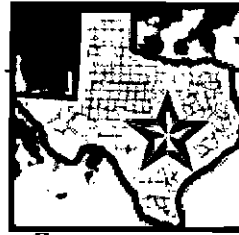


Central Texas Transportation



TXDOT 2030 Committee Public Hearing

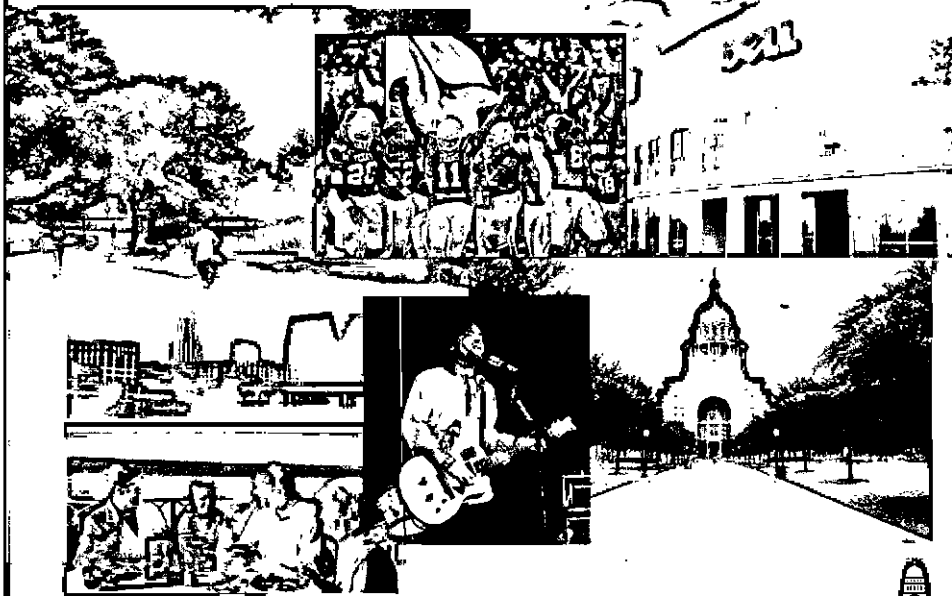
July 24, 2008

Doug Allen

Exec. V.P./Chief Development Officer



Central Texas Quality of Life



The Challenges

Population Growth

Fuel prices

Traffic congestion

Air quality

Funding shortfalls

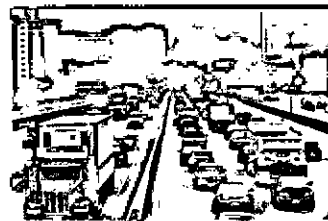
Climate change



Transit and Congestion

According to TTI, without Capital Metro, Austin area congestion would increase by 1,709,000 hours annually

Some forms of transit are effectively "congestion-proof", offering reliability over time and travel choice where offered



Transit and The Environment

High proportion of trips during peak hours per

Greater impact on congestion

Encourages compact land use



Regional Partners

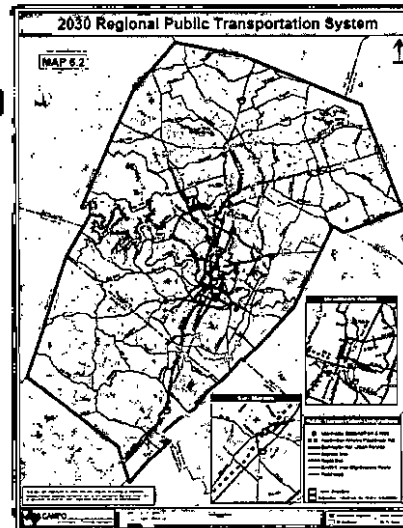
- Capital Area Metropolitan Planning Organization (CAMPO)

Texas Dept of Transportation (TXDOT)

