



**METRO**



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**Rob Borowski**  
Capital Metro

**Joint Sustainability Committee**  
February 26, 2020

# AGENDA

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- CAPITAL METRO AT A GLANCE
- SYSTEM REDESIGN - CAP REMAP
- THE PROBLEM & SOLUTION
- EQUITABLE IMPROVEMENTS
- VICTORIES & LESSONS LEARNED
- LONG-RANGE VISION – PROJECT CONNECT
  - SYSTEM PLAN
  - PLANNING & ENGAGEMENT PROCESSES
  - INVESTMENT OPPORTUNITIES



**METRO**



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# CAPITAL METRO AT A GLANCE



**METRO**



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# Agency Overview

## SERVICE AREA

1.1 million residents, 543 square miles

## MEMBER CITIES

7 cities, including Austin

## ANNUAL BUDGET

\$403.7 million

## ANNUAL RIDERSHIP / AVERAGE WEEKDAY

31 million annual / 119,000 average weekday

## FLEET SIZE

540 revenue vehicles

## WORKFORCE

365 administrative, 1150 contract operations





# Agency Governance

## STATE ENABLING LEGISLATION

### Chapter 451 – Texas Transportation Code

- Metropolitan transportation authority
- Member cities vote into system
- 1-cent sales tax
- Limited revenue sources

## BOARD STRUCTURE

### 8-member board

- 3 members appointed by MPO
- 2 members appointed by City of Austin
- 1 member appointed by Travis County
- 1 member representing small cities



# Agency Finances

## ANNUAL BUDGET

\$403.7 million

### FY2020 OPEX

\$287 million

### FY2020 CAPEX

\$110 million

## REVENUE SOURCES

### SALES TAX

\$265.7 million

### GRANTS

\$60.1 million

### FARES

\$22.5 million





# Contract Operations

## **FIXED ROUTE BUS** – MV Transportation

- \$1.4 billion
- 5 years, plus two 3-year options

## **PARATRANSIT** – MTM Transit (Ride Right)

- \$210 million
- 4 years, plus two 3-year options

## **COMMUTER RAIL** – Herzog

- \$117.5 million
- 7 years

## **FREIGHT RAIL** – Watco Companies

- \$5 million (16.5 percent of revenue)
- 20 years, plus five 6-year options



# Agency Fares

## Current Fare Structure

- Under 18 ride free
- University partnerships
- Transit Empowerment Fund
- MetroWorks program
- Reduced Fare program
  - Seniors
  - Medicare
  - Customers with disabilities
  - Military personnel



	REGULAR	REDUCED
	\$1.25	60¢
<b>1-DAY</b>	\$2.50	\$1.25
<b>7-DAY</b>	\$11.25	—
<b>31-DAY</b>	\$41.25	\$20.60



Local &  
UT Routes



MetroRapid &  
Flyer Routes



	REGULAR	REDUCED
	\$3.50	\$1.75
<b>1-DAY</b>	\$7	\$3.50
<b>7-DAY</b>	\$27.50	—
<b>31-DAY</b>	\$96.25	\$48.10



Local &  
UT Routes



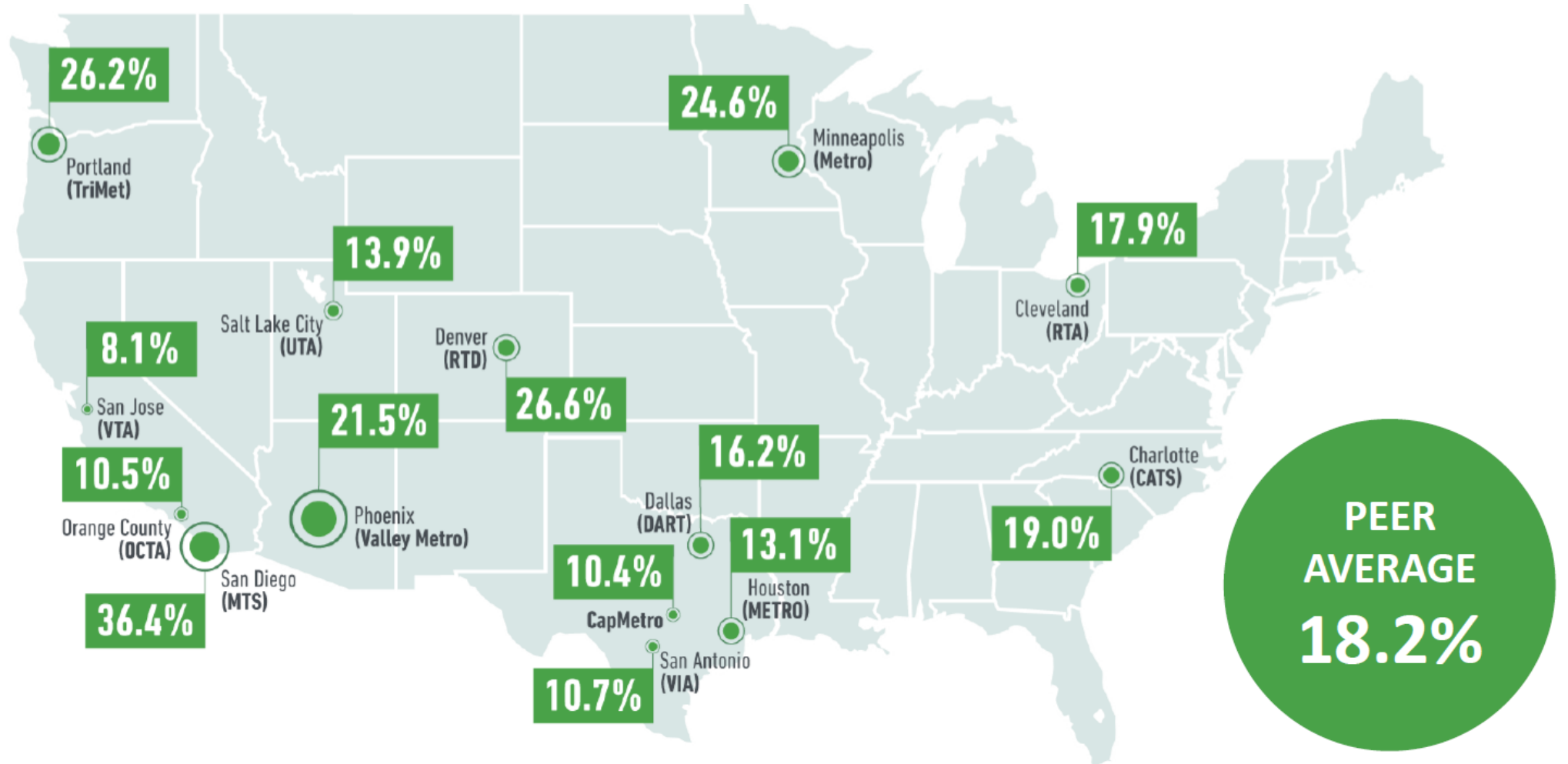
MetroRapid &  
Flyer Routes



MetroRail &  
Express Routes

# Agency Fares

## Farebox Recovery Comparisons





# Agency Facilities

## PARK & RIDES

17 facilities

## RAIL STATIONS

9 stations (1 additional proposed)

## BRT STATIONS

48 station pairs

## MAINTENANCE FACILITIES

3 facilities, 300,000 square feet

- Electric fleet facility U/C

## ADMINISTRATIVE SPACES

6 facilities, 100,000 square feet





# Agency Innovation

## AUTONOMOUS VEHICLE PILOT

- Easy Mile

## ON-DEMAND PICKUP SERVICE

- 6 active microtransit zones
- Positive ridership growth

## INTEGRATED FARE SYSTEM

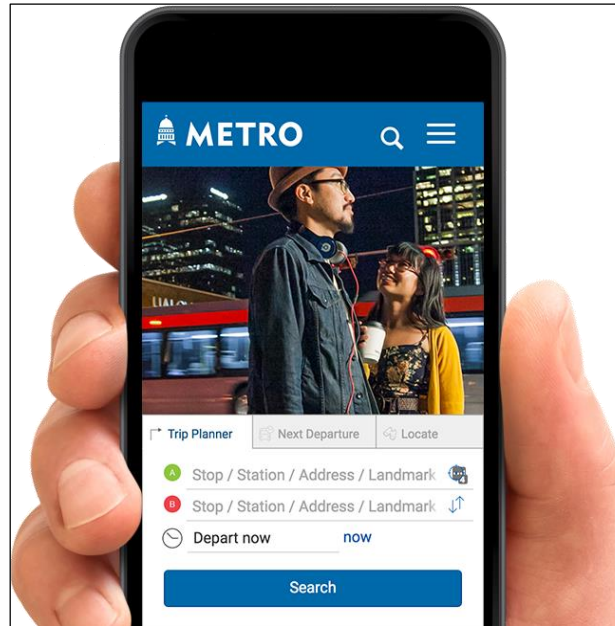
- Study complete, into procurement

## FLEET ELECTRIFICATION

- 2 vehicles onsite, 8 on order
- 4 Proterra buses, 6 New Flyer

## STOP AMENITIES PROGRAM

- Real-time departure, solar



# Agency Successes

## Continuous Improvement

- **15 straight months of ridership gains**
  - Up 26.3 percent on MetroExpress
  - Up 5.7 percent on MetroRapid
- **K-12 Ride Free**
  - Over 3 million trips (and counting)
- **Expansion of On-Demand *Pickup* Service**
  - 6 active zones, growing ridership
- **State and National Awards**
  - Texas Agency of the Year
  - Safety, Mobile Technology recognitions





# Agency Successes

## Continuous Improvement

- **Stop Amenities**
  - 125 shelters and 80 solar lights
  - E-paper, real-time departure units
- **Downtown Station Reconstruction**
  - \$37 million terminal station
  - Operational flexibility, new plaza
- **New Transit Centers**
  - 4 new transit facilities
- **MetroRail Track Improvements**
  - TIGER V double-tracking, PTC



# SYSTEM REDESIGN CAP REMAP



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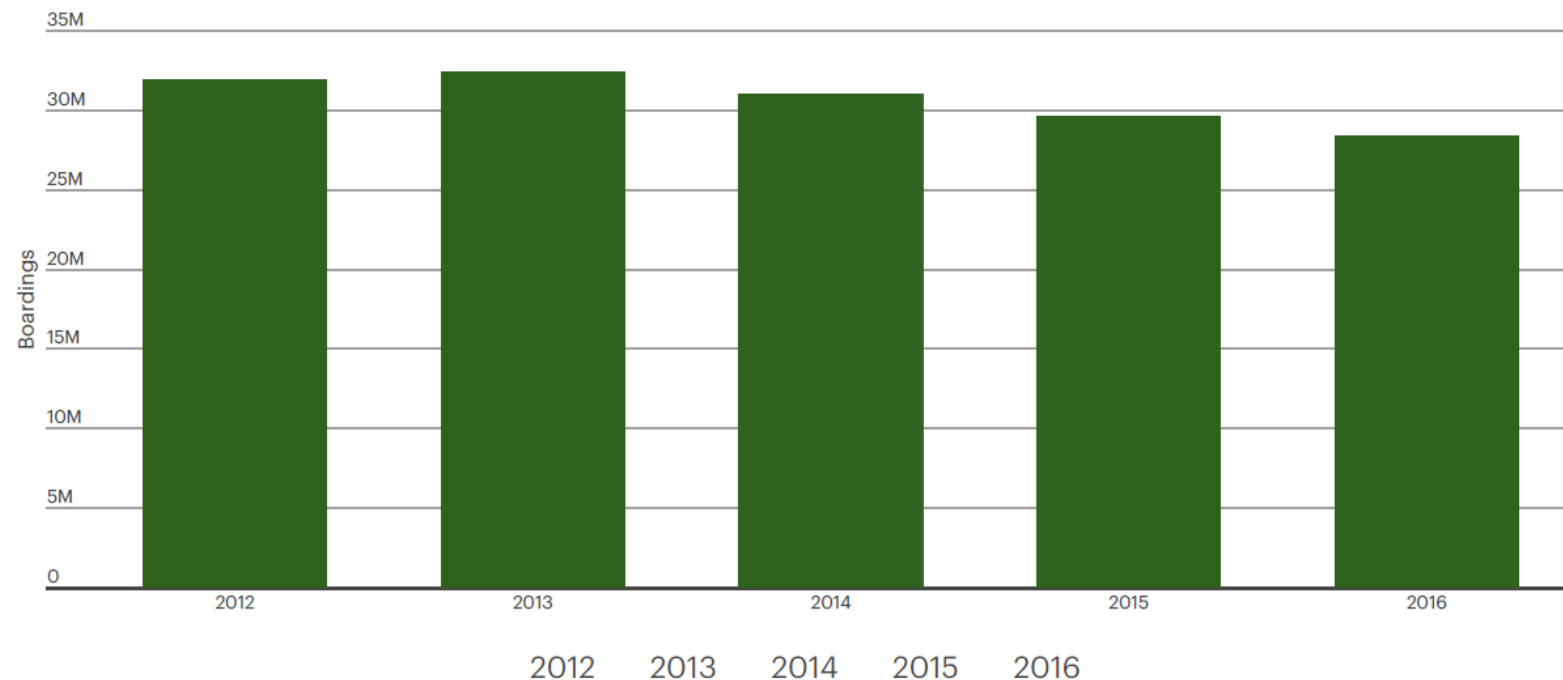
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# The Problem

