



TRANSPORTATION POLICY BOARD MEETING

University of Texas Campus, Joe C. Thompson Center, Room 3.102
Red River and Dean Keeton Streets, Austin, Texas 78712
Monday, March 9, 2020
6:00 p.m.

AGENDA

WATCH CAMPO LIVE: www.campotexas.org/livestream

1. Certification of Quorum – Quorum requirement is 11 members
.....Commissioner Cynthia Long, Chair
2. Public Comments
Comments are limited to topics not on the agenda but may directly or indirectly affect transportation in the CAMPO geographic area. Up to 10 individuals may sign up to speak – each of whom must contact the CAMPO office by 4:30 p.m., Monday, March 9, 2020.
3. Chair Announcements Commissioner Cynthia Long, Chair
4. Report from the Technical Advisory Committee (TAC) Chair..... Mr. Mike Hodge
Mr. Hodge will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

5. Executive Session Commissioner Cynthia Long, Chair
The Transportation Policy Board will recess to an Executive Session, if necessary.

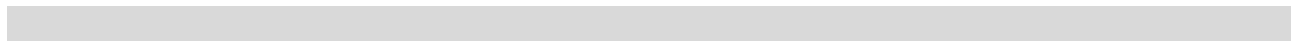
CONSENT AGENDA:

THE SECTION BELOW INCLUDES ROUTINE OR RECURRING ITEMS FOR COLLECTIVE ACTION UNLESS A REQUEST TO DISCUSS THE ITEM IS PRESENTED BY A MEMBER OF THE BOARD. THE ITEM WILL THEN BE CONSIDERED, DISCUSSED AND APPROPRIATE ACTION TAKEN SEPARATELY.

6. [Discussion and Approval of February 10, 2020 Meeting Minutes](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the February 10, 2020 meeting minutes and request Transportation Policy Board approval.

7. [Discussion and Acceptance of Regional Transit Study](#)Ms. Doise Miers, CAMPO
Ms. Miers will present the Regional Transit Study and request acceptance by the Transportation Policy Board.
8. [Discussion and Approval of Transportation Development Credit \(TDC\) Application for Regional Transportation Demand Management \(TDM\) Program](#)Mr. Ryan Collins, CAMPO
Mr. Collins will request approval of the TDC application for the Regional TDM Program.
9. [Discussion and Approval of FY 2020 & 2021 Unified Planning Work Program \(UPWP\) Amendment #2](#)Ms. Theresa Hernandez, CAMPO
Ms. Hernandez will present a UPWP Amendment for FYs 2020 & 2021 with accompanying Resolutions 2020-2-7A and 2020-2-7B and request Transportation Policy Board approval.
10. [Discussion and Approval of Performance Measure Target Updates](#)Mr. Ryan Collins, CAMPO
Mr. Collins will request approval of the federal performance measure targets.

INFORMATION:



11. [Discussion Related to IH-35 Funding](#)TxDOT Austin District
A TxDOT representative will provide a briefing on recent Texas Transportation Commission action and next steps for CAMPO.
12. [Discussion on Project Progress Reports](#)Mr. Ryan Collins, CAMPO
Mr. Collins will present information on sponsor progress for CAMPO funded projects.
13. Executive Director’s Report on Transportation Planning Activities
 - a. [Update on 2045 Regional Transportation Plan \(RTP\)](#)
14. Announcements
 - a. Next Technical Advisory Committee Meeting, March 23, 2020 – 2:00 p.m.
 - b. Next Transportation Policy Board Meeting, April 6, 2020 – 6:00 p.m.
15. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.



**Capital Area Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 University Park, 3300 N. I-35, Suite 300, Austin, TX 78705
 Meeting Minutes
 February 24, 2020**

1. Certification of Quorum..... Chair Mike Hodge

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

Following an introduction of the Committee, a quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	N	Warner Cook
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	Y	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Ray Miller	City of Georgetown	N	
6.	Terri Crauford	City of Leander	N	Mike O’Neal
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder	City of Round Rock	Y	
9.	Laurie Moyer	City of San Marcos	Y	
10.	Julia Cleary, Vice Chair	Bastrop County	Y	
11.	Amy Miller	Bastrop County (Smaller Cities)	Y	
12.	Greg Haley	Burnet County	Y	
13.	Mike Hodge, Chair	Burnet County (Smaller Cities)	Y	
14.	Will Conley	Caldwell County	N	
15.	Dan Gibson	Caldwell County (Smaller Cities)	Y	
16.	Jerry Borcharding	Hays County		

17.	John Nett	Hays County (Smaller Cities)	Y	
18.	Charlie Watts	Travis County	N	Cathy Stephens
19.	Amy Pattillo	Travis County (Smaller Cities)	N	Alex Amponsah
20.	Bob Daigh	Williamson County	N	
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Justin Word	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	Y	
25.	Marisabel Ramthun	TxDOT	Y	Brandon Marshall

Other Participants Via Phone: None

2. Election of Officers Mr. Chad McKeown, CAMPO

Mr. Chad McKeown, CAMPO Deputy Executive Director introduced Mr. Tom Gdala, a member of the TAC Nominating Committee who offered the recommendation of the TAC Nominating Committee to retain Mr. Mike Hodge as Chair and Ms. Julia Cleary as Vice Chair for the 2020 membership.

The Chair entertained a motion for approval to retain the current slate of officers, Mr. Mike Hodge as Chair and Ms. Julia Cleary as Vice Chair for the 2020 membership.

Ms. Laurie Moyer moved for approval to retain the current slate of officers, Mr. Mike Hodge as Chair and Ms. Julia Cleary as Vice Chair for the 2020 membership.

Mr. Justin Word seconded the motion.

The motion prevailed unanimously.

3. Approval of the January 27, 2020 Meeting Summary Chair Mike Hodge

The Chair requested revisions or comments on the minutes from the January 27, 2020 meeting summary from the Committee.

Ms. Cathy Stephens requested an amendment to Page 3 of the minutes to reflect a “Local Bond Estimate” of (\$10.12) instead of (\$17.12 billion).

Ms. Stephens also requested that the minutes from the TAC meetings are approved prior to forwarding them to the Transportation Policy Board for review.

The Chair informed Ms. Stephens that he and CAMPO staff are in discussions about including the TAC minutes as supporting documentation of the TAC report in the Transportation Policy Board meeting materials.

The Chair later entertained a motion for approval of amending the January 27, 2020 meeting summary, as noted.

Mr. Tom Gdala moved for approval of amending the January 27, 2020 meeting summary, as noted.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

4. Recommendation for Acceptance of Regional Transit Study Ms. Doise Miers, CAMPO

Ms. Doise Miers, Community Outreach Manager provided a brief overview of the Regional Transit Study and presented the draft document for approval of a recommendation for acceptance by the Transportation Policy Board. Ms. Miers informed the Committee that the Region Transit Study focused on the area outside of the Capital Metro service area. Ms. Miers highlighted the purpose of the study, discussed the transit options toolkit for project sponsors, public outreach efforts, and summarized the public comments received. Question and answer with comment and discussion followed.

The Chair entertained a motion for approval of a recommendation for acceptance of the Regional Transit Study by the Transportation Policy Board.

Mr. Ed Collins moved for approval of a recommendation for acceptance of the Regional Transit Study by the Transportation Policy Board.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

5. Presentation of POLARIS Model

.....**Dr. Kara Kockelman, PhD, P.E., University of Texas at Austin**

Dr. Kara Kockelman provided an overview of the capabilities of the POLARIS Model and requested feedback from the Committee on suggestions for simulated policies and projects.

Dr. Kockelman informed the Committee that the POLARIS Model was created by Dr. Joshua and Auld and colleagues from Argonne National Lab for planning and demand forecasting. The POLARIS Model assists in the exploration of many impacts of SMART mobility that cannot otherwise be addressed. Dr. Kockelman provided a summary of the POLARIS framework, capabilities, and use cases. Dr. Kockelman noted that the POLARIS Model is the best model to use to simulate shared autonomous vehicles and dynamic ridesharing. Dr. Kockelman later highlighted current POLARIS applications used in Illinois and Michigan. Dr. Kockelman also highlighted their modeling expertise in the Austin region. Question and answer with comments followed.

6. Update on 2045 Regional Transportation Plan (RTP)

.....**Mr. Kelly Porter, CAMPO**

Mr. Kelly Porter, Regional Planning Manager provided an update on the work to date in the development of the 2045 RTP. Mr. Porter informed the Committee that 642 projects were received in the 2045 Project Call

by 20 project sponsors. Mr. Porter summarized the Constrained (\$42.5 billion) and Illustrative (\$2 billion) project lists and highlighted the projects for removal, as included in the meeting materials. Mr. Porter also provided a brief overview of the timeline for the plan and next steps.

Ms. Doise Miers later informed the Committee that the launch of the online Open House begins February 24, 2020. Ms. Miers continued with a brief overview of the public comment period and scheduled outreach events in the region. Question and answer with comments followed.

7. Discussion on Transportation Development Credit (TDC) Application for Regional Transportation Demand Management (TDM) Program Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short Range Planning Manager presented and summarized the TDC application for the Regional TDM Program. Mr. Collins informed the Committee that approximately \$500,000 is available in Surface Transportation Block Grant (STBG) funding with \$124,680 in local contribution as local match. Mr. Collins reported that staff will present the TDC application for the Regional TDM Program to the Transportation Policy Board for approval at its March meeting. A brief question and answer with comments followed.

8. Discussion on Updating of Performance Measure Targets Mr. Ryan Collins, CAMPO

Mr. Ryan Collins also provided an overview of the required update of the Performance Measure targets. Mr. Collins identified and discussed seven (7) federal performance measures categories used to develop the federal rule for Performance Measures and summarized the implementation process.

Mr. Collins briefly discussed the Target setting summary and informed the TAC that the State has adopted Performance Measure targets with a 2% reduction. Mr. Collins also presented the State Safety (PM1) Targets and Capital Metro Transit Asset Management (TAM) Targets for review. Question and answer with comments followed.

9. Report on Transportation Planning Activities

Mr. Chad McKeown reported that applications for the U.S. DOT BUILD Grant are due on May 18, 2020 at 5:00 p.m. EDT. Mr. McKeown added that those agencies wishing to include a support letter from CAMPO in their BUILD grant package must submit a request to CAMPO via email to kimberly.petty@campotexas.org by May 1, 2020.

10. TAC Chair Announcements

The Chair announced that the next TAC meeting is scheduled for March 23, 2020 at 2:00 p.m.

9. Adjournment

The February 24, 2020 meeting of the Technical Advisory Committee was adjourned at 3:23 p.m.



**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**

University of Texas Campus, Joe C. Thompson Center, Room 3.102
Red River and Dean Keeton Streets, Austin, Texas 78712
Meeting Minutes
February 10, 2020 – 6:00 p.m.

1. Certification of Quorum – Quorum requirement is 11 members

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 6:17 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Steve Adler	Mayor, City of Austin	Y	
2	Cynthia Long, Chair	Commissioner, Williamson County	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	N	Commissioner Edward Theriot
5	Gerald Daugherty	Commissioner, Travis County	Y	
6	Sarah Eckhardt	Judge, Travis County	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Jimmy Flannigan	City of Austin, District 6	Y	
9	Troy Hill	Mayor, City of Leander	N	Council Member Marci Cannon
10	Jane Hughson	Mayor, City of San Marcos	Y	
11	Mark Jones	Commissioner, Hays County	Y	
12	Ann Kitchen, Vice-Chair	City of Austin, District 5	Y	
13	Rudy Metayer	City of Pflugerville, Place 4	Y	
14	Terry Mitchell	Capital Metro Board Member	Y	
15	Travis Mitchell	Mayor, City of Kyle <i>*Ex-Officio/Non-Voting Member</i>	N	Council Member Dex Ellison
16	Craig Morgan	Mayor, City of Round Rock	N	Commissioner Cynthia Long
17	James Oakley	Judge, Burnet County	Y	
18	Dale Ross	Mayor, City of Georgetown	N	Council Member Valerie Nicholson
19	Brigid Shea	Commissioner, Travis County	N	Commissioner Jeffrey Travillion
20	Edward Theriot	Commissioner, Caldwell County	Y	

21	Jeffrey Travillion	Commissioner, Travis County	Y	
22	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comment

The Chair recognized the following individuals who offered public comments.

1. Ms. Susan Somers, Private Citizen
2. Ms. Kelly Davis, Save Our Springs Alliance
3. Mr. Ruven Brooks, Private Citizen
4. Ms. Zenobia Joseph, Private Citizen

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/3/>.

3. Chair AnnouncementsCommissioner Cynthia Long, Chair

The Chair announced that a performance evaluation tool be forwarded to Board members on Wednesday, February 25, 2020 to receive their feedback for the purpose of evaluating the CAMPO Executive Director. The information received from the performance evaluation tool will be discussed by the Executive Committee at its February 28, 2020 meeting.

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/4/>.

4. Report from the Technical Advisory Committee Vice Chair Ms. Julia Cleary

In the absence of the Technical Advisory Committee (TAC) Chair, Vice Chair, Ms. Julia Cleary provided a report from the January 27, 2020 meeting.

Ms. Cleary reported that the TAC took action to approve the minutes from the November 18, 2019 meeting. Ms. Cleary also identified the information items and summarized the details of the discussions.

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/5/>.

5. Executive Session.....Commissioner Cynthia Long, Chair

An Executive Session was not convened.

Consent Agenda

A request was made by Council Member Alison Alter to address Agenda Item 7 Discussion and Approval of Recommendation of Awards for Fiscal Year (FY) 2019 Federal Transit Administration (FTA) Section 5310 Program separately.

6. Discussion and Approval of January 13, 2020 Meeting Summary

The Chair entertained a motion for approval of the January 13, 2020 meeting summary, as presented.

Judge James Oakley moved for approval of the January 13, 2020 meeting summary, as presented.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Council Member Rudy Metayer, Mr. Terry Mitchell, Council Member Valerie Nicholson (Proxy for Mayor Dale Ross), Judge James Oakley, Commissioner Edward Theriot (Proxy for Commissioner Clara Beckett), Commissioner Jeffrey Travillion (Proxy for Commissioner Brigid Shea), and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/7/>.

7. Discussion and Approval of Recommendation of Awards for Fiscal Year (FY) 2019 Federal Transit Administration (FTA) Section 5310 Program

The Chair recognized Mr. Ryan Collins, Short Range Planning Manager who addressed questions and comments from the Board regarding the project evaluation criteria and the involvement of the Technical Advisory Committee in project scoring.

The Chair entertained a motion for approval of the recommendation of awards for FY 2019 FTA Section 5310 Program.

Judge James Oakley made a motion to approve

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler, Council Member Alison Alter, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Ann Kitchen, Commissioner Cynthia

Long (Proxy for Mayor Craig Morgan), Council Member Rudy Metayer, Mr. Terry Mitchell, Council Member Valerie Nicholson (Proxy for Mayor Dale Ross), Judge James Oakley, Commissioner Edward Theriot (Proxy for Commissioner Clara Beckett), Commissioner Jeffrey Travillion (Proxy for Commissioner Brigid Shea), and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/8/>.

8. Discussion on Transportation Development Credit (TDC) Application for Regional Transportation Demand Management (TDM) Program

The Chair recognized Mr. Ryan Collins who also presented and summarized the TDC application for the Regional TDM Program. Mr. Collins informed the Board that the application requests 124,000 TDCs to be applied to the primary project, Regional TDM Program and required secondary maintenance of effort project is CAMPO's existing General Planning Consultant contract. Mr. Collins noted that this item will be presented for approval at the March Transportation Policy Board meeting.

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/9/>.

9. Discussion on Updating of Performance Measure Targets

The Chair recognized Mr. Ryan Collins who continued with a brief overview on the updating of performance measure targets. Mr. Collins identified seven (7) categories used by the federal government to set performance measure targets and summarized the implementation process. Mr. Collins also highlighted the target setting summary and briefly discussed the performance measure targets that are updated annually and every four (4) years. Mr. Collins later informed the Board that the State has adopted performance measure targets with a 2% reduction.

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/10/>.

10. Presentation of Regional Transit Study

The Chair recognized Ms. Doise Miers, Community Outreach Manager who presented the draft document and provided an update on the Regional Transit Study. Ms. Miers summarized the purpose of the Regional Transit Study noted the study focuses on the area outside of the Capital Metro service area. Ms. Miers also noted that CAMPO staff is working with the Capital Area Rural Transportation System (CARTS) to finalize the draft document. Ms. Miers discussed the transit options toolkit for project sponsors, public outreach efforts, and summarized the public comments received.

Video of this item can be viewed at <https://austintx.swagit.com/play/02112020-843/11/>.

11. Executive Director's Report on Transportation Planning Activities

11a. Update on 2045 Regional Transportation Plan (RTP)

The Chair recognized Mr. Kelly Porter, Regional Planning Manager who provided an update on the 2045 RTP. Mr. Porter provided a brief summary of the updated timeline for the plan, project evaluation criteria, draft Constrained project list with studies, draft Illustrative project list, project submittals for withdrawal, green sheeted items, and next steps.

Video of these items can be viewed at <https://austintx.swagit.com/play/02112020-843/12/>.

12. Announcements

The Chair announced that the next Technical Advisory Committee Meeting is scheduled for February 24, 2020 and the next Transportation Policy Board Meeting is scheduled for March 9, 2020.

The Chair also announced that there will be a CAMPO Executive Committee Meeting at the end of the month.

12. Adjournment

The Transportation Policy Board Meeting adjourned at 7:43 p.m.



Date: March 9, 2020
Continued From: February 10, 2020
Action Requested: Acceptance

To: Transportation Policy Board
From: Ms. Doise Miers, Community Outreach Manager
Agenda Item: 7
Subject: Discussion and Acceptance of Regional Transit Study

RECOMMENDATION

Staff requests acceptance of the Regional Transit Study by the Transportation Policy Board.

PURPOSE AND EXECUTIVE SUMMARY

The Regional Transit Study outlines the region's current transit infrastructure, outside of the Capital Metro service area, and assesses future growth projections to determine where transit service will be needed in the next 20-plus years. This Study is designed to be used by local governments and project sponsors across the six-county region to better understand the current transit network and needs surrounding the Capital Area and to inform potential project sponsors' decision-making on future transit planning and projects. This study coordinated extensively with the Capital Area Rural Transportation System (CARTS) on future needs and services for the non-urbanized area, as well as connections to Capital Metro and other urbanized areas' transit services.

This Study gathered information from elected officials, local governments, transportation agencies, and the public to assess current conditions and future needs. From the beginning of the study process, feedback was prioritized to ensure that all needs, transit gaps, and current conditions were thoroughly understood. Despite diverse transit needs throughout the six-county region, consistent feedback included the need for direct transportation from rural and suburban communities across the region. While the current transit infrastructure provides routes into downtown cores and some connections to the Capital Metro system, it is imperative that connections around the growing suburban region continue to be considered, planned, and prioritized.

Two key features of the Regional Transit Study are the transit toolkit and local government guidance for areas becoming part of the urbanized area. The toolkit provides descriptions and comparisons of different transit options. The comparison considers number of persons served, cost, and community context (rural, suburban, urban) to help local project sponsors create context-sensitive transit services and networks. As the region continues to grow, local needs will fluctuate based on demographics, development, infrastructure, and available funding. The toolkit incorporates those factors and presents extensive options to allow further planning work to make locally pertinent decisions. The local government guidance provides background, examples, and next steps for local municipalities that may need to reconsider their transit services, needs, and funding options as they enter the urbanized area.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTS

Attachment A – Draft Regional Transit Study

2045 REGIONAL TRANSIT STUDY



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Executive Summary

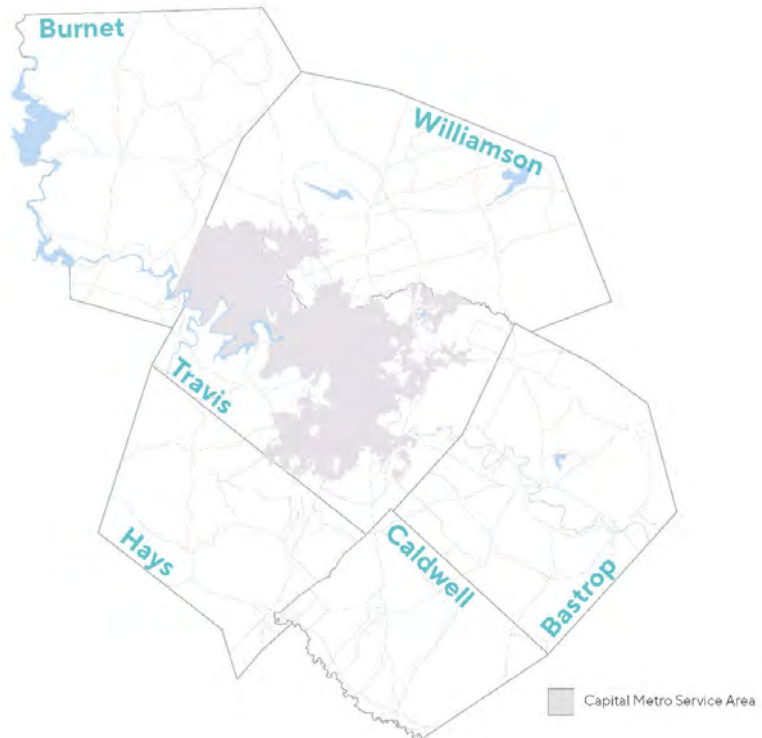
The Capital Area Metropolitan Planning Organization (CAMPO), is the federally designated transportation planning body for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. One of the primary responsibilities of Metropolitan Planning Organizations (MPO) is to study long-term regional transportation planning needs and, in consultation with local governments, transportation agencies, the public, and other stakeholders, compile a 20-plus year regional transportation plan (RTP). The RTP should be multimodal in nature and meet a variety of transportation and travel needs.

The 2045 Regional Transit Study examines transit needs in the coming decades for the Capital Area. This study focuses on the area outside of the Capital Metropolitan Transportation Authority's service area, while also considering future connections and compatibility with the agency's system and plans through Project Connect.

As Central Texas continues to grow, the region's traditional job and activity centers are changing. Projections for 2045 show employment and trip generators throughout the region, not just the core business and downtown districts of the past. With this change, transit must be adaptable to changing travel patterns and commuters' preferred transit options.

This Study gathered information from elected officials, local governments, transportation agencies, and the public to assess current conditions and future needs. Consistently and repeatedly, these stakeholders identified the need for direct transportation from rural and suburban communities to other rural and suburban communities for various purposes including accessing work, medical services, shopping, and leisure activities.

A comprehensive regional transit network that will meet the future needs of this fast-growing region relies on several strategies beyond just fixed route transit service. When regional transit is integrated with other travel modes, it becomes more convenient, feasible, and reliable for users. For instance, using strategies and recommendations from the 2045 Regional Active Transportation Plan, first and last mile connections become easier for transit riders. Most current



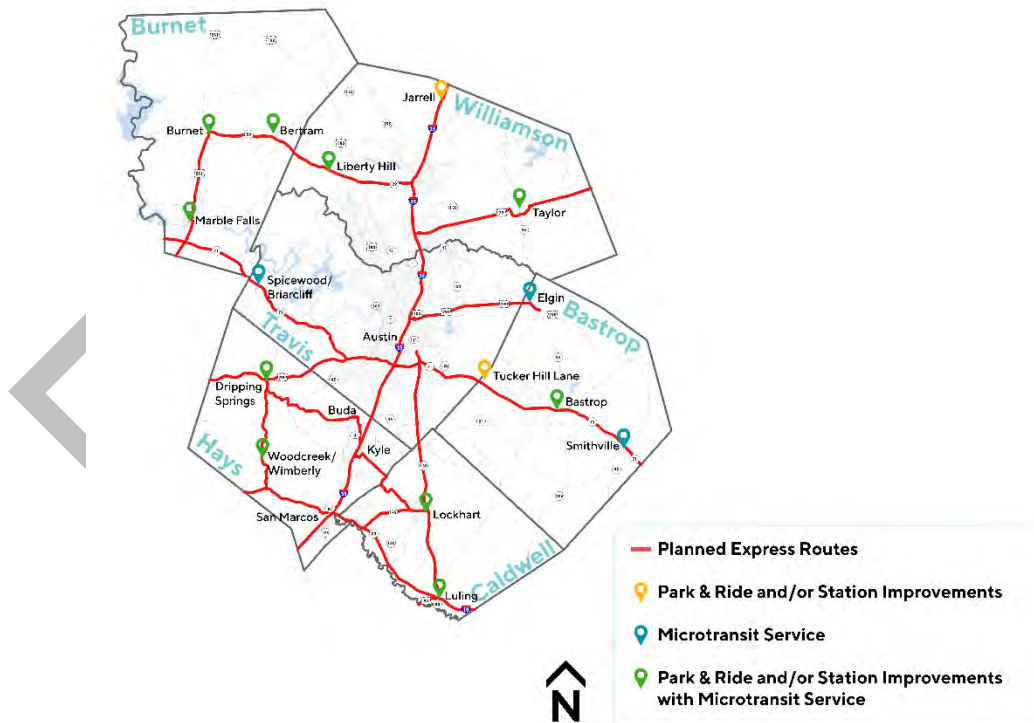
The Regional Transit Study area covers the entire CAMPO region, excluding Capital Metro's Service area.

transit options in the region rely on roads, so an arterials network, particularly one that prioritizes transit and multi-occupancy vehicles such as vanpools, as outlined in the Regional Arterials Concept Inventory, is key for transit reliability.

Increasing use of technology also enhances transit options by providing riders seamless connections from one transit or transportation provider to another, real-time data on trip times, and the ability to hail a ride from a smartphone or phone call. Technology is also enhancing transportation demand management strategies that, along with transit, seek to reduce or at least maintain vehicle miles and hours traveled throughout the region in the coming decades. Advancing technology in areas such as telemedicine and distance learning may completely eliminate the need to travel while increases in teleworking may reduce commuting.

Since the Regional Transit Study focuses on the area outside of Capital Metro’s service area, it was developed with extensive coordination with the Capital Area Rural Transportation System (CARTS) on future needs and services for the non-urbanized area, as well as connections to Capital Metro and other urbanized areas’ transit services.

CARTS’ future plans include operational improvements such as expanding express bus routes and on-demand service. Capital improvements include new or improved park and ride and intermodal facilities. These improvements are in line with future needs identified as part of the technical evaluation for this study as well as being identified by elected officials, local governments, non-profits, and the public.

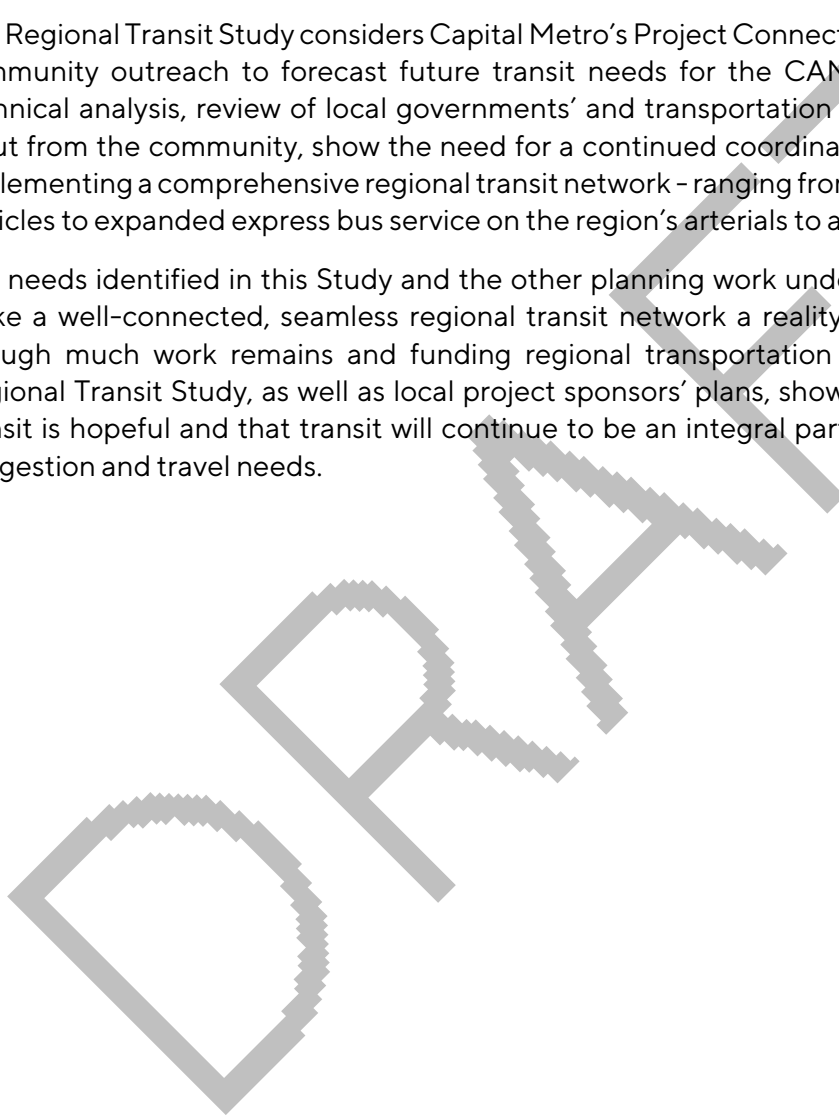


CARTS 2045 Plan focuses on expanding Express Routes, Microtransit Service, and upgrading facilities

Better connected regional travel can be achieved using the Transit Toolkit developed as part of the Regional Transit Study. The toolkit lays out many options that can be deployed by local government project sponsors that meet their community's needs while staying sensitive to its context and character. Additionally, the toolkit also discusses ridesharing and transit supportive infrastructure such as vanpool programs and park and rides, respectively. As the region's employment and activity centers continue to expand throughout the six counties, a comprehensive park and ride and vanpool system has the potential to significantly reduce single occupancy vehicle travel.

The Regional Transit Study considers Capital Metro's Project Connect and additional analysis and community outreach to forecast future transit needs for the CAMPO region. The extensive technical analysis, review of local governments' and transportation agencies' future plans, and input from the community, show the need for a continued coordinating effort for planning and implementing a comprehensive regional transit network - ranging from smaller four-to-six person vehicles to expanded express bus service on the region's arterials to additional commuter rail.

The needs identified in this Study and the other planning work underway in the region align to make a well-connected, seamless regional transit network a reality in the next 20-plus years. Though much work remains and funding regional transportation is always a challenge, the Regional Transit Study, as well as local project sponsors' plans, show that the future of regional transit is hopeful and that transit will continue to be an integral part of addressing the region's congestion and travel needs.



Chapter 1 – Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) is the federally authorized body responsible for long-range transportation planning in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties in Texas. CAMPO works to provide multimodal transportation solutions across all six counties. The region, encompassing and surrounding the capital city, is one of the fastest growing in the nation, meaning the transportation decisions made today will impact the lives of current and future residents.

Today, the CAMPO area experiences significant levels of transportation congestion, costing the region's residents, businesses, and visitors time and money. As the area experiences tremendous growth, the answer to addressing future traffic congestion and maintaining a high quality of life doesn't lie in just one solution. Instead, future transportation solutions must be multimodal in nature, to include transit, and provide a seamless experience in urban, suburban, and rural communities.

The Regional Transit Study information can be used by local transportation agencies and governments to plan for transit projects and to inform CAMPO's 2045 Regional Transportation Plan (RTP) for the next five years. The RTP is a federally required transportation planning document that looks 20-plus years into the future to assess the needs and desires of the six-county region. CAMPO uses a holistic, grassroots approach to transportation planning by collaborating with local governments, transportation agencies, and the public to consider community context, character, and needs.

Regional transit is an integral part of the broader transportation network as it supports travel for those who cannot or prefer not to travel via a personal vehicle. In the United States, urban communities generally have more robust transit systems due to years of investment, as well as denser development supporting ridership. While urban areas within the CAMPO region are expanding, the majority of the six-county region remains suburban and rural.

To ensure equitable transportation is possible throughout the entire CAMPO region, a complete study of transit is necessary to outline the existing transit service and prepare for future needs to improve transit options for all persons regardless of whether they live in urban, suburban, or rural areas. This will become increasingly important for issues of accessibility, affordability, and the environment; as the region continues to grow, the need to ensure transportation solutions are available regardless of a person's ability to afford or operate a personal vehicle will only grow.

Transit within the CAMPO region is provided by two agencies: Capital Metro and the Capital Area Rural Transportation System (CARTS). Capital Metro provides transit service within portions of the urbanized area and also contracts for service with some local governments in suburban communities, while CARTS is the primary provider of rural and small urban transit service. The Regional Transit Study focuses on long-term transit ideas for rural and suburban areas of the CAMPO region, generally comprising the CARTS service area and excluding Capital Metro's service area. This study supplements Project Connect and Capital Metro's planning work with the goal of providing a seamless, regional network of transit options in the six-county CAMPO area. The study does not supersede current or future planning initiatives – such as Project Connect – or services offered by Capital Metro within its service area. With some of the fastest-growing counties in the country, this study also offers guidance to communities that will outgrow CARTS

qualifications in the coming decades. A comprehensive, coordinated, regional transit network is essential in addressing the region's future growth, travel needs, and transportation options and the Regional Transit Study serves as the blueprint for planning for Central Texas' transit future.

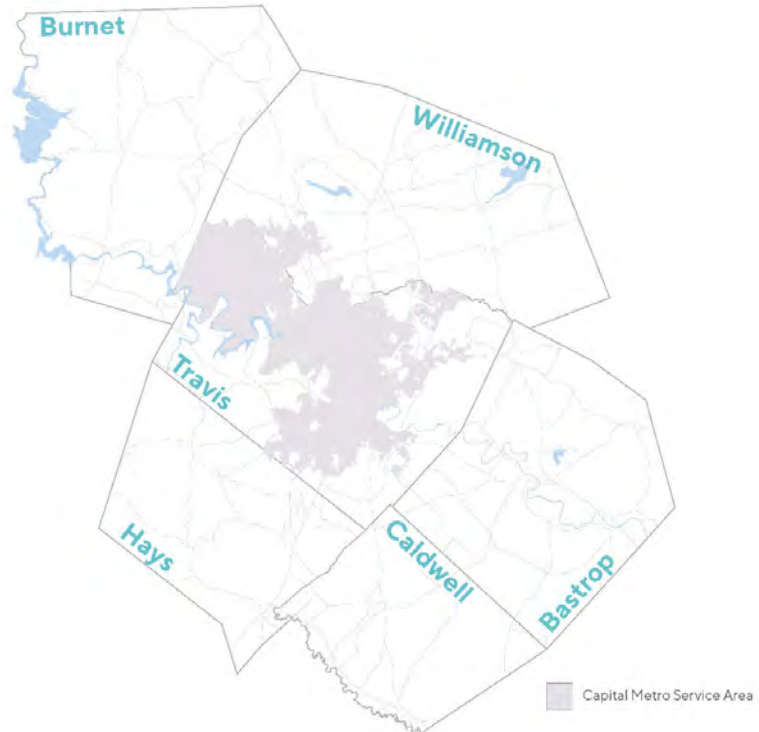
Study Purpose

The Regional Transit Study examines transit needs in the six-county region, focusing primarily on suburban and rural areas, and excluding the Capital Metro service area. The study provides guidance to transit service providers and local governments about how to address current and future transit needs.

As the regional planning organization for the capital area, CAMPO plays a key role in assessing all current and future transportation planning work and organizing options for a more connected six-county region. Capital Metro and CARTS provide transit service within their respective service areas, while CAMPO coordinates long-range planning, which lays the groundwork for transportation throughout the entire region. Additionally, CAMPO awards federal funding that contributes to planning work, construction, and operations at both Capital Metro and CARTS. By completing robust and coordinated studies that provide information for local governments, agencies, and project sponsors, CAMPO encourages thorough and complementary plans at every level of government.

The Regional Transit Study provides an in-depth analysis of the region's current travel patterns, as well as looking ahead to projected travel patterns. Other analyzed topics include population and employment growth and current and future activity/employment centers. Understanding where people are traveling throughout the region today is the first step in addressing gaps in connections and setting up the region for a more robust future transit network. Pairing this information with data on future employment centers, housing developments, and general population growth, outlines the potential for a seamless, well-connected regional transit network.

Figure 1. Capital Metro Service Area



Study Process

To complete the in-depth analysis, the study was broken into a three-step process, the first of which focused on establishing existing conditions. This effort started with a review of existing transit options, service providers, and transit access outside of the Capital Metro service area. After reviewing what is available today, local transit plans and studies were reviewed to see what planning has already been done and what additional planning and analysis is needed in the future. More information on the plans and studies reviewed for the Regional Transit Study can be found in Chapter Two.

In conjunction with the local plans and studies review, CAMPO conducted interviews around the region with transportation and planning professionals in the public and non-profit sectors. These interviews allowed for current perspectives to be analyzed, with an opportunity to consider issues and solutions that might not be covered in formal plans and studies.

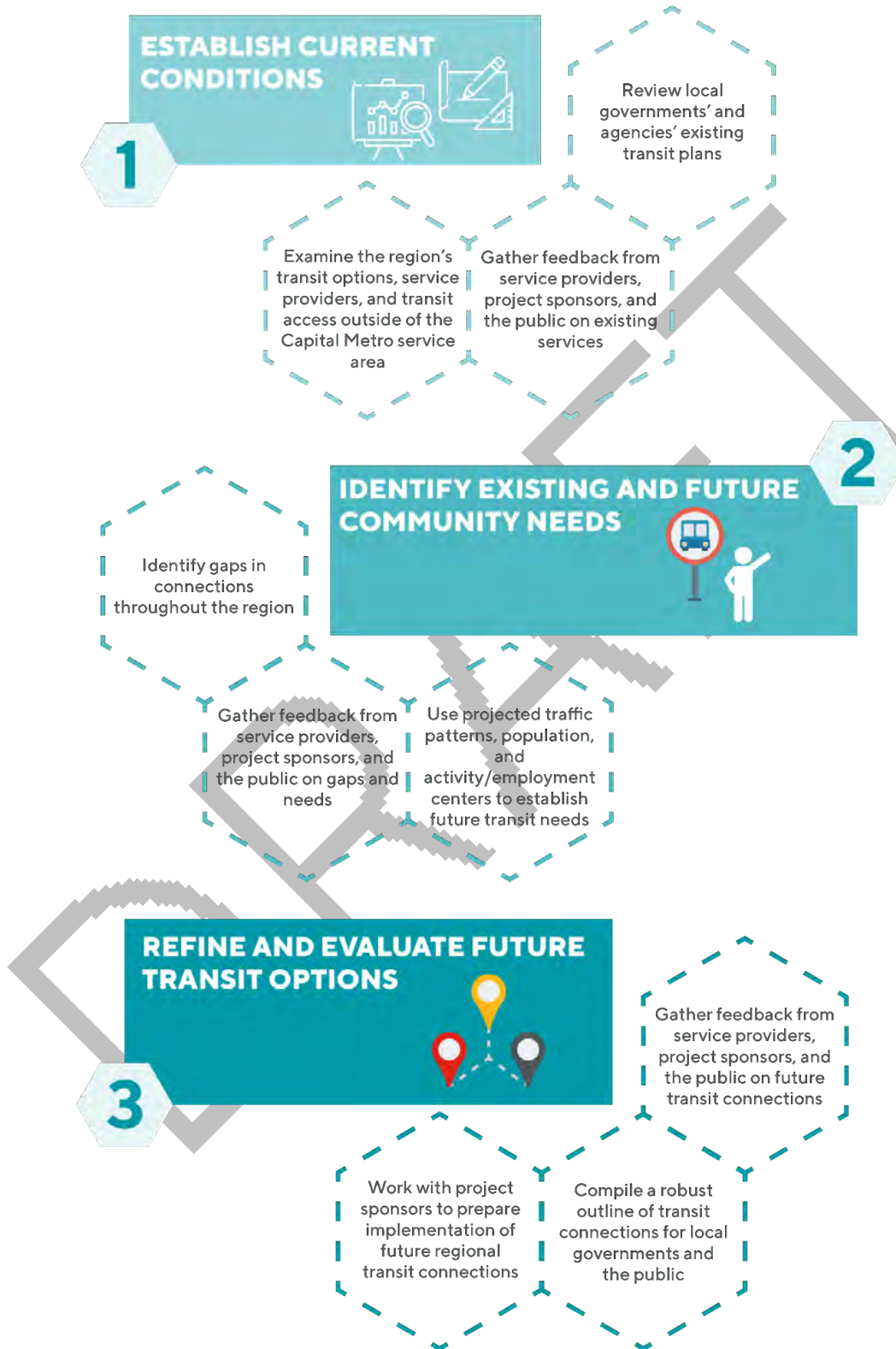
The second step focused on existing and future community needs and began with identifying existing gaps in connections throughout the region then incorporated information gathered during the first stage of the process. The identified connection gaps created a better understanding of today's most critical needs and were compared with projected traffic patterns, projected population, and projected activity/employment centers to establish future needs.

The final step focused on presenting future transit options to meet the needs discovered in the first steps. The transit toolkit details various transit options and gives the public and project sponsors ideas for what will meet their community's needs, context, and budget. The toolkit is intended to be a starting point for project sponsors to further consider and analyze the transit options that will best fit their needs. The toolkit, in combination with information on performance measures, is intended to set up project sponsors to be competitive in CAMPO's project selection process for funding projects.

The Regional Transit Study used a robust process to incorporate feedback from stakeholders including transit service providers, project sponsors such as local governments and transportation agencies, non-profits, and the public. Gathering feedback as the study was developed, and wrapping up with final feedback, ensured that stakeholders were used to inform and shape the outcomes of the study. More information on public involvement can be found in the public involvement chapter of this study.

Below, Figure 2 shows the three-step process used by this study.

Figure 2. Regional Transit Study Process



Chapter 2 – Existing Conditions

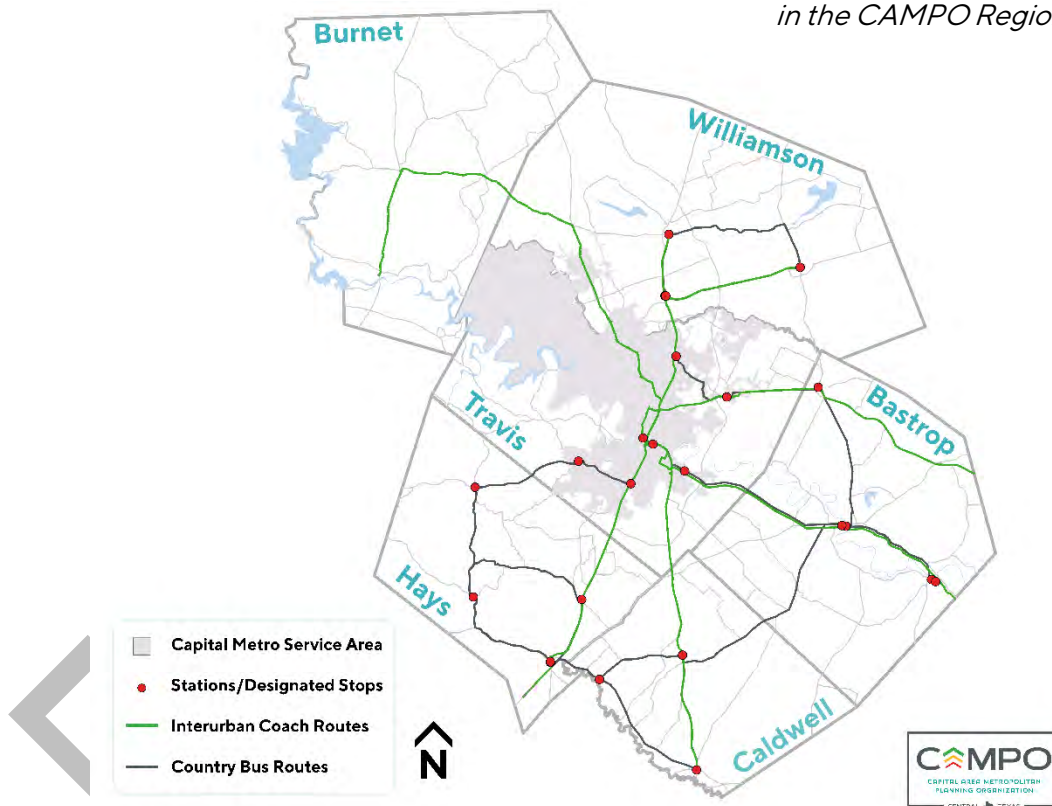
The Regional Transit Study began with establishing existing conditions. This entailed examining existing transit service, reviewing transit and other relevant transportation plans and studies from local governments and agencies around the region, and looking at existing funding, demographics, and travel flows throughout the six-county area.

Transit Service Providers and Infrastructure

Available Service

The CAMPO region has two major public transit service providers: Capital Metro and Capital Area Rural Transportation System (CARTS).

Figure 3. Transit Service Providers in the CAMPO Region



Capital Metro, the region’s major urban transit provider, serves the following jurisdictions:

- | | | |
|------------|-----------|---------------------------|
| Austin | Jonestown | Lago Vista |
| Leander | Manor | Point Venture |
| San Leanna | Volente | Portions of Travis County |

These areas are located within Austin’s urbanized area and dedicate one percent of sales tax revenue towards transit service. A multi-modal system, Capital Metro’s service consists of fixed route bus service, express commuter bus service, commuter rail, paratransit, demand response service, park and ride facilities, vanpools, and most recently, partnerships and pilot programs with transportation networking companies and microtransit providers (including Ride Austin, Via, and others). Other municipalities, such as Round Rock, currently or in the past have received Capital Metro service on a fee-for-service basis.

Beyond Capital Metro’s service area, suburban and rural areas are mostly served by CARTS. CARTS provides regional transit service for a 7,200-square-mile service area which includes CAMPO’s six counties. The CARTS District is a rural transit district organized under Chapter 458 of the Texas Transportation Code as a political subdivision of the state and an entity responsible for transit services in the nonurbanized areas of nine counties surrounding Austin – Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis and Williamson counties. Established in 1978, CARTS is the longest-serving public transit agency in the region.

As with Capital Metro service, residents who rely on CARTS have varying levels of transit service, based on location.

- **Regional intercity bus service:** provides scheduled coach service connecting larger jurisdictions in CARTS’ service area (such as San Marcos or Bastrop) with scheduled fixed route service.
- **Country Bus service:** door-to-door trips outside of the urbanized area are eligible for on-demand Country Bus service. These trips are restricted to travel within a county, but do not have the paratransit eligibility requirements of urban ADA-mandated demand response service.
- **Metro Connector:** connects downtown Elgin with Central Austin locations.
- **Municipal Bus:** local service within Bastrop, Georgetown, and San Marcos.¹
- **Grasshopper:** Austin-centered demand-response service for passengers traveling on Interurban Coach service with eligibility requirements: age 65-plus, ADA eligible, pre-approved reduced fare participants, and veterans traveling to a VA center.

CARTS operates timed intercity connections as an extension of Greyhound national bus service at the Georgetown Station, Marble Falls Station, Plaza Saltillo, Round Rock Station, San Marcos Station, and Taylor Station. Intercity connections via Amtrak are available at the San Marcos Station.

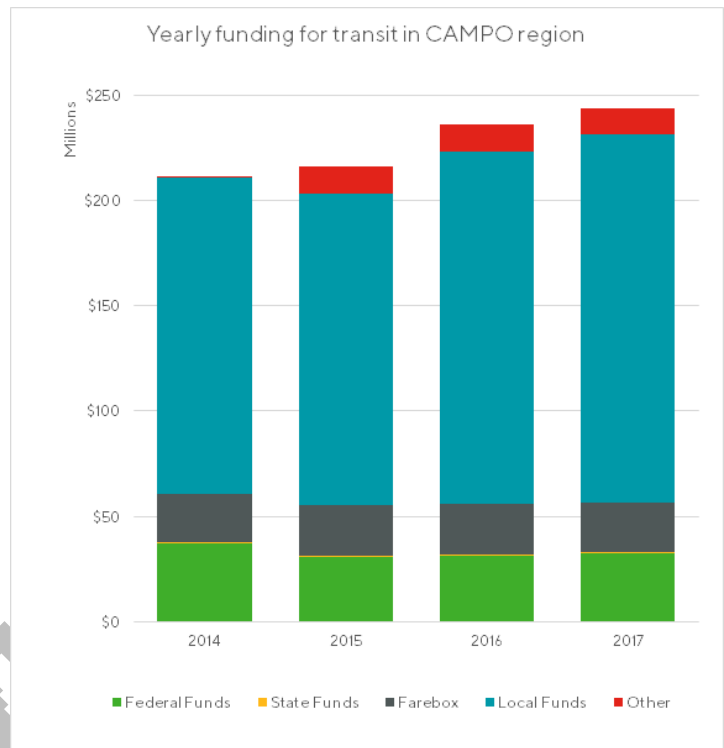
¹ While CARTS currently provides transit service in San Marcos, the City of San Marcos is currently in the process of developing its five-year transit plan that could initiate a new combined transit program serving San Marcos and Texas State University.

Funding

Public transit in the CAMPO region is enabled by five general categories of funding. Annual operating expenses can be met through local funding, state funding, federal grants, farebox recovery, and private or other sources. Local and federal sources provide the majority of operational service funds, as shown in Figure 4. For sections of the region outside of the Capital Metro service area, dedicated local sales tax is not used for operating funds at present, and local funding along with federal and state grants provide for all capital expenses—including facilities and vehicles.

Four funding source types are defined below. Federal funding is called out below the four other funding types.

Figure 4. Annual funding for transit in the CAMPO region



Local Funding – Sales tax is the most common source of funding for local and regional transit services. In Texas, cities can allocate up to one cent of their local sales tax to transit agencies. Counties cannot issue a separate sales tax option but can dedicate funds to local transit through interlocal agreements with a transit agency or through direct service provision. Counties also receive transportation funding through vehicle registration fees. The one cent sales tax for Capital Metro provides most of the transit funding in the CAMPO region.

State Funding – Funding from the state includes grant and annual operating funds from the Texas Department of Transportation (TxDOT), the Texas Medical Transportation Program (MTP), and other programs funded by the Texas Health and Human Services Commission.

Farebox Collection – This includes fees paid by the user or passenger. Fees for use provide between three and ten percent of operating revenue for service provision in the region.

Private/Other Sources – Other sources of funding may include donations, sponsorship, advertising, and other miscellaneous revenue. Community and religious organizations also serve as a significant resource for private and non-profit service providers. Tax Increment Finance districts have also been established in the region in the past but are not currently used.

Federal Funding

Federal assistance includes competitive and formula grants by the Federal Transit Administration (FTA) for capital and operating expenses to improve mobility and increase safety of the public transportation system. FTA grants are labeled and divided according to their sections of enabling legislation, each with a distinct public policy purpose and intent. The major FTA programs relevant to the Regional Transit Study include:

- Urbanized Area Formula Grants (Section 5307) – Provides funding for public transit systems in urbanized areas for capital, planning, Job Access Reverse Commute projects, and operating expenses in certain circumstances. For urbanized and incorporated areas with a population of 50,000 or more, these formula grants fund eligible transit activities. Eligible activities include planning, engineering, design and evaluation of transit projects, capital investments in bus and bus-related activities such as replacements, crime prevention and security equipment, and construction of maintenance and passenger facilities. Certain expenses associated with mobility management programs are also eligible. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense, but 200,000+ population areas need a waiver for operational use.
- Formula Grants for Rural Areas (Section 5311) – Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000 and funds the Rural Transportation Assistance Program.
- Elderly and individuals with disabilities (Section 5310) – Funds used for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. These are competitively administered by the CAMPO Transportation Policy Board.
- Public Transit Innovation competitive grants (Section 5312) – Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.
- Grants for buses and bus facilities formula program (Section 5339 (a)) – provides funding to replace, rehabilitate, and purchase buses and related equipment and facilities.
- Federal funds are also available as regionally significant programs allocated by the CAMPO Transportation Policy Board (Category 7 or Surface Transportation Block Grants (STBG)). STBG provides funding that may be used for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

Overall, FTA has more than 30 grant programs for a range needs, including pilot programs, demonstration projects, and niche transit needs, such as ferries, not listed above. Competitive grants may make up a large portion of revenue for rural systems, which can lead to unpredictability in funding levels from year to year.

Federal grants require a local match of between five and twenty percent. CAMPO holds periodic, competitive applications to award Section 5307 funds. Transportation Development Credits (TDC) are a credit that can, with Transportation Policy Board approval, serve as the local funding match for federally funded projects. TDCs are not considered a funding source.

Table 1 summarizes the sources of funding for the region’s two significant transit operators. For the CARTS service area, federal grants and interlocal agreements with local governments provided 88% of the \$7.2M operating budget in 2017. CARTS has relatively few funding sources available and the agency’s funding trend is declining at the same time as cost per rider served is increasing.

Not shown in this summary are private and not-for profit service providers, which provide tens of thousands of additional personal trips to vulnerable community members, but do not routinely provide regional performance data.

Figure 5. CARTS Funding Sources (2017)

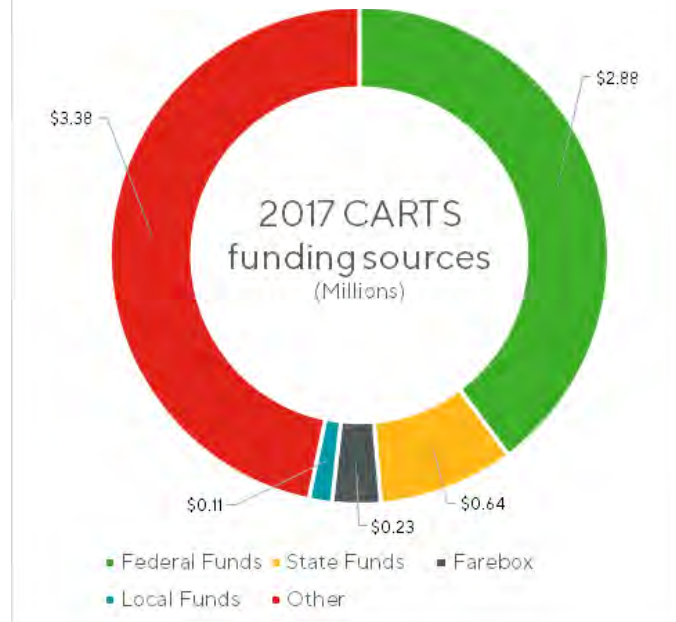


Table 1. Operating Funding

Annual Operating Funds (Millions)									
	2014		2015		2016		2017		
	CARTS	Capital Metro	CARTS	Capital Metro	CARTS	Capital Metro	CARTS	Capital Metro	
Federal Funds	\$8.2	\$29.0	\$1.9	\$28.8	\$3.1	\$28.4	\$2.9	\$29.6	
State Funds	\$0.4	\$0.0	\$0.7	\$0.0	\$0.7	\$0.0	\$0.6	\$0.0	
Farebox	\$0.1	\$22.9	\$0.2	\$24.0	\$0.2	\$23.6	\$0.2	\$23.0	
Local Funds	\$0.1	\$150.4	\$0.4	\$147.5	\$0.2	\$167.1	\$0.1	\$174.8	
Other	\$0.3	\$0.2	\$4.6	\$8.2	\$3.1	\$9.6	\$3.4	\$8.9	
Total	\$9.1	\$202.1	\$7.7	\$208.4	\$7.3	\$228.5	\$7.2	\$236.4	
Annual Trips	432,740	34,178,526	298,250	34,700,250	269,423	31,048,807	240,348	29,779,395	

Peer Performance

Both Capital Metro and CARTS have peers providing similar services in Texas and around the country. Three modes (Commuter Bus, Demand Response, and Vanpool) provide the majority of longer distance transit service in the CAMPO region. In general, fiscal measures such as cost per trip and farebox recovery ratio do not define the success or failure of an agency; all transportation modes are subsidized, and providing transit service—especially to rural areas—is critical for economic, equity, and environmental reasons. However, these measures do represent the degree to which agencies can expand (or maintain) their existing services without additional sources of revenue.

CARTS and Capital Metro have a somewhat unique operating relationship in which some routes are jointly operated. However, this does not provide a seamless customer experience because fare payment and branding are not unified. Commuter bus services vary substantially in their fiscal performance across the country. Some transit providers' commuter service serves well-populated suburban areas while CARTS' commuter service functions more as lifeline service for lower populated rural areas so is relatively expensive service to operate. (Table 2).

Table 2. Commuter Bus Performance (Source: National Transit Database, 2017)

Region	Provider	Annual Ridership	Annual Operating Expenses	Annual Fare Revenue	Farebox Recovery	Agency Cost/Trip
Austin	CARTS	140,955	\$3,212,245	\$67,261	2%	\$22.31
Austin	Capital Metro	527,351	\$5,973,478	\$948,523	16%	\$9.53
Houston	Harris County	19,182	\$178,269	\$46,849	26%	\$6.85
Houston	Island Transit	264,436	\$1,688,091	\$106,481	6%	\$5.98
Houston	Metro	7,882,646	\$62,924,330	\$27,589,177	44%	\$4.48
Nashville	MTA	328,529	\$2,928,935	\$800,403	27%	\$6.48
Nashville	RTA	194,948	\$2,512,479	\$810,008	32%	\$8.73
Salt Lake City	Utah Transit Authority	553,595	\$7,749,445	\$501,682	6%	\$13.09
Waco	McLennan County	22,516	\$522,869	\$40,219	8%	\$21.44
Average		1,103,795	\$9,743,349	\$3,434,511	19%	\$10.99

Demand response service—whether operating as required complementary service to fixed route service under the Americans with Disabilities Act (ADA) or as rural door-to-door service—is very expensive to run. However, these services provide vital transit access to jobs and medical services for those with disabilities. As a rural service, CARTS' Country Bus does not have the operating and scheduling restrictions of its ADA counterparts. Nevertheless, each trip costs the agency in excess of \$40 and is consistent with other rural transit providers in Texas.

Table 3. Demand Response Performance (Source: National Transit Database, 2017)

Region	Provider	Annual Ridership	Annual Operating Expenses	Annual Fare Revenue	Farebox Recovery	Agency Cost/Trip
Austin	Capital Metro	670,693	\$41,912,043	\$851,016	2%	\$61.22
Austin	CARTS	93,614	\$3,883,297	\$157,001	4%	\$39.80
Columbus	COTA	287,242	\$9,950,304	\$871,821	9%	\$31.61
Dallas	SPAN	60,811	\$1,886,185	\$78,682	4%	\$29.72
Houston	Island Transit	34,064	\$888,186	\$38,848	4%	\$24.93
Houston	Brazos	63,668	\$2,507,357	\$154,127	6%	\$36.96
Houston	Metro	1,669,729	\$49,674,936	\$1,953,704	4%	\$28.58
Houston	Gulf Coast Center	43,987	\$1,568,649	\$36,363	2%	\$34.83
Nashville	MTA	303,423	\$17,849,602	\$858,159	5%	\$56.00
Portland	TriMet	889,566	\$35,839,809	\$7,769,411	22%	\$31.56
Portland	Ride Connection	77,410	\$5,152,736	\$0	0%	\$66.56
Salt Lake City	UTA	386,977	\$17,851,347	\$591,545	3%	\$44.60
San Antonio	VIA	1,109,420	\$37,892,596	\$2,004,647	5%	\$32.35
San Antonio	ART	101,394	\$4,164,526	\$206,689	5%	\$39.03
Waco	McLennan County	27,436	\$815,418	\$49,733	6%	\$27.91
Waco	Waco Transit	56,297	\$1,123,914	\$152,872	14%	\$17.25
Average		367,233	\$14,560,057	\$985,914	6%	\$37.68

Vanpool services provide access to jobs across a wide region; typically, the agency provides the vehicles and coordination services while users operate the service directly. These services are essentially revenue-neutral for the sponsoring agency, and thus represent an extremely efficient means of providing access to job centers for those residing outside the urban area (Table 4).

Table 4. Vanpool Performance (Source: National Transit Database, 2017)

Region	Provider	Annual Ridership	Annual Operating Expenses	Annual Fare Revenue	Farebox Recovery	Agency Cost/Trip
Austin	Capital Metro	459,555	\$1,453,076	\$1,001,165	69%	\$0.98
Columbus	MORPC	76,780	\$409,391	\$363,715	89%	\$0.59
Houston	Metro	1,961,928	\$12,002,584	\$6,533,083	54%	\$2.79
Nashville	RTA	135,295	\$474,164	\$359,213	76%	\$0.85
Salt Lake City	UTA	1,264,410	\$3,469,358	\$4,728,930	136%	-\$1.00
San Antonio	VIA	500,476	\$1,854,648	\$2,376,180	128%	-\$1.04
Average		733,074	\$3,277,204	\$2,560,381	92%	\$0.53

In general, rural agencies such as CARTS have low capital needs beyond the purchase of rolling stock. Often, transit facilities can be co-located among multiple providers; since most of their service is demand-response or multijurisdictional, rural providers have relatively few stops and stations to maintain. In addition, capital expenditures are often deferrable and eligible for grants, meaning that agencies can engage in opportunistic expansion when funding is available.

On the other hand, operating expenses—that is, those used to provide on-the-road service—generally require dedicated revenue to provide dependable, uninterrupted service. In urbanized areas of more than 50,000, many federal funding sources cannot be used for operating expenses, meaning that areas transitioning into the urbanized area as a result of population growth may find themselves with neither a provider nor a funding source for transit service.

Demographics and Access

Passenger Convenience

The CAMPO region includes a distinctive set of demographics, travelers, and transportation needs. Psychographic profiles representing various users and needs have guided the CAMPO 2045 Regional Transportation Plan process as a demonstration of the multifaceted considerations needed in a region this diverse.

Though a range of transit services are currently available, efficiently addressing the transportation needs in suburban and rural areas is challenging. For example, a Wimberly resident can easily schedule a trip between their home and medical services in Buda, as the trip takes place entirely within Hays County. However, more specialized services, such as an appointment at a Veteran's Administration (VA) clinic in Austin or New Braunfels, are available but on a less frequent basis.

New Braunfels and other regional destinations outside the CAMPO area and CARTS service area are served by entirely separate rural transit systems, which in some cases requires customers to coordinate on-demand trips with multiple transit providers. A person making a trip between Wimberly and New Braunfels would have to coordinate CARTS service with Alamo Rapid Transit (ART), which serves rural areas outside San Antonio (including New Braunfels). These entities have separate websites, customer service interfaces, and policies, greatly complicating trip planning and the journey itself.

