60-min routes are only in Black neighborhoods and north of North Lamar Transit Center (NLTC) yet planners, staff, and Board members still falsely market the slogan, "More frequent, more reliable, and better connected service" to all.

Disparate Impact: Rather than improving Northeast routes, planners intentionally reduced transit-dependent riders' service.

Cap Remap Solution: Redraw Maps Equitably; Restore Northeast Routes

Create Innovation Zones for South/West/Central Low-ridership: 1.8 to 14 riders/hr

CAP REMAP

Title VI: What's Required Now?

October 1, 2012

Subject: **TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS**

(vi) Finding a Disparate Impact on the Basis of Race, Color, or National Origin. If a transit provider chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if the transit provider finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service change, the transit provider may implement the service change *only* if:

- the transit provider has a substantial legitimate justification for the proposed service change, **and**
- the transit provider can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals.



It is important to understand that in order to make this showing, the transit provider must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

15Nov2017 Title VI: Inequitable Rideshare, Eliminated 21-RideAustin vs. 240-No option☹

RED FLAG

Exposition riders use RideAustin for 6 months, free ride ½-mile to two Tarrytown bus stops, but Northeast riders wait 45-60 minutes + ½- to 3-mile walk (e.g., Rogge, Parmer affordable housing, Samsung, St. David's 10 blocks)

Common Customer Comments

CAPTREMAP

Disparate Impact ~Council Member Ann Kitchen's Amendment for June 3, 2018 Service Changes required an alternative before elimination of 21-Exposition though riders were within ½-mile of new frequent buses, but she excluded eliminated 240-Rutland.

Route	Public Comment	Revise	Rationale
5	Provide direct service to Criss Cole Center	**Yes**	Reduces duplication on Medical Pkwy
5	Operate in addition to UT Shuttle on Speedway	No	UT Shuttle available / within quarter-mile Frequent Route 7 (5 minute walk) and thir of a mile of Route 1/MetroRapid 801 (6 minute walk)
7	Serve Greyhound Station	No	Within quarter-mile of Frequent Route 7 (minute walk)
7	Keep Route 7 on Friedrich to Woodward	**Yes**	Preserves access to employers and businesses
17	Maintain service on Vargas (residential street) instead of proposed Montopolis (mixed use street)	No	Within quarter-mile of Frequent Route 17 (5 minute walk)
21/22	Do not eliminate Routes 21/22	No	All stops within a half-mile of Frequent Routes 4, 17, 18, 20 & 335; Route 322; and UT Shuttle 663 *15 min!
105	Provide school trips to Small M.S.	No	Transfers available via Route 315

CAPTREMAP

RED FLAG

Planners Deeter, Hemingson, and Chisholm used ½-mile "walk-shed" to justify Northeast reductions—ignored by Kitchen for South/West restored low-ridership routes and Exposition Pilot.

May 30, 2018 RideAustin Contract

Attachment: Capital Metro Board of Directors Worksession - June 2018 Service

METRO

Connections 2025
Community Survey Summary

Connections 2025
A TRANSIT PLAN FOR THE FUTURE

METRO

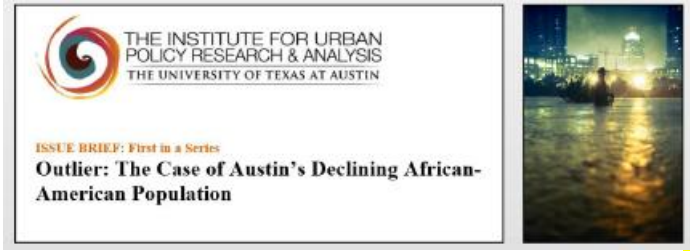


21Dec2015-13Mar2016

Connections 2025 Community Survey Summary

The survey was posted online via SurveyMonkey.com on December 21, 2015. Capital Metro publicized the survey via the project website (Connections2025.com), email notifications, digital and print ads, partner cross-promotion and public and "pop up" meetings/events. Paper copies of the survey were also available at public meetings and events, and for those without internet access. A Spanish version of the survey was available online and in print, as well as an accessible version compatible with online screen readers. The survey period, initially proposed to close on February 29, 2016, was extended as additional meetings and events were scheduled for early March. The survey officially closed on March 13, 2016.

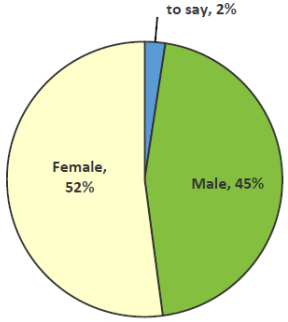
A total of 4,886 responses were received during the survey period. Not all respondents answered every question. Some questions were dependent on previous answers (e.g. follow-up questions for Capital Metro riders were different than for former or non-riders). The following sections summarize the survey responses received.



Black Problem: Declining population
Age: 25–35 (72% Female, 52% White)
Title VI End Result: Disparate Impact
CapMetro failed to engage Black and minority transit-dependent riders but falsely asserted "robust" public input, Only 55 NLTC of 1,128 "Pop-Up" surveys!

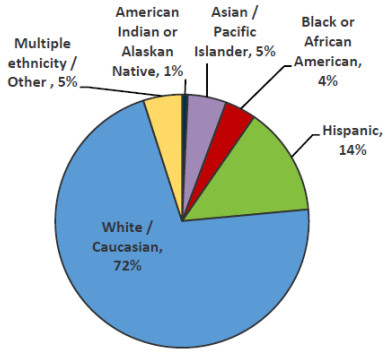
Question 21: Gender

Responses: 3,597



Question 23: Which race/ethnicity best describes you? Please select only one.

Responses: 3,544



Target Audience: White Millennials

Monday, August 22, 2016 12:00 PM — Vision Zero — 12:00 PM Meeting Called To Order, 2:19 PM Meeting Adjourned

4. Approval of a resolution authorizing the President/CEO, or her designee, to execute the Vision Zero Pledge on behalf of Capital Metro in support of the City of Austin's Vision Zero Action Plan.

Connections 2025 Pop-Up Meeting Participation

Date	Location	Engaged
February 8	Leander Station	50
February 9	Lakeline Station	65
February 10	Howard Station	23
February 10	Bluff Springs	35
February 11	North Lamar Transit Center	55
February 11	ACC Highland	35
February 14	Austin Marathon	30
February 17	Republic Square Station	90
February 20-21	Chinese New Year	140
February 26	Mobile Outreach	51
February 27	Republic Square	75
March 1	ACC Riverside	50
March 5	Riverside T-Mobile	7
March 6	Zilker Kite Festival	397
March 7	ACC South Austin	25
March 21, 2016 CapMetro Packet (p. 72)	Total	1,128

Racist Regional Remap reflects survey data! ☹
Capital Metro dismantled NLTC but never told minorities about changes to 9 buses. On the Red Line, however, staff posted notice to tell Express and rail riders of Loop 1 delay.



Capital Metro Transit Development Plan:

Financial Plan

February 2017

Note: Data/numbers that I rely on come from Capital Metro's 2017 Financial Plan—emailed to me after Todd Hemingson briefed the Board February 17, 2017. The data appears in theory but was ignored during restoration of low-ridership low-density South/West routes. Following slides include Board excerpts, too.

METRO | Connections 2025

A TRANSIT PLAN FOR THE FUTURE

February Board Work Session

From: Easton, Ed <Ed.Easton@capmetro.org>
To: 'zcjsph@aol.com' <zcjsph@aol.com>
Sent: Fri, Feb 17, 2017 11:05 am
Subject: FW: Connections 2025 Worksession Documents

Good Morning Ms. Joseph:

Our communications team informs me that Mr. Hemingson's presentation **is not loaded** on the **Connections2025.org** website yet – but **will be immediately after today's worksession.** There are some new files that have been uploaded this week to the site, however, including:

- Executive Summary
- MetroRapid Route 820 presentation
- **Financial Plan**
- Draft Network FAQs

Attached are copies of the two files that the board members were given for the worksession – Mr. Hemingson's presentation and a **route-by-route breakdown of costs**.

I hope this is helpful.

Kind regards,

Ed

Capital Metro Transit Development Plan:

Financial Plan

February 2017

CAPREMAP

$9.9M Southeast-west connectivity
vs.
$0 Northeast-west (Service Reduction)
Eliminated 240-Rutland (20.3 riders/hr)
(St. David's-North, H.E.B.-Parmer/Loop 1)
Title VI: Minority routes, no alternatives analyzed (2016-18)

Connections 2025
A TRANSIT PLAN FOR THE FUTURE

METRO



Title VI: Route 135-Dell Limited ($40.81/rider) vs. Eliminated 240-Rutland ($3.70/rider)

7 Trips: 10-14 min (1.8 riders/hr) vs. Eliminated St. David's-North, H.E.B. Parmer/Loop 1 (20.3 riders/hr)

2016 Survey data informed Cap Remap decisions: Choice riders, mainly white, were privileged over transit-dependent minorities.

All routes north of NLTC had service reduction or no improvement except 135-Dell Flyer to 7th/Pleasant Valley ~Why?