## What's next for Capital Metro? Transit agency charts region's infrastructure needs as bus ridership plummets

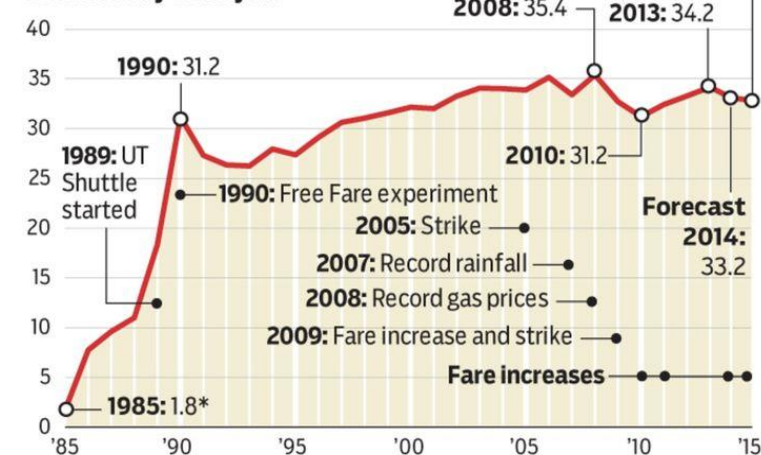
Boardings have fallen, dragged down by a 11% decrease in bus rides since 2012. Here's what the public transit agency plans to do about it.

### CAPITAL METRO BUS SERVICE RIDERSHIP



### Capital Metro ridership

In millions by fiscal year



\* CMTA ridership figure in 1985 was only for July, Aug., Sept.

Source: Capital Metro

LINDA SCOTT / STAFF

# The Solution

**MORE  
MORE  
BETTER** | **FREQUENT  
RELIABLE  
CONNECTED**

**CAP**  **REMAP**  
**ARRIVING JUNE 3**



# Cap Remap Goals

## BUILD RIDERSHIP

- Retain existing customers, create new markets

## MATCH SERVICE TO MARKETS

- The right service for the environment

## ENHANCE CUSTOMER EXPERIENCE

- Safe, secure, inviting, innovative

## ENSURE FINANCIAL SUSTAINABILITY

- Improve the system for the long term



# Households Within ½ Mile of Frequent Routes

## POPULATION SERVED BY HIGH FREQUENCY ROUTES

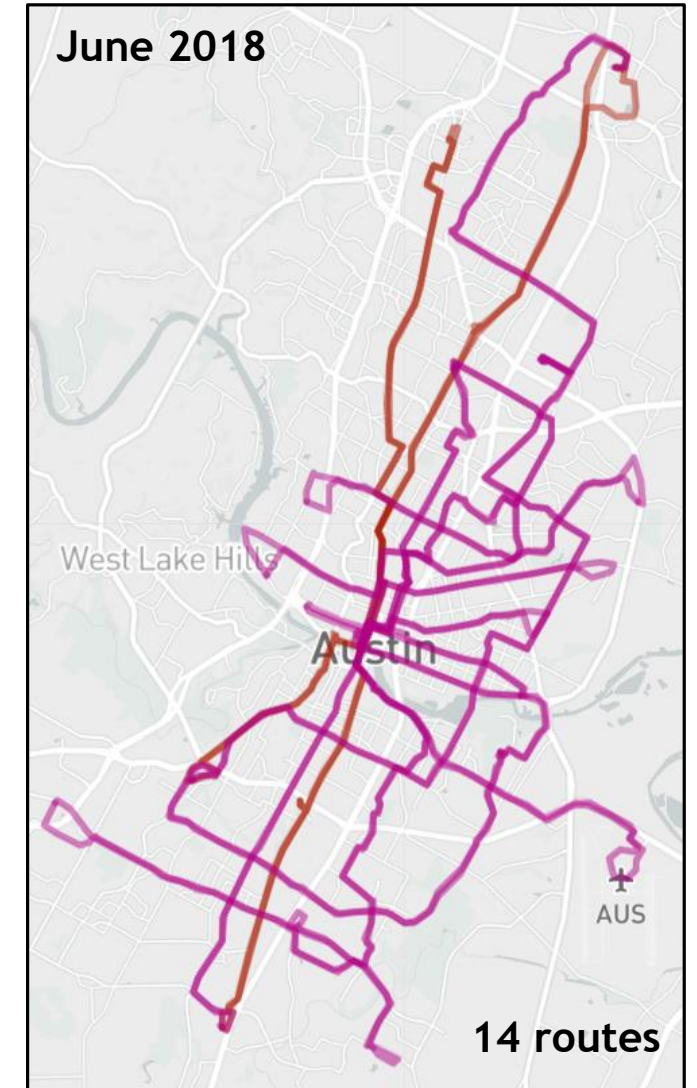
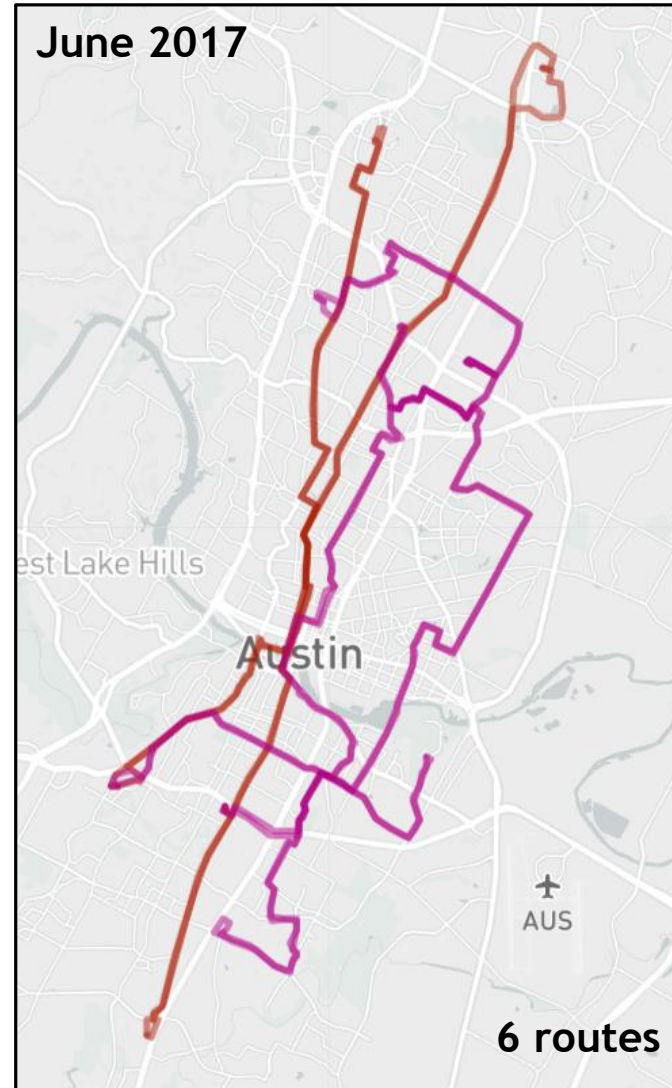
- 331,600 (31%) before
- 542,500 (51%) after