Travel on CARTS Interurban Coach does require additional connections once arriving in Austin. In this same scenario, the Wimberley resident may decide to travel to Austin's VA Clinic instead. This decision would keep the individual within CARTS' service area but would still require an additional connection to the Grasshopper. This may mean scheduling an additional on-demand trip with CARTS or connecting to less-frequent interurban routes. A rider may also connect to Capital Metro services but would again face additional coordination challenges connecting between multiple transit providers on the rural or suburban fringe. These types of trips could easily occupy an entire day of travel and may be compounded with additional challenges such as limited clinic hours or additional intercity trips to pick up medicine. The challenges of trip planning also make personal and social trips such as visiting friends and family, enjoying a meal or games at a

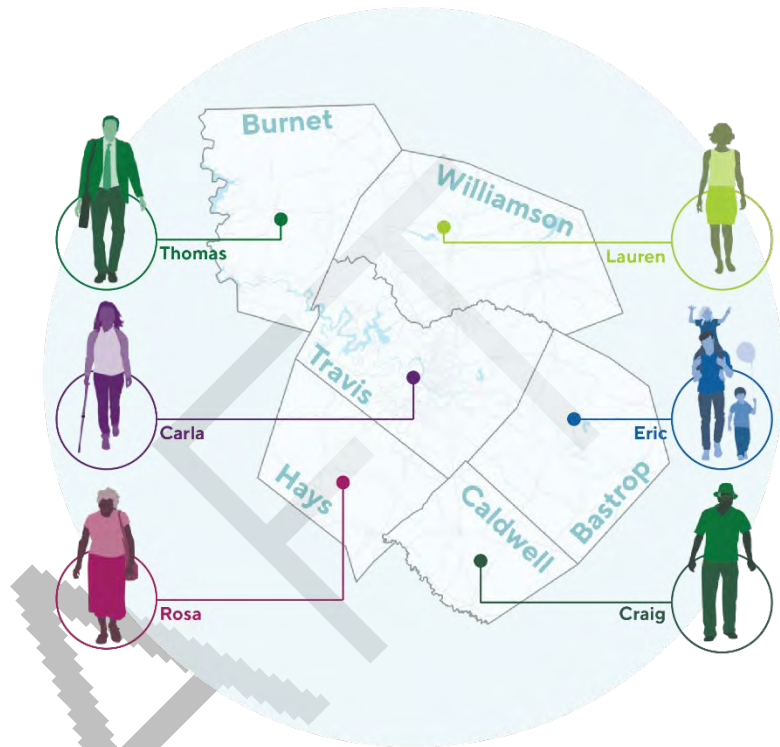


Figure 6. Six psychographic profiles were used during outreach as example citizens from different corners of the CAMPO region

community center, or simple errands like shopping, difficult and potentially limit the extra trips one makes.

With limited service, these rural transit options cannot conveniently meet the travel needs of rural and suburban residents. The limited nature of these rural services means that they are costly to operate and often inconvenient for riders. For residents located in urbanized areas outside Capital Metro and CARTS' service areas, such as Austin's Colony, driving becomes a necessity.

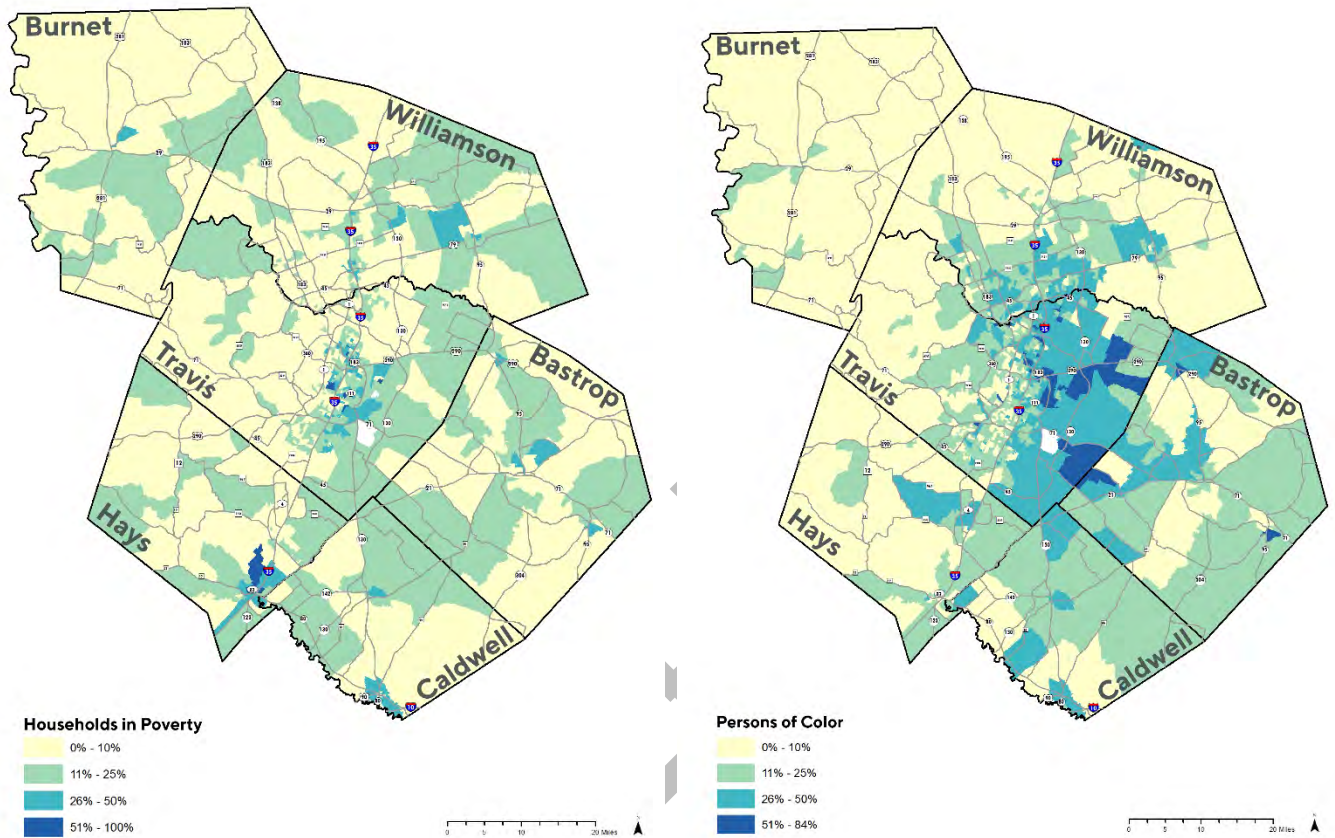
For low-income households this is an additional burden because of potentially lengthy commutes and added expenses such as car payments, fuel, insurance, and vehicle maintenance. For transit providers, these areas are expensive to serve and require dedicated coordination and regional partnerships between counties, municipalities, and transit providers. Funding is an unending challenge in these areas, which often already contribute maximum levels of sales tax to other services.

Environmental Justice

In the CAMPO region, two patterns hold true: communities to the east are traditionally poorer and have higher concentrations of persons of color than those to the west; and there are higher concentrations of poverty in more densely populated areas (Figure 7). However, the last 20 years have seen a slow inversion in how poverty is distributed.

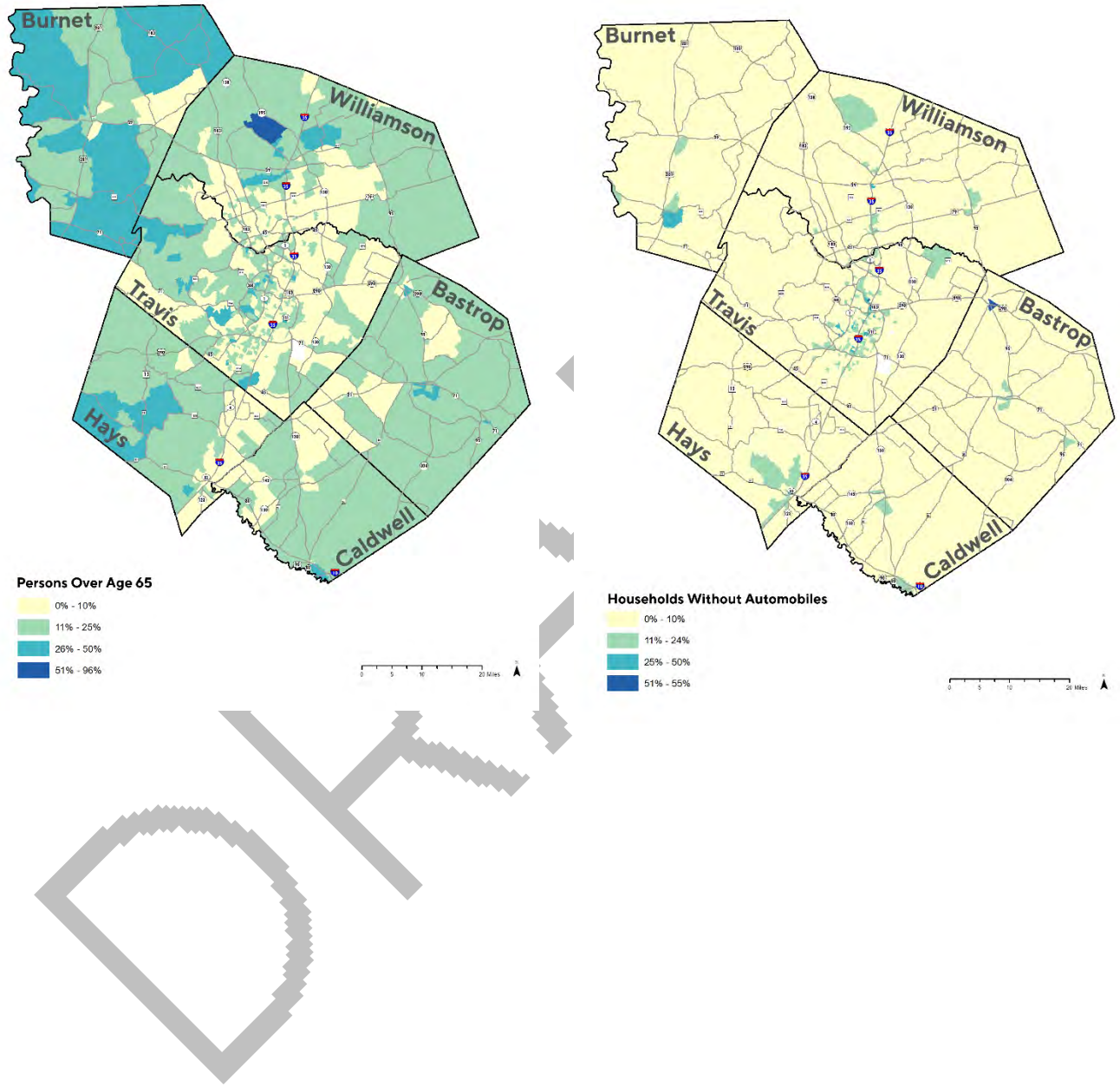
Geographic displacement due to rising cost of housing can have severe consequences. The City of Austin has experienced incredible growth, and many households who have traditionally relied on transit have been forced to relocate to areas without urban transit systems.

Figure 7. Percent Living in Poverty and Persons of Color (Source: US Census)



Persons over the age of 65 and households without an automobile are more evenly distributed across the region. Despite the region’s transportation network being dominated by automobile infrastructure, there are still many pockets where between 10-50 percent of households do not own automobiles—typically located within exurban areas. While people who do not own vehicles may have access to cars via carpool, vehicle sharing, or other means, providing transit options is still a critical service for CARTS. Rural areas are disproportionately composed of persons over the age of 65, meaning that as people age in place, they are more likely to use demand-response service than fixed-route service.

Figure 8. Persons over 65 and Zero-Car Households (Source: US Census)

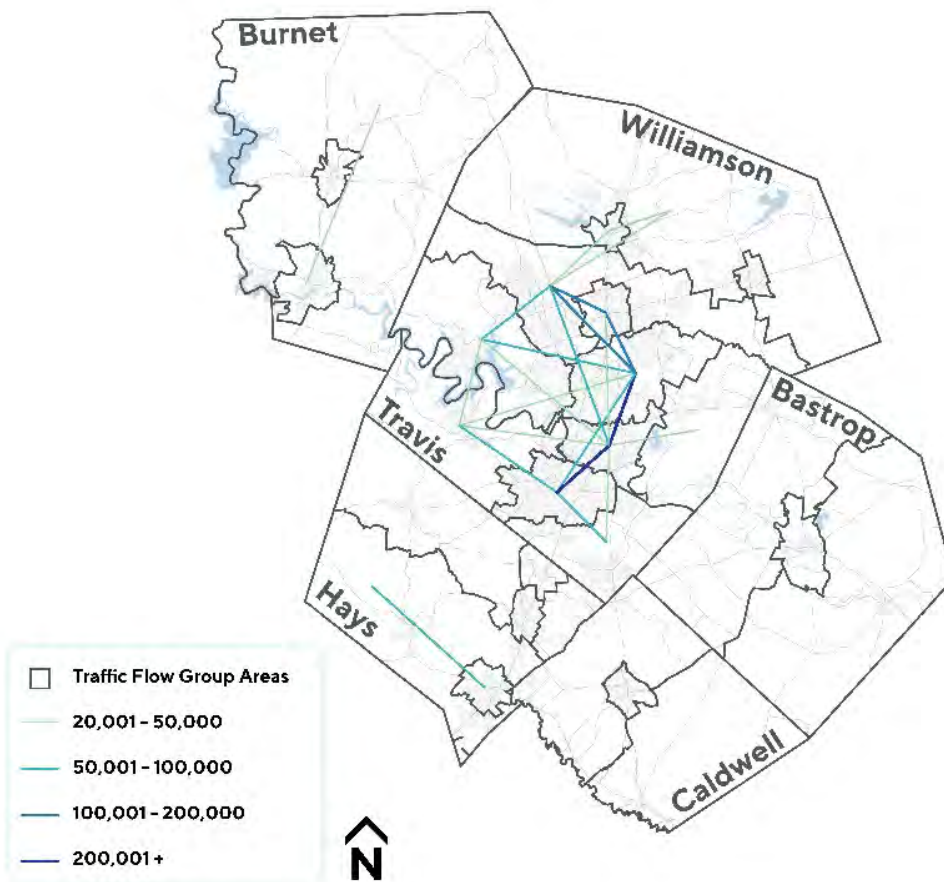


Current and Future Travel Flows Between Regional Centers

In a regional context, the highest travel flows take place along the IH 35 corridor and within Capital Metro’s service area. As the region continues to grow, employment and activity centers are diversifying and expanding to surrounding counties and communities beyond the traditional urban areas and business districts. Likewise, CARTS’ and Capital Metro’s commuter and demand response service covers much of the region, but there are significant gaps in service for reasons such as a lack of demand or difficulty providing multijurisdictional service.

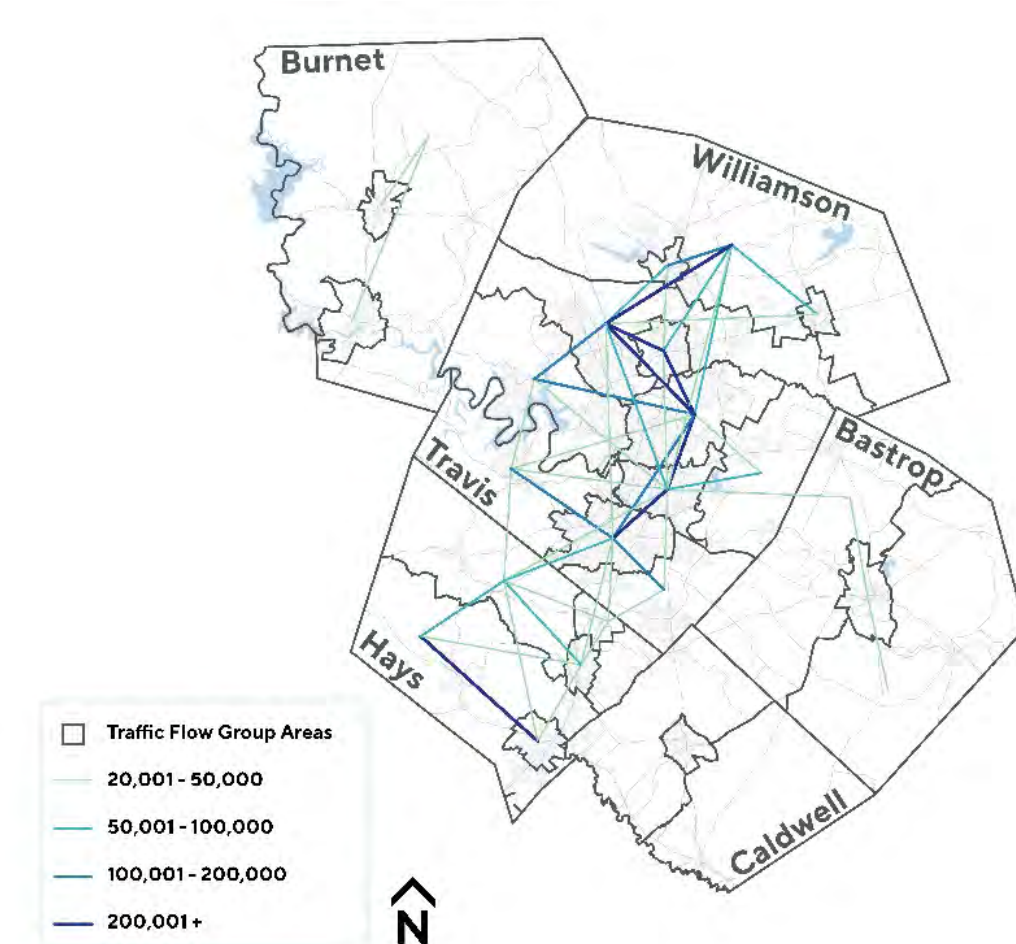
Institutional gaps arise from the limitations, inefficiencies, or other difficulties that arise when trips are served by more than one entity, such as trips moving between the greater Austin area and communities in the San Antonio or Waco regions. Resource gaps arise from the difficulties inherent in serving regions with low population densities, such as trips to and from more rural regions of the CARTS service area. While there are few areas in the CAMPO region with zero access to transit service, many areas receive lower levels of transit service due to the lower demand for these forms of transportation.

Figure 9. 2010 Traffic Flows



As travel flows grow (Figure 10), increased travel between Travis County and Williamson, Hays, and Bastrop counties is expected. Likewise, demand for travel between the cities in Bastrop, Caldwell, and Hays counties without transferring through Capital Metro's service area may have a demand to support fixed route services.

Figure 10. 2040 Traffic Flows



Additionally, as demand for regional service increases, many smaller cities and towns are beginning to experience demand for local transit service. CARTS and Capital Metro already provide fixed route transit service to several municipalities, in some cases under a contracted fee-for-service agreement rather than levying the sales tax required to become full district members. As the region's cities grow, places like Marble Falls, Taylor, Lockhart, and others may wish to participate in such a contracted service.

With funding always a consideration, newer services such as microtransit door-to-door service could free up operating revenue. New alternative service delivery options, such as the pilot program in Manor under Capital Metro's Pickup service, could allow fixed route vehicles to be used for CARTS' Country Bus program, rather than having them serve low-productivity fixed routes.

Review of Relevant Plans

Several recent local, state, and regional plans and policies relevant to transit service and planning have been completed within the CAMPO region. Many of these plans and policies impact transit and shared mobility options available to residents or those traveling outside Capital Metro's service area. Summaries of these plans and policies are provided below.

TxDOT Strategic Corridor Studies

The Texas Department of Transportation (TxDOT) conducts feasibility studies for existing and proposed corridors on the state highway network. The TxDOT Austin District has several significant studies underway or completed for major corridors. Three of the corridors are highlighted for their effect on regional transit outside of the Capital Metro service area: (1) realignment of FM 973 between US 290 and SH 130 in east-central Travis County; (2) improvements to RM 620 from SH 71 in Bee Cave to IH 35 in Round Rock; and (3) addition of managed lanes to IH 35 as the central north-south corridor in the region. These corridors are also considered in the context of the CAMPO 2045 Regional Arterials Concept Inventory, which provides contextual information about broader expectations for the future of the region's mobility including concepts to enhance transit on major corridors.

Generally, the TxDOT strategic corridors study improvements aim to increase mobility and connectivity between and along major corridors and provide additional roadway capacity to meet projected traffic demand. These corridors span the cities of Austin, Bee Cave, Buda, Georgetown, Jarrell, Kyle, Manor, Lakeway, Pflugerville, Round Rock, and San Marcos and are principal regional connectors. Each include existing or planned transit services (Capital Metro and/or CARTS) or provide the potential for additional mobility and connectivity-supporting transit use. The plans include short, medium, and long-term project phasing to the year 2035 and may require right-of-way acquisition for capacity enhancements to accommodate growth.

Overview of Key TxDOT Strategic Corridor Plans:

- FM 973, as envisioned, would enhance access for bicyclists and pedestrians by constructing a shared-use path and sidewalk along the corridor. However, the realignment could reroute away from the existing Manor park and ride, which serves both Capital Metro and CARTS routes and services (Capital Metro 990, CARTS interurban coach, CARTS Metro Connector, Country Bus). The services also continue east to provide the current commuter connection to Elgin.

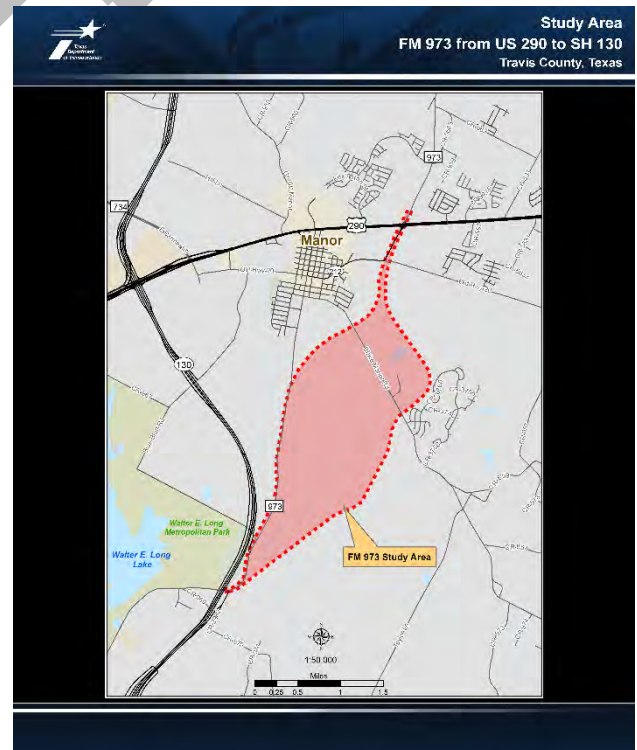


Figure 11a. FM 973 Study Area (Source: TxDOT)

- RM 620 improvements focus on increasing capacity, with projects including continuous left-turn lanes, signal timing/phasing improvements, controlled access points, and additional lanes. The 2017 RM 620 Feasibility Study identifies transit as an important factor to consider for improvements to the roadway and for decreasing traffic congestion as residential, commercial, institutional, and recreational land uses have increased over time. Two concepts for transit include implementation of express bus service along RM 2222 from RM 620 to MLK Boulevard, and the other includes constructing a transit center or park and ride facility near the RM 2222 and RM 620 intersection.



Figure 11b. RM 620 Study Area (Source: TxDOT)

- IH 35 improvements under the IH 35 Capital Express concept would increase transit mobility through the region by adding four lanes of managed capacity to the corridor. Additional capacity, if managed to maintain flow and accommodate transit, would potentially give transit vehicles a time advantage over general purpose lane operations.

TxDOT Capital-Alamo Connections Study

TxDOT’s Capital-Alamo study focuses on the Austin/San Antonio regions, specifically from Georgetown in the north to San Antonio’s southern city limits in the south, and from US 281 in the west to SH 130 in the east. This study does not focus on one specific mode, but rather travel patterns to establish the existing transportation/transit needs, especially along the IH 35 corridor.

This is a long-term study with a time horizon similar to the MPO’s regional transportation plan. While it does not focus on transit specifically, the study discusses Integrated Corridor Management (ICM), Intelligent Transportation Systems (ITS), and the concept of a megaregion between the greater Austin and San Antonio areas and makes recommendations to further evaluate and study the possibility of interregional and long-distance transit within the megaregion.

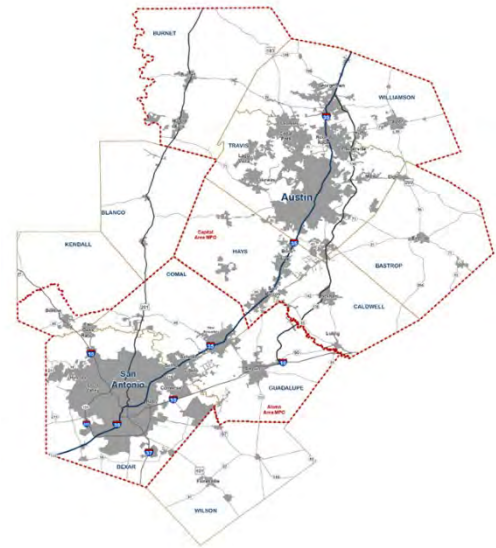


Figure 12. Capital-Alamo Connections Study Area (Source: TxDOT)

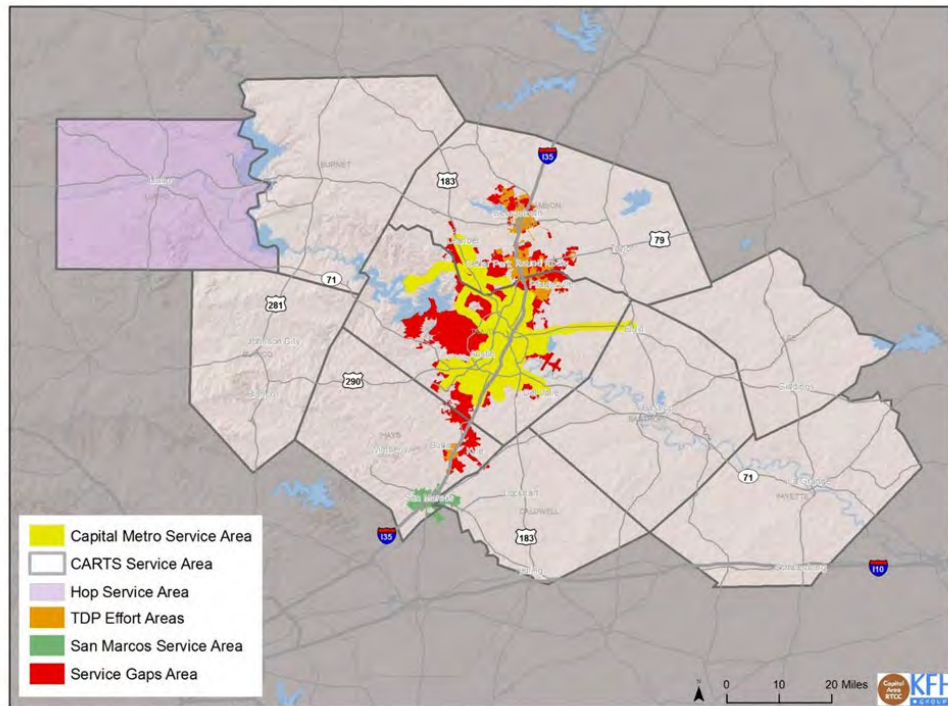
Coordinated Public Transit - Health and Human Services Transportation Plan

The Coordinated Public Transit - Health and Human Services Transportation Plan (HSCP) completed in 2017 for CAMPO and the Capital Area Regional Transit Coordination Committee (RTCC), assessed the current rural and medical/human services-based transit options within the CAMPO region, as well as Blanco, Fayette, Lee, and Llano counties. Though this plan focuses specifically on human services related transportation, some of these needs and services could potentially be supplemented by or fulfilled with a more robust regional transit system. Transportation strategies and potential programs are covered in detail as a part of the report, to help find solutions to rural transit needs identified through the planning process.

The plan outlined goals which centered around preserving and maintaining transportation services for the public, while increasing the efficiency, access, and public awareness of transportation services and mobility options.

The priority areas of need and strategies are outlined below as recommended in this plan and add to the needs identified for the Regional Transit Study. Figure 13 shows service areas and service gaps as of 2017.

Figure 13. Transit Service Areas and Service Gaps



Priority Areas of Need

The following priorities were identified through interviews with service providers, agencies, stakeholders, surveys, data analysis, and observation completed through the Coordinated Public Transit - Health and Human Services Transportation Plan:

- a. **Service outside the transit system service area:** The public transportation service area in the ten-county study area needs to expand to better serve the entire public. The greatest unmet needs are found in communities that are unserved by either Capital Metro or CARTS service. Transportation options for the elderly and disabled also need to expand beyond the current, limited options.
- b. **Maintain transit in all communities:** This need is addressed through this Regional Transit Study. As towns in the CAMPO region grow, their status changes from “rural” to being included in the Austin urbanized area, causing the town to be ineligible for rural transit funding. The Regional Transit Study provides local government guidance in the appendix by outlining steps local governments can take to continue to maintain transit service after losing eligibility for CARTS service.
- c. **Unserved destinations and user groups within Capital Metro area:** Even within the Capital Metro service area, improvements can be made to ensure that all can use the service despite level of ability. ADA accessibility near and at transit stops is mandatory to ensure all who need transit service can access it. Outreach is also key to ensuring that all ability levels and age groups are aware of existing paratransit/transit options.
- d. **Seniors/disabled persons:** While service is mostly good for these groups, the growing senior population in service areas and rural areas will be a consistent need.
- e. **Improve/expand connectivity across jurisdictions:** Public transit systems should continue to improve connectivity both within the region and to destinations outside the region.
- f. **Continue coordination with human service agencies:** Many transit trips involve a health or social service, and Medicaid transportation is the largest human service transportation program. Coordination between relevant transportation providers will improve the access and service for those who need them.
- g. **Medicaid Transportation Program (MTP):** As mentioned above, the Medicaid Transportation Program is the largest funder of human service transportation. Improving coordination will help to eliminate inefficiencies and duplication of services.
- h. **Mobility management and coordination efforts:** Though these efforts are currently underway, there are opportunities to expand and improve these efforts. Examples include:
 - o One-stop shop for information
 - o Providing centralized leadership/coordination through RTCC
 - o Assisting non-profit agencies with grant applications
 - o Helping secure sponsorships and partnership
 - o Mentoring/education
 - o Coordinating training
 - o Coordinating maintenance

- o Coordinating/consolidating transportation resources
 - o Coordinating volunteer networks
 - o Conducting planning efforts
- i. **Development of sponsorships/partnerships:** Public-private partnership opportunities can help support services in specific locations for specific needs. For example, large retailers can support specific shuttle routes, such as a former HEB shuttle operated by Capital Metro one day per week, shuttling residents of a senior center to HEB.
 - j. **Volunteer transportation:** Currently, Drive a Senior largely fills this need, but there is still a gap in transportation for non-elderly persons in need of transportation.

HSCP Suggested Strategies, Projects, and Partnerships

The HSCP includes ideas for strategies, projects, and partnerships. The strategies are separated between coordination strategies and service strategies. Coordination strategies include planning, mobility management, coordination of services, traveler information and other coordination options. Service strategies involve coordinating or growing transit options for the future.

There are a total of six coordination strategies outlined in the plan:

1. **Continue to pursue mobility management and coordination opportunities:** The Capital Metro Office of Mobility Management (OMM) was created to address service gaps through transit planning efforts. Expanding the reach of this program and continuing to support OMM planning efforts helps eliminate service gaps in the region.
2. **Work with developers, human service agencies, education facilities, employers, and the medical community to locate facilities with transit availability in mind:** Coordination between developers and transportation decision-makers ensures that accessibility for all ages and abilities is considered. Capital Metro's *Transit Ready Development Guide* can be used in this process, in coordination with efforts from the OMM.
3. **Medicaid coordination:** This is primarily a planning effort to better connect Medicaid transportation with human services.
4. **Improve coordination and support a seamless family of public transportation services:** While Capital Metro and CARTS currently provide coordinating service, better technology and compatible fare payment will make coordinated use by the public easier.
5. **Expand coordination of student and workforce transportation and work to connect all of the region's residents to opportunity:** Potential partnerships for employee shuttles, student shuttles, and employer or school funded transportation contracts should be sought out.
6. **Conduct a review of CARTS' rural fixed-schedule service:** Annual reviews of service are important to ensure that the right communities are being served on the right days, at the proper level of service.

There are seven suggested service strategies:

1. **Expand transit service to the entire region:** This strategy encourages focusing on expansion in the areas between CARTS and Capital Metro service. These include areas

such as Hornsby Bend, Del Valle, and other parts of unincorporated Travis County. The Regional Transit Study planning process found that the OMM and Travis County are working together to expand service in those areas through a Capital Metro on-demand service.

2. **Address unserved destinations within existing transit service areas:** This strategy focuses on looking at specific service needs and exploring options outside of traditional public transit services.
3. **Expand commuter service:** While both Capital Metro and CARTS serve many commuters, increased frequency, number of trips, and number of commuting locations, provides flexibility for commuters and could allow them to serve a larger number of commuters.
4. **Expand efforts to improve the coordinated volunteer network:** While Drive a Senior fills some need, an expansion of volunteer service to those with disabilities is necessary. Volunteers with wheelchair accessible vehicles is also a need.
5. **Coordinate service between Hill Country Transit (HCT) and CARTS:** Coordination between CARTS and HCT's "The HOP" service would connect users and allow more regional coverage between Llano, Burnet, and Williamson counties.
6. **Development of public-private partnerships:** This strategy is a way to allow the private sector and other entities to contribute to public transit efforts, and can also include sponsorships.
7. **Non-traditional market development/shopper shuttles:** This strategy can provide special service from activity center to activity center (for example, neighborhood to shopping center), and typically targets transit-dependent populations.

The HSCP provides details on the priority areas of need and strategies outlined above, outlines service gaps, and provides details on potential costs/benefits of implementing specific projects or strategies. The Regional Transit Study helps satisfy some of the suggested strategies by outlining guidance for local governments wanting to increase transit service, or potentially having a population level beyond the eligibility for rural transit service. This information is detailed in the options outlined in the Transit Toolkit in Chapter 3, and local government guidance in the appendix.

Capital Area Rural Transportation System (CARTS) 2045 Plan

The Capital Area Rural Transportation Service (CARTS) is the transit provider for the rural/nonurbanized areas in nine counties located in Central Texas, including the six counties in the CAMPO region. The Regional Transit Study focuses primarily in the CARTS service area and was done with significant coordination and partnership between CAMPO and CARTS. Though CARTS does not have a formally written long-range planning document, the existing and past CAMPO's regional transportation plan have served as CARTS regional planning document for anticipated future needs. The Regional Transit Study will serve as an additional information source to identify future service needs.

CARTS' future plans include Intelligent Transportation Systems (ITS), express bus service, intercity bus services, microtransit, park and ride expansion, and new or improved intermodal stations. CARTS' existing regional Interurban Coach services and planned regional express bus

service connect with Capital Metro’s services which is key in providing a comprehensive, seamless experience for regional commuters and transit riders. The regional interurban and express bus system relies on park and rides and intermodal stations so commuters and riders can easily and conveniently access the regional transit network. Microtransit and Country Bus provide first-last mile transportation to and from transit stations and stops so riders can connect to the larger regional system or use the local transit system. Additionally, microtransit services will provide on-demand transit service for local trips in small cities and Country Bus will continue reservation-based transit service. CARTS’ demand response services (other than its urban Grasshopper last-mile service) do not have paratransit eligibility requirements, opening these options to residents across the region.

Notably, all of CARTS’ transit centers serve as interregional transit (e.g. Greyhound) ticketing centers, providing access to communities outside the CAMPO region. In locations where transfers between interregional transit and CARTS service occur, transit schedules are typically timed to provide near-seamless “pulse” service to destinations in the CARTS service area.

Figure 14. CARTS Interurban Coach Routes (2019)

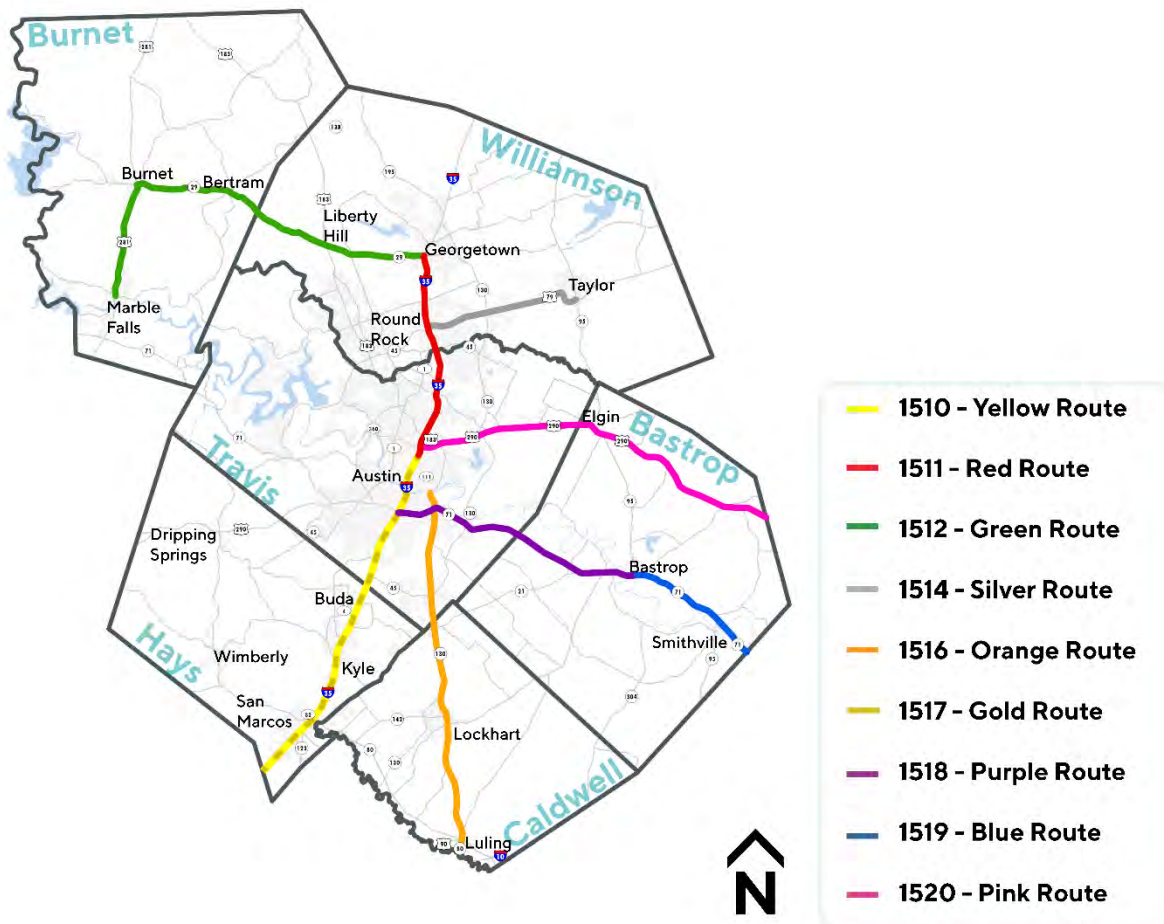


Figure 15. CARTS 2045 Planned Express Routes and Facilities Upgrades

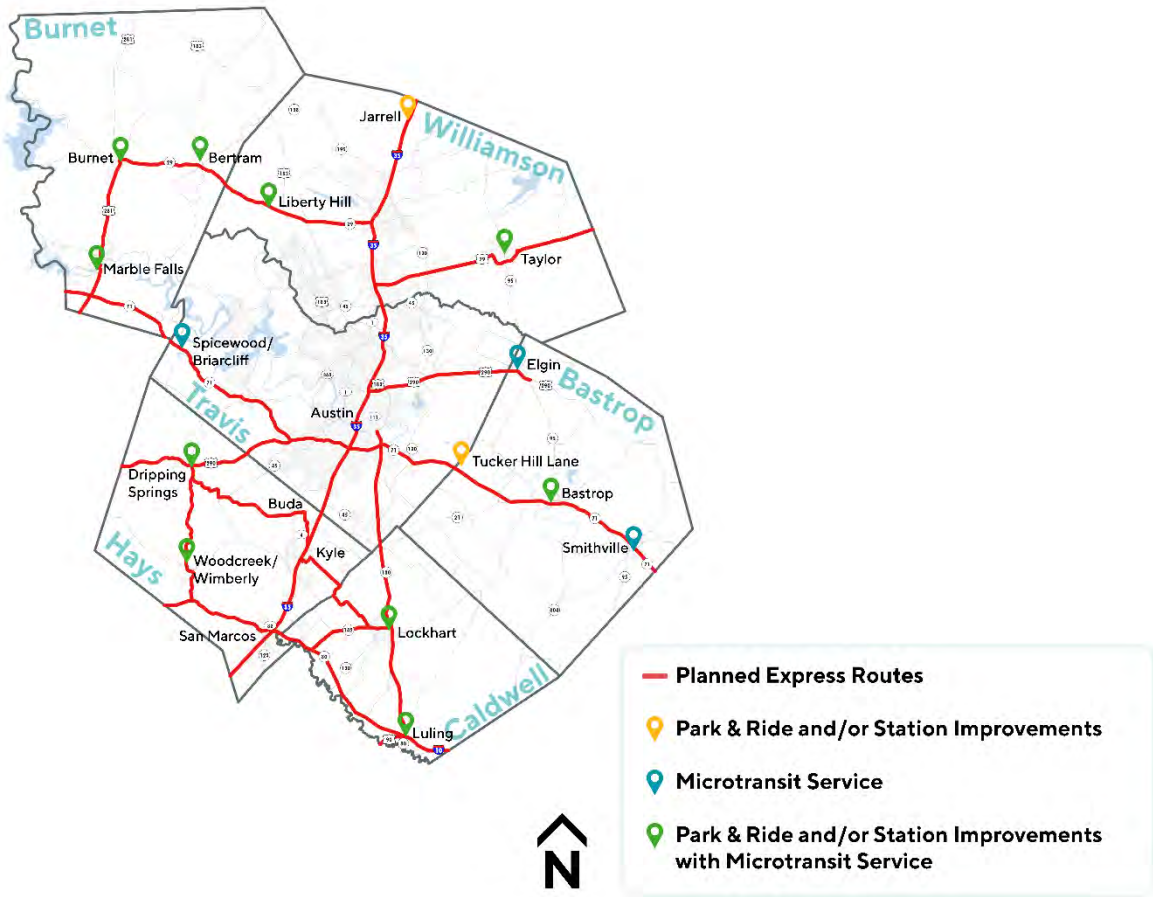


Figure 15 shows CARTS 2045 express bus service, as well as future upgrades to facilities. These upgrades are more clearly outlined below.

- Technology upgrades in transit vehicles to improve safety and efficiency
- Intercity Bus service between Jarrell and San Antonio
- Express Bus routes serving:
 - Smithville-Bastrop to Austin
 - Luling-Lockhart to Austin
 - Luling to San Marcos
 - Lockhart to San Marcos
 - Dripping Springs to Austin
 - Dripping Springs-Woodcreek-Wimberley to San Marcos
 - Dripping Springs to Kyle/Buda
 - Marble Falls to Oak Hill
 - Marble Falls-Burnet-Bertram-Liberty Hill to Austin
 - Taylor to Tech Ridge
 - Jarrell to Tech Ridge

- Microtransit serving:
 - Bastrop
 - Smithville
 - Elgin
 - Burnet
 - Liberty Hill
 - Marble Falls
 - Lockhart
 - Luling
 - Dripping Springs
 - Woodcreek/Wimberley
 - Briarcliff/Spicewood
 - Taylor

- New CARTS Intermodal Stations with Park & Ride Facility Improvements:
 - Lockhart
 - Luling
 - Dripping Springs
 - Woodcreek/Wimberley
 - Jarrell
 - Liberty Hill
 - Burnet
 - Bastrop – *Station relocation*
 - Marble Falls – *Station relocation*
 - Tucker Hill Lane – *Park-and Ride expansion*
 - Taylor Station – *Construct Amtrak Passenger Rail Platform*

CAMPO Regional Active Transportation Plan

CAMPO's Regional Active Transportation Plan covers all modes of active transportation: walking, biking, equestrianism, and skateboarding as well as self-propelled scooters and other personal mobility solutions. This is a long-term plan as part of CAMPO's 2045 Regional Transportation Plan.

The Plan describes active transportation-friendly accommodations such as dense, mixed use areas, setbacks for sidewalks, shared use paths, protected bike lanes, and parking in the back of stores. The Plan references transit, especially with regard to connecting active transportation infrastructure to transit routes and stops, providing safe active transportation facilities, including specifically, sidewalks for those who may use paratransit but could travel independently given safe facilities. There is an emphasis on students at Texas School for



CAMPO staff talks with members of the public during outreach at a bus stop.

the Blind and Visually Impaired, seniors, and others who may be able to use a wheelchair or motorized scooter to travel independently given safe, well-connected infrastructure.

The Plan describes activity centers such as downtowns, employment-dense areas, and large mixed-use areas like the Domain. This Plan supplements the Regional Transit Study by focusing on first/last mile connections and safer facilities to get people to and from transit. The regional focus ensures both urban and rural parts of the region are considered, and complements the Regional Transit Study.

CAMPO Regional Arterials Concept Inventory and Northeast Subregional Plan

CAMPO's Regional Arterials Concept Inventory and MoKan/Northeast Subregional Plan are long-term planning documents that cover major roadways in the six-county CAMPO region, as well as the former Missouri-Kansas rail corridor in eastern Travis and Williamson counties. The Regional Arterials Concept Inventory covers the entire region with the MoKan/Northeast Subregional Plan serving as a subset focused in the northeastern area of the CAMPO region. These evaluations are specific to roadways, but also evaluate transit priority lanes, managed lanes, and reversible lanes and propose making future arterial improvements as multimodal in nature as possible. Multimodal considerations include transit, carpool/vanpool, active transportation, and SOV facilities in the case study corridors that were examined: Parmer Lane (FM 734), SH 21, and FM 973.

These evaluations are key for transit quality in moving people outside Capital Metro's service area. The Inventory references transit directly or indirectly in each of four planning scenarios. Scenario B of the Regional Arterials Concept Inventory includes a concept for a connected system of managed/diamond lanes restricted to only HOV and transit uses. The scenario was used to compare potential people through-put versus the number of cars that can be accommodated along a corridor. Facilities conceptualized for the addition of managed/diamond lanes include major routes such as the RM 620 corridor, FM 973 north of US 290, Parmer Lane (FM 734), US 290 and several other roads. In some cases, managed/diamond lanes could be an all-day dedicated lane, or change from general purpose to restricted uses for HOV during peak travel periods. The analysis under this scenario typically found a 30 – 50 percent increase in the number of person-trips along a corridor when an HOV use was present. In general, managed lanes can help transit and travel be more reliable and time competitive with SOV travel.

Central Texas Regional Mobility Authority Park and Ride Analysis

The Central Texas Regional Mobility Authority's (CTRMA) Park and Ride Analysis was completed in November 2018. The study highlights a 2016 interagency Memorandum of Agreement (MOA) between the CTRMA, CAMPO, and Capital Metro intended to advance the availability and utilization of park and rides throughout the Austin metropolitan area. This cooperative planning initiative, led by CTRMA, established the following factors for identifying the placement of future park and ride locations:

- The availability of leasable/developable land

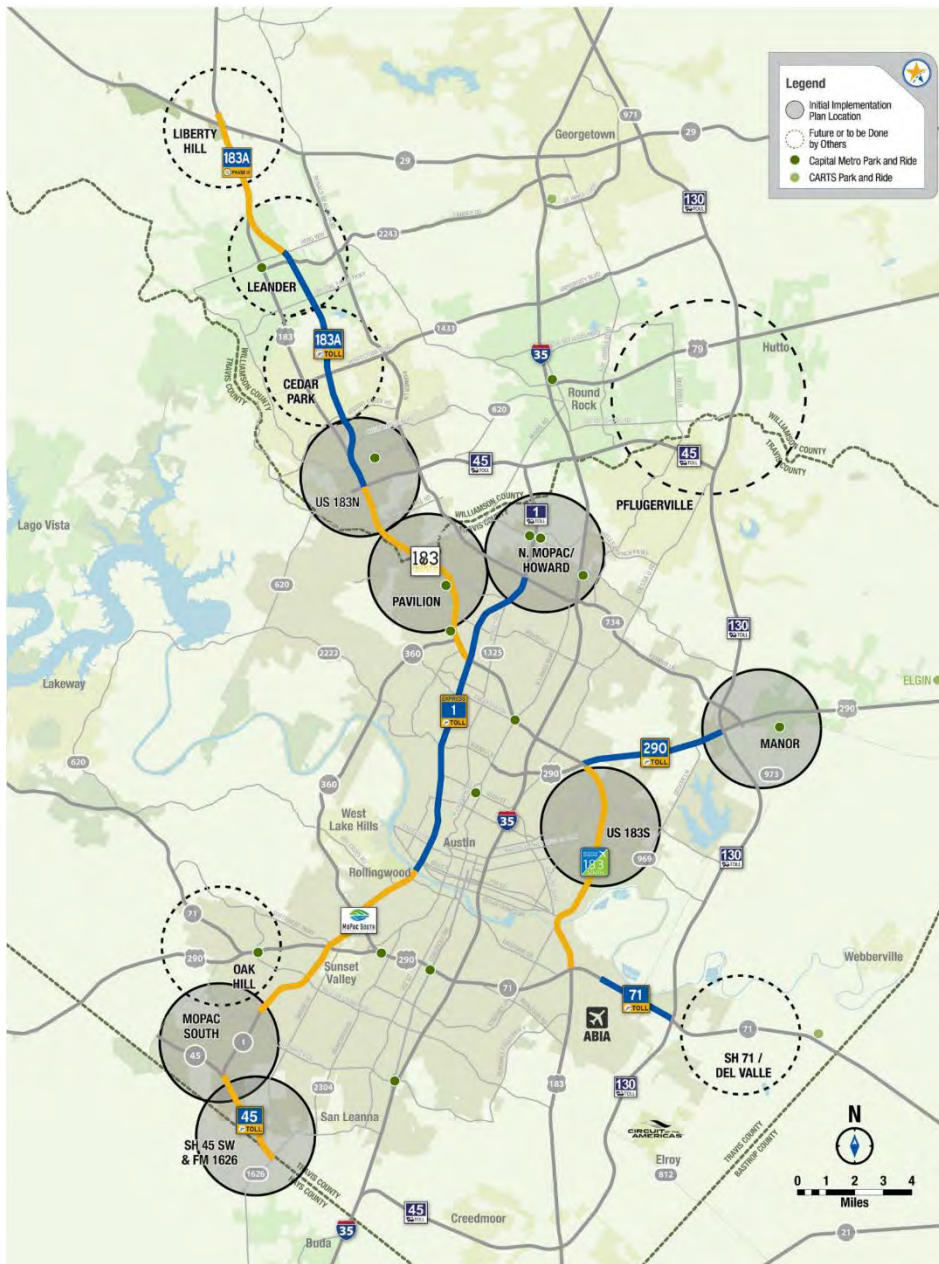
- The proximity to CTRMA facilities
- The current capacity and usage of existing park and ride locations
- The current availability of express bus service (routes, stops, and ridership)
- The analysis of CAMPO travel demand model origin-destination data
- The stakeholder input received from: CARTS; Travis County; and the cities of Austin, Cedar Park, Georgetown, Leander, Liberty Hill, Manor, Pflugerville, and Round Rock.

As a result of this collaborative process, twelve locations were identified as Park and Ride Priority Areas and will be used to inform the CAMPO 2045 Regional Transportation Plan. The seven locations that fall within the boundaries of Capital Metro’s service area (noted by “*”) will also be included in that agency’s Project Connect initiative. The locations, along with project horizon year and status, are as follows:

- **Liberty Hill (2022)** - Will be considered as part of the 183A Phase III toll road extension.
- **Leander* (Existing)** - May be implemented with increased transit demand and the city’s addition of transit-oriented development.
- **Cedar Park (2023)** - Feasibility is pending advancement of the 183 North project and completion of the Cedar Park Transit Study.
- **183 North* (2023)** - Plans call for enhanced access to the Lakeline station and the Pavilion Park and Ride. As those facilities approach capacity, future considerations include the addition of a Capital Metro transit center garage and T-ramp.
- **North MoPac/Howard* (Existing)** - Possible expansion and development through future coordination between Capital Metro and project developers.
- **Pflugerville (N/A)** - Pending current transit development coordination between the city and Capital Metro.
- **Manor* (Existing)** - Cost/design analysis underway for Express Bus Park and Ride and potential Green Line Service.
- **183 South (2019-20)** - Under review for park and ride and service expansion for the 183 South project.
- **SH 71/Del Valle* (Existing)** - Pending evaluation of recent service changes under Cap Remap, and alignment with the Travis County Transit Development Plan.
- **Oak Hill* (N/A)** - Pending redevelopment of Austin Community College and plans for the Oak Hill Parkway project by TxDOT.
- **MoPac South* (2023)** - Will be considered with Mopac South Express Lanes project.
- **SH45SW (2019 study anticipated to begin)** - Outside the Capital Metro service area but under cost/design evaluation.

In summary, this study’s call for the expansion of the region’s park and ride network, across these identified priority areas (Figure 16) will result in improved system access and overall increased mobility for the area’s transit riders.

Figure 16: Priority Park and Ride Areas Adjacent to CTRMA Facilities (Source: CTRMA)



Capital Metro Connections 2025

Connections 2025 was commissioned by Capital Metro. The primary focus is on Capital Metro’s existing service area and providing improved regional service to the surrounding high-growth region. This transit service plan also seeks to integrate bicycle and pedestrian system access with transit facilities. Through the coordination of regional transit, bicycle, and pedestrian plans, the goal is to improve the bicycle/pedestrian infrastructure in proximity to transit service areas so that residents may utilize these modes to access the fixed-route service network. Connections 2025 focuses on improving public mobility across both a five-year/short-term and a ten-year/long-term horizon and identifies four goals:

Goal 1: Build Ridership

Goal 2: Match Service to Markets

Goal 3: Enhance the Customer Experience

Goal 4: Ensure Financial Sustainability

Connections 2025 calls for the update of land use policies resulting in future density with mixed-uses and occurring in continuous, linear patterns that “pyramid” down the MetroRapid and High-Frequency network corridors. The plan also identifies existing major regional hubs like Tech Ridge and Southpark Meadows, and community mobility hubs such as Manor Road/US 183, as key components of a successful regional transportation vision. Conversely, the plan notes that the development of large employment centers in surrounding low-density corridors reduces transit service efficiency levels and overall regional connectivity. The plan identifies the short-term goal of increasing transit ridership between existing mobility hubs and those outlying employment centers, while encouraging the long-term goal of concentrating future development around existing mobility hubs (p. 9).

Connections 2025 references a service expansion policy (i.e. Project Connect), as well as ongoing suburban transit development plans intended to increase available transit service to cities outside of Capital Metro’s existing service area (p.8).

Capital Metro Project Connect

Project Connect is Capital Metro’s long-term unconstrained vision plan. It provides a critical framework for growing multimodal travel options across the CAMPO region and creating a more robust transit system in Central Texas. While Project Connect is intended to augment a regional-level system vision, planning is restricted to the Capital Metro service area and explores partnerships with neighboring jurisdictions. The planning process will continue to study specific corridors for high-capacity transit. Two individual corridor studies, the Blue and Orange Lines, focus on transit in Central Austin and are undergoing further evaluation for feasibility and environmental considerations.

As a multimodal planning effort, the Project Connect vision still remains “mode agnostic.” High capacity corridors are currently being studied individually to determine which modes best address local transportation needs. As the plan evolves, it will consider bus rapid transit, rail, or even emerging mobility technologies as potential modes. Though the plan focuses on transit, Project Connect also considers park and rides, transit priority treatment in managed lanes, and bicycle/pedestrian access as important elements of this proposed system.

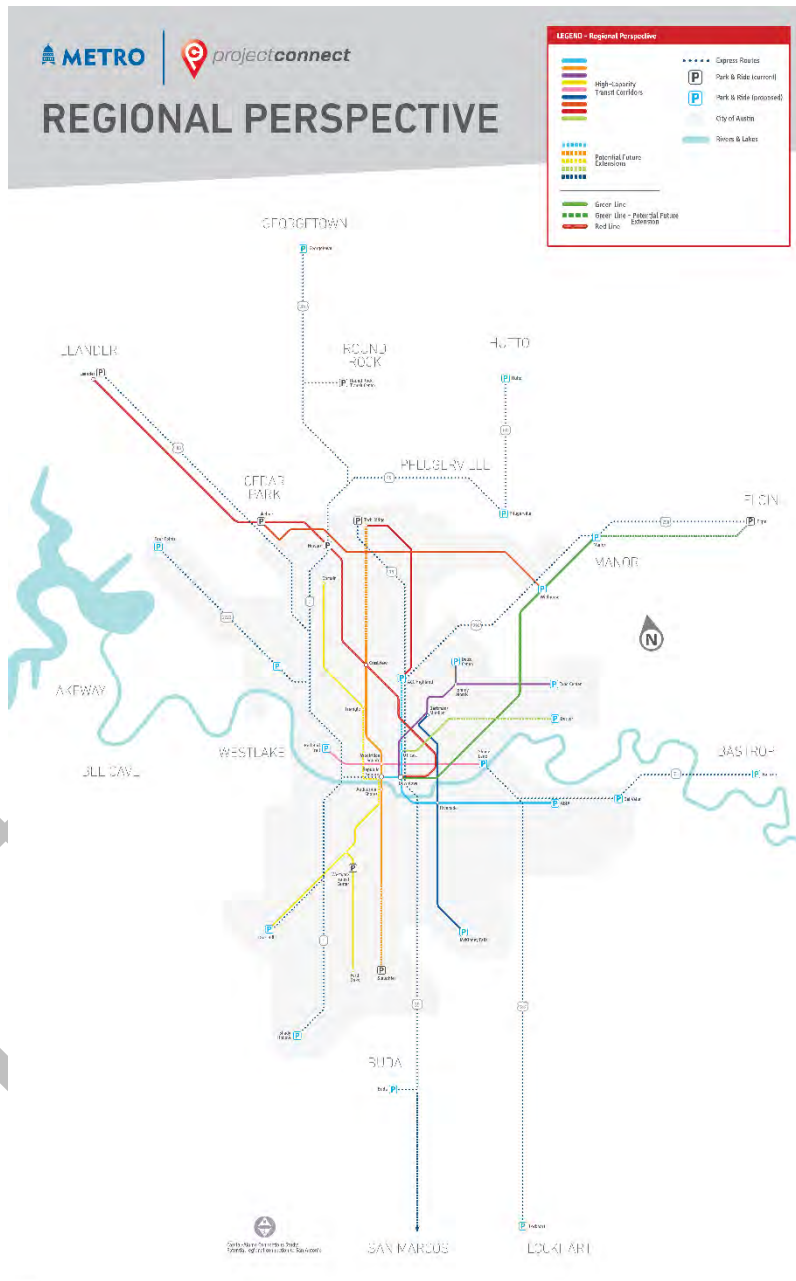
Ongoing planning efforts build on two completed corridor studies: Project Connect Central Corridor and Project Connect North Corridor. The former identified a locally preferred alternative for transit in Central Austin while the latter investigated transit expansion north of Austin.

The North Corridor study provides in-depth analysis of travel options in CAMPO’s region that are north of Capital Metro’s service area. Potential solutions include using express bus service to Round Rock via University Boulevard; strategically located park and rides in Round Rock, Pflugerville, and Hutto; and extensions of Capital Metro’s existing MetroRapid service from its

current northern limits to Round Rock and Georgetown. The MoKan rail corridor is also included as a potential dedicated bus way, with limited stops between downtown Austin and Pflugerville.

Current Project Connect planning has an even broader contextual footprint, including accounting for planning being conducted in some areas of the CAMPO region. The regional map below shows the scope of this plan (Figure 17).

Figure 17. Project Connect Regional System Vision (Source: Capital Metro)



This regional plan shows multimodal elements across the CAMPO region, including Round Rock, Georgetown, Hutto, Pflugerville, Elgin, Cedar Park, Bastrop, Buda, San Marcos, and Lockhart. The plan proposes eight new park and rides, most of which link drivers to express bus service. Express bus service also provides connectivity for many areas in the CAMPO region with few transit

options. These routes include express commuter bus service on IH 35 (to Georgetown and Buda), SH 130 (to Hutto), SH 45 (connecting Pflugerville), US 290 (to Manor and Elgin), US 183 (including existing Capital Metro Express service to Leander and planned service to Lockhart), potential extensions of MoPac's existing managed lanes, and SH 71 (to Del Valle and Bastrop). The plan also notes potential high-capacity transit on the Green Line, which would connect Manor, unincorporated Travis County, and potentially Elgin to Central Austin.

Project Connect's implementation relies on regional partnerships, as many of these areas are not yet eligible for federal transit funding through Capital Metro.

Travis County Transportation Plan (Blueprint)

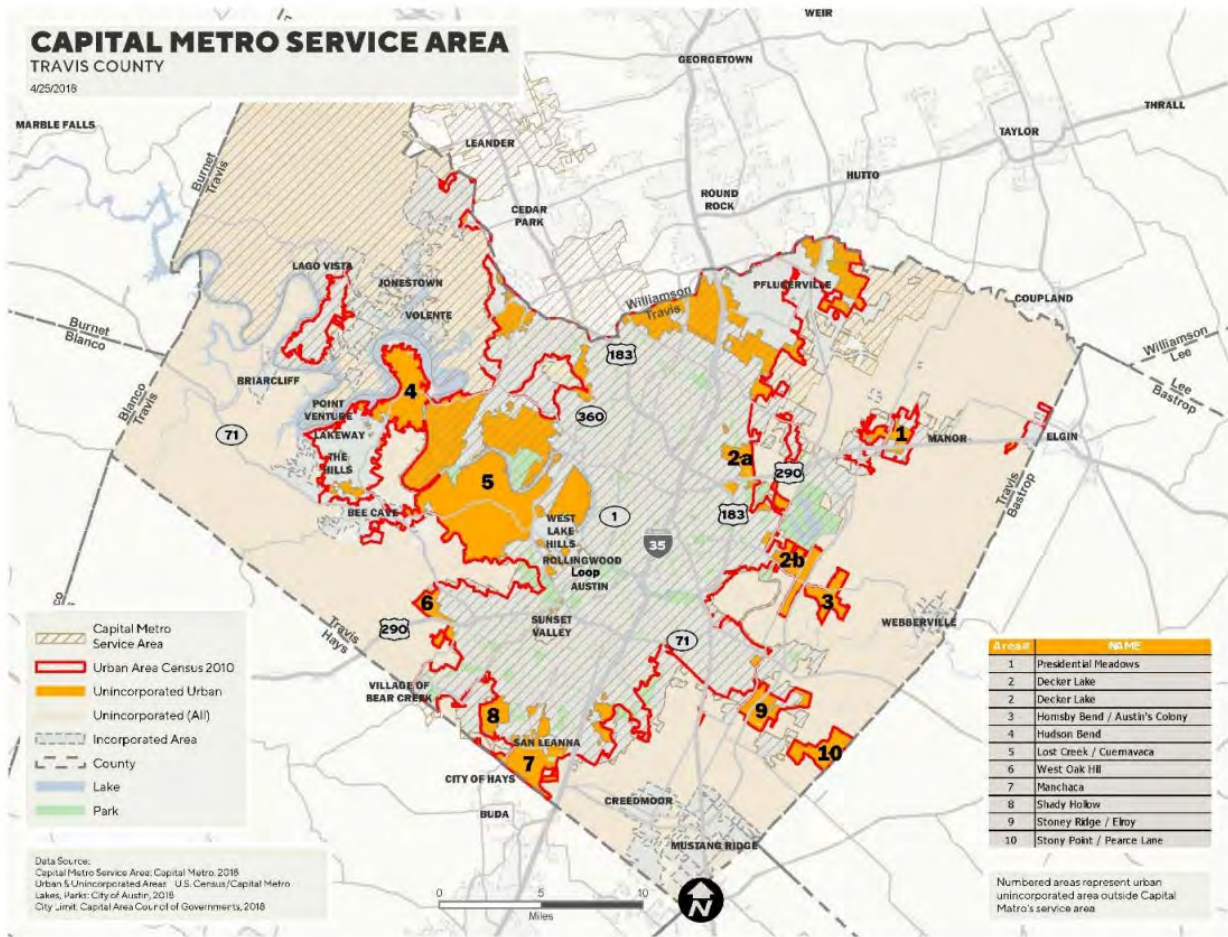
The 2019 Travis County Transportation Blueprint is Travis County's first comprehensive, county-wide transportation long-range plan. The Blueprint complements plans completed by other regional partners by focusing on the county's unincorporated areas. These areas represent 63 percent of the county's land area. A fiscally constrained plan, the Blueprint will be updated every five years.