Route	135-Dell Limited Expansion				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	2,775	5,100	1.8	$ 208,144	$ 40.81
Proposed	-	-		$ -	
Variance	(2,775)	(5,100)	(1.8)	($208,144)	($40.81)

Northeast
$41 Choice Riders
vs.
<$4 Transit-dependent
St. David's: Walk 10 blocks

Route	240-Rutland Elimination				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	12,605	255,690	20.3	$ 945,363	$ 3.70
Proposed	-	-		$ -	
Variance	(12,605)	(255,690)	(20.3)	($945,363)	($3.70)

Double Standard: Tech Ridge growth but no evaluation of Samsung or Parmer affordable housing (2- to 3-mile walk to 392 on Dessau). Ridership used against 233 (60 min) but not 135 choice riders!

Capital Metropolitan Transportation Authority
Customer Satisfaction Advisory Committee
Wednesday, May 11th, 2016
6:00 – 8:07 p.m.

Connections 2025 Study Update
Mr. Lawrence Deeter, Senior Planner, Capital Metro

Mr. Deeter provided an update on the Connections 2025 study. Between October and November of last year, Capital Metro and TMD consultant staff performed data collection and review, followed by a system and service evaluation that concluded this month. During that time, Capital Metro held 13 public meetings across the service area, 30 community meetings with neighborhood and civic organizations, and received 5,000 online and paper survey responses.

Mr. Deeter explained that some of the most common community feedback we received related to the expansion of the Frequent Service Network, later MetroRail service, and better east/west connectivity. He continued with demographic data showing the explosive growth of the region and the role that transit plays in maintaining and improving quality of life.

Regional Employment trends have shown a dramatic decrease in unemployment since 2010, the location of large employers in North Austin and adjacent communities to the north, and other areas that are projected to have large employment growth such as Tech Ridge, the Domain, and Mueller. The number of seniors, college students, and low-income residents is also climbing, Mr. Deeter said. May 23, 2016 Packet excerpt (pp. 5-6): http://capmetrotx.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1609&Inline=True

135 WEEKDAYS/NORTHBOUND

❶ Pleasant Valley at 7th	❷ Airport at Manor	❸ Tech Ridge Park & Ride (Bay B)	To Route/G
5:11	5:21	5:45	
5:21	5:31	5:55	
5:41	5:51	6:15	
5:56	6:06	6:30	
6:06	6:16	6:40	
6:16	6:26	6:50	
6:46	6:56	7:20	

MORNING

135 WEEKDAYS/SOUTHBOUND

❸ Tech Ridge Park & Ride (Bay B)	❷ Airport at Manor	❶ Pleasant Valley at 7th	To Route/Garage
5:47	6:13	6:22	G
5:58	6:24	6:33	G
6:08	6:34	6:43	G
6:19	6:45	6:54	G
6:26	6:52	7:01	G
6:56	7:22	7:31	G

AFTERNOON

Northeast 240 Exceeded Standards vs. Southeast-west ½ Riders/Twice Cost

Eliminated: 20.3 riders/hr ($945K) CAPMETRO REMAP **New: 10.3 riders/hr ($1.8M)**

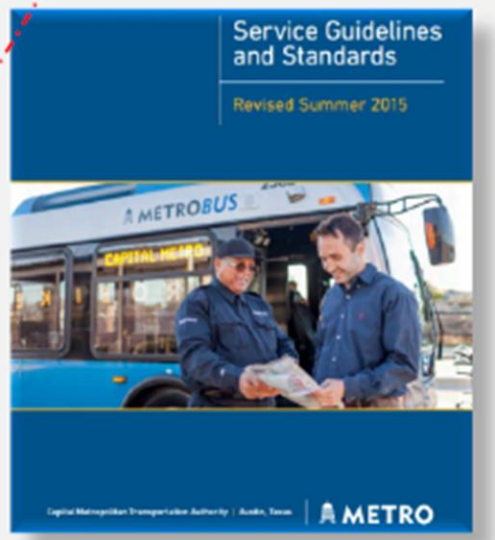
Route	240-Rutland	Eliminated: Exceeded ridership ($945K)			
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	12,605	255,690	20.3	$ 945,363	$ 3.70
Proposed	-	-		$ -	
Variance	(12,605)	(255,690)	(20.3)	($945,363)	($3.70)

Route	238-Westgate	/New 318-$1.8M: Below standard, 30 min headway			
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	6,566	102,240	15.6	$ 492,463	$ 4.82
Proposed	23,545	243,635	10.3	$ 1,765,875	$ 7.25
Variance	16,979	141,395	(5.2)	$1,273,413	$2.43

Discrimination Pretext: Chisholm, Deeter, and Hemingson briefed approved standards while creating low-ridership routes unlikely to grow ridership while disproportionately reducing Northeast Austin service to minorities that are covered under Title VI of the Civil Rights Act of 1964. Meanwhile, they continue lying to the public. The Board should be held accountable, immediately.

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



Source: February 17, 2017 Board Manager Ed Easton emailed Hemingson's slides to Z.C. Joseph after the Work Session.
Document available at: http://capmetro.org/uploadedFiles/Capmetroorg/About_Us/Service_Changes/capital-metro_service-guidelines-and-standards.pdf

240 Northeast Elimination vs. South Austin (Fewer Riders, 2-3Xs the Cost)

Route	240-Rutland	Eliminated: No alternatives analyzed			
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	12,605	255,690	20.3	$ 945,363	$ 3.70
Proposed	Eliminated St. David's (10-block walk), H.E.B. jobs (0.7 miles)				
Variance	(12,605)	(255,690)	(20.3)	($945,363)	($3.70)

Route	238-Westgate [New 318 SW/SE				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	6,566	102,240	15.6	$ 492,463	$ 4.82
Proposed	23,545	243,635	10.3	$ 1,765,875	$ 7.25
Variance	16,979	141,395	(5.2)	$1,273,413	$2.43

Increased cost
Fewer riders

$1.8M

Southeast-west Routes
$1.3M: 310-Wickersham
$1.7M: 315-Ben White
$1.8M: 318-Slaughter
$2.8M: 311-Stassney
$7.6 million
$2.3: 333-*William Canon
$9.9M Total (*Convict Hill?)

Route	315-Ben White	SW: ACC-Pinnacle [New: June 3, 2018]			
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	-	-		$	
Proposed	22,610	243,420	10.8	$ 1,695,750	$ 6.97
Variance	22,610	243,420	10.8	$1,695,750	$6.97

$1.7M

Route	311-Stassney				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	14,912	452,575	30.3	$ 1,118,394	$ 2.47
Proposed	36,675	847,220	23.1	$ 2,750,625	$ 3.25
Variance	21,763	394,645	(7.2)	$1,632,231	$0.78

Increased cost
Fewer riders

$2.8M

Route	310-Wickersham/Parker SE				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	-	-		$ -	
Proposed	17,340	237,245	13.7	$ 1,300,500	$ 5.48
Variance	17,340	237,245	13.7	$1,300,500	$5.48

$1.3M

Route	333-William Cannon				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	25,031	466,595	18.6	$ 1,877,325	$ 4.02
Proposed	30,145	703,140	23.3	$ 2,260,875	$ 3.22
Variance	5,114	236,545	4.7	$383,550	($0.81)

*$2.3M

*333-Convict Hill was due to be eliminated: No explanation in financial plan

Source: connections2025.org [Resources tab: CapMetro 2017 Financial Plan]

14Sep2015

Todd Hemingson's February 17, 2017 presentation included 2015 Service Guidelines/Standards. September 14, 2015 Board Packet had the 2011document pending adoption, noted in following slides. Minimum 15 riders/hour was the same, but ignored for Cap Remap.

METRO

connections 2025

A TRANSIT PLAN FOR THE FUTURE

February Board Work Session

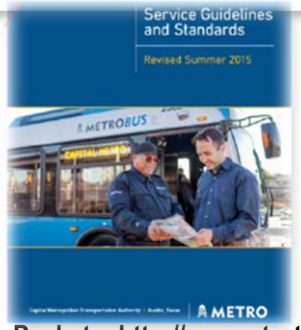
Minimum Ridership Requirements

In addition to peer service comparison, all non-special services should exceed the following minimum thresholds for route productivity:

- Weekdays: 15 riders per hour
- Weekends: 12 riders per hour

Cost-effectiveness indicators measure the operating cost per passenger. Passenger subsidy for each route should be calculated and assessed each service period.