## BEFORE – 6 Frequent Routes

- 30 percent weekday trips
- 12 percent weekend trips

## AFTER – 14 Frequent Routes

- 53 percent weekday trips
- 65 percent weekend trips

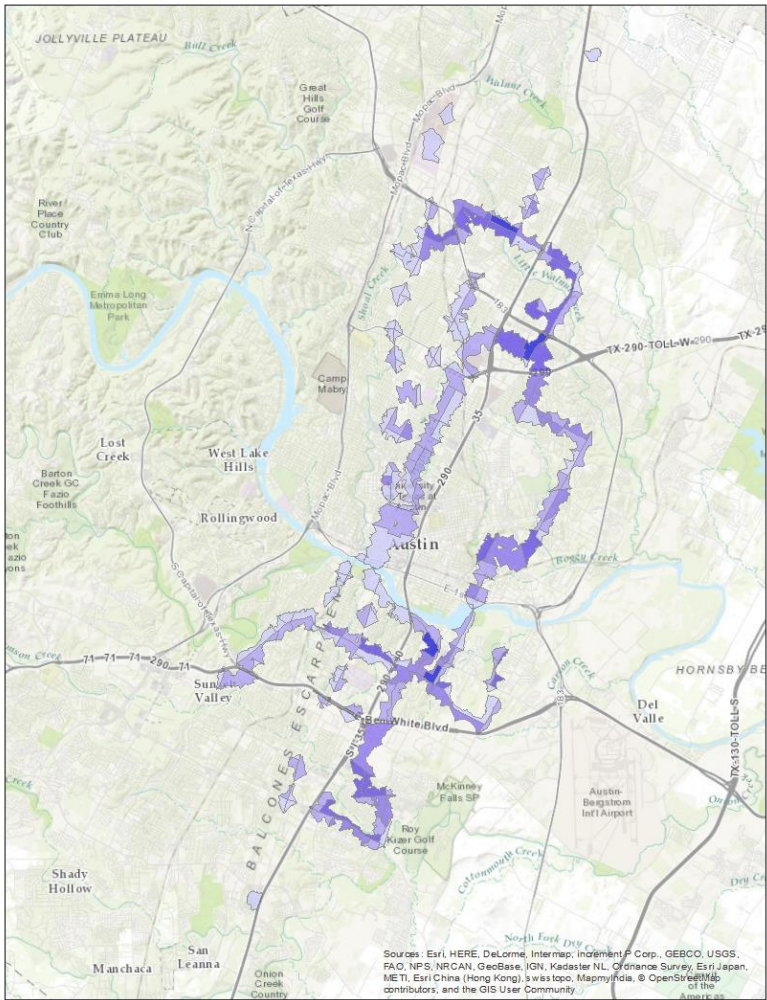




# Households in Poverty Within a 5-Minute Walk

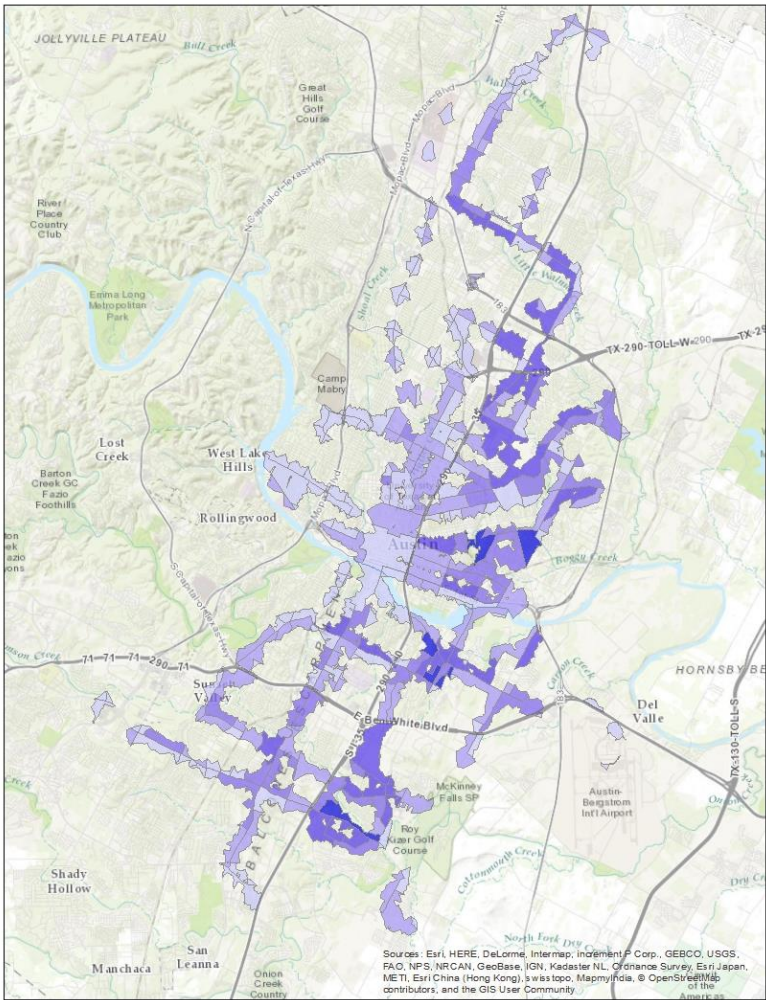
Before Cap Remap

15%  
4,073



After Cap Remap

27%  
7,069

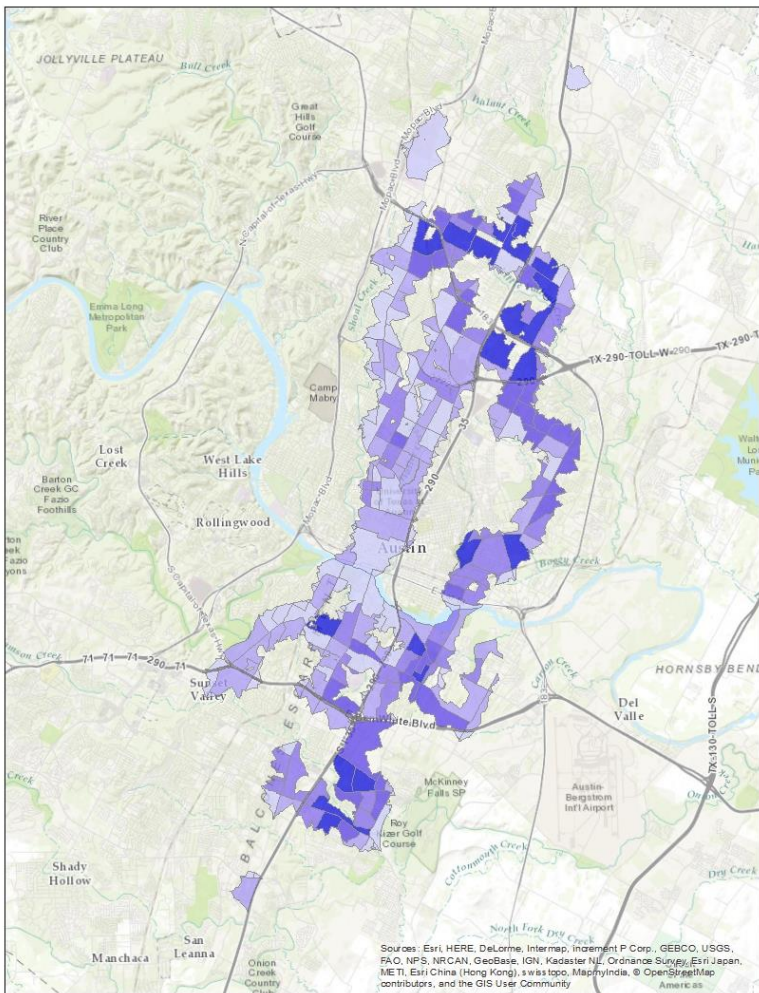




# Households in Poverty Within a 10-Minute Walk

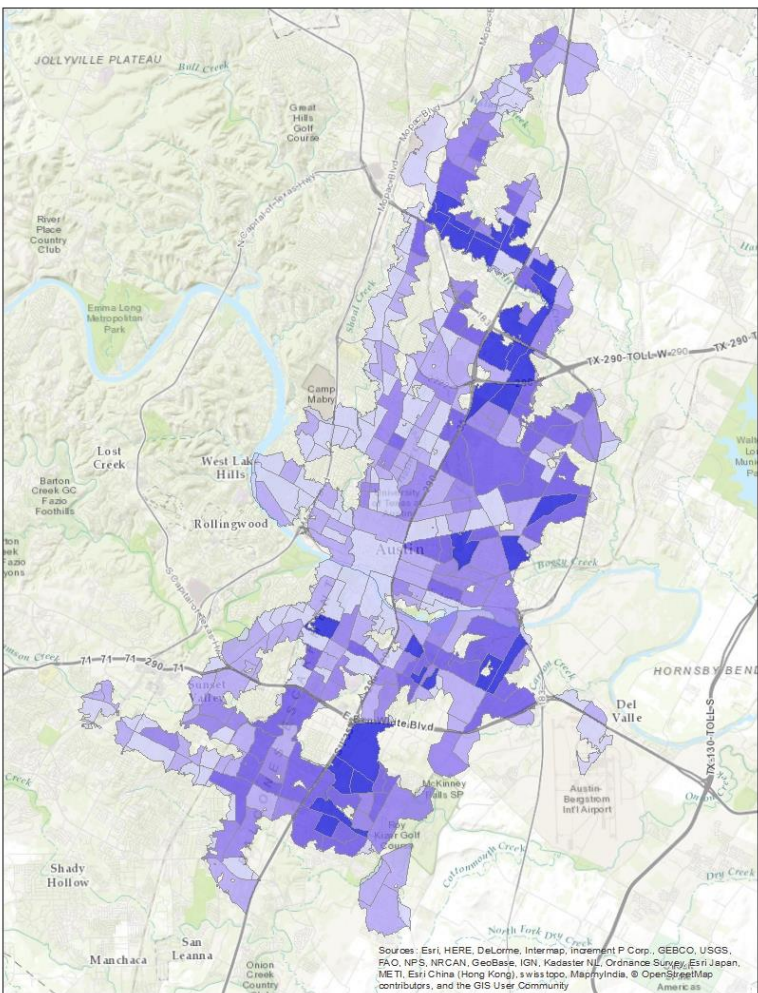
Before Cap Remap

33%  
8,647



After Cap Remap

48%  
12,678



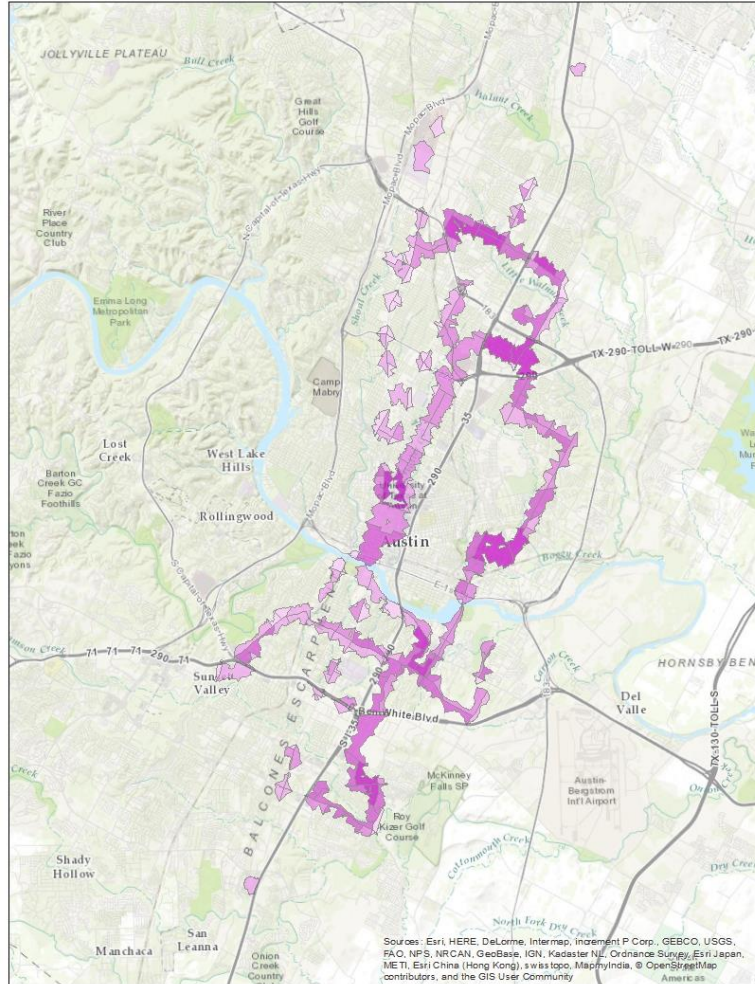


# Minority Populations within a 5-Minute Walk

*Before Cap Remap*

12%

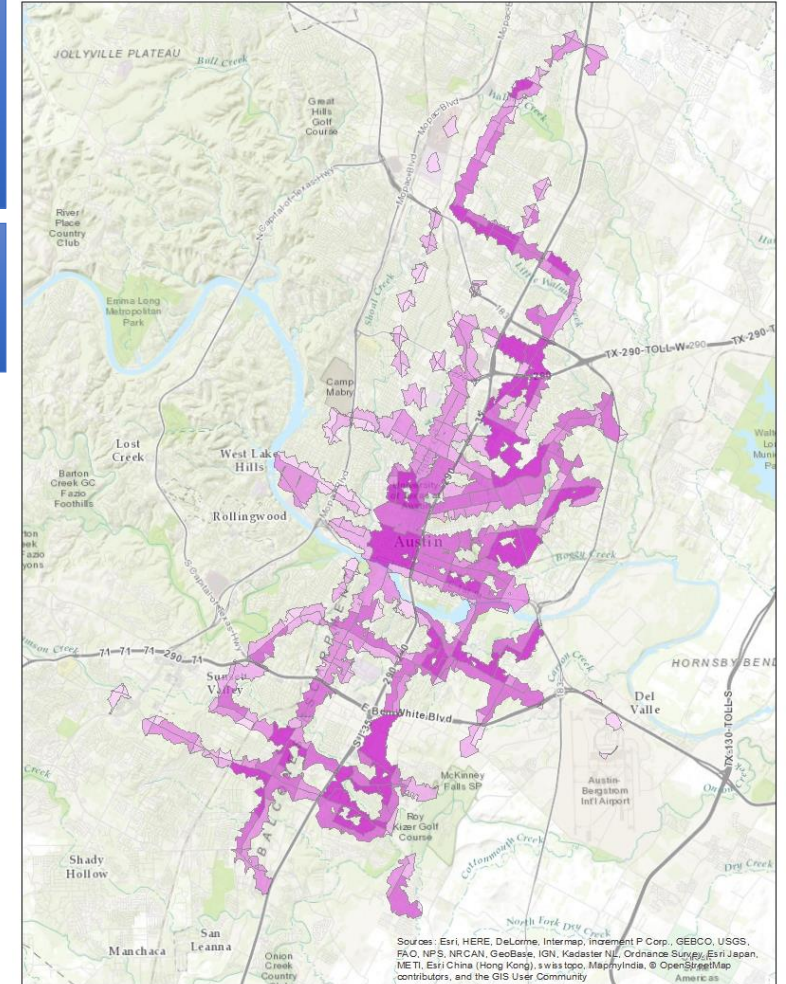
59,029



*After Cap Remap*

22%

109,781



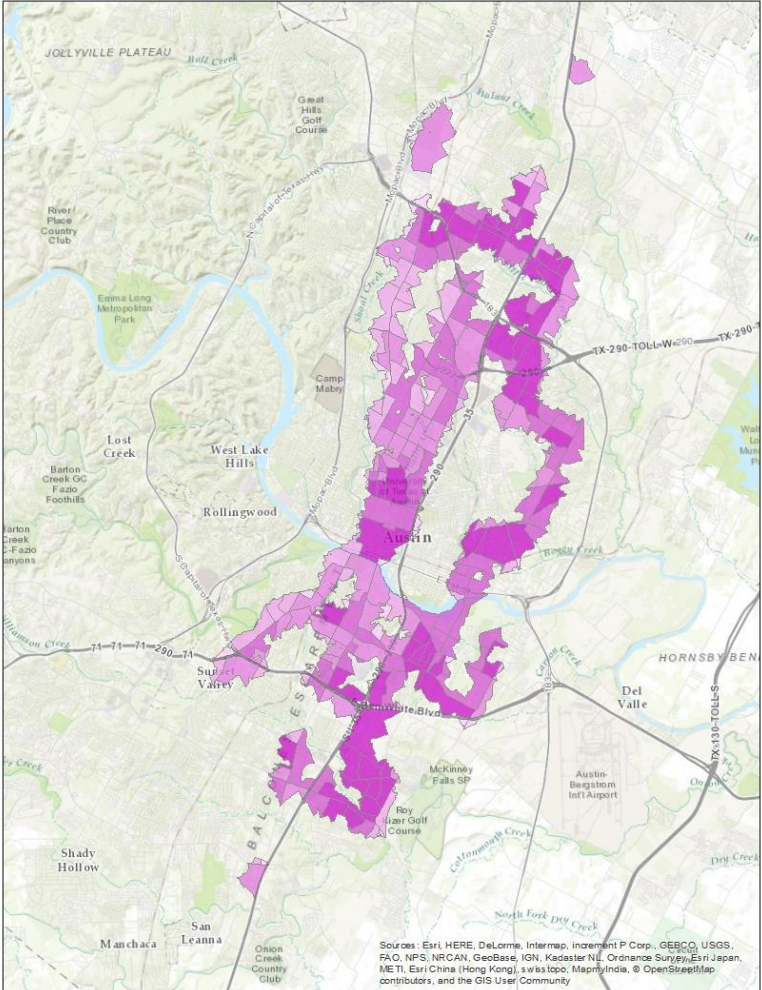


# Minority Populations within a 10-Minute Walk

Before Cap Remap

25%

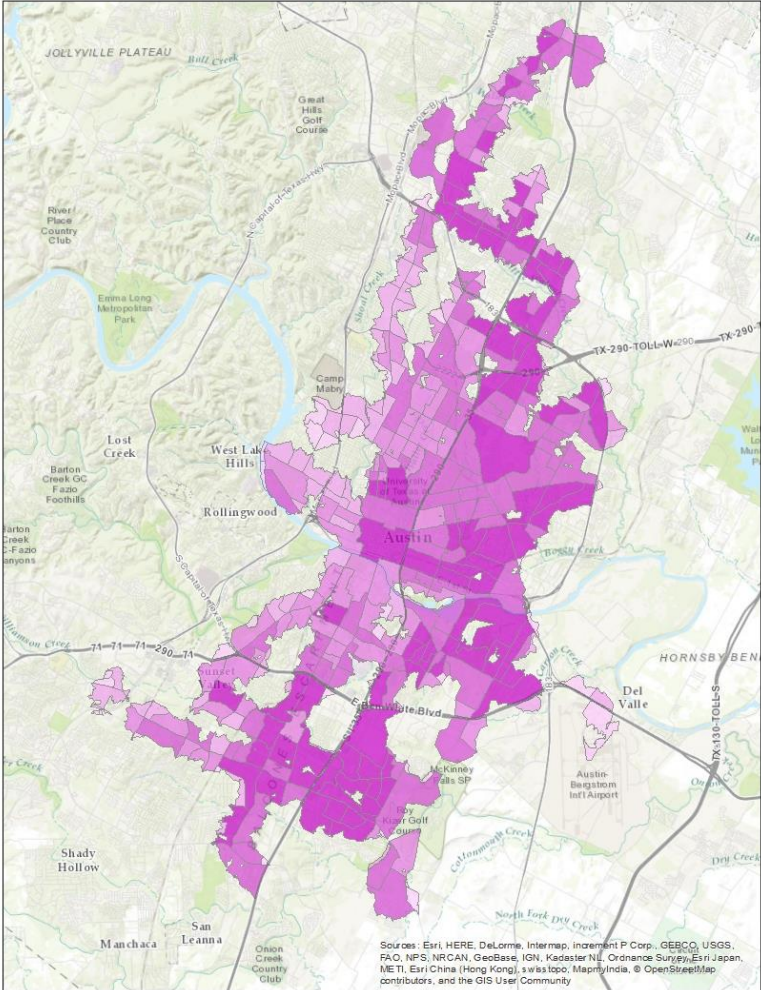
127,007



After Cap Remap

39%

197,264





# Cap Remap Victories

## INCREASED RIDERSHIP

- 15 straight months, 15-percent increase

## INCREASED SERVICE HOURS

- Additional 120,000 hours of service