Recommendations focus on the implementation of the county's Transit Development Plan, completed in 2018. The Blueprint is guided by eight strategies, each as components of a multimodal system. Strategies include roads, transit, active transportation, transportation demand management, partnerships, technology, resiliency, and safety. Following a high-level description of vision and goals, the Plan lists projects by type, including county road projects, partnership projects, active transportation projects, and transit projects. The Plan does not explicitly address land use, though discusses the importance of dense development for transit service.

The Blueprint investigates transit options in Travis County's areas with limited transit service, those which are urbanized but unincorporated. Recommendations aim to connect county residents to existing transit systems, which may include feeder routes, park and rides, bicycle/pedestrian access, or demand response service. The Blueprint also focuses on last mile solutions, always emphasizing the importance of regional partnerships.

The Plan does not rank projects or specify implementation strategies but does recommend preliminary phasing for transit gap areas. The 2018 bond-funded bicycle/pedestrian projects are included, as well as over 50 bicycle/pedestrian facilities on state highways, where implementation is ultimately determined by TxDOT. Through 2045, the Blueprint forecasts devoting \$340 million in funding for bicycle/pedestrian projects, \$22 million for transit, and \$1.6 billion for roadway projects.

Figure 18. Travis County Urbanized and Unincorporated Areas (with Capital Metro service area) (Source: Travis County Blueprint)



Austin Strategic Mobility Plan (ASMP)

The Austin Strategic Mobility Plan (ASMP) is the City of Austin’s comprehensive, multimodal, long-range transportation plan. ASMP’s recommendations work towards 2039, or a 20-year planning horizon. The plan’s most ambitious multimodal scenario aims for an evenly split mode share by 2039 in which half of the residents drive, and half commute via transportation alternatives.

As a multimodal transportation plan, ASMP’s policies and targets include each mode that makes up Austin’s transportation network, including sidewalks, roads, public transportation, bicycles, urban trails, emerging mobility, and aviation. The plan prioritizes investments in public transportation and uses six policy recommendations to guide the implementation of this goal:

Policy 1: Give public transportation priority.

Policy 2: Enhance commuter public transportation service.

Policy 3: Support local public transportation service.

Policy 4: Invest in a high-capacity transit system.

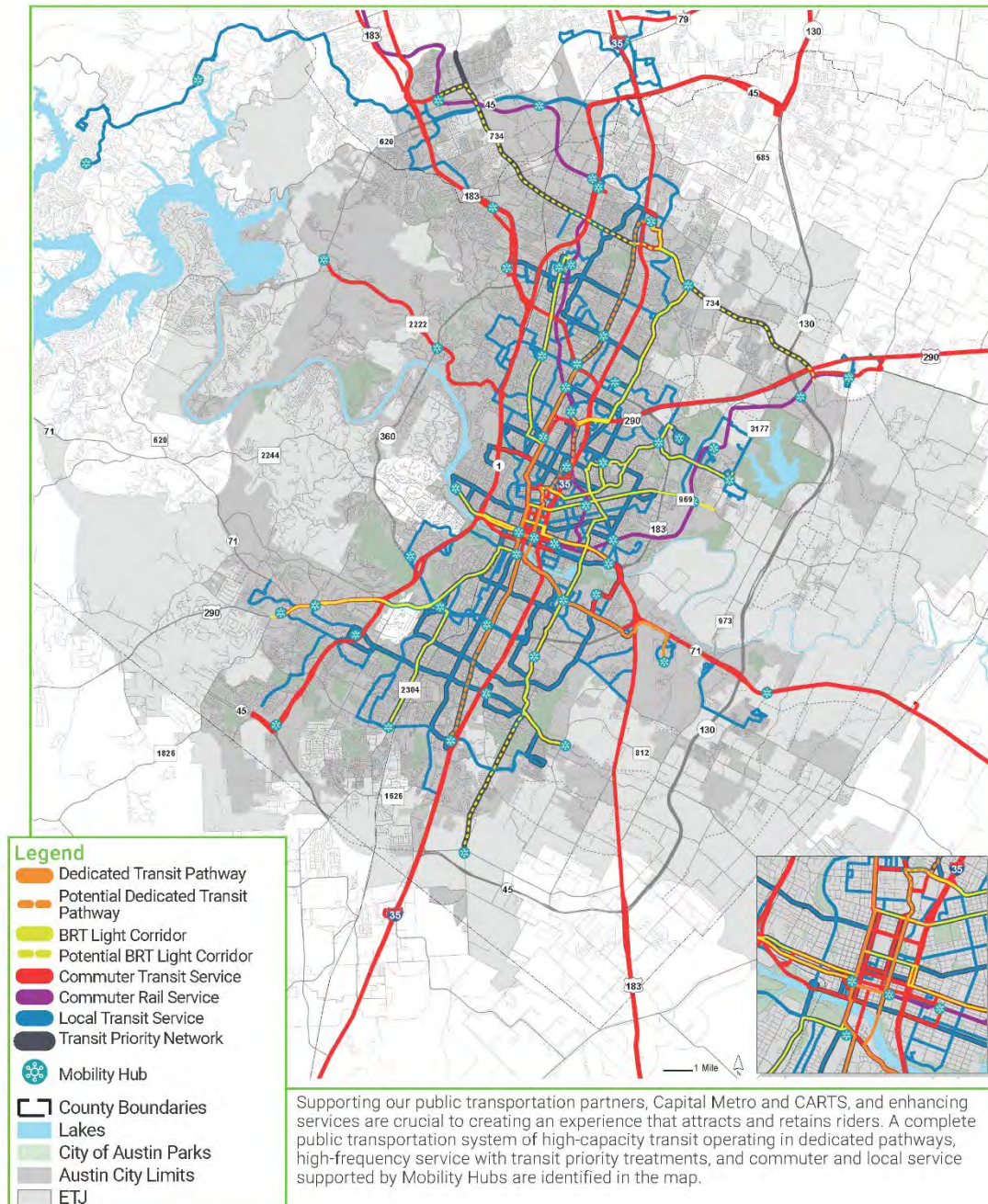
Policy 5: Improve the public transportation experience

Policy 6: Improve access to public transportation.

ASMP also prioritizes the advancement of Capital Metro’s unconstrained transit system vision, Project Connect. These policies note the importance of Capital Metro and the CARTS in reaching transit riders outside of Capital Metro’s service area, yet still within the six-county CAMPO region.

Figure 19. ASMP Public Transportation Map (Source: City of Austin, ASMP)

Public Transportation System Map



Transit Development Plans

Transit Development Plans (TDP) are near-term transit operational plans developed in partnership between jurisdictions and service providers. The Federal Transit Administration (FTA) uses TDPs developed under the Regional Service Expansion Program to allow access to certain funds by jurisdictions that are outside of an existing transit provider's service area. The local match funding under FTA's Section 5307 program is authorized each year via the federal transportation bill and is available to urbanized areas with a population of 50,000 or more. In the CAMPO region, these funds are used outside of the Capital Metro service area.

Any jurisdiction that wants to access FTA Section 5307 funds through this program must first complete and adopt a TDP to identify existing transit service gaps and prioritize potential transit projects. The TDP serves as both the planning document and basis for an interlocal agreement between the transit service provider(s) and the jurisdiction. There are six TDPs currently developed or under development in the CAMPO region, one by Travis County with Capital Metro, and five local TDPs in the cities of Buda, Georgetown, Hutto, Pflugerville, and Round Rock. At the time of this study, Cedar Park and San Marcos are developing their TDPs.

Travis County TDP

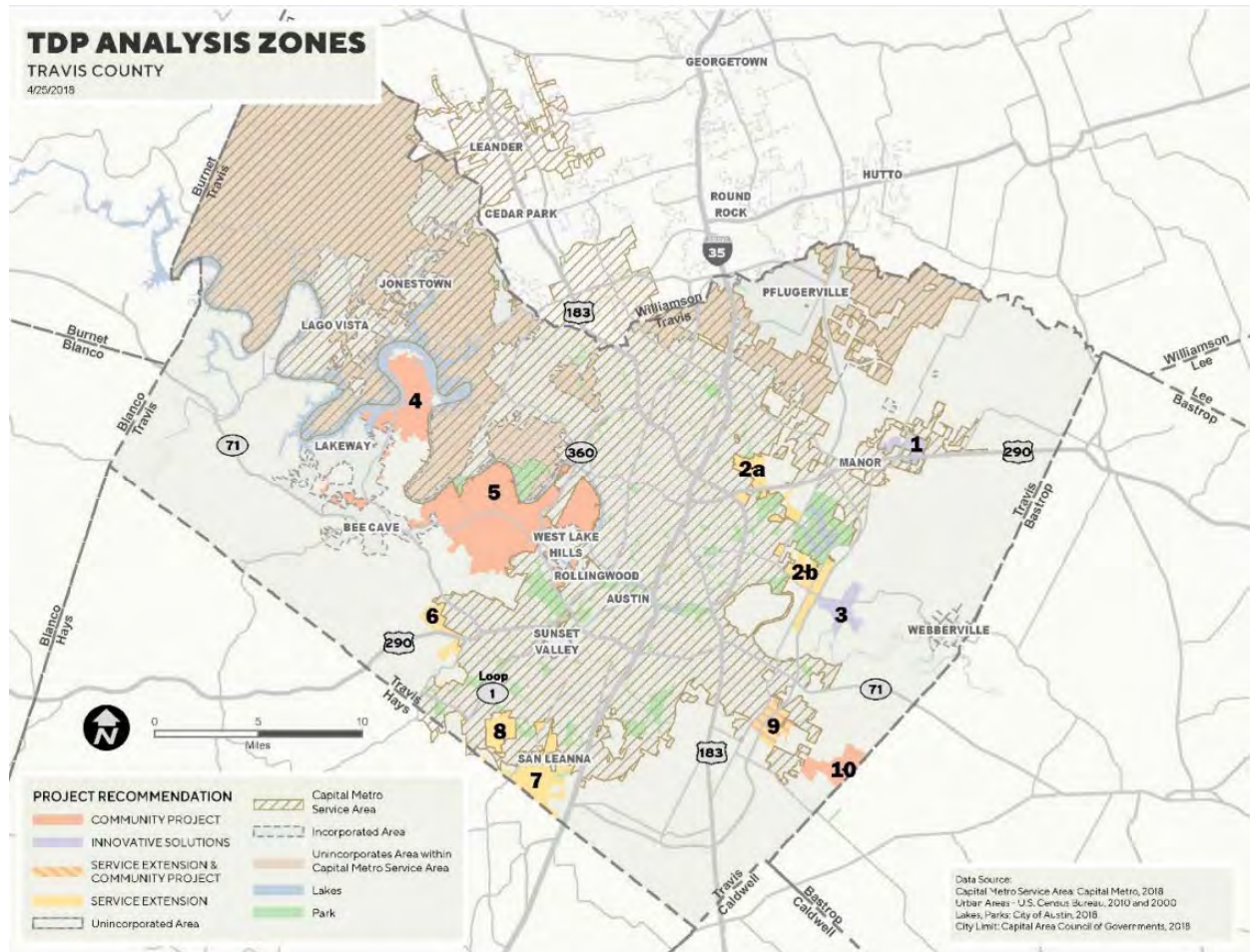
The 2018 Travis County TDP is a document that provides practical guidance to the county to facilitate transit service decisions over the next three years. A joint creation of Capital Metro and Travis County, the document recommends improvements intended to address major county-wide transit challenges such as lack of suburban and rural access to public transit. Other key issues include a desire for more frequent and accessible service to homes and employers, park and rides, and off-peak services, and to meet the needs of a high proportions of zero-car households.

The Travis County TDP recommended improvements are divided into three groups:

- **Mobility-on-Demand Pilots:** user-focused services that allow the rider to schedule rides within a designated zone through an app or by phone.
- **Community-Based Solutions:** outreach and coordination projects that involve a variety of solutions to improve service.
- **Service Extension Projects:** to connect into the Capital Metro service area.

The three groups of improvements above apply to ten zones across the county depending on the individual characteristics of the areas to be served, as illustrated in the TDP analysis zones (Figure 20).

Figure 20. Travis County TDP Analysis Zones (Categorized by Project Recommendations)
(Source: Travis County Blueprint)



In Travis County, the FTA Section 5307 funds used for any recommended projects identified in the TDP would be limited to the urbanized portion of the unincorporated area. Any projects recommended through the TDP that extend into the CARTS rural service area would need further coordination with CARTS staff and/or other mobility service providers.

Local TDPs

The local TDPs (Buda, Georgetown, Hutto, Pflugerville, and Round Rock) are developed as city-wide transit studies. They focus on the implementation of transit to serve needs both within the city limits, and connecting to regional transit facilities to improve mobility.

Key considerations included in the five local TDPs include:

- Lack of awareness or opportunities for partnerships with other cities regarding transit services;
- Major developments and development patterns are particularly auto-centric, adding challenge to providing cost-effective services;

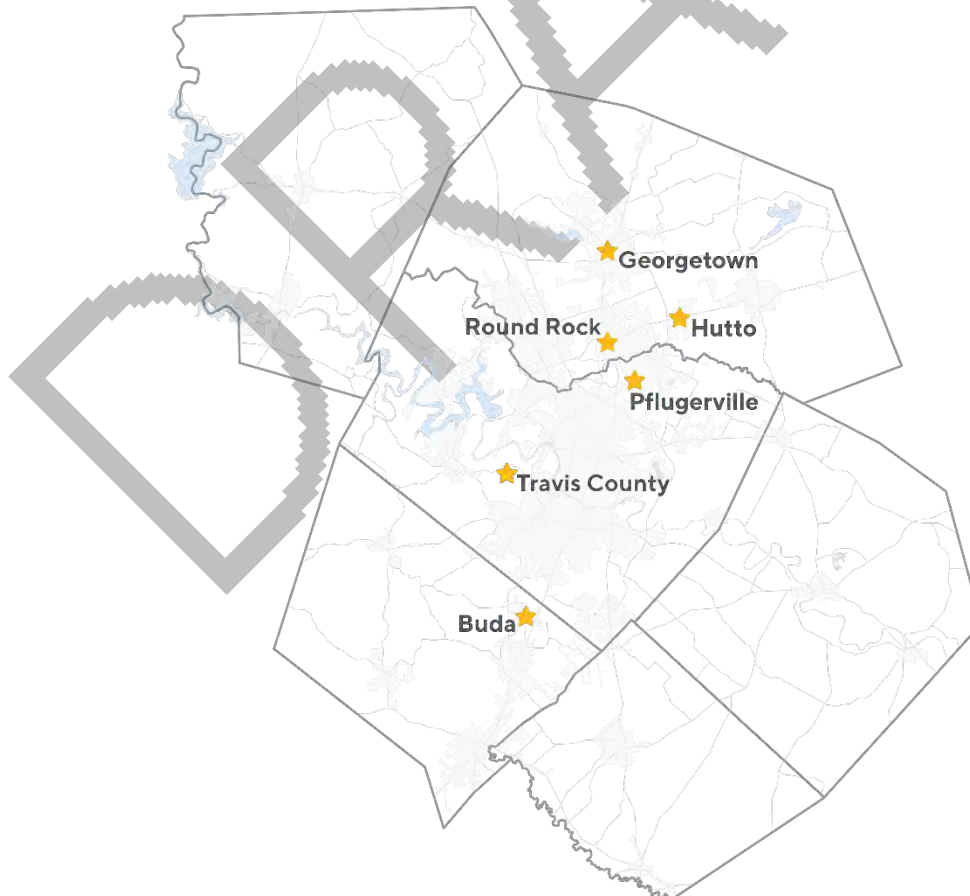
- Rapid population growth but low employment density, resulting in lower concentrations of business parks or employment centers where potential transit ridership would be concentrated;
- Lack of transit services that cater to the spatial mismatch between jobs and housing in suburban communities.

Recommendations for future transit improvement:

- Express routes to and from Austin at peak hours;
- Local, internal fixed routes serving major activity centers;
- General demand-response service options;
- Connections to existing Capital Metro and CARTS services.

Planned costs for proposed services range from \$7 to \$12 per passenger per ride, with higher initial capital and operational costs to establish new service in general. Regarding implementation as of fall 2019, service improvements have begun in Travis County, Georgetown, and Round Rock. Capital Metro is coordinating with Pflugerville, Buda, and Hutto to determine next steps. Additionally, the San Marcos and Cedar Park TDPs were under developments during the development of this study.

Figure 21. County and City Transit Development Plans



Local Government and Transportation Provider Interviews

In addition to reviewing current plans and studies from local governments and transportation agencies, interviews were conducted to gather information on existing conditions, services, and needs as well as future needs and challenges in meeting that demand. The interviews were held with professionals who work in transportation and transit throughout the CAMPO region as “office hours” to provide informal opportunities and gather qualitative and narrative data. The interviewed professionals were from private and non-profit organizations, as well as governmental agencies, including potential projects sponsors for future transit projects. The interviews maintained a conversational style to ensure an accurate depiction of the current transit environment could be discussed and used to inform the existing conditions report for the Regional Transit Study. Questions were outlined to provide interview guidance. Not every question was relevant to every interviewee, but the outline kept information gathering consistent. The outlined questions included:

- What transit services does your organization currently provide?
- Who are your current customers/clients?
- What services/routes are needed today that aren’t currently provided?
- Has your organization identified other customers/clients it would like to provide services to but currently doesn’t or can’t? If so, who are those customers/clients? What are the barriers to being able to provide services?
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
- What else do you think we should know or consider for the Regional Transit Study?

Below are summaries, organized by county, of the interviews along with a list of local governments, agencies, and organizations that participated in the office hours.

Bastrop County

The services currently available in Bastrop County include CARTS, Drive a Senior, and the Bastrop Municipal Bus. Most transit customers in Bastrop County are seniors, those with a disability, or students.

Current needs include more bus routes and more frequent service within the county as well as connecting to Austin. Another need is direct transportation from major towns in the county (Bastrop, Elgin, Manor) to Austin-Bergstrom International Airport as well as more transportation options for students.

Current service barriers and gaps that need to be addressed include servicing unincorporated areas and training for transit drivers so disabled riders can be properly accommodated. Bastrop County is home to many families, meaning transit isn’t always the best option for varying schedules, presenting a barrier to increased ridership on existing routes. Lastly, bus stop amenities are lacking, and could be upgraded to provide more information and comfort for transit users.

Future transit needs within the county include increased commuter routes, more student transportation options, increased on-demand service, and options for seniors.

Participants in Bastrop County included private transportation service providers and staff from Independent School Districts (ISDs), Bastrop County, and local municipalities.

Burnet County

Currently, Burnet County is predominately served by CARTS with some human services agencies also providing transportation for medical-related trips.

Many transit users in Burnet County are retired, long-term residents, but the area is growing and seeing an increase in families, which could transform future transit customers.

Services currently needed are vanpool programs, transportation to connect employees to employment centers, and transportation for low-income individuals who cannot afford to own their own car.

Funding challenges were reported as the greatest barrier to providing services in the county. Commuter routes to Austin and San Marcos were desired, as well as more infrastructure and connections for cyclists and cyclist-transit integration. Other future needs included more connections to Austin and San Marcos to serve the younger demographic moving into Burnet county.

Participants in Burnet County included staff and elected officials from local municipalities.

Caldwell County

Transit service in Caldwell County is provided by CARTS, and most transit riders in the area are elderly and low-income needing transportation between medical appointments.

Needs in the county include connections between Luling and Lockhart, as well as to the growing medical services in Kyle, commuting options for oil workers, and on-demand services for impaired drivers or special events that happen on an annual basis such as the Watermelon Thump.

As mentioned in other counties, funding is a barrier for transit in Caldwell County. Programs predominantly rely on grant money as a funding source.

Future transit needs include more connections between rural areas, and more on-demand services, particularly for hospital and medical transportation. As the population ages, Meals-on-wheels and similar services would benefit the community. Generally, Caldwell County elected officials and staff want to plan ahead for increased population growth to ensure adequate transportation needs can be met in the future. The recently completed Luling Transportation Study was mentioned as an example of long-range planning to address future travel needs.

Participants in Caldwell County included elected officials, staff, and first responders from Caldwell County and local municipalities.

Hays County

Currently, Hays County is served by CARTS. The City of San Marcos and Texas State University also provide transit service. As the Regional Transit Study was being prepared, San Marcos was in

the process of becoming the direct recipient of FTA Section 5307 federal funds and, in coordination with Texas State, developing a transit plan to serve residents, students, and university staff under one system rather than the sometimes duplicative transit services that currently exist. A majority of the transit service customers in the county are residents, students, and low-income individuals.

Currently, the needs mentioned in Hays County are extending service hours to include evenings and weekends. Another desired expansion of service is transportation for Texas State students to larger municipalities around the region for weekend trips “home” or to connect with Greyhound or other longer distance transportation services. Longer term needs include frequent connections to San Antonio and Austin, with rail mentioned as a mode option that has garnered support from the community and some San Marcos city council members.

Participants in Hays county included professionals for local municipalities across the county.

Travis County

Travis County is served by both CARTS and Capital Metro, as well as other local partnerships and pick-up services. Capital Metro, through the Office of Mobility Management, has increased connections to destinations in the Capital Metro service area through pick-up services to some areas of unincorporated Travis County. Current customers include residents of unincorporated areas, service workers, and seniors.

The county currently funds several routes and also funded a bus stop in an area that had a two-mile gap between stops. Western Travis County was identified as an area needing more transit routes and services, medical transportation, and transportation for service workers to retail and other employers in the western part of the county.

Participants in Travis County included staff from TxDOT, Travis County, and local municipalities.

Williamson County

Currently, Williamson County is serviced by CARTS, Capital Metro, as well as private and non-profit transportation services. Current transit customers are fairly diverse, including include seniors, students, those with disabilities, and families.

Needs in Williamson County are not different from other needs around the region, and include increased connectivity, extended service hours, increased access and accommodations for seniors and the disabled. A unique service currently used by Bluebonnet Trails Community Services, is a private door-to-door service whose drivers include trained medical personnel, making this service ideal for some of their clients.

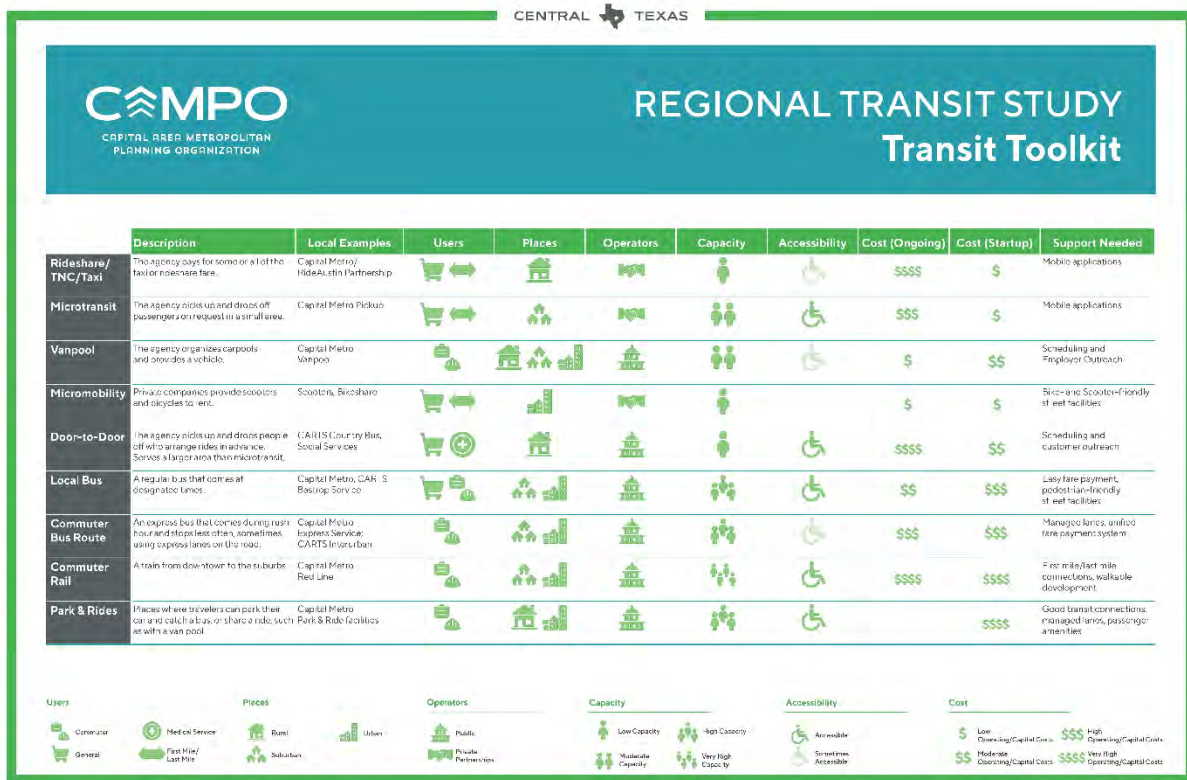
Future needs include more services for the aging and low-income populations and better connections to nearby municipalities such as Georgetown and Pflugerville. Additional long-term needs include more robust and convenient transit access and service for low-income populations in the county.

Participants in Williamson County included staff from non-profit organizations, local municipalities, and Capital Metro.

Chapter 3 – Analysis and Transit Toolkit

The Regional Transit toolkit is primarily for the benefit of project sponsors and member jurisdictions in the CAMPO region. Given the wide range of travelers, needs, community settings, and budgets, the toolkit contains a variety of options to suit diverse needs. This toolkit can serve as the beginning of a jurisdiction’s transit considerations and planning and can also be used to support transit planning that’s already begun. The options described in this toolkit are not all encompassing, especially as new technologies and ideas emerge to offer flexible, cost-efficient transit services. However, the options listed in this toolkit provide a basis for local communities to further explore their transit needs, fiscal constraints, and the best transit fit for their community’s character and context.

Figure 22. Transit Toolkit Options Summary



Flexible Service

Flexible service is transit service that is provided “on-demand.” Service may be organized ahead of time or requested using a mobile application or scheduling service. In a suburban and rural context, these services are often more appropriate to the relatively low level of infrastructure and need present in areas with low population density. The high per-trip cost and administrative overhead may provide significant drawbacks compared with fixed-route service, but from regional experience, flexible service has offered a lower cost-per-rider than low ridership fixed routes in some communities.

Rideshare/TNC/Taxi

While partnerships with app-based Transportation Network Companies (TNCs, also known as ridesharing) are a relatively new service offered by transit agencies, taxi/livery service-based programs have been used for years as a supplement to paratransit or other door-to-door service. These services depend on privately-owned and -operated vehicles and are subsidized and/or coordinated by transit agencies.

Depending on the program, passengers may use this service either for door-to-door trips, or as a feeder to transit service to alleviate first/last mile challenges. Rideshare and taxi trips are often used in a certain area where traditional fixed route bus service is challenging or expensive to operate. Within the CAMPO region this may mean rural areas, areas that are adjacent to Capital Metro’s service area, or areas with express or commuter service that extends out of Capital Metro’s typical service area but lacks “feeder” bus service at one end of the trip.

Capital Metro’s partnership with Ride Austin is an example of this type of service. In 2018, riders residing near low-performing 21/22 routes were eligible for a free Ride Austin rideshare trip to the nearest bus stop. While this program is expensive to operate, it also replaces costly bus routes that recapture only a small portion of their operating costs through farebox revenue. However, as of 2019 service to this area is provided through Capital Metro’s on demand Pickup service, which uses branded vehicles with full-time drivers.

Some local governments, such as the City of Georgetown, have also contracted with TNCs to provide door-to-door rides. In some communities, contracting these transportation services on an as-needed basis was more cost effective than operating fixed-route service.

While this service can be cheaper than fixed route or paratransit services to operate overall, high per-trip costs, a lack of economy of scale, and the inconsistency in driver availability make this service appropriate only for limited applications in constrained markets.

Microtransit

Microtransit provides door-to-door service within a designated region. In contrast to rideshare/TNC services, microtransit uses a dedicated fleet of vehicles (usually vans or small “cutaway”-style buses) and professional drivers. However, like rideshare/TNC services, rides are arranged by app or telephone as needed. The on-demand service may be used by all types of riders and can be accessible to individuals with disabilities. This model works best in suburban environments and often relies upon partnerships with employers or operators who provide this service in areas where market demographics suggest this service will succeed—typically areas with low densities and disconnected street networks that make fixed-route service inefficient.

An example of microtransit is Capital Metro's Pickup Service. Within five identified service zones,



Capital Metro Pick-up Service (Source: Capital Metro)

this program transports riders from their homes to shopping, medical appointments, and other destinations within defined service areas. Microtransit has moderate capacity, usually using vans or smaller transit vehicles to carry multiple riders simultaneously. This service can be expensive to operate, but has limited startup costs, since many agencies will already own the vehicles for paratransit or vanpool programs. Microtransit can be more cost effective on a per-rider basis than low performing fixed route service. Several vendors offer "turnkey" services on a contract basis.

Vanpool

Vanpool programs are typically sponsored by a transit agency, such as Capital Metro or CARTS. The agency organizes riders with a common destination and provides a vehicle to make the trip with vanpool participants also serving as the drivers. Similar to informal carpools, riders communicate with one another on departure and arrival times, and pickup and drop-off areas. This service functions best for commuters with a common or adjacent workplace. Vanpool services offer moderate capacity, moving as many people as fit in a van. These programs have low costs overall.

Vanpools programs are relatively low cost for the sponsoring agency and can be an affordable option for riders because vans are owned and maintained by the sponsoring agency with federal or other transit funds subsidizing the riders' expenses. Vanpool participants typically are responsible for sharing fuel costs and may pay a user fee for the vanpool vehicle and program. Vanpool programs are more flexible than other transit services with respect to the area of operation, with extreme examples operating more than fifty miles from the sponsoring agency's jurisdiction.

As the region grows and population, employment, and activity centers diversify throughout the six counties, vanpool programs have the potential to meet many commuters' transit needs.



Capital Metro Vanpool Service (Source: Capital Metro)

Micromobility

Micromobility is a catch-all term for short-term rentals of personal vehicles (e.g. scooters, mopeds, small cars, and bicycles) booked using a mobile application. These modes function as an important first/last mile connection between a transit stop and a rider's destination or can replace transit



Austin B-Cycle is an example of micromobility in Austin. (Source: Community Impact Newspaper)

Door-to-door

In door-to-door service, a transit provider offers prearranged trips between destinations. Examples include trips from homes to medical appointments or grocery stores. This service is often used to serve individuals with disabilities, providing paratransit service that fulfills Americans with Disabilities Act (ADA) requirements; however, many rural agencies run similar programs beyond the requirements of the ADA. This service is run by individual agencies and is often restricted to certain times of day, days of the week, or geographic regions (though these regions are typically much larger than those served by TNCs or microtransit).

Examples include CARTS' Country Bus (operating at the county level) and Grasshopper (focusing



CARTS Interurban Coach is an example of door-to-door transit service. (Source: CARTS)

altogether for shorter trips. Vehicles are generally available for a short-term rental, though some systems offer daily or multi-day rentals.

Because these vehicles are mostly used for shorter trips, they are best suited to urban environments, where there is a greater density of destinations and more robust bicycle and pedestrian infrastructure. As these services are typically provided by private vendors and only regulated by agencies or municipalities, startup and maintenance costs are low. However, governing agencies have little control over where or if these services are offered.

on first mile/last mile service) or Capital Metro MetroAccess (providing dedicated paratransit service). Door-to-door service is suited to areas with low population densities, infrequent or irregular demand, and remote rural areas. This service is critical for individuals with disabilities, but is highly expensive to operate since it relies upon dedicated operators and limited opportunities for shared trips.

Fixed Route Service

Fixed-route service operates on a defined schedule, allowing passengers to travel without booking service ahead of time. In an urban context, relatively high densities of jobs, housing, and activity/employment centers allow for very frequent bus and rail service. In a suburban or rural context, fixed-route service is generally limited to commuter-oriented or low-frequency service between towns, with flexible service providing the bulk of most rural transit systems. However, as population in once-rural areas grow, planning for transit service as a part of response to that growth is a critical challenge for towns and counties.

Local Bus



GoGEO provides local bus service in Georgetown (Source: City of Georgetown)

Fixed route bus service follows a fixed route and schedule and serves destinations located along its entire route. Service is typically operated all day, though frequency may vary by time of day. While frequent local bus service forms the backbone of mobility in urban environments, suburban and rural bus routes typically are too expensive to provide relative to the ridership they attract.

Examples of this service include Capital Metro bus service, CARTS-operated fixed route service in Bastrop, and GoGEO in Georgetown. Additional municipalities

are also considering local bus service as mentioned in local Transit Development Plans or local government interviews conducted during development of the Regional Transit Study.

Other consideration for local bus includes transit agencies partnering with local municipalities to ensure safe pedestrian access at stops and stations. Local bus service requires high capital costs to purchase vehicles, but operational costs are moderate compared to door-to-door service.

Commuter Bus Route

Commuter bus routes follow a fixed route and schedule, serving destinations at either end of the route. Commuter routes often carry riders between suburban areas and employment centers. Generally, these routes only offer limited stops and operate during peak travel periods.

This service uses park and rides, highways and managed lanes where possible, such as Capital Metro's service in express lanes on MoPac (Texas State Highway Loop 1).

CARTS Interurban Coach also offers express commuter service, as does CARTS' Manor/Elgin Express service.

Expansion of regional commuter service is a key element of regional transit mobility. CARTS is planning for significantly expanded commuter express bus service for the 2045 timeframe to offer more interurban service and, in some places, connect to Capital Metro's system. Possible examples of these connections include service between Dripping Springs and San Marcos; Marble Falls and the Oak Hill area; Burnet, Liberty Hill, Leander and Austin; Lockhart and San Marcos; Luling and Kyle; and Jarrell and Austin.



CARTS Express Routes provide service in the CAMPO region and connects to Capital Metro services. (Source: CARTS)

While these services are moderately expensive to operate, they provide important transportation choices that support more housing options in a region where affordability is a challenge, improve workforce productivity, and alleviate congestion. Commuter bus routes often utilize intermodal stations constructed by transit providers located in town centers, or suburban areas which provide convenient connections to Austin. These facilities can be shared between transit providers, counties, and municipalities, demonstrating the importance of regional partnerships. Because certain trips may require fare payment to multiple providers, technology and policies that support regional fare integration offer a large benefit to riders.

Commuter Rail



Capital Metro provides commuter rail service. (Source: Capital Metro)

Commuter rail service connects suburban and urban areas and is owned and operated by transit agencies. In the CAMPO region, commuter rail generally refers to Capital Metro's MetroRail service, which operates between Leander and downtown Austin. Commuter rail carries passengers between home and work, operating most frequently during peak service hours on weekdays as riders arrive or depart from work. While expensive to own and operate, commuter rail provides by far the highest passenger capacity and reliable travel times of the types of transit included in this toolkit. This service is enhanced by first/last mile

connections such as micromobility or rideshare/TNC service and is enhanced by a safe, accessible pedestrian environment.

Operational Improvements

Park and Rides

Park and rides are facilities where passenger from a large geographic area can access vanpools and transit via a personal vehicle, walking, or biking, and complete their journey using fixed-route transit. These facilities are typically served by vanpools, commuter bus, or rail service. Capital Metro and CARTS currently operate a large network of park and rides, with plans to expand this network to emerging travel centers around the region.

As regional employment and activity centers continue to diversify to locations throughout the six counties, vanpools and park and rides play an essential part in convenient, flexible, and affordable transit. In the transit office hours with local governments, the need for four to six people ride sharing was expressed as an unmet and growing need. Park and rides support not only transit agency sponsored vanpool programs, but also informal ride sharing between neighbors and coworkers to help meet this identified need.

Park and rides are typically owned and operated by transit agencies and improve the capacity and productivity of a transit system overall. Due to expensive land costs, park and rides often rely on public or private partnerships with municipalities, transportation agencies, churches, and businesses. Park and rides also offer an opportunity for transit-oriented development which connects residents to transit service.

CARTS Taylor Station serves as a Park and Ride facility as well. (Source: CARTS)



Policy, Marketing, and Coordination

A significant challenge for transit agencies and providers is educating potential users on the services available to them. Complex fares and schedules, service changes, customers' limited

access to media, and a general lack of transit knowledge all require frequent and targeted customer education outreach.

Coordinated planning and outreach between transit agencies with overlapping and adjacent jurisdictions is a critical component of providing service to difficult-to-reach customers. The Office of Mobility Management (OMM), which coordinates between CARTS and Capital Metro, provides a way to remove obstacles to providing effective interregional services.

The existence of the OMM and the relatively low number of transit-providing agencies in the region gives greater Austin an advantage compared to many peer regions in coordinating regional transit. Still, measures such as coordinated fare policies, unified regional planning, and consistent customer-facing branding are all areas where focus and incremental improvement could provide regional benefits.

Predicting technology advances in the next 25 years and their effects on transit and travel is a challenging exercise. However, existing services and input from local governments and the public shed some light on how technology is already influencing both how people travel and even the need to travel. Many of today's services are not equitable or available to a wide variety of demographics due to factors including high cost, but as technology continues to evolve, services that are feasible for only some today may be more accessible for all in the coming years.

CAMPO's Transportation Demand Management Plan illustrates not only ride sharing and other off-peak travel options to address congestion, but technologies that eliminate the need to commute to a workplace. According to American Community Survey data from the United States Census, the percentage and total number of people working from home throughout the six counties continues to increase with just over eight percent of the region's workers using teleworking as their primary form of commuting. Teleworking, conference calls, online meeting and messaging apps, and screen sharing mean that many workers no longer have to be in the same location to be able to collaborate and work together. Additionally, technology now makes distance learning and remote education more convenient and accessible.

Other services that are already impacting the need to travel include grocery and medication delivery, telemedicine, in-home concierge medicine, and easy access to nearly unlimited goods via the internet. Many of these services still require some type of traditional transportation, such as a delivery vehicle, but technological advances like drone delivery could be a possibility in the future.

As stated, many services available today are not equitable, whether because of cost or internet access and speed, but as technology continues to advance, the need to travel for basic services may also change. As accessibility to services such as telemedicine and distance learning becomes more widespread across the CAMPO region, these technological advances may replace the need to travel for some services for a growing share of the population.

In conclusion, the options outlined in this toolkit chapter can be used by member jurisdictions and project sponsors in the CAMPO region. Though not all encompassing, this toolkit can provide the basis of transit conversations, planning, and project implementation in and between communities across the region.

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Chapter 4 – Performance Measures

Measuring the performance of a transit system or individual service is one of the most important aspects of an effective transit program. A performance management system can drive the evolution of a transit program by giving transit agencies and providers the tools to evaluate individual aspects of transit programs such as how well a service is being provided to customers, areas where improvement may be needed, and the impacts of management decisions.

Performance management also communicates the value and effectiveness of transit programs to decision-making bodies such as transit boards, the riding public, and funding entities including CAMPO, TxDOT, and FTA. Each organization requires performance information to help them make important financial and operational decisions regarding transit programs.

As local governments, transportation and transit agencies, and other projects sponsors consider the Transit Toolkit and options that best meet their needs, the information outlined in this chapter will help prepare them for the transit-specific project selection criteria that needs to be considered when preparing to submit projects to CAMPO for inclusion in regional planning documents and project funding.

CAMPO Transit Program Performance Measures and Project Selection Criteria

In fall 2017, CAMPO undertook the creation and development of performance measures and project selection criteria for evaluating and scoring projects that apply for limited federal and select state funds allocated by CAMPO.

With guidance from Texas House Bill 20 (HB 20), Fixing America’s Surface Transportation Act (FAST Act), and Federal Transit Administration (FTA) program goals, CAMPO developed a performance-based project evaluation and selection process with an emphasis on several key factors that include regional perspective, transparency, objectivity, data support, and accountability. Understanding this process and following CAMPO’s guidelines can provide project sponsors with the information needed to build a more competitive application for federal funding during future CAMPO Transportation Improvement Program (TIP) project calls.

Texas House Bill 20

House Bill 20 (HB 20) requires “planning organizations,” such as CAMPO, to develop and implement performance metrics to review all strategic planning, evaluate decision making regarding projects selected for funding, and evaluating project delivery and completion. This performance-based planning is also required to assess how well transportation systems are operating, provide information to support decisions made by TxDOT, the state legislature, stakeholders, or the public, assess effectiveness of project delivery, and demonstrate transparency and accountability. This legislation set the groundwork at the state level for requiring transportation planning work to be evaluated using performance measures.

Fixing America's Surface Transportation Act (FAST Act)

Nearly \$305 billion in federal funding to surface transportation infrastructure and planning initiatives was implemented with the passing of the FAST Act. This act allowed for states and local governments to partner with the US Department of Transportation (USDOT) to help fund and streamline the delivery of transit and transit-related projects.

Figure 23. Highlights of Grant Program Changes (FTA, 2017)

Highlights of Grant Program Changes

New	Repealed	Consolidated	Modified
<ul style="list-style-type: none"> • Bus and Bus Facilities Discretionary Grants (5339(b)) • Expedited Project Delivery for CIG Pilot Program (subsection 3005(b) of FAST) • Pilot Program for Innovative Coordinated Access & Mobility (subsection 3006(b) of FAST) 	<ul style="list-style-type: none"> • Bicycle facilities (5319) • Pilot Program for Expedited Project Delivery (Subsection 20008(b) of MAP-21) 	<ul style="list-style-type: none"> • Public Transportation Innovation (Research & TCRP) (5312) • Technical Assistance & Workforce Development (5314) 	<ul style="list-style-type: none"> • Planning (5303/5304) • Urbanized Area Formula (5307) • Fixed Guideway Capital Investment Grants (5309) • Elderly & Disabled (5310) • Formula Grants for Rural Areas (5311) • Public Transportation Safety Program (5329) • State of Good Repair (5337) • Bus and Bus Facilities (5339(a))

Transit Funding Sources

Through a competitive process, CAMPO distributes the following FTA program funds:

- Urbanized Area Formula Grants (Section 5307)
- Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)

Eligible activities for Section 5307 funds include planning, engineering, design, and evaluation of transit or other technical transportation-related projects, capital investments in bus or bus-related activities/infrastructure, capital investments in new and existing fixed guideway systems, and transit-improvements and expenses for mobility management programs.

Eligible activities for Section 5310 funds buses, vans, accessibility devices (wheelchair lifts, ramps), transit-related information technology systems, mobility management programs, and acquisition of transportation services under agreement.

In addition to Sections 5307 and 5310, the Surface Transportation Block Grant (STBG) program can be used for capital transit projects.

Project Selection Criteria

By analyzing the state and federal goals and metrics, CAMPO compiled a list of performance-based measures and selection criteria by which each transit project would be scored to distinguish projects that would best meet current and future needs and goals of regional transit projects for the CAMPO region.

Shown below is the table used to select transit projects eligible for CAMPO funding. Each criterion (Table 5) is given points dependent upon the value they bring in evaluating each transit project. A cost/benefit analysis is also required as part of the project scoring process. A full list of definitions for the criteria can be found under the table and may provide more information on each criterion.

Table 5: Transit Project Selection Criteria

Transit Project Selection Criteria - Planning Factors

Criteria	Value	Performance Measure
Planning	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
Interagency Coordination	5	The project has been coordinated with other agencies maintaining roadways and connecting transit services.
Connections	10	The project provides connections to other transit services and/or modes of transportation
ITS	5	The project includes an Intelligent Transportation System (ITS) component and enhances the system through technology.
Safety	10	The project enhances transit vehicle safety.
	5	The project includes safety and security measures that will provide safe connections and facilities.
Service	10	The project fills a service gap, expands coverage or increases frequency of a route.
Innovation	5	The project demonstrates innovative design, technology or service.
Land Use	5	The project integrates existing or planned transit-supportive land use and infrastructure.
Economic Development	5	The project supports local, regional or state economic development plans and strategies.
Ridership	10	The project has documentation showing anticipated ridership and potential growth.
State of Good Repair	5	The project meets the life expectancy thresholds established by the FTA, preventative maintenance schedules, or an existing maintenance plan.
	5	The project addresses maintenance needs to maintain FTA State of Good of Repair requirements.
Social Impact	5	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.
Funding	1-5	The project's local cost share is overmatched. (5% = 1 point)
Total Points	100	

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Transit	Project related documentation	Project Sponsor	Estimated reduction in vehicle miles traveled from mode choice model if appropriate

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Figure 24. Planning Factors Criteria Definitions

Planning Factors Criteria Definitions

Planning – Projects should be identified in locally or regionally adopted plans, including city comprehensive plans, long-range transit plans, or CAMPO documents such as the Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the project.

Interagency Coordination – Provide documentation that coordination has occurred with other agencies to ensure the project can be implemented. Include information on studies undertaken with partner agencies, inter-local agreements, or official communication between the various agencies.

Connections – Note how the project enhances the current transit system through new or enhanced connections. Include route information from other transit providers if applicable. Provide data on expected outcomes through new connections.

ITS – Provide details on the project’s Intelligent Transportation System (ITS) elements, such as dynamic signs providing real-time information to customers, route monitoring technology for operations centers, or other enhancements.

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Service – Describe the current service deficiencies which the project is intended to address. Provide current route information and documentation which explains how the project will improve transit service in the corridor or study area.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Land Use – Provide references to comprehensive plans, zoning ordinances, site-specific or large-area plans, or other documents which explain the connection between land use and this transit project. Include a description of the project’s role in furthering transit-supportive land use and reducing vehicular travel.

Economic Development – Describe how the project relates to economic development plans. Include information on new developments, key industries, or commercial interests that the project would be expected to serve. Include information on new access to employment that the project would allow.

Ridership – Provide documentation of expected ridership improvements due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership.

State of Good Repair – Refer to the state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Social Impact – Refer to CAMPO’s map of Environmental Justice (EJ) traffic analysis zones and note if the project is in or connects to one of these zones. Provide information from the project’s study that details how the improvement will enhance transit access to or within EJ zones by making new connections, reducing travel time, increasing employment or educational opportunities, or other measures.

Funding – Describe how the project’s local cost share goes beyond the funding match requirements. Provide documentation that identifies committed funding for the project.

Transit System Implementation

Performance Measure Characteristics

In addition to performance measures and selection criteria for the project funding process, performance measures for implementing transit service and systems should also be thorough and extensive. Familiarity with these measures will prepare project sponsors for successful long-term transit service that meets its customers' needs.

In developing a performance management system, it is important to understand that there is no standard performance management system for transit agencies, however effective performance management programs share important key characteristics that help define the success of the transit program.

Stakeholder Acceptance: Stakeholder buy-in on performance measure programs ensures long-term viability and helps substantiate the results.

Linkage to Goals: Performance measures directly illustrate how successful an agency or program is at meeting its goals.

Clarity: Performance measure programs should be developed, executed, and communicated clearly and concisely to a variety of audiences.

Reliability and Credibility: The reliability of performance measure results directly reflects the quality of the data used to calculate the measures.

Variety of Measures: Performance measures should reflect a broad range of relevant issues and aspects of transit programs.

Number of Measures: Research suggests an upper limit of 20 measures to provide sufficient balance and data in a performance measure program.

Level of Detail: Measures should be sufficiently, but not overly, detailed to show areas where goals are and are not being achieved.

Flexibility: A performance measurement program should be flexible enough to evolve as the needs of the transit program and agency change over time.

Realistic Targets: Performance measure targets should be realistic to encourage continually improving performance.

Timeliness: Timely and consistent reporting help establish credibility and allow decision makers to quickly respond to the new information provided.

Integration into Agency Decision-making: Performance measures should be directly integrated into the decision-making process of transit agencies and providers.

Performance Measurement Category Examples

A performance measure system is built on individual metrics that work together to produce a detailed understanding of program performance. Metrics that can be readily reported accurately and on a consistent basis provide meaningful information and can serve a variety of functions such as external reporting requirements while also providing actionable data for transit agencies and providers. Figure 25 is a graphic with high-level examples of measurement categories for transit service programs.

Performance measures are a key consideration for transportation projects in both the planning and implementation stages. Performance-based planning is essential in regional long-range planning and should be accounted for by project sponsors. Though significant effort is required to develop and maintain a performance measurement program, an effective performance measurement system helps agencies prepare transit projects to be competitive for limited funding and offers insight into the long-term impacts transit projects may have on regional travel.

Figure 25. Measurement Categories for Transit Service Programs



Chapter 5 – Public Involvement

A robust public involvement program was implemented for this study to ensure that thorough outreach was conducted throughout the entire study process. The purpose of this effort was to engage the public and solicit input on existing and future transit needs and options in the six-county region, excluding the Capital Metro service area. The program included interviews with elected officials, local government staff, and non-profits who provide transportation services. The program also included multiple public open houses throughout the six-county region, a robust social media campaign, news releases and email campaigns, two surveys, and an online open house. The interviews were conducted to gauge the current conditions according to those who work within the transit, transportation, planning, and human service industries, while open houses provided an opportunity for the general public to learn more about the study, ask questions, and share their input via survey or written comments.

CAMPO’s Public Participation Plan (PPP) outlines minimum standards for studies conducted by the organization, which were followed to ensure that the Regional Transit Study went beyond the standard requirements for outreach for CAMPO studies. These requirements include at least

- one news release,
- email notification to subscribers,
- postal mail notification to postal mail subscribers,
- at least one social media post and notice on CAMPO’s website,
- at least one community meeting in the vicinity of the study area,
- highly visual information of proposed ideas,
- and online commenting opportunities.

Addressed in each section below is more information on each aspect of the public involvement program for the Regional Transit Study.

Interviews

The interviews conducted for this study were informal “office hours” type events and took place in each of the six counties. Interviewees reserved a time slot or stopped by at their convenience to answer a series of questions, which served as a guide to gather the same data from across the region while also providing a forum for informal conversations and information gathering about the unique needs of each organization.

30 interviews were conducted with input gathered from a diverse group including cities, counties, and non-profits. Just as the region’s landscape, travel needs, and users are unique, the transit needs identified during these interviews also varied greatly. Some areas have higher incomes and prefer to rely on private transportation or services like grocery delivery, while others struggle with basic transportation to fulfill day-to-day activities. Across the board, interview participants talked about places of worship, neighbors, family, and friends filling in travel gaps for those truly in need. County-by-county interview summaries are located in Chapter Two. Notes from each interview can be found in the appendix.

Notifications

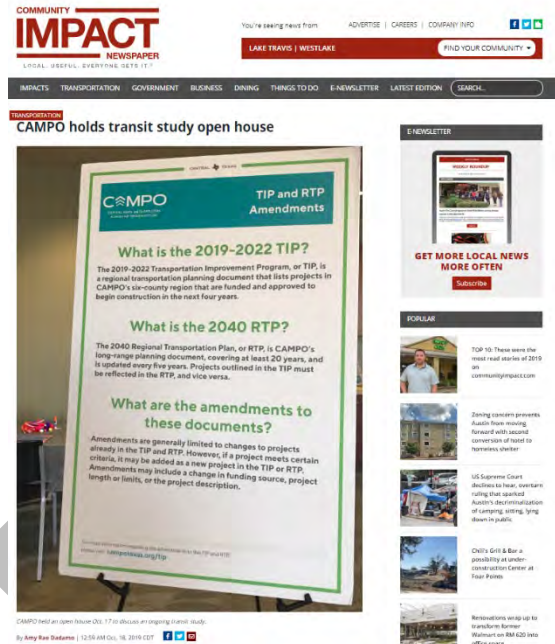
To keep the public informed on opportunities to learn about the study and provide comments, a robust notification program was organized to ensure that a proportionate amount of the region’s population was notified and able to engage with the study team through multiple avenues.

News releases briefly describing the Regional Transit Study were used to inform over 60 regional media contacts about the Study and the public comment opportunities. A news release was also sent to Spanish media sources to promote the same information with the Spanish speaking community.

Email notices for the first round of meetings were sent to 7,309 subscribers on the CAMPO email list on October 1, 2019. Email notices for the second round were sent to 7,551 subscribers on November 4, 2019. A flyer was mailed to 13 subscribers on the CAMPO postal mailing list on September 30, 2019 to promote the first round of meetings and on November 4, 2019 to promote the second. Email and postal notices also briefly described the study and included dates and locations for the open houses, a link to the online open house webpage, and opportunities to comment.

Frequent social media messages describing upcoming open houses were posted to CAMPO’s Facebook, Instagram, and Twitter pages, along with individual posts for all six open houses and reminders of online participation opportunities.

Supplemental notification methods were used to reach those less familiar with CAMPO and its planning process. These included social media advertisements on Twitter and Facebook directing targeted viewers to online participation opportunities, Facebook events, posts to the Community Impact newspaper event calendar, and earned media. The Study was covered in Community Impact on October 18, 2019 and on KUT news on October 10, 2019.



Community Impact Newspaper featured the open houses in October 2019 (Source: Community Impact)

Twitter (left) and Facebook (right) posts to promote outreach

Capital Area Metropolitan Planning Organization
@CAMPOTexas

What does the future of transportation look like in Central Texas? #CAMPOTexas wants to know what YOU have in mind. Stop by an upcoming open house or chat with the team at a local event near you to learn more and share input on the #CAMPO2045Plan and the #RegionalTransitStudy.

Attend an open house!

Tuesday, Nov. 12 3 – 7 p.m. Pflugerville Farmers Market 901 Old Austin-Helton Road Pflugerville, TX 78660	Tuesday, Nov. 12 4 – 7 p.m. Pflugerville Recreation Center 400 Inmanwood Road Pflugerville, TX 78660	Wednesday, Nov. 13 4 – 7 p.m. Round Rock Public Library 216 E Main Street Round Rock, TX 78664
Wednesday, Nov. 13 6 – 8 p.m. Round Rock Fall Music on Main Rode Plaza, 221 E Main Street Round Rock, TX 78664	Thursday, Nov. 14 3 – 6 p.m. Elgin Sip Shop & Stroll 1624 Main Street Elgin, TX 78821	Monday, Nov. 18 3 – 6 p.m. Marble Falls Senior Center 618 Avenue L Marble Falls, TX 78654
Tuesday, Nov. 19 4 – 7 p.m. Chaparral Center 106 S. Market Street Lockhart, TX 78644	Tuesday, Nov. 19 4 – 7 p.m. Lockhart Public Library 217 S. Main Street Lockhart, TX 78644	Wednesday, Nov. 20 3 – 6 p.m. Dripping Springs Farmers Market 160 S. Main Street Dripping Springs, TX 78620
Wednesday, Nov. 20 4 – 7 p.m. Springs Family YMCA 2726 Ranch Road 12 Dripping Springs, TX 78620	Wednesday, Nov. 20 4 – 7 p.m. Southeast Health and Wellness Center 2901 Monopoli's Drive Austin, TX 78741	Thursday, Nov. 21 5 – 7 p.m. Capital Metro Open House - Austin Central Library 710 W Cesar Chavez Street Austin, TX 78701

All information at the in-person open houses will be available online at [campotexas.org/get-involved](https://www.campotexas.org/get-involved)

11:02 AM · Nov 9, 2019 · Hootsuite Inc.

Capital Area Metropolitan Planning Organization (CAMPO)
Published by Capital Area Mpo Pio [?] · October 8, 2019 ·

#CAMPOTexas is developing a Regional Transit Study that will examine transit needs in the six-county region, excluding the Capital Metro service area, and provide guidance to transit providers and local governments about how to meet future transit needs. CAMPO wants to hear from YOU about current transit options and future priorities. Participate in an in-person open house listed below or share your thoughts on the #RegionalTransitStudy and other CAMPO initiatives via the virtual open house:

<https://www.campotexas.org/get-involved/>

Oct. 8, 2019 – The Warehouse, Luling, 4-7 p.m.
Oct. 9, 2019 – Kyle Public Library, 4-7 p.m.
Oct. 10, 2019 – Elgin's Sip Shop & Stroll, 5-8 p.m.
Oct. 15, 2019 – Georgetown Public Library, 4-7 p.m.
Oct. 16, 2019 – Marble Falls Lakeside Pavilion, 4-7 p.m.
Oct. 17, 2019 – Bee Cave Public Library, 4-7 p.m.



Open Houses

Outreach was conducted in two rounds, with the first round focusing on information gathering on existing transit service and users’ current and future needs, while the second round focused on gathering feedback on study discoveries and the transit toolkit. The open house style public meetings are an opportunity to engage with the public face-to-face and provide each person with as much information as they need, in an informal manner. CAMPO’s open houses often have more than one topic available for comment at each open house, with clear delineation between topics. This helps to curb “meeting fatigue,” and ensure that the public can efficiently provide comment on as many topics as possible.

For the first round, a total of six in-person open houses were held throughout the six-county region to provide opportunities for the public to visit with team members and discuss existing and future transit needs. For the second round, 11 in-person open houses and pop-up events were held throughout the region. This round leaned heavily on pop-ups in high foot traffic locations to meet the public at events they would already visit, such as farmers’ markets and other community events.

Table 7. Public Meeting Dates and Locations – Round 1

PUBLIC MEETING DATES AND LOCATIONS – ROUND 1

Tuesday, October 8 – The Warehouse, Luling
110 N. Walnut Avenue, Luling, TX 78748

Wednesday, October 9 – Kyle Public Library
550 Scott Street, Kyle, TX 78640

Thursday, October 10 – Elgin Sip Shop & Stroll
14 N. Main Street, Elgin, TX 78621

Tuesday, October 15 – Georgetown Library
402 W. 8th Street, Georgetown, TX 78626

Wednesday, October 16 – Marble Falls Lakeside Pavilion
405 Buena Vista Drive, Marble Falls, TX 78654

Thursday, October 17 – Bee Cave Library
4000 Galleria Parkway, Bee Cave, TX 78738

Table 8. Public Meeting Dates and Locations – Round 2

PUBLIC MEETING DATES AND LOCATIONS – ROUND 2

Tuesday, November 12 – Pflugerville Pfarmers Market
901 Old Austin Hutto Road, Pflugerville, TX 78660

Tuesday, November 12 – Pflugerville Recreation Center
400 Immanuel Road, Pflugerville, TX 78660

Wednesday, November 13 – Round Rock Public Library
216 E. Main Street, Round Rock, TX 78664

Thursday, November 14 – Elgin Sip, Shop & Stroll
14 N. Main Street, Elgin, TX 78621

Monday, November 18 – Marble Falls Senior Center
618 Avenue L, Marble Falls, TX 78654

Tuesday, November 19 – Community Health Centers of S. Central Texas
2060 S. Colorado St., Lockhart, TX 78644

Tuesday, November 19 – Chaparral Coffee
106 E. Market Street, Lockhart, TX 78644

Tuesday, November 19 – Lockhart Public Library
217 E. Main Street, Lockhart, TX 78644

Wednesday, November 20 – Dripping Springs Famers Market
160 E. Mercer Street, Dripping Springs, TX 78620

Wednesday, November 20 – Springs Family YMCA
27216 Ranch Road 12, Dripping Springs, TX 78620

Thursday, November 21 – Capital Metro Open House
710 W. Cesar Chavez Street, Austin, TX 78701

Open houses were a come-and-go format and typically held between 4 and 7 p.m. at easily accessible and convenient locations, though some were held at other times to accommodate local events. All in-person open house materials and comment opportunities were also available online through an online open house on the CAMPO website. A brochure describing the study background and process was available at each event. Large display boards accompanied the brochure explaining CAMPO's role and mission, the purpose of the open house, study background and process, and ways to share comments. For the second round, a graphic representation of the transit toolkit, discussed in Chapter Three, was shared on a large display board to represent transit options for local governments and project sponsors to consider and potentially implement in the future. Comment cards and printed surveys were available to gather input from open house attendees, along with tablets and computers to collect online surveys and email comments. CAMPO staff was available at all open house events to explain the open house format and commenting options, answer questions, and assist the public with information and questions about the study. Bilingual staff was present to accommodate Spanish speakers.



Open House in Marble Falls on October 16, 2019

What Was Heard

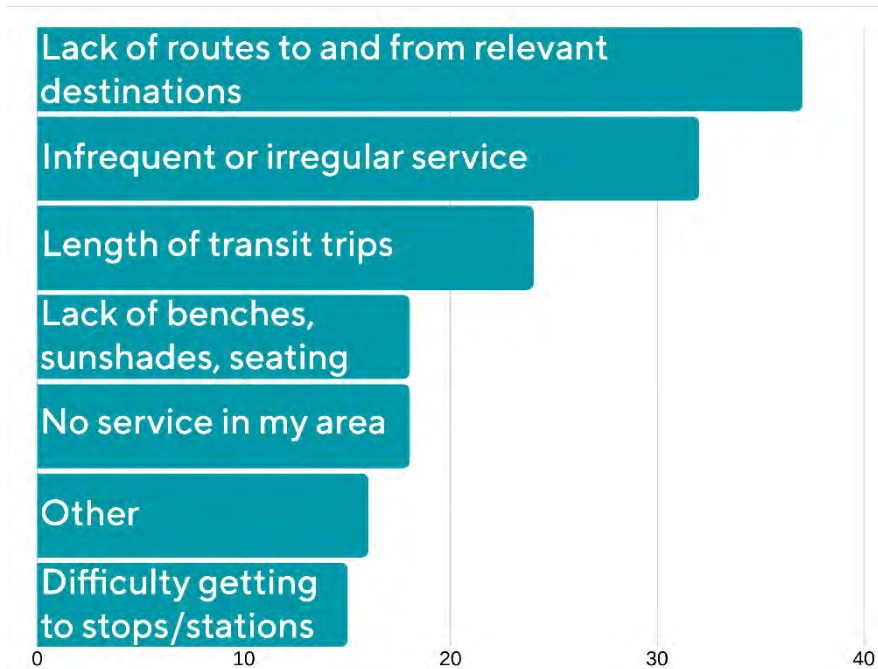
Over the 46-day comment period—from October 8, 2019 to November 22, 2019—CAMPO received over 100 surveys and comment cards. The surveys, like the open houses, were organized in two rounds to first gather feedback on the public's current needs, then to understand what transit options the public would like to use in the future based on the needs identified in the first round. Several themes emerged in the open-ended responses and survey comments:

- Interest in more frequent service and longer operating hours, improved reliability, and greater connectivity to major corridors
- Support for rail options along busy corridors, between urban and suburban activity hubs, and connecting to additional transit options
- Interest in additional options for individuals with disabilities, especially in suburban and rural areas
- Dedicated bus lanes in urban centers to reduce travel times
- Concern for environmental impact of continued congestion due to single occupancy vehicle use on roadways
- Role of education and shifting community perspectives in promoting transit usage
- Consideration of development trends and connections to employment and education opportunities

Participants of the first survey indicated that the primary reasons for not utilizing transit include lack of routes to and from relevant destinations, infrequent or irregular service, and the length of transit trips.