Packet Pg. 58

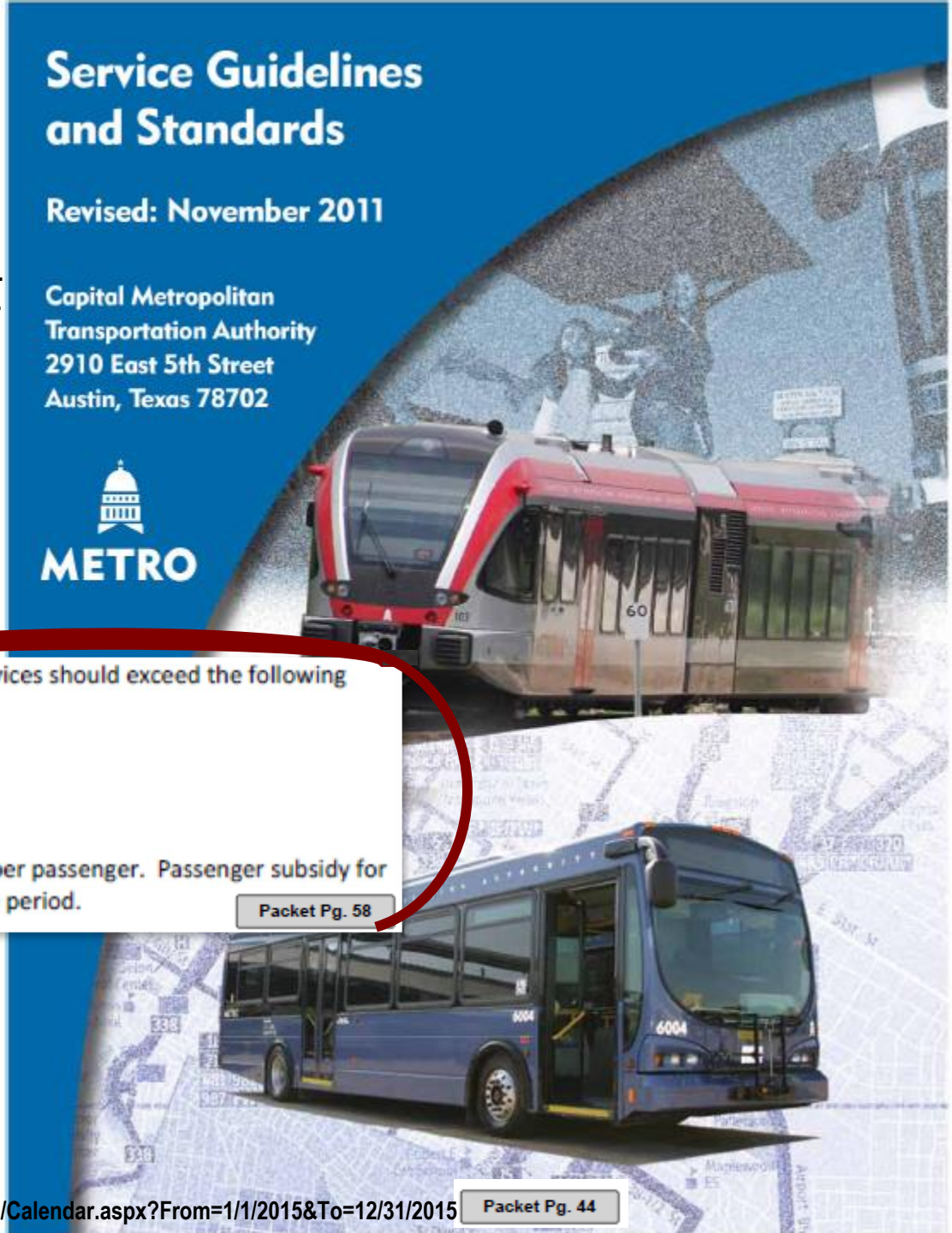


Service Guidelines and Standards

Revised: November 2011

Capital Metropolitan Transportation Authority
2910 East 5th Street
Austin, Texas 78702

METRO



Packet Pg. 44

Archive CapMetro Packets: http://capmetrotx.iqm2.com/Citizens/Calendar.aspx?From=1/1/2015&To=12/31/2015

Attachment: capital-metro_service-guidelines-and-standards-report (3235 : Capital Metro Service Guidelines and Standards Update)

14Sep2015: Service Guidelines and Standards for Service Plan 2025

(later Connections 2025, rebranded Cap Remap for June 3, 2018 major service changes)

~ NOTICE OF MEETING ~

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

BOARD OF DIRECTORS OPERATIONS, PLANNING AND SAFETY COMMITTEE MEETING

2910 East Fifth Street Austin, TX 78702

~ AGENDA ~

Monday, September 14, 2015	1:00 PM	Capital Metro Board Room

BUSINESS CASE: Capital Metro's Service Guidelines and Standards were last updated in November of 2011 and are to be reviewed and, when necessary, updated biennially. It is necessary to update the document so that the agency can best evaluate system performance and design in the Service Plan 2025 update.

EXECUTIVE SUMMARY: Service Guidelines provide a framework for the provision, design and allocation of our transit services. They incorporate transit service planning factors including residential and employment density, land use, activity centers, street characteristics, and demographics. Design criteria include defining service attributes such as route directedness, span, frequency, stop spacing, and passenger amenities. Service standards include methodology by which services are evaluated in terms of productivity and cost-effectiveness.

Schedule reliability, load factors, and ridership performance help to identify high and low performing routes. This methodology is to be applied regularly and rigorously. A series of corrective actions may be taken to address specific issues. (pp. 41-42)

RED FLAG
5Nov2016

Capital Metro: 'low density' the reason for route removal

CAPSREMAP

November 21, 2016

333-Convict Hill: Improved to 30-min with no Board discussion!



Weblink: https://oakhillgazette.com/featured/2016/11/capital-metro-low-density-the-reason-for-route-removal/

Councilmember Ann Kitchens, who sits on the Capital Metro Board, and MRNA president Pam Rogers.

by Ann Fowler

CAPSREMAP

June 3, 2018
333-Convict Hill
30-min Frequency
Vacant ACC-Pinnacle

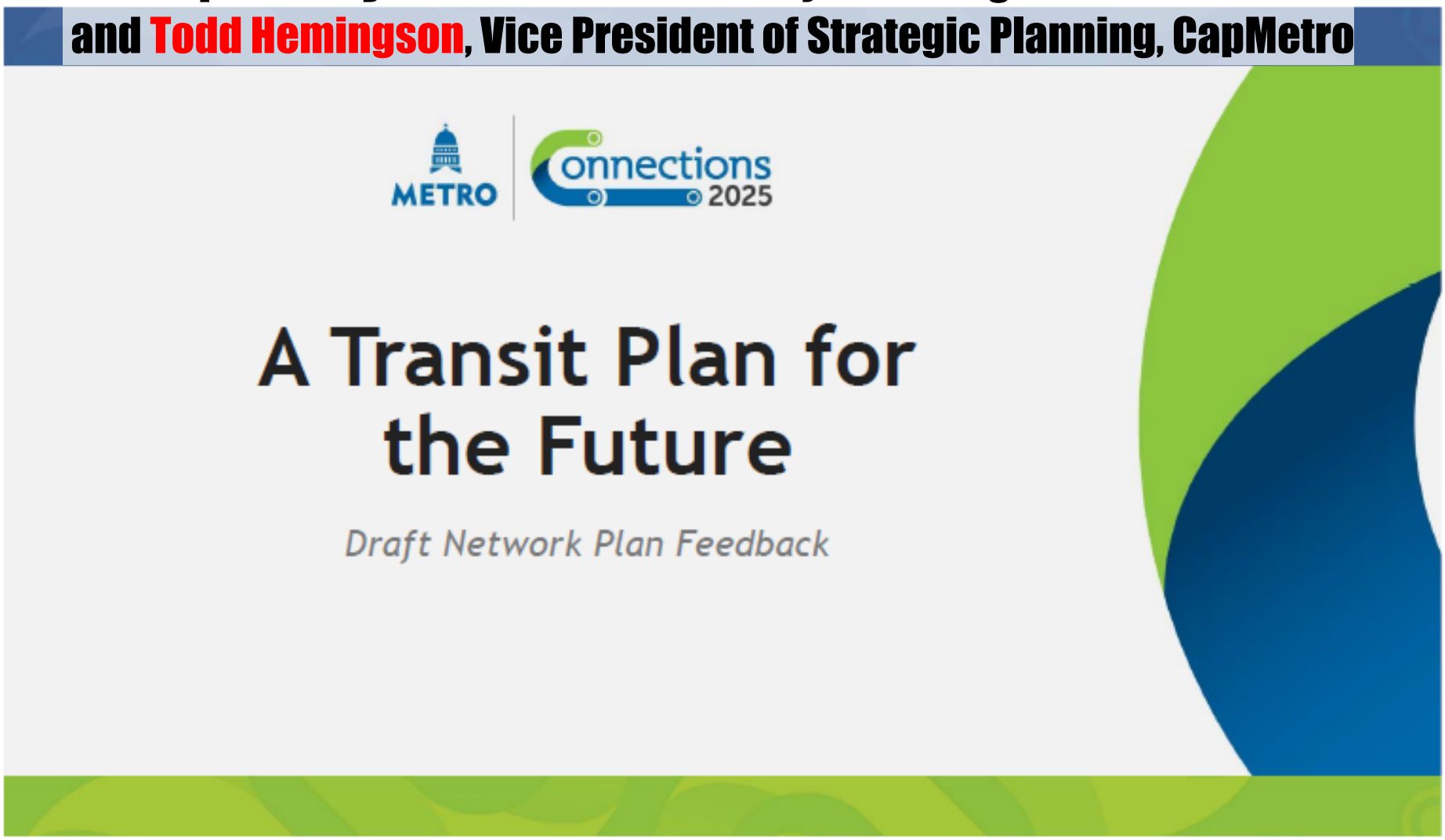
OAK HILL – More than 50 people attended a meeting on Nov. 5 about the proposed removal of bus service to Oak Hill. Capital Metro proposed stopping local Route 333 short of Oak Hill. That east/west route serves local neighborhoods, as well as Covington Middle School, the ACC Pinnacle campus, and Precinct 3 offices. It travels east, largely along William Cannon, to stops just behind I-35.

RED FLAG

Explaining the proposed cancellation, Lawrence Deeter, project manager for Connections 2025, told the group that southwest Austin does not meet the transit agency's density requirements for service.