## MORE CONSISTENT FREQUENCY

- Elimination of weekend, alternate schedules

## MORE BALANCED RIDERSHIP

- Increased weekend, midday, late night trips



[HOME](#) | [MANAGEMENT](#)

## Cap Metro ridership increase among highest in nation

Cap Metro May 2019 ridership increased 11.5 percent over the same period in 2018.

From — [Capital Metro](#)

Jun 25th, 2019

Capital Metro released ridership figures for May, announcing an 11.5 percent increase over the same month in 2018. This year-over-year increase is among the highest of transit agencies nationwide.

May's ridership continued the recent growth across Capital Metro's entire transit system:

- Weekday ridership was up 9.8%.
- Saturday ridership was up 9.9%.
- Sunday ridership was up 32.1%.

The gains this month can be found throughout Capital Metro's bus network, with MetroRapid and MetroExpress ridership up nearly 19 percent each and MetroBus up 11 percent. The agency also saw slight gains with MetroAccess ridership up 3.4 percent,

# LONG-RANGE VISION PROJECT CONNECT



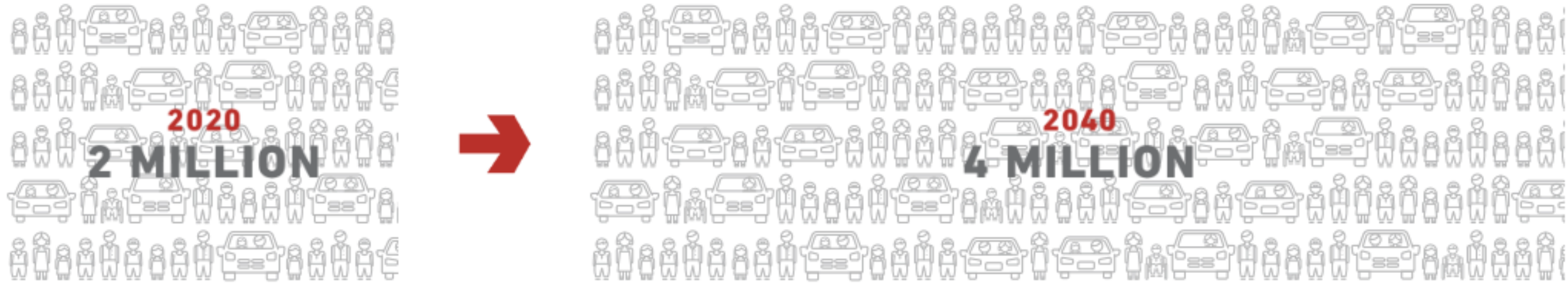
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# A Growing Challenge