Figure 26. Challenge Preventing Public Transit Use

Challenges Preventing Usage of Public Transit

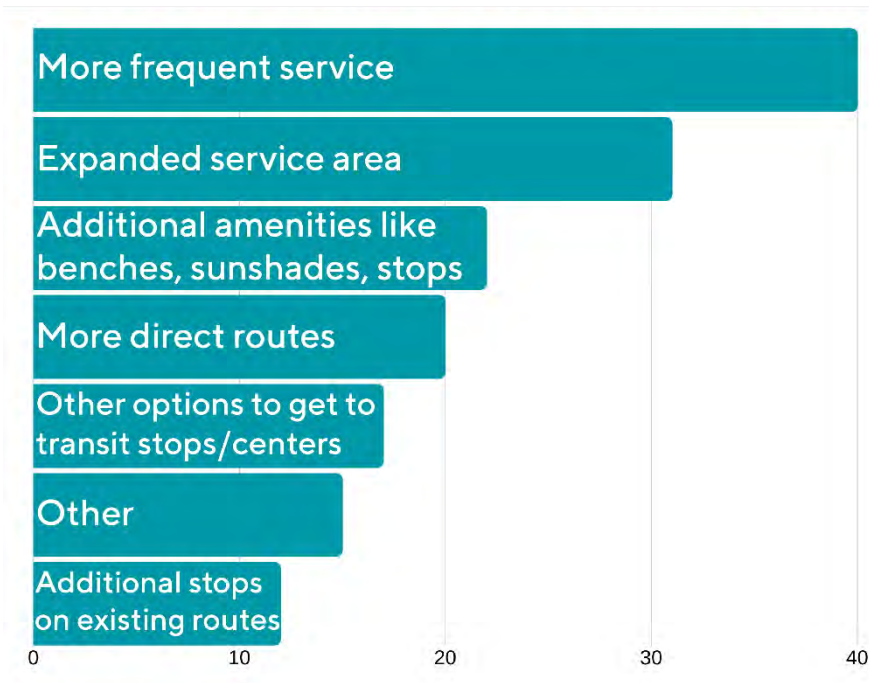


Likewise, survey participants indicated the most interest in more frequent service, expanded service, and implementing additional amenities such as benches, sunshades, and transit stops.



Figure 27. Services Needed That Are Not Currently Provided

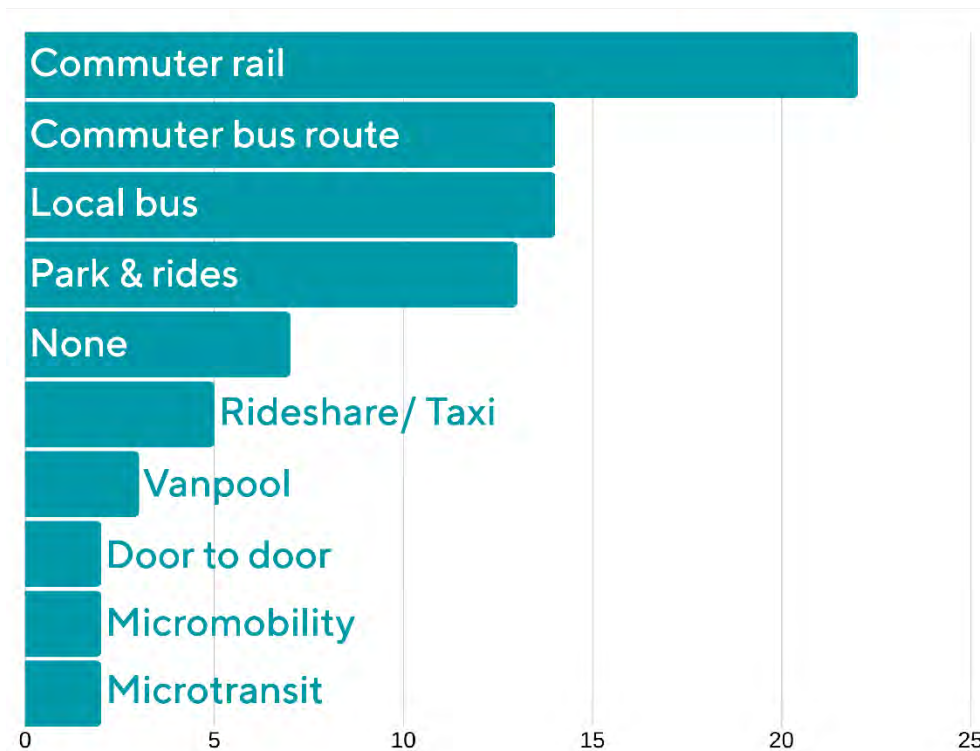
Services Needed That Are Not Currently Provided



During the second round of surveys, participants were asked to provide feedback on transit options presented in the transit toolkit that would best fit their future travels needs, as well as the options they would be willing to use in the future. Among the options presented in the toolkit the most popular were commuter rail, commuter bus routes, and local bus routes.

Figure 28. Transit Options Preferred by the Public

Transit Options Preferred by the Public



Participants who indicated they would not use any of the transit options presented in the toolkit cited similar reasons from the first survey – necessary flexibility of personal vehicles and a desire for amenities and connections that are currently not offered.

Community Outreach and Future Planning

The CAMPO region's communities are diverse, unique places and transportation needs are varied across all six counties. This fact becomes even more clear when discussing transit needs and options. The transit toolkit outlines different transit options, including information on cost, potential operators, capacity, users, and which options work best in rural, urban, or suburban areas. Showcasing this toolkit during outreach ensured that the public was able to provide comments on their ideal transit options in a uniform and clear manner.

The community outreach program and feedback that was gathered was deliberately outlined to support project sponsors' future planning efforts. With the information in this Study, project sponsors can tailor potential future transit projects in their area by using the toolkit and inform their decisions and planning with public feedback gathered during this Study. Combining public comments with options that fit the area's needs and budget will result in a better tailored public transit solution for that specific area.

Conclusion

The Regional Transit Study outlines the region's current transit infrastructure, outside of the Capital Metro service area, and assesses future growth projections to determine where transit service will be needed in the next 20-plus years. This Study is designed to be used by local governments and project sponsors across the six-county region to better understand the current transit network and needs surrounding the Capital Area and to inform potential project sponsors' decision-making on future transit planning and projects.

This Study gathered information from elected officials, local governments, transportation agencies, and the public to assess current conditions and future needs. From the beginning of the study process, feedback was prioritized to ensure that all needs, transit gaps, and current conditions were thoroughly understood. Despite diverse transit needs throughout the six-county region, consistent feedback included the need for direct transportation from rural and suburban communities across the region. While the current transit infrastructure provides routes into downtown cores and some connections to the Capital Metro system, it is imperative that connections around the growing suburban region continue to be considered, planned, and prioritized.

A major output of this Study is the Transit Toolkit. The Toolkit provides descriptions and comparisons of different transit options. The comparison considers number of persons served, cost, and community context (rural, suburban, urban) to help local project sponsors create contextually sensitive transit services and networks. As the region continues to grow, local needs will fluctuate based on demographics, development, infrastructure, and available funding. This Study incorporates those factors and presents extensive options to allow further planning work to make locally pertinent decisions.

The needs identified through this Study, feedback analyzed, and options outlined, work together to provide a snapshot of regional transit in the Capital Area. This snapshot lays a framework for local project sponsors to make a well-connected, seamless regional transit network a reality in the next 20-plus years. Though much work remains, and funding regional transportation is always a challenge, the Regional Transit Study shows that transit will continue to be an integral part of addressing the region's congestion and transportation needs.

Appendix A.

Local Government Guidance

The rapid growth that the Capital Area Metropolitan Planning Organization (CAMPO) region is experiencing results in many changes for the region’s cities and can lead to a shift in eligibility and funding sources from federal and state programs for certain services, including transit. Cities and unincorporated areas which transition into the US Census designated urbanized area no longer qualify for rural transit funding through the Federal Transit Administration (FTA) or the state’s public transit funding for rural areas. Communities that have used CARTS service through the rural/nonurbanized program will become eligible for FTA programs geared to urbanized areas and will need to transition to other mechanisms to contract and pay for continued transit service. This section serves as a guidance document to assist cities in the CAMPO region as they navigate the transition from a rural area to an urbanized area to maintain or introduce transit service for their residents.

Rural and Urban Designations

An area receives its rural or urban designation from the U.S. Census Bureau which provides the designations every 10 years after it completes the decennial census. Cities or areas that have more than 50,000 people and have a core of at least 1,000 people per square mile are called urbanized areas. Additionally, areas that have between 2,500 to 50,000 people and a core of at least 1,000 people per square mile are called urban clusters. Areas that are not an urbanized area or urbanized cluster are considered rural.

Rural versus Urban in Federal Transit Funding

The primary sources of federal funding for transit providers are the Urbanized Area Formula Grants, also known as Section 5307 funds, or the Formula Grants for Rural Areas, which are known as Section 5311 funds. Both funds are provided by FTA.

An area’s classification as urban or rural determines which type of federal funding they, the state, or the designated public transit provider are eligible to receive (Table 1). As cities have made the transition into the urbanized area, some have chosen to continue contracting service with CARTS and designate CARTS as the direct recipient of Section 5307 funds, meaning they directly receive federal funding, while other cities have become the direct recipient of Section 5307 funds and contract with Capital Metro or CARTS to provide transit service.

Population Size	Recipient	Funding Type	Example
>=200,000	Public Transit Provider	5307	Austin urbanized area/Capital Metro
50,000-200,000	State or State’s Designee	5307	San Marcos Urbanized Area/City of San Marcos
<50,000	State or Public Transport Provider	5311	Rural Areas/CARTS

Transit Provider Service Areas

While the type of federal and state funding and service depends on the rural or urban designation of an area, a further determinant of transit service is the service area of public transit providers. For example, not all cities within the Austin urbanized area are within the Capital Metro service area and thus are not eligible to receive services funded by local transit sales tax collected within Capital Metro’s service area. To be included in the service area, a city must have

an election where the residents vote to devote a portion of the city's sales tax revenue to Capital Metro. CARTS does not have a sales tax dedication requirement for its service area and provides service to all nonurbanized areas within the CAMPO region.

Regional Examples

As outlined above, a city or an unincorporated area in the CAMPO region that is transitioning from rural to urban may be challenged with maintaining transit service because it loses services provided and funded by CARTS through FTA Section 5311 eligibility. Many cities are already at their sales tax cap so usually do not have the option to buy in to the Capital Metro service area. Though funding and the logistics of contracting and providing service with the region's transit providers can be large hurdles to overcome, below are three examples of municipalities in the CAMPO region that have overcome these challenges to continue and even expand transit service for their residents.

City of Round Rock

Prior to being incorporated into the Austin urbanized area, Round Rock received CARTS service. Upon entering the Austin-Round Rock urbanized area after the 2000 Census, Round Rock became a direct recipient of Section 5307 funds in 2012 after it completed a memorandum of understanding with Capital Metro. With FTA and local funding, Round Rock contracted with private operator, Star Shuttle, to operate service. In 2016, Round Rock developed a Transit Master Plan to prepare for expanded transit service. In March 2017, Round Rock and Capital Metro reached an agreement for Capital Metro to provide local transit service to Round Rock residents and service to downtown Austin. Round Rock funded the transit service from a combination of Section 5307 funds and general revenue.

City of Georgetown

When Georgetown became a part of the Austin urbanized area in 2012 and lost its eligibility for FTA rural transit, an agreement was reached among the City and Capital Metro enabling the City to access FTA Section 5307 funding. Through a local service agreement, CARTS continued providing service in Georgetown via a contract with Capital Metro. In 2015, Georgetown adopted a transit development plan for expanding transit service. In 2017, Capital Metro and Georgetown completed a new agreement to provide transit service under the GoGeo brand using CARTS and private transportation service vehicles. The service is funded through an agreement where Capital Metro provides a portion of the region's Section 5307 funds allocated to the urbanized area outside of its service area and Georgetown provides the non-federal share through general revenue or private funds.

City of San Marcos

San Marcos, not being a part of the Austin urbanized area, met different circumstances than those of Round Rock and Georgetown. After being designated urbanized area following the 2010 Census, San Marcos authorized the creation of an urban transit district with CARTS serving as the Section 5307 direct recipient with the understanding that CARTS continue to provide transit service in the city. In 2018, San Marcos became the direct recipient for Section 5307 funds within the urbanized area and has contracted with CARTS to provide transit service in the city. In

2019, the city partnered with Texas State University on a transit plan to develop a unified transit system that serves both city residents and university students and staff.

Capital Metro and the Austin Urbanized Area

Jurisdictions in the Austin urbanized area that want to utilize Section 5307 funds without becoming a direct recipient, similar to Georgetown, must follow the requirements of Capital Metro's Service Expansion Policy. Policy requirements include annually applying to Capital Metro for 5307 funds and creating a Transit Development Plan before Section 5307 funds can be used.

Once the 2020 Census process concludes, the Census Bureau will publish new maps that will likely show an increase in the size of the Austin urbanized area. Cities such as Taylor, Elgin, Liberty Hill, and Dripping Springs could become a part of the new urbanized area and face the similar challenges in providing transit previously experienced by Round Rock and Georgetown. San Marcos is also likely to become a part of the Austin urbanized area which could have an affect on its Section 5307 direct allocation.

Options

In September 2014, CAMPO and Capital Metro reached an agreement that provided such cities in the region five options to determine how to navigate the challenge of transitioning from rural to urban status. Those options, adopted by both the CAMPO Transportation Policy Board and Capital Metro, are:

1. **Join Capital Metro:** A municipality, county, or part of a county receives voter approval to join the Capital Metro service area and dedicates one percent of its local sales tax revenue for transit.
2. **Contract for Service:** Service contracts allow Capital Metro to provide service through an interlocal agreement between the jurisdiction and Capital Metro. The jurisdiction pays for the cost of service, with a credit given to the jurisdiction for Section 5307 eligible expenses. Jurisdictions that contract for service are eligible to receive Capital Metro service through the most appropriate contract service provider.
3. **Form a Local Government Corporation (LGC):** Capital Metro and one or more jurisdictions may enter into an agreement to form an LGC, whereby the local jurisdiction and Capital Metro would establish a board of directors to oversee transit initiatives in the agreed upon area. Capital Metro would provide Section 5307 funding, while the local jurisdiction would provide local funds, such as general revenue, sales tax, or private sector funding.
4. **Become an FTA Sub-Recipient:** Sub-recipients contract directly with a service provider and seek reimbursement for the federal portion of Section 5307 eligible expenses through Capital Metro. Capital Metro maintains responsibility for federal compliance, certifications, and related coordination with FTA. Sub-recipients are eligible to receive service through the most appropriate contract service provider.

5. Become a Direct Recipient: Direct recipients receive Section 5307 funds directly from FTA for eligible expense. The recipient is responsible for the management of funds and assumes all responsibility for federal compliance, certifications, and local match.

Local jurisdictions have chosen options that best suits their needs in ensuring either the creation or maintenance of transit service – Round Rock chose Option 5 while Georgetown chose Option 2. It is important to note that the options above require a local jurisdiction to complete a Transit Development Plan in conjunction with Capital Metro. The Transit Development Plan must detail how the agency will manage the first three years of new transit service.

An additional option available to jurisdictions growing out of the rural/nonurbanized eligibility is to contract directly with CARTS or a private provider and fund service through general or private revenue. With the region’s continue growth additional jurisdictions will be added to the urbanized area, but with the variety of options available, transit can continue and even expand in those communities.

DRAFT

Appendix B.

Notes from Interview Office Hours

Regional Transit Study

Office Hours

Location:	Marble Falls City Hall	First name:	Olan
County:	Burnet	Last name:	Kelley
Date:	9-18-19	Organization:	Highland Hills
Time:	8:30 – 11:30 a.m.	Title:	Mayor

- What transit services does your organization currently provide?
 - No transit services

- Who are your current customers/clients?
 - 500-600 in day-to-day, large weekend population 1500
 - Median age 65-67
 - Using private conveyance
 - Higher income levels, might not use the public transit
 - As people are aging, they are moving closer to family or into assisted living
 - About 6-12 younger families using school bus transportation
 - No low-income housing, 1600 sqft minimum, single family homes, no multifamily

- What services/routes are needed today that aren't currently provided?
 - None at this point – most rely on neighbors to help

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Not sure people would use it with current demographics, may be more useful as younger families move in
 - Not thinking of it as a barrier – it's an issue of desires, people will step up if they are interested

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - 5-10, no need – most people have multiple cars
 - Longer term – rising fuel costs, economy may impact needs
 - Don't see people using fixed route, might use TNCs for airport, etc

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Comp plan done back in 2004, modified in 2014 – currently digitizing documents from previous eras – primarily focused on roadway improvements, low water crossings

- Only 2 people in the office – city secretary and mayor – makes it challenging to document a plan
- What else do you think we should know or consider for the Regional Transit Study?
 - Probably see something for transportation back and forth between Kingsland and Marble Falls
 - Seeing the growth coming this way from Austin, especially along US 71
 - US 281 is being used to bypass Austin to get to San Antonio – causing strain on the community
 - Could be considered for a long-range transportation corridor between Dallas and Houston
 - Loops around community are critical
 - US 290 from US 281 to dripping springs are major growth corridors
 - Consider connections to the airports

Regional Transit Study

Office Hours

Location:	Marble Falls City Hall	First name:	James
County:	Burnet	Last name:	Kennedy
Date:	9-18-19	Organization:	Marble Falls
Time:	8:30 – 11:30 a.m.	Title:	Public Works Director

- What transit services does your organization currently provide?
 - Not providing any type of transit service as a city, but there is existing CARTS service in the area
 -
- Who are your current customers/clients?
 - CARTS is fulfilling needs for local transit for aging populations and people with mobility issues
- What services/routes are needed today that aren't currently provided?
 - CARTS does a pretty good job for the elderly community, and uber is around occasionally for additional trips
 - More and more residents are driving to Austin for work – traffic has been getting worse around Spicewood and into Austin area
 - In the future something will be needed, considering plans for growth down south near SH 71
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - The need is there today – biggest barrier is lack of commitment, not enough information about options
 - Timing issues deter people from using transit
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Different route from the rural areas into Austin
 - Educate and address the needs of people moving into the area – younger generations coming the area will utilize services, but older generations are more likely to stay in personal vehicles
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - No existing plan for transit in the area
 - Lack of a userbase is a barrier

- What else do you think we should know or consider for the Regional Transit Study?
 - Most destinations are close together and easy to access, don't see a need for getting around within the city unless growth is happening along the outskirts near SH 71
 - CARTS isn't always busy – community members step up to help friends and neighbors on an individual basis
 - Don't think that a mass transit option would be used, don't feel like the general community is aware of the services being provided by CARTs

Regional Transit Study

Office Hours

Location:	Marble Falls City Hall	First name:	Mike
County:	Burnet	Last name:	Hodge
Date:	9-18-19	Organization:	City of Marble Falls
Time:	10:30 a.m.	Title:	City Manager

- What transit services does your organization currently provide?
 - Not directly; within CARTS service area but does not provide directly
 - Most services for residents for Marble Falls
- Who are your current customers/clients?
 - ~7,000 residents
 - ~40% retirees; 1-2 member households; usually affluent but not always
 - Senior housing for lower income residents is currently being update
 - ~60% mostly families who have lived here a long time, some newer – which feed into the school system
- What services/routes are needed today that aren't currently provided?
 - Helping get people to work; ie. In summer when its hot, getting up and down hills
 - Problems with workforce
 - Some workforce comes in from Burnet
 - Ideally between downtown and industrial side and east side near the lake
 - Granite Shoals is another location where people commute from
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Senior population
 - Meals on Wheels is sizable – so more seniors are homebound
 - 3 senior centers which provide transportation for their residents
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Connectivity into Austin / N. Austin area
 - Growing closer to Bee Cave Area - more transit options towards that direction
 - 29 corridor and 31 corridor
 - More residents are moving here and are attending school at UT or commuting to Austin
 - Some rise in individuals from Austin coming into Marble Falls, but not significant
 - New housing developments hopefully will bring workforce to live in Marble Falls rather than commute – several unincorporated areas available
 - Go Vets – commute to Austin, Ft. Hood for medical visits

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Downtown planning – discussions related to near-term small bus line to get transit options in downtown (down 9th street primarily)
 - Downtown – potential use of rail connection which ends at the end of 3rd street
- What else do you think we should know or consider for the Regional Transit Study?
 - From the TAC perspective, there tends to be interest in individual plans become the standard for the region. Need to make sure to keep it objective and everyone needs to be considered.

Other contacts –

- Community Resource Center
- Mark Rayfield, works for Burnet County, Llano and Blanco as Regional Housing Authority Director (Mike can get us contact info)
- Marble Falls Housing Authority
- Go Vets

Questions:

- **Project Connect status? Red line.**
 - **Likely bond election next Nov. for blue line / orange line**

Regional Transit Study

Office Hours

Location:	Bee Cave	First name:	Megan
County:	Travis	Last name:	Will
Date:	9-18-19	Organization:	
Time:	1-4 p.m.	Title:	

- What transit services does your organization currently provide?
- Who are your current customers/clients?
 - Some of business community may subsidize gas cost/supplemental money in pay checks (heard third hand) primarily for service industry commuters into the community
 - Service industry demographics surprisingly not as young as you would think
 - Aging population Looking at development patterns in aging population and retirement homes that could be a transit riding population
- What services/routes are needed today that aren't currently provided?
 - Emerging electronic/virtual services that are changing needs for transit
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - The village at Spanish Oaks was approved (over 1 million square feet of office space, roughly around the half the size of the Galleria for retail space)
 - Could have ~600 multifamily units
 - Most office space has been medical/small office type users
 - The backyard PUD was also approved
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - **2017 Comprehensive Plan - Doesn't think it makes mention of any transit**
- What else do you think we should know or consider for the Regional Transit Study?
 - Bee Cave's luxury services that seem to be well used:
 - Amazon shipping

- Instacart
- Obviously Uber/Lyft for downtown and the airport

Emerging Technologies

- Grocery delivery, Telemedicine, TNCs for downtown trips and airport
- Amazon shipping – interested in sales tax information, no data showing major dips

Action Items:

- Send info for Lisa Kay Pfannenstiel
- Reach out to Lakeway Chamber, Lake Travis Chamber, Bee Cave Chamber to find out about patterns in business community
- Interested in: Outside of Capmetro what solutions are being considered? We discussed CARTS

Regional Transit Study

Office Hours

Location:	CAMPO Office	First name:	Scheleen; Cathy
County:	Travis	Last name:	Walker; Stephens
Date:	9-19-19	Organization:	Travis County
Time:	1 p.m.	Title:	

- What transit services does your organization currently provide?
 - Hornsby bend/Austin Colony Park – providing a pickup at 6 designated times and get people to the 20 (frequent service and goes several places);
 - The Cap Metro bus stop is 8 miles away so were unable to do the pickup service
 - This area does not have a lot of resources (Dollar General and soon will have a health clinic)
 - Travis County funds Routes 223 237 271
 - Funding a bus stop on Slaughter Lane at the “donut” which was a 2-mile hole without service from either Cap Metro or CARTS with 5000 manufactured homes
 - Local community member shared info with Court and then worked on issues
 - Cap Metro – PI and marketing department provide materials and County distributes
 - The County partners with CARTS in Manor (which is in Cap Metro service area)
 - There are two neighborhoods outside of Cap Metro service area and the County worked with CARTS and Cap Metro on a pick-up service to get individuals to Cap Metro routes; CARTS operates the curb to curb area
 - By expanding services to these two neighborhoods – they area providing services to 1000 more individuals
 - Travis County cannot provide transit services b/c of liability (used to provide some services)
 - Work closely with Central Health to bridge the intersection between HHS and Transportation
- Who are your current customers/clients?
 - Customers are the 63% of the County that is unincorporated
- What services/routes are needed today that aren’t currently provided?
 - CARTS is not allowed to provide services to urbanized areas and there is a significant amount of urbanized areas that are outside of ETJs
 - Travis County is concerned about the western side of the County where there is density to provide services; also more rural areas seem resistance to government services – these communities do respond to faith based programs

- No one knows about CARTS in western Travis – no bus stops b/c pick up at house
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - No one can buy into Cap Metro (b/c local rates are max and harder to annex)
 - Medical needs – getting people to services
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Green Line could be a great solution and provide economic development – CTRMA could fund transit and move this forward – County wants the CTRMA to partner
 - Methodist Healthcare services has looked into getting vans to provide services specifically for the western side of the County
 - Capital Metro gives retired vans to nonprofit organizations however the vans were diesel and had maintenance issues; Michelle Meaux runs this program
 - The County Transit Development Plan Outlines potential solutions
- What else do you think we should know or consider for the Regional Transit Study?
 - County has \$221,422 federal funding for transit (60% for local match) so ended up being \$335,000 totaling around \$500,000 per year for transit
 - 2021 census will probably provide more access to more funding but will have more needs

Regional Transit Study

Office Hours

Location:	CAMPO Office	First name:	Marisabel
County:	Austin District	Last name:	Ramthun
Date:	9-19-19	Organization:	TxDOT
Time:	1 p.m.	Title:	

- What transit services does your organization currently provide?
 - TxDOT doesn't provide transit but TxDOT is always willing to partner with local partners for transit facilities
 - Bus pull outs
 - Can share or lease infrastructure
 - Oak Hill Parkway provides more access to park and rides
 - Have leased ROW to transit providers
 - Trying to work with Mobility 35 with transit for managed lanes

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - TxDOT cannot plan and operate transit per legislature but will continue to be open to working together
 - Barriers are just funding and TxDOT has to rely on partners to fund improvements
 - Based on the current policies local partnerships need to be started by the local transit entities

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - If this study can identify where the needs are, then TxDOT could consider these in their planning
 - TxDOT needs this to be a bigger statewide initiative to provide much more than what currently do

- What else do you think we should know or consider for the Regional Transit Study?
 - TxDOT has a PTN that could provide more information (public transit division) – Vanessa Owens is regional contact 512-486-5966

Regional Transit Study

Office Hours

Location:	Luling City Hall	First name:	Bill
County:	Caldwell	Last name:	Sala
Date:	9-19-19	Organization:	Luling Police Department
Time:	8:30 – 11:30 a.m.	Title:	Chief of Police

- What transit services does your organization currently provide?
 - CARTS is in the area, but their schedule is unusual, and users have to call ahead
- Who are your current customers/clients?
 - Would be a lot more users if the services were more convenient and people were aware of options
- What services/routes are needed today that aren't currently provided?
 - Huge need for connections to Lockhart
 - Administrative and legal needs – all county business operates out of Lockhart
 - Regular connections as well as on demand services would be helpful
 - Impaired drivers have no other options – need transportation to and from festivals, games and special events
 - No taxi services or regular TNCs
- Has your organization identified other customers/clients it would like to provide services to having no way back to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Funding issues are a barrier – lower density areas that don't have the services provided by uber, taxi, lyft, etc
 - Older populations, low income – need transportation to pick up prescriptions, groceries
 - No services in this area to provide grocery delivery
 - Patients at the hospital that have no way home, some coming out from Lockhart
 - Low income demographics with no transportation
 - People with legal issues must get to probation offices in Lockhart
 - Causes people to miss court dates and community service opportunities – creates a cycle
 - Service could be partnered with adult probation office to give more opportunities to fulfill legal obligations, improve outcomes
 - Watermelon Thump – people getting Ubers out to the festival but having no way back

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - 5-10 – reliable daily public transportation
 - On demand based on the hospital’s needs – regularly get called with needs for transportation from the hospital
 - Have people camped out at the hospital or wandering around until the police department has to pick them up
 - Public safety issue created by leaving patients without transportation
 - Demand would have to build up over time; compare to domestic violence issues where the department had to educate the public over generations
 - Might see some pushback from people who don’t trust that services exist
 - Educational component needed in Luling with Spanish and English service
 - Northwest part of town has households with no vehicle or shared vehicles, some segments that won’t be motivated regardless of what you do
 - Government housing – 4 housing projects, potentially more than 500 units; suggest talking through with housing authority
 - Many residents have out of town jobs, going to Seguin, Gonzales, Austin, Lockhart
 - Connecting commuters through vanpools – more opportunities for local employment in Luling could also be helpful
 - Served 200-400 with Blue Santa
 - Not much for kids to do; service taking kids from home to areas where there are recreational activities and other kids to play with

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - City is in the process of renovating City parks, having local recreation

- What else do you think we should know or consider for the Regional Transit Study?
 - Socioeconomic issues – reliable transportation could help break the cycle of poverty
 - Partnerships between different agencies to provide services

Regional Transit Study

Office Hours

Location:	Luling City Hall	First name:	John
County:	Luling	Last name:	Westbrook
Date:	9-19-19	Organization:	
Time:	8:30 - 11:30 a.m.	Title:	

- What transit services does your organization currently provide?
 - Going to the VA is available in Seguin, takes people out to San Antonio
 -
- Who are your current customers/clients?
- What services/routes are needed today that aren't currently provided?
 - Like to see services American Legion extended here
 - Nothing from Luling to Austin, except occasional carts
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Veterans – male and female, retirement town
 - ADA needs and mobility issues, wheelchair bound
 - Hospital emergency room, no trauma center
 - Low-income population – food bank in the area is a good size for this town, have to go to other areas to get fresh fruits and vegetables – limited access
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Changing demographics – get the ability to grow into a larger community still holding onto small town designation
 - Having people stuck in their home – electric wheelchairs
 - Meals on wheels service – housing authority (prepare everything at 800 milam, some sit and eat there)
 - Clinic size is limiting – staff
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Finances are the main limitation – all the funding
 - Like to see the churches expand more – First Baptist Church
- What else do you think we should know or consider for the Regional Transit Study?

- Central point for several areas that are coming together
 - Floodplain in the area, limiting abilities in the area
 - Luling has the ability to grow, lots of development along I-10, 183/10 areas
- ETJ in 3 different COGs, 2 counties, 2 different
 - 911 addressing, subdivision

Regional Transit Study

Office Hours

Location:	Luling	First name:	Mark
County:	Caldwell	Last name:	Mayo
Date:	9-19-19	Organization:	Luling
Time:	8:25 a.m.	Title:	City Manager

- What transit services does your organization currently provide?
 - None
 - Ambulance service

- Who are your current customers/clients?
 - Elderly, low-income population, high degree of poverty
 - Breakup across population is very divided – low-end housing to very expensive nice homes
 - Many commute for work
 - Oil workers
 - Two hospitals – Ascension; Warm Springs (rehab) – personnel who work there
 - Housing is very expensive

- What services/routes are needed today that aren't currently provided?
 - Low-income housing is spread out sporadically across both sides of the town; predominantly on the north side. African American and Hispanic population.
 - Some rely on CARTS, but primarily families or individuals helping people get around.
 - Transferring people to the hospitals with more robust services.
 - Elderly individuals who are homebound have trouble attending activities.

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Low-income limitations
 - Work as best as possible to provide services, but rely heavily on grant money
 - Struggle to even keep infrastructure for utilities

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Mainly for the elderly – needing transit options getting to medical services
 - Fearful that the hospitals may not last here. Ascension has a huge facility in Kyle and people are transferring.
 - One dentist
 - One General Practitioner
 - Example of caretaking for relatives which require significant assistance

- If we experience the growth that continues outside of Austin, the needs are going to continue to increase. I.e. One grocery store and one dollar general. People shop at the convenience store for groceries. HEB doesn't have a pharmacy here, but there is a local pharmacy. Others receive their medications from Walmart and Lockhart. Pharmacy doesn't provide delivery.
- There seems to be one taxi service that provides some transportation.
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Luling has a long-range plan was looking at how traffic moved through town, which addresses transportation; might need an update soon
 - Infrastructure needs are taking priority
 - Recommendations for the intersection at the train
- What else do you think we should know or consider for the Regional Transit Study?
 - One recommendation was for Hackberry to be redone. Putting out a bid now to TxDot from San Marcos to 90. Bid should go out in 2-3 weeks and should occur within a year.
 - o Mark is trying to turn it over to TxDOT
 - Biggest concern is elderly and low-income population; grocery store, medicine, and healthcare
 - 90% of folks work somewhere else and many have their own transportation
 - Even many of the hospital workers are not local.

Other contacts –

- Rudy Rudios and Philip helped the city put that together
- Dana Schultz – Bastrop area office
- M&S Engineering helped with Davis St. downtown
- Churches and ministerial groups which are providing assistance –
- John Wills – council member who is involved with First Baptist

Questions:

Regional Transit Study

Office Hours

Location:	Marble Falls City Hall	First name:	Rob
County:	Burnet	Last name:	Deviney
Date:	9-18-19	Organization:	City of Martindale
Time:	8:30 – 11:30 a.m.	Title:	Mayor

- What transit services does your organization currently provide?
 - City doesn't offer any, CARTs used to come out to the post office but hasn't seen it lately
 - Could put hard copies out at the post office
 - Took people out to downtown and to HEB

- Who are your current customers/clients?
 - Area not growing as much
 - Walton group has a large property that will be developed, within Martindale ETJ about 1500 residential units – about 3000 coming out to San Marcos
 - Cherryville 30,000 units – working on water treatment and expect to break ground within the next few years
 - Want to remain more of a housing community, less of the industry development
 - Transit needs of the growing community should be the focus
 - About 50% retirees currently, will eventually be younger working folks
 - Neighbors and families are stepping up now
 - Mayor Deviney will help get the word out when we have open houses and online survey

- What services/routes are needed today that aren't currently provided?
 - Not getting consistent usage – might not be the most cost-effective options
 - Outlet mall is a place that could be a helpful destination
 - Some employees
 - Getting out to Lockhart for recreation and for county business
 - Could look out vanpool program to connect people commuting
 - 142/80 – apartment complex, section 8 – lots of people who don't have vehicles, walking downtown for library and other services
 - About 1 mile walk

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - A lot of residents work out in San Marcos, Austin

- Financial barriers for providing services – prioritizing roadway improvements, low budget for the city
- Would residents use?
 - People use the carts service, but you have to catch the bus at the right time
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - A lot of bikers coming from out of town that have a need for AT connections coming out of San Marcos
 - Thinking through concrete bike paths that are flooded, etc
 - Interactions between cyclists/freight vehicles
 - Almost 90% of cottonseed Walton development are “starter homes” with families, etc
 - Martindale has about 20 acres that will be developed as a park, may be a need to get people to and from the park
 - Refer to Landa St Park in New Braunfels, what they’re doing works
 - Not as crowded in Martindale as New Braunfels, might
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Don’t have a long range plan or comp plan – want one before Mayor leaves office
 - RAS serving as Caldwell Co transportation plan
 - Set up meeting for Ashby to talk through needs
 - Talk through 150/Yarrington study as well
- What else do you think we should know or consider for the Regional Transit Study?
 - Services like CARTs – how do you get the land and pull together funds for infrastructure, etc
 - Make sure shelters are safe – should look at amenities
 -

Regional Transit Study

Office Hours

Location:	Luling	First name:	Barbara
County:	Caldwell	Last name:	Shelton
Date:	9-19-19	Organization:	Caldwell County Commissioner's Court - Works with Hoppie Haden
Time:	8:25 a.m.	Title:	Commissioner, Precinct Two CARTS Board member

- What transit services does your organization currently provide?
 - Currently CARTS is the only service
 - Limited because there are limitations of hours. For healthcare appointments

- Who are your current customers/clients?
 - Aging population have transit challenges.
 - See frequent CARTS services
 - More sporadic in terms of population groupings
 - Some residents are concerned about making a corridor for traffic because they don't want the city to lose its small identity
 - Currently a lot of train incidents in the last year. (2.4 Identified Issues in the Transit Study.)
 - Many residents drive to Austin or San Marcos or San Antonio (I-10) to get to work.
 - Not a lot of industry within the city that allows folks to work here.

- What services/routes are needed today that aren't currently provided?
 - Interested in a city bus line for Luling and Lockhart to get around
 - Potentially a radius outside of the city
 - Concerned that the bypass may take 15-20 years
 - Growth is outpacing the ability to respond

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - - The County has a grantwriter that can assist in securing some of the funding.
 - Households that are struggling where one parent uses a car and the other stays at home.

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Some kind of bus line that connects the rural areas
 - Gas company is potentially bringing some industry and jobs

- Luling isn't growing as fast as rest of area, but once the other cities fill up and become less affordable, the growth will continue here
- Improvement of the bypass will make a big difference but dislikes that it will take so long.
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - She is a new Commissioner, so to her knowledge there is not a plan
 - Nothing handed down from previous commissioner
 - City of Lockhart had a 2020 plan – wanting to straighten I-20.
 - Luling is part of your precinct (Precinct 2 – 46% of the county)
 -
- What else do you think we should know or consider for the Regional Transit Study?
 - Unsure about taxi service and Uber services here, but interested to know about private door to door services where there could be vouchers or credits
 - I like the idea of sidewalks, crossings and red lights to occur before option A. It will improve a lot, because right now it is dangerous – there is nothing there now.
 - Option A will be major improvement to pull the trucks outside of the (80 towards Luling)
 - Some of the roads have not been able to handle what happens traffic-wise (ie 86)
 - Concern about materials being able to handle the heat and vehicle traffic and weight. TxDOT materials might not be what they used to be in order to handle the transit.
 - Trucks coming out of 80 and turn right to 183, 5 of the trucks take up the entire road all the way to the railroad track. So residents end up stuck in central Luling amid trucks.
 - The cargo track runs ~50 times a day and is a main thoroughfare, so every time it is blocked, EMS cannot get from one side to another in the city; kids crossing railroad tracks; kids walking to school and stand and wait.
 - Events bring high volume of traffic and the city cannot keep pace.
 - She lives in McMann, tip end of Precinct 2, previously worked for a surveying company. For groceries, they have to travel to Walmart in Lockhart. Small HEB in Luling.
 - Real estate market is very hot and the prices have doubled. Taxes are lower.

Other contacts –

- **She will share the transit study information**
- **Luling just started a first Friday event – Main Street?**

Questions:

Regional Transit Study

Office Hours

Location:	Luling City Hall	First name:	Richard
County:	Luling	Last name:	Slaughter
Date:	9-19-19	Organization:	Luling EMS
Time:	8:30 - 11:30 a.m.	Title:	

- What transit services does your organization currently provide?
- Who are your current customers/clients?
- What services/routes are needed today that aren't currently provided?
 - Patients at the hospital, getting transportation back home – if EMS takes them they don't have return trip
 - Nursing homes will call EMS to find out if they can bring patients back, don't meet medical necessity
 - Can be up to weekly – a lot of patients use CARTs, but that only works during working hours
 - People who go to the ER instead of regular doctor because they don't have transportation
 - Happens a couple of times a month
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Various ages, includes elderly and medically fragile
 - See more from the government housing
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Sees these problems progressing, the way insurance is going
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
- What else do you think we should know or consider for the Regional Transit Study?
 - Taxis have been around, but they are very expensive
 - Could be helpful to have some sort of voucher system
 - After-hours transportation – ADA, wheelchair vans
 - County residents that are in the same boat – serve southern portion of the county

- Take people out to Kyle if they request, individual basis
 - Insurance will pay for the closest appropriate facility – advise them
- On demand service would help to serve the people he sees, local individuals might use a regular local
 - Getting to doctor with preventative care could help reduce the number

Regional Transit Study

Office Hours

Location:	San Marcos Activity Center	First name:	Abby
County:		Last name:	Gillfillan
Date:	09/19/2019	Organization:	City of San Marcos
Time:	2pm	Title:	Planning manager

- **What transit services does your organization currently provide?**
 - Becoming a provider within the municipality, transitioning currently
 - Unified system with Texas State
 -
- **Who are your current customers/clients?**
 - Serving residents, Students on CARTs System
 - Demographics: Lower-income community, young community
- **What services/routes are needed today that aren't currently provided?**
 - Longer and different hours, evenings and weekends
 - Retail workers typically work outside of 8-5pm
- **Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?**
 - Would like options for Texas state students to go home on the weekend with wifi, air conditioning – currently some busses do this and originate in San Marcos (ex. Megabus, Kerville?)
 - Downtown bus stop in Houston is unsafe.
- **What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?**
 - Rail- connection from San Antonio to Austin
 - Traveling on I-35, bigger workforce pool
- **Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?**
 - Transportation Master Plan- Goals towards modal shift- Bicycles
 - Amenities for transit hubs: bicycle storage and access, on and off easily
 - Pedestrian access to transit hubs, some are hard to access
- **What else do you think we should know or consider for the Regional Transit Study?**
 - A lot of support for a Rail by council members and community

Anyone else we should talk to?

- Texas State

Discussion of pedestrian Hybrid Beacons.

Questions asked:

Where does connect go?

Regional Transit Study

Office Hours

Location:	San Marcos	First name:	James & Diane
County:		Last name:	
Date:		Organization:	City of Niederwald
Time:		Title:	City Administrator & Councilmember

- What transit services does your organization currently provide?
 - Elderly residents using CARTs for medical services – more of a pickup service than a regular
- Who are your current customers/clients?
 - Had just upwards of 500 in 2000, looking at more than 2000 in the next few years
 - Don't have much in terms of businesses, a lot of people who work elsewhere
 - School services – have going to Hays CISD, Lockhart ISD
 - A lot of the earners are blue collar
 - Most lots are bigger in this area – .5 to 1 acre lots
- What services/routes are needed today that aren't currently provided?
 - Vanpool – could be difficult to consolidate some of those trips to different
 - Connection between Niederwald and Kyle for medical services might be helpful
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - A lot of LEP and immigrant communities
 - Some multigeneration families, mostly individual families
 - Getting message out about what services are available – City has a message board, can leave notices at the water company to get out with the water bills
 - Have to get notices in the right format out
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - More subdivisions coming
 - Most useful for this community would be a ridesharing or small passenger bus to shuttle people from a location within the Niederwald community and out to a transit center/distributor
 - Example of getting out to San Marcos, which has a robust bus system, or to Southpark Meadows where they can get onto CapMetro System
 - Can stop at truck stop around 21/183/130

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Working on updating master plan – seeing a lot of input about wanting to avoid recreational and commercial growth

- What else do you think we should know or consider for the Regional Transit Study?
 - Have a church in a central part of Niederwald that isn't be utilized, could potentially be used as a transit hub
 - Additional council members coming to Bastrop
 - County commissioners and staff
 - Water department – call the GoForth Water Company (Mario Tobias and Stephanie)
 - Need literature within the week to get out by National Night Out
 - Food assistance programs mostly taken on by churches, individual groups
 - Can get back to us about some of the information about EBT

TRANSPORTATION AMENITIES:

- Bus shelters, bike lockers, etc
- Mobility as a service app

Regional Transit Study

Office Hours

Location:	San Marcos	First name:	Ken & Jon
County:		Last name:	
Date:		Organization:	Buda
Time:		Title:	

- What transit services does your organization currently provide?
 - One local bus service for senior citizens – star
 - Purchased through CapMetro federal grant
 - Task force on aging – transit services are a concern
 - Aging populations moving into the area

- Who are your current customers/clients?
 - Average income level is fairly high; there are small groups that are below that level, but haven't gotten that information together yet
 - People coming from just outside into Buda
 - Have done some retail data
 - Coming into Buda for the shops and recreational activities

- What services/routes are needed today that aren't currently provided?
 - Service running from Buda back into the urban core
 - Originally looked at pickup near Cabela's and drop off into Southpark Meadows, where people can connect to CapMetro
 - Could also uckups on the west side of town
 - Circulator throughout Buda would be useful, as well as an on-demand service
 - Pickups with CARTs

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Only about 6% live and work in Buda, and about 90% commute elsewhere
 - Most heading into Austin
 - Aging population have a need for local service
 - Connections to shopping areas and for students going to Texas State

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - 10 years or so until something would be developed – piloting an on-demand small bus

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Comprehensive plan – want to encourage more corporate centers and corporate campuses,
 - How can you attract that type of development without
 - Not quite at critical mass for a fixed-route service – having a carpool and a vanpool
 - Small town – helps to grow if we have options

- What else do you think we should know or consider for the Regional Transit Study?
 - Thinking regionally for commuters, coming from Buda to Austin
 - Big proponents of rail
 - Also want to think as a small city – developing infrastructure
 - Needs to work with Kyle to come up with better
 - 1626/967 corridor – evaluating

Regional Transit Study

Office Hours

Location:		First name:	Pete
County:		Last name:	Binion
Date:	09/19/2019	Organization:	City of San Marcos
Time:	2:30pm	Title:	Transit Manager

- **What transit services does your organization currently provide?**
 - Use primarily CARTs
 - Runs every 30min to 1 hr
- **Who are your current customers/clients?**
 - Residents, students, faculty, visitors.
 - Residents pay a fare, faculty/students ride for free
 - Pair transit: 65+ and up and people with disabilities (12-13,000). Expanded limit to include more people. Hours: MF 7A-8P
 -
- **What services/routes are needed today that aren't currently provided?**
 - Would like more efficiency and more access to students.
 - CARTs and Bobcat are currently using the same arterials – would like to be more efficient and maybe move some services to other arterials.
- **Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?**
 -
- **What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?**
 - Would like an app that includes all services e.g. bike racks, scooters, ride shares, buses.
- **Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?**
 - 5yr Plan: Coordinated plan to integrate University and community services (Completed Late Feb, Early March).
 - Will not provide service gaps in unincorporated areas
 - Will expand hours and services
 - In 2016 university opened up Bobcat shuttle (67 hours of Service) to public for free- significant increase. Does not go to places that residents want to go and is mostly taking people from nearby apt complexes to campus.
 - Considering a fare free system to public to accommodate frequency of student ridership
 - Anticipates an increase in formula funding because population is expanding: 38,000 Students.

- After 2010 Census San Marcos went from Rural Status to Small Urban. The City is direct recipient starting Oct 1st. Interlocal agreement- CARTs will continue as service provider. 5 yr plan- inform the city on how to coordinate city's service with Texas State's service.
- Phase 2: 1 RFP for a service provider. City would purchase provider, school would pay city for those services. Would like everything on one app used by residents and university. RFP is for 90,000 hours of service
- **What else do you think we should know or consider for the Regional Transit Study?**
 - There is a high level of support from city council. Strong interest in moving people on modes of transportation other than SOV.
 - Contact Steven Herrera, knows about University transit service. Send SH Interview questions.

Other Questions:

Coordination on 1st Round of Outreach

Don't want to confuse residents: CAMPO will simplify public outreach. COSM will fwd information about outreach, will reach out to director if we can join the Quad event and to see if we need to fill out a form. Need staff for the 2nd.

Does CARTs currently do maintenance in San Marcos? No, maintenance is in Cedar Creek

Are there plans to keep CARTs facility in SM? Yes, the facility many uses besides CARTS

Why did the city decide to be direct recipient? City would like to have local control, fiduciary responsibility to residents, and make it better. After 2010 Census San Marcos went from Rural Status to Small Urban. The City is direct recipient starting Oct 1st. Interlocal agreement- CARTs will continue as service provider. 5 yr plan- inform the city on how to coordinate city's service with Texas State's service.

Have you all talked with City of Georgetown? Not yet.

Transportation Amenities List:

App that includes parking options for cartogo zip car, ride with via, bus services university and city, scooters, bike racks.

Regional Transit Study

Office Hours

Location:	Bastrop Public Library	First name:	Rick
County:	Bastrop	Last name:	Riel
Date:	9-19-19	Organization:	City of Niederwald
Time:	1:00 – 1:30 p.m.	Title:	Council Member

- What transit services does your organization currently provide?
 - Don't offer transit services in Niederwald but would like to see a service in the future
 - There is growth in Niederwald – evolving need for transportation support
 - Local VFW (Veteran) out of Kyle
 - Need for connections out of Niederwald to Kyle and Buda
 - Discussed emergency services
 - Ambulance out of Buda and Fire out of Niederwald
 - For medical services the community typically go to Kyle or Buda
- Who are your current customers/clients?
 - If there was service:
 - Lower income & mobile home communities
 - Elderly community
 - Not a lot of feedback from constituents
- What services/routes are needed today that aren't currently provided?
 - Greatest need/ priority for transportation to medical care
 - Discussed a fixed-route neighborhood service in the future and an on-demand service for the current population
 - For medical care – top priority and then groceries
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Barriers – cost effectiveness for a small group of individuals
 - If demand isn't there it won't be cost effective
 - Discussed cities monetary role in a transit service
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - In years to come – a shuttle service to Austin or San Marcos even Kyle and Buda
 - Potentially could have housing for students travelling to San Marcos
 - Shuttle – if there was a demand long term
 - Weekly or biweekly
 - Applicable to the people who are older and can't drive

- A large portion of people in Niederwald are working in Austin
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Currently working on a Master Plan
 - Haven't looked into transportation in depth because there hasn't been a demand for it
- What else do you think we should know or consider for the Regional Transit Study?
 - Discussed CAMPO's role in road improvements and bike lanes
 - Subdivision on SH 71

Regional Transit Study

Office Hours

Location:	Round Rock	First name:	Becky
County:	Williamson+	Last name:	Clark
Date:	9-20-19	Organization:	Arcil
Time:	8:30 – 11:30 a.m.	Title:	

- What transit services does your organization currently provide?
 - Works (in a grant) to assist seniors/disabled person to get passes (3 months)
 - o Every month they have to report what they use the passes for
 - o Work with the 7C grant
 - o In order to get the pass, they need to be disabled or a senior (don't need doc)
 - o Need goal of education/work/volunteer/medical
 - AERSOL in general
 - o Info and referral for any individuals
 - o Work with new adults
 - o Grant program for fixing
 - o Transition out of nursing home
 - o 30+ years
 - o Clients are largely educated by herself
- Who are your current customers/clients?
 - o See above
 - o Williamson, Travis, Bell,
 - o Disperse information via many organizations
 - o Most clients live with their families
 - o Students
- What services/routes are needed today that aren't currently provided?
 - o Big missing connections, complaining
 - o Time getting to their destinations
 - o Circulation
 - o Family typically fills the gaps
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - o Many gaps
 - o Issue in bus stop comfort
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - o Aging population is going to grow and it's going to continue to be an issue

- Family fills a lot of gaps
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Hope Esperanza is the director, she could have more information on larger long-term org goals
- What else do you think we should know or consider for the Regional Transit Study?
 - Pflugerville area gaps in service
 - So much one-to-one service, not as much circulation expansion
 - Leander needs more service
 - Contract ends with the fiscal year, could mean changes for ARCIL

Regional Transit Study

Office Hours

Location:	Round Rock Commons	First name:	Michelle
County:	Williamson	Last name:	Meaux
Date:	9-20-19	Organization:	CapMetro - OMM
Time:	8:30 - 11:30 a.m.	Title:	

- Pflugerville just cut their transit budget – did transit plan with CapMetro
 - Looked into commuter service and on-demand pickup, reevaluating pickup with half the budget
 - Looking at more partnership opportunities, perhaps inside of CapMetro service area
- Funding opportunities
 - CapMetro sharing 5307 funds – basis of service expansion program
 - Take the amount that CapMetro receives for Pflugerville as an urbanized area and offer it to them to provide services
 - Each project is different in terms of how they
 - Georgetown providing 5310 money
 - Have interlocal agreement with the City for the service
 - Contracting to CARTs through regional mobility agreement
 - Have a regional mobility agreement with CARTs, overarching agreement for the area
 - On 10th supplement for the area
 - About to start service in Hornsby Bend through partnership with Travis County
 - Contract with CARTs for areas that are within CapMetro service area but more of a CARTs service need
 - Manor – ridership grew from around 170 to upwards of 1000
- As areas like San Marcos grows, it gets to be too big for CARTs
 - Getting direct 5307, dealing with FTA, etc
 - If university combined with SanMo, they'd have to comply with federal funding guidelines --- they'd have to develop a fixed route
- Ken Hosen going to talk about how cities in Texas are using parts of local funds to grow their systems

- Starting process of reaching out to communities that will be incorporated into urbanized area
- What transit services does your organization currently provide?
 - CapMetro – regional transit provider in urbanized area
 - Fixed route, on demand, commuter service, train service, pickup service, paratransit
 - RideAustin didn't have ADA vehicles, which made it more difficult to coordinate
 - 5 pickup pilot zones – starting another in November, might grow over time
 - Medical center employees – pickup will take them to 803 at Kramer
 - Not removing any routes for next year
 - OMM – manages service outside of CapMetro service area within urbanized area
 - Funded with combination of 5307 and local funds – use interlocal agreements
 - Travis Co partnering for unincorporated areas
 - Service analysis done through transit development plan
 - Georgetown, Round Rock, Hutto, Buda, Travis County
 - Plan individualized service – Gtown already had on demand service, wanted to look into fixed route, came up with 4 fixed routes operated by CARTs
 - Round Rock more autonomy because they are direct recipients of FTA funds – working on 10 year transit master plan about 6 years ago, showed they were over capacity
 - Wanted seamless service, approached CapMetro about operating service – had a 5 year transit plan
 - MetroAccess and StarShuttle program coordinate to hand off paratransit
 - Access is more strict than StarShuttle on para requirements
 - Howard Station allows handoff
 - Operating Gtown and Round Rock services since 2017
 - Travis County – unincorporated areas where they have the need
 - Determined how to set aside funding for unincorporated, created different transit development plan that looked at small pockets throughout the County
 - TC has already subsidized a couple of routes – 237? To Community First Village
 - Expanded from 630 to 830
 - Partnered on Manor service area – pickup project in the neighborhoods that are within TC
 - Mostly getting around Manor, not as much connecting to commuter service
- On Demand service costs vs. fixed route/flex route?
 - Pickup service requires two vehicles, costs more than flex route
 - Require 15 minute pickups, so you have to have more vehicle hours
 - For a bigger zone, could extend to 30 minute pickup

- Cost per rider is going down because more people are using it over time
 - Michelle will provide information about Manor ridership, costs, etc
- CARTs is interested in trying this pickup service out in rural areas, using Manor as the reference
 - Look into Nelson Nygaard consultant who is helping with City of Cedar Park
- VanPool – out of service area program is expanding
 - STPMM funding to expand out of service area to out of service area vanpools (right now either one has to be within service area) still waiting on AFA
 - Ready to go when they get approval from grant group
 - Will cost riders the same as currently costs – subsidy is best for completely within service area, \$50 when one leg is out of service
 - Looking into other functionality beyond commuters – example, groups of seniors
 - **Michelle can provide information about out of service areas**
 - Killeen area (heading for Vet services)
 - San Antonio area
- Donut holes in service area – mostly in TC
 - Route 318 – 1.5 miles in unincorporated area
 - Stop needed near Idea school and River Ridge
 - Building stops right now, TC using TDP funds to pay
 - Hornsby Bend – 8 miles outside of service area
 - Want to connect to Springdale shopping center, HEB, community care clinic
 - Working with Central Health
 - Main focus is to connect with shopping center, so pickup wouldn't work – developing regular route in long AM/PM peaks
 - Call ahead day before
 - Calling feeder service – different than other types of service
 - Building in flexibility for heavy traffic and other needs
- Who are your current customers/clients?
 - OMM mostly addresses underserved – people who have left service area because of affordability
 - Eastern crescent area – working with Central Health to conduct outreach
 - Talked to folks at regularly scheduled Central Health
 - Using NexDoor, nonprofit partners, door-to-door mailers to get the word out about pilot program
- What services/routes are needed today that aren't currently provided?
 - Trip planning specialist takes calls from people who have issues getting services
 - Gathering information from callers
 - Most frequent request is Pflugerville
 - When there is no option for service, tries to connect with other services – United Way 211 received grant from transit empowerment fund
 - Partnered with Lyft, well versed with transit routes, getting more and more calls from eastern area – focused on access to food

- Potential to partner with meals on wheels, working with other entities
- Amy Price working at call center, need mobility manager one-time events,
- Reduced price vouchers to nonprofits – low income, some other criteria
 - Give passes at 25%, some for free depending on needs
 - Get over 1M rides a year, do microgrants for
 - 50k grants – looking at technology and any
- Transit Empowerment Fund, Central Health Transportation working group – CoA and nonprofits
 - **MM to forward**
- Buda and Kyle – working with Buda to get commuter route, transit plan identifies commuter route and demand response program
 - Developed Buda plan about 3 years ago, so small
- Hutto – recommended commuter service and expanding route along 79
- Cedar Park – get a ton of requests from Cedar Park
- Bastrop and Caldwell Counties – Bastrop, Lockhart
- Liberty Hill – changing so quickly
 - Dripping Springs, maybe all of TC?
- Congregant meals – Area agency on aging, Travis County
 - Thinking through the areas that may go to VIA instead of CapMetro
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - ILA and funding piece need to go
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - More of the on-demand service provided through transit agencies
 - Autonomous work
 - More frequency is how we are going to keep riders, being able to provide pickup service to get people outside of the service area to
 - Looking to funding to keep this going, who has sales tax revenue that is freed up over the course
 - Reevaluating what pots of funding are more
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
- What else do you think we should know or consider for the Regional Transit Study?
 - Ellen has all
 - Folks outside of CARTs and CapMetro areas aren't
 - TDP working group – smaller scale

- How do we make service work on a regional scale
- Project Connect getting approved

Regional Transit Study

Office Hours

First name: Ray
Last name: Miller
Organization: City of Georgetown
Title:

- What transit services does your organization currently provide?
 - ILA with CapMetro – operations with CARTs
 - Funding directly to CapMetro, could request FTA fund recipient
 - Staff to maintain would be difficult for direct FTA
 - Standard fixed route – 4 routes, M-Sat
 - Limited service time on Saturdays
 - Main Hub at public library
 - CARTs paratransit
 - CARTs interurban coach – service down I-35, infrequent
 - Transfer station on I-35 just N of Inner Loop
 - Routes determined through feasibility study, prior to Ray’s coming on board with City of Gtown (started in FY 2018, item on City Council)
- Who are your current customers/clients?
 - Demographics informed the routes – looked at transit dependent populations in the feasibility
 - Lower income
 - Agreement with Southwestern to provide free rides to students
 - Highest use stops – library, school, work, medical
- What services/routes are needed today that aren’t currently provided?
 - Not a common or consistent fare structure – way to collect fare
 - CARTs put out mobile app called HopThrough – might be using
 - Have gotten requests for senior transportation – routes don’t go into those areas
 - More senior multifamily coming in along Williams Drive
 - Further out on Williams Drive – past where the blue route currently goes
 - Transit working group – asked CARTs and CapMetro to look at incremental costs for expanding the red and the blue systems
 - Orange route going through lower income area is lowest use – only has one stop, long distance
 - Looking at smaller improvements, rather than starting out new routes
- Has your organization identified other customers/clients it would like to provide services to but currently doesn’t or can’t? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Talked about doing more transit analysis – survey of ridership
 - Accessibility to stops would help
 - Financial is main barrier, City Council wanted performance measures to
 - Total ridership for the year – assigned 40,000 for the first two year

- Went from on-demand straight to fixed route, Council would hesitate
 - Reliability and timing of routes are barrier for usage
 - Increase of development around Georgetown and increasing traffic – older population is a growing demographic
 - Sun City has 16,000 and is still growing
 - Access to Sun City from Blue Route, but collection of senior condos and senior housing, assisted living
 - Younger families and demographics would probably want to use the system if there were some changes
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Increase in persons who need more robust amenity
 - Infrastructure improvements – crossing I-35, additional shelters
 - Timing – biggest increase is when they got down to 30 minute headways
 - Expanding roadways for transit lanes – have a built out
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Working on a documented plan for making changes to the orange route, purple route
 - Purple route – medical complex that has made several requests in providing to them, hope to boost
 - Ray Miller – Presentation about changes to routes, presented on 9/13, City Council presentation for 9/24
- What else do you think we should know or consider for the Regional Transit Study?
 - What would help Georgetown in particular is an improved interurban system
 - Apps for fare collection
 - Survey for ridership – trip purpose
 - Social service provider – CARTs feels like their ridership is being cut out
 - Georgetown Health Foundation – funding for Circle of Care, Boys and Girls Club, Salvation Army
 - Lyft pilot program – ended in January, gave promo code for portion to be covered by city
 - Social services are hesitant for users on their clients – technology requirements, income requirements, ADA, seniors – hesitant to sharing information online
 - Talk about targeting riders who use public transit, setting up parameters to see if there's

Regional Transit Study

Office Hours

Location:	Round Rock	First name:	Serita
County:	Williamson	Last name:	Lacasse
Date:	9-19-19	Organization:	Senior Access
Time:	8:30 – 9:00 a.m.	Title:	Executive Director

- What transit services does your organization currently provide?
 - Senior Access – transit for seniors
 - Grocery store, appointments, etc.
 - Bastrop, Williamson, and Travis County
 - Just expanded to Manor July 1
 - Will probably expand to Taylor 2021 – long-range plan
 - Used to partner with Drive a Senior
 - Still work together – not officially officiated
 - 1653 clients serving in the area
 - RoundRock Pflugerville Hutto East Austin Manor
 - 3 vehicles
 - 15000 rides a year
 - St. David’s foundation funded two of their 14-passenger vans
 - Old 7-passenger Capital Metro bus (2006)
 - Michelle Meaux repurposed ride-share vans
 - Not diesel

- Who are your current customers/clients?
 - Seniors
 - Advertise in churches and medical facilities
 - 26th year – never have a shortage of clients
 - Service seniors that are still in your homes that have no other form of transportation
 - Vans to HEB and Walmart – fixed-routes
 - One-on-one rides by volunteers
 - One week notice because short of staff

- What services/routes are needed today that aren’t currently provided?
 - Friendly visits – socializing seniors
 - Grand adults – monthly fun activity at Pflugerville United Methodist Church
 - Baylor Scott & White providing presentation and food
 - Medical rides have decreased when seniors socialize more
 - In the process of developing a volunteer app – pilot in Jan 2020 (one to one rides)
 - Will do a press release – St. David’s Foundation helped fund it
 - Gap in rural areas (Pflugerville) – no transportation for people under 60
 - The City just got money

- Just cut CapMetro proposal in half
 - Round Rock has good transportation but it's not one-on-one (seniors)
 - Bus stops are too hot for seniors, can't carry groceries, etc.
 - Discussed gap in education
 - Have presentations at Grand Adult events
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Geographically expand, yes
 - Focus will continue with seniors
 - Don't take folks with wheel chairs – limiting
 - Can't take wheel chairs because older volunteers can't lift them into cars
 - Biggest gap is the wheel chair accessible lift
 - Round Rock provides a wheel chair van but its booked up
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Growth in the area
 - Seniors are the highest growing population in the area – need to keep up with the population
 - Growing awareness
 - Additional vehicles – maintenance, insurance
 - \$1000 a year for insurance now
 - Not every driver passes the test for insurance
 - Biggest need – something that's easier to insure
 - Finding competent drivers
 - What will happen with AV
 - 70-100 year olds have a harder time with technology
 - Hopefully seniors will be able to put in a ride – will be called Drive 2 Serve
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Expansion plan – studied Manor for a year – looked for needs, etc.
 - Starting in Taylor
 - Look at data trends – switch boundaries occasionally
 - Ex: switching Walmart locations – reassessing efficiency
 - Strategic plan with how to keep up with services
 - Took 80 clients to the movie
 - Volunteer paid for movie, faith and action let them borrow their van for the day
 - Want to work on partnering with other groups
 - Struggle with liability and insurance
- What else do you think we should know or consider for the Regional Transit Study?
 - Look at population that isn't served by anybody in rural areas – places CARTS doesn't serve