Searle told the Gazette, "The density argument is part of the frustration. We have been told that Southwest Austin does not currently, nor will it in the future, have the density to support mass transit. This is primarily due to the S.O.S land development regulations. And if those regulations are going to limit Southwest Austin's access to mass transit, we would encourage Capital Metro to include other factors besides development density when determining mass transit services over environmentally sensitive areas. Especially looking at the 'Y' and south MoPac, there is clearly the concentration of commuters that would support transit." ….

7Nov2016: Presentation by consultant Russ Chisholm ($466K contract) Accompanied by Connections 2025 Project Manager Lawrence Deeter and Todd Hemingson, Vice President of Strategic Planning, CapMetro



Attachment: C2025November_Final_Capital Metro PPT (3617 : Connections 2025 Presentation)

Weblink (p. 20): http://capmetrotx.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1645&Inline=True

311-Stassney (Southeast-west Expansion: Five 15-min routes)
Northeast-west Reduction: Only one partial 15-min Route 325

Title VI: Southeast-west most expensive route (#311) comes at the expense of Northeast minorities.

$2.8M: 23.1 riders/hr vs. 240: $945K (20.3/hr) eliminated

$1.6M more than before Cap Remap to serve 7.2 fewer riders/hr

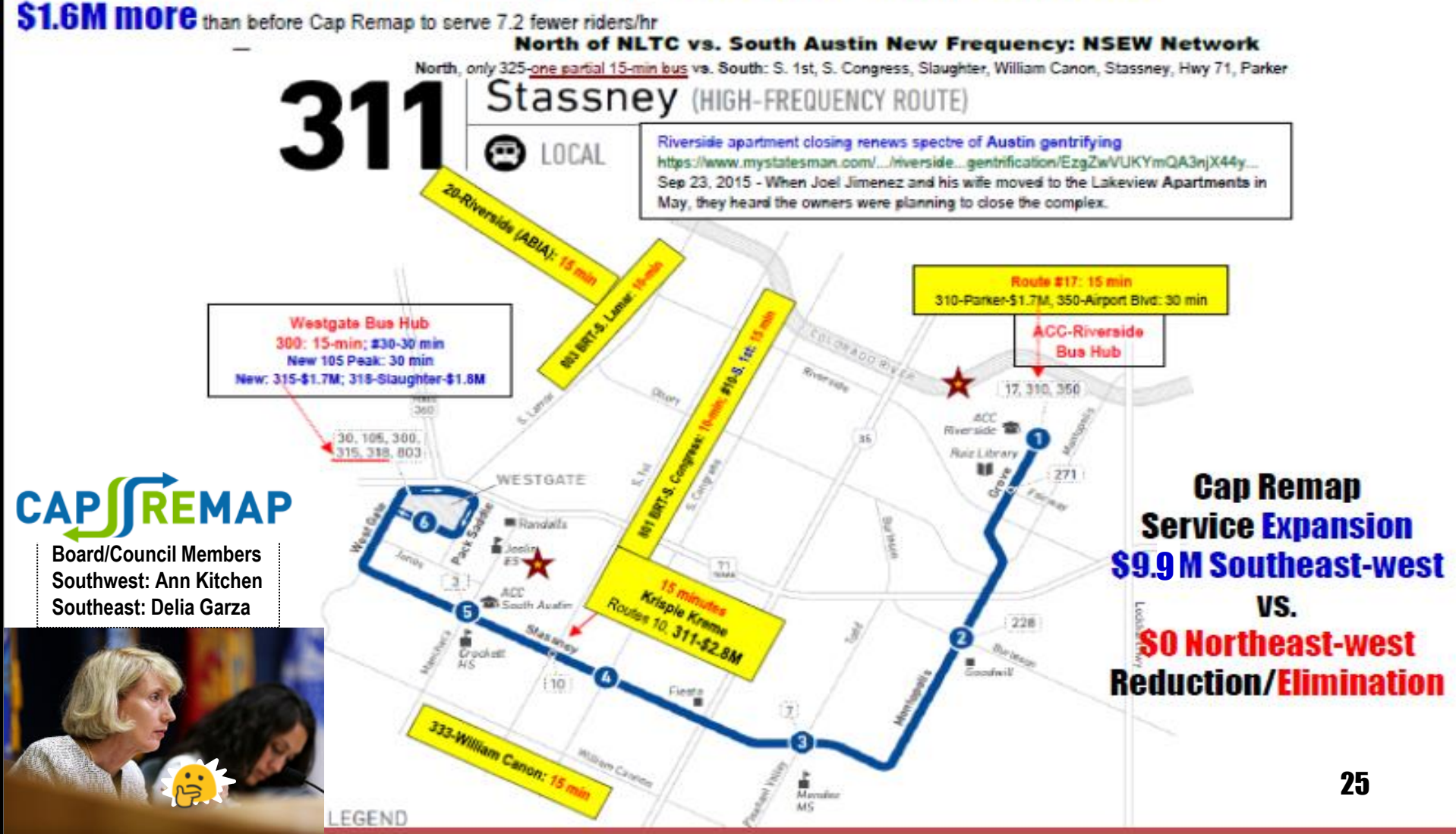
North of NLTC vs. South Austin New Frequency: NSEW Network

North, only 325-one partial 15-min bus vs. South: S. 1st, S. Congress, Slaughter, William Canon, Stassney, Hwy 71, Parker

311 Stassney (HIGH-FREQUENCY ROUTE)

LOCAL

Riverside apartment closing renews spectre of Austin gentrifying
https://www.mystatesman.com/.../riverside...gentrification/EzgZwVUKYmQA3njX44y...
Sep 23, 2015 - When Joel Jimenez and his wife moved to the Lakeview Apartments in May, they heard the owners were planning to close the complex.



CAP REMAP

Board/Council Members
Southwest: Ann Kitchen
Southeast: Delia Garza

Cap Remap Service Expansion
$9.9 M Southeast-west
vs.
$0 Northeast-west Reduction/Elimination

14Sep2015 333-Convict Hill violates CapMetro Service Guidelines/Standards

Title VI: 333 (2.9 boardings/hr): 30 min vs. "New" 339-Tuscany (120 boardings/day): 60 min

METRO

Service Guidelines and Standards

Route deviation

Deviations off the basic alignment of a fixed route should be minimized whenever possible. However, routes may deviate off their primary alignment to serve major activity centers or provide coverage to areas with limited access. The additional time necessary for the deviation should not exceed five minutes, or 10% of the one-way travel time of the existing route without deviation. Deviations should result in an increase in overall route productivity.

Packet Pg. 51

7Nov2016 Southwest Austin Local (Route 315,333)

- Challenges:
  - Development restricted due to watershed
  - Low ridership with many deviations
  - Arbor Trails unserved

RED FLAG	Convict Hill	Eskew	William Cannon Brodie Lane to I-35
Ridership	49	57	751
Boardings per hour (6AM – 11PM) *System Average is 26*	2.9	3.4	44.2
Subsidy per Boarding *System Average is 4.23*	$20.28	$17.35	$4.89



Weblink (p. 20): http://capmetrotx.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1645&Inline=True

Attachment: C2025November_Final_Capital Metro PPT (3617 : Connections 2025 Presentation)

Title VI Violation: No minority routes analyzed; no alternatives (2016-18)

CONNECTIONS 2025
DRAFT TRANSIT PLAN
+ ROUTE 315 & 333 UPDATE

NOVEMBER 7, 2016
Connections 2025 Blog

Proposed 333-Convict Hill Elimination (2.9 riders/hr)

"What's the proposal? The **original proposal would eliminate Route 333 service west of Brodie**. … This change was proposed due to **low ridership in the Convict Hill and Eskew areas**, and to take advantage of stronger demand east of Brodie where the density is more supportive of transit. On an average weekday, there are 2.9 boardings/hour on Convict Hill and 3.4 boardings /hour at Eskew – our system average is 26 boardings /hour. Another metric we use for performance is subsidy per passenger boarding, our system average is $4.23. In the segment at **Convict Hill, the subsidy per boarding is $20.28, Eskew – $17.35** and William Cannon – $4.89. Under the original proposal, service to **ACC Pinnacle would still be available via Route 315 on Ben White."—https://capmetroblog.com/2016/11/07/connections-2025-update-on-route-315333/**

Two 315/333 Alternatives: "After reexamining land uses, ridership, and subsidy-per-boarding, we presented to alternatives to our original proposal to the Capital Metro board of directors[.]"

RED FLAG
CAP REMAP

June 3, 2018
333-Convict Hill Restored
Improved 30-minute Frequency



Alternative A



Alternative B

Title VI

SW-Boone ES: 30 min 333 on Eskew/Brodie Ln
SE-Perez ES mitigation 0.8 miles to William Canon Kitchen put **school tripper** in her Cap Remap amendment
Effective: August 19, 2018
vs.
Eliminated 300-Rogge
Northeast parents & kids Blanton, Pecan Spr ES
Walk ½-mile to 1 mile to 300 near Mueller-51st St

3Jun2018

333 William Cannon (HIGH-FREQUENCY ROUTE)

LOCAL

CAPMETRO REMAP

Pinnacle Campus to close for evaluation beginning summer 2018 ...
https://sites.austincc.edu/.../pinnacle-campus-to-close-for-evaluation-beginning-summ...
Posted on March 8, 2018 ... Austin Community College (ACC) will close its Pinnacle Campus beginning ... Classes scheduled for Pinnacle Campus beginning summer 2018 will be rescheduled at other nearby ACC campuses. Tags: closing, evaluation, expansion, Pinnacle Campus, renovation, repair, summer 2018.