## Austin MSA Population



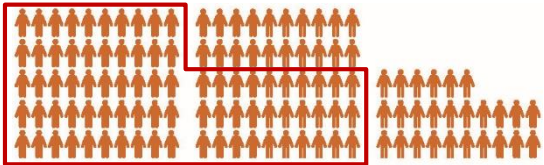
# It's A Matter of Geometry

## TRANSITWAYS



PEOPLE MOVED PER LIGHT CYCLE

126 People - **80** in transit.

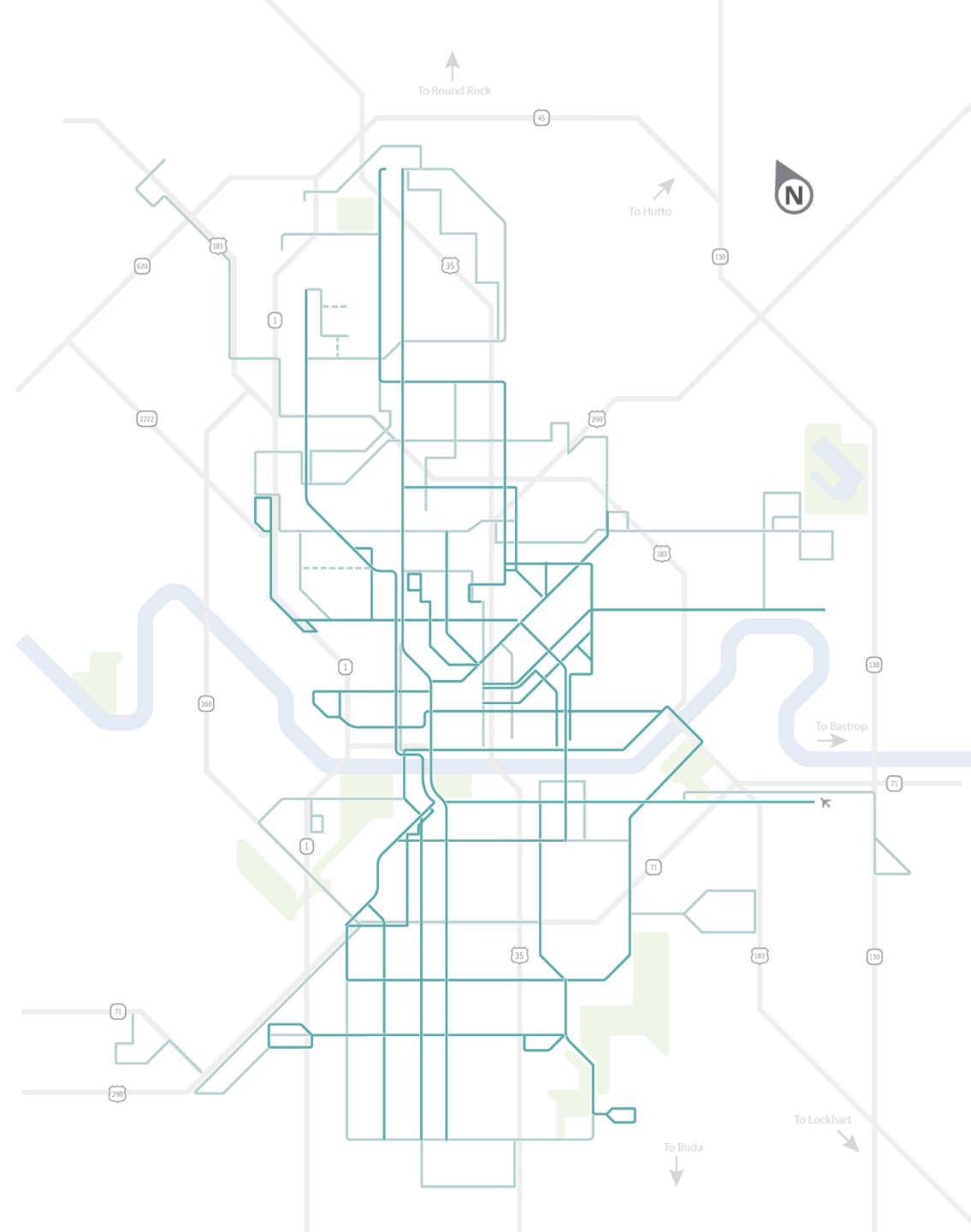


PEOPLE MOVED PER LIGHT CYCLE

235 People - **204** in transit.

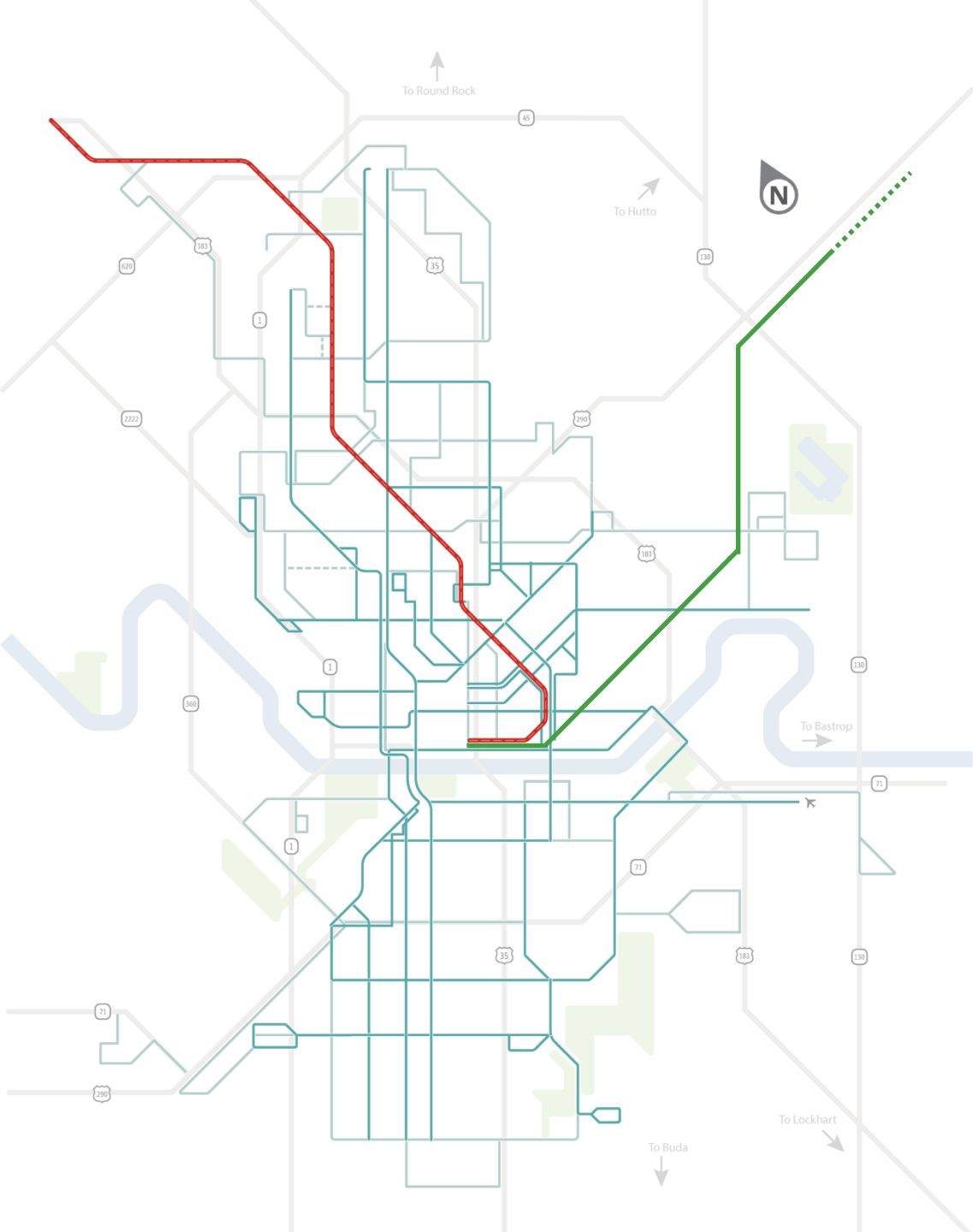


# LONG TERM VISION PLAN



— Local Bus Service

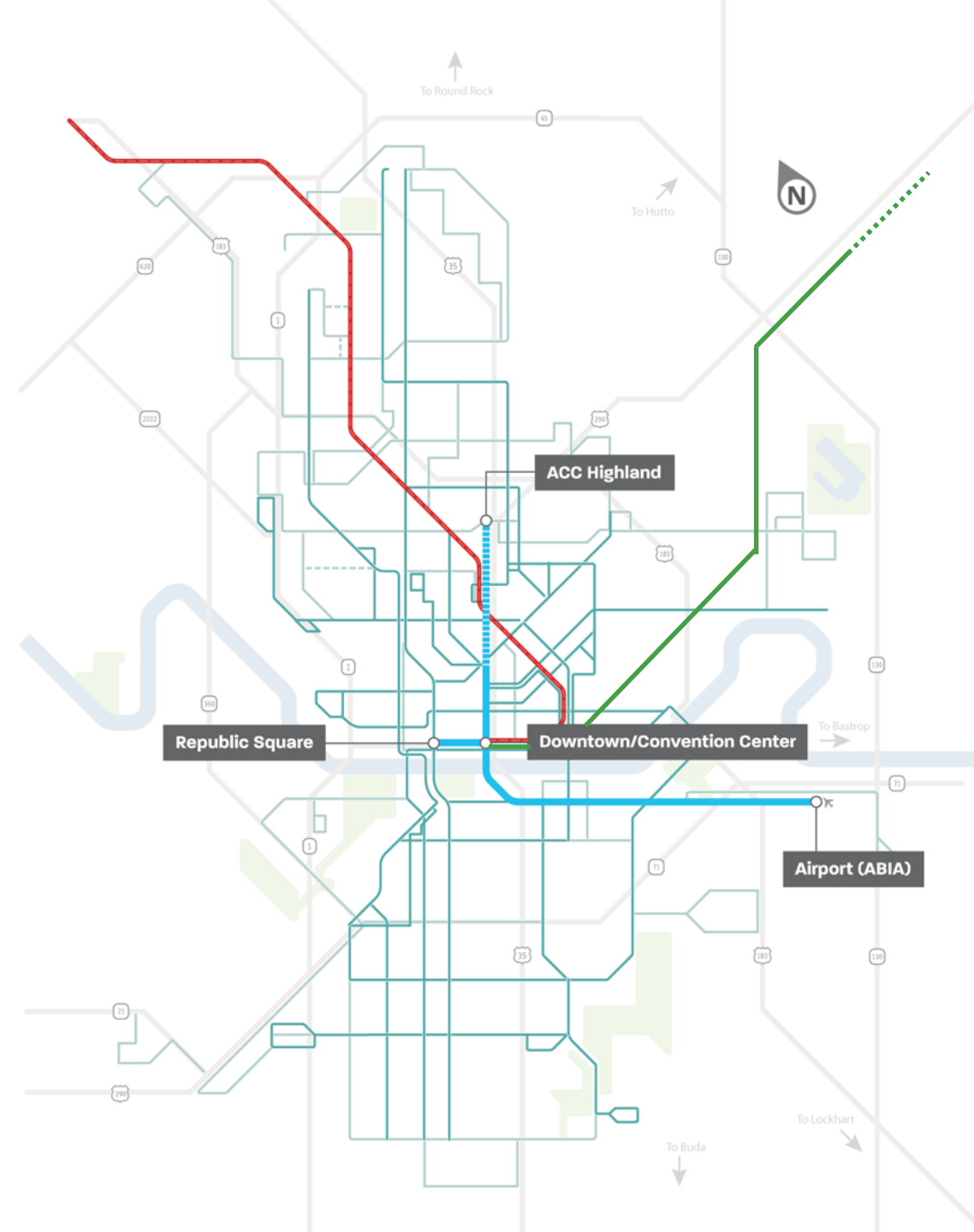
# LONG TERM VISION PLAN



- Local Bus Service
- Commuter Rail
- Red & Future Green Lines



# LONG TERM VISION PLAN



- Local Bus Service
- Commuter Rail
- Red & Future Green Lines
- High Capacity Rapid Transit
- Dedicated Pathways

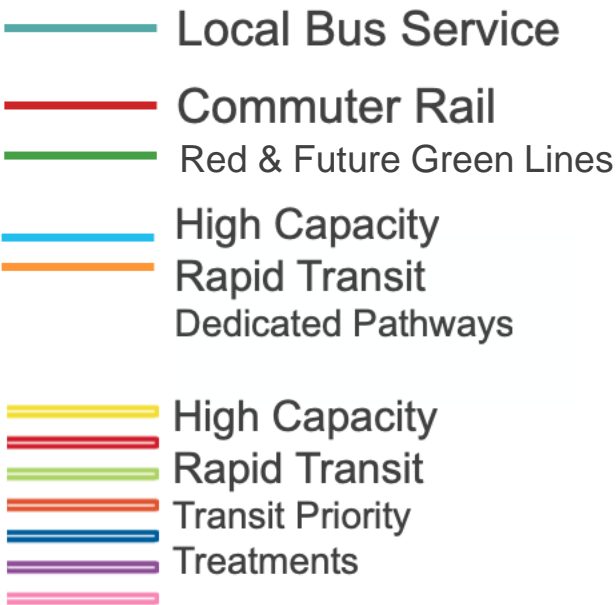
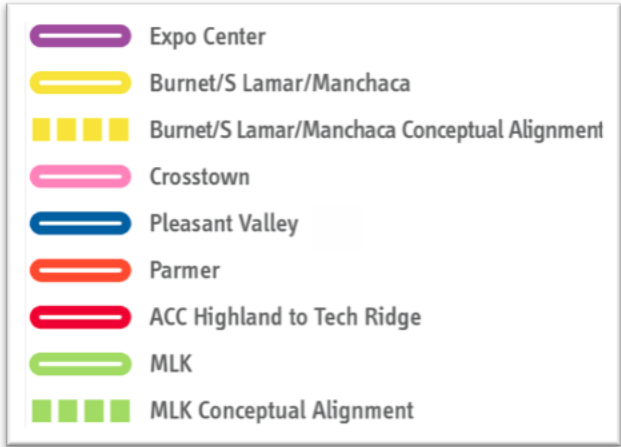
# LONG TERM VISION PLAN



- Local Bus Service
- Commuter Rail
- Red & Future Green Lines
- High Capacity
- Rapid Transit
- Dedicated Pathways

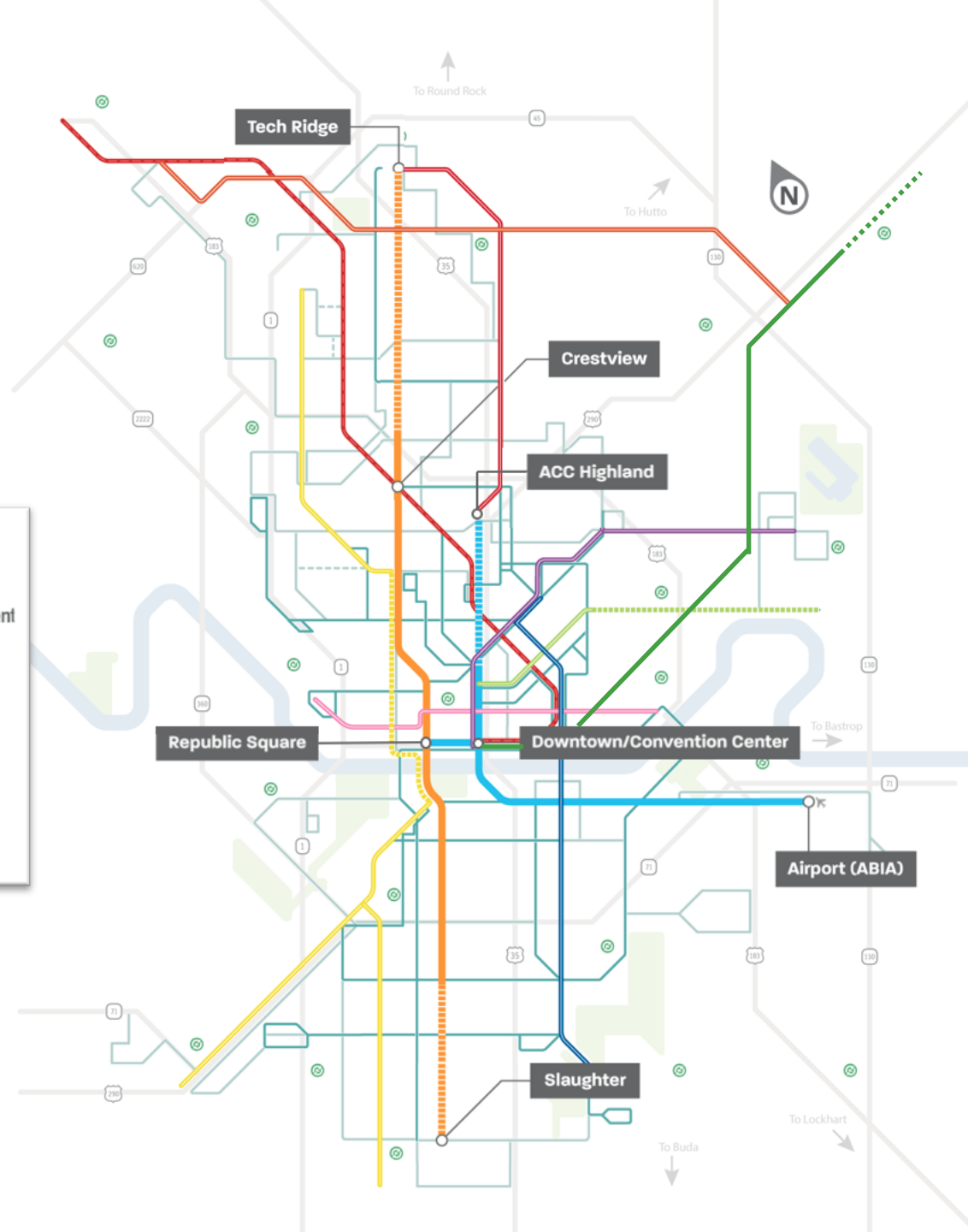
# LONG TERM VISION PLAN

- Better bus stops
- Greater frequency
- Real time arrival info
- Greater capacity