- Gaps in rural area
-

Regional Transit Study

Office Hours

Location:	Round Rock	First name:	Trey
County:	Travis	Last name:	Fletcher
Date:	9-20-19	Organization:	City of Pflugerville
Time:	8:30 - 11:30 a.m.	Title:	Asst. City Manager

- What transit services does your organization currently provide?
 - Connectivity to existing CapMetro service area within city of Austin
- Who are your current customers/clients?
 - Less of an income issue more an ability and age issue (as in younger than 65 struggles to qualify for many transportation services)
 - Rely a lot on friends/family, opportunity for faith-based community organizations to fill a gap
- What services/routes are needed today that aren't currently provided?
 - Public input open house for the TDP, hoping to have it adopted this fall
 - Hear a lot from the public anecdotally
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Revenue cap bill, GRF money is even more precious, meaning transit falls to lower in the list
 - Leaning a lot on non-profits like senior access
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Demand will grow, expectations will grow or start high as people are moving in
 - Want to go incrementally into transit, maybe start with an on-demand rather than fixed routes
 - Southern part of the community, multi-family areas could be a great place to start for the on-demand service area, connecting it to existing CapMetro
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Pflugerville TDP
 - Looking to federal grant money to fund the service
 - Service industry could potentially partner/inform

- What else do you think we should know or consider for the Regional Transit Study?
 - Master transportation plan for Pflugerville, TDP
 - Legacy paratransit customers that you have to pay for, such as when CapMetro left Pflugerville, started with 4 down to 1—what will happen to the space these orgs filled? Pflugerville doesn't have a solution for that
 - Property tax discussion? There is a policy discussion that can be had about not having a fractured transit service, there is an opportunity to levy a transit tax, spoke of regional leadership starting that discussion

Regional Transit Study

Office Hours

Location:	Round Rock	First name:	Dorothy
County:	Williamson	Last name:	Light
Date:	9-20-19	Organization:	Bluebonnet Trails
Time:	10:00 – 10:30 a.m.	Title:	Contracts

- What transit services does your organization currently provide?
 - Provide transportation
 - Group transport via vans
 - Individual transport provided by case managers via Bluebonnet vehicles
 - 53.10 grant through Capital Metro/ CAMPO to provide on-demand service
 - Discussed fixed routes based on need
 - High demand for those with physical and mental disabilities
 - Larger demand for those with mental health and substance abuse issues
 - Move them from crisis back into the community
 - Clients reach out and receive referrals
 - Intake process – they have to qualify for these services
 - Case managers develop a plan for individuals and transportation is a piece of the individualized plan
 - Bus-route in Round Rock and CARTS and local buses – go through those options first and then go to on-demand
 - If service is unable or disabilities require on-demand service

- Who are your current customers/clients?
 - Bluebonnet Trails provides integral care across 8 counties
 - Serve those with disabilities, Medicaid, that are uninsured, etc. from newborns to seniors
 - Help those in “crisis” adjust back
 - State supported health programs like ECI (youth and families)

- What services/routes are needed today that aren’t currently provided?
 - Gaps – after hours and evening service and weekends
 - Staff on call for on-demand call for crisis and transition from jail service
 - High-level of need and missing appointments because of transportation – need for individuals to recover
 - Bluebonnet is having to absorb costs of transportation and its not something they can sustain
 - Grant is just for CapMetro but work with TxDOT for other counties
 - Rural is challenging – hard to do group routes

- Would like to have more options for regular transportation – right now they are pulling staff from rehab facilities
 - Trying to fill that gap but absorbing cost and needs are increasing
 - Expense to cross county lines
 - Working with a private transportation vendor in Bastrop and Guadalupe county
 - Bubble – work similar to Lyft or Uber but wouldn't be open to the public
 - Level of training – drivers are first responders
 - Pilot was successful in Williamson county – right now there are in Burnet
 - Cost of on-demand is higher
 - Approval process if there' a need – want to make sure they can work with a local transport first because of cost
 - Right now trying to trim back amount of rides that they approve
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Transportation assistance with low-income families/ families that can't afford a car and individuals with special needs
 - Rural issue is challenging because those with disabilities that have a specialized need will have to travel long distance
 - Disability court hearing – it's Austin
 - Set goal to not have transportation as a barrier to services – 8 county goal
 - Costs have gone from \$5000 a month to \$2800 a month
 - In Williamson and Burnet – book 800/900 a month
 - Distribution of rides – more out of Williamson County (Cedar Park, Leander, Taylor)
 - Challenges with set schedule of local transport
 - Seguin has a local bus*
 - Tried working with a local cab service
 - RFPs of hiring our own shuttle
 - Looked at Taxi companies
 - Challenge – established providers charge additional out of network fees for rural areas
 - Bubble hires local first responders – no additional out of network fees
 - Funding sources for gaps – CapMetro and TxDOT (53.10 grant in rural areas)
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - One transportation plan across all counties
 - Urban goes through CapMetro/CAMPO
 - Rural goes through TxDOT

- Have to hire a Mobility Manager to manage transportation for clients and billing for Bubble, etc.
- If funding runs out they will provide transport for critical rides and on-demand will come out of the staff (case managers)
 - Not the most efficient use of staff time
- What else do you think we should know or consider for the Regional Transit Study?
 - Round Rock bus
 - Service to take people to their bus stops – not user friendly to those with a cognitive impairment
 - Pair process – need for user friendly support to stops
 - Bluebonnet – focus on health care but found need for transportation is so high and is critical is healing
 - Added a transportation feature to their electronic medical records
 - They can pull reports for rides
 - They can provide data in a way that they have never be able to before
 - HIPPA – but can show heat maps
 - Trying to work on group rides and things like that
- Joey Briggs – Mobility Manager
- Discussed technologies like telemedicine – provide those services at an increasing rate
 - Useful in some areas but not others
 - Good for checking-in
- Discussed mail-in pharmacy
 - Have an in-house pharmacy but don't deliver to the door now
 - Discount pharmacy in Round Rock and they can ship it out to all locations
- Demand for mental health in schools
 - Running into transportation issues to get them to a clinic after school
- Bubble – they use their own vehicles
 - Bluebonnet Trails will pick up those who need a wheelchair lift, etc.
- Discussed percentage of clients who need transportation assistance
- TxDOT funds Mobility managers position – 50%
- Ultimately have hit a need that has really opened up

Regional Transit Study

Office Hours

Location:	Round Rock Commons	First name:	Edna
County:	Williamson	Last name:	
Date:	9-20-19	Organization:	City of Round Rock
Time:	8:30 - 11:30 a.m.	Title:	

- What transit services does your organization currently provide?
 - Fixed route – contract to CapMetro (ILA), hourly service with CapMetro fares
 - Working well, Karen Leigh worked with CapMetro to set up service and develop fixed routes (going up to ACC, down to Howard)
 - Grant from CapMetro – originally providing service back and forth from Howard Station, eventually became fixed route within RR and expanded to connections into Austin
 - Commuter buses during AM/PM commuting hours
 - Currently working with them to look at frequency and time changes
 - CapMetro operates, but CoRR has to do the reporting
 - Howard station – hourly all day; tech ridge – 2 times morning and 2 times at night
 - Paratransit – contract with starshuttle (did RFP) – about 300 users, growing
 - Have separate ticketing system from the CapMetro – two fares
 - CARTs provided in the past, did the demand response– ended in 2017 when CoRR became urbanized
 - Transit center built in 2012 – has been helpful as park and ride, CARTs operates out of there
 - Connecting with MetroAccess – great service, but having difficulties with funding
 - Has been successful, insurance companies are referring people
 - Looking at 5310 money

- Who are your current customers/clients?
 - Edna has ridership numbers, will send to us
 - Medical areas, downtown commuters
 - Persons with disabilities
 - Variety of riders, a lot of younger people riding
 - Growing older population
 - Children have an age cutoff – need parents with them until they’re 12
 - Low income
 - Students at ACC (don’t provide service to Texas State)

- What services/routes are needed today that aren’t currently provided?
 - People will want to go up Mays

- Paratransit only serves certain areas, focused on functionality of accessing the bus and getting more aging populations that are interested
 - Lots of older people needing access to dialysis and back
 - Difficult when there are strict time schedules, various
 - Children with Autism – can be difficult because they don’t have caretakers once they arrive
- Has your organization identified other customers/clients it would like to provide services to but currently doesn’t or can’t? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Pflugerville people call sometimes to get service
 - Need more frequency and transfers, but not necessarily more routes
 - Trying to align transfers so people don’t wait at the transit center
 - Note: Connect ACC Tech Ridge with Dell Medical School?
 - Connections with facilities in other areas – would not be able to fund going outside of CoRR
- People coming in from rural on CARTs to transfer at CapMetro have to pay 2 fares
 - Georgetown to RR and Taylor to RR – interurban coach
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Elderly and disable population – paratransit doesn’t serve all of Round Rock, would need more resources to provide that
 - Difficulty with wheelchairs outside of paratransit area
 - Commuters growing
- Good value for what they’re paying to CapMetro? Seems positive
- Churches or nonprofits filling in gaps?
 - Drive a Senior – missing ADA accommodations
 - Could use partnerships with dialysis centers, etc
 - Senior living provide their own transit
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
- What else do you think we should know or consider for the Regional Transit Study?
 - Day to day: FTA tri-annual review coming up, public participation plan follows CAMPO, still have to do public outreach
 - One stop, handles transit
 - Counting fares, monthly reports, ADA certifications and interviews (hoping to work with Access to see where they can help), working with ARCIL to talk about WilCo or RR area summit
 - Area Agency on Aging – – Rebecca, Edna will send contact

- CARTs was funded, they pay \$2 for going to lunch
 - Do senior lunch and meals on wheels
- Medicaid pays for medical trips, Area Agency does lunch, federal dollars covers the rest – doesn't have to be ADA
 - Medicaid pulled out to create separate call center, only take calls for the medical trips
- Education will be big component, especially when CARTs no longer serves the area
- Ask TxDOT/TTI about census data – projecting out with roadmap

Follow up with Texas State to find oSMout if they're planning to connect campus in SanMo with RR

- Linda Charrington did study with university and C

Regional Transit Study

Office Hours

Location:	Bastrop Public Library	First name:	Julia
County:	Bastrop	Last name:	Cleary
Date:		Organization:	Bastrop County
Time:		Title:	Planner

- What transit services does your organization currently provide?
 - CARTS; put together a funding application to EPA for a last mile shuttle, pilot program for a year
 - Can't go on any roads faster than 45 mph
 - Too much dependence for it to be truly rural providing
 - Start Clean Fields (?) alliance, Clean Air Coalition
 - Municipal Bus in Bastrop is good (but needs to be expanded)
 - CARTS has been decently responsive (soup kitchen stop anecdote)
- Who are your current customers/clients?
 - Aging populations/disabilities, school kids to a point,
 - YMCA event that was transit related
- What services/routes are needed today that aren't currently provided?
 - Municipal bus only runs weekly (needs a backwards route too)
 - Concerns about the fact that a large amount of services have to be called ahead
 - Southwestern part of Bastrop county
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Tucker Hill population, and outer/unincorporated area needs to eventually be connected
 - Commuter population/more routes to Austin
 - Last mile connectivity of those commuter routes, not a large frequency of commuter routes
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Educating and advocating for the veteran population to
 - Obviously going to continue to grow so commuting traffic needs a relief
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?

- Bastrop County does not want to take the lead on any plans to connect
- Very much under the purview of CARTS
- CARTS REALLY needs to be put onto Google Maps/other Maps Services
- Outreach of CARTS is really needs to improve in order for people to use the service
- What else do you think we should know or consider for the Regional Transit Study?
 - Carpools and organized vanpools are most practical solution right now
 - School buses have a large role to play in the transit conversation
 - “School-pool” type of outreach, available on Commute Solutions (idea taken from DRCOG)
 - Megabus doesn’t stop at Bastrop, why? (maybe Flix bus)
 - CARTS seems to be limited by their funding in their perview

Regional Transit Study

Office Hours

Location:	Bastrop	First name:	Amy Miller and David Harrell
County:	Bastrop	Last name:	
Date:		Organization:	City of Elgin
Time:		Title:	Community Development Director and Planning Director

- What transit services does your organization currently provide?
 - CARTS primarily
 - Elgin drive-a-senior
 - Primary medical, age at home
- Who are your current customers/clients?
 - Working age populations are largely using current CARTS fixed routes
 - Some seniors using the CARTS paratransits
- What services/routes are needed today that aren't currently provided?
 - New commercial area to the south of town that will need
 - And eventually circulating
 - Large amount of people needing services as growth from Travis County in western Elgin
 - More routes and midday routes
 - Limited to the 3 CARTS routes in the morning
 - BRT line along 290 could help a lot
 - Outreach on current transit options within Elgin
 - Green-line?
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Largely families moving into the area, so a transit solution for that demographic is important
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - More immediate than 5 years, some kind of commute solution in the area that focuses on moving people from Elgin into Austin
 - 70% of people living in elgin are commuters
 - The jobs are not necessarily going to move into Elgin

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Comp plan was partially updated 16 original in 9
 - Some transportation information included
 - Alternative trails and transportation, connecting parts of the community,
 - Could be useful to analyze the hubs identified in this study in conjunction with where CARTS currently run

- What else do you think we should know or consider for the Regional Transit Study?
 - Heavy eastern development, eastern ETJ of Elgin, these areas trying to gain access into DT Austin
 - Short term focus of on increase of service in Elgin, particularly CARTS commuter service
 - Just getting an understanding of better functioning CARTS, and connections from CARTS service to CapMetro service
 - Funding limitations to the green line:
 - Council signed a charter (date unsure) that states money cannot be spent on rail until certain number of people are riding buses
 - Political leadership today is willing to move towards better transit
 - Don't have more sales tax to give to CapMetro
 - Funding option from regional level
 - Some kind of lobbying/legislature proposal for policy change
 - Leadership on a regional level to talk

Regional Transit Study

Office Hours

Location:	Bastrop Public Library	Name:	Derek Hay
County:	Bastrop	Name:	Scot Bunch
Date:	9-20-19	Organization:	Goldstar Transit and Bastrop ISD
Time:	1:15 – 1:45 p.m.	Title:	

- What transit services does your organization currently provide?
 - Gold Star Transit is the transportation provider for Bastrop ISD
 - Bastrop ISD – 7,000 students
 - Majority fixed stops and routes
 - 92 fixed routes
 - 135 employees
 - Pick up/drop off the younger children closer to their homes

- Who are your current customers/clients?
 - School districts – Bastrop ISD

- What services/routes are needed today that aren't currently provided?
 - Need McKinney routes
 - Discussed challenge of students in the system and coordinating their pickup/drop off locations which will frequently change
 - Will travel out of the district to pickup/ drop off these students
 - Discussed challenge of remoteness and lack of services in Bastrop

- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Barriers – safety risk of stopping on SH 71, FM 535, and FM 812
 - Heavy traffic between 3:30-4:00 p.m.
 - Access roads on SH 71 would improve safety
 - Risk of breaking down on roadways

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Discussed Bastrop ISD being one of the fastest growing districts in the state
 - Currently below 12,000 students
 - 450 square mile district
 - Buses start after 5 a.m. and end at 6 p.m.
 - Need to address rural barriers and lack of funding/ managing transportation budget
 - Need air-conditioned buses
 - Currently use windows, water, and preparation

- Need to add routes
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Currently work off of a contractual agreement with Goldstar Transit
 - Each year plan for the number of students we have
 - About 60-70% of kids ride the bus each year
- What else do you think we should know or consider for the Regional Transit Study?
 - Improved service to outlier communities and access to medical care and shopping
 - Community members work in Austin
 - Discussed a park-and-ride service to Austin
 - Discussed the poverty level in Bastrop

Regional Transit Study

Office Hours

Location:	Bastrop Public Library	First name:	Debbie
County:	Bastrop	Last name:	Bresette
Date:	9-19-19	Organization:	Bastrop County Cares
Time:	2:30 – 3:00 p.m.	Title:	Executive Director

- What transit services does your organization currently provide?
 - Bastrop County Cares – work with community members and non-profits
 - Use CARTS on-demand service for transportation to medical appointments and Drive a Senior
 - Occasionally use Uber and Lyft
 - Will coordinate rides through Medicaid – challenge that ride has to be medically necessary and users can’t bring their family members

- Who are your current customers/clients?
 - Focus on micro communities in unincorporated areas

- What services/routes are needed today that aren’t currently provided?
 - Telemedical services – challenge of broadband in rural communities
 - Some pharmacy delivery services
 - Discussed research study around Seniors with CAPCOG and St. David’s Foundation
 - Senior in Bastrop depend on Austin community care
 - Need routes to micro communities like Red Rock, Stoney Point, etc.
 - Possibly a vanpool/carpool service
 - Discussed model of identifying qualified drivers in the community and providing them a stipend to drive community members
 - Similar to a rideshare driver
 - See the need in unincorporated communities
 - Potential for Bubble – challenge of needing a pool of first responders
 - Potential to include veterans through the VA of VFW
 - Need for afterhours transportation

- Has your organization identified other customers/clients it would like to provide services to but currently doesn’t or can’t? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Barriers include innovation, money, and guidelines

- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Managing growth in the East

- Discussed a study on the growing population of young children and retirees
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Bastrop County Cares has partnered with Bastrop County
 - Meet on a monthly basis
 - Discussed the Episcopal Health Foundation study on transportation
- What else do you think we should know or consider for the Regional Transit Study?
 - Need for bicycle accommodations between towns

Regional Transit Study

Office Hours

Location:	Bastrop Public Library	First name:	Jackie
County:	Bastrop	Last name:	Trainer
Date:	9-20-19	Organization:	Bastrop ISD
Time:	2:00 – 2:30 p.m.	Title:	Transition Specialist

- What transit services does your organization currently provide?
 - Help graduating special education high school students transition to work
 - 4 teachers/job coaches
 - Program includes students from La Grande and Smithville ISD in addition to Bastrop
 - La Grange and Smithville provide a service – send them to Bastrop ISD – it costs between \$15,000 and \$20,000 per student
 - Mandated to support special education students until they’re 22 years old
 - Use short busses for pickup/drop off and three Chevy Suburbans
 - Work with CARTS
 - Discussed challenges for students with Autism and challenge of appointments filling up fast
- Who are your current customers/clients?
 - Graduating high school students with Autism
- What services/routes are needed today that aren’t currently provided?
 - Reliable pickup for students with jobs/ supported employment
 - There aren’t non-profits/ faith-based programs that have offered to step in
 - Dedicated route for kids in their program
 - Possibly through IEP/ FAPE
 - Discussed Texas A&M PATHS program – transportation to and from the airport
- Has your organization identified other customers/clients it would like to provide services to but currently doesn’t or can’t? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Training to transit driver so they’re prepared for program riders
 - Discussed benefits of the CARTS driver who take time to build relationship with students
 - Training for language/ vision impairments like a communication card
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Need curb to curb pickup/drop off

- Discussed model of a dedicated drivers similar to Uber – drivers that are dedicated to that population of students
 - An on-demand service
 - Need guidance for funding sourcing
- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - Currently no documented transit plan for students in the program
 - Outside of the school, they can't provide additional service
 - Discussed improved coordination with transit providers
- What else do you think we should know or consider for the Regional Transit Study?
 - Need to consider reliable pick up times, additional flexibility for those with disabilities, and training with students and transit providers to build relationships
 - Discussed goal to keep students in the community
 - Need consistent transportation to sustain a work schedule
 - There are also day habilitations in Bastrop
 - Drivers need to be aware of variability of needs
 - Most of the needs are local circulation to destinations close to town
 - Currently many rely on family members

Regional Transit Study

Office Hours

Location:		First name:	Jennifer
County:		Last name:	Bills
Date:		Organization:	City of Bastrop
Time:		Title:	

- What transit services does your organization currently provide?
 - CARTs country
 - Fixed routes at regular intervals
 - Route his downtown, crosses river, goes to HEB/Home depot, medical ancillary in stuff on frontage road
 - Adding stops downtown, covered shelter
 - Art Institute moving to Bastrop – getting help for students going from home to class
 - Redevelopment plan – demand for new stops, shelters
 - Near Hunters Crossing – have to walk a good ways to get there
 - Residential housing separate from the main road
 - Have an internal circulator – thinking about adding a second one – interjurisdictional
- Who are your current customers/clients?
 - People who don't have cars, lower income, elderly disabled
 - Low numbers
- What services/routes are needed today that aren't currently provided?
 - Transit out to the airport
- Has your organization identified other customers/clients it would like to provide services to but currently doesn't or can't? If so, who are those customers/clients? What are the barriers to being able to provide services?
 - Art Center is one
 - Barriers -- Funding, density patterns
 - CARTs has to get on and off of the frontage road, especially crossing the river you have to get onto 71
 - Focus of the city is to provide parallel facilities, which will make it easier for transit vehicles
- What does your organization see as the biggest transit needs in the next 5 years, 10 years, and 25 years?
 - Offering more routes to get around in a timely fashion

- Does your organization have a plan to address these needs? If so, is that a documented, adopted plan? Is that plan financially feasible from current revenue sources, or will funding potentially be needed from CAMPO and other sources? If not, what are the challenges to documenting such a plan?
 - No documented plan, just been talking about potential options, especially when art institute comes this way
 - Expect increased density with new zoning plan – gridding out the city so all developments have to follow grid structure
 - Have to get code amendment if they don't want to follow the code
 - Being mindful of walkability
 - No parking requirements in new form base code – looking at flex parking, pervious cover parking
 - Impervious cover maximums might dictate
 - Seeing empty parking lots at Burleson Heights Shopping Center
 - Drainage/flooding issues exacerbate flooding issues
 - 5 zoning categories – rural, rural res, residential, mixed use, commercial
 - Goes to Council for adoption late October
 - State of Texas requires 2 hearings for zoning changes
 - Individual codes may dictate more or less readings
 - Minimum existing lots are 7k sqft – need more density to pay for sidewalk, waterline, related infrastructure

- CARTs planning – looking at ridership data, work with local governments to identify routes, looking at reasonable locations for stops
 - Lyle Nelson on City Council, Dave Marsh resident of Bastrop – work with City Manager

- What else do you think we should know or consider for the Regional Transit Study?
 - Where would people want to go if they could?
 - Could see younger demographics moving into the area who might want to get out to Austin for night life, CODA for special events
 - 2 new apartments – one south of 71
 - One is lower income - LIHTC
 - New phase of senior apartments
 - Requirement and encouragement in new code to have a transit stop
 - Interaction between private and public – have to do a public frontage plan every time you do a new development, anticipate needs for sidewalks, transit, etc
 - City council has policy to be authentically Bastrop, geographically sensitive, and economically sustainable

Appendix C.

Survey 1 & 2 Responses

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 08, 2019 10:46:49 PM
Last Modified: Tuesday, October 08, 2019 10:50:05 PM
Time Spent: 00:03:16
IP Address: 67.198.58.5

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78702

Q3 In what zip code do you work or travel to often?

78702

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Never

Capital Metro Services

A few times a week

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Carpool/Vanpool

Never

Bicycle

Daily

Walking

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Difficulty getting to and from stops/stations,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area,
Other (please explain):
it's America (and Texas at that), everything about our transit needs improvement lol.

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Rail along I-35

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Statewide rail

Q10 What else do you think we should know or consider for the Regional Transit Study?

Think big

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

Respondent skipped this question

Q16 What is your gender?

Respondent skipped this question

Q17 What is your race? Please select all that apply.

Respondent skipped this question

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Bee cave area

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#2

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:09:15 PM
Last Modified: Wednesday, October 09, 2019 12:20:11 PM
Time Spent: 00:10:56
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

AUSTIN

Q4 How many days a week do you travel to this zip code? **0**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Never
Carpool/Vanpool
Never
Bicycle
Never
Walking
Daily

Regional Transit Study Survey

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Other (please explain):

None stop putting bus stops where not needed it brings criminals to safe blocks

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other (please explain):

we do not need

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

None this is all smoke and mirrors people use cars people who walk ARE STUPID they are sucking up car fumes

Q9 What do you see as the biggest transit needs in the long term (25 years)?

you people waste \$ for buses no one uses

Q10 What else do you think we should know or consider for the Regional Transit Study?

STOP spending money

STOP projects which ruin quality of LIFE

Im sick of road projects and runoff to river

Page 4

Q11 How did you hear about this survey?

Respondent skipped this question

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Sick of CAMPO politics

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender? **Prefer not to answer**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#3

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:28:33 PM
Last Modified: Wednesday, October 09, 2019 12:37:18 PM
Time Spent: 00:08:45
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **Respondent skipped this question**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Never

Capital Metro Services

A few times a month

CARTS Services

A few times a week

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Carpool/Vanpool

Never

Bicycle

A few times a year

Walking

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Lack of benches, sunshades, and other amenities,
Other (please explain):
No physical info on routes and times of stops

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

more stops
more info on routes at stops
more busses
times need to be extended

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Need to expand into weekends and run later into the night

Q10 What else do you think we should know or consider for the Regional Transit Study?

more drivers familiarized with there route
consider how many people ride the Bus for work more busses running till night time will help people who use the bus sometime you cant get off before 8pm.

Page 4

Q11 How did you hear about this survey?

Public Meeting,
Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Acual talk to people on busses your drivers talk to passenger of the bus more than anyone get them to spread the word on transit improvement

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Julia Garcia

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

18-24

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

Hispanic/Latinx

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:37:25 PM
Last Modified: Wednesday, October 09, 2019 12:40:03 PM
Time Spent: 00:02:37
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78150

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a year

Carpool/Vanpool

Never

Bicycle

A few times a year

Walking

A few times a month

Regional Transit Study Survey

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**No service in my area,
Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Respondent skipped this question

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

inter urban connectivity - high speed

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Transitioning to autonomous vehicles

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#5

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:40:10 PM
Last Modified: Wednesday, October 09, 2019 12:47:28 PM
Time Spent: 00:07:18
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78132

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,

Other (please explain):

Have less than five miles at odd times

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More direct routes with fewer transfers,

Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Medical, Park & Rides, Major hubs w/ freeway access

Q9 What do you see as the biggest transit needs in the long term (25 years)?

HOV lane between Austin and San Antonio

Q10 What else do you think we should know or consider for the Regional Transit Study?

More routes in rural to bring in to central hubs

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Be more receptive to the medical needs in The rural areas(smaller vehicle) working on personal needs. Maybe have to work and bill to government assistance programs for cost coverage. Drivers assigned to certain area for coverage.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

Respondent skipped this question

Q16 What is your gender?

Respondent skipped this question

Q17 What is your race? Please select all that apply.

Respondent skipped this question

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

rural

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#6

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:50:30 PM
Last Modified: Wednesday, October 09, 2019 12:53:54 PM
Time Spent: 00:03:24
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78745

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - A few times a year**
 - CARTS Services
 - A few times a year**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - Never**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - A few times a year**
 - Walking
 - Daily**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Difficulty getting to and from stops/stations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Commuter Rail from San Antonio to Dallas
Improved frequency bus service -San Marcos

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Commuter Rail from San Antonio to Dallas

Q10 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 4

Q11 How did you hear about this survey? **Other (please specify):**
cosm staff

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **1. Very Unsatisfied**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

San Antonio to San Marcos

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#7

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:53:58 PM
Last Modified: Wednesday, October 09, 2019 1:01:07 PM
Time Spent: 00:07:09
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
A few times a month
 - Bicycle
A few times a month
 - Walking
A few times a week
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Public Education! w/ less carts, we'll have more space on the roads. We'll have less congestion, more room for bikes, and more equity.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

To enable bus perks that make ppl want to take the bus more and cars less.[But only lanes, free riders, and tax breaks]
We also need cities built for public transit and bikes/wheels/pedestrians and NOT ONLY FOR CARS

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Jeaux**

Email: 

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **18-24**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **Other**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Major grocery stores and local business hubs(the square)

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 09, 2019 4:42:44 PM
Last Modified: Wednesday, October 09, 2019 4:49:02 PM
Time Spent: 00:06:17
IP Address: 172.58.109.35

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78615

Q4 How many days a week do you travel to this zip code? **1**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a week
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Never
Carpool/Vanpool
Never
Bicycle
Daily
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Expanded service area,
Other (please explain):
intercity service

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

An increase in service parrel shift to electric vehicles. Congestion pricing for personal automobiles.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Disincentives for personal automobile use.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Lower speed limits and an increase in bike infrastructure in parallel with Transit.

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Elgin, Coupland, Taylor, Wimberly

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 10, 2019 11:53:42 AM
Last Modified: Thursday, October 10, 2019 11:59:43 AM
Time Spent: 00:06:00
IP Address: 74.192.140.175

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78628

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a year

Carpool/Vanpool

Never

Bicycle

A few times a week

Walking

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**Lack of routes to and from relevant destinations,
Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Eastern Williamson County

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Eastern Williamson County

Q10 What else do you think we should know or consider for the Regional Transit Study?

Williamson County Corridor E

Page 4

Q11 How did you hear about this survey?

Other (please specify):
Williamson County Sun

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Georgetown West of I35

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 10, 2019 1:57:48 PM
Last Modified: Thursday, October 10, 2019 2:07:56 PM
Time Spent: 00:10:08
IP Address: 71.78.41.58

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78735

Q3 In what zip code do you work or travel to often?

78612

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - A few times a year**
 - CARTS Services
 - A few times a year**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - A few times a year**
 - Carpool/Vanpool
 - A few times a week**
 - Bicycle
 - Never**
 - Walking
 - A few times a year**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,
Lack of routes to and from relevant destinations,
Infrequent or irregular service

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Additional stops on existing routes

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

The ability to add adequate service for our fast growing region.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

The ability to add adequate service for our fast growing region.

Q10 What else do you think we should know or consider for the Regional Transit Study?

There is a lack of park-n-ride lots throughout the region with ransit service.

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 11, 2019 12:13:09 PM
Last Modified: Friday, October 11, 2019 12:17:33 PM
Time Spent: 00:04:24
IP Address: 136.49.251.152

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78757

Q3 In what zip code do you work or travel to often?

78705

Q4 How many days a week do you travel to this zip code? **4**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - A few times a month**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - A few times a month**
 - Carpool/Vanpool
 - A few times a month**
 - Bicycle
 - Never**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

- Infrequent or irregular service,**
- Length of transit trips ,**
- Lack of benches, sunshades, and other amenities**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
More direct routes with fewer transfers,
Additional stops on existing routes,
Additional amenities such as benches and sunshades at transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

education on current routes and options for rural transit, followed by an increase in service

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Solutions for aging population, sprawl of population as the region becomes less and less affordable

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Respondent skipped this question

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 11, 2019 2:15:20 PM
Last Modified: Friday, October 11, 2019 2:20:20 PM
Time Spent: 00:04:59
IP Address: 204.65.38.6

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

Never

Carpool/Vanpool

A few times a year

Bicycle

Never

Walking

Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Length of transit trips**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More direct routes with fewer transfers**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Traffic light timing to keep traffic flowing

Q9 What do you see as the biggest transit needs in the long term (25 years)?

More lane on the major arteries.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Eliminate intersections on major roadways. Direct cross traffic to turn right, and go to a crossover to turn around.

Page 4

Q11 How did you hear about this survey? **Public Meeting**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **4. Somewhat Satisfied**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **45-54**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 9:34:11 AM
Last Modified: Monday, October 14, 2019 11:34:18 AM
Time Spent: 02:00:07
IP Address: 66.90.149.119

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78752

Q3 In what zip code do you work or travel to often?

78705

Q4 How many days a week do you travel to this zip code? **1**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
A few times a year
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
A few times a year
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Infrequent or irregular service,
Length of transit trips ,
Lack of benches, sunshades, and other amenities,
Other (please explain):
Transit route is not direct

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Additional amenities such as benches and sunshades at transit stops
,
Other (please explain):
More direct routes; transfers are o.k.

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

High capacity transit in urban areas, especially in Austin.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Improved transit in urban areas, that reaches more people and is frequent.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Land use and transit are inter-connected. In order for transit to be efficient, it must serve dense areas. CAMPO should focus on serving centers and corridors with high ridership.

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

2. Somewhat Unsatisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

The email says an online survey will be available at a future date. You should send the email once the online survey is ready, because people don't save their emails until a future date. The survey should include more detailed questions about the priorities of the plan.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Susan Pantell**
Email: 

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **Prefer not to answer**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? **Respondent skipped this question**

Q32 ¿Cuál es su género? **Respondent skipped this question**

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 10

Q34 Expanded service area to: **Respondent skipped this question**

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 1:14:26 PM
Last Modified: Monday, October 14, 2019 1:20:18 PM
Time Spent: 00:05:51
IP Address: 47.220.171.152

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78628

Q3 In what zip code do you work or travel to often?

78633

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
 - Carpool/Vanpool
Never
 - Bicycle
Daily
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Train to Austin, San Antonio. Bicycle Routes from one city to another. Rails to trails where possible.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Same as above...

Q10 What else do you think we should know or consider for the Regional Transit Study?

Bike infrastructure is needed in Georgetown with coordination of other towns.

Page 4

Q11 How did you hear about this survey? **News**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **4. Somewhat Satisfied**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **Other**

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Austin

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 3:22:23 PM
Last Modified: Monday, October 14, 2019 3:26:07 PM
Time Spent: 00:03:43
IP Address: 172.243.217.253

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78657

Q3 In what zip code do you work or travel to often?

78654

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Never
Carpool/Vanpool
Never
Bicycle
Never
Walking
Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,

Length of transit trips ,

Other (please explain):

Would bike more often if the roads weren't so dangerous

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Respondent skipped this question

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Widen/improve SH 71

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Charging stations for EVs

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

News

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

65-74

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 7:11:11 PM
Last Modified: Monday, October 14, 2019 7:15:11 PM
Time Spent: 00:03:59
IP Address: 66.90.148.240

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78751

Q3 In what zip code do you work or travel to often?

78705

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
A few times a month
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Length of transit trips

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other (please explain):
Faster service

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Light Rail down Lamar and Guadalupe

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Built out light rail in Austin to make it possible to not use a car

Q10 What else do you think we should know or consider for the Regional Transit Study?

Climate change. Induced demand that happens when widening highways.

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Isaac Garcia

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **25-34**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 7:10:05 PM
Last Modified: Monday, October 14, 2019 7:16:59 PM
Time Spent: 00:06:54
IP Address: 72.48.76.160

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78756

Q3 In what zip code do you work or travel to often?

78704

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - A few times a month**
 - Capital Metro Services
 - A few times a week**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - Never**
 - Carpool/Vanpool
 - A few times a year**
 - Bicycle
 - Daily**
 - Walking
 - A few times a month**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Length of transit trips ,

Other (please explain):

We need dedicated transit lanes so they are faster than traffic

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other (please explain):

Dedicated transit lanes

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Dedicated transit lanes to allow/accommodating growth outside of downtown and allowing rapid mass transit to the suburban neighborhoods

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Climate change

Q10 What else do you think we should know or consider for the Regional Transit Study?

Climate change

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Do more of this

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Brian

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **25-34**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 7:25:11 PM
Last Modified: Monday, October 14, 2019 7:29:23 PM
Time Spent: 00:04:11
IP Address: 70.124.145.83

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78758

Q3 In what zip code do you work or travel to often?

78759

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

A few times a year

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Carpool/Vanpool

Never

Bicycle

A few times a month

Walking

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Light rail in Austin, commuter rail to Round Rock/Georgetown

Q9 What do you see as the biggest transit needs in the long term (25 years)?

High speed rail along interstate 35 corridor

Q10 What else do you think we should know or consider for the Regional Transit Study?

Light rail > bus rapid transit on major corridors.

Page 4

Q11 How did you hear about this survey? **Social Media**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **2. Somewhat Unsatisfied**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Hunter Hanson**

Email: 

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **25-34**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Arboretum area

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 7:12:54 PM
Last Modified: Monday, October 14, 2019 7:31:27 PM
Time Spent: 00:18:33
IP Address: 70.112.76.71

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78757

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a week
Capital Metro Services
Daily
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
Carpool/Vanpool
Never
Bicycle
A few times a week
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Additional amenities such as benches and sunshades at transit stops

,
Other (please explain):

sidewalks and protected bike lanes to get to and from transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

More frequent service. Passed an 803 stop last Saturday at 9:30pm where the wait times posted were 32 and 36 minutes. No way to read that but that CapMetro/City of Austin don't care if people drink and drive

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Investment in capacity. Right now people who have a choice do not ride because it takes two hours to get anywhere and they value their time. If we haven't solved that problem in 25 years, climate change will have almost certainly already killed us all or at least made Austin unliveably hot. Hopefully the problem in 25 years is how to change BRT lines into LRT, or if we need to grade-separate LRT so we can run more trains

Q10 What else do you think we should know or consider for the Regional Transit Study?

Commuter rail is a good thing, but it's only useful if a solid, frequent network of buses are supporting it as well. Part of the reason that the Red Line is so terrible is that it goes basically nowhere useful between like Leander and Plaza Saltillo (which changing thanks to development at Highland) and transfers are such a hassle. E.g., compare the circulator in North Austin that hits the Kramer stop with the Red Line timetable. If the train runs on time, people have to wait forty minutes for a bus to come. Who is that useful for?

For any of that to work, it's absolutely critical for the city to have dedicated bus lane, btw.

Lastly, under no circumstances should any Austin highways be expanded until CapMetro have more money than they know what to do with, every sidewalk has been built, and every street has a protected bike lane. Expanding highways is climate denial and is killing the city financially. Anyone who affirms those projects should hang their heads in shame.

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

I don't believe that public involvement from TxDOT happens in good faith full stop. I'm filling this out because it's a Monday night and I've nothing better to do. But it would take a sea change for me to think that anyone at TxDOT took seriously the opinions of the public.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Loren Burr

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 7:24:14 PM
Last Modified: Monday, October 14, 2019 7:34:18 PM
Time Spent: 00:10:04
IP Address: 52.119.101.4

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78738

Q3 In what zip code do you work or travel to often?

78735

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - Never**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - A few times a year**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - Never**
 - Walking
 - A few times a month**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,
Infrequent or irregular service,
Difficulty getting to and from stops/stations

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Additional amenities such as benches and sunshades at transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

A system of light rail down the most populated corridors,

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Two more lines of regional rail with TOD around the stations out the growing exurbs. MoKan up to Round Rock, Pflugerville, and Georgetown. And a corridor south to Buda, Kyle, San Marcos

Q10 What else do you think we should know or consider for the Regional Transit Study?

It's absolutely imperative that any stations for any type of service have increased density and development around them

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **18-24**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? **Respondent skipped this question**

Q32 ¿Cuál es su género? **Respondent skipped this question**

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 10

Q34 Expanded service area to: **Respondent skipped this question**

Page 11

Q35 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 9:04:53 PM
Last Modified: Monday, October 14, 2019 9:09:55 PM
Time Spent: 00:05:02
IP Address: 70.114.211.138

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78757

Q3 In what zip code do you work or travel to often?

78746

Q4 How many days a week do you travel to this zip code? **6**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a month
 - Capital Metro Services
A few times a year
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
 - Carpool/Vanpool
Never
 - Bicycle
Daily
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**No service in my area,
Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Light rail

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Light rail plus active transportation like cycling, scooters, walking

Q10 What else do you think we should know or consider for the Regional Transit Study?

Install light rail then more light rail and then some trains for longer trips.

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

No

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Andrew Smith

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

45-54

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 9:05:04 PM
Last Modified: Monday, October 14, 2019 9:14:00 PM
Time Spent: 00:08:56
IP Address: 173.174.119.172

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78757

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - A few times a month**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - A few times a year**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - A few times a year**
 - Walking
 - A few times a week**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Difficulty getting to and from stops/stations,
Length of transit trips ,
Lack of benches, sunshades, and other amenities,
Other (please explain):
Bus crowded during rush hour

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Urban rail, Intercity rail, connectivity to Major population and work centers, including ABIA

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Urban rail, Intercity rail, connectivity to Major population and work centers, including ABIA

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: Sean Avitt

Email: [REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? 25-34

Q16 What is your gender? Male

Q17 What is your race? Please select all that apply. White

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 9:20:45 PM
Last Modified: Monday, October 14, 2019 9:32:49 PM
Time Spent: 00:12:03
IP Address: 71.40.89.10

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78705

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
A few times a month
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a month
 - Carpool/Vanpool
A few times a month
 - Bicycle
Daily
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips ,
Lack of benches, sunshades, and other amenities,
Other (please explain):
Buses are BUMPY

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area,
Other (please explain):
Needs to have dedicated pathway so it's at least as fast as driving

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Speed and capacity. Everyone should live a couple blocks from a transit stop

Q9 What do you see as the biggest transit needs in the long term (25 years)?

It needs to be at such a scale that it is a better alternative than driving. Should not have to own a car to live in Austin with dignity and freedom.

Q10 What else do you think we should know or consider for the Regional Transit Study?

It should be bold. We need to think big. We can't afford more infrastructure for personal automobiles. The people of Texas should not have to buy a car and pay Exxon every time they want to leave the house. Kids deserve freedom of movement too.

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Victor

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

18-24

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

East and West Austin, not just b/w Lamar and I35

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 14, 2019 10:10:20 PM
Last Modified: Monday, October 14, 2019 10:15:52 PM
Time Spent: 00:05:31
IP Address: 136.49.42.240

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78704

Q3 In what zip code do you work or travel to often?

78712

Q4 How many days a week do you travel to this zip code? **3**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
A few times a week
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a month
 - Carpool/Vanpool
Never
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
More direct routes with fewer transfers,
Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Reliable light rail through major corridors and to the airport.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Extensive light rail network. Expand I-35 and bury it beneath downtown (from Lady Bird Lake until Airport Blvd).

Q10 What else do you think we should know or consider for the Regional Transit Study?

Better transit, particularly light rail, will be more attractive to more people than the current bus system is.

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 15, 2019 8:03:33 AM
Last Modified: Tuesday, October 15, 2019 8:09:26 AM
Time Spent: 00:05:53
IP Address: 172.58.67.217

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78745

Q3 In what zip code do you work or travel to often?

78702

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
- A few times a month**
- Capital Metro Services
- Daily**
- CARTS Services
- Never**
- Ridehailing Service (Taxi, Uber/Lyft)
- A few times a year**
- Carpool/Vanpool
- A few times a year**
- Bicycle
- A few times a year**
- Walking
- Daily**

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Length of transit trips**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Other options to get to transit stops and centers
(shuttles, shared bicycles/scooters, etc.)**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Dedicated transit lanes

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Dedicated transit lanes serving cities across the metro: Bastrop, Kyle, Georgetown, San Marcos, etc.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Sources of funding from the entire region. For example: ride hailing fees, toll collections, congestion pricing, city/county govt tax collections.

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

This survey is biased because it lists reasons people AREN'T using transit without asking why they ARE using transit.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Lonny Stern

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

35-44

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 15, 2019 8:55:38 AM
Last Modified: Tuesday, October 15, 2019 9:03:46 AM
Time Spent: 00:08:07
IP Address: 4.15.43.98

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78727

Q3 In what zip code do you work or travel to often?

78681

Q4 How many days a week do you travel to this zip code? **4**

Q5 How often do you use the following transportation modes?

Bicycle

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations, Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,

Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)

,

More direct routes with fewer transfers,

Additional stops on existing routes,

Additional amenities such as benches and sunshades at transit stops

,

Expanded service area,

Other (please explain):

Get rid of single family zoning and incentivize density. This will help make transit possible.

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Take car lanes away to provide space for light rail on Guadalupe/Lamar. Stop wasting money on the red line and get rid of all parking minimums and SF zoning.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

As density increases, add more frequency so that no one has to use a timetable.

Q10 What else do you think we should know or consider for the Regional Transit Study?

We need to STOP subsidizing car driving and put ALL resources into transit and active transit.

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Stop subsidizing cars. We have to move to transit and active transportation. We cannot keep adding lanes. Induced Demand is real.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Parmer / Mopac intersection has NO transit (other and 12 which only runs early and late)

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 15, 2019 12:15:34 PM
Last Modified: Tuesday, October 15, 2019 12:19:23 PM
Time Spent: 00:03:48
IP Address: 204.14.236.150

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78757

Q3 In what zip code do you work or travel to often?

78757

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a month
Capital Metro Services
A few times a month
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
Carpool/Vanpool
Never
Bicycle
Daily
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**Infrequent or irregular service,
Length of transit trips ,
Lack of benches, sunshades, and other amenities**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Additional amenities such as benches and sunshades at transit stops**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

We need to move away from fossil fuels immediately, so we need electric buses. Climate change is making it difficult for many to wait for a bus--we need shaded and/or air conditioned stops (if there is infrequent service) to ensure people are comfortable and safe.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Same as above. Also, commuter rail to major centers (like Round Rock downtown, etc).

Q10 What else do you think we should know or consider for the Regional Transit Study?

Safe and accessible sidewalks near stops are critical for transit success

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#28

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 12:46:44 PM
Last Modified: Tuesday, October 15, 2019 12:51:33 PM
Time Spent: 00:04:48
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78621

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
Daily
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
Never
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of benches, sunshades, and other amenities**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Additional amenities such as benches and sunshades at transit stops**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Respondent skipped this question

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Respondent skipped this question

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Flyer

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

Hispanic/Latinx

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#29

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 12:51:41 PM
Last Modified: Tuesday, October 15, 2019 12:54:52 PM
Time Spent: 00:03:11
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78723

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **No service in my area**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More direct routes with fewer transfers**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

- busses
 - metro
 - subway
 - train
-

Q9 What do you see as the biggest transit needs in the long term (25 years)?

same as above

Q10 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 4

Q11 How did you hear about this survey? **Respondent skipped this question**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Linda Benita**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#30

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 12:55:03 PM
Last Modified: Tuesday, October 15, 2019 12:58:10 PM
Time Spent: 00:03:07
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

Round Rock

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a week
Bicycle
A few times a week
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Bus lines from Elgin to Austin, Round Rock and surrounding cities

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Bus lines to help with congestion

Q10 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 4

Q11 How did you hear about this survey?

Other (please specify):
walk up

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Elgin to Round Rock

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#31

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 12:58:20 PM
Last Modified: Tuesday, October 15, 2019 1:01:53 PM
Time Spent: 00:03:33
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78723

Q4 How many days a week do you travel to this zip code? **3**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
Daily
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
Never
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More direct routes with fewer transfers,
Additional stops on existing routes**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

more express lanes, I <3 H, less paid reader

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Respondent skipped this question

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Other (please specify):
Sip, Shop, Stroll

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

Black

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#32

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:01:59 PM
Last Modified: Tuesday, October 15, 2019 1:03:56 PM
Time Spent: 00:01:57
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78653

Q3 In what zip code do you work or travel to often?

78705/78621

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
Daily
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **No service in my area**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**Additional stops on existing routes,
Additional amenities such as benches and sunshades at transit stops**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

routes to & from Austin

Q9 What do you see as the biggest transit needs in the long term (25 years)?

more routes to Austin

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Respondent skipped this question

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

no

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

35-44

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

Black

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#33

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:04:01 PM
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Time Spent: 00:02:20
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78621/78756

Q4 How many days a week do you travel to this zip code? **Respondent skipped this question**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Never
Carpool/Vanpool
Never
Bicycle
Never
Walking
Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Length of transit trips ,
Other (please explain):
clean & timing

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

a train to airport to downtown

Q9 What do you see as the biggest transit needs in the long term (25 years)?

a train system

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Respondent skipped this question

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

Respondent skipped this question

Q16 What is your gender?

Respondent skipped this question

Q17 What is your race? Please select all that apply. **Respondent skipped this question**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

airport

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#34

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:06:24 PM
Last Modified: Tuesday, October 15, 2019 1:08:46 PM
Time Spent: 00:02:22
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **3**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - Never**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - Never**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - A few times a week**
 - Walking
 - A few times a week**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

more frequent service

Q9 What do you see as the biggest transit needs in the long term (25 years)?

expedience

Q10 What else do you think we should know or consider for the Regional Transit Study?

happy hours-bar cars

Page 4

Q11 How did you hear about this survey? **Public Meeting**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

not currently

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

78621

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#35

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:18:56 PM
Last Modified: Tuesday, October 15, 2019 1:25:57 PM
Time Spent: 00:07:00
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

Austin area for doctors visits by car

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
- Capital Metro Services
Never
- CARTS Services
Never
- Ridehailing Service (Taxi, Uber/Lyft)
Never
- Carpool/Vanpool
Never
- Bicycle
Never
- Walking
A few times a month

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Expansion of toll road past Elgin, growing through Manor, TX Possible rail services (will not see in my lifetime)

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Added rail services from Elgin to station in Austin to get to other transfer points - Problem for Dr. visits will take all day from Elgin

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Other (please specify):
Chamber offices in Elgin

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

James McCutchov

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

75+

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Elgin

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#36

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:26:01 PM
Last Modified: Tuesday, October 15, 2019 1:35:22 PM
Time Spent: 00:09:21
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78602

Q3 In what zip code do you work or travel to often?

78602

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - Never**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - Never**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - Never**
 - Walking
 - Never**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**No service in my area,
Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

high speed rail from Downtown Austin through Austin Bergstrom then to carts facility (20 miles from ARPT) or even to Downtown Bastrop

Q9 What do you see as the biggest transit needs in the long term (25 years)?

More constant and reliable mass transit from large cities to rural surrounding counties

Q10 What else do you think we should know or consider for the Regional Transit Study?

consider a strategic transportation concept supported by an inter local (rural) concept

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Lets get auto & truck traffic down to manageable levels on our highways and make getting to work more enjoyable

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

65-74

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

subdivisions

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#37

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:35:30 PM
Last Modified: Tuesday, October 15, 2019 1:38:17 PM
Time Spent: 00:02:47
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78650

Q3 In what zip code do you work or travel to often?

78713

Q4 How many days a week do you travel to this zip code? **1**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a month
 - Capital Metro Services
A few times a month
 - CARTS Services
A few times a month
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
Never
-

Regional Transit Study Survey

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**No service in my area,
Lack of routes to and from relevant destinations,
Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

more transit

Q9 What do you see as the biggest transit needs in the long term (25 years)?

more transit

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

Respondent skipped this question

Q16 What is your gender? Respondent skipped this question

Q17 What is your race? Please select all that apply. Respondent skipped this question

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

McDade

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 16, 2019 7:14:49 AM
Last Modified: Wednesday, October 16, 2019 7:17:08 AM
Time Spent: 00:02:18
IP Address: 65.36.81.20

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78702

Q3 In what zip code do you work or travel to often?

78602

Q4 How many days a week do you travel to this zip code? **1**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a year
Capital Metro Services
A few times a week
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Daily
Carpool/Vanpool
Never
Bicycle
Daily
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Trains

Q9 What do you see as the biggest transit needs in the long term (25 years)?

More trains

Q10 What else do you think we should know or consider for the Regional Transit Study?

Adding more European style regional rail service

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **25-34**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 16, 2019 2:43:36 PM
Last Modified: Wednesday, October 16, 2019 2:54:37 PM
Time Spent: 00:11:01
IP Address: 208.180.13.251

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78628

Q3 In what zip code do you work or travel to often?

78626

Q4 How many days a week do you travel to this zip code? **6**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **No service in my area**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Larger service area to include Eastview High School, apartments on Williams Dr and Sun City SW clinic

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Again larger service areas

Q10 What else do you think we should know or consider for the Regional Transit Study?

Services to accommodate students getting to and from school and to afternoon work locations.

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

2. Somewhat Unsatisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Virginia Wade

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

45-54

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Eastview High School area

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 16, 2019 3:05:10 PM
Last Modified: Wednesday, October 16, 2019 3:57:10 PM
Time Spent: 00:52:00
IP Address: 107.77.220.199

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78602

Q3 In what zip code do you work or travel to often?

78602

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
Never
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
A few times a month
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Other (please explain):**
No personal need

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)

,

Additional stops on existing routes

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

More buses

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Much larger transit system

Q10 What else do you think we should know or consider for the Regional Transit Study?

Not sure

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Great program

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

35-44

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 16, 2019 5:02:49 PM
Last Modified: Wednesday, October 16, 2019 5:10:08 PM
Time Spent: 00:07:18
IP Address: 107.77.222.155

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78602

Q3 In what zip code do you work or travel to often?

Austin

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a week
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Never
Carpool/Vanpool
Never
Bicycle
Never
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,
Lack of routes to and from relevant destinations

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Additional stops on existing routes,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

High speed rail to Austin from smithville

Q9 What do you see as the biggest transit needs in the long term (25 years)?

High speed rail along 71 corridor with stops at Smithville Bastrop cedar creek airport Austin

Q10 What else do you think we should know or consider for the Regional Transit Study?

At risk populations

Page 4

Q11 How did you hear about this survey?

Friends or Family,
Other (please specify):
Julia from Bastrop County

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Bring in panel of local stakeholders to "give a face" to transportation barriers in their communities

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Jo Egitto

Email:



Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Bastrop Giddings la grange

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#42

COMPLETE

Collector: Web Link 4 (Web Link)
Started: Thursday, October 17, 2019 9:05:23 AM
Last Modified: Thursday, October 17, 2019 9:12:03 AM
Time Spent: 00:06:40
IP Address: 165.231.210.188

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78654

Q3 In what zip code do you work or travel to often?

78611

Q4 How many days a week do you travel to this zip code? **4**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - Never**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - A few times a year**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - Never**
 - Walking
 - Never**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More frequent service**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)? **Respondent skipped this question**

Q9 What do you see as the biggest transit needs in the long term (25 years)? **Respondent skipped this question**

Q10 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 4

Q11 How did you hear about this survey? **Public Meeting**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, October 17, 2019 11:19:24 AM
Last Modified: Thursday, October 17, 2019 11:56:17 AM
Time Spent: 00:36:53
IP Address: 74.192.166.24

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78626

Q3 In what zip code do you work or travel to often?

78703, 78749

Q4 How many days a week do you travel to this zip code? **1**

Q5 How often do you use the following transportation modes?

Personal Vehicle
A few times a week
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
A few times a month
Carpool/Vanpool
Never
Bicycle
Never
Walking
Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Difficulty getting to and from stops/stations,

Other (please explain):

No public transit goes where I need to go when I need to go there.

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Expanded service area,

Other (please explain):

Public transport should try to adapt itself to people's actual situations, rather than emulating some model derived from different situations. In cities where mass transit works, it's because there are masses of people living vertically. We don't have the density or lifestyle for that model. So why aren't we subsidizing some sort of taxi model instead of huge empty buses or trains that don't hook up with other trains (or even go to the airport)? The emergence of Uber and Lyft should tell planners what works for people.)

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Improving on what we've already got. Flashing left turn arrows, synchronized timing of lights, time limits for red lights, U-turn capability a bit downstream vs. left turn capability to minimize red lights, good, clear signage, perhaps traffic circles. But NO flowerbeds sticking out into the street! People see this as the traffic planners trying to discourage cars and make us use public transit instead. It doesn't work because the public transit doesn't work. It's not convenient or affordable. Try making deals with Uber, Lyft, or trade the buses to big cities in return for city fleet of cars.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

I think it will be the same as our current transit needs, cubed.

Q10 What else do you think we should know or consider for the Regional Transit Study?

All I can offer is what I can see needing correction, as above. Our assumption is that the planners never have to drive in all adverse conditions -- rush hour, rain, etc. in the areas they've designed on their computers using CAD programs, so they don't care. Maybe they live in Dubai or something and just send in their design based on what the computer says to do. Many times we've wondered, why didn't they put a little right turn lane there? Why didn't they put a sign farther back telling me I'm in a left only lane? Why am I sitting at a red left arrow when there's no oncoming traffic? Why am I sitting at a red light for 2 minutes at 3 a.m.? Why did I just get through a green light only to be stopped by a red the next couple of blocks? And many more...

Page 4

Regional Transit Study Survey

Q11 How did you hear about this survey?

Other (please specify):

Georgetown Neighborhood Alliance meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

I'm not sure whether the outreach /publicity is deficient or whether it just hasn't been on my radar. I'm sure more or different publicity could help.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

ann seaman

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

Prefer not to answer

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

Respondent skipped this question

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? **Respondent skipped this question**

Q32 ¿Cuál es su género? **Respondent skipped this question**

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#44

COMPLETE

Collector: Web Link 4 (Web Link)
Started: Wednesday, October 16, 2019 12:30:25 PM
Last Modified: Thursday, October 17, 2019 12:30:45 PM
Time Spent: Over a day
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78626

Q3 In what zip code do you work or travel to often?

78681

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a year

Carpool/Vanpool

Never

Bicycle

Never

Walking

Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,

Other (please explain):

GoGeo doesn't go anywhere I want to go- I would have to drive to a station, so I just drive - Also no connection between GT & RR

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Connecting Georgetown with Round Rock + Austin, providing rapid transit options such as BRT or Rail Service Integration with microtransit

Q9 What do you see as the biggest transit needs in the long term (25 years)?

see comment #7

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Tim Grimes

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Georgetown

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#45

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:13:48 PM
Last Modified: Thursday, October 17, 2019 1:13:59 PM
Time Spent: Over a day
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78621

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Bicycle

A few times a week

Walking

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**Lack of routes to and from relevant destinations,
Infrequent or irregular service,**

Other (please explain):

We need a way to carry bikes and get off the metro in Austin, Taylor & Bastrop

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)

,

More direct routes with fewer transfers,

Additional amenities such as benches and sunshades at transit stops

,

Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Senior rides to doctors, grocery, sight seeing

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Drive less cars, fast trains to Houston (To connect airport) Dallas (to museums) San Antonio!!

Q10 What else do you think we should know or consider for the Regional Transit Study?

Regular service, frequently w/ connection to movies, entertainment, restaurants

Page 4

Q11 How did you hear about this survey?

Other (please specify):

outreach

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? Respondent skipped this question

Q16 What is your gender? Respondent skipped this question

Q17 What is your race? Please select all that apply. Respondent skipped this question

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Bastrop, Taylor, Austin

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#46

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Tuesday, October 15, 2019 1:08:57 PM
Last Modified: Thursday, October 17, 2019 1:16:28 PM
Time Spent: Over a day
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **6**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

Never

Carpool/Vanpool

Never

Bicycle

Never

Walking

Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Length of transit trips**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
More direct routes with fewer transfers,
Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Metro/ light rail - All routes from Elgin to Austin & vice versa are a clogged nightmare at rush hours.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Same as above. The problem will only get worse

Q10 What else do you think we should know or consider for the Regional Transit Study?

Outside of more, wider roads and more routes other than 290 - I think a metro rail system would do the most good.

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Mainstreet

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#47

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Thursday, October 17, 2019 1:34:44 PM
Last Modified: Thursday, October 17, 2019 1:36:09 PM
Time Spent: 00:01:24
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78654

Q3 In what zip code do you work or travel to often?

78611

Q4 How many days a week do you travel to this zip code? **4**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
Daily
 - Capital Metro Services
Never
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
 - Carpool/Vanpool
Never
 - Bicycle
Never
 - Walking
Never
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More frequent service**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)? **Respondent skipped this question**

Q9 What do you see as the biggest transit needs in the long term (25 years)? **Respondent skipped this question**

Q10 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 4

Q11 How did you hear about this survey? **Public Meeting**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#48

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:20:16 PM
Last Modified: Thursday, October 17, 2019 1:47:06 PM
Time Spent: Over a week
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

CARTS Services

A few times a week

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Bicycle

A few times a week

Walking

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,

Infrequent or irregular service,

Lack of benches, sunshades, and other amenities,

Other (please explain):

TEXAS NEEDS GRAINS CONNECTING MAJOR CITIES!! It is time for Texas to unseat calis economy

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,

Additional amenities such as benches and sunshades at transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Trains running through Austin as a Metro Transit and trains connecting major cities. Early in the morning and late at night. We need transit readily available similar to Germany.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

High speed trains running through state, SA to Amarillo. SA to Corpus, Dallas to Houston

Q10 What else do you think we should know or consider for the Regional Transit Study?

Texas is growing into a economic powerhouse it needs to provide services to the people without transportation so they can be more involved in their communities and have access to more job and school opportunities

Page 4

Q11 How did you hear about this survey?

Other (please specify):

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

1. Very Unsatisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

SA needs transit too!

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Email:



Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **18-24**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **Other**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#49

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, October 09, 2019 12:47:35 PM
Last Modified: Thursday, October 17, 2019 1:52:31 PM
Time Spent: Over a week
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Walking

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **No service in my area, Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Additional stops on existing routes**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Rts that run later & on weekends

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Rts to Austin & SA with smaller community connections

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Public Meeting,
Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#50

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 18, 2019 4:44:50 AM
Last Modified: Friday, October 18, 2019 4:47:42 AM
Time Spent: 00:02:51
IP Address: 47.183.82.118

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78628

Q3 In what zip code do you work or travel to often?

78626

Q4 How many days a week do you travel to this zip code? **6**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a year

Carpool/Vanpool

Never

Bicycle

Never

Walking

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,
Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Additional stops on existing routes,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Convincing city council that Georgetown needs public transit.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Convincing City Council that Georgetown needs public transit.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **Prefer not to answer**

Q16 What is your gender? **Prefer not to answer**

Q17 What is your race? Please select all that apply. **Other**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Sun City and other areas of Georgetown

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, October 19, 2019 2:44:37 PM
Last Modified: Saturday, October 19, 2019 2:57:17 PM
Time Spent: 00:12:39
IP Address: 108.248.87.229

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78751

Q3 In what zip code do you work or travel to often?

78705

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

A few times a week

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Carpool/Vanpool

Never

Bicycle

Never

Walking

A few times a year

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops
,
Other (please explain):
Rail

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Rail (both within Austin and throughout the region)
Expanded rapid services

Q9 What do you see as the biggest transit needs in the long term (25 years)?

More rail

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Social Media

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, October 19, 2019 6:46:51 PM
Last Modified: Saturday, October 19, 2019 6:57:36 PM
Time Spent: 00:10:44
IP Address: 24.55.1.229

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78613

Q3 In what zip code do you work or travel to often?

78628

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
A few times a month
Carpool/Vanpool
Never
Bicycle
A few times a month
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

increased population traveling the same routes causing increasingly long and more frequent traffic jams and congestion.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

added public transportation in a variety of formats and times.

Q10 What else do you think we should know or consider for the Regional Transit Study?

consider adding a separate lane or additional road for commercial trucks and 18 wheelers.

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

better/more community outreach

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

georgetown, texas

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, October 19, 2019 7:02:28 PM
Last Modified: Saturday, October 19, 2019 7:06:25 PM
Time Spent: 00:03:56
IP Address: 24.55.1.229

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78613

Q3 In what zip code do you work or travel to often?

78613

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
 - Daily**
 - Capital Metro Services
 - Never**
 - CARTS Services
 - Never**
 - Ridehailing Service (Taxi, Uber/Lyft)
 - A few times a year**
 - Carpool/Vanpool
 - Never**
 - Bicycle
 - A few times a week**
 - Walking
 - A few times a week**
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More frequent service**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Light rail

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Light rail

Q10 What else do you think we should know or consider for the Regional Transit Study?