Scan the QR code to see an online version of this route map.

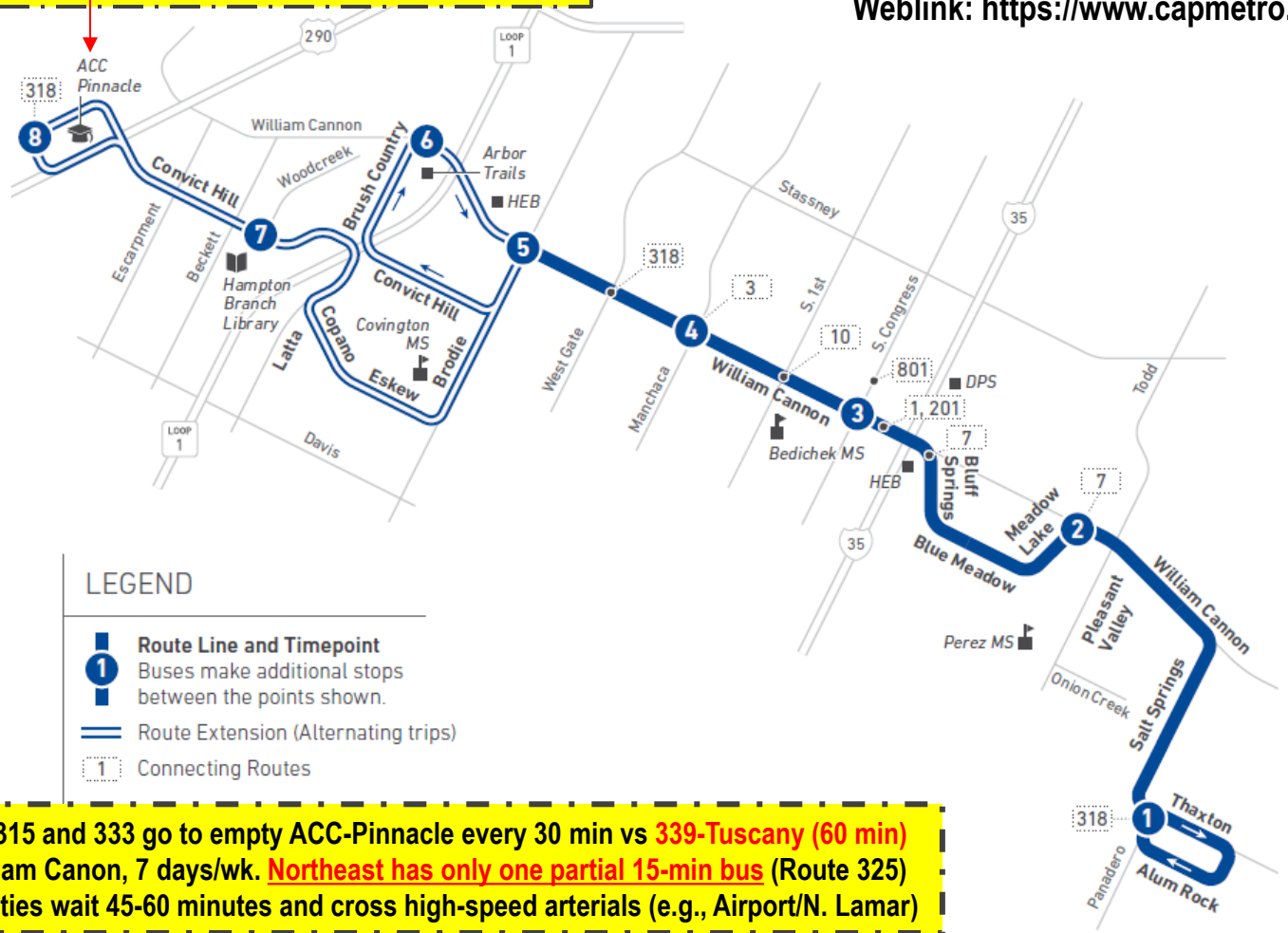
DESTINATIONS
- ACC Pinnacle
- Hampton Branch Library
- Covington Middle School
- Arbor Trails
- HEB
- Bedichek Middle School
- Perez Middle School
- Department of Public Safety

NOTES

Route 333 William Cannon is part of the High-Frequency Network between Broad Brook (near McKinney Falls Pkwy.) and Brodie/Bannockburn. Alternating trips on Route 333 will continue on Eskew and Convict Hill to the ACC Pinnacle campus. That portion of the route will operate on 30-minute frequencies. Customers can identify the final destination of a particular trip by reading the headsign on the bus. Trips that end at Brodie/Bannockburn will display "333 Brush Country," and trips that continue to ACC will display "333 ACC Pinnacle."

Destinations | Effective June 3, 2018 – August 18, 2018 | capmetro.org | GO Line 512-474-1200

Weblink: https://www.capmetro.org/schedules/



Title VI: Routes 315 and 333 go to empty ACC-Pinnacle every 30 min vs 339-Tuscany (60 min)
15 min: 333-William Canon, 7 days/wk. Northeast has only one partial 15-min bus (Route 325)
Northeast: Minorities wait 45-60 minutes and cross high-speed arterials (e.g., Airport/N. Lamar)

CAPREMAP

3Jun2018

+ ROUTE 333 UPDATE

Title VI, Runtime: 333-Convict Hill (2.9 Boardings) runs 1 hr. 20 min earlier, 30 min despite low-density 333-William Canon operates 15 min-7 days/wk; New 315 runs 30 min to vacant ACC-Pinnacle

New 339-Tuscany (120 Boardings): 60-min frequency; unequal distribution of resources

333 WEEKDAYS/WESTBOUND

Southeast-west

1 Panadero at Alum Rock	2 William Cannon at Meadow Lake	3 William Cannon at S. Congress	4 William Cannon at Manchaca	5 William Cannon at Brodie	6 Brush Country at William Cannon	7 Convict Hill at Wood Creek	8 ACC Pinnacle	To Route/Garage
5:00	5:07	5:17	5:24	5:30	—	5:38	5:49	
5:20	5:27	5:37	5:44	5:50	5:56	—	—	
5:35	5:42	5:52	5:59	6:05	—	6:13	6:24	
5:40	5:47	5:57	6:04	6:10	6:16	—	—	

333 WEEKDAYS/EASTBOUND

8 ACC Pinnacle	7 Convict Hill at Wood Creek	6 Brush Country at William Cannon	5 William Cannon at Brodie	4 William Cannon at Manchaca	3 William Cannon at S. Congress	2 William Cannon at Meadow Lake	1 Panadero at Alum Rock	To Route/Garage
4:46	5:01	—	5:12	5:17	5:23	5:32	5:39	
—	—	5:37	5:42	5:47	5:53	6:02	6:09	
5:44	6:00	—	6:12	6:18	6:25	6:35	6:42	
—	—	6:21	6:27	6:33	6:40	6:50	6:57	

339 WEEKDAYS/WESTBOUND

RED FLAG **339-Tuscany to Tannehill (beside Greater Mount Zion): 120 Boardings (60-min)**

Northeast

1 Tannehill at Webberville	2 Crystalbrook at Loyola	3 Walmart at Norwood	To Route/Garage
6:10	6:29	6:56	
7:10	7:29	7:56	
8:10	8:29	8:56	
9:10	9:23	9:49	

339 WEEKDAYS/EASTBOUND

3 Walmart at Norwood	2 Crystalbrook at Loyola	1 Tannehill at Webberville	To Route/Garage
6:10	6:30	6:52	6
7:10	7:30	7:52	6
8:10	8:30	8:52	
9:10	9:28	9:48	6