Central Texas Regional Mobility Authority

City of Austin

Suburban cities



2030 CAMPO Long-Range Transit Plan



Capital Metro

500 square-mile service area

**Austin, Jonestown, Lago Vista, Leander, Manor,
San Leanna, Portions of Travis and Williamson Co.**

Highest per capita ridership in Texas

140,000+ one-way trips every day

Fixed-Route ridership up 9.3% FYTD

Local Bus Service

- **3,300 bus stops (12 Park & Rides)**

- **More than 400 buses**

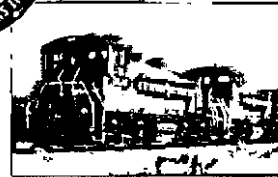
- **134 Routes**

Other Services

Paratransit

Rideshare, vanpools

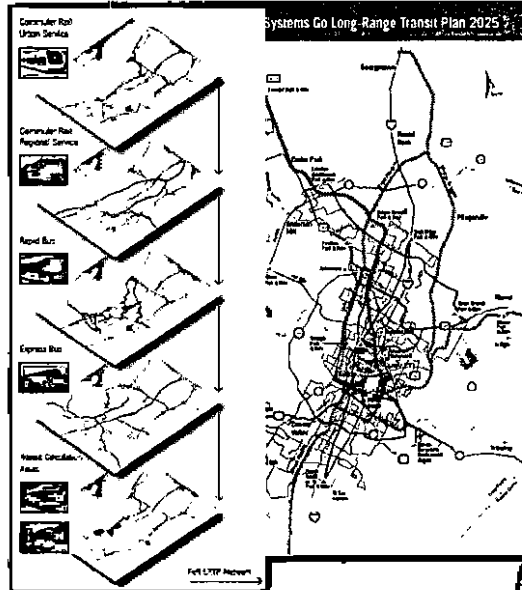
162-mile rail freight service



All Systems Go Long-Range Transit Plan

All Systems Go Plan: Layers of Service

- **Regional Rail**
- **Urban Rail**
- **Rapid Bus / BRT**
- **Express Bus**
- **Activity Center Circulator**
- **Local Bus**
- **Rideshare**



ASG Plan: Rail and Rapid

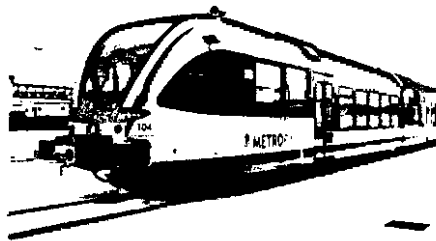
MetroRail

32 miles on existing tracks

Austin to Leander - 9 stations

Diesel-electric vehicles

Transit Oriented Development



MetroRapid

10-route system in key urban areas

Limited stops, traffic signal priority,
real-time passenger information

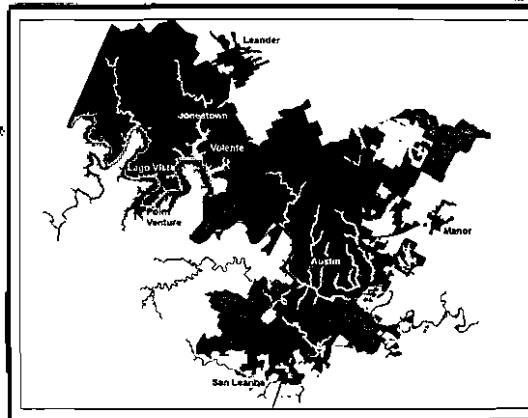


Capital Metro Needs

• **Service Area Expansion** -
half of Central Texas population
will live outside of our service
area in 2030

• **Continued cooperation
with regional partners**

• **Community support**



Capital Metro Service Area



Thanks!



Citizens for Change on Highway 71

Diane Cunningham, President

On State Highway 71 in western Travis County, just outside of Austin, there has been a rapid increase in traffic accidents, resulting in numerous fatalities and serious injuries, over the last few years. Many concerns have been raised about this deadly stretch of highway. In just a two mile section centering around the Bee Creek Valley, there have been at least 14 deaths in the past two years.

This area has also seen a tremendous increase in residential and commercial construction, which has placed many more vehicles on what used to be considered a rural highway. Now there are thousands of drivers commuting on this road from all over the southwestern Hill Country area, turning it into an urban roadway. There are an additional 6,000 homesites already approved by the county commissioners court.

Besides increased traffic, there are other contributing factors such as a high speed limit, steep hills and valleys, sharp curves, no shoulders and no separation between oncoming traffic.

The Texas Department of Transportation (TxDOT) has been very slow to respond to this crisis due to a **lack of funding**. During this period of delay, numerous lives have been lost and people have suffered serious injuries. As the deadly statistics rose, the highway finally qualified for the Safety Fund that is used across the state to make safety improvements.

As a result of grassroots efforts and concern over the number of accidents and fatalities on Highway 71, a group called Citizens for Change on Highway 71 (CC71) was formed. CC71 is an independent group of citizens focused on the improvement of safety on Highway 71 and is not affiliated with any other special interest group.