Over crowding of I35

Page 4

Q11 How did you hear about this survey? **Email**

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 25, 2019 7:48:52 AM
Last Modified: Friday, October 25, 2019 7:56:44 AM
Time Spent: 00:07:51
IP Address: 70.103.56.50

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78626

Q3 In what zip code do you work or travel to often?

78626

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

A few times a month

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Carpool/Vanpool

Never

Bicycle

Never

Walking

A few times a month

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,
Lack of routes to and from relevant destinations,
Difficulty getting to and from stops/stations

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
Additional stops on existing routes,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Expanded routes for people with disabilities

Q9 What do you see as the biggest transit needs in the long term (25 years)?

More routes to account for growth.

Q10 What else do you think we should know or consider for the Regional Transit Study?

People with disabilities and there ability to work in the community.

Page 4

Q11 How did you hear about this survey?

Other (please specify):
School district

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Collaboration with the easter seals to help plan to help people with disabilities.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

East Georgetown

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, October 25, 2019 8:12:32 AM
Last Modified: Friday, October 25, 2019 8:22:53 AM
Time Spent: 00:10:21
IP Address: 208.180.13.254

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78665

Q3 In what zip code do you work or travel to often?

78626

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

A few times a week

CARTS Services

A few times a year

Ridehailing Service (Taxi, Uber/Lyft)

Never

Carpool/Vanpool

A few times a year

Bicycle

Never

Walking

Never

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Lack of benches, sunshades, and other amenities**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

To work with people with disabilities and allow students with disabilities in high school and 18+ to use the transit services for free to learn. Partner with the school. It is a great opportunity for students to learn the system and processes so that they may become more independent and use it in their lives as they transition into independent living and adulthood.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

More bus routes, better amenities (shade, benches, accommodations for disabilities)

Q10 What else do you think we should know or consider for the Regional Transit Study?

I am a teacher for 18 to 22 year olds with disabilities. I am wanting to use the transportation to teach my students how to use public transportation. This will allow them to get to places independently and they will continue to use these services even after they have exited the program. We even have students that currently use the transportation to get to the library and the rec center.

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Partnership with schools so that students with disabilities can learn how to use the public transportation.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Corey Graef

Email:



Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **25-34**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#56

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, October 28, 2019 11:32:50 AM
Last Modified: Monday, October 28, 2019 11:50:11 AM
Time Spent: 00:17:20
IP Address: 162.89.0.57

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78676

Q3 In what zip code do you work or travel to often?

78704

Q4 How many days a week do you travel to this zip code? **4**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily
Capital Metro Services
Never
CARTS Services
Never
Ridehailing Service (Taxi, Uber/Lyft)
Never
Carpool/Vanpool
A few times a week
Bicycle
Never
Walking
Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

No service in my area,
Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Difficulty getting to and from stops/stations,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
More direct routes with fewer transfers,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Affordable, reliable options for people in communities surrounding Austin.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Affordable, reliable options for people to travel in between communities surrounding Austin.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Female**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? Respondent skipped this question

Q32 ¿Cuál es su género? Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. Respondent skipped this question

Page 10

Q34 Expanded service area to:

Wimberley, Dripping Springs, Driftwood

Page 11

Q35 Ampliación del área de servicio para llegar a Respondent skipped this question

#57

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 08, 2019 11:09:00 AM
Last Modified: Friday, November 01, 2019 10:25:49 AM
Time Spent: Over a week
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live? **Respondent skipped this question**

Q3 In what zip code do you work or travel to often? **Respondent skipped this question**

Q4 How many days a week do you travel to this zip code? **Respondent skipped this question**

Q5 How often do you use the following transportation modes? **Respondent skipped this question**

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Respondent skipped this question**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **Respondent skipped this question**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)? **Respondent skipped this question**

Q9 What do you see as the biggest transit needs in the long term (25 years)? **Respondent skipped this question**

Q10 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 4

Q11 How did you hear about this survey? Respondent skipped this question

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. Respondent skipped this question

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? Respondent skipped this question

Q16 What is your gender? Respondent skipped this question

Q17 What is your race? Please select all that apply. Respondent skipped this question

Page 6

Q18 ¿En cuál código postal vive usted? Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 04, 2019 10:20:07 AM
Last Modified: Monday, November 04, 2019 10:25:53 AM
Time Spent: 00:05:46
IP Address: 216.188.226.27

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78703

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Capital Metro Services

A few times a month

CARTS Services

A few times a month

Ridehailing Service (Taxi, Uber/Lyft)

A few times a year

Carpool/Vanpool

Daily

Bicycle

Daily

Walking

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Length of transit trips

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other (please explain):
Regional rail

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Regional rail connecting Austin to San Antonio; dedicated transit right-of-way; safe and connected pedestrian and bike infrastructure.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Regional rail connecting Austin to San Antonio; dedicated transit right-of-way; safe and connected pedestrian and bike infrastructure.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Regional rail is a must.

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Private corporate interests should not be a part of this conversation, nor should personal interests that seek to maintain the status quo. Bold moves and leadership are required to actually take steps to improve air quality, improve quality of life, improve public health, reduce c02 emissions, preserve natural lands, etc. We all know what to do, so we beg that CAMPO take steps to actually lead in regional transit solutions that prioritize public and active transit.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 05, 2019 12:17:52 PM
Last Modified: Tuesday, November 05, 2019 12:25:54 PM
Time Spent: 00:08:02
IP Address: 24.153.182.163

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78641

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a month
 - Capital Metro Services
Daily
 - CARTS Services
Never
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a month
 - Carpool/Vanpool
Never
 - Bicycle
A few times a month
 - Walking
Daily
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

- More frequent service,**
- Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)**
- ,
- Additional stops on existing routes,**
- Additional amenities such as benches and sunshades at transit stops**
- ,
- Expanded service area**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

High capacity routes, dedicated ROW & bringing other cities into CapMetro service.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Reliable, dedicated ROW, commuter service to many surrounding communities.

Q10 What else do you think we should know or consider for the Regional Transit Study?

There has to be more flexible ways for communities to join CapMetro service. I know this is a state issue, but it has to be said.

Page 4

Q11 How did you hear about this survey?

Public Meeting

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

There should be meetings with state legislators & communities on how they can address mobility needs (outside of building more roads). Roads are vital, but there is only so much land.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Matthew Geske

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Liberty Hill, Cedar Park, Round Rock, Pflugerville, Hutto, Georgetown, Dripping Springs, Kyle, Buda

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 07, 2019 10:50:45 AM
Last Modified: Thursday, November 07, 2019 10:59:43 AM
Time Spent: 00:08:58
IP Address: 72.133.72.187

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
A few times a month
 - CARTS Services
A few times a month
 - Ridehailing Service (Taxi, Uber/Lyft)
Never
 - Carpool/Vanpool
A few times a week
 - Bicycle
A few times a month
 - Walking
A few times a week
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Infrequent or irregular service,
Lack of benches, sunshades, and other amenities,
Other (please explain):
The bus apps are not as user friendly as they could be.

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Additional amenities such as benches and sunshades at transit stops
,
Other (please explain):
Run on the weekends!

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Bus stops that reflect the culture and uniqueness of San Marcos. Benches and shade(of course) but also COLOR! San Marcos is unique, so why not paint the stops with bright colors(this would also help people find them easier). It would be a COMPLETE shock and intrigue to people who are used to only seeing the sad pole with the letter 'B' for bus on it. I truly think this visual excitement alone would want to make more people wait and ride the bus.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Education to the public about the massive amounts of benefits of public transit and biking/exercise transit. I want this to be a healthy and happy city and I know for a fact that less cars could aid that.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Be strong in your intentions to create better functioning cities. Cars will outgrow us, but putting the people's needs first and making life more accessible and affordable for them will improve their quality of living.

Page 4

Q11 How did you hear about this survey?

Email,
Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)


5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

I just hope these ideas come to fruition.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Jessica**

Email: 

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **25-34**

Q16 What is your gender? **Other**

Q17 What is your race? Please select all that apply. **White ,
Black ,
Other**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? **Respondent skipped this question**

Q32 ¿Cuál es su género? **Respondent skipped this question**

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 10

Q34 Expanded service area to: **Respondent skipped this question**

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#61

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 08, 2019 12:51:16 PM
Last Modified: Friday, November 08, 2019 12:57:36 PM
Time Spent: 00:06:19
IP Address: 147.26.87.6

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78666

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code? **7**

Q5 How often do you use the following transportation modes?

- Personal Vehicle
A few times a week
 - Capital Metro Services
A few times a year
 - CARTS Services
A few times a year
 - Ridehailing Service (Taxi, Uber/Lyft)
A few times a year
 - Carpool/Vanpool
Never
 - Bicycle
Daily
 - Walking
A few times a week
-

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

A viable rail service along the I-35 corridor — like the LIRR for central TX

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Independent networks for cycling and walking within and between cities

Q10 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **35-44**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Greater San Marcos

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#62

COMPLETE

Collector: Web Link 8 (Web Link)
Started: Thursday, November 07, 2019 1:18:56 PM
Last Modified: Monday, November 11, 2019 3:49:00 PM
Time Spent: Over a day
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78602

Q3 In what zip code do you work or travel to often?

78731

Q4 How many days a week do you travel to this zip code? **3**

Q5 How often do you use the following transportation modes?

Personal Vehicle

A few times a week

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a year

Carpool/Vanpool

Never

Bicycle

A few times a year

Walking

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**No service in my area,
Lack of routes to and from relevant destinations**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**Other options to get to transit stops and centers
(shuttles, shared bicycles/scooters, etc.)**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

A direct bus/rail route between surrounding county seats (e.p. Bastrop courthouse to downtown Austin)

Q9 What do you see as the biggest transit needs in the long term (25 years)?

In 2045 I would like to enter tomorrow's travel plan, and have door-to-door ride service scheduled automatically. I would like to be able to make adjustments with adequate notice(in 3 hours)

Q10 What else do you think we should know or consider for the Regional Transit Study?

The market will evolve. As communication systems improve, services requiring transit will decrease as teleservices increase. As demand per person goes down population density will evolve.

Page 4

Q11 How did you hear about this survey?

Respondent skipped this question

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Paul Egitto

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age? **55-64**

Q16 What is your gender? **Male**

Q17 What is your race? Please select all that apply. **White**

Page 6

Q18 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q20 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 12, 2019 2:36:35 PM
Last Modified: Tuesday, November 12, 2019 2:40:50 PM
Time Spent: 00:04:14
IP Address: 24.28.72.139

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78613

Q3 In what zip code do you work or travel to often?

78752

Q4 How many days a week do you travel to this zip code? **2**

Q5 How often do you use the following transportation modes?

Personal Vehicle
Daily
Capital Metro Services
A few times a month

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More frequent service**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

more frequent service

Q9 What do you see as the biggest transit needs in the long term (25 years)?

network of fixed route mass transit, likely bus due to costs

Q10 What else do you think we should know or consider for the Regional Transit Study?

local communities that are not in Cap Metro's service area do not see the value proposition for participating, even if on a contract basis

Page 4

Q11 How did you hear about this survey?

Email

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? **Respondent skipped this question**

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 12, 2019 10:19:17 AM
Last Modified: Tuesday, November 12, 2019 2:53:09 PM
Time Spent: 04:33:52
IP Address: 65.36.80.180

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78702

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

A few times a week

Capital Metro Services

A few times a week

Ridehailing Service (Taxi, Uber/Lyft)

A few times a week

Bicycle

A few times a week

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.) **Infrequent or irregular service**

Q7 What services are needed today that aren't currently provided? (Select all that apply.) **More frequent service,
More direct routes with fewer transfers**

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

High Capacity Transit with 5 min frequency along major corridors. Need to be able to get to the HEB without having to walk so far from the stop to the front door. Need more bike racks on buses and space on trains.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Dedicated ROW for Transit. Transportation Demand Management Programs for Employees. I would like my employer to pay for my transit pass.

Q10 What else do you think we should know or consider for the Regional Transit Study?

We need to improve transit service within the next 5 years. Consider allocating dedicated space for transit and incentivizing employers to provide free transit passes to employees. Continue to limit and increase cost of parking in downtown and other places for force the use of alternative modes. Continue to improve bike facilities and bike facility signage. Increase connectivity to transit for bikes and pedestrians. Stop investing 90% of our funds in one mode. Consider the possibilities of investing more of the federal dollars in active modes and transit. Consider prioritizing transit as it serves to increase active modes.

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Consider hosting less formal events (not open houses). Plan events for younger people and people new to Austin, who may not know that you exist.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

**White ,
Black**

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#65

COMPLETE

Collector: Web Link 8 (Web Link)
Started: Thursday, November 07, 2019 1:03:22 PM
Last Modified: Tuesday, November 12, 2019 2:55:44 PM
Time Spent: Over a day
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78602

Q3 In what zip code do you work or travel to often?

78759

Q4 How many days a week do you travel to this zip code? **1**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

Never

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

Never

Carpool/Vanpool

Never

Bicycle

A few times a year

Walking

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Lack of routes to and from relevant destinations,
Infrequent or irregular service,
Length of transit trips ,
Lack of benches, sunshades, and other amenities

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

More frequent service,
Other options to get to transit stops and centers (shuttles, shared bicycles/scooters, etc.)
,
More direct routes with fewer transfers,
Additional stops on existing routes,
Additional amenities such as benches and sunshades at transit stops
,
Expanded service area

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Getting people to/from Austin
HOV lane
High speed rail Smithville to airport

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Increasing direct routes to rural areas experiencing growth.
Land dedicated for train/bus stations and stops before it's all residential

Q10 What else do you think we should know or consider for the Regional Transit Study?

Making CARTS schedules on app w/ Google maps to simplify the scheduling/riding access process.
Bridge over Colorado River in Bastrop to 304 in Rosanky for safe travels especially during emergencies.

Page 4

Q11 How did you hear about this survey?

Other (please specify):
Julia Cleany

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Local meetings are necessary. Have county constituents send to their a one page flyer/eliciting input.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Jo Egith

Email:

[REDACTED]

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

55-64

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

from Bastrop/Elgin ACC/Giddings

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 12, 2019 2:33:16 PM
Last Modified: Tuesday, November 12, 2019 4:54:19 PM
Time Spent: 02:21:02
IP Address: 12.252.89.98

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78758

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

Other (please explain):

Live too close to my work to use transit :(

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

Other (please explain):

Faster direct service to airport

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Better comprehensive coverage, more routes with frequent service, better connections to other forms of public transportation that aren't currently available (light rail, high speed rail)

Q9 What do you see as the biggest transit needs in the long term (25 years)?

Getting residents to support the tax increase

Q10 What else do you think we should know or consider for the Regional Transit Study?

Invest in communities that need/use transit the most first

Page 4

Q11 How did you hear about this survey?

Friends or Family

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Questions were somewhat broad, would've liked more focus areas

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Male

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte? **Respondent skipped this question**

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.) **Respondent skipped this question**

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan) **Respondent skipped this question**

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)? **Respondent skipped this question**

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)? **Respondent skipped this question**

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 8

Q27 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene? **Respondent skipped this question**

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 12, 2019 11:00:08 AM
Last Modified: Tuesday, November 12, 2019 5:06:51 PM
Time Spent: 06:06:43
IP Address: 12.252.89.98

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78731

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code? **5**

Q5 How often do you use the following transportation modes?

Personal Vehicle

Daily

Capital Metro Services

A few times a year

CARTS Services

Never

Ridehailing Service (Taxi, Uber/Lyft)

A few times a month

Carpool/Vanpool

Never

Bicycle

Never

Walking

A few times a year

Q6 What are some of the challenges, if any, that keep you from using transit more often? (Select all that apply.)

**Lack of routes to and from relevant destinations,
Length of transit trips**

Q7 What services are needed today that aren't currently provided? (Select all that apply.)

**More frequent service,
More direct routes with fewer transfers,**
Other (please explain):
A larger system of high capacity transit, such as LRT or BRT, but preferably LRT.

Page 3

Q8 What do you see as the biggest transit needs in the near term (5-10 years)?

Need a more convenient system. I'd love to use transit more, but based on my normal destinations, current service is not as efficient as just driving myself, unfortunately. I never use the bus. I few times a year I'll use the Red Line, but that's only if my origin or destination is my office, which is about a 15 minute walk from Kramer Station.

Q9 What do you see as the biggest transit needs in the long term (25 years)?

A robust system of high capacity transit with dedicated ROW. All major areas of the Austin should be served by this system. All stops/stations should be readily accessible by other modes to provide seamless connections.

Q10 What else do you think we should know or consider for the Regional Transit Study?

Although it's important to connect major destinations with high capacity transit, neighborhood centers also need efficient and convenient access to this network as well. Many people will continue to rely on cars if they don't have reasonable access to GOOD transit in the areas where they live.

Page 4

Q11 How did you hear about this survey?

Other (please specify):
Coworkers

Q12 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q13 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Reach a many people (and as many different groups of people) as possible, obviously.

Q14 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 5: Additional Demographic Questions (Optional)

Q15 What is your age?

25-34

Q16 What is your gender?

Female

Q17 What is your race? Please select all that apply.

White

Page 6

Q18 ¿En cuál código postal vive usted?

Respondent skipped this question

Q19 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q20 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q21 ¿Con qué frecuencia utiliza los siguientes modos de transporte?

Respondent skipped this question

Q22 ¿Cuáles son algunos de los desafíos, si los hay, que le impiden usar el tránsito más frecuentemente? (Seleccione todas las que correspondan.)

Respondent skipped this question

Q23 ¿Cuáles servicios se necesitan hoy que no se proporcionan actualmente? (Seleccione todas las que correspondan)

Respondent skipped this question

Page 7

Q24 ¿Cuáles son las mayores necesidades de tránsito a corto plazo (5-10 años)?

Respondent skipped this question

Q25 ¿Cuáles son las mayores necesidades de tránsito a largo plazo (25 años)?

Respondent skipped this question

Q26 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 8

Q27 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q28 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q29 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q30 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 9: Preguntas adicionales (opcional)

Q31 ¿Cuántos años tiene?

Respondent skipped this question

Q32 ¿Cuál es su género?

Respondent skipped this question

Q33 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 10

Q34 Expanded service area to:

Respondent skipped this question

Page 11

Q35 Ampliación del área de servicio para llegar a

Respondent skipped this question

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 13, 2019 2:19:22 AM
Last Modified: Wednesday, November 13, 2019 2:21:23 AM
Time Spent: 00:02:01
IP Address: 70.113.101.143

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78665

Q3 In what zip code do you work or travel to often?

78665

Q4 How many days a week do you travel to this zip code? **6**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)
Local Bus,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)
Local Bus,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey?

Other (please specify):

Website

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

**White ,
Hispanic/Latinx**

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#2

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:22:57 PM
Last Modified: Wednesday, November 13, 2019 2:25:58 PM
Time Spent: 00:03:01
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78653

Q3 In what zip code do you work or travel to often?

RR/ Pflugerville/ 6 town

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Door-to-Door**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

Respondent skipped this question

Q13 What is your gender?

Respondent skipped this question

Q14 What is your race? Please select all that apply.

Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q22 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#3

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:26:02 PM
Last Modified: Wednesday, November 13, 2019 2:27:50 PM
Time Spent: 00:01:48
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78684

Q4 How many days a week do you travel to this zip code? 7

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Local Bus,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Local Bus,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Flyer**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

no

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Robert Johnson**

Email: 

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **Respondent skipped this question**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **Native American**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:27:52 PM
Last Modified: Wednesday, November 13, 2019 2:31:48 PM
Time Spent: 00:03:55
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78641

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):

I travel with too much stuff and have to drop off/ pick up kids at school and activities

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

None of these (please explain why not):

same as above

Q7 What else do you think we should know or consider for the Regional Transit Study?

if metro is going to work there will need to be more trains and a later running schedule

Page 3

Q8 How did you hear about this survey?

Other (please specify):

Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **Other**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#5

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:31:53 PM
Last Modified: Wednesday, November 13, 2019 2:33:23 PM
Time Spent: 00:01:30
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

75660

Q3 In what zip code do you work or travel to often?

78620

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Rideshare/TNC/Taxi,
Local Bus,
Commuter Bus Route,
Commuter Rail

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,
Local Bus,
Commuter Bus Route,
Commuter Rail

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Other (please specify):
Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Matt Ralls

Email:

[REDACTED]

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#6

INCOMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:33:54 PM
Last Modified: Wednesday, November 13, 2019 2:34:27 PM
Time Spent: 00:00:33
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code?

4

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Local Bus,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

**Local Bus,
Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Respondent skipped this question

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

Respondent skipped this question

Q13 What is your gender?

Respondent skipped this question

Q14 What is your race? Please select all that apply.

Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#7

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:34:46 PM
Last Modified: Wednesday, November 13, 2019 2:37:09 PM
Time Spent: 00:02:22
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78758

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Local Bus,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Local Bus,
Park & Rides

Q7 What else do you think we should know or consider for the Regional Transit Study?

A variety of bus stops to connect our community to the Austin Community College campuses and other local colleges and Universities is very needed.

Page 3

Q8 How did you hear about this survey?

Other (please specify):
booth at farmers market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Reaching out is very important. Thank you.

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Shannon

Email:

sillygeese@gmail.com

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender?

Female

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#8

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:37:11 PM
Last Modified: Wednesday, November 13, 2019 2:43:33 PM
Time Spent: 00:06:22
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78644

Q3 In what zip code do you work or travel to often?

78644

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Rideshare/TNC/Taxi,

None of these (please explain why not):

I have my own vehicle and work vehicle but open to this to take if needed

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,

None of these (please explain why not):

It can be used if needed

Q7 What else do you think we should know or consider for the Regional Transit Study?

nothing.

Page 3

Q8 How did you hear about this survey? **Public Meeting**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

none.

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

18-24

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#9

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:43:35 PM
Last Modified: Wednesday, November 13, 2019 2:46:38 PM
Time Spent: 00:03:02
IP Address: 216.188.226.48

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78767

Q3 In what zip code do you work or travel to often?

78704

Q4 How many days a week do you travel to this zip code?

3

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):
Mostly jackets + deliveries - NEED my own car

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,
Microtransit,
Micromobility,
Commuter Bus Route,
Commuter Rail

Q7 What else do you think we should know or consider for the Regional Transit Study?

tougher scouter laws + enforcement expand light rail before theres no room

Page 3

Q8 How did you hear about this survey?

Other (please specify):
Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#10

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:46:42 PM
Last Modified: Wednesday, November 13, 2019 2:50:21 PM
Time Spent: 00:03:38
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78660

Q4 How many days a week do you travel to this zip code?

0

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Local Bus,
Commuter Bus Route,
Commuter Rail,
 None of these (please explain why not):
 N/A

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Local Bus,
Commuter Bus Route,
Commuter Rail

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Other (please specify):
 Pflugerville Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **35-44**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#11

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:50:28 PM
Last Modified: Wednesday, November 13, 2019 2:52:33 PM
Time Spent: 00:02:04
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **Respondent skipped this question**

Page 2

Q2 In what zip code do you live?

78759

Q3 In what zip code do you work or travel to often?

78759

Q4 How many days a week do you travel to this zip code? **Respondent skipped this question**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Other (please specify):
Farmers Market**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Rail needs to go further south and be running on Sundays and evening

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **35-44**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:52:43 PM
Last Modified: Wednesday, November 13, 2019 2:54:19 PM
Time Spent: 00:01:36
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78853

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):
have my own vehicle

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Other (please specify):

Pflugerville Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

not at this time

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

55-64

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

Hispanic/Latinx

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. Respondent skipped this question

Page 8

Q28 Expanded service area to: Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a Respondent skipped this question

#13

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:54:24 PM
Last Modified: Wednesday, November 13, 2019 2:55:27 PM
Time Spent: 00:01:02
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78660

Q4 How many days a week do you travel to this zip code? **6**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Micromobility, Local Bus**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Local Bus**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? Respondent skipped this question

Q13 What is your gender? Respondent skipped this question

Q14 What is your race? Please select all that apply. Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#14

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:55:32 PM
Last Modified: Wednesday, November 13, 2019 2:57:13 PM
Time Spent: 00:01:41
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78641

Q3 In what zip code do you work or travel to often?

78641

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **None of these (please explain why not): auto owner**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Rideshare/TNC/Taxi, Door-to-Door, None of these (please explain why not): i prefer single person rides over public transportation**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Other (please specify): Farmers Market**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **No thank you**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **45-54**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **Black**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#15

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:57:22 PM
Last Modified: Wednesday, November 13, 2019 2:59:48 PM
Time Spent: 00:02:26
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78626

Q3 In what zip code do you work or travel to often?

78613

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Door-to-Door

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Local Bus

Q7 What else do you think we should know or consider for the Regional Transit Study?

Public transportation for outer city limit residents specially ones w/ disabilities. We're in Georgetown

Page 3

Q8 How did you hear about this survey?

Respondent skipped this question

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

45-54

Q13 What is your gender?

Female

Q14 What is your race? Please select all that apply.

Hispanic/Latinx

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#16

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 2:59:53 PM
Last Modified: Wednesday, November 13, 2019 3:02:21 PM
Time Spent: 00:02:28
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often? **Respondent skipped this question**

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Rideshare/TNC/Taxi, Door-to-Door**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail, Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **Respondent skipped this question**

Q13 What is your gender? **Respondent skipped this question**

Q14 What is your race? Please select all that apply. **Respondent skipped this question**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#17

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 3:02:46 PM
Last Modified: Wednesday, November 13, 2019 3:04:26 PM
Time Spent: 00:01:40
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78664

Q4 How many days a week do you travel to this zip code? **5**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Vanpool, Commuter Bus Route**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Local Bus, Commuter Rail, Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study?

heat and bus stop shelter

Page 3

Q8 How did you hear about this survey? **Public Meeting**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **David Wongwai**

Email: 

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **55-64**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **Other**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#18

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Wednesday, November 13, 2019 3:04:30 PM
Last Modified: Wednesday, November 13, 2019 3:11:24 PM
Time Spent: 00:06:54
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78660

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

**Commuter Bus Route,
Park & Rides**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

**Commuter Bus Route,
Commuter Rail,
Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

55-64

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#19

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 14, 2019 1:28:20 PM
Last Modified: Thursday, November 14, 2019 1:33:18 PM
Time Spent: 00:04:57
IP Address: 136.49.250.124

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78735

Q3 In what zip code do you work or travel to often?

78666

Q4 How many days a week do you travel to this zip code?

2

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Commuter Bus Route

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

None of these (please explain why not):
Regional rail would be a better option to travel between Austin and San Marcos

Q7 What else do you think we should know or consider for the Regional Transit Study?

Consideration should be made for regional rail for the CAMPO region and the San Antonio region.

Page 3

Q8 How did you hear about this survey?

Respondent skipped this question

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

Respondent skipped this question

Q13 What is your gender?

Respondent skipped this question

Q14 What is your race? Please select all that apply.

Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 16, 2019 3:48:41 PM
Last Modified: Saturday, November 16, 2019 3:53:10 PM
Time Spent: 00:04:29
IP Address: 98.156.190.6

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78752

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Commuter Rail

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Commuter Rail,
Park & Rides

Q7 What else do you think we should know or consider for the Regional Transit Study?

More rail! In addition to CapMetro's Project Connect, there should be more commuter lines connecting the suburbs (Round Rock, Pflugerville, Kyle, Buda, etc) to Austin.

Page 3

Q8 How did you hear about this survey?

Social Media

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

25-34

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. Respondent skipped this question

Page 8

Q28 Expanded service area to: Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a Respondent skipped this question

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 17, 2019 1:21:25 PM
Last Modified: Sunday, November 17, 2019 1:25:27 PM
Time Spent: 00:04:02
IP Address: 52.119.101.17

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78738

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **6**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Vanpool, Commuter Bus Route, Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Bus Route, Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study?

Consider recommendations concerning land use tied to CAMPO funds. If every local government reformed their land code the way Bastrop just has, not only would it revitalize these smaller communities but transit would become much more viable to and from these places.

Page 3

Q8 How did you hear about this survey? **Social Media**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **2. Somewhat Unsatisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **18-24**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#22

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:06:12 PM
Last Modified: Monday, November 18, 2019 4:07:32 PM
Time Spent: 00:01:19
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78602

78728

Q4 How many days a week do you travel to this zip code?

3

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

**Rideshare/TNC/Taxi,
Local Bus,
Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Commuter Rail

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

2. Somewhat Unsatisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **35-44**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#23

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:07:34 PM
Last Modified: Monday, November 18, 2019 4:10:41 PM
Time Spent: 00:03:06
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **Respondent skipped this question**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78754

Q4 How many days a week do you travel to this zip code? **3**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Local Bus, Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Local Bus, Commuter Rail, Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study?

having better public transit in general would help so many people acquire and maintain a job that live in rural areas

Page 3

Q8 How did you hear about this survey? Other (please specify):
in person


Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **3. Neutral**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Krissy Vatas**

Email: 

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **25-34**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#24

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:10:47 PM
Last Modified: Monday, November 18, 2019 4:13:56 PM
Time Spent: 00:03:09
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78758; 76537

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):

The time frame I travel to 76537 would not work with other peoples schedules or with the bus schedules

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study?

Take into consideration the developments of new subdivisions in the rural areas along with other growth.

Page 3

Q8 How did you hear about this survey? **Other (please specify):**
in person CAMPO person

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **4. Somewhat Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **25-34**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#25

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:14:02 PM
Last Modified: Monday, November 18, 2019 4:20:28 PM
Time Spent: 00:06:25
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

Austin

Q4 How many days a week do you travel to this zip code?

3

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Rideshare/TNC/Taxi,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,
Door-to-Door

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

55-64

Q13 What is your gender?

Female

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#26

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:20:30 PM
Last Modified: Monday, November 18, 2019 4:23:26 PM
Time Spent: 00:02:56
IP Address: 216.188.226.48

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78705

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):
I drive to different schools for work(on call)

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Park & Rides,
None of these (please explain why not):
if I changed jobs

Q7 What else do you think we should know or consider for the Regional Transit Study?

location of the bus stops, a lot of the staff I hire are bus dependent, but there are few bus stops near Manor ISD schools

Page 3

Q8 How did you hear about this survey?

Other (please specify):
walked up

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **25-34**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#27

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:23:28 PM
Last Modified: Monday, November 18, 2019 4:25:23 PM
Time Spent: 00:01:54
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78621 and Austin

Q4 How many days a week do you travel to this zip code? **6**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Bus Route, Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study?

community trends

Page 3

Q8 How did you hear about this survey? **Public Meeting**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **4. Somewhat Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

No these types of surveys work well for me

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **25-34**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 18, 2019 4:24:03 PM
Last Modified: Monday, November 18, 2019 4:27:16 PM
Time Spent: 00:03:13
IP Address: 128.83.234.74

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78756

Q3 In what zip code do you work or travel to often?

78704

Q4 How many days a week do you travel to this zip code?

6

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):
Light Rail or heavy El train

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Local Bus, Commuter Bus Route**

Q7 What else do you think we should know or consider for the Regional Transit Study?

Cover the CAMPO service area before constructing any new roadways. Solve congestion by getting people out of cars, not laying down pavement!

Page 3

Q8 How did you hear about this survey? **Other (please specify): CAMPO website**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **2. Somewhat Unsatisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

There should be outreach events for this in central Austin and other walkable/transit friendly activity centers in the CAMPO region.

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **35-44**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#29

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:25:27 PM
Last Modified: Monday, November 18, 2019 4:31:51 PM
Time Spent: 00:06:24
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

Respondent skipped this question

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78621

Q4 How many days a week do you travel to this zip code?

Respondent skipped this question

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Local Bus,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Local Bus,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Other (please specify):

Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

No

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

25-34

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#30

COMPLETE

Collector: Web Link 3 (Web Link)
Started: Monday, November 18, 2019 4:31:54 PM
Last Modified: Monday, November 18, 2019 4:33:22 PM
Time Spent: 00:01:27
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78621

Q3 In what zip code do you work or travel to often?

78262

Q4 How many days a week do you travel to this zip code? **5**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Bus Route, Commuter Rail, Park & Rides**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Bus Route, Commuter Rail, Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Social Media**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

I'm glad to know ya'll are thinking of this!

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender?

Female

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#31

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 19, 2019 12:48:57 PM
Last Modified: Tuesday, November 19, 2019 12:50:05 PM
Time Spent: 00:01:07
IP Address: 76.240.120.216

Q1 Choose language / selecciona su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78702

Q3 In what zip code do you work or travel to often?

78701

Q4 How many days a week do you travel to this zip code? **4**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **Respondent skipped this question**

Q13 What is your gender? **Respondent skipped this question**

Q14 What is your race? Please select all that apply. **Respondent skipped this question**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 19, 2019 8:42:16 PM
Last Modified: Tuesday, November 19, 2019 8:45:36 PM
Time Spent: 00:03:19
IP Address: 72.183.160.88

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78644

Q3 In what zip code do you work or travel to often?

78702

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Vanpool,
Commuter Bus Route,
Commuter Rail,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Commuter Bus Route,
Commuter Rail

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Other (please specify):
Booth setup

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

Respondent skipped this question

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

35-44

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#33

COMPLETE

Collector: Web Link 4 (Web Link)
Started: Friday, November 22, 2019 11:32:35 AM
Last Modified: Friday, November 22, 2019 11:36:02 AM
Time Spent: 00:03:27
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78751

Q3 In what zip code do you work or travel to often?

78702

Q4 How many days a week do you travel to this zip code?

7

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Rideshare/TNC/Taxi,
Micromobility

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,
Microtransit,
Micromobility,
Local Bus

Q7 What else do you think we should know or consider for the Regional Transit Study?

Currently, 90% of trips in Austin are by car. The #1 concern of drivers is congestion. The only solution to congestion Electronic Road Pricing. We should do it.

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Come send someone to talk about AURA's Transportation Committee. Email me to set it up.

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Michael Nahas

Email:

[REDACTED]

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

45-54

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#34

COMPLETE

Collector: Web Link 5 (Web Link)
Started: Friday, November 22, 2019 2:05:46 PM
Last Modified: Friday, November 22, 2019 2:08:33 PM
Time Spent: 00:02:47
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78644

Q3 In what zip code do you work or travel to often?

78744

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Commuter Bus Route,
Commuter Rail

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Commuter Bus Route,
Commuter Rail

Q7 What else do you think we should know or consider for the Regional Transit Study?

Maybe you should consider affordability and consistency of service.

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Angel Alvarez

Email:

[REDACTED]

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

45-54

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

Hispanic/Latinx

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#35

COMPLETE

Collector: Web Link 5 (Web Link)
Started: Friday, November 22, 2019 2:08:56 PM
Last Modified: Friday, November 22, 2019 2:10:13 PM
Time Spent: 00:01:16
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78737

Q3 In what zip code do you work or travel to often?

78741

Q4 How many days a week do you travel to this zip code? **5**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Bus Route, Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Bus Route, Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Public Meeting**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **45-54**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califíque su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#36

COMPLETE

Collector: Web Link 5 (Web Link)
Started: Friday, November 22, 2019 2:10:29 PM
Last Modified: Friday, November 22, 2019 2:12:46 PM
Time Spent: 00:02:16
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78644

Q3 In what zip code do you work or travel to often?

78666, 78704, 78701

Q4 How many days a week do you travel to this zip code?

Respondent skipped this question

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Rideshare/TNC/Taxi,
Vanpool,
Local Bus

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,
Vanpool,
Door-to-Door,
Local Bus,
Commuter Bus Route

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **65-74**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#37

COMPLETE

Collector: Web Link 5 (Web Link)
Started: Friday, November 22, 2019 2:13:02 PM
Last Modified: Friday, November 22, 2019 2:15:13 PM
Time Spent: 00:02:11
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78644

Q3 In what zip code do you work or travel to often?

78644

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Bus Route, Commuter Rail,**
None of these (please explain why not):
Monorail

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Public Meeting**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **4. Somewhat Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Eric Gabrielson**

Email: 

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **55-64**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#38

COMPLETE

Collector: Web Link 5 (Web Link)
Started: Friday, November 22, 2019 2:15:35 PM
Last Modified: Friday, November 22, 2019 2:20:43 PM
Time Spent: 00:05:07
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78656

Q3 In what zip code do you work or travel to often?

78704

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Vanpool,
Local Bus,
Commuter Rail,
Park & Rides

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Vanpool,
Park & Rides

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

3. Neutral

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Leah Gibson

Email:

leahgibson7@gmail.com

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

25-34

Q13 What is your gender?

Female

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#39

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 10:51:46 AM
Last Modified: Monday, November 25, 2019 11:08:17 AM
Time Spent: 00:16:30
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **Español**

Page 2

Q2 In what zip code do you live? **Respondent skipped this question**

Q3 In what zip code do you work or travel to often? **Respondent skipped this question**

Q4 How many days a week do you travel to this zip code? **Respondent skipped this question**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **Respondent skipped this question**

Q13 What is your gender? **Respondent skipped this question**

Q14 What is your race? Please select all that apply. **Respondent skipped this question**

Page 5

Q15 ¿En cuál código postal vive usted?

78616

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

78701

Q17 ¿Cuántos días a la semana viajas a este código postal? **6**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **None of these (please explain why not):
no lo e usado antes**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Reunión pública**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **45-54**

Q26 ¿Cuál es su género? **Mujer**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Hispano/Latinx**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#40

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 11:22:41 AM
Last Modified: Monday, November 25, 2019 11:31:47 AM
Time Spent: 00:09:05
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **Español**

Page 2

Q2 In what zip code do you live? **Respondent skipped this question**

Q3 In what zip code do you work or travel to often? **Respondent skipped this question**

Q4 How many days a week do you travel to this zip code? **Respondent skipped this question**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

Respondent skipped this question

Q13 What is your gender?

Respondent skipped this question

Q14 What is your race? Please select all that apply.

Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted?

78664

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

78664

Q17 ¿Cuántos días a la semana viajas a este código postal?

7

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):
my daughter

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

None of these (please explain why not):
Next month buy a car

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

In ocacions I travel in Uber, and bus

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Otro:
in clas ESL

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

(no label)

4. Algo satisfecho

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Nombre:

Higinio Campos

Correo electrónico:

██

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

65-74

Q26 ¿Cuál es su género?

Hombre

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Hispano/Latinx

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#41

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 12:07:17 PM
Last Modified: Monday, November 25, 2019 12:09:08 PM
Time Spent: 00:01:51
IP Address: 216.188.226.48

Q1 Choose language / selecciona su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78640

Q3 In what zip code do you work or travel to often?

78656

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Rideshare/TNC/Taxi, Microtransit, Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Rideshare/TNC/Taxi, Micromobility, Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Public Meeting**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **5. Very Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Carol Peters**

Email: 

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **65-74**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#42

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 12:09:32 PM
Last Modified: Monday, November 25, 2019 12:10:52 PM
Time Spent: 00:01:20
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78412

Q3 In what zip code do you work or travel to often?

78412

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Respondent skipped this question**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **Respondent skipped this question**

Q13 What is your gender? **Respondent skipped this question**

Q14 What is your race? Please select all that apply. **Respondent skipped this question**

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#43

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 12:10:59 PM
Last Modified: Monday, November 25, 2019 12:15:04 PM
Time Spent: 00:04:04
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78644

Q3 In what zip code do you work or travel to often?

San Marcos, Hwy 5

Q4 How many days a week do you travel to this zip code?

5

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

None of these (please explain why not):
still prefer car

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) None of these (please explain why not):
if buses were safe, clean, as few stops as possible

Q7 What else do you think we should know or consider for the Regional Transit Study?

expanding paratransit. My husband is legally blind. He has signed up for CARTS country bus but hasn't used it yet. Has it only as a backup if I can't take him somewhere

Page 3

Q8 How did you hear about this survey? Other (please specify):

[REDACTED]

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

45-54

Q13 What is your gender?

Female

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#44

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 12:15:18 PM
Last Modified: Monday, November 25, 2019 12:17:38 PM
Time Spent: 00:02:20
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78615

Q3 In what zip code do you work or travel to often?

78615, 78712

Q4 How many days a week do you travel to this zip code?

2

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

**Commuter Rail,
Park & Rides**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

**Commuter Rail,
Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey?

Friends or Family

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

4. Somewhat Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Jack Atterstrom

Email:

[REDACTED]

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

65-74

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

White

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta?

Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos.

Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#45

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 12:17:47 PM
Last Modified: Monday, November 25, 2019 12:20:01 PM
Time Spent: 00:02:13
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78626

Q3 In what zip code do you work or travel to often?

78780

Q4 How many days a week do you travel to this zip code? **5**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Rideshare/TNC/Taxi,
Commuter Bus Route,
Commuter Rail,
Park & Rides,
 None of these (please explain why not):
 None of these are currently viable for me though

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Rideshare/TNC/Taxi,
Commuter Bus Route,
Commuter Rail,
Park & Rides,
 None of these (please explain why not):
 If they exist :)

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey? **Email**

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **5. Very Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? **Respondent skipped this question**

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **35-44**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional: **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#46

COMPLETE

Collector: Web Link 6 (Web Link)
Started: Monday, November 25, 2019 12:20:12 PM
Last Modified: Monday, November 25, 2019 12:22:54 PM
Time Spent: 00:02:41
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78613

Q3 In what zip code do you work or travel to often? **Respondent skipped this question**

Q4 How many days a week do you travel to this zip code? **7**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)
 None of these (please explain why not):
 I use the CapMetro train to travel into downtown Austin, would like some options to the airport

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)
Rideshare/TNC/Taxi,
 None of these (please explain why not):
 Rides to events, movies, and restaurants

Q7 What else do you think we should know or consider for the Regional Transit Study? **Respondent skipped this question**

Page 3

Q8 How did you hear about this survey?
Email,
Public Meeting

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label)

5. Very Satisfied

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name:

Mel kickland

Email:

[REDACTED]

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age?

55-64

Q13 What is your gender?

Male

Q14 What is your race? Please select all that apply.

**White ,
Black**

Page 5

Q15 ¿En cuál código postal vive usted?

Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente?

Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal?

Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional:

Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. Respondent skipped this question

Page 8

Q28 Expanded service area to: Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a Respondent skipped this question

#47

COMPLETE

Collector: Web Link 7 (Web Link)
Started: Monday, November 25, 2019 12:32:46 PM
Last Modified: Monday, November 25, 2019 12:35:56 PM
Time Spent: 00:03:10
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

78620

Q3 In what zip code do you work or travel to often?

Airport

Q4 How many days a week do you travel to this zip code? **4**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Rail**

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Rail**

Q7 What else do you think we should know or consider for the Regional Transit Study?

School hours in the 78620 area

Page 3

Q8 How did you hear about this survey? Other (please specify):
YMCA

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. **Respondent skipped this question**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

growth population in the 78620 area is 3x faster than what vision for the future. More homes no intrastructure is adapted to host more people

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **35-44**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar?

Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional?

Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene?

Respondent skipped this question

Q26 ¿Cuál es su género?

Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#48

COMPLETE

Collector: Web Link 7 (Web Link)
Started: Monday, November 25, 2019 12:36:15 PM
Last Modified: Monday, November 25, 2019 12:40:26 PM
Time Spent: 00:04:10
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

78620

Q3 In what zip code do you work or travel to often?

78737

Q4 How many days a week do you travel to this zip code? **2**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Commuter Bus Route, Park & Rides,**
None of these (please explain why not):
Flyer bus into Oak Hill/Downtown Austin

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Commuter Bus Route, Park & Rides**

Q7 What else do you think we should know or consider for the Regional Transit Study?

So MANY people who live in Dripping Springs commute daily in Austin/Oak Hill. A flyer (express bus) would help relieve some congestion at the Y in Oak Hill.

Page 3

Q8 How did you hear about this survey? Other (please specify):
table at D5 Farmers Market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **4. Somewhat Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

You could probably fit this survey on one sheet (front and back), saving paper and costs

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study?

Name: **Laurel A. Robertson**

Email: 

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **65-74**

Q13 What is your gender? **Female**

Q14 What is your race? Please select all that apply. **White**

Page 5

Q15 ¿En cuál código postal vive usted? **Respondent skipped this question**

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? **Respondent skipped this question**

Q17 ¿Cuántos días a la semana viajas a este código postal? **Respondent skipped this question**

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) **Respondent skipped this question**

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) **Respondent skipped this question**

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 6

Q21 ¿Cómo se enteró de esta encuesta? **Respondent skipped this question**

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. **Respondent skipped this question**

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? **Respondent skipped this question**

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? **Respondent skipped this question**

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? **Respondent skipped this question**

Q26 ¿Cuál es su género? **Respondent skipped this question**

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. **Respondent skipped this question**

Page 8

Q28 Expanded service area to: **Respondent skipped this question**

Page 9

Q29 Ampliación del área de servicio para llegar a **Respondent skipped this question**

#49

COMPLETE

Collector: Web Link 7 (Web Link)
Started: Monday, November 25, 2019 12:40:33 PM
Last Modified: Monday, November 25, 2019 12:43:06 PM
Time Spent: 00:02:32
IP Address: 216.188.226.48

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido **English**

Page 2

Q2 In what zip code do you live?

Mueller

Q3 In what zip code do you work or travel to often?

Piersall

Q4 How many days a week do you travel to this zip code? **3**

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) None of these (please explain why not):
Need personal vehicle to get to ranch

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.) None of these (please explain why not):
same as above

Q7 What else do you think we should know or consider for the Regional Transit Study?

Educate the people - look at transit systems that are working

Page 3

Q8 How did you hear about this survey? Other (please specify):
farmers market

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied.

(no label) **5. Very Satisfied**

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved?

City - people in power who have control

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? **Respondent skipped this question**

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? **55-64**

Q13 What is your gender? **Male**

Q14 What is your race? Please select all that apply. **Hispanic/Latinx**

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen.

Respondent skipped this question

Page 8

Q28 Expanded service area to:

Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a

Respondent skipped this question

#50

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 12, 2019 1:02:49 PM
Last Modified: Tuesday, December 03, 2019 5:51:30 PM
Time Spent: Over a week
IP Address: 98.6.123.114

Page 1: Regional Transit Study / El Estudio Regional de Tránsito

Q1 Choose language / seleccione su idioma preferido

English

Page 2

Q2 In what zip code do you live?

Respondent skipped this question

Q3 In what zip code do you work or travel to often?

Respondent skipped this question

Q4 How many days a week do you travel to this zip code?

Respondent skipped this question

Q5 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.)

Respondent skipped this question

Q6 What transit options from the transit toolkit would you use in the future? (Select all that apply.)

Respondent skipped this question

Q7 What else do you think we should know or consider for the Regional Transit Study?

Respondent skipped this question

Page 3

Q8 How did you hear about this survey? Respondent skipped this question

Q9 Rate your experience with opportunities to be involved and share input on the Regional Transit Plan on a scale of 1 to 5, with 5 being the most satisfied. Respondent skipped this question

Q10 Do you have any additional comments or suggestions on the public outreach or opportunities to be involved? Respondent skipped this question

Q11 Do you want to sign up for email updates from CAMPO about the Regional Transit Study? Respondent skipped this question

Page 4: Additional Demographic Questions (Optional)

Q12 What is your age? Respondent skipped this question

Q13 What is your gender? Respondent skipped this question

Q14 What is your race? Please select all that apply. Respondent skipped this question

Page 5

Q15 ¿En cuál código postal vive usted? Respondent skipped this question

Q16 ¿En cuál código postal trabaja usted, o a cuál código postal viaja frecuentemente? Respondent skipped this question

Q17 ¿Cuántos días a la semana viajas a este código postal? Respondent skipped this question

Q18 What transit options from the transit toolkit best fit your future travel needs? (Select all that apply.) Respondent skipped this question

Q19 What transit options from the transit toolkit would you use in the future? (Select all that apply.) Respondent skipped this question

Q20 ¿Hay algo más que debemos saber o considerar para el Estudio de Tránsito Regional? Respondent skipped this question

Page 6

Q21 ¿Cómo se enteró de esta encuesta? Respondent skipped this question

Q22 Califique su experiencia con oportunidades para participar y comparta la opinión sobre el Plan de Tránsito Regional en una escala de 1 a 5, siendo 5 los más satisfechos. Respondent skipped this question

Q23 ¿Tiene algún comentario o sugerencia adicional sobre el programa de divulgación o las oportunidades para participar? Respondent skipped this question

Q24 ¿Desea registrarse para recibir actualizaciones por correo electrónico de CAMPO sobre el Estudio de Tránsito Regional? Respondent skipped this question

Page 7: Preguntas adicionales (opcional)

Q25 ¿Cuántos años tiene? Respondent skipped this question

Q26 ¿Cuál es su género? Respondent skipped this question

Q27 ¿Cuál es su raza/etnicidad? Por favor, seleccione todos los que apliquen. Respondent skipped this question

Page 8

Q28 Expanded service area to: Respondent skipped this question

Page 9

Q29 Ampliación del área de servicio para llegar a Respondent skipped this question

Appendix D.

Public Comments

From: [Nancy Crowther](#)
To: [CAMPO Comments](#)
Cc: [Stephanie Thomas](#)
Subject: Comments on RTF
Date: Wednesday, October 9, 2019 2:16:59 PM

EXTERNAL email: Exercise caution when opening.

Connectivity to cities is a necessity for public transit, commuter or TNC providers. So many people have moved out of Austin to the outer edges like Buda, Kyle, San Marcos, Round Rock. My doctors are even leaving Austin but continue serving clients from Austin. How in the world is someone supposed to get from one city to the next? Add to the transportation barriers there are also access barriers for people who use wheelchairs that need to be addressed.

There was a bill that “studied” the accessibility needs of TNCs (SB100). I as a subscriber to UBER WAV have not heard any progress in making services equitable to persons in wheelchairs. UBER has a Wheelchair Accessible Van (WAV) service but it is unreliable and rarely has enough drivers although the ridership is overwhelming. Accessible transportation that can cross over city limits is a huge issue.

The need for accessible, connective transportation is critical to citizens who are without a vehicle to drive between cities such as Kyle.

Nancy Crowther
Community Advocate
ADAPT of Texas

Sent from [Mail](#) for Windows 10

From: [Anne Miller](#)
To: [CAMPO Comments](#)
Cc: [Alison Alter](#); [Kirk Watson](#)
Subject: Austin Transportation - Project Connect - Bonds
Date: Wednesday, November 20, 2019 6:10:16 PM

EXTERNAL email: Exercise caution when opening.

CAMPO,

In 1984, I voted for a one-cent sales tax increase after seeing a light rail car prototype on display to promote the tax increase at Pecan Street Festival.

The sales tax funds were going to be used to fund a light rail transportation system in Austin!! We were an environmentally-consciousness city with a high tech mass transportation system on the horizon!!

Now it's 35 years later, and we are discussing 10 Billion Dollar Bonds for mass transit.

Capital Metro has been collecting a 1 cent sales tax since 1985.

How much money has been collected? And how has it been spent? Why isn't this funding used for a rail system?

We have a lot of oversized, EMPTY buses in use that block the road traffic lanes. And one sleek limited use rail line that also causes traffic pileups for the masses.

Why can't we use the penny sales tax for rail as originally advertised to Austin's voters?

Anne Miller

From: [Stephanie Thomas](#)
To: [CAMPO Comments](#)
Cc: [REDACTED]; [Cathy Cranston](#); [REDACTED]; [Heiwa](#); [Jennifer McPhail](#); [Nancy Crowther](#); [Stephanie](#)
Subject: Comments on RTF
Date: Wednesday, October 9, 2019 12:08:51 PM

EXTERNAL email: Exercise caution when opening.

Public transportation between Austin and Kyle is so badly needed

for people with and without disabilities! It would be great to link in San Marcos as well. Students are hampered, folks with doctor's appointments and more are put through huge hassles just trying to get in and out of town. Students may well need to be taking classes on different campuses like ACC and Texas State, as different courses are only available in some places, yet they may not be able to do this due to lack of transportation. We are hampering our future in this way. Current student transit is better than nothing, but not what it needs to be.

As Austin housing becomes unaffordable to so many people who do the real work of our community we need to ensure (besides providing affordable housing) that workers who live outside the city (probably the majority) have a way to get in and out even if their car breaks down or someone else in the family needs it more urgently or whatever. With the wages paid to some – like direct care/personal care attendants – they should not have to have a car.

Overall, in looking at the TIP report there is not enough emphasis on public transit. Offering more reliable and convenient public transit WILL help with congestion, as well as serving those who can't drive or don't own a car.

And all modes of transportation and sidewalks (and things like sidewalks that aren't called sidewalks but are used as such) should be **ACCESSIBLE TO PEOPLE IN**

WHEELCHAIRS. That is one reason why Uber and Lyft and the like are no answer to our transportation problem. While Uber has an "accessible" service, in reality it is often not available, comes nowhere close to what is provided to non-wheelchair users, and is often kind of a battle to use. Lyft has nothing, nor do the other TNCs – they are not even trying as far as I know.

Round Rock Capital Metro project Local Fixed Route and Commuter Service to provide access to jobs, schools and quality of life activities is good step in the right direction.

Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities all sound great, but without more details it's hard to say.

curb ramps, bus replacements and rail projects all sound great, but without more details it's hard to say.

Performance Measure: Pavement and Bridge Conditions The two categories good and poor don't add up to 100%. What are the other categories?

Stephanie Thomas

Check out www.adaptmuseum.net

From: [Wade, Virginia](#)
To: [CAMPO Comments](#)
Subject: Regional Transit Study Comment Card
Date: Wednesday, October 16, 2019 5:00:49 PM

EXTERNAL email: Exercise caution when opening.

Virginia Wade

[REDACTED] Georgetown, TX 78628
[REDACTED]
[REDACTED]

I work for Georgetown ISD in the transportation department so I hear various needs expressed by our parents, staff and students. I would like to see more public transportation to support our students.

We have 18+ students that will be lifetime users of public transportation and they have services near their campus on Scenic Drive via Gogeo. These students also attend Georgetown High School and Eastview High School and would need services that are closer to those campuses.

Currently Gogeo has a stop within walking distance from Georgetown High School but there is no service near our Eastview & GAP (Georgetown Alternative Campus) campus location. Many of these students could use the service to get to and from school and to afternoon work. These campus represent 1/2 of our HS population, that could benefit from transportation services.

I have also heard from many parents expressing a desire for transportation near the Kia and Live Oak apartments connecting to the other routes. These complexes are subsidized rent complexes that could benefit from the services. Parents have also expressed the need for services in the Williams Dr area to the Sun City Scott & White Clinic.

As a growing community and a school district these needs will continue to increase.

Have a great day!

Virginia Wade

Route Coordinator
Georgetown ISD Transportation
[REDACTED]



From: [Kelly Davis](#)
To: [CAMPO Comments](#)
Subject: Comments on Regional Transit Stidu
Date: Friday, November 22, 2019 5:00:49 PM
Attachments: [image001.png](#)
[19.11.22 SOS Comments on Reg'l Transit Study.pdf](#)

EXTERNAL email: Exercise caution when opening.

Please see attached.

Kelly Davis

Staff Attorney

kelly@sosalliance.org

(512) 477-2320 ext. 6

4701 Westgate Blvd.

Bldg. D, Ste. 401

Austin, Texas 78745

www.SOSAlliance.org



November 22, 2019

Capital Area Metropolitan Planning Organization
Transportation Policy Board
3300 N. Interstate 35, Ste. 630
Austin, Texas 78705
comments@campotexas.org

Via Email

Re: Comments on CAMPO Regional Transit Study:

Dear Members of the CAMPO Transportation Policy Board:

Save Our Springs Alliance (SOS Alliance) offers the following comments on the CAMPO Regional Transit Study. SOS Alliance appreciates the opportunity to comment and staff and the Board's consideration of these comments.

SOS Alliance understands that the Regional Transit Study (RTS) is meant to provide guidance and planning support for project sponsors, and the inclusion or exclusion of projects in the Regional Transit Study will not decide the fate of any particular project. Nevertheless, we are optimistic that through this study CAMPO can provide valuable information that allows for a project sponsor's to take a more accurate look at the benefits and costs regional transit. It is also our hope that the RTS facilitates an ongoing dialogue among regional entities to cooperate on regional transit projects that would serve regional and local commuters. With that in mind, we make the following comments.

This region needs a commuter rail line going from San Marcos to Georgetown (at a minimum), and more transit options in general. SOS strongly opposed the removal of Lone Star Rail from the 2040 Plan, and we still believe this project, or something like it, is essential for a sustainable transportation future. To that end, SOS encourages CAMPO and local entities to revisit such an idea. We applaud the City of San Marcos's tenacity in continuing negotiations with Union Pacific, and believe that if the other cities' had pressed as well, there may have been a different outcome. With the need for more transit options becoming increasingly clear, and considering the \$8 billion I-35 expansion is not even close to being fully funded, SOS would like to see a revitalization of regional transit planning, especially through Hays, Williamson, and Travis Counties.

Austin's water watchdog since 1992

4701 Westgate Blvd, D-401, Austin, TX, 78745 • 512-477-2320 • SOSAlliance.org

As it stands, a commuter from Kyle or Buda to Austin has no public transit option and is basically forced to drive on I-35 for at least some distance. A new road would provide temporary relief until it too became congested with latent demand. Unfortunately, we seem to be moving in the wrong direction in terms of providing transit options. The Capital Area Rural Transit Service (CARTS) serves fewer Hays County communities than it did a few years ago. While its Interurban Bus provides service between San Marcos and Austin, it flies straight through Buda and Kyle. It is our understanding that Buda and Kyle surpassed the population counts to receive CARTS service at no cost, and the city officials decided they did not want to pay to continue the service. It is our hope that the Regional Transit Study will provide an opportunity for Buda and Kyle to revisit those decisions, equipped with better information, provided by CAMPO, on the costs and benefits of public transit.

This is why it is important for the cost of transit and the cost of roadways to be put on par. Federal and state laws that govern the planning and financing of transportation projects heavily favor road building. When proposing transit projects, sponsors must create a plan for both maintaining the new line and the rest of their system. However, for a proposed new or expanded road, maintenance costs are never factored in to the plan or estimated cost, even though these costs can be considerable—and increasingly crucial to prepare for more intense storms and floods expected due to climate change. In order to accurately compare the costs of road versus transit projects, planning for maintenance should be included for all proposed new or expanded road projects. We have also noted that discussions on transit projects often inexplicably ignore the fact that transit users pay a fee for service. Of course, SOS does not believe anybody should be getting rich off of transit-users, but charging a modest fee offsets the cost to build the infrastructure. This concept is lauded in promoting toll roads, but is glaringly absent when discussing transit. Moreover, investments in transit can lead to reduced road maintenance costs, as fewer cars on the road means less wear and tear on local and regional roadways. Finally, reducing vehicle miles traveled means reducing the region's emissions of greenhouse gases and other harmful air pollutants and can reduce the rates of air-quality related conditions such as asthma. The Regional Transit Study should provide a framework for jurisdictions and agencies to consider transit in light of these more transparent cost estimates.

Lastly, we have some specific comments about the Open House and commenting process. The only Open House for the Regional Transit Study held in Central Austin at a place easily accessible by public transit was held in conjunction with Capital Metro's Open House on Project Connect. Unlike all of the other open houses, which lasted for a duration of three to four hours, the CAMPO/CapMetro joint event lasted only two hours. Many members of the public interested in transportation planning could not attend in that two hour window, and even if they did, there was insufficient time to review the materials, ask questions, and have them answered. We appreciate that there were two open houses held in Travis County, and the one at Montopolis Drive was three-hours long. However, the importance and accessibility of the CAMPO-CapMetro open house warranted a longer timeframe (even if that just meant CAMPO stayed a little longer).

The maps provided in the online and in-person Open House would be far more helpful if they included more (or any) text explaining them. The maps as presented were confusing and raised a number of questions. This lack of explanation impedes the public's understanding and ability to provide cogent comments.

For one, the delineation of the "Traffic Flow Group Areas" was nowhere explained. These lines did not conform to other plans, and included wide variations in population and area size, and therefore appeared rather arbitrary.

On the maps showing Regional Trips for 2010, major highways should be identified to orient the viewer and provide context for the trip-counts shown. It is difficult to even find I-35 on this map, which is surprising because one would expect to see a line representing "Trips over 20,000" on it throughout I-35's length. Some of these trip-counts seem inconsistent with the corresponding "Trips by County" map. How is it that there are 130,740 trips between Travis and Hays County, yet there are no blue lines on the "Trips over 20,000" map to between these two counties? A similar quandary exists between Travis and Williamson County. A metric more conducive to public and decisionmaker's understanding may be trip counts that identify the origin county and destination county.

On the map showing existing service, there are some routes with no stop on them. For example, the entire Interurban Coach Route from central Travis County to Burnet County does not have a single stop along the way. Perhaps this means eligible riders can request service in advance, but it is unclear. This map could also be improved by locating park and rides that serve existing transit lines.

Finally, it is unclear why the Display Boards forecasted estimated 2040 trips, when the RTS is supposed to inform the 2045 Plan.

We know that CAMPO staff and contractors work hard on these maps, and SOS raises the above issues and suggestions to ensure that their hard work pays off, by facilitating public understanding of regional transit conditions and anticipated needs.

Thank you for your consideration. Please feel free to contact me should you have any questions.

Sincerely,

Kelly Davis
Staff Attorney

Save Our Springs Alliance
4701 Westgate Blvd.
Bldg. D, Suite 401
Austin, Texas 78745
(512) 477-2320, ext. 6
kelly@sosalliance.org

From: [Lance](#) [REDACTED]
To: [CAMPO Comments](#)
Subject: Regional Transit Study
Date: Tuesday, January 28, 2020 8:34:28 AM

EXTERNAL email: Exercise caution when opening.

Good morning. I'm a new resident in Mayfield Ranch and there is a severe need for a couple of bus lines over in that area and off of 1431. There are thousands of homes over there to my knowledge with no way to get around except the automobile. Thank you for your consideration and please let me know if there is something else I can do to bring some sort of bus line to 1431 and to Mayfield Ranch.

Lance



REGIONAL TRANSIT STUDY COMMENT CARD

Name (required): Hannah Ruiz
Address: [REDACTED]
Zip Code: 78602
Email: [REDACTED]

Bus for individuals to travel to and from the Elgin ACC campus.

Bus for individuals to travel to Sunday church services.

Bus for individuals to travel to weekend appointments w/ doctors, counselors, etc.

Bus for individuals who travel to & from State & Federal offices in Austin. OR CAR POOL VEHICLES (VANS)

Public comment period closes at 5 p.m. Friday, November 22, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



REGIONAL TRANSIT STUDY COMMENT CARD

Name (required): Subria Olson
Address: [REDACTED] Lexington TX
Zip Code: 78947
Email: [REDACTED]

As a CASA Supervisor I have experienced the frustration of trying to get clients to drug testing and counseling services. Many moms have tried CARTS, but they claimed they could not pick mom up at their home, despite using the app to schedule the transportation in advance. Many of our parents don't have the money to pay for transportation to visit out of county. There is a great need for transportation services for CPS parents. They are unable to fulfill necessary requirements to become successful and our service providers help in order to get their kids back.

Public comment period closes at 5 p.m. Friday, November 22, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Kyle, TX



REGIONAL TRANSIT STUDY COMMENT CARD

Name (required): Cam Peterson

Address: [Redacted] Buda

Zip Code: 78610

Email: [Redacted]

I would like to see transit service come to Buda/Kyle area. It's too bad that CARTS commuter buses stop in San Marcos but bypass Buda and Kyle en route to Austin. I commute from Buda to downtown Austin and most days it can take an hour plus to make the drive. I would much rather spend that hour in a bus than in my car. Buda/Kyle needs more commuter options to downtown Austin! The commute pattern is definitely there.