3Jun2018

315 Ben White

LOCAL

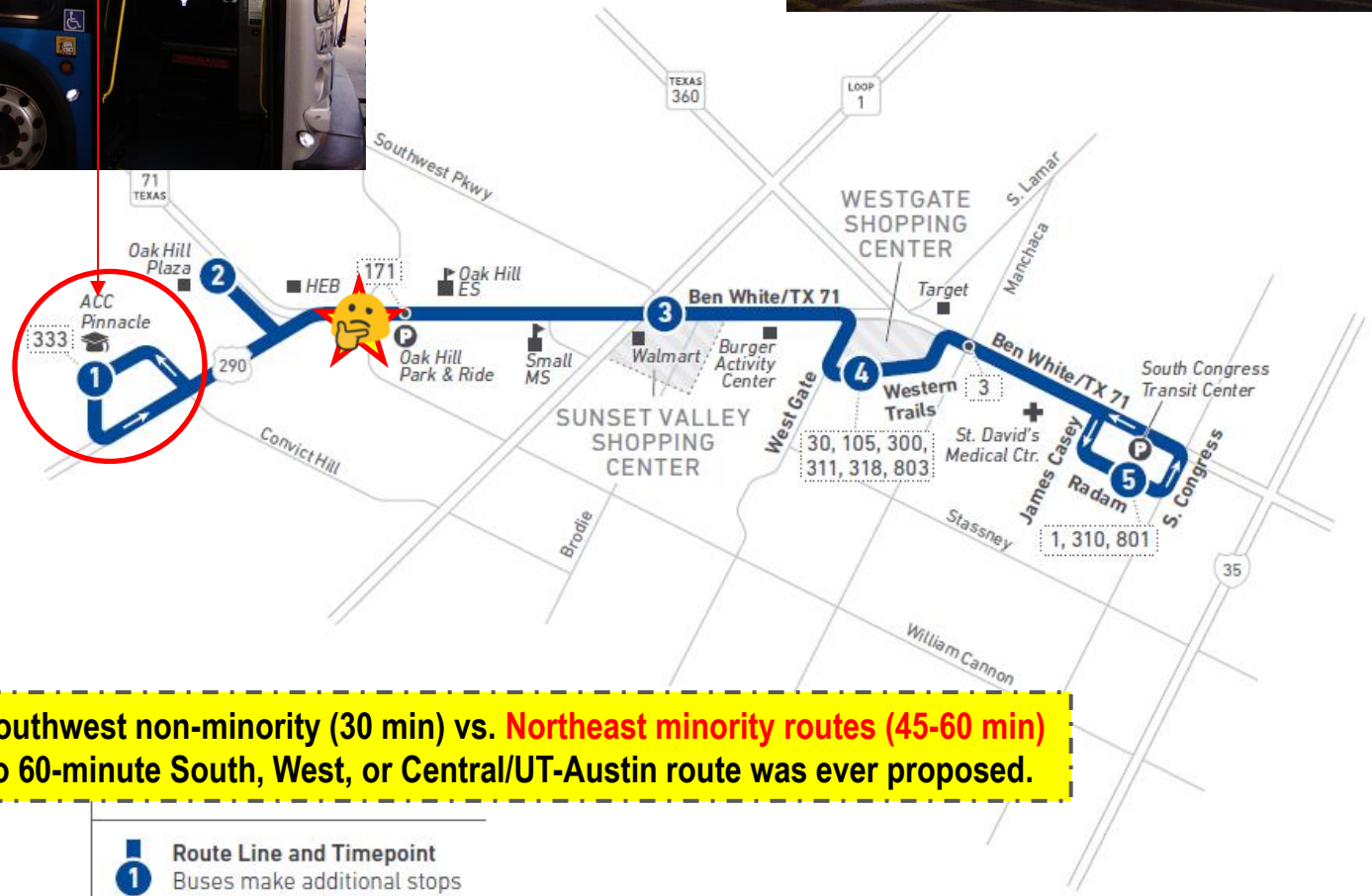


July 23, 2018

Vacant Austin Community College Pinnacle Campus



July 23, 2018 : Vacant ACC-Pinnacle Campus



Title VI: 315-Southwest non-minority (30 min) vs. Northeast minority routes (45-60 min)
2015-2018: No 60-minute South, West, or Central/UT-Austin route was ever proposed.

Route Line and Timepoint
Buses make additional stops between the points shown.

1 Connecting Routes

CAPSREMAP

+ ROUTE 315 UPDATE

Disparate Impact: Runtime

New 315 (industrial area): "the Y," Oak Hill Shopping Ctr, vacant ACC-Pinnacle

Title VI: South buses run 2.5 hrs earlier/later than Northeast, reduces wages + 1- to 3-mile walk home

April 20, 2018: Equity Meeting w/CEO Clarke, Comm. Travillion, & CM Houston; requested 315 resources move to Northeast to no avail.

315 WEEKDAYS/EASTBOUND

Southeast-west

	① ACC Pinnacle	② Oak Hill Plaza	③ US 290 Walmart	④ Western Trails at Sage Brush	⑤ South Congress Transit Center (Bay I)	To Route/Garage
AM	5:35	5:50	5:56	6:01	6:15	
	6:05	6:20	6:26	6:31	6:45	
	6:35	6:53	7:00	7:05	7:20	
	7:05	7:23	7:30	7:35	7:50	
	9:35	**9:50**	**9:57**	**10:02**	**10:17**	G
	10:05	**10:20**	**10:27**	**10:32**	**10:47**	G
PM	10:35	**10:50**	**10:57**	**11:02**	**11:17**	G

315 WEEKDAYS/WESTBOUND

https://www.capmetro.org/schedules/

	⑤ South Congress Transit Center (Bay I)	④ Western Trails at Sage Brush	③ US 290 at Brodie	② Oak Hill Plaza	① ACC Pinnacle	To Route/Garage
	4:54	5:09	5:14	5:25	5:30	
	5:24	5:39	5:44	5:55	6:00	
	5:52	6:08	6:13	6:25	6:30	
3Jun2018	6:22	6:38	6:43	6:55	7:00	
	8:50	**9:07**	**9:12**	**9:25**	**9:30**	
	9:20	**9:37**	**9:42**	**9:55**	**10:00**	
	9:50	**10:07**	**10:12**	**10:25**	**10:30**	

339 WEEKDAYS/WESTBOUND

RED FLAG **339-Tuscany/UPS to Tannehill (beside Greater Mount Zion): 120 Boardings (60-min)**

Northeast

	① Tannehill at Webberville	② Crystalbrook at Loyola	③ Walmart at Norwood	To Route/Garage
AM	6:10	6:29	6:56	
	7:10	7:29	7:56	
	8:10	8:29	8:56	
	6:10	**6:24**	**6:46**	
	7:10	**7:24**	**7:46**	
PM	**8:10**	**8:24**	**8:46**	

339 WEEKDAYS/EASTBOUND

	③ Walmart at Norwood	② Crystalbrook at Loyola	① Tannehill at Webberville	To Route/Garage
	6:10	6:30	6:52	6
	7:10	7:30	7:52	6
	8:10	8:30	8:52	6
	6:10	**6:29**	**6:55**	6
	7:05	**7:21**	**7:40**	6
	8:05	**8:21**	**8:40**	6
	9:05	**9:21**	**9:40**	6

Last 339 ... County bus (237) leaves@7:40P; 1-mile walk to FM 969/Craigwood

RED FLAG

Southwest Austin

Southeast-west 333 vs. Northwest (383)
Same ridership (19/hr)/different outcome

Connections2025.org [Resources]

CAPREMAP

Route	333-William Cannon						
Compare	Hours	Ridership	Passengers per Hour		Cost		Cost/Pax
Current	25,031	466,595	18.6	$	1,877,325	$	4.02
Proposed	30,145	703,140	23.3	$	2,260,875	$	3.22
Variance	5,114	236,545	4.7		$383,550		($0.81)

Southwest: 18.6 riders/hr
15 min, 7 days/week

Route	383-Research						
Compare	Hours	Ridership	Passengers per Hour		Cost		Cost/Pax
Current	26,830	515,040	19.2	$	2,012,256	$	3.91
Proposed	35,955	872,190	24.3	$	2,696,625	$	3.09
Variance	9,125	357,150	5.1		$684,369		($0.82)

Lakeline-Northwest: 19.2 riders/hr
30 min, 7 days/week (5 min increase)

19 riders/hour: Precincts 2 & 3

Title VI: 333 = Inequitable distribution of funds

Even though ridership was exactly the same (rounded up), CM Kitchen's Route 333 improved tremendously.

Under Cap Remap, 333-William Canon improved to 15-min headway, 7 days/wk (Sundays, too). 383-Lakeline is the only Northwest fixed route. It improved 5 minutes to 30 min, 7 days/week.

3Jun2018

Disparate Impact: Last 383 at NLTC is 10:30PM. $outh: Buses operate at least one hour later so there's greater earning power in South Austin!

333E 4:46AM-10:53PM from ACC-Pinnacle; 333W 5AM-11:30PM
383North (NLTC); South (MetroRail Lakeline): 5AM-10:30PM
https://www.capmetro.org/schedmap/?svc=0&f1=333&s=0&d=E
https://www.capmetro.org/schedmap/?svc=0&f1=383&s=0&d=N

CAP REMAP

RED FLAG

Southwest Austin

171 Oak Hill Flyer: Proposed as Express Upgrade

Frequency improved 9- to 14-min + Extra PM Trip

$2.50 Day Pass remained instead of $7 Express

Wednesday, November 15, 2017 **12:09 PM Meeting Called To Order**
12:00 PM **3:56 PM Meeting Adjourned**

Gregory Watson, stated he would like to keep the portion of Route 333 that serves the Oak Hill Park & Ride (Route 171, the commuter express flyer). This will allow residents from the Maple Run neighborhood to maintain accessibility to the Oak Hill shopping center, in particular access to the HEB located in that area.

Pamela Rogers, representing the Maple Run Neighborhood Association thanked the board and staff for keeping route 333. However, it no longer connects to the 171 which would take riders to Oak Hill and downtown. Please add this segment back to Route 333.