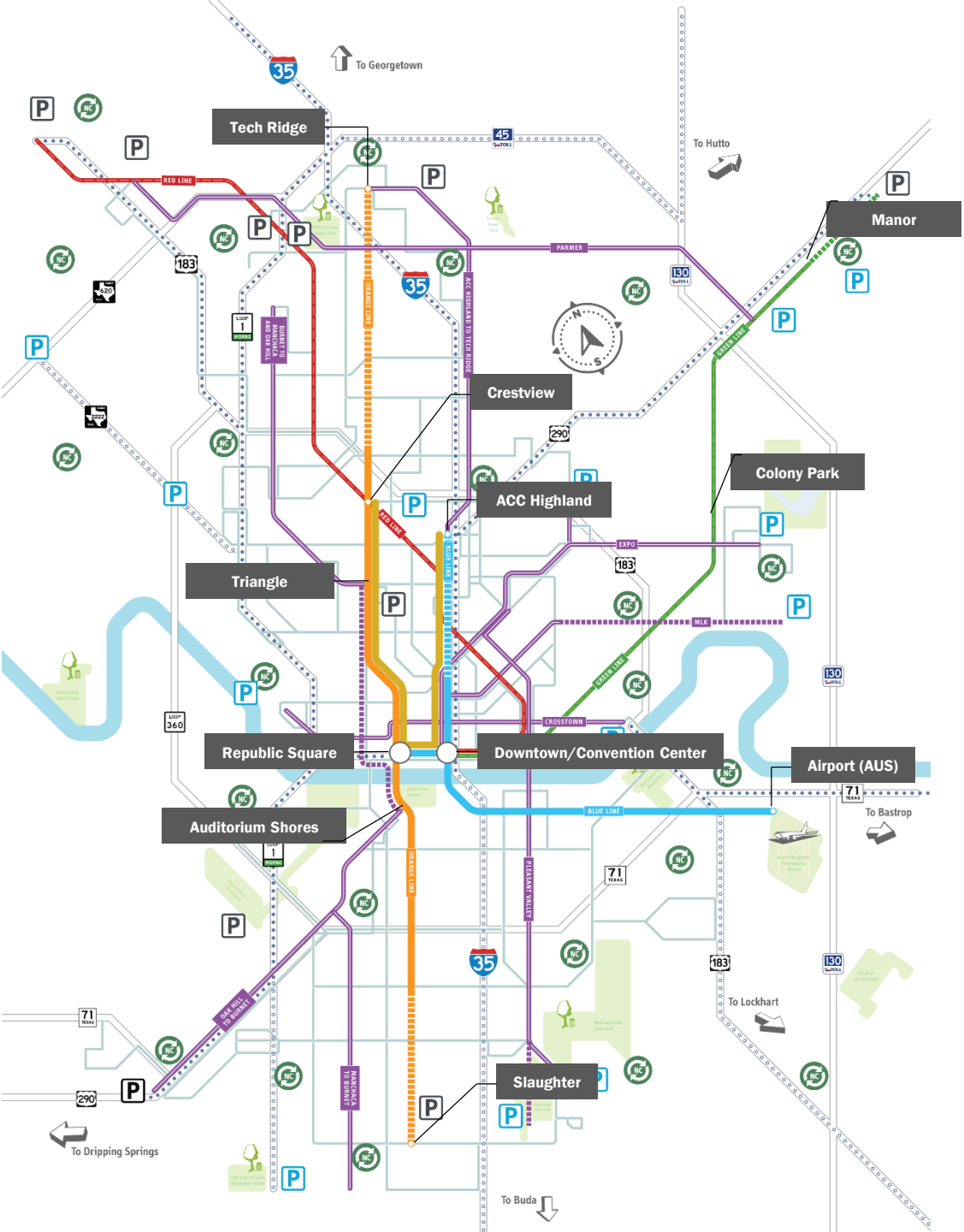


# LONG TERM VISION PLAN



- Local Bus Service
- Commuter Rail
- Red & Future Green Lines
- High Capacity
- Rapid Transit
- Dedicated Pathways
- High Capacity
- Rapid Transit
- Transit Priority
- Treatments
- Neighborhood Circulators

# LONG TERM VISION PLAN



- Local Bus Service
- Commuter Rail
- Red & Future Green Lines
- High Capacity Rapid Transit
- Dedicated Pathways
- Alternative Operating Route
- MetroRapid Routes
- Transit Priority Treatments
- Neighborhood Circulators
- Existing Park & Ride
- Proposed Park & Ride
- Existing Regional Express Routes
- Proposed Regional Express Routes

# LEARNING, LISTENING, COLLABORATING



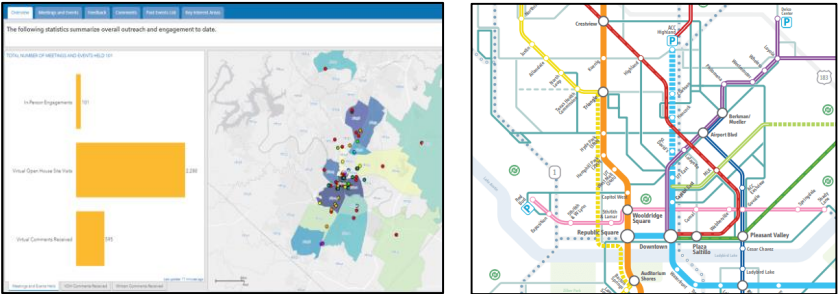
CENTRAL TEXAS OUTREACH

Over 25,000 residents engaged to date

## City Council & Capital Metro Work Sessions

AUG 6	NOV 28	MAR 4	OCT 30	JAN 14
MAR 9	MAY 28			

## Virtual Open Houses and Dashboard



- Stakeholder Groups Engaged
- 
- Technical Advisory Committee (TAC)
- 
- Project Connect Ambassador Network (PCAN)
- 
- Businesses, neighborhoods, government agencies, faith communities, and more





# Peer City Visits



## LOS ANGELES

Measure M - \$120 Billion (40 years)



## SEATTLE

Sound Transit 3 - \$54 Billion



## DENVER

FasTracks - \$8 Billion



## MINNEAPOLIS

System Expansion - \$3.1 Billion



## INDIANAPOLIS

Red Line BRT Project - \$100 Million





# Art in Transit & Placemaking

Integrated Art Elements – Houston METRO



Placemaking – Denver Union Station





# Art in Transit & Placemaking

LEED Certified Facilities – Julia Carson Transit Center (IndyGo)



Art in Station Design – Hollywood / Highland (LA Metro)





# Transit & Technology

Proterra Electric Buses – In Service



Volvo Autonomous Bus - Singapore



Surface Current Collection - France



Automated Maintenance - Singapore



Suica Card – Japan



Hydrogen Fuel Cells - Germany





# Transit & Economic Development



- Every \$1 invested in public transportation = \$4 in economic returns
- Every \$1 billion invested = 50,000 jobs created
- Every \$10 million in investment yields \$30 million increased business sales
- An estimated \$37 billion of public transportation expenditures flows to the private sector
- Home values near high-frequency public transportation performed 42 percent better

\*American Public Transportation Association

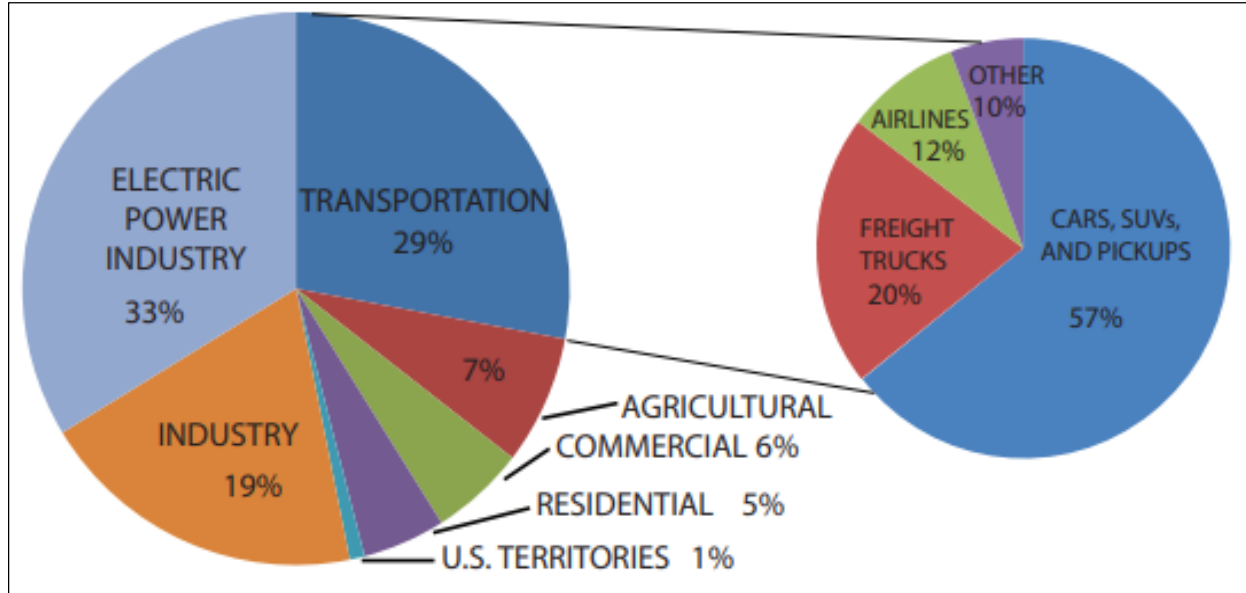
# Transit & Sustainability

## AIR QUALITY IMPROVEMENTS

- Transportation accounts for 29 percent of greenhouse emissions
- 37 million tons of CO2 reduced by public transportation use

## FLEET ELECTRIFICATION

- 2 electric vehicles in service, 8 on order
- Construction underway on electric charging facility for 214 buses
- Project Connect envisions an all-electric future fleet





# FEDERAL INVESTMENT OPPORTUNITIES



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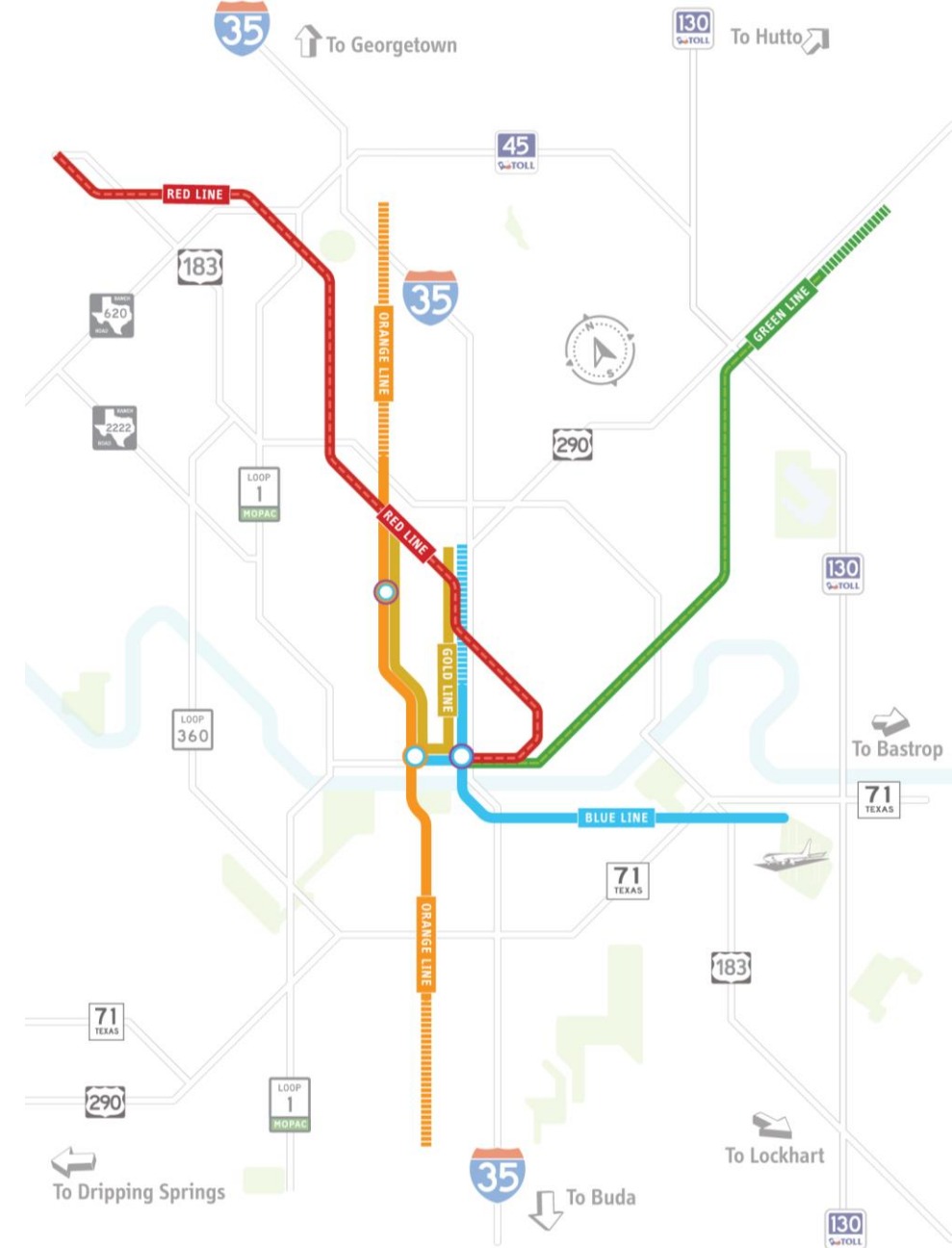
# CAPITAL INVESTMENT GRANT OPPORTUNITIES