Public comment period closes at 5 p.m. Friday, November 22, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

11-13-19



REGIONAL TRANSIT STUDY COMMENT CARD

Name (required): Jack
Address: [REDACTED] COPELAND
Zip Code: 78615
Email: [REDACTED]

President of
Manville water corp. - interested in future roads
& demand for services - water comes from Lee cy.
- park & rides.
- commuter rail - manor & Elgin
- drives across 290 most people.
- Copeland hasn't seen much population growth
- don't want to see development pop up in Copeland
w/ services.
- most employees commute from Williamson & Travis
- President of New Sweden Church.
- everyone drives - even elderly
- church members help w/ rides.

Public comment period closes at 5 p.m. Friday, November 22, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

11-13-19



REGIONAL TRANSIT STUDY COMMENT CARD

Name (required): Dave Lutz

Address: _____

Zip Code: 78728

Email: _____

- mom just moved to Burnet City & soon moving to ^{Round Rock} Williams
 - Burnet 29 & 281 in Burnet
 - has no transportation. Relies on rides
 moving into senior care facility
 - He lives in Wells Branch, but goes to Round Rock for groceries - doesn't use city of Austin.
 - Close to Howard STATION - parking lot is full - ~~per~~ not many use it.
 - His office mostly is single ridership / cyclists

- His dad used to use vanpool in Liberty Hill but was not very reliable - no multirider speed options along MOPAC.
 works for currently working
 - Aguirre - 135 - & Parmer

office @ Parmer & McNeil
 -> reverse & suburban commuters.
 -> car share on Intranet.

Public comment period closes at 5 p.m. Friday, November 22, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705



REGIONAL TRANSIT STUDY COMMENT CARD

Name (required): Amanda Homesley
Address: [REDACTED]
Zip Code: 78702
Email: [REDACTED]

Any additional ways to get into Austin other than by vehicle such as tram, bus etc would be beneficial.

Public comment period closes at 5 p.m. Friday, November 22, 2019.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Appendix E.

Coordinated Public Transit - Health and Human Services Transportation Plan

Coordinated Public Transit – Health and Human Services Transportation Plan



February, 2017

Prepared for:
The Capital Area Regional Transportation
Coordination Committee
&
Capital Area Metropolitan Planning Organization



By
KFH Group, Inc.
Austin, Texas
Bethesda, Maryland

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Appendix A: Health and Human Services in Central Texas

Chapter 1

Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) requested a service oriented update to the 2011 Capital Area Coordinated Transit Plan. CAMPO and the Capital Area Regional Transit Coordination Committee (RTCC) recognize that an update was needed that focuses on strategies that help eliminate gaps in services.

Planning efforts are directed toward effectively and efficiently increasing service through coordination, with an emphasis on transit dependent and Title VI populations and veterans. These categories include:

- Older adults
- Persons with disabilities
- Low income residents
- Zero car households
- Youths
- Veterans
- Non-English speaking residents

Potential services can include traditional fixed-route, fixed-schedule, flex-route and paratransit services, while also including coordination strategies such as mobility management, designed to improve service for customers.

This coordinated plan is the latest phase of the coordination process. Unlike previous years, this effort emphasizes strategies and operational options and focuses less on the process. The goal of this effort is to encourage the implementation of activities that foster improved public and human service transportation.

This plan has been developed over the course of the past eight months, with input from many interested stakeholders through an open planning process, including three rounds of public meetings.

Chapter 1 discusses the background to the study, the requirements and the purpose of the process. Subsequent chapters are as follows:

- Chapter 2 – Review of Existing Services: Reviews the wide variety of services in the region.
- Chapter 3 – Review of Needs in the Region: Reviews demographics and travel patterns. It also emphasizes transit dependent populations (elderly, persons with

disabilities, low income, zero-car households), veterans, and Title VI populations including those with a language barrier.

- Chapter 4 – Gap Analysis: Uses the analysis from Chapter 3 and comments received from stakeholders and the public in round one of the meetings to determine gaps in service, i.e., unmet needs. The emphasis in the gap analysis is target populations that would gain from coordinated activities – elderly, persons with disabilities, low income, zero-car households, youths, veterans, and non-English speaking persons. These gaps are addressed in detail in the draft plan.
- Chapter 5 – Strategies and Pilot Projects: Incorporates all input collected during the public outreach. Includes all selected strategies that will benefit veterans and transit dependent populations (as described above). Discusses state and federal planning requirements, followed by the key coordination premise and goals of the plan.

PURPOSE OF THE COORDINATED PLAN

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—FAST continued the coordinated transportation planning requirements for the Section 5310 Program administered by the Federal Transit Administration (FTA). The purpose of the Section 5310 Program is to enhance mobility for seniors and persons with disabilities. Section 5310 funding goes toward programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

This Coordinated Plan is designed to meet the coordinated transportation planning requirements. The plan incorporates the four required elements:

1. An assessment of available services that identifies current transportation providers (public, private and nonprofit).
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners, or on more sophisticated data collection efforts that identify gaps in service.
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, and opportunities to achieve efficiencies in service delivery.

4. Priorities for implementation based on resources (from multiple program sources), time and feasibility for implementing specific strategies and/or activities identified.

The purpose of this planning process was twofold. The first was to continue moving forward with implementation of existing coordinated efforts. The RTCC's approach to mobility and transportation choices calls for local planning and local decision-making based on sound planning activities. The second purpose was to meet the requirements of the FTA's rules regarding development of a coordinated transportation plan for any locale to receive funds from the FTA, a very important resource for funding.

State Coordination Requirements

The Texas Department of Transportation (TxDOT) administers the Section 5310, 5311, 5311(f) and Rideshare Programs for the State of Texas. TxDOT's Public Transportation Division manages these funding programs that are affected by the coordinated planning process.

KEY COORDINATION PREMISE

Excellent public transportation is the best way to address and coordinate the majority of transit dependent and human service client transportation needs.

Experience and research across the country in both urban and rural areas tells us that scheduled public transit is the best way to provide coordinated transit service as most transit dependent and human service clients can ride fixed-route/scheduled service or the Americans with Disabilities Act (ADA) paratransit service. The best way to support the needs of human service agency clients, veterans, transit dependent individuals and Title VI populations, as well as other priority groups of potential riders, is through excellent public transportation rather than expensive one-on-one specialized service (with exceptions).

When public transit systems are able to meet the majority of needs through the existing fixed-route/scheduled public transit network, then human service agency resources can be freed up to focus on the specialized needs of their most difficult to serve clients – true coordination.

VISION, MISSION, GOALS, AND OBJECTIVES

Outlining the vision, mission, goals and objectives of the plan is an essential step in developing the updated Regional Transportation Coordination Plan. Goals were first established in 2006 as part of the Regional Transportation Coordination Plan prepared by the RTCC. In 2011 these goals and objectives were modified and the six goals were used to guide the plan update.

Based on this, the RTCC developed a final draft of the Goals and Objectives in 2011, which for the most part, the committee believes are still the goals needed to guide the service. It is anticipated that this language could be further modified in the plan based on input from the public.

The goals were revised for this update in acknowledgement that some goals and/or objectives:

- May have been completed,
- Are no longer relevant to the RTCC or
- Are in need of a revision/update.

The vision, mission, goals and objectives serve as a framework for identification of performance measures and strategies. In its May 10, 2016 meeting the RTCC decided to keep the vision statement and the mission as is. Members felt they worked hard to craft the vision, mission and goals, and while much progress is being made, the goals set in 2011 should for the most part still guide this effort. They are discussed in the following narrative.

RTCC Vision

To provide full mobility and access to healthcare, human services, employment, education, commerce, social and community services for all persons in the region.

RTCC Mission

To foster the development of a seamless public transportation system that achieves efficiencies, eliminates duplication, increases coordination and addresses service gaps.

RTCC Goals and Objectives

The RTCC does not directly implement transportation services, but instead provides coordination support to numerous agencies that do implement these services in the

region. The RTCC intends to partner with transportation providers, health and human service agencies and others to achieve the following Goals and Objectives:

Goal 1: Preserve and expand transportation services for public and human service agencies, especially those that meet the critical needs of the transportation disadvantaged.

Goal 1.1: Continue to improve coordination among agencies and providers.

Goal 1.2: Work with transportation service providers and others to increase the level of service for existing transportation consumers.

Goal 1.3: Work with transportation service providers and others to serve currently unmet transportation needs.

Goal 1.4: Work with transportation service providers, the Office of Mobility Management and others to develop action plans to explore the use of additional transportation resources made available through coordination to preserve and expand transportation services.

Goal 2: Maintain and improve the quality and safety of transportation services for the public.

Goal 2.1: Identify, adopt and implement measurement of common performance indicators for a coordinated public transit system.

Goal 2.2: Facilitate demonstration projects that improve the quality of transportation services.

Goal 2.3: Work with transportation service providers and others to identify, adopt and implement minimum training, vehicle, service, operator, privacy and other safety standards and policies for participants in the coordinated public transit system.

Goal 2.4: Work with transportation service providers to track and improve the performance of the coordinated public transit system on an on-going basis; and prepare an annual report on the state of the coordinated system.

Goal 2.5: Identify problem areas and improve bus stop and pathway accessibility and safety.

Goal 3: Secure formal state and local agency agreements and identify and address funding, regulatory, programmatic, attitudinal and geographic barriers to implement coordinated transportation in the Capital Area.

Goal 3.1: Adopt and maintain a Coordinated Public Transit-Health and Human Services Transportation Plan for the Capital Area.

Goal 3.2: Establish formal written agreements among participating agencies and programs outlining the decision-making process for implementing a coordinated system.

Goal 3.3: Secure the resources necessary to implement coordinated transportation services in the Capital Area region.

Goal 3.4: Work with transportation service providers to adopt interlocal, interagency agreements on mentoring, cost sharing, funding mechanisms and arrangements for vehicle sharing.

Goal 3.5: Identify legislative and regulatory changes that could remove barriers and support coordinated public transportation services.

Goal 4: Increase the efficiency of transportation services for public and human service clients.

Goal 4.1: Work with transportation service providers and others to develop processes to allow grouping of trips funded by multiple agencies or programs.

Goal 4.2: Work with transportation service providers and others to identify operational and business functions of services that can be combined or coordinated across agencies.

Goal 4.3: Advocate for public and private sector agencies to make land use planning and facility location decisions based on availability and location of public transportation.

Goal 4.4: Work with transportation service providers and others to develop intermodal facilities that allow for seamless transfers between transportation providers.

Goal 5: Increase public awareness of mobility options and improve access to transportation services for the public.

Goal 5.1: Develop and continue to implement a multi-agency marketing plan and develop materials that advertise the availability of coordinated public transit services.

Goal 5.2: Gather public feedback on transportation coordination activities on a regular basis.

Goal 5.3: Provide targeted training and information materials about available transportation services.

Goal 5.4: Create user-friendly, single-entry phone and website access for passenger information.

The committee requested that what was Goal 6 in the 2011 plan be eliminated from this effort. The committee felt that this goal was beyond the reach of the committee, noting that both major transit systems in the region are already committed to these activities.

Summary

While there has been significant movement forward in meeting the 2011 goals, the committee felt that they were still valid as there is still much to be accomplished. During the public outreach process, new needs presented themselves on the outskirts of the Austin area. It is evident that these goals remain important to completing the Vision and Mission.

Chapter 2

Review of Existing Services

INTRODUCTION

This chapter of the Coordinated Public Transit-Human Services Transportation Plan describes the transportation services and other resources currently available in the region. This review of existing services will be used in combination with the review of travel patterns, public and stakeholder input and the demographic analysis to identify the unmet needs and gaps in service. The inventory of resources is organized as follows:

- **Public Transportation Providers** – Operators of fixed-route, flex-route and demand-response transportation services that are open to the general public (including taxis and other private for-profit providers).
- **Client-Focused Services** – Services provided to clients of human service agencies and programs, typically limited to particular demographic groups and trip purposes.
- **Mobility Management, Ridesharing and Information and Referral** – Connecting those who need transportation with the appropriate services.

PUBLIC TRANSPORTATION PROVIDERS

The following public transportation systems currently provide services in the Capital Area:

- Capital Metropolitan Transportation Authority (Capital Metro)
- Capital Area Rural Transportation System (CARTS)
- Hill Country Transit District
- City of Round Rock Demand Response
- Private and Intercity:
 - Intercity bus
 - Amtrak
 - Taxi
 - Transportation Network Companies (TNCs)
 - Other private providers

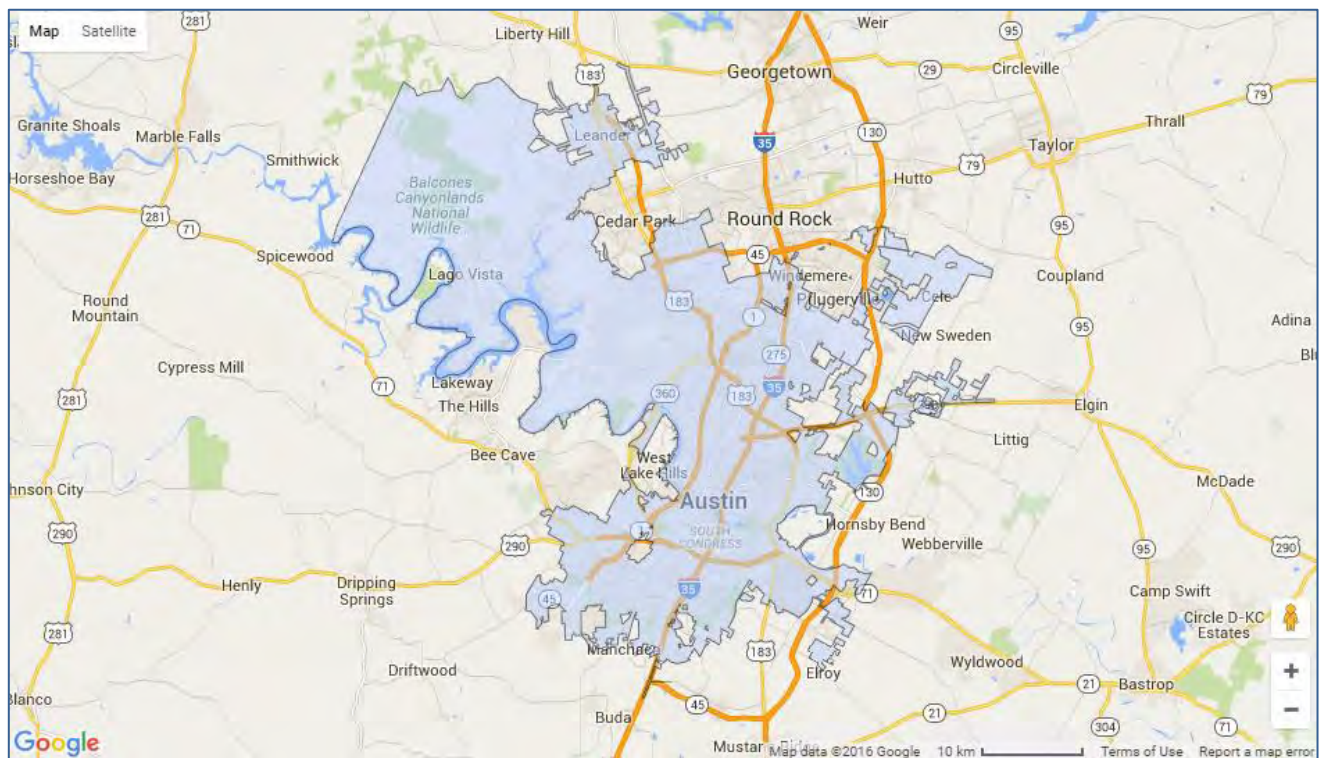
Capital Metropolitan Transportation Authority

Capital Metro is the public transit system for Austin and several nearby communities in Central Texas. Capital Metro was created in 1985 with the establishment of a voter-approved 1 percent sales tax. The agency is governed by a Board of Directors that consists of three

members appointed by CAMPO (including an elected official), two members appointed by the Austin City Council (one of whom is an elected official), one member representing the smaller cities in Capital Metro's service area, and one member each appointed by the Travis County commissioners and the Williamson County commissioners.

Nine areas initially voted to participate in the Authority including the Cities of Austin, West Lake Hills, Rollingwood, San Leanna, Cedar Park, Leander, Lago Vista and Pflugerville, and the Anderson Mill area of Williamson County. Since that time Precinct Two of Travis County and the suburban Cities of Jonestown and Manor have voted to join the service area, while residents of West Lake Hills, Rollingwood, Cedar Park and Pflugerville voted to withdraw from the Capital Metro service area. In addition to the City of Austin, the Capital Metro service area (Figure 2-1) currently includes Jonestown, Lago Vista, Leander, Manor, Point Venture, San Leanna, Volente and portions of Travis County and Williamson County, including the Anderson Mill area.

Figure 2-1: Capital Metro's Service Area



Source: Google Maps via Capital Metro website, <http://www.capmetro.org/service-area.aspx>, as accessed 7/11/16.

In 2014 Capital Metro provided 34.1 million passenger trips and over 20 million miles and 1.5 million hours of service. The agency's total non-capital budget for this period was \$202.4 million.¹

A map of Capital Metro's fixed-route bus and rail services is shown in Figure 2-2.

Capital Metro operates the following types of services:

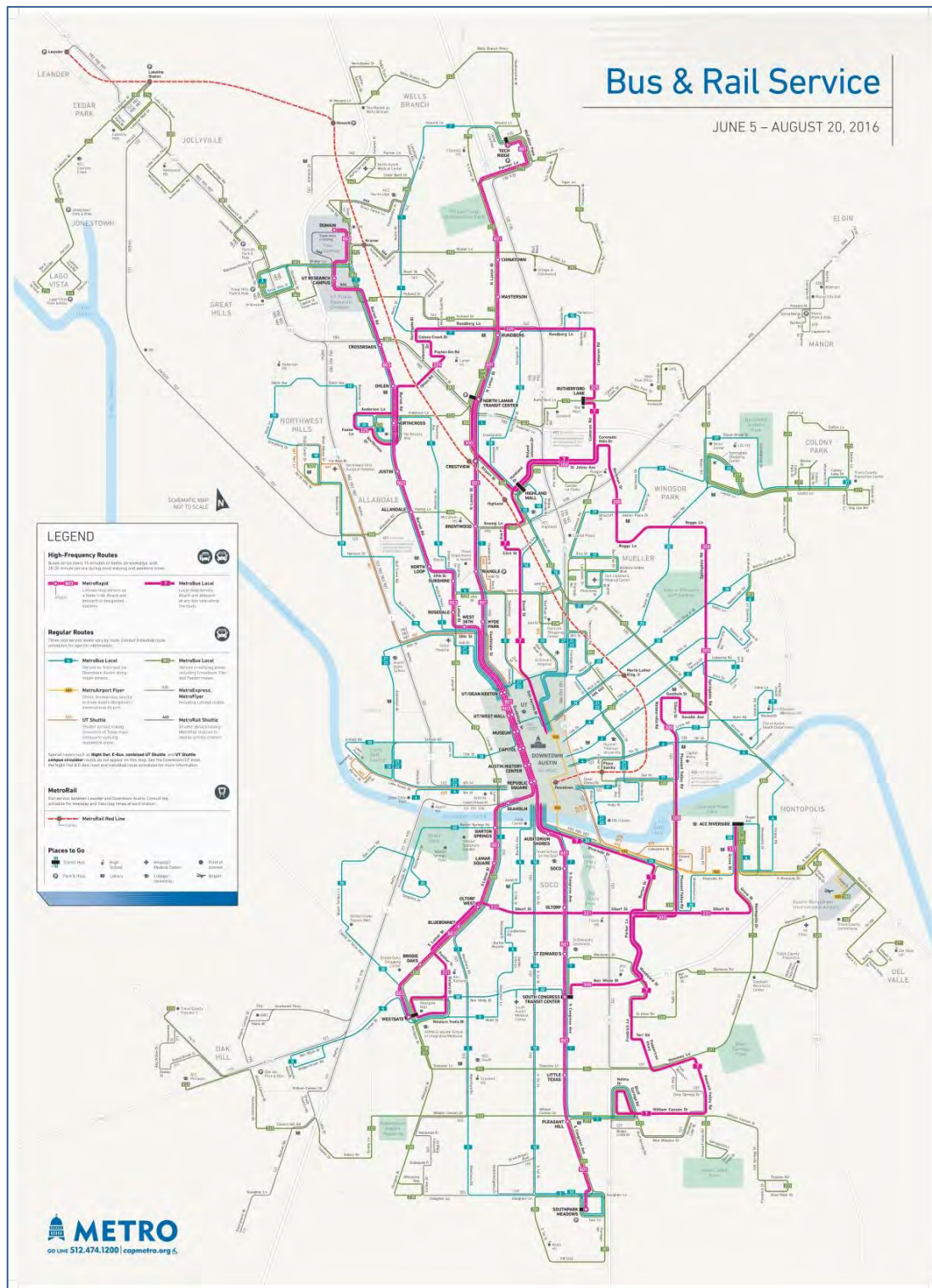
- **MetroBus and Metro Express** – Fixed-route bus services include:
 - Local and feeder service routes: Multiple stop service to and from downtown Austin, transit centers and park and ride lots
 - Flyer, limited and express routes: Limited stop service to and from neighborhoods, the University of Texas (UT), downtown and park and ride lots
 - Special services: Services for special events, late nights and connections to rail service
 - UT Shuttle Routes: Limited stop service from student living centers and the UT campus

General public fares for Capital Metro fixed routes range from \$1.25 to \$3.50. Half-fares are charged for seniors (ages 65+), Medicare card-holders, riders with disabilities, students up to age 18 and active military/reserve duty personnel carrying valid ID. In addition to accepting cash fares, Capital Metro offers 1-, 7- and 31-day passes for unlimited rides, as well as stored value cards. Capital Metro does not issue transfers between routes.

- **MetroRapid** – In 2014 Capital Metro began operating bus rapid transit (BRT) service, which provides limited-stop express service along two routes. Route 801 North Lamar/South Congress serves 43 stations, and Route 803 Burnet/South Lamar serves 34 stations, with transit signal priority technology. MetroRapid runs every 12-15 minutes during weekday peak periods, between 15-20 minutes at other times on weekdays and between 20-30 minutes on weekends. Fares for MetroRapid are \$1.75 regular/\$0.85 reduced.
- **MetroRail** – MetroRail is the Capital Metro commuter rail service. The 32-mile Red Line operates weekday mornings and afternoons from Leander to Downtown Austin. Fares for MetroRail are \$3.50 regular/\$1.75 reduced.
- **MetroAccess** – MetroAccess is Capital Metro's paratransit service, formerly known as STS, for people who are unable to ride fixed-route service because of a disability. To become eligible for the service, a would-be user must apply and demonstrate a

¹ National Transit Database.

Figure 2-2: Capital Metro Fixed-Route Bus and Rail System



Source: Capital Metro website, http://www.capmetro.org/uploadedfiles/Capmetroorg/Schedules_and_Maps/System_Map.pdf, as accessed 7/11/16.

functional disability that prevents them from using fixed-route transit. MetroAccess is provided using Capital Metro paratransit vehicles, operating demand response and subscription services, as well as a taxi voucher program.

The taxi voucher service is available to passengers who are ambulatory or who can independently transfer from a storable wheelchair into a sedan. Subscription services are for reservations occurring at least once a week from the same origin to the same destination at the same time. During FY 2014 the MetroAccess service carried 653,000 passengers. Capital Metro's paratransit fleet includes 132 vehicles. The fare for MetroAccess service is \$1.75 per trip, with 10-ride booklets and monthly passes available.

- **MetroRideShare** – Capital Metro's vanpool program provides eligible groups of 5-12 riders with a month-to-month vanpool lease agreement including insurance, maintenance, 24-hour roadside assistance and an optional fuel purchasing program. MetroRideShare sponsors approximately 180 vanpools.
- **Mobility Management** – Capital Metro partners with CARTS to operate the Austin Office of Mobility Management.

Capital Metro's FY 2014 operating data by service type is summarized in Table 2-1.

Table 2-1: FY 2014 Operating Statistics for Capital Metro

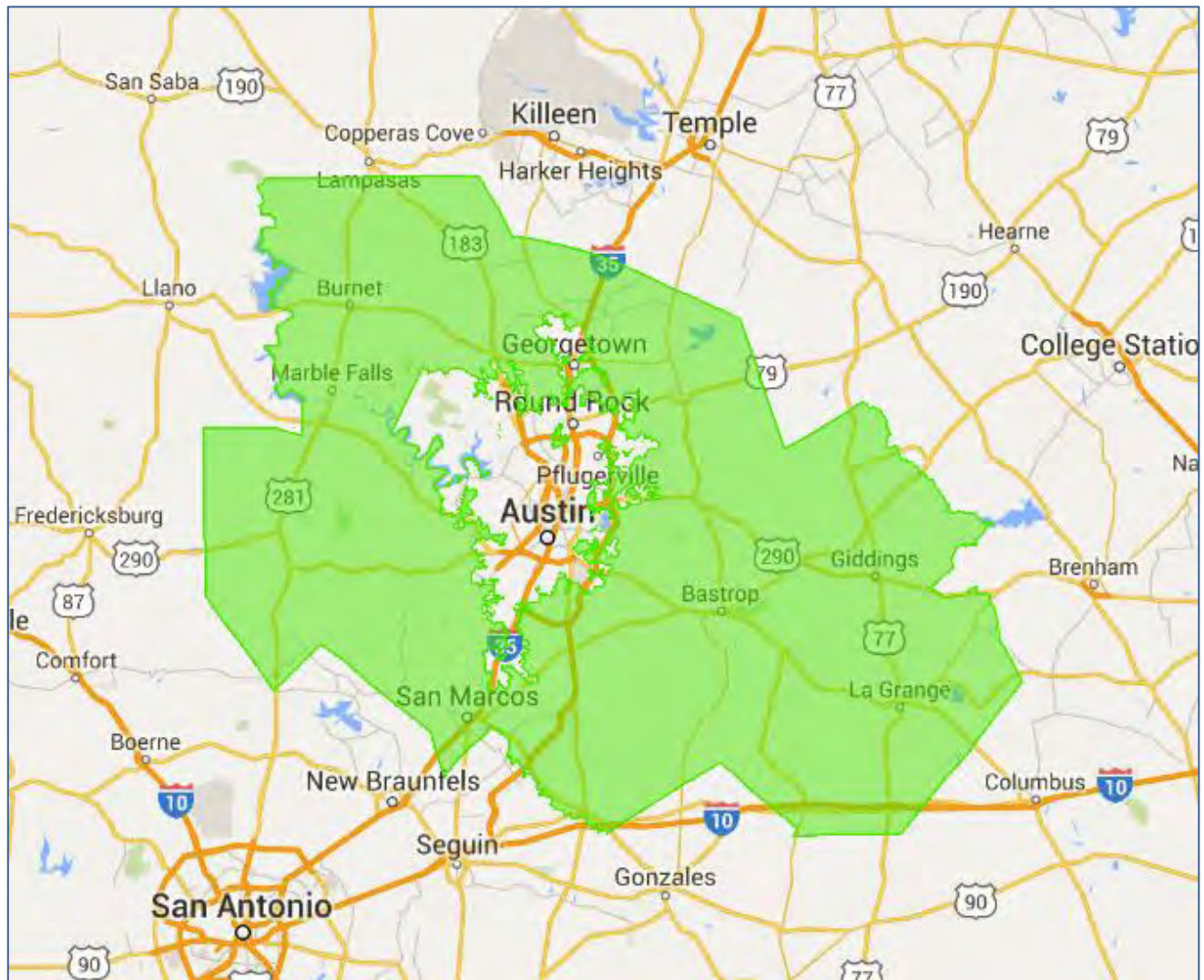
	Ridership	Vehicle Hours	Vehicle Miles
Bus			
MetroBus	24,833,304	936,182	11,758,324
ExpressBus	577,275	51,814	1,081,988
Suburban	114,840	21,123	380,910
Suburban - Express	22,808	2,518	60,082
UT Service	4,229,984	112,939	1,509,598
Special Events/Charters	250,199	9,035	86,316
Subtotal	30,028,410	1,133,611	14,877,218
Bus Rapid Transit - MetroRapid	1,263,066	66,408	933,197
Rail			
MetroRail - Weekday	678,162	11,508	274,024
MetroRail - Weekend	108,909	2,665	54,108
Subtotal	787,071	14,173	328,132
Paratransit - MetroAccess	624,398	393,846	5,587,725
Vanpool - RideShare	232,838	40,919	1,197,764
Total	32,935,783	1,648,957	22,924,036

Source: Capital Metro's Approved FY 2016 Operating & Capital Budget, pages 44-47.

Capital Area Rural Transportation System

CARTS includes a Rural and Urban Transit District formed through an inter-local agreement between nine county governments in the RTCC region. The CARTS District includes the non-urbanized areas of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis and Williamson Counties and the San Marcos urbanized area (Figure 2-3). CARTS' Board of Directors is made up of County Commissioners from each of the nine counties and an appointed representative of the San Marcos City Council.

Figure 2-3: CARTS Service Area



Source: Google Maps via CARTS website, <http://www.ridecarts.com/schedule>, as accessed 7/11/16.

Table 2-2: Summary of CARTS Public Transit Services by County

County	Country Bus	Interurban Coach	Other Services
Bastrop	X	X	<ul style="list-style-type: none"> Bastrop Municipal Bus Service Manor/Elgin Express Metro Connector Smithville-Bastrop to Austin Commuter Route
Blanco	X		
Burnet	X	X	
Caldwell	X	X	
Fayette	X	X	
Hays	Rural areas only	X	<ul style="list-style-type: none"> San Marcos Transit
Lee	X	X	
Travis	Rural areas only	X	<ul style="list-style-type: none"> Smithville-Bastrop to Austin Commuter Route Grasshopper Service
Williamson	Rural areas only	x	

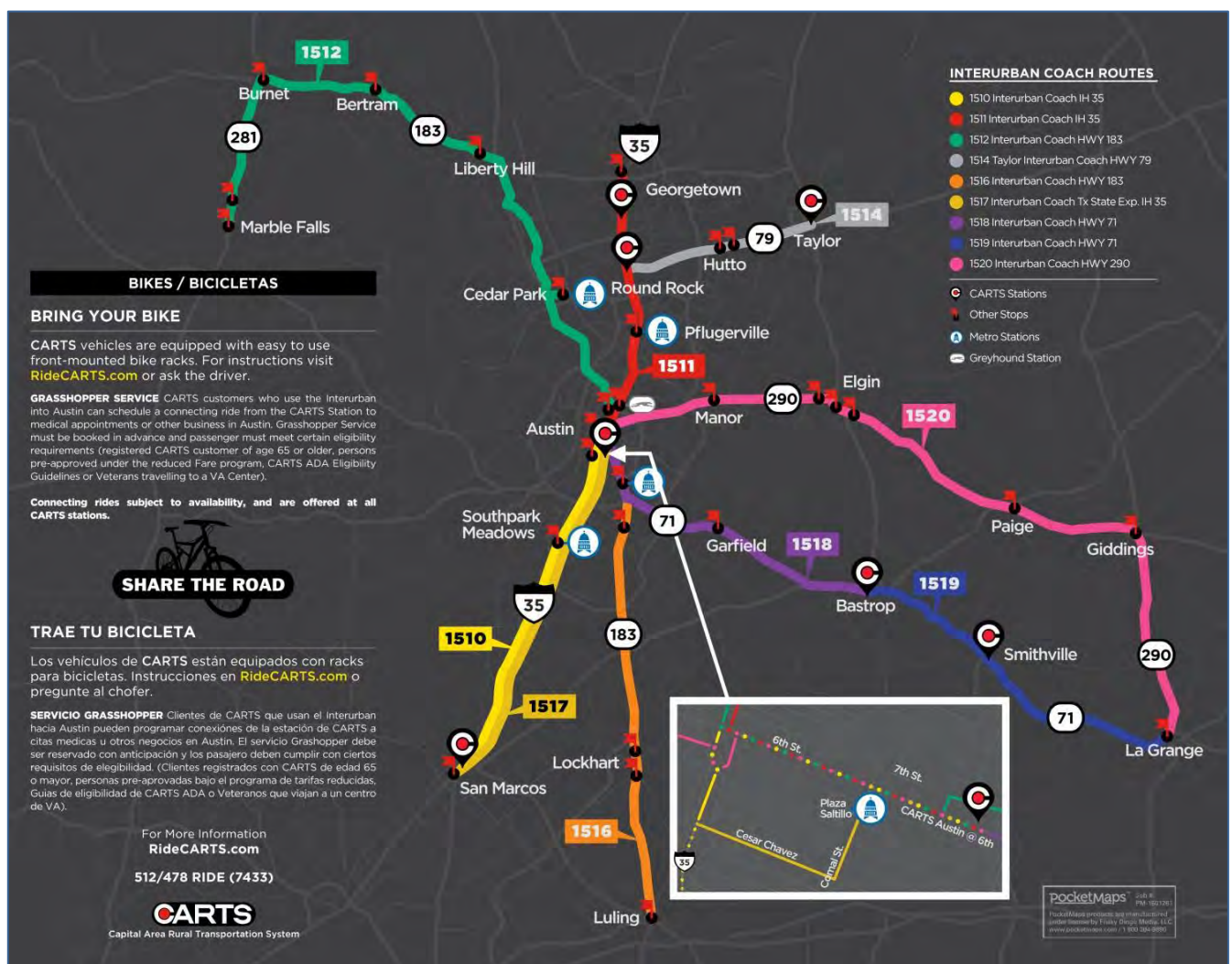
CARTS' public transportation services, summarized by county in Table 2-2 (above) include the following:

- Interurban Coach** – Regional intercity routes provide connections between Austin, Bastrop, Bertram Burnet, Georgetown, Liberty Hill, Lockhart, Luling, Marble Falls, Round Rock, San Marcos, Taylor, Texas State University, LaGrange, Giddings, Paige, Smithville and Elgin. This service also makes connections to Greyhound and Capital Metro. CARTS' Interurban Coach Routes are shown in Figure 2-4. Fares for Interurban Coach routes are based on two zones: trips originating and ending within the same county are \$4.00, and trips with destinations outside the county of origin are \$4.00. CARTS also offers a regional all day pass for \$6.00 as well as a monthly pass.
- Grasshopper Service** – Registered CARTS customers, who use the Interurban Coach Routes into Austin, can schedule a connecting ride from any CARTS Station to medical appointments or other business in Austin. This service must be booked in advance, and passengers must meet certain eligibility requirements (including seniors, people with disabilities and veterans traveling to a VA Center).
- Country Bus** – Curb-to-curb demand-response transportation is available throughout the rural areas of the CARTS service area during weekdays. Availability of service in a particular area and inter-county services vary by the day of the week; numerous flex routes are operated. Twenty-four hour advanced notice is recommended. Fares for these routes are based on three zones: trips wholly within a town or city are \$2.00, trips originating and ending within the same county are \$4.00, and trips with destinations

outside the county of origin are \$6.00. Discounts for senior citizens and persons with disabilities are available for all CARTS services.

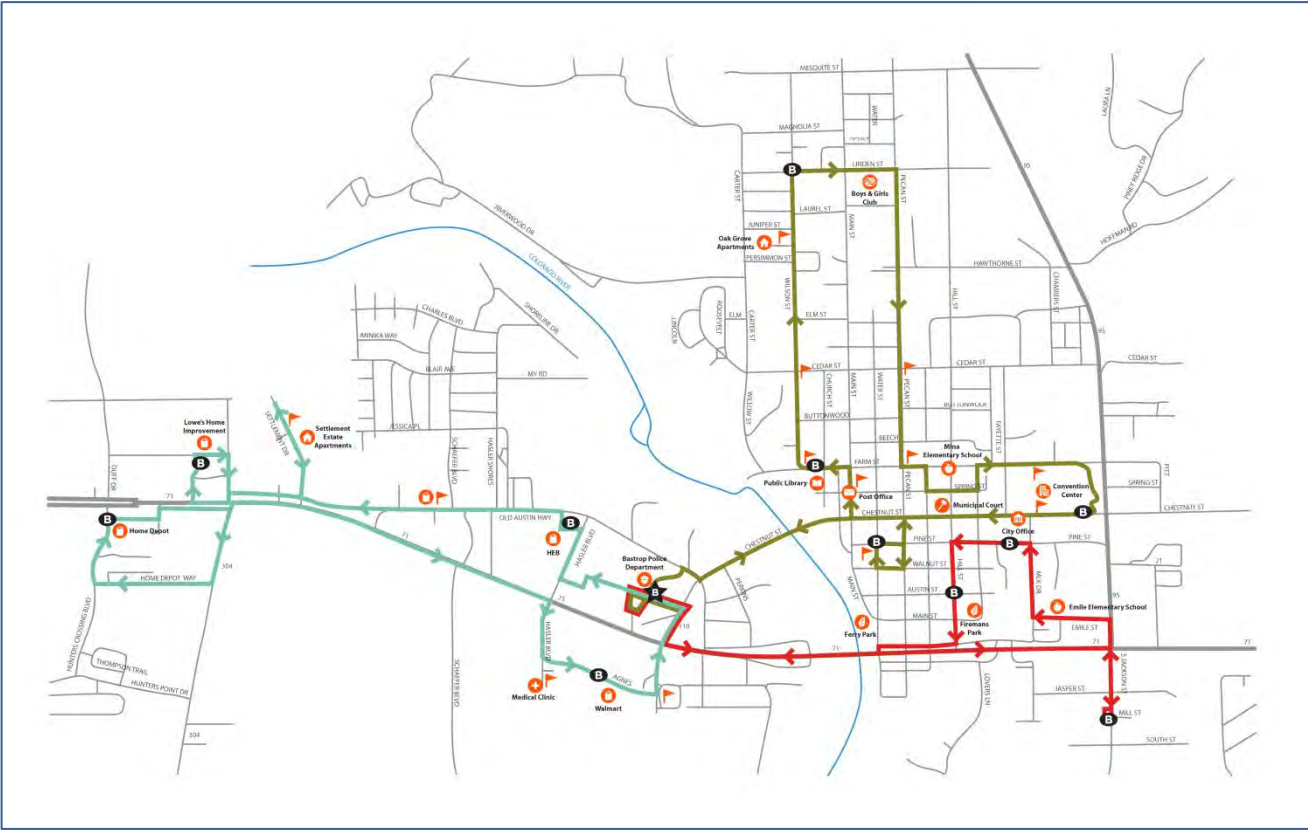
- Bastrop Municipal Service** operates three fixed routes (Figure 2-5) Monday through Friday, 7:30 a.m. to 5:30 p.m. The fixed route service is complemented by ADA paratransit service for individuals with disabilities and seniors who are unable to ride the fixed route bus. The regular fare for this service is \$1.00. Seniors (65+), people with disabilities, and students through high school are eligible for half-fares.

Figure 2-4: CARTS Interurban Coach Routes



Source: CARTS Interurban Coach Service Pocket Brochure.

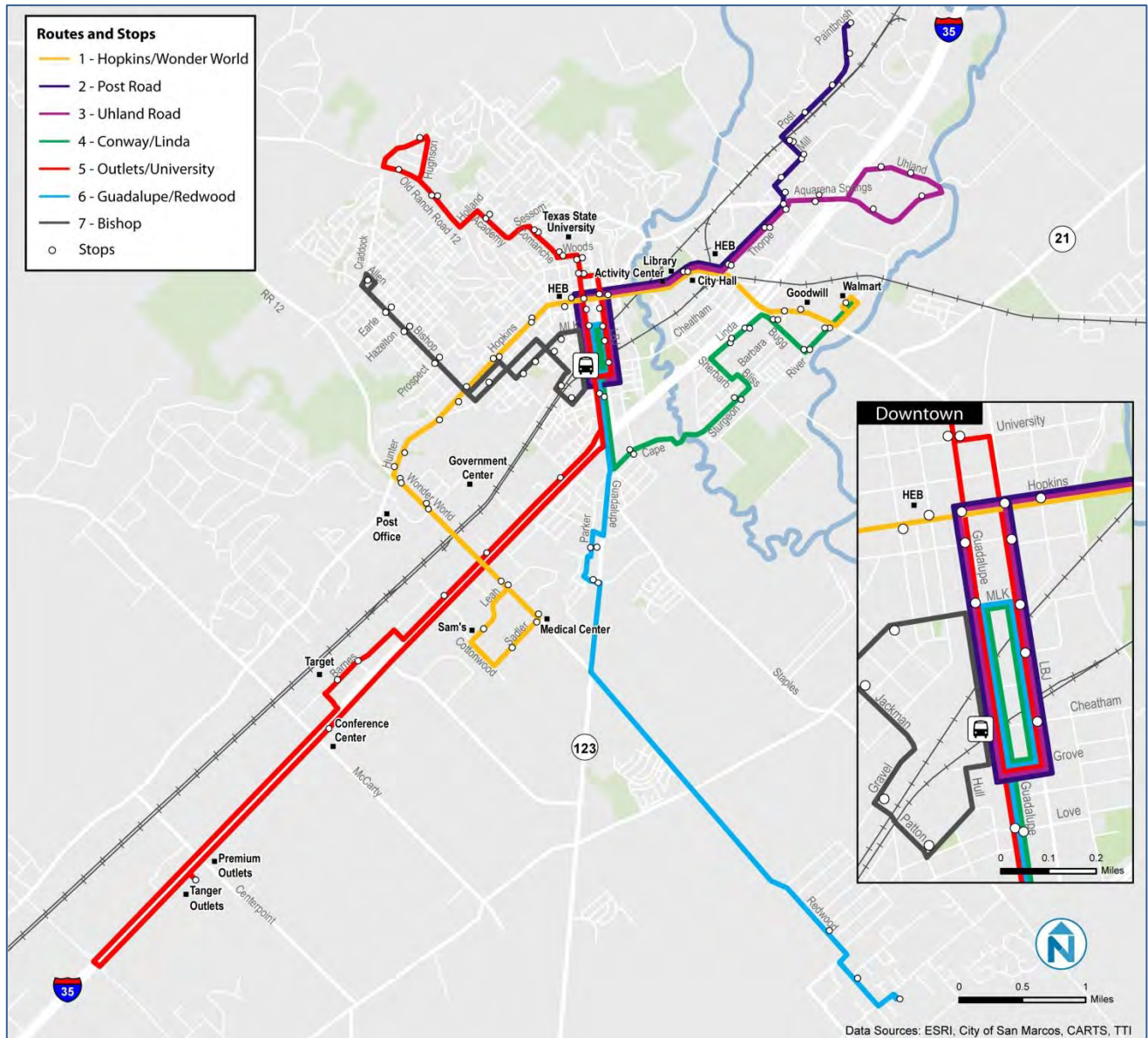
Figure 2-5: Bastrop Municipal Service Routes



Source: CARTS website, <http://www.ridecarts.com/images/uploads/services/CARTS-Bastrop-Municipal-Map.png>, as accessed 7/11/16.

- **Manor/Elgin Express Metro Connector Route** – CARTS provides weekday peak-hour morning service from downtown Elgin, the Elgin Park and Ride and Manor Park and Ride to downtown Austin, where riders can connect with Capital Metro, returning in the afternoon/evening. Three round trips per day are operated. One-way fares for these routes are \$2.00 from Elgin to Manor and \$3.50 from Manor to Capital Metro connecting service. Trips from Elgin to Austin are the same as CARTS’ inter-county fixed route fare (\$4.00), and seniors, people with disabilities and students are eligible for half-fares.
- **San Marcos Transit** operates seven fixed routes (Figure 2-6) Monday through Friday 7:00 a.m. to 5:30 p.m. The fixed route service is complemented by ADA paratransit service for individuals unable to ride the fixed route bus due to a disability. The regular one-way fare on San Marcos Transit is \$1.00, with a \$2.00 daily pass, and a monthly pass also available. Seniors (ages 65+), people with disabilities, and students through high school are eligible for half-fares.

Figure 2-6: San Marcos Transit Routes



Source: CARTS San Marcos Transit Brochure.

- **Smithville and Bastrop to Austin Commuter Route** – CARTS operates commuter bus service (two round trips per weekday) from park and ride locations in Smithville and Bastrop to Austin. This weekday peak-hour service is available on a monthly subscription basis. Monthly fares are \$150 from Smithville to Austin and \$120 from Bastrop to Austin.
- **Services for Capital Metro** – Under an inter-local governmental agreement (ILA) with Capital Metro, CARTS provides transit services for Georgetown, Del Valle,

Northeast Austin, Jonestown/Lago Vista and the collaborative Manor/Elgin Express Metro Connector Route.

- **Ticketing for Intercity Bus Services** – In addition to operating local and regional transit services, CARTS serves as the ticket agent for intercity services interlined through the national Greyhound system at CARTS stations. CARTS Interurban Coach services provide feeder service to intercity carriers to Dallas, San Antonio and Houston.
- **Mobility Management** – CARTS partners with Capital Metro to operate the Austin Office of Mobility Management.

CARTS also provides human services transportation, including:

- Medicaid transportation throughout the CARTS District and in the City of Georgetown, under an agreement with the Texas Department of Health and Human Services contracted regional broker, Logisticare Solutions, LLC.
- Through an ILA with Travis County, CARTS provides for access to county sponsored services such as congregate meal centers in the rural portion of Travis County.

CARTS/ FY 2014 ridership, vehicle miles and vehicle hours are presented in Table 2-3. In total across all rural public transit services, CARTS provided 73,260 passenger trips and operated 145,231 vehicle hours and more than 2.8 million vehicle miles. The San Marcos Transit system provided 144,936 passenger trips, during 21,936 hours and on 291,264 vehicle miles in FY 2014.

Table 2-3: FY 2014 Operating Statistics for CARTS

	Ridership	Vehicle Hours	Vehicle Miles
Rural Public Transit Services (5311)	573,260	145,231	2,813,759
San Marcos Transit (5307)	144,936	21,936	291,264
Job Access & Reverse Commute (JARC)	1,807	-	-
Total	720,003	167,167	3,105,023

Source: 2015 Texas Transit Statistics, 2nd Edition, TxDOT PTD

Hill Country Transit District

Hill Country Transit District (HCTD), based in San Saba, operates a nine-county rural transit system that serves Bell, Coryell, Hamilton, Lampasas, Llano, Mason, Milam, Mills and San Saba Counties. HCTD also operates the urban transit systems in the cities of Temple and Killeen.

In Llano County HCTD provides demand-response, curb-to-curb public transportation service Monday through Friday from 7:00 a.m. to 4:00 p.m. Trips may be scheduled up to 14 days in advance and through 5:00 p.m. the day before service is requested. Fares are based on one-way trip distance, starting with \$1.00 for the first 10 miles to \$3.00 for 11-25 miles, and an additional \$3.00 for each additional 25 miles traveled. Seniors ages 60 or older ride fare-free. HCTD is governed by a 13-member Board of Directors, with representation from each of the nine counties and two urban districts (Killeen and Temple). HCTD also provides Medicaid transportation service in Llano County.

City of Round Rock

The City of Round Rock provides demand-response public transportation service, open to all residents within the city limits and the extraterritorial jurisdiction (ETJ, which is the area just outside the city limits). Plans call for a fixed-route service with complementary ADA paratransit in 2017, which will eliminate much of the unmet needs in Round Rock.

The current service operates within the city limits and the ETJ on a curb-to-curb, advanced reservation basis. Trips may be scheduled up to 14 days in advance and through 4:00 p.m. the day before service is requested. The City of Round Rock contracts with Star Shuttle to operate this service Monday through Friday from 7:00 a.m. to 6:00 p.m. One-way fares for riders who live within the city limits are \$5.00 for the general public and \$2.00 for riders under age 12, ages 60 or older, with a disability or with low incomes. One-way fares for riders who live in the ETJ are \$7.00/\$3.00. Pass cards for 10, 15 and 20 trips are available. Children under age 6 ride free with a paying rider. Disability and income are verified through an application process. Personal care attendants (PCA) ride free if verified as medically necessary, and riders meeting this criteria are required to travel with their PCA.

The City of Round Rock contracts with Star Shuttle provides senior transportation to senior nutrition sites. Funded by the Area Agency on Aging, eligible riders receive free transportation to the Baca Center or AGE for the discounted lunch program.

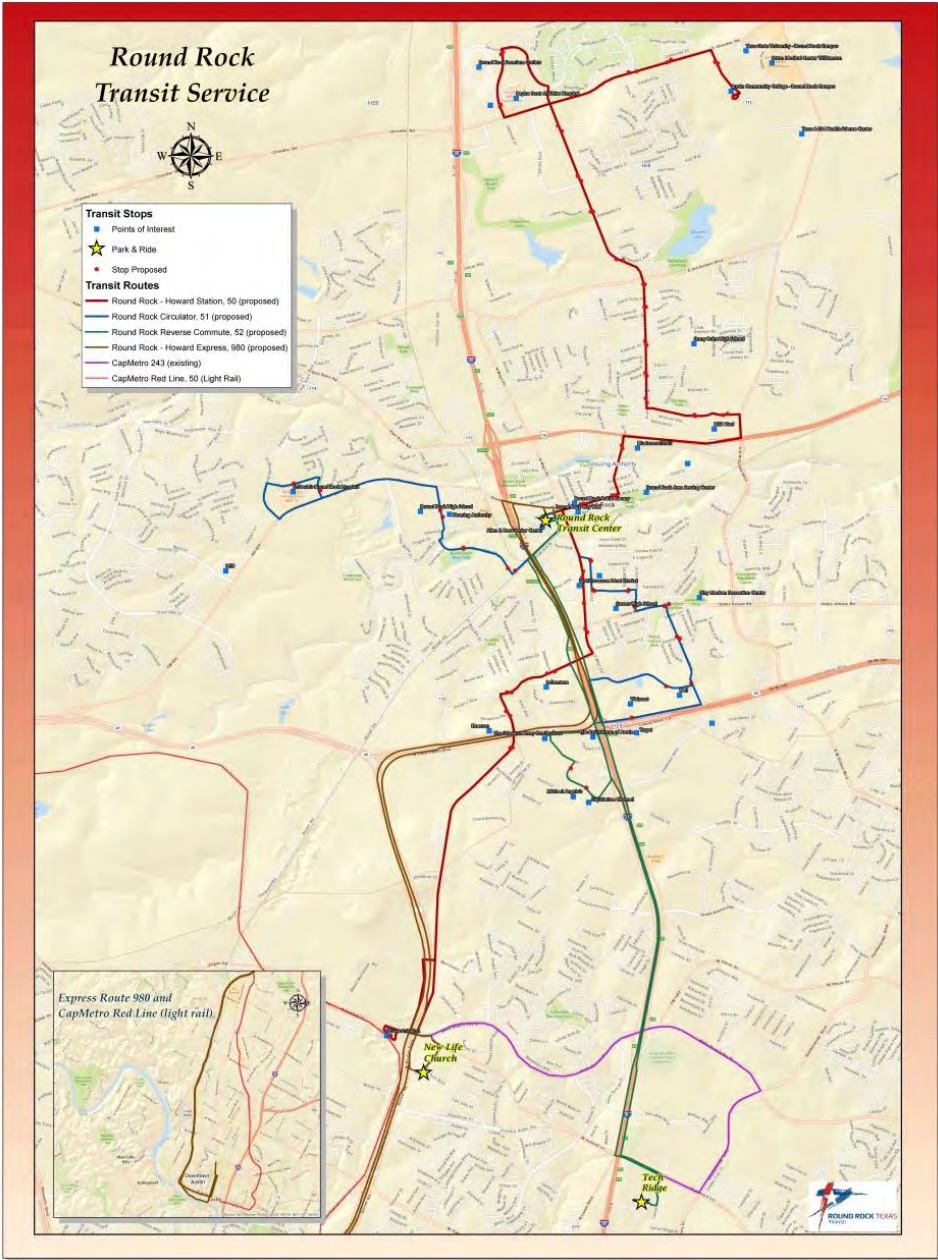
In FY 2014 the City of Round Rock demand-response services carried a total of 14,803 passengers and operated 9,898 revenue hours.

The draft *Round Rock Transit Plan – Final Report* (November 2015) indicated that the city provides a Reverse Commute route between the Austin Tech Ridge Park and Ride and Sears Teleserv. The draft final report indicated that the Reverse Commute route operates three round trips per weekday, with fares the same as the demand response fares for riders from the ETJ. According to the draft report, this service only averaged 3.5 passenger boardings per day and one passenger boarding per revenue hour.

The Transit Plan outlines the vision and implementation steps for a new robust fixed route service within the city and connecting to Capital Metro (with an emphasis on regional

connectivity). Figure 2-7 details the proposed transit system. The City of Round Rock receives FTA Section 5307 funding and will be contracting with Capital Metro to operate local fixed routes, ADA paratransit and commuter service that connects to Capital Metro.

Figure 2-7: Proposed Round Rock Transit Routes



Private and Intercity Public Transportation Services

Intercity Bus

The following intercity bus services currently operate in the Capital Area:

- **Greyhound** stops in San Marcos and Austin, en route from San Antonio to Dallas. The route stops in Austin 11 times per day both northbound and southbound. San Marcos is served twice a day in each direction, and the standard one-way fare for this trip currently varies from \$9.00 to \$13.00.
- **Arrow Trailways (Southwestern Coaches)** connects Austin and Round Rock en route to Killeen. Two round trips per weekday are made, and the fare is \$4.00 between Austin and Round Rock.
- **Megabus** connects Austin to Dallas (6 round trips), Houston (4 round trips) and San Antonio (3 round trips). One-way fares to San Antonio start at \$5.00.

Amtrak

Amtrak Texas Eagle serves the Capital Area in between San Antonio and Temple. Currently one round trip per day is made, with southbound service stopping in Taylor, Austin and San Marcos at 5:36 p.m., 6:30 p.m. and 7:12 p.m., respectively; northbound service stops in San Marcos, Austin and Taylor at 8:32 a.m., 9:31 a.m. and 10:22 a.m., respectively. The fare between San Marcos and Austin is currently \$9.50, and the fare between Austin and Taylor is \$8.50.

Taxi

The following taxi companies serve the Capital Area:

- 10/10 Taxi, based in Round Rock
- A Cheap Ride Taxi, based in Round Rock
- Ace Taxi, based in Round Rock and Georgetown, has wheelchair accessibility
- Aloha Taxi, serves San Marcos, Kyle and Buda, has wheelchair accessibility
- Austin Cab, based in Austin, has wheelchair accessibility
- Austin Express Cab, based in Austin
- Bastrop County Taxi and Charter Service, serves Bastrop County and Austin
- Bluebonnet Taxi & Shuttle, based in Fredericksburg
- Buda Taxi, LLC
- Cedar Park Taxi Services, based in Cedar Park, serves Cedar Park, Leander, Georgetown, Round Rock and Hutto

- City Cab, based in Austin
- Discount Cab
- Eagle Cab, based in Leander
- Georgetown Taxi & Limo, based in Georgetown
- Hays Taxi, based in New Braunfels, serves San Marcos and Hays County
- Hison Cab Company, based in Georgetown
- Homegrown Taxi, based in San Marcos
- Lakeline Cab, based in Austin
- Lone Star Cab, based in Austin, has wheelchair accessibility
- Mr. Taxi, based in Round Rock
- North Austin Taxi Service LLC, based in Round Rock
- Pflugerville Taxi, primarily serves Pflugerville, Hutto and Taylor areas
- Roy's Taxi of Round Rock
- Shire Taxi, based in Austin
- Stagecoach Shuttle Service, based in Fredericksburg, taxi and airport shuttle services
- Taylor Taxi, based in Taylor
- Yellow Cab Austin, serves Austin-Round Rock and surrounding areas, has wheelchair accessibility

Transportation Network Companies (TNCs)

Several technology-based ridesharing services have transportation network company operating authority in Austin and/or operate in the suburbs around Austin. These services require a rider to have a smart phone and facilitate ridesharing through the use of an app. TNCs currently operating in the CAMPO region include:

- Fasten Inc., a Boston-based company that serves the greater Austin area, Bastrop, Lockhart, Dripping Springs and San Marcos.
- Get Me, LLC, based in Dallas, operates in Austin, Corpus Christi, Dallas, Galveston, Houston, San Antonio and Las Vegas, providing delivery service and transportation.
- InstaRyde, a Canadian-based company that describes its services as a “peer to peer on-demand ride sharing app,” currently live in Austin and two cities in Ontario.
- Lyft, Inc., based in San Francisco and one of the nation’s largest TNCs, currently operates outside of the Austin city limits. Lyft continues to serve Georgetown, Round Rock, Pflugerville, Hutto, Lockhart, San Marcos, Kyle and Lakeway.
- Ride Austin, a locally-developed non-profit TNC that serves the greater Austin area including Austin, Austin-Bergstrom International Airport, Barton Creek, Bee Cave, Buda, Cedar Park, Elgin, Georgetown, Hutto, Jollyville, Kyle, Lakeway, Lost Creek, Leander, Manchaca, Manor, McNeil, Pflugerville, Round Rock, Taylor, Webberville, Wells Branch and West Lake Hills.

- Ride Fare, LLC, doing business as FARE, a Phoenix, AZ based technology platform, serves Austin. Its website indicates that “the service area for markets we operate in is currently 150 miles,” though it is not clear whether this is the radius or diameter of the service area.
- ScoopMe, LLC, a locally based startup that went live in Austin in late July, with a service area that spans Jarrell to San Marcos including Florence, Lakeway and Dripping Springs.
- Tride Technology, LLC, based in Tulsa, OK, is currently operational in Austin and Corpus Christi, and is gearing up to serve Wichita Falls and Waco as well as Tulsa.
- Uber Technologies, Inc., based in San Francisco and one of the nation’s largest TNCs, currently only provides transportation services outside of the Austin city limits.
- Wingz, Inc., a San Francisco based TNC that specializes in transportation to airports, including Austin-Bergstrom International Airport, and also provides flat-rate rides around town in Austin.
- zTrip, an app owned and operated by Transdev, matches riders with private “black car” sedans and taxis in 10 metropolitan areas in the U.S. as well as numerous airports. The Austin area service includes Cedar Park, Leander, Round Rock, Hutto, Pflugerville and Georgetown.