Title VI: Disparate Impact

Riders in Historic Black Neighborhoods (e.g., 233-Colony Park, 237 and 339-Tuscany to Craigwood) wait 60 minutes for a bus. New Route 339 (120 boardings) far exceeds 333-Convict Hill (2.9 boardings/hr), but Southwest riders wait half as long—only 30 minutes. Fixed routes north of NLTC operate 45 minutes; all meet or exceed Standards. Deeter only applied ridership Service Guidelines and Standards to justify eliminating Northeast Route 240, though it exceeded ridership, or creating 60-minute "frequency." There was no Board discussion on the cost to restore or create low-ridership South/West/Central routes nor to improve Northeast Dell Limited Flyer 135 for 1.8 riders/hr.☹

Fighting Fake News: Eliminated 240 was compared to the estimated $9.9M restored, improved, and newly created Southeast-west routes. Rather than treating Northeast taxpayers equally, Capital Metro launched a misinformation campaign and used images of Black people to promote frequency while intentionally excluding Northeast riders. —**June 1, 2018** Community Involvement Manager Jackie Nierenberg told KXAN & KVUE that Route 240 was eliminated due to low-ridership though the opposite was true. —KAZI: Capital Metro aired "More Frequent, More Reliable, and Better Connected" false advertisement to Blacks though the worst 60-min route (339) ran near the station.

Archive Cap Remap Flyer: Slide 37 (bottom half) shows how Northeast routes worsened after service reductions. It also includes disparate impact findings (upper right). **Tuesday (August 21, 2018)** Travis County Commissioners Court: What's the Ask? Request Capital Metro show the Court analyzed alternatives for 233 and 237 [p. 38] before they determined $87K FY 2018 Funds were "excess" and could be used for Elgin Green Line Study. I also request to speak on the agenda item. Thanks!

Title VI: Route 135-Dell Limited ($40.81/rider) vs. Route 392 ($4.91/rider)

7 AM/PM Trips: 10-14 min for 1.8 riders/hr vs. Northeast minorities: 45-60 min

P.M. TIMES ARE IN **BOLD** / LOS HORARIOS PM SE INDICAN EN **LETRAS OSCURAS**

135 WEEKDAYS/NORTHBOUND

❶ Pleasant Valley at 7th	❷ Airport at Manor	❸ Tech Ridge Park & Ride (Bay B)	To Route/Garage
5:11	5:21	5:45	
5:21	5:31	5:55	
5:41	5:51	6:15	
5:56	6:06	6:30	
6:06	6:16	6:40	
6:16	6:26	6:50	
6:46	6:56	7:20	

MORNING

135 WEEKDAYS/SOUTHBOUND

❸ Tech Ridge Park & Ride (Bay B)	❷ Airport at Manor	❶ Pleasant Valley at 7th	To Route/Garage
5:47	**6:13**	**6:22**	G
5:58	**6:24**	**6:33**	G
6:08	**6:34**	**6:43**	G
6:19	**6:45**	**6:54**	G
6:26	**6:52**	**7:01**	G
6:56	**7:22**	**7:31**	G

AFTERNOON

3Jun2018

142 WEEKDAYS/SOUTHBOUND

❶ Amherst at Duval	❷ Metric at Braker	❸ Rundberg at Lamar	❹ 8th at Congress	❺ Riverside at Congress	To Route/Garage
6:18	6:38	6:50	7:20	7:30	G
6:43	7:03	7:16	7:50	8:01	G
7:13	7:33	7:46	8:20	8:31	G
7:45	8:04	8:16	8:50	9:01	G

MORNING

142 WEEKDAYS/NORTHBOUND

❺ Riverside at Congress	❹ 7th at Colorado	❸ Rundberg at Lamar	❷ Metric at Braker	❶ Amherst at Duval	To Route/Garage
4:10	**4:18**	**5:02**	**5:17**	**5:34**	G
4:40	**4:48**	**5:41**	**5:54**	**6:09**	G
5:10	**5:18**	**6:02**	**6:15**	**6:30**	G
5:40	**5:47**	**6:27**	**6:40**	**6:55**	G

AFTERNOON

Improved Spontaneous Travel

171 WEEKDAYS/NORTHBOUND

❶ Silvermine at Highway 71	❷ Oak Hill Park & Ride	❸ US 290 at Old Fredericksburg	❹ Seaholm Station (NB)	❺ 7th at Colorado	❻ San Jacinto at 24th	❼ Red River at 32nd	To Route/Garage
—	5:54	—	6:08	6:13	6:25	—	
—	6:25	—	6:39	6:44	6:56	—	
6:45	7:04	7:06	7:22	7:28	7:40	7:45	G
—	7:13	—	7:37	7:43	7:55	—	G
7:25	7:44	7:46	8:02	8:08	8:20	8:25	G
—	7:58	—	8:22	8:28	8:40	—	G
—	8:18	—	8:42	8:48	9:00	—	G
—	**1:20**	—	**1:36**	**1:42**	**1:54**	—	G

171 WEEKDAYS/SOUTHBOUND

❼ Red River at 32nd	❻ San Jacinto at 24th	❺ 8th at Congress	❷ Oak Hill Park & Ride	❸ US 290 at Old Parkwood	❶ Silvermine at Highway 71	To Route/Garage
—	**12:30**	**12:42**	**1:12**	—	—	
—	**3:40**	**3:52**	**4:32**	—	—	
—	**4:00**	**4:12**	**4:52**	—	—	
—	**4:20**	**4:32**	**5:12**	—	—	G
—	**4:40**	**4:52**	**5:32**	—	—	G
4:54	**5:00**	**5:12**	**5:57**	**6:00**	**6:17**	G
5:24	**5:30**	**5:42**	**6:27**	**6:30**	**6:47**	G
—	**6:00**	**6:12**	**6:52**	—	—	G

Title VI: Flyers to Downtown

Inequitable Distribution of Funds

17Feb2017 CapMetro Financial Plan

Unilateral Decision: Choice Riders

Who authorized 135 Flyer improvement?

Route	135-Dell Limited				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	2,775	5,100	1.8	$ 208,144	$ 40.81
Proposed	-	-		$ -	
Variance	(2,775)	(5,100)	(1.8)	($208,144)	($40.81)

CAPREMAP

Title VI: 142 Metric Flyer (3Xs as long as 135-Flyer)

4 AM/PM Trips: **30 min/10.2** Northeast minorities

Note: 142 serves eliminated 240-area, yet no expansion of service.

Route	142-Metric Flyer				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	2,414	24,735	10.2	$ 181,050	$ 7.32
Proposed	-	-		$ -	
Variance	(2,414)	(24,735)	(10.2)	($181,050)	($7.32)

CapMetro Service Guidelines/Standards

Minimum Ridership: 15 riders/hour

Connections2025.org [17Feb2017]

Title VI: 171 Oak Hill Flyer, most Flyer trips in system?

8 AM/PM Trips: **9-20 min + 2 extra 30-min PM trips**

Route	171-Oak Hill Flyer				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	3,719	52,020	14.0	$ 278,906	$ 5.36
Proposed	-	-		$ -	
Variance	(3,719)	(52,020)	(14.0)	($278,906)	($5.36)

RED FLAG

CAP REMAP

Title VI

Cap Remap Flyer: Southwest Expansion vs. Northeast Reduction (p. 36)
Pending: August 21, 2018 Travis County Commissioners Court Transit Development Plan Action Item Request (p. 37)

Pending: Slides will be updated for the Zoning and Platting Commission to include August 27, 2018 testimony against use of $87,242 for Project Connect (Elgin Green Line Study) and Travis County Transit Development Plan. Funds should be used for the purposes intended to reduce the risk of a pedestrian fatality on FM 969. After the last 237-Northeast Feeder (bus funded by Commissioners) departs Greater Mount Zion, it's a 3.8-mile walk to Community First! Village with no sidewalk.

Got Problems with Cap Remap?
Submit Title VI Complaint Today!

CAP REMAP
Transportation Discrimination

Cap Remap was made possible by service reductions north of North Lamar Transit Center!
Title VI, Civil Rights Act of 1964 prohibits discrimination based on race, class, or national origin.
Capital Metro reduced buses to minorities to give white choice riders 15- to 30-minute frequency.



Email: Christopher Macneith, Civil Rights Officer
Federal Transit Administration, Region VI
CAP REMAP christopher.macneith@dot.gov
Cc: titlevicomplaints@capmetro.org
Robert Patrick, FTA Region VI Director: **Robert.Patrick@dot.gov**
Capital Metro Board of Directors: **boardofdirectors@capmetro.org**
Randy Clarke, CapMetro CEO/President: **Randy.Clarke@capmetro.org**

Ask to restore:
240-Rutland
300-Rogge
339 to 30 min
392-Arboretum

Call the Go-Line: 512.474.1200 ~I walk-transfer and wait more!
Say: I want to file a Title [six] complaint on Cap Remap Route __.
Get: Reference number (also called CCR #: Customer Call Report)
Ask: Operator to repeat complaint; make sure he/she says Title VI
U.S. Mail: CapMetro MUST respond! Google: FTA Title VI Complaint Form
☺**Be empowered: More than one person** can **sign** the complaint!

Speak@Next CapMetro Mtg
30Jul2018/Noon, 2910 E. 5th St.

Minority Routes: Title VI Violations
Infrequent, Unreliable, Disconnected

CAP REMAP

No more east-west connectivity north of North Lamar Transit Center (NLTC)!

Partial 15-minute bus—**325, worse:** No more east-west connectivity Walmart-Norwood to Northcross!
☹**325 is now:** Old Route 1-Tech Ridge to Metric and Old 325-Rundberg to Walmart-Norwood.

30 min. **New minority Route 324-Ohlen, worse:** Must transfer to the Westside; more wait-time.
☹**324 is now:** Old 10-Georgian/325-Ohlen. No more 15 min east-west Walmart-Norwood to Northcross!