The vision of CC71 is a safer Highway 71 from Oak Hill to the Travis County line. The group is working proactively with surrounding communities, TxDOT, the Capital Area Metropolitan Planning Organization and elected officials to establish a safer driving experience on State Highway 71. CC71 believes this mission can be accomplished through increased citizen input and a positive approach in our relationships with governmental officials, agencies and communities.

More than 10,000 citizens from across the region have signed CC71's online petition. It is time now to face up to our transportation needs in this state. It is time now to find the funding to maintain and improve our transportation infrastructure

For more information, please contact Diane Cunningham 512-264-8255.



2030 Committee Meeting
Public Hearing Austin Texas
July 24, 2008

It is time to get serious about transit in Texas.

Public transportation is often a low priority for TxDOT and the leadership of Texas. It is time to think about the future of public transportation in the state because Texans are showing a strong interest in transit now and the demand for transit is growing.

Current transit ridership is high. Dallas Area Rapid Transit just announced record numbers in riders on its light rail system. In Austin, Capital Metro just announced a 55% increase in bus ridership. Transit managers across the state tell us they are experiencing increases of 20%, 25% and higher.

Build it and they will come. Commuters are filling up the park and ride lots as fast as we can build them. From Dallas to Houston and points in between like The Woodlands, Texans are taking the commuter bus to work in record numbers.

Transit agencies report the demand continues to increase with new riders and new demands from the community. Small urban and rural transit managers report that their biggest increases are hard working, but lower income people who are just looking for an economical means of getting to work. Small town employers are asking local transit agencies for assistance in transporting employees to work.

Look ahead to the future needs of transit in Texas. Texas is now the #2 retirement state in the nation. AARP reports that in less than 20 years, 20% of the population will be senior citizens. In Texas, we can expect even higher numbers. Sooner or later these senior Texans will have to give up their car keys and they will be looking for public transportation to assist them in their active lifestyles.

The Texas population is growing and immigration is fueling the majority of that growth. Research shows that recent immigrants are more likely to use transit than native born residents and immigrants are more likely to use transit even after years in the US and even when their income increases substantially. The future residents of Texas are going to be using transit.

The current demand for transit is at record breaking levels, the demand is increasing today, and the demand will continue to increase between now and 2030. There is no question about the demand for transit and the challenges it provides us.

The questions are, will TxDOT and the leadership of Texas respond to this transit challenge? Should a state public transportation department be formed separate from TxDOT to meet the growing needs of transit? And, will TxDOT and the leadership of Texas support the federal, state, and local resources required to meet the demand for public transportation now and in the future?

It is time to get serious about transit in Texas.

Submitted by:
Loren "Ben" Herr
Executive Director
Texas Transit Association



The State of Texas

The Growing Demand for Public Transportation

Will Texas Respond to the Challenge?

During the last several years the demand for public transit services has been increasing in all parts of the state in large metropolitan areas which have established metropolitan transit systems, largely supported through a sales tax, in small urban areas like Galveston, Midland, Bryan, etc., and in rural areas where access to goods and services often entails long commutes. The demand for increased services for both the transit dependent, as well as the "choice" rider, is unprecedented since the automobile established its dominance in our society. Rising gas prices, growing congestion, and air quality problems are causing local public officials to re-evaluate their provision of commuting alternatives with a growing appreciation for the benefits of public transportation.

In the Houston area, the demand for commuter park and ride services which are often associated with high occupancy vehicle lane access has never been greater. In one instance a new park and ride lot, recently opened in the Woodlands area, is generating 600 transit trips from only 200 park and ride spaces. This translates into substantial savings in reduced vehicle miles traveled (VMT), energy use, and pollution. Those individuals who do not have the choice to pay the high cost of commuting/parking, are increasingly dependant on our transit systems for employment, trips to medical and social services, and retail/shopping. It appears that the "perfect storm" for transit advocates who have long strived for political recognition of the benefits of public transportation, has arrived, as national and state leaders are struggling with how to deal with the impact of rising gasoline prices.

The United States Congress has already recognized the importance of public transportation through substantial increases in overall funding for both rail and bus systems. The latest authorizing legislation for transportation systems, SAFETEA-LU, contains a 50% increase in transit funding for small urbanized areas, and an 87% increase for rural areas. In response to the obvious need to balance our transportation network with better and more accessible public transportation systems, many states have substantially increased the amount of funding available to support public transit and to help match increased federal support. Texas, however, has yet to meet this challenge.