## New Starts

- Fixed guideway
- Greater than **\$300M total** or
- Greater than **\$100M** in CIG funds
- Recent Federal Average Participation **45%**
- **Orange, Blue and Gold Lines**; potential **Green Line**

## Core Capacity

- Infrastructure investments for systems at or above **95%**
- Existing fixed guideway at capacity within **5 years**
- Expands capacity by more than **10%**
- Recent Federal Average Participation **42%**
- Existing **Red Line**



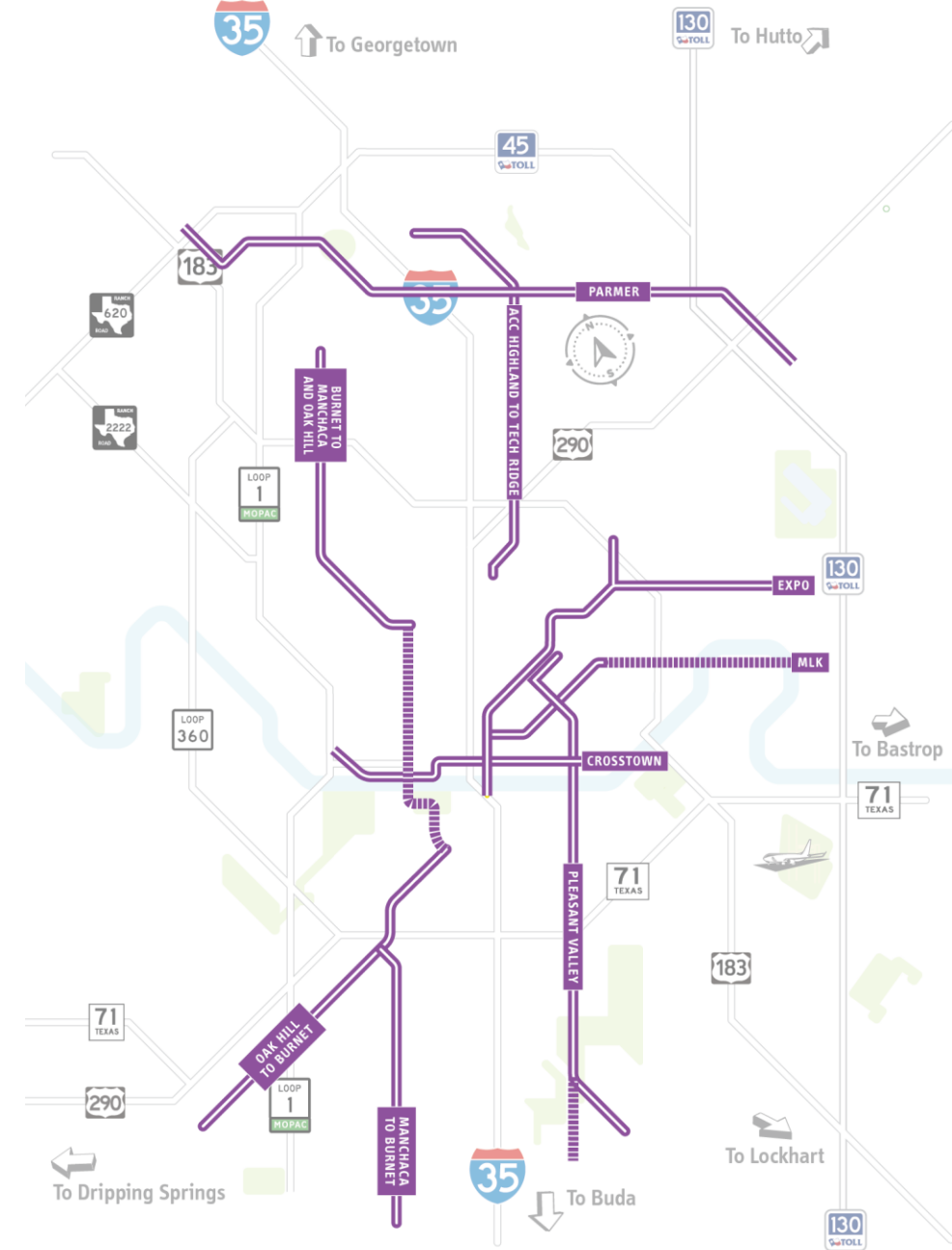
# CAPITAL INVESTMENT GRANT OPPORTUNITIES

## Small Starts

- Fixed guideway or corridor-based BRT
- Less than **\$300M total** or
- Less than **\$100M** in CIG funds
- Recent average funding is **53%**

## Potential MetroRapid Opportunities

- New and existing BRT lines





# CAPITAL METRO INVESTMENT OPPORTUNITIES



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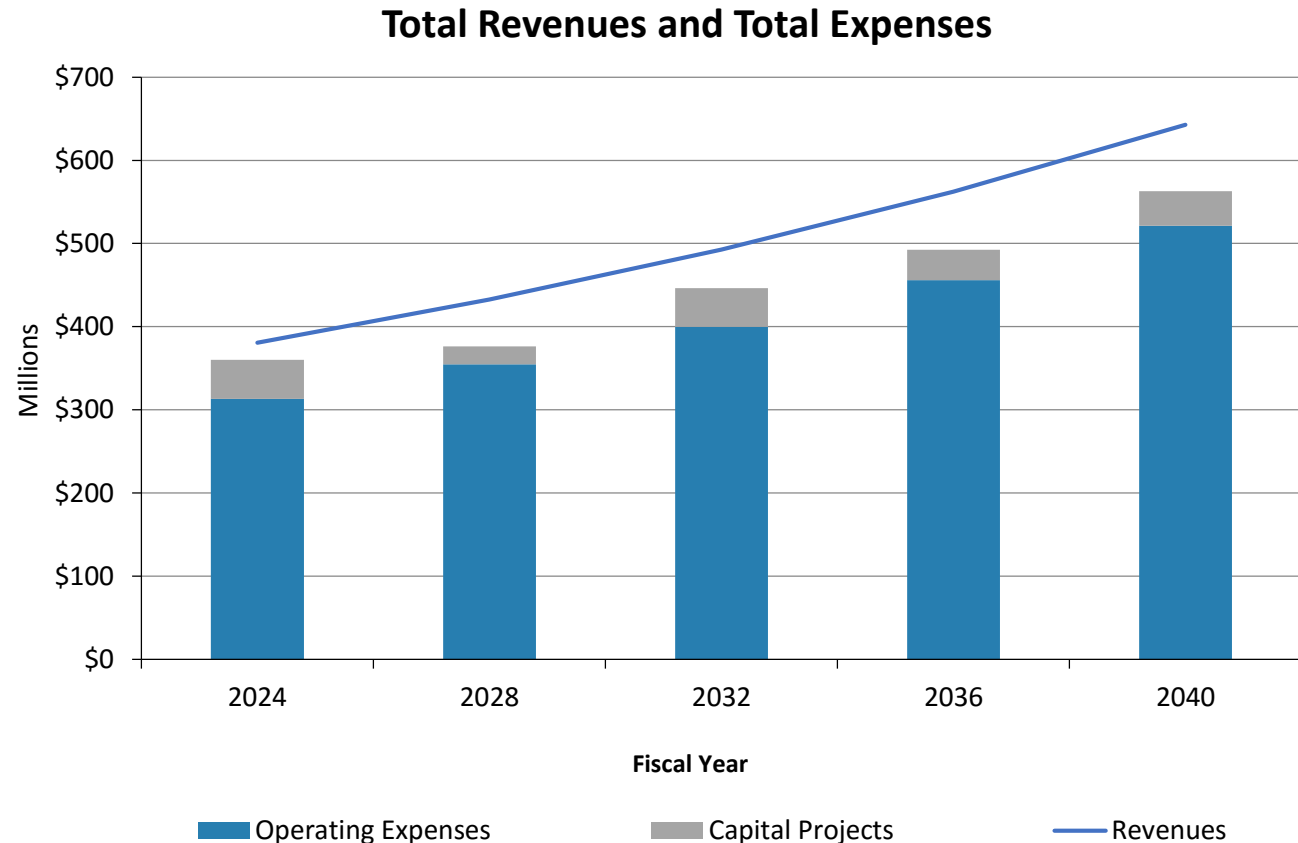


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# CAPITAL METRO'S FINANCIAL OUTLOOK

## LONG RANGE FINANCIAL PLANNING POLICY AND PROCESS

- Aligns financial capacity with long term service objectives
- Ensures fiscal stability and sustainability
- All reserves are fully funded
  - 3 months operating reserve
  - New capital expansion fund
  - State of good repair
- Zero debt with AA bond rating



# CAPITAL INVESTMENT OPPORTUNITIES

## AGENCY FUNDING OPTIONS

### Planned in Long Range Financial Plan

- Capital Expansion Fund
- Revenue available after funding existing operations and asset management requirements
- Estimated **\$60 - \$70 million** by 2022

### Project Connect Planning & Development

- NEPA, Project Development, Record of Decision and 30% design
- Total of \$56 million programmed for Project Connect, with \$13.4 million spent to date



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# OPERATING SOURCES

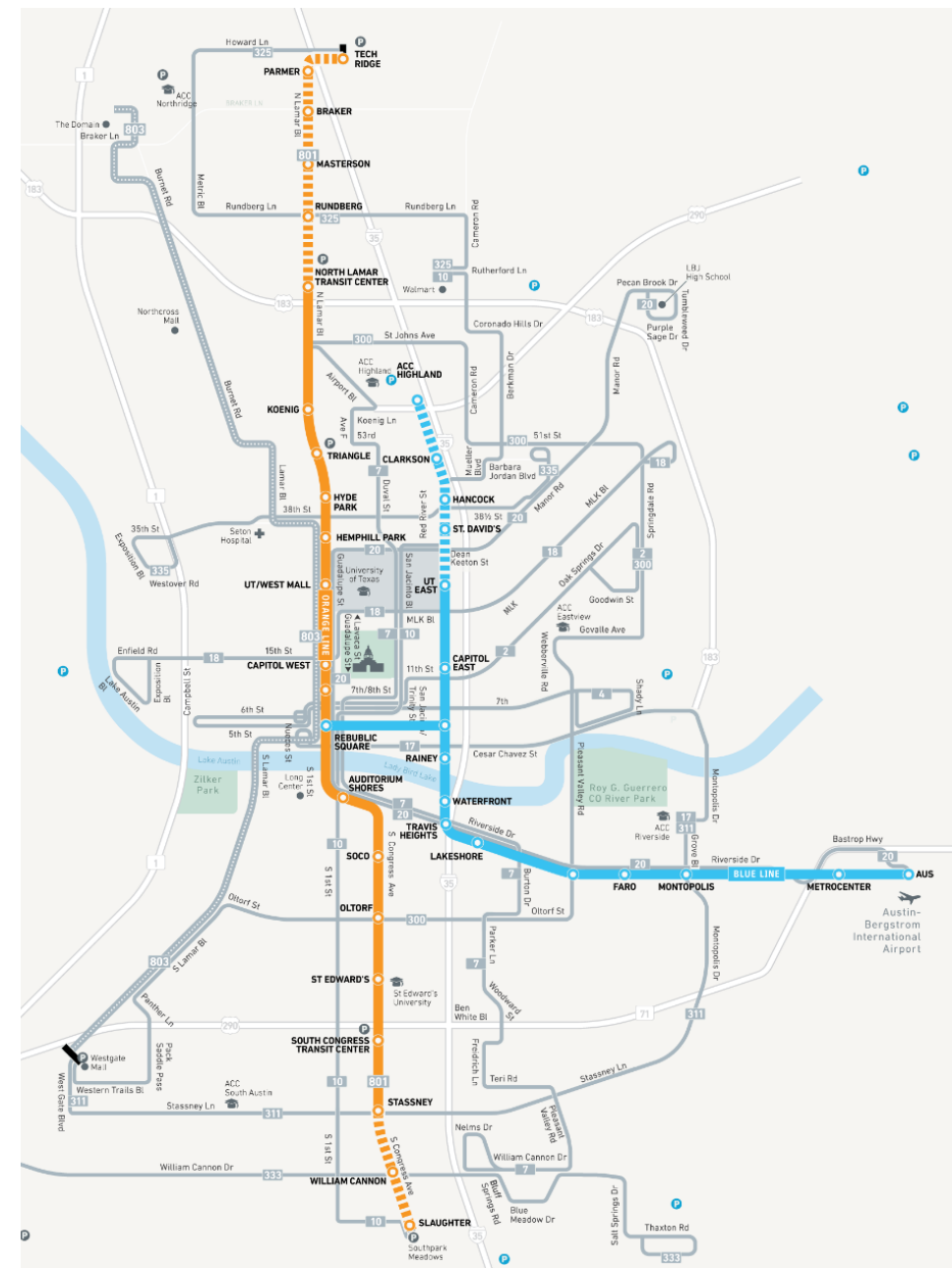
## PROJECTED RECURRING SOURCES

### O&M Funding Sources

- Revenue available after funding existing operations
- **FY 2023 to FY 2040** sales tax growth of **3.75%** would generate an average of **\$36 million** per year