30 min. Route **1, no improvement:** Replaced 275-Tech Ridge to NLTC which operated 30 minutes.
Before Cap Remap, #1 operated Tech Ridge to Metric, Rundberg [now 325], North Lamar to William Canon.
☹**1 is now:** Old 1L/1M (N. Lamar to S. Congress: No more 13-18 min; it's 30 Tech Ridge to William Canon).

45-min. Shortlined **392, worse: No east-west Arboretum connectivity**; stops at MetroRail-Kramer.
Before Cap Remap, **574 [383/392] petition signatures saved 383-Lakeline** then staff combined 243/392.
☹**392, now:** Disconnected from jobs, 803 Rapid; 30-min transfer: Braker/Burnet-3, 383; no Collinwood stop.

45-min. **243-Wells Branch, worse:** No more 30-min Peak (3.5 hrs, AM/PM); no Merrilltown elders' bus.

60-min. New minority Route 339-Tuscany, worse: New 339 restored 19-Bull Creek every 35 min.
Before Cap Remap, 323-Tannehill to Tuscany: **120 boardings/day vs.** 19-Bull Creek: **1.8 boardings**/hour
☹**339, now:** Old 323 runs 60 min (before: 35-45 min, Day: M-F). **19 cost $65.27/rider vs. 323: $3.97/rider.**

35-min. Restored **323, worse:** Now three routes instead of one continuous route = **more wait-time**
☹**323, now** 35 min: Walmart-Northcross to Norwood/60 min: 339-Tuscany/30 min: 6-Tannehill to Downtown

CAPMETRO

Transportation Discrimination CAP REMAP

Capital Metro found Cap Remap had a disparate/negative impact on minorities. To get federal dollars, they alleged fixing the discriminatory problem by creating 7 "New" routes? But **324 and 339 weren't new at all!**

❖ June 2018 Service Equity Analysis

When we considered individual changes, a potential disparate impact on minority populations was found for 11 of 13 routes that were proposed to be eliminated and 18 of 20 routes that were proposed for major service changes based on the policy thresholds for consideration. The potential disparate impacts were mitigated on almost all of the eliminated routes as these routes would be replaced or served by one or multiple new or changed routes. **Reality:** No 240 alternatives were analyzed! Riders now walk 0.7 miles.
decrease
. In fact, eight of those modified routes will have a significant frequency increase that would bring benefits of this service change to minority populations. In addition, there were five new routes that would provide services to significantly high minority population areas. Source: April 23, 2018 CapMetro Board (p. 201)

File Title VI Complaint: Minorities still walk 3 miles from Parmer to 392, 2.2 miles-Samsung !
Shame on CapMetro for Implementing a Plantation Plan with Taxpayer Dollar$☹

7 New Routes: Southwest—105 S. 5th; 315 (Hwy 290 to ACC-Pinnacle); Southeast 310-Parker
Northeast: 339-Tuscany (60 min); 324-Ohlen, worse: Minorities wait twice as long; same routes.
318-Westgate: $1.8M = 10.3 riders/hour, fewer than standard vs. eliminated 240 (20.3 riders/hour)
335-Mueller: 120%MFI/$95K salary, home ownership. 345-45th: 0.4% Blacks live in Hyde Park.

Non-Minority: Frequent, Reliable, and Better Connected CAP REMAP

15-minute Frequency: Mueller (four routes: 10, 20, 300, 335) vs. north of **NLTC (½ route)**
15 min (New east-west): 335-Mueller to Mopac [H.E.B. to Casis Elementary-Exposition]
Title VI Violation: 21-Exposition and 240-Rutland were eliminated. ~Rideshare only serves Tarrytown
Free Exposition Rides less than ½-mile from 335-Casis to Howson Library or 18-Enfield: 6-month Pilot
Board Member **Ann Kitchen's Resolution and Amendment included Exposition** but **excluded 240.**
CapMetro is required to **analyze** minority route **alternatives** before/after elimination (FTA C 4702.1B).

15 min (North-South, 4:17AM-Walmart-Norwood to Southpark Meadows); replaced 7 at Walmart.
15 min (North-South, 5A-12A): 20-Manor to ABIA. Springdale residents walk to 51st St or Manor.
15 min (NS): 300, MetroRail-Crestview to Westgate; combined w/Old 331-Oltorf; same frequency.
300, now: No Rogge stops. Low-income/minorities walk from Reserve-Springdale to 51st, over ½-mile.

Reliable: Improved Low-Ridership Routes! ~Minimum Standard: 15 riders/hour

1.8 boardings/hour, 30 min: 19-Bull Creek vs. 120 boardings/day, 60 min: 339-Tuscany/Old 323
2.9 boardings/hour, 30 min: 333-Convict Hill and 315-Ben White; **both go to vacant ACC-Pinnacle**
3.5 boardings/hour, eliminated Exposition = Ride Austin vs. 240 (5 north stops = 93 boardings) = **Walk!**
Low-income/minorities walk 10 blocks to St. David's; 0.7 miles to work: Metric to H.E.B. (Parmer/Loop 1)
10.3 riders/hour, 30 min: New 318-Westgate/Old 238. Cost: $1.8M vs. 392 (15.3 riders/hour = $916K)

Frequent, Reliable, Better Connected: South/West, Westgate, UT, Central, Lake Austin
15 min: 333-William Canon (18.6 riders/hour) vs. 30 min 383 (19.2 riders/hour): Why different frequency?
30 min: **New 105 S. 5th Peak (AM/PM);** Frequent Route 10, off-Peak: 15 min; **New 345-45th St:** 30 min.

June 28, 2018 Video 49:00 Item 60, Affordable housing/CapMetro: **http://austintx.swagit.com/play/06282018-716**

What Should Travis County Commissioners Do to Comply with Title VI? Before executing FY 2018 $87K "excess" to study the Elgin "Green Line," analyze and meet transit-dependent riders' needs on Routes 233 & 237!

Monday (August 6, 2018): Council Member Ora Houston reminded Commissioner Jeff Travillion that people can't get home to Community First! Village from work. Hog Eye has no sidewalk from Decker Lane which endangers riders' lives as they walk home. Lighting conditions: Unknown.

- The last Route 237-Northeast Feeder eastbound bus is 7:40PM from Greater Mount Zion (Tannehill).
- Joint City of Austin/CapMetro Work Session Video: http://capmetrotx.iqm2.com/Citizens/Default.aspx

What's the Ask for Travis County Commissioners Court: Transit Development Plan Item?

Todd Hemingson said, "Commissioners Court will be taking this item up on August 21st." Please ask Capital Metro planners to brief Commissioners on Routes 233-Decker/Daffan Lane and 237-Northeast Feeder alternatives as part of the Transit Development Plan (Clip 23:30). Specifically require staff to show how they determined that stopping 233 at 6PM in Colony Park and 7:40PM eastbound from Tannehill (Greater Mount Zion) served riders' needs. Ideally, Commissioner Jeff Travillion should have requested this briefing before designating $87K as "excess" FY 2018 funds to study the Elgin Green Line. That study should be placed on hold until the transit needs of Northeast Austin riders in the unincorporated areas of Travis County on 233 and 237 are met. Capital Metro should brief Commissioners on Title VI disparate impact findings with 233 and 237 riders' input. For comparison, see schedules for 19-Bull Creek (1.8 boardings/hr) and 135-Dell Limited (1.8 riders/hr); both routes improved with no discussion regarding the $65.27 Bull Creek subsidy or $40.81 per rider on 135-Flyer, again improving South Austin service at the expense of Northeast transit-dependent minorities forced to wait 45-60 minutes for buses with no Peak service to get to/from work, diminishing quality of life!

- **Public Comment:** I also request to speak on Tuesday on the Transit Development Plan agenda item. Please let Judge Eckhardt know.
- **August 13, 2018/Clip 55:00:** http://capmetrotx.iqm2.com/Citizens/SplitView.aspx?Mode=Video&MeetingID=1729&Format=Agenda

CAP REMAP

Approval of a resolution authorizing the President & CEO, or his designee, to negotiate and execute a three-year Interlocal Agreement (ILA) with Travis County to implement the Travis County Transit Development Plan in an amount not to exceed $221,422 in FTA Section 5307 funds and $332,133 in local funds from Travis County per year.

Route	237-Northeast Feeder				
Compare	Hours	Ridership	Passengers per Hour	Cost	Cost/Pax
Current	3,661	7,691	2.1	$ 274,600	$ 35.70
Proposed	4,368	42,920	9.8	$ 327,606	$ 7.63
Variance	707	35,229	7.7	$53,006	($28.07)

Monday, August 13, 2018 (Capital Metro Operations Committee): Members moved Travis County Transit Development Plan to the full board without recommendation. CM Ann Kitchen asked what the $221K would fund and wanted to ensure Manchaca residents were included in public input. CM Delia Garza noted Southeast riders' needs and questioned prioritization for Precinct 1 projects (e.g., Austin's Colony Pilot). There was also confusion over continued funding for Routes 233 and 237-Northeast Feeder. Commissioner Travillion emphasized Central Health Pilot. This discussion confirmed that Capital Metro did not discuss 233-Decker/Daffan Lane and 237-Community First! Village during Cap Remap. There is no data on 233-Decker/Daffan in CapMetro's 2017 Financial Plan though it was considered for elimination initially in Connections 2025 but restored. **Connections2025.org [Resources: CapMetro 2017 Financial Plan]**