It is time for the state of Texas to provide a better focus and balance in the resources they allocate to support small urban and rural transit systems throughout the state. The Texas Transit Association (TTA), which represents the transit industry in Texas, has been desperately trying to convince the legislature and Texas Department of Transportation (TxDOT) that more state funds should be allocated to support improvements to and expansion of public transit services. The lack of state funding has made it very difficult for smaller systems to match the increase in federal funding to take full advantage of the federal recognition that public transportation must become a more important and strategic part of our nation's mobility programs, and a critical part of congestion mitigation strategies.

The Texas Sunset Advisory Commission, which reviews Texas agencies every 12 years, has just issued a report which evaluates the effectiveness and performance of the Texas Department of Transportation (Tx.DOT), its responsiveness as a public agency, and its management capability. The report is very comprehensive. The evaluation of how the state spends its transportation dollar indicates that of the approximate \$8 billion in resources that are spent bi-annually by TxDOT, less than 1% of these resources is devoted to support general public transportation services. In fact, almost three times the resources available to transit are devoted to social service transportation throughout the state, which is administered by the Department of Health and Human Services.

This lack of state funding has created a crisis among Texas transit systems in almost every respect. The transit vehicles and other support infrastructure necessary for the effective provision of transit services is deteriorating and, in fact, a recent report estimated that the amount of replacement vehicle needs within the state to support small urban and rural transit systems, is in excess of \$50 million. The states' existing transit fleets, especially in small urban and rural areas, is being stretched thin with no significant new resources on the horizon, available to replace these aging fleets. The operation of older transit equipment causes increased operating and maintenance expense, further depleting the resources that transit agencies have to address their growing demand for services. Accordingly, the state legislature will have a unique opportunity to "raise the bar" on its support of small urban and rural transit during the next legislature, by considering the following action:

1. Increase state funding support for small urban and rural transit systems to \$100 million;
2. Exempt public transit systems within the state from paying the 20 cent per gallon state sales tax;
3. Pass legislation which enables counties to add up to \$10 per registered automobile to support mobility programs including public transit;
4. Modify the TxDOT state funding formula for small urban and rural transit systems.

By any measurement the priority at the state level should be to get people out of their vehicles and into alternative transportation systems that provide a far more cost effective, environmentally friendly alternative for both commuters and those requiring public transit for any other purpose. By taking the action above, the legislature can significantly bolster employment, insure that our aging population can get to medical facilities, and substantially reduce automobile usage during commuter periods, with the corresponding energy and environmental benefits. State funding comprises a key component of our ability to match availability federal funding and respond locally to the growing demand for public transit services. The challenge for our legislature in the upcoming session, to substantially increase funding to support public transportation is clear and compelling; especially as the price of gas continues to increase. The only question one might ask is... can Texas meet the challenge?

Barry M. Goodman

Texas Transit Association

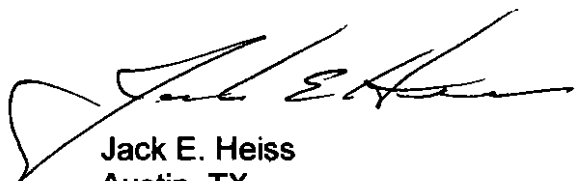
Comments to the Committee on Texas Transportation in 2030

Energy has again drawn attention to the fragile position occupied by the United States with the resource. The 125,000 BTU's contained in a 6 pound gallon of gasoline has proven itself to be a very convenient source of energy for transport. However, supplies of this resource are limited and will become increasingly expensive. Societies that adapt their transportation policies to this reality will be the ones that prosper.

1. The current transportation system in Texas largely developed during a period when energy usage was not a significant factor in the design of either technology or policy. Energy has now become a factor that can no longer be ignored in the design of our policies or in the adoption of technology. The economic impact of energy is already affecting the performance of the economy. Evaluation of energy usage for each unit of transport delivered needs to become the practice in Texas. Maximum transportation for minimum energy needs to become the policy.

2. The Texas population is projected to grow to 35 million by 2030. These new residents will not spread evenly over the expanse of Texas but will settle in our ever-expanding cities and suburbs. While this growth pressure is applied, energy considerations will soon threaten the economic connectedness of the cities and suburbs. Suburban Texas could fall on very hard times should the connection be lost.

3. Electricity needs to play a pivotal role in forming a 2030 transportation plan. Electrical hardware is a mature technology, is still the most efficient producer of transportation movement and is available now. A wide variety of transportation modes can be adapted to be powered by electricity. Production of the electricity is a separate issue but can be produced from a wide variety of sources. Petroleum, coal, nuclear, solar, wind, tide, biofuel, geothermal, and hydro are among the possible sources of electricity and are all available to Texas.



Jack E. Heiss
Austin, TX