### Reallocation of Existing Resources

- Service replacement of current Route 801 and partial Route 20 with implementation of Orange and Blue Lines
- Approximately **\$7 to 16 million** available for reallocation



# POTENTIAL REVENUE

## Fare Revenue with Ridership Increases

- Additional \$17 to 40 million per year (estimate)
- 10% fare recovery today

## Parking Revenue

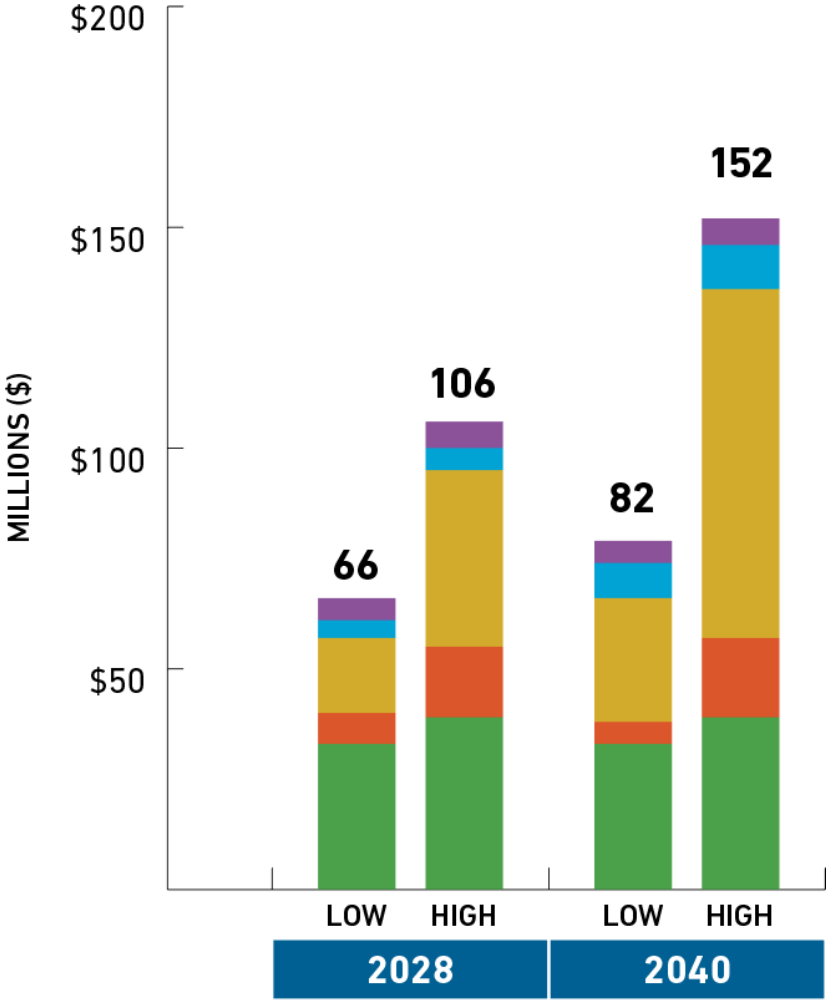
- Annual estimated revenues of \$5 to \$10 million

## Vehicle Emissions Tax (VET)

- Existing legislative authority, election must be held
- Long term revenue likely impacted by electric vehicles
- Forecasted revenue between \$5 million and \$6 million



# POTENTIAL OPERATING REVENUE OPTIONS



	2028 (\$M)		2040 (\$M)	
	Low	High	Low	High
Potential Vehicle Emissions Tax	5	6	5	6
Potential Park & Ride Fees	4	5	8	10
Additional Fare Revenues	17	40	28	79
Routes 801 & 20 Service Reallocation	7	16	8	18
Potential Available Sales Taxes	33	39	33	39
TOTAL	66	106	82	152



# CITY OF AUSTIN INVESTMENT OPPORTUNITIES



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# LOCAL FUNDING OPTIONS: CITY OF AUSTIN

## General Obligation Bonds

- Public Improvement Bonds (PIBs) are authorized via Bond Elections
  - Since 2010, City has conducted six Bond Elections
  - Per City’s financial policies, next scheduled bond election would be 2024

Criteria for Funding: Bonds	
Capital	Yes
Operations & Maintenance	No
Capital Repair & Replacement	No
Operating Reserves	No
Debt Reserves	Yes
Leverage Federal Funding	Partial

# LOCAL FUNDING OPTIONS: CITY OF AUSTIN

## Tax Rate Election

- New State Law (Senate Bill 2)
- 3.5% cap on funding increases; election required
- Transparency for voters on specific transit investment
- In subsequent years, the “new” piece of tax rate revenue would be dedicated to the specified purpose
- Existing O&M tax rate & uses would not be impacted

### Criteria for Funding: Tax Rate Election

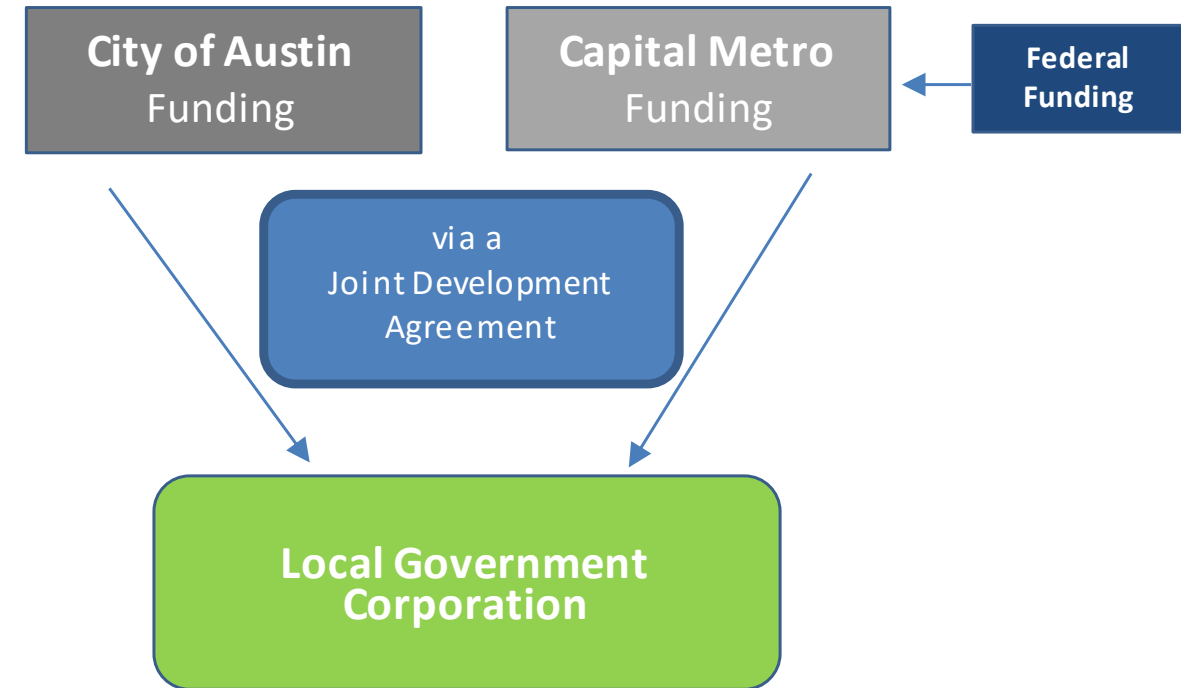
Capital	Yes
Operations & Maintenance	Yes
Capital Repair & Replacement	Yes
Operating Reserves	Yes
Debt Reserves	Yes
Leverage Federal Funding	Yes



# CITY OF AUSTIN / CAPITAL METRO PARTNERSHIP

## Local Government Corporation

- Can be established under state law
- Dedicated joint governance to implement project
- Transparency for taxpayers
- Can issue revenue bonds
- Can leverage federal funding opportunities
- Can fund operations & maintenance



# PROJECT CONNECT NEXT STEPS

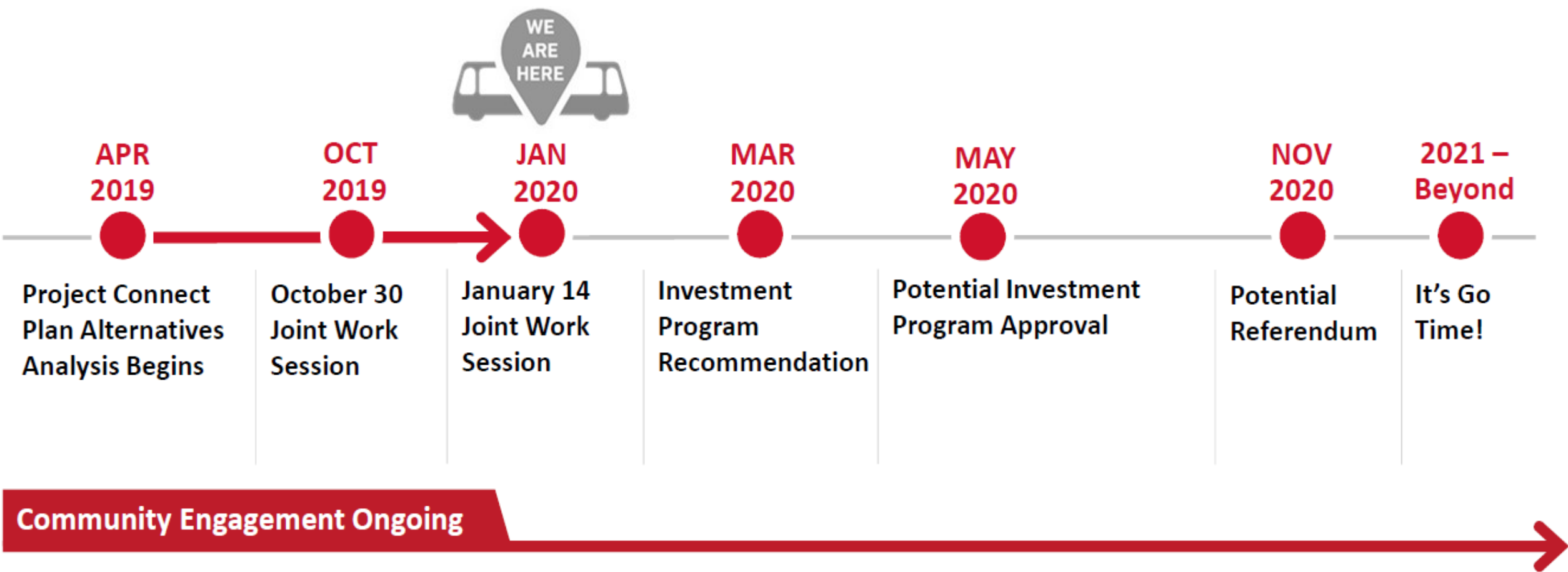


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# PROJECT TIMELINE





# ENHANCING TRANSIT FOR ALL



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**Rob Borowski, Sustainability Officer**  
Capital Metro

**Joint Sustainability Committee**  
February 26, 2020