Other Private Providers of Transportation Services Available to the Public

- Acadian Ambulance Non-Emergency Medical Transportation, serves Bastrop, Hays, Travis and Williamson Counties
- Airport Flash/Flash Transportation Services, serves Georgetown
- Celebrations Limos, based in Marble Falls, provides limousine service
- Dedicated Medical Transportation, based in Austin, provides accessible medical transportation throughout Central Texas
- Endeavor Limousines, based in Austin
- Heart of Texas Limousine, based in Horseshoe Bay, provides charter/limousine service
- Kerrville Bus Company (a Stagecoach Company) operates charter service and casino trips in the Capital region
- North Capital Taxi, based in Austin, provides limousine service
- Quick Sedan Service, based in Round Rock
- San Marcos Limousine
- SuperShuttle, based in Austin, provides airport shuttle service

CLIENT-FOCUSED SERVICES

This section inventories those transportation services that are limited to clients of human services, residents of particular communities or specific demographic groups (based on age, for example). These services have been grouped into the following categories:

- Non-Emergency Medical Transportation
- Transportation Services Targeted to Veterans
- Workforce Transportation and Other Transportation Targeted to People with Low Incomes
- Services Targeted to Seniors and People with Disabilities
- Transportation Services Targeted to Other Vulnerable Populations
- Educational Transportation Services

Table 2-4 provides an overview of each of the client-focused transportation services described in this section.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Non-Emergency Medical Transportation										
American Cancer Society Road to Recovery	People living with cancer	Cancer-related appointments	Travis and surrounding counties	Mon-Fri 8am-4:30pm	Door-to-door; 3 business days advance registration required	None	Donations	Volunteers use own vehicles	No	<u>2010(3)</u> 1,077
Gift of Life Air Transportation Corporation	Anyone	Air trips to hospital for serious illness	Nationwide- patient must live more than 100 miles from destination	24 hours, 7 days	Airport-to-airport	Depends on circumstances	Donations	Air travel	Yes	N.A.
Health and Human Services Commission-Medicaid Recipient Transportation	Medicaid recipients (only those enrolled in the Children with Special Health Care Needs program)	Medical appointments	Entire state (operated by CARTS in Capital Area)	Call Center Mon-Fri 8am-5pm, Rides Mon-Sat 5:30am-7pm	Curb-to-curb, but mobility attendants can be approved; two work days advance notice required; tickets provided for public transit services	None	Federal and State	Local service contracted to CARTS	Yes	<u>2010(3)</u> 124,844

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Transportation Services Targeted to Veterans										
Burnet County VETRIDES	Veterans, their spouses and caregivers residing in Burnet, Llano and Lampasas Counties	Medical appointments, veterans services offices, pharmacies, grocery and retail shopping	Trips originating in Burnet, Llano and Lampasas Counties; serves VA facilities in San Antonio, Austin, Temple and Kerrville	Wed and Th 9am - 3pm	Door-to-door operated by volunteers	None	Texas Veteran’s Commission Fund for Veterans’ Assistance, donations	3	Yes	4,000
Hays County Veteran Services	Veterans	Medical appointments in San Antonio	Hays County to San Antonio (Audie Murphy VA Medical Hospital)	Tu, Wed, Th 8am - 5pm	Demand-response	None	Section 5310	2	Yes	<u>2012(2)</u> 542 <u>2014(1)</u> 587 <u>2015(1)</u> 556
LaGrange VA Outreach Clinic	Veterans	Medical appointments	From the LaGrange area to the Austin Outpatient Clinic and the Temple PACT Clinic	Tu, Wed, Th	Scheduled door to door	None	VA	N.A.	N.A.	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
United for the People	Veterans	Medical appointments	Austin, Cedar Park, Georgetown, Hutto, Leander, Pflugerville and Round Rock to nearest VA clinic (Cedar Park and Austin)	Mon-Fri 8am - 5pm	Demand-response operated by volunteers; scheduled at least 48 hrs. in advance; maximum 2 round trips per month	Members: \$10/each 20 miles; non-members \$25/each 20 miles	N.A.	Volunteers use own vehicles	No (but can stow collapsed)	N.A.
Workforce Transportation and Other Transportation Targeted to People with Low Incomes										
AVANCE Austin, Inc.	Low-income Latino families with children up to age 3 in Travis County's most disadvantaged communities	Educational and supportive services	Travis County	As needed	As needed	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Community Action, Inc. of Central Texas	HIV positive individuals without transportation/ unable to drive; low income children	Medical and dental appointments for rural services aids program participants; Head Start	AIDS program: all counties in the region except Travis; Head Start transportation in Hays, Caldwell and Blanco Counties	Mon-Fri 7am-6pm	One day advance notice required	N.A.	State and federal funds	N.A.	N.A.	N.A.
Foundation for the Homeless - Interfaith Hospitality Network	Homeless families in transitional shelter	Employment, job interviews, child care facilities and schools	Austin	As needed	FFH staff provide	N.A.	Private sources	N.A.	N.A.	N.A.
Front Steps, Inc.	Homeless people	Local needs	N.A.	N.A.	N.A.	N.A.	N.A.	(former Capital Metro Rideshare van)	No	N.A.
Hutto Community Resource Center	Residents of Hutto and East Williamson County	Access services at the Round Rock Area Serving Center (food pantry, financial assistance)	Hutto and East Williamson County	As needed	Demand response	N.A.	N.A.	N.A.	N.A.	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Phoenix Arising, Inc.	Agency serves economically disadvantaged youth to learn about science, technology, engineering and math	As needed	N.A.	As needed	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.
River City Hope Street (Christian Women's Job Corps of Austin)	Refugee families - agency teaches job readiness and life skills, GED/ESL, operates food pantry, sells donated and handmade items, offers religious services	As needed	Austin Area	As needed	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Rural Opportunities Providing Encouragement (ROPE)	Ages 55 or older or poverty status	For non-critical medical and dental appointments	Burnet and Llano counties	Tu and Th 8:30am-2:30pm	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Urban Roots (Austin Youth & Community Farm, Inc.)	Employs Austin youth, ages 14-17, to work on CSA farm; donates produce and sells at farmers markets as well as through CSA program.	As Needed	Austin Area	As Needed	Demand response	N.A	N.A.	Former Capital Metro Rideshare van	No	N.A.
Transportation Services Targeted to Seniors and People with Disabilities										
AGE of Central Texas (Austin Groups for the Elderly)	Older adults with disabilities or memory loss (Adult Day Health Center participants)	Adult day care	Travis and Williamson	Mon-Fri 7:30am- 6pm	Door-to-door	None	VA, Medicaid, private payments, 5310 funds, donations	5	4	<u>2014(1)</u> 7,061 <u>2015(1)</u> 5,745

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
ARCIL, Inc. - Austin Resource Center for Independent Living	People with disabilities with independent living or employment goals	Employment, medical, education, and shopping	<u>Travel Voucher Program</u> Bastrop, Bell, Blanco, Burnet, Caldwell, Comal, Hays, Lee, Milan, Travis, and Williamson Counties <u>Volunteer Travel Subsidies</u> Austin Urbanized Area	As needed	Provides travel vouchers, volunteer travel subsidies, travel training and transit fare assistance	None	Various	N.A.	N.A.	N.A.
Assistance League of Austin	Seniors from nursing homes, assisted living centers and senior recreation centers	"Bus with Us" program provides recreational outings	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Austin Clubhouse, Inc.	Adults with mental illness	Employment	Austin Area	As needed	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Austin Lighthouse (Travis Association for the Blind)	People who are blind or vision impaired	As needed in support of programs	Austin Area	As needed	Demand response	No	Private	Former Capital Metro Rideshare van	No	N.A.
Austin Parks and Recreation Department - Senior Transportation Program	Seniors (ages 60 and older)	Regular destinations include congregate meal sites, medical appointments, grocery stores/pharmacies, special events and cultural activities	Austin, with group outings to destinations as far as San Antonio	Mon-Fri 8am-5pm	Subscription routes to senior centers; Curb-to-curb demand-response requested at least 24 hours in advance; group outings: require 7 or more riders in Austin area or 10 or more out-of-town	\$1.00 suggested donation for nutrition rides; \$3.00 each way for errands/ medical appts; distance-based for group trips	N.A.	9	1	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Austin-Travis County Integral Care	Program clients (DADS, courts, developmental disabilities, residents of agency's homes) plus contracts with Mary Lee Foundation, state agencies	Agency programs, medical appointments, employment, education, shopping	Greater Texas Hill Country	Primarily Mon-Fri 8am-5pm, but do serve emergency needs	Door-through-door; caseworkers provide trips as well	None	Agency general revenues (state, federal, county and city funds, also grants including Section 5310)	25 (2 are S.5310)	4	<u>2012(2)</u> 30,470 on S.5310 vehicles only <u>2014(1)</u> 2,233 <u>2015(1)</u> 2,285
Bastrop County Emergency Food Pantry and Support Center	Low income seniors or people with disabilities	Trips to food pantry	Bastrop County	Mon-Fri 9am-3pm, limited to activity days	Door-to-door; day before notice required	None	Donations, grants (county and state, including Section 5310)	2	2	<u>2014(1)</u> 1,216 <u>2015(1)</u> 603

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Bluebonnet Trails Community Services	Clients (individuals with a diagnosis or developmental disabilities, including children and seniors) who participate in programs in Round Rock	Agency services as well as medical appointments, employment, education, shopping and personal business	Bastrop, Burnet, Caldwell, Fayette, Gonzales, Guadalupe, Lee and Williamson Counties; in Caldwell County service from Luling to Lockhart is contracted from CARTS	Mon–Fri 8am-4:30pm occasionally weekends	As needed	None	General revenues and Section 5310	8 (1 is S.5310)	1	<u>2010(3)</u> 4,000 vehicle trips carrying 7 to 15 passengers per trip <u>2014(1)</u> 284 on S.5310 vehicle
Buckner Villas' GreenRidge community	Residents of retirement community (seniors)		Austin and surrounding areas within approx. 20 miles of campus	Mon-Fri 7:30am-6pm	As needed	None		2	1	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Drive a Senior (formerly Faith in Action Caregivers) --Elgin	Ages 60+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	Elgin and immediate vicinity, including destinations in central Austin, Bastrop and Taylor	Mon-Fri 9am-12pm	Curb-to-curb, door-to-door or door-through-door; volunteer services occasionally supplemented with taxi or bus pass	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fund-raisers	Volunteers use own vehicles: also former Capital Metro rideshare van	No	2010(3): 963

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Drive a Senior (formerly Faith in Action Caregivers) --Georgetown	Ages 60+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	Georgetown and Sun City area	Mon-Fri 9am-12pm	Curb-to-curb, door-to-door or door-through-door	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 & New Freedom, donations, fundraisers	Volunteers use own vehicles	No	<u>2010(3)</u> 4,850
Drive a Senior (formerly Faith in Action Caregivers) --North Central Austin	Ages 60+ who don't drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	West of I-35, north of 45th St, east of Hwy 1, south of 1325	Mon-Fri 9am-1pm,	Curb-to-curb, door-to-door or door-through-door	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 & New Freedom, donations, fundraisers	Volunteers use own vehicles	No	<u>2010(3)</u> 9,176

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Drive a Senior (formerly Faith in Action Caregivers) --Northeast/East Austin	Ages 60+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	South of E Parmer St, north of E Cesar Chavez St, east of I-35, west of Hwy 130	Mon-Fri 9am-12pm van rides to shopping destinations on Tue and Wed	Curb-to-curb, door-to-door or door-through-door	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fundraisers	Volunteers use own vehicles: also former Capital Metro rideshare van	No	<u>2010(3)</u> 2,309
Drive a Senior (formerly Faith in Action Caregivers) --Northwest	Ages 60+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	Northwest Austin, Cedar Park and Leander	Mon-Fri 9am-4pm	Curb-to-curb, door-to-door or door-through-door; has a cab contract with Cedar Park Taxi, Yellow Cab and Ace Taxi	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fundraisers	Volunteers use own vehicles	No	2010(3): 6,088

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Drive a Senior (formerly Faith in Action Caregivers) --Pflugerville / Round Rock	Ages 60+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	Pflugerville, Round Rock, Hutto, Brushy Creek	Mon-Fri 9am-1pm Mon-Thu van rides to shopping destinations	Curb-to-curb, door-to-door or door-through-door	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fundraisers	3 S.5310 vehicles and volunteers use own vehicles	No	<u>2012(2)</u> 671 on S.5310 vehicles only <u>2014(1)</u> 775 <u>2015(1)</u> 436
Drive a Senior (formerly Faith in Action Caregivers) --South Austin	Ages 65+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	South of E Cesar Chavez, west of S Pleasant Valley Rd, north of Onion Creek and bear Creek, east of Hwy 1826	Mon-Fri 9am-12pm,	Curb-to-curb, door-to-door or door-through-door	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fundraisers	Volunteers use own vehicles	No	<u>2010(3)</u> 3,375 (plus 35 purchased trips)

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Drive a Senior (formerly Faith in Action Caregivers) --Southwest	Ages 60+ who don't drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	South of Lake Travis, south and west of Lake Austin, northwest of Hwy 1, north of US 290, northwest of Hwy 1826	Mon-Fri 9am-1pm	Curb-to-curb, door-to-door or door-through-door	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fundraisers	Volunteers use own vehicles	No	<u>2010(3)</u> 543
Drive a Senior (formerly Faith in Action Caregivers) --West Austin	Ages 60+ who do not drive, living in service area independently at home or with family, able to walk with cane or walker	Medical, rehabilitation, grocery shopping, personal errands, social/recreational	North of Colorado River, west of I-35 and Burnet Rd, south of US 183, east of Hwy 360	Mon-Fri 9am-5pm	Curb-to-curb, door-to-door or door-through-door; contract with Yellow Cab	None	Neighborhood congregations foundations, TxDOT, FTA S. 5310 and New Freedom, donations, fundraisers	Volunteers use own vehicles	No	<u>2010(3)</u> 5,262

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Easter Seals Central Texas	Adults with disabilities, including Rehabilitation Clinic clients (age 55+); those in job placement program	Medical appointments, job placement	Travis County for in-house operations; Travis and Williamson Counties for cab company	Mon-Thu 8am – 7pm	Door-through-door and contracted taxi service from Lone Star Cab	None	Capital Metro, JARC/New Freedom, Texas Dept. of Rehab. Services	1 (leased from Capital Metro)	Yes	1,065
H.A.N.D. mobile (Helping the Aging, Needy and Disabled, Inc.)	Older adults and people with disabilities needing in-home assistance, unable to drive themselves or use other forms of transportation	Medical and resource appointments, employment, grocery shopping	Austin area	N/A	N/A	N/A	Local funding	Former Capital Metro Rideshare van	N/A	N/A

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Hill Country MHMR Centers	People with mental illness or developmental disability, participants in program	N.A.	Blanco, Hays, Llano Counties	Mon-Fri 7am-6pm, plus some extended service by request	Door-to-door, with some door-through door	None	Insurance, Medicaid and DADS	120	Some but not most	N.A.
Lago Vista Volunteers	Elderly, residents only	N.A.	Emergency services District 1: North Lake Travis Area	Mon-Sat 8am-5pm	N.A.	N.A.	Donations	Volunteer-based	N.A.	N.A.
Marbridge	Adults with intellectual disabilities (agency provides residential care on a 170-acre campus)	Employment, medical, social outings	Campus is in Travis County (Manchaca)	As needed	As needed	No	Various	Former Capital Metro Rideshare van	No	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Mary Lee Foundation	Seniors, people with disabilities, and people with low income. Clients of program, plus tenants of agency's housing	Employment, vocational training, recreational and therapeutic activities, medical appointments, social services agencies and shopping for daily needs	Austin and Travis County, medical destinations in Bastrop and Cedar Park	7 days/week 4am- 11pm	Demand-response	None	Donations to foundation, vehicle donations, some federal funds received through state, reimbursement from TxDOT for vehicle maintenance	9	Yes	<u>2012(2)</u> 77,659 on S.5310 vehicles <u>2014(1)</u> 14,313 <u>2015(1)</u> 10,905

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Meals on Wheels Central Texas: Groceries to Go	Clients (home-bound seniors and people with disabilities) who are able to travel with a volunteer to the store (volunteer delivers groceries to those who can't)	Grocery shopping	Travis County, some exceptions	Flexible, by appointment, twice a month	Door-through-door	None	Donations, USDA Funding, TX Dept. of Agriculture, Austin Area Agency on Aging, Dept. of Aging and Disability Services (TX) funding	Volunteer-based	No	N.A.
Service League of Greater Lakeway	Elderly, residents of Lakeway or The Hills only	Medical, grocery shopping, other needed services	Lakeway and The Hills	Mon-Fri 9am-11am	N.A.	N.A.	Donations	Volunteer-based	N.A.	N.A.
South Asians' International Volunteer Association (SAIVA)	Older adults of South Asian heritage		As needed	N.A.	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	No	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Transportation Services Targeted to Other Vulnerable Populations										
Austin Children's Shelter (Austin Children's Services)	Children, young adults and families affected by abuse, exploitation and neglect participating in residential program	Other agency programs and resources	N.A.	N.A.	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.
Highland Lakes Family Crisis Center	Victims of domestic violence or sexual assault	As needed	N.A.	N.A.	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.
Hope Alliance (Williamson County Crisis Center)	Victims of domestic violence or sexual assault	As needed	Williamson County	N.A.	N.A.	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.
SafePlace (Travis County Domestic Violence and Sexual Assault Survival Center)	Individuals and families affected by domestic violence, and sexual assault and exploitation	As needed	N.A.	N.A.	N.A.	N.A.	N.A.	Former Capital Metro Rideshare van	N.A.	N.A.

Table 2-4: Client-Focused Transportation Services

Organization	Restrictions on Who Can Use Service	Restrictions on Travel Purpose	Service Area	Service Hours	Service Design	Fees or Fares	Funding Sources	Number of Vehicles in Fleet	Wheel-chair Accessibility	Annual Passenger Trips Provided
Wholly Committed Ministries, Inc. - Shuttle of Hope Van Ministries	People dealing with overwhelming circumstances, low income, homeless, formerly incarcerated and their families, veterans, non-English speakers, people struggling with addictions, mental health issues, children, at-risk youth, young adults aged out of foster care, people with physical disabilities, and seniors	grocery shopping, medical appointments, emergency food banks	As needed	As needed	N.A.	None	Donations	Former Capital Metro Rideshare van	No	N.A.

Notes:

- (1) Source: 2015 Texas Transit Statistics Report
- (2) Section 5310 grantee; data are from 2012. Source: Capital Area Federally Funded Database & Inventory, Austin Office of Mobility Management
- (3) Source: 2011 Coordination Plan

Non-Emergency Medical Transportation

Texas Medical Transportation Program (MTP)

The MTP is part of the Texas Health and Human Services Commission (HHSC). This program helps Medicaid clients get to their doctor's office, drugstore, or any place that they get medical services. Texas MTP service is available to Medicaid recipients only.

Logisticare Solutions, LLC is the currently contracted regional broker of MTP program services in the Texas Medicaid Transportation Organization (MTO) Region 7, which includes all of the Capital Area and numerous other counties. Logisticare brokers eligible trips to other transportation providers. CARTS provides Medicaid transportation throughout the CARTS District and in the City of Georgetown. Other operators in the Capital Area include individuals and small transportation/limo companies.

The MTP is far and away the largest human service transportation program in the region – far more than all of the other programs combined. While data were not collected on human service transportation funding in FY 2015, a 2004 statewide inventory of human service transportation (compiled by KFH Group for TxDOT) identified approximately \$95 million for Medicaid transportation and approximately \$5 million of funding available for coordinated human service transportation combined.

In the State of Texas, Medicaid Transportation is administered by HHSC in a way that limits grouping/coordinating of Medicaid trips with non-Medicaid trips. This is a state decision and not required in the Federal regulations.

American Cancer Society's Road to Recovery Program

The American Cancer Society's Road to Recovery Program arranges volunteer transportation to and from cancer-related appointments for cancer patients. This service is available on weekdays in Travis County and the surrounding counties, and generally must be scheduled at least three days in advance. This service is funded by donations. In FY 2010, a total of 1,077 passenger trips were provided.

Gift of Life Air Transportation Program

This non-profit organization provides air transportation to medical appointments for serious illness to destinations at least 100 miles from the patient's home, with a nationwide service area. This service is offered free or low-cost to those who could not otherwise afford life-critical travel. Special consideration is given to children and seniors with catastrophic and life-threatening illnesses and conditions. The service is operated by professional (non-volunteer) pilots and relies on donations.

Transportation Services Targeted to Veterans

Burnet County VETRIDES

Burnet County VETRIDES assists veterans and their families with transportation to and from VA hospitals, clinics, veteran's services offices, pharmacies, grocery and retail stores. VETRIDES serves veterans residing in Burnet, Llano and Lampasas Counties. Volunteer drivers operate three wheelchair-accessible vehicles to provide this door-to-door service, which operates 9:00 a.m. to 3:00 p.m. on Wednesdays and Thursdays. Funded by the Texas Veteran's Commission Fund for Veterans' Assistance and donations, VETRIDES provides approximately 4,000 passenger trips a year.

Hays County Veteran Services

The Hays County Veteran Services Office provides transportation for veterans living in Hays County to travel to medical appointments at the Audie Murphy VA Hospital in San Antonio. This service is available Tuesday, Wednesday and Thursday, 8:00 a.m. to 5:00 p.m. The two accessible vehicles used to operate this service were funded by the Section 5310 program. In FY 2015 a total of 556 passenger trips were provided.

LaGrange VA Outreach Clinic

The LaGrange VA Outreach Clinic provides transportation to veterans for medical appointments at the Austin Outpatient Clinic and the Temple VA PACT Clinic. Transportation services are provided on Tuesday, Wednesday and Thursday each week.

United for the People

United for the People provides volunteer-based transportation for veterans to and from medical appointments at the nearest VA clinic in Cedar Park or Austin. The service area includes Austin, Cedar Park, Georgetown, Hutto, Leander, Pflugerville and Round Rock. United for the People provides transportation Monday through Friday from 8:00 a.m. to 5:00 p.m. Trips must be scheduled at least 48 hours in advance, and a maximum of two round trips per month are provided. United for the People members pay \$10 for each 20 miles of service; non-members are charged \$25 for each 20 miles.

Workforce Transportation and Other Transportation Targeted to People with Low Incomes

AVANCE Austin, Inc.

AVANCE supports Austin and Travis County families in achieving long term educational success and breaking the familial cycles of poverty through parenting and early childhood education programs. AVANCE serves low income Latino families with children up to age 3 in Travis County's most disadvantaged communities. The organization has a former Capital Metro rideshare van that it uses to provide transportation services to clients.

Community Action, Inc. of Central Texas

Community Action, Inc. of Central Texas is a community-based not-for-profit organization that develops opportunities for people and communities to realize their potential. Based in San Marcos, Community Action, Inc. provides numerous programs including adult education, Head Start, utility assistance, senior centers, health care, HIV/AIDS assistance and more. Transportation services are provided for participants in the Head Start and HIV/AIDS programs. The Rural AIDS Services program provides transportation to medical and dental appointments for persons who have tested positive for HIV and lack transportation, or are too ill to drive in Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, and Williamson Counties. The Head Start program assists Early Head Start and Head Start clients with their transportation for Head Start meetings, medical and dental appointments, various social services, delivering children with disabilities between home and the center and field trips. Head Start transportation is provided within Hays, Caldwell and Blanco Counties.

Foundation for the Homeless

Foundation for the Homeless, based in Austin, provides transportation to job sites, job interviews, child care facilities and schools through its Family Promise/Interfaith Hospitality Network shelter program.

Front Steps, Inc.

The mission of Front Steps is to provide a pathway home for neighbors experiencing homelessness by offering emergency shelter, affordable housing, recuperative medical care and supportive services and promoting community awareness. The Austin-based organization has a former Capital Metro rideshare van that it uses to provide transportation services to clients.

Hutto Community Resource Center

The Hutto Community Resource Center provides transportation to the Round Rock Area Serving Center by reservation to residents of Hutto and East Williamson County. Services available at the Round Rock Area Serving Center include a food pantry, financial assistance and a thrift store.

Phoenix Arising, Inc.

Phoenix Arising is non-profit organization dedicated to developing student interest and engagement in science, technology, engineering and math, along with critical thinking and life skills, through hands-on experiential learning using aviation and technology. Phoenix Arising provides after-school programs and summer camps to economically disadvantaged youth. The organization has a former Capital Metro rideshare van that it uses to provide transportation services to clients.

River City Hope Street (Christian Women's Job Corps of Austin)

River City Hope Street is faith-based program that supports refugee families in Austin through job readiness, life skills and GED/ESL education, a food pantry, sales of donated and handmade items and religious services. The organization has a former Capital Metro rideshare van that it uses to provide transportation services to clients.

Rural Opportunities Providing Encouragement (ROPE)

Based in Marble Falls, ROPE provides assistance to people age 55 or older and people with low incomes. Transportation is provided for non-critical medical and dental appointments in Burnet and Llano Counties, Tuesdays and Thursdays from 8:30 a.m. to 2:30 p.m.

Urban Roots (Austin Youth and Community Farm, Inc.)

Urban Roots is a youth development organization that uses food and farming to transform the lives of young people and inspire, engage and nourish the community. Urban Roots provides paid internships to Austin youth, ages 14-17, to work on a 3.5 acre urban sustainable farm in East Austin. Urban Roots donates 40% of its harvest to local soup kitchens and food pantries and sells the other 60% at farmers' markets, through its Community Supported Agriculture Program, and wholesale. The organization has a former Capital Metro rideshare van.

Services Targeted to Seniors and People with Disabilities

AGE of Central Texas (Austin Groups for the Elderly)

AGE provides resources for older adults with disabilities or memory loss, including adult day health services in Austin and Round Rock. Transportation is provided for clients in Travis and Williamson Counties to access adult day programs using five vehicles (at least some of which are funded under Section 5310, and four of which are wheelchair-accessible). Transportation services are provided Monday through Friday from 7:30 a.m. to 6:00 p.m.

ARCIL, Inc. – Austin Resource Center for Independent Living

ARCIL, Inc. of Austin provides independent living services to persons with disabilities, their families and communities throughout Travis and surrounding counties. ARCIL also provides services in Hays, Caldwell, Comal and Blanco Counties at ARCIL San Marcos (San Marcos, Texas); and in Williamson, Bell, Burnet and Milam Counties at ARCIL Round Rock (Round Rock, Texas). ARCIL supports transportation services to employment, medical, education and shopping needs through a travel voucher program in Bastrop, Bell, Blanco, Burnet, Caldwell, Comal, Hays, Lee, Milam, Travis and Williamson Counties; and through volunteer travel subsidies in the Austin urbanized area. ARCIL also provides travel training services to assist individuals in learning to ride fixed-route transit.

Assistance League of Austin

The mission of Assistance League of Austin, an all-volunteer organization, is to enable children and adults in the Greater Austin community to achieve a higher quality of life by providing for specific identifiable needs. Programs include providing tuition scholarships to qualifying students attending Austin Community College; providing seniors from area assisted living and nursing facilities and recreational facilities with recreational field trips (the “Bus with Us” program); supporting youth in transitioning from the foster care system into independent living; providing school-age children in need with new school clothing, shoes, toiletries and backpacks; lending toys and books to patients at the Dell Children’s Medical Center; operating a thrift store; and more.

Austin Clubhouse, Inc.

Austin Clubhouse provides acceptance and empowerment so adults living with mental health diagnoses can pursue personal goals and play a meaningful role as co-workers, colleagues, family members and friends. A Clubhouse is a psychosocial rehabilitation program for adults with severe and persistent mental illness, designed to support their psychiatric stability by addressing quality of life issues. Participants, known as members, engage in meaningful work (either volunteer or paid, or volunteer transitioning to paid) and meaningful relationships.

Austin Clubhouse assists members who are supported and independent employees with transportation. The organization has a former Capital Metro rideshare van.

Austin Lighthouse (Travis Association for the Blind)

Travis Association for the Blind, otherwise known as the Austin Lighthouse, is a service oriented non-profit organization with the mission to assist people who are blind or vision impaired to attain the skills they need to become gainfully employed in the community. Austin Lighthouse is also an employer, manufacturing several different products including belts for the military. The organization has a former Capital Metro rideshare van.

Austin Parks and Recreation Department – Senior Transportation Program

The Austin Parks and Recreation Department provides transportation to persons 60 years of age or older as one of the City’s Senior Programs. The Senior Transportation Program operates demand response service Monday through Friday, 8:00 a.m. to 5:00 p.m., within Austin city limits. Regular destinations include congregate meal sites, medical appointments, grocery stores/pharmacies and special events and cultural activities. Other trip purposes include banking, volunteer employment, hair salon appointments and other personal business. Regular routes operate from 9:00 a.m. to 1:00 p.m. to bring seniors from their homes to congregate meal sites and back. Group recreational outings are also made to destinations as far as San Antonio. A donation of \$1.00 is suggested for regular-route nutrition trips, and \$3.00 is suggested for other types of local trips, with out-of-town group trips priced according to distance.

Austin Travis County Integral Care

Austin Travis County Integral Care (ATCIC) serves as the Local Authority for Behavioral Health and Developmental Disabilities in Travis County. ATCIC operates vehicles, purchases bus passes, reimburses staff and volunteers and funds local program sites. The agency’s vehicle fleet (25 total) includes two funded under Section 5310, as well as a former Capital Metro rideshare van. In FY 2015 a total of 2,285 passenger trips were provided with the Section 5310 vehicles.

Bastrop County Emergency Food Pantry and Support Center

The Bastrop County Emergency Food Pantry transports low income seniors and people with disabilities to its food pantry site for nutrition, Monday through Friday from 9:00 a.m. to 3:00 p.m., limited to activity days. Infrequently, trips are made for medical and educational purposes. The Bastrop County Emergency Food Pantry has two Section 5310 vehicles. In FY 2015 603 passenger trips were provided.

Bluebonnet Trails Community Services

Bluebonnet Trails Community Services provides mental health services in Bastrop, Burnet, Caldwell, Fayette, Gonzales, Guadalupe, Lee and Williamson Counties. Agency clients include individuals with behavioral health concerns and people with developmental disabilities including seniors, children and economically disadvantaged individuals. Transportation is provided to transport elderly clients to agency programs, medical appointments, employment, education, shopping and personal business. The organization's fleet of eight vehicles includes one funded through the Section 5310 program. Some 4,000 vehicle trips per year are provided, transporting 7 to 15 passengers per trip. In addition to operating its own fleet, in Caldwell County Bluebonnet Trails contracts with CARTS to transport consumers who live in Luling to the center in Lockhart and back. CARTS also provides support to Bluebonnet Trails in the areas of maintenance and training.

Buckner Villas

Buckner Villas is a private retirement community in Austin. Buckner Villas provides transportation to residents, who are seniors, to destinations in Austin and surrounding areas within approximately 20 miles of campus. Resident transportation is available Monday through Friday from 7:30 a.m. to 6:00 p.m., using an accessible minibus and a sedan.

Drive a Senior / Faith in Action Volunteer Transportation Networks

The Austin area is served by a network of locally-based volunteer senior transportation organizations, some of which are members of the Faith in Action Network and most of which are marketed under the name "Drive a Senior" through www.volunteerdriving.org. The volunteer network includes nine separate and distinct operating centers in the Austin metropolitan area. Six centers are located within the City of Austin; the others are based in Elgin, Georgetown and Pflugerville/Round Rock.

These organizations provide rides to seniors to medical/health-related offices, grocery stores, barber/beauty shops, banks, activity centers, various errands, support groups and more. Service is curb-to-curb, door-to-door or door-through-door, depending upon the needs of the individual passenger, at no cost to the passengers (although donations are accepted). To be eligible, passengers must be ages 60 (65 in South Austin) or older, live in the specific service area independently at home or with family and be able to walk (or assisted by a cane, walker or steadying arm of the volunteer).

- **Drive a Senior Northwest – A Faith in Action Program** covers specific zip codes including parts of Northwest Austin, Cedar Park and Leander (Figure 2-8). The transportation service in this area is available Monday through Thursday from 9:00 a.m. to 4:00 p.m. Trips must be scheduled at least a week in advance, and are limited to two trips per week, at least one of which must be a medical trip.

- **Drive a Senior North Central Austin** covers a geographic area west of I-35, north of 45th Street, east of Hwy 1 and south of 1325 (Figure 2-9). The transportation service in this area is available Monday through Friday from 9:00 a.m. to 1:00 p.m. and needs to be requested at least three business days advance. Drive a Senior North Central Austin also provides limited funding to pay for more immediate transportation needs in a taxi or a H.A.N.D. vehicle (described later in this section).
- **Drive a Senior Northeast/East Austin** covers a geographic area south of East Parmer Street, north of East Cesar Chavez Street, east of I-35 and west of Hwy 130 (Figure 2-10). The Northeast/East Austin service is provided in a van. The transportation service in this area is available Monday through Thursday from 9:00 a.m. to 12:00 p.m. On Tuesdays van service is available to the HEB and Mueller, and on Wednesdays to Walmart, HEB and Mueller and the library, beginning at 9:00 a.m. Trips must be scheduled at least two days advance.

Figure 2-8: Drive a Senior Northwest Austin Service Area

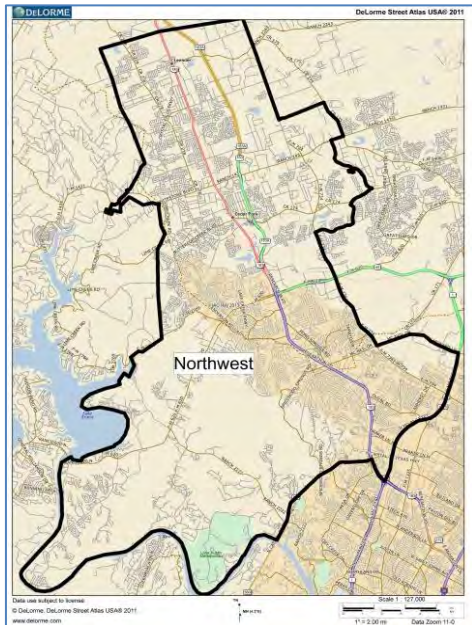


Figure 2- 9: Drive a Senior North Central Austin Service Area

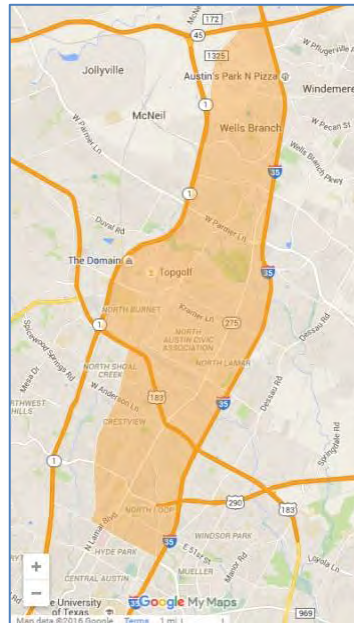
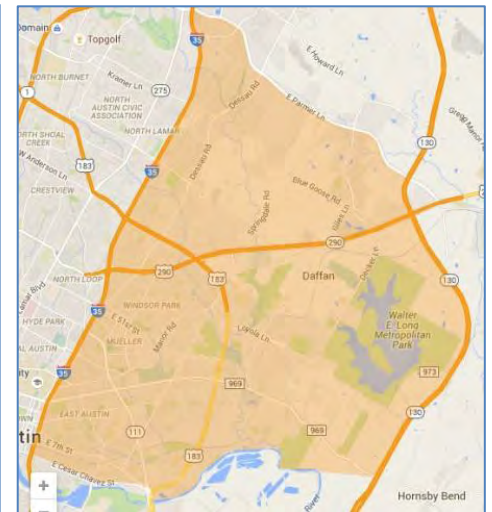


Figure 2- 10: Drive a Senior North East/East Austin Service Area



- **Drive a Senior West Austin** covers an area north of the Colorado River, west of I-35 and Burnet Road, south of US 183 and east of Hwy 360 (Figure 2-11). This service is available Monday through Friday from 9:00 a.m. to 5:00 p.m.
- **Drive a Senior Southwest Austin** covers an area south of Lake Travis, south and west of Lake Austin, northwest of Hwy 1, north of US 290 and northwest of Hwy 1826

(Figure 2-12). This service is available Monday through Friday from 9:00 a.m. to 1:00 p.m.

- **Drive a Senior South Austin** covers specific zip codes in an area that is south of East Cesar Chavez, west of South Pleasant Valley Road, north of Onion Creek and Bear Creek and east of Hwy 1826 (Figure 2-13). Service is available on weekdays from 9:00 a.m. to 12:00 p.m. Trip requests must be made three business days in advance.

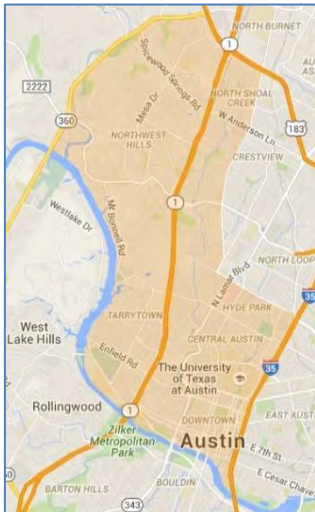


Figure 2-11: Drive a Senior West Austin Service Area



Figure 2-12: Drive a Senior Southwest Austin Service Area

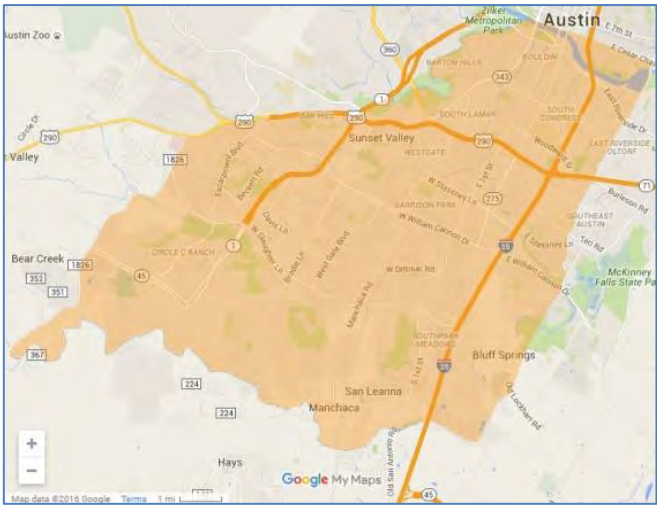


Figure 2-13: Drive a Senior South Austin Service Area

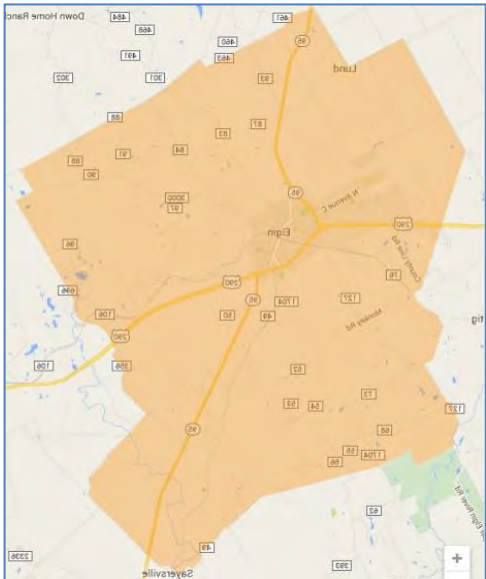


Figure 2-14: Drive a Senior Elgin Service Area

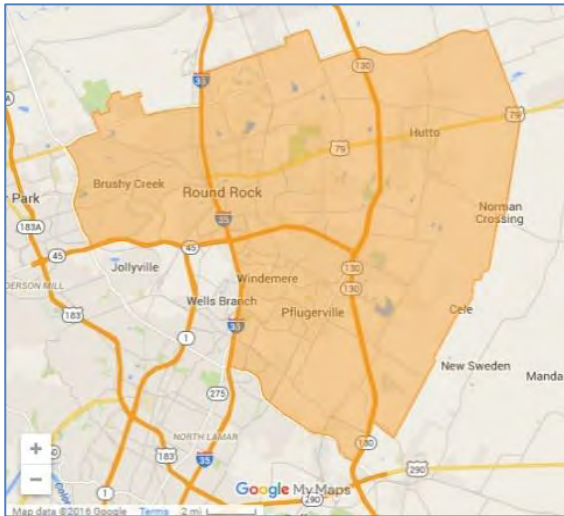


Figure 15: Drive a Senior North Pflugerville / Round Rock Service Area

- **Drive a Senior Elgin** serves Elgin and the immediate vicinity including destinations in central Austin, Bastrop and Taylor (Figure 2-14). This service is available Monday through Friday from 9:00 a.m. to 12:00 p.m.
- **Drive a Senior Pflugerville / Round Rock** covers Pflugerville, Round Rock, North Austin and Hutto (Figure 2-15). The transportation service in this area is available Monday through Thursday from 9:00 a.m. to 1:00 p.m. Van service is provided to different destinations each day of the week, beginning 9:00 a.m. Trips must be scheduled at least two days advance.
 - Mondays: Pflugerville: HEB
 - Tuesdays: Round Rock: either Walmart, Baca Center or Library
 - Wednesdays: Round Rock: HEB Plus
 - Thursdays: Pflugerville: Walmart, Library or Recreation Center, and Hutto: HEB, Gattis School/RedBud
- **Faith in Action Georgetown**, a regional partner of Drive of Senior, refers to its volunteer driver program as its “Driving Force.” The service area is the City of Georgetown.

Easter Seals Central Texas

Easter Seals of Central Texas leases an accessible vehicle from Capital Metro that is used to transport its rehabilitation clinic clients (age 55+ with disabilities) to medical services within Travis County, north to I 45, east to HWY 130, south to William Cannon and west to MoPac. In addition the agency contracts with Lone Star Cab company for service in Travis and Williamson Counties, Monday through Thursday from 8:00 a.m. to 7:00 p.m. Easter Seals clients also use public transportation, and the agency provides assistance in learning to ride the bus.

H.A.N.D.mobile (Helping the Aging, Needy and Disabled, Inc.)

H.A.N.D. is a nonprofit that provides a variety of services to older adults and people with disabilities that allow them to continue living independently in the comfort of their own homes. H.A.N.D. provides home support, professional development for personal care attendants, information and referral and transportation services through its *H.A.N.D.mobile* program. The *H.A.N.D.mobile* program provides rides to those who are unable to drive themselves to medical and resource appointments, employment and grocery shopping in the Austin area. H.A.N.D. has a former Capital Metro rideshare van.

Hill Country MHMR Center

Hill Country MHMR Center provides services for mental health, individual developmental disabilities, substance abuse and early childhood intervention in the greater Texas Hill Country. The counties in its coverage area in the Capital region are Hays, Blanco and Llano. Transportation is provided Monday through Friday from 7:00 a.m. to 6:00 p.m., plus some extended service by request. Hill Country MHMR Center owns a total of 120 vehicles.

Lago Vista Volunteers

A group of volunteers in the community of Lago Vista provides transportation within Emergency Services District 1: North Lake Travis Area for Lago Vista residents who are ambulatory seniors. Services are available Monday through Saturday from 8:00 a.m. to 5:00 p.m.

Marbridge

Marbridge is a non-profit residential community that offers transitional and lifetime care to adults with intellectual disabilities on a 170-acre campus in Manchaca in Travis County. The Marbridge Foundation received a former Capital Metro rideshare van to transport residents. Transportation is provided to employment, medical appointments and social outings.

Mary Lee Foundation

The Mary Lee Foundation is a private, non-profit service provider, specializing in residential treatment and vocational services for persons with disabilities. Based in Austin, the Mary Lee Foundation operates 9 vehicles funded through the Section 5310 program to provide transportation for program clients and tenants of the agency's housing (up to 24 hours a day) in Travis County.

Meals on Wheels Central Texas: Groceries to Go

The Austin-based Meals on Wheels of Central Texas provides transportation as part of its Groceries to Go program in Travis County. Groceries to Go arranges for door-through-door volunteer transportation of clients (who are primarily homebound elderly persons or persons with disabilities) for twice-monthly grocery shopping trips. This program also provides shopping service for clients who are unable to travel to the store. Groceries to Go is funded by Donations, USDA Funding, Texas Department of Agriculture, Austin Area Agency on Aging and Department of Aging and Disability Services (TX) funding.

Service League of Greater Lakeway

The Service League of Greater Lakeway provides volunteer transportation to elderly residents of Lakeway or The Hills to travel to medical appointments, grocery shopping and other needed services. Service is available Monday through Friday from 9:00 a.m. to 11:00 a.m. within these two communities.

South Asians' International Volunteer Association (SAIVA)

SAIVA is a central Texas-based nonprofit organization with a mission to promote a sense of well-being, belonging and fulfillment for older adults of South Asian heritage through community engagement, education, partnership building and advocacy and civic involvement. The organization has a former Capital Metro rideshare van.

Providers of In-Home Care Services

In addition to AGE and H.A.N.D., more than twenty providers of in-home care services (such as health care, personal hygiene, personal assistance, companionship, housekeeping, chore services, grocery shopping and transportation) were identified in the Capital Area:

- Ally Home Care
- Always Best Care Senior Services
- Angel Healthcare
- Ashby Premium Home Care
- Capitol Home Health
- Capitol Senior Care
- Care reminders Home Care
- Comfort Keepers
- Griswold Home Care
- Hallmark Homecare
- Halo Senior Care
- Home Instead Senior Care
- Homeslice Caregivers
- Legend Home Health
- Longhorns Home Health Services
- Professional Caretakers
- Progressive Home Health Agency
- RedBud HomeCare Services
- Right at Home
- Senior Helpers of Central Texas
- Synergy HomeCare
- Visiting Angels

Transportation Services Targeted to Other Vulnerable Populations

Austin Children's Shelter (Austin Children's Services)

Austin Children's Shelter provides services for children, young adults and families affected by abuse, exploitation and neglect. A program of the SAFE (Stop Abuse for Everyone) Alliance and located on the SafePlace campus in Austin, Austin Children's Shelter's programs include emergency shelter care, teen parenting, transitional living, supervised independent living and respite care. Austin Children's Shelter received a former Capital Metro rideshare van.

Highland Lakes Family Crisis Center

The Highland Lakes Family Crisis Center is a 24-hour hotline, emergency shelter and rape crisis center for domestic violence victims and survivors of sexual assault. The center's programs include crisis intervention, assistance with job training and assistance with obtaining permanent housing, among other services. Based in Marble Falls, Highland Lakes Family Crisis Center has a former Capital Metro rideshare van.

Hope Alliance (Williamson County Crisis Center)

Hope Alliance assists those whose lives have been affected by family and sexual violence by providing services and developing partnerships that lead to hope, healing and prevention. Headquartered in Round Rock, with satellite offices in Cedar Park, Georgetown, Liberty Hill and Taylor, Hope Alliance provides services that include as a 24-hour crisis hotline, emergency shelter, transitional housing, accompaniment services and legal advocacy. Hope Alliance has a former Capital Metro rideshare van

SafePlace (Travis County Domestic Violence and Sexual Assault Survival Center)

SafePlace provides safety for individuals and families affected by domestic violence, and sexual assault and exploitation through campus based prevention and intervention services. A program of the SAFE (Stop Abuse for Everyone) Alliance in Austin, SafePlace supports the immediate needs of survivors through a 24-hour hotline, shelter and counseling services. SafePlace received a former Capital Metro rideshare van.

Wholly Committed Ministries, Inc. - Shuttle of Hope Van Ministries

Wholly Committed Ministries is a Christian discipleship training, mentoring and education focused community outreach ministry. Wholly Committed Ministries provides assistance to people dealing with overwhelming circumstances including people with low incomes, homeless people, formerly incarcerated individuals and their families, veterans, non-English

speakers, people struggling with addictions and/or mental health issues, children, at-risk youth, young adults aged out of the foster care system, people with physical disabilities and seniors. The organization has a former Capital Metro rideshare van and provides transportation to grocery shopping, medical appointments and emergency food banks.

Educational Transportation Services

Texas State University Bobcat Shuttle

Texas State University in San Marcos provides the Bobcat Shuttle system for students, faculty, staff and visitors. The Bobcat Shuttle system is operated by Transdev and is designed to alleviate campus parking demand and traffic congestion. Services are available from perimeter parking on and near campus and from densely student-populated areas of San Marcos. Fixed routes operate Monday through Friday during the academic year, with reduced schedules on Saturday and during the summer semester. Registered students pay a one-time bus fee per semester with their university tuition and fees.

The University of Texas (UT) Shuttle System

The UT Shuttle System operates 10 routes and provides over 5.2 million passenger trips annually. Operated by Capital Metro under contract to the University, the UT Shuttle System is designed to provide students, faculty, staff and visitors with access the UT campus in Austin. UT students, faculty and staff may ride the shuttles at no charge with a valid UT photo ID. The general public may also ride by paying the Capital Metro fare.

School Districts

The Texas Department of Public Safety provides safety oversight, regulation and monitoring for pupil transportation in Texas, including vehicle specifications and driver certification. School bus transportation is provided by many of the Independent School Districts (ISD) in the Capital Area including:

- Austin ISD
- Bastrop ISD
- Blanco ISD
- Burnet ISD
- Del Valle ISD
- Eanes ISD
- Elgin ISD
- Georgetown ISD
- Giddings ISD
- Hays Consolidated ISD
- Hutto ISD
- La Grange ISD
- Lago Vista ISD
- Lake Travis ISD
- Leander ISD
- Liberty Hill ISD
- Llano ISD
- Lockhart ISD

- Luling ISD
- Manor ISD
- Marble Falls ISD
- Pflugerville ISD
- Round Rock ISD
- San Marcos Consolidated ISD

MOBILITY MANAGEMENT, RIDESHARING, INFORMATION AND REFERRAL

Office of Mobility Management

The Office of Mobility Management (OMM) strives to integrate the regional network of transit services to find ways that connect people to needed goods and services in the 10-county Capital Area region. The OMM is a collaboration between Capital Metro and CARTS, with access to twenty-six community partners that are dedicated to meeting the transportation needs of senior adults, people with disabilities and veterans. Partners include:

- AGE of Central Texas
- ARCIL, Inc.
- Area Agency on Aging of the Capital Area
- Austin Parks and Recreation Department
- Austin-Travis County Integral Care
- Bastrop County Emergency Food Pantry & Support Center
- Bluebonnet Trails Community Services
- Burnet County VETRIDES
- Capital Area RTCC
- Capital Metro
- CARTS
- City of Round Rock
- Community Action, Inc. of Central Texas
- Commute Solutions
- Drive a Senior
- Easter Seals of Central Texas
- H.A.N.D.
- Hays County Veteran Medical Transportation Services
- Hill County Mental Health and Developmental Disability Center
- Hutto Community Resource Center
- La Grange VA Outreach Clinic
- Mary Lee Foundation
- Medicaid Transportation
- Road to Recovery – American Cancer Society
- The HCTD
- United for the People

The OMM has a website (<http://mytxride.com/>) and created a Transportation Services Guide in English and Spanish that provides information on public transportation, non-profit service providers and transportation resources for the region. Information and referral is provided by telephone and email.

Area Agency on Aging of the Capital Area

The Area Agency on Aging of the Capital Area (AAACAP), part of the Capital Area Council of Governments (CAPCOG), serves the counties of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, Travis and Williamson. As the Capital Area Aging and Disability Resource Center, the Area Agency on Aging provides information and referral to transportation providers in the region. The agency also funds the Meals on Wheels/Groceries to Go program.

Commute Solutions

Commute Solutions is a collaborative partnership sponsored by CAMPO. Commute Solutions provides information on transportation alternatives such as carpooling and vanpooling, bicycling, public transit, car-sharing, teleworking and alternative work schedules. Information is targeted to employers, commuters and other user groups such as kids and parents, seniors, students, people with disabilities and travelers with medical needs.

Chapter 3

Review of Needs - Demographic Data, Land Uses, and Travel Patterns

INTRODUCTION

This chapter provides a review of current and future population trends in the RTCC Region, as well as an analysis of the demographics of population groups that often depend on transportation options beyond an automobile. Data sources for this analysis include the 2010 U.S. Census and the American Community Survey (ACS) 2009-2013 and 2010-2014 5-year estimates.

This demographic analysis, coupled with input from public meetings and regional stakeholders, and the review of existing services (Chapter 2) and previous plans and studies provides a broad transportation needs assessment. This assessment will then be used to develop the Gap Analysis followed by strategies, projects and services to meet identified needs and expand mobility.

POPULATION ANALYSIS

The following section examines the current population and population density in the RTCC Region, and discusses future population projections for the region.

Population

Table 3- 1 shows the U.S. Census population counts for counties in the RTCC region from 1990-2010. During this timeframe Williamson County experienced the greatest population percent increase in the region, an increase from 140,570 residents to 426,713 (a 203.5% increase). Fayette County experienced the lowest population percent increase (22.5%). During this time frame (1990-2010) all counties in the region experienced overall population growth. As a whole the region's population increased almost 100 percent over the last three census decades. Williamson, Hays and Bastrop County experienced significant growth, as the Capital Area continued to be a major economic engine in Central Texas. The slowest growing counties in the region were the most rural and included Fayette and Lee Counties.

Table 3-1: Historical Populations

County	1990 Population	2000 Population	2010 Population	1990-2000 Percent Change	2000-2010 Percent Change	1990-2010 Percent Change
Bastrop	38,260	58,293	74,344	52.36%	27.54%	94.31%
Blanco	5,964	8,456	10,516	41.78%	24.36%	76.32%
Burnet	22,654	34,546	42,806	52.49%	23.91%	88.96%
Caldwell	26,277	32,463	38,117	23.54%	17.42%	45.06%
Fayette	20,028	21,830	24,546	9.00%	12.44%	22.56%
Hays	65,767	99,070	158,289	50.64%	59.77%	140.68%
Lee	12,811	15,717	16,606	22.68%	5.66%	29.62%
Llano	11,684	17,095	19,360	46.31%	13.25%	65.70%
Travis	581,024	820,927	1,031,165	41.29%	25.61%	77.47%
Williamson	140,570	254,962	426,713	81.38%	67.36%	203.56%
Regional Totals	925,039	1,363,359	1,842,462	47.38%	35.14%	99.18%

Source: U.S. Census and ACS.

Figure 3- 1 illustrates the region's total population at the census block group level. To supplement this map a population density analysis will be shown later in this chapter.

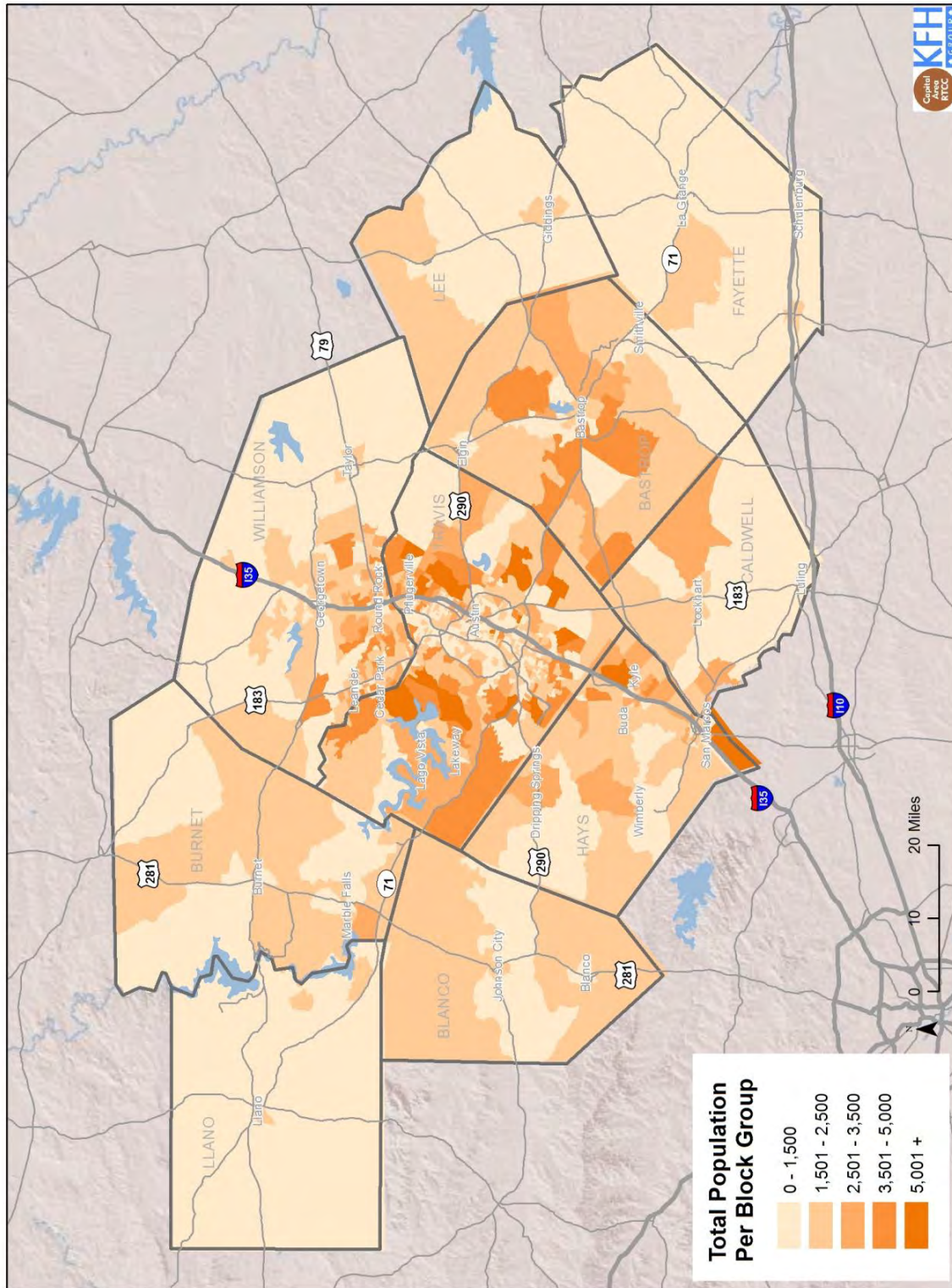
Table 3- 2 features recent population estimates from the ACS. The data shows that since 2010 all of the counties in the region have experienced at least some population increases. Lee, Llano and Fayette Counties have experienced the slowest growth. Hays and Williamson Counties have the highest growth rates, with Hays County growing over 20% from 2010 to 2014.

Table 3- 2: Recent Population Trends

County	2010	2011	2012	2013	2014	2010-2014 Percent Change
Bastrop	74,344	75,103	74,791	75,825	75,997	2.22%
Blanco	10,516	10,538	10,673	10,732	10,822	2.91%
Burnet	42,806	43,352	43,556	43,823	44,102	3.03%
Caldwell	38,117	38,444	38,701	39,232	39,547	3.75%
Fayette	24,546	24,765	24,706	24,821	24,888	1.39%
Hays	158,289	163,771	169,013	176,026	194,739	23.03%
Lee	16,606	16,624	16,593	16,628	16,669	0.38%
Llano	19,360	18,988	19,148	19,444	19,565	1.06%
Travis	1,031,165	1,062,445	1,096,611	1,121,029	1,151,145	11.64%
Williamson	426,713	442,339	456,359	471,014	508,514	19.17%
Regional Totals	1,842,462	1,896,369	1,950,151	1,998,574	2,085,988	13.22%

Source: U.S. Census and ACS.

Figure 3- 1: 2010 Census Population



Source: U.S. Census and ACS.

Population Density

One of the most important factors in determining the appropriate transportation mode for a community is population density. Population density is often used as an indicator of the type of public transit services that are feasible within a study area. Typically an area with a density of 1,000 persons per square mile will be able to sustain some form of daily fixed route transit service. An area with a population density below 1,000 persons per square mile may be a better candidate for some form of fixed schedule or demand response services.

Figure 3- 2 shows the region’s population density at the census block group level. Not surprisingly the most densely populated areas are in the Georgetown - Austin – San Marcos urbanized area along the I-35 corridor. Most counties have one or two small cities with pockets of population density at or near 1,000 persons per square mile.

Population Forecast

Future forecasts for the region anticipate significant population growth¹. The overall region is expected to grow by 69% from 2020 to 2040. During this period the region is expected to grow from 2,439,835 persons to 4,145,200 persons, an increase of about 1.7 million persons. The largest population growth is expected in Williamson County. It is anticipated that the population of Williamson County will grow from 715,395 to 1,742,619 by 2050, a 143 Percent increase. Bastrop County and Hays County are also anticipated to see significant population increases within this timeframe. Conversely, the populations of Lee and Llano Counties are projected to grow marginally between 2020 and 2040. Table 3- 3 provides the forecasted population growth for the region out to 2040.

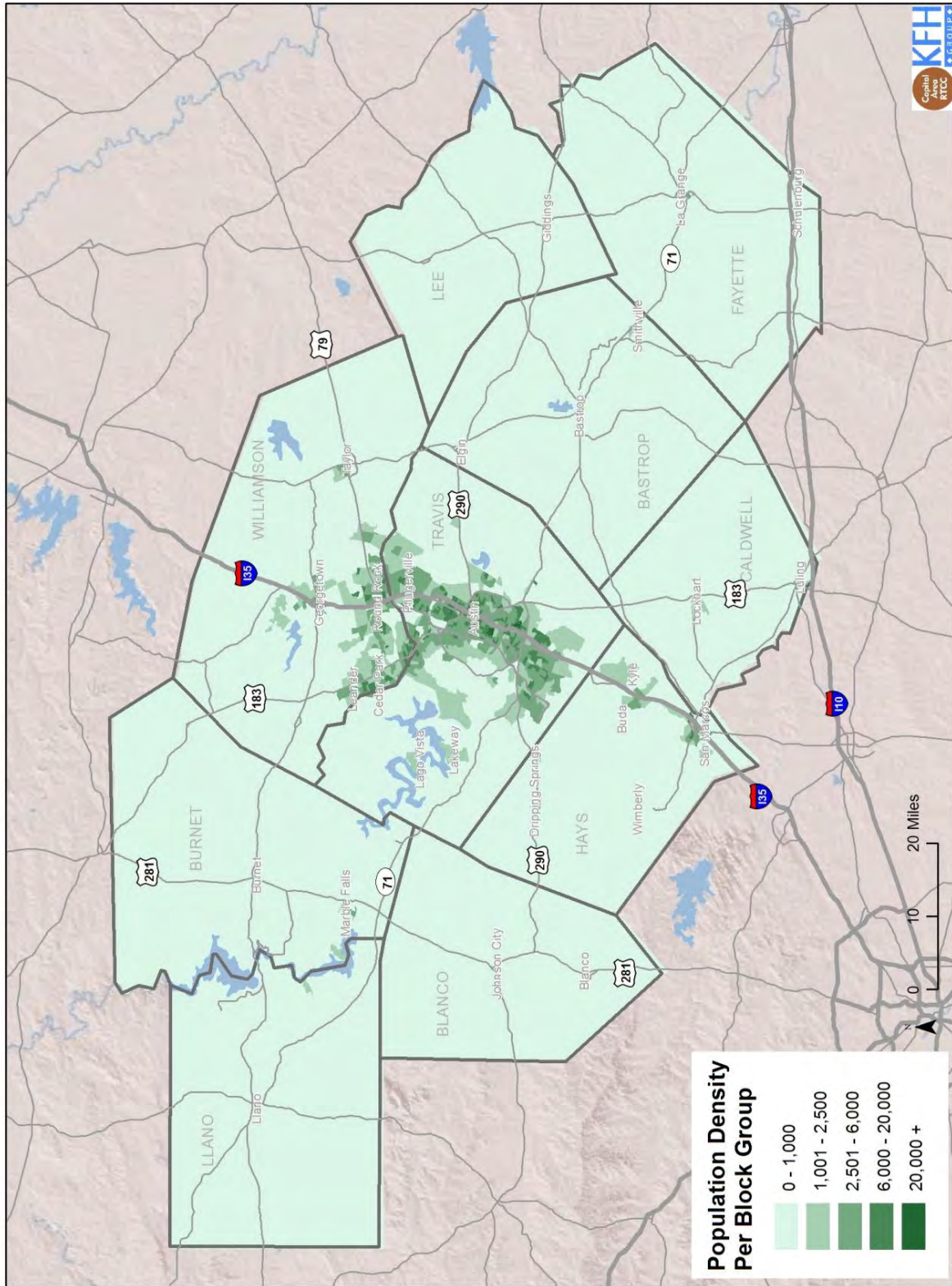
Table 3- 3: Population Forecasts

County	2020	2025	2030	2035	2040
Bastrop	112,096	129,924	149,340	170,164	192,599
Blanco	12,357	13,195	13,773	14,144	14,313
Burnet	63,390	71,319	78,524	84,391	88,614
Caldwell	45,622	48,700	51,469	53,856	55,752
Fayette	29,556	31,632	33,461	35,107	36,807
Hays	250,886	301,541	355,508	412,455	469,394
Lee	20,465	21,483	22,330	22,971	23,421
Llano	21,330	21,960	22,433	22,795	23,112
Travis	1,168,738	1,252,760	1,336,648	1,419,856	1,498,569
Williamson	715,395	905,742	1,137,513	1,415,185	1,742,619
Regional Totals	2,439,835	2,798,256	3,200,999	3,650,924	4,145,200

Source: CAPCOG Community and Economic Development Profile; Population Projections for the CAPCOG Region

¹ CAPCOG Community and Economic Development Profile; Population Projections for the CAPCOG Region

Figure 3- 2: 2010 Census Population Density



Source: U.S. Census and ACS.

TRANSIT DEPENDENT POPULATIONS

Public transportation needs are defined in part by identifying the relative size and location of those segments within the general population that are most likely to depend on transit services. This includes individuals who may not have access to a personal vehicle or are unable to drive themselves due to age or income status. The results of this demographic analysis highlight those geographic areas of the region with the greatest need for transportation. These areas are then compared to existing services to identify and evaluate the potential gaps in transit services.

For the purpose of developing a relative process of ranking socioeconomic need, block groups are classified relative to the service area as a whole using a five-tiered scale of “very low” to “very high.” A block group classified as “very low” can still have a number of potentially transit dependent persons; “very low” is a relative term and indicates the block group is below the service area’s average of transit dependent persons. At the other end of the spectrum, “very high” means greater than twice the service area’s average. The exact specifications for each score are summarized below in Table 3- 4.

Table 3- 4: Relative Ranking Definitions for Transit Dependent Populations

Amount of Vulnerable Persons or Households	Score
Less than or equal to the service area average	very low
Above the average and up to 1.33 times the average	low
Above 1.33 times the average and up to 1.67 times the average	moderate
Above 1.67 times the average and up to two times the average	high
Above two times the average	very high

The Transit Dependence Index (TDI) is an aggregate measure displaying relative concentrations of transit dependent populations. Five factors make up the TDI calculation including: population density, autoless households, elderly populations (age 65 and over), youth populations (ages 10-17), and populations living below the poverty level.

In addition to population density, the factors above represent specific socioeconomic characteristics of the region’s residents. For each factor, individual block groups were classified according to the frequency of the vulnerable population relative to the region’s average. The factors were then put into the TDI equation to determine the relative transit dependence of each block group.

The relative classification system utilizes averages in ranking populations. For example, areas with less than the average transit dependent population fall into the “very low” classification, whereas areas that are more than twice the average will be classified as “very high.” The

classifications “low, moderate, and high” all fall between the average and twice the average. These classifications are divided into thirds.

Figure 3- 3 displays the TDI rankings for the RTCC Region. According to the TDI, the Georgetown-Austin-San Marcos urbanized area has “high” and “very high” transit needs according to density. A majority of the region has “very low” transit need according to the TDI.

The Transit Dependence Index Percent (TDIP) provides an alternative analysis to the TDI measure. It is similar to the TDI measure, but it excludes the population density factor. The TDIP for each block group in the study area was calculated based on autoless households, elderly populations, youth populations, and below poverty populations. By removing the population density factor, the TDIP identifies transit need where populations may be spread out. It represents the percentage of the population within the block group with the above socioeconomic characteristics, and it follows the TDI’s five-tiered categorization of very low to very high. However, it does not highlight the block groups that are likely to have higher concentrations of vulnerable populations only because of their population density. Figure 3- 4 shows transit need based on the percentage of the population. According to the TDIP, block groups in eastern Travis County, eastern Hays County, as well as areas around Luling, La Grange and Llano have high transit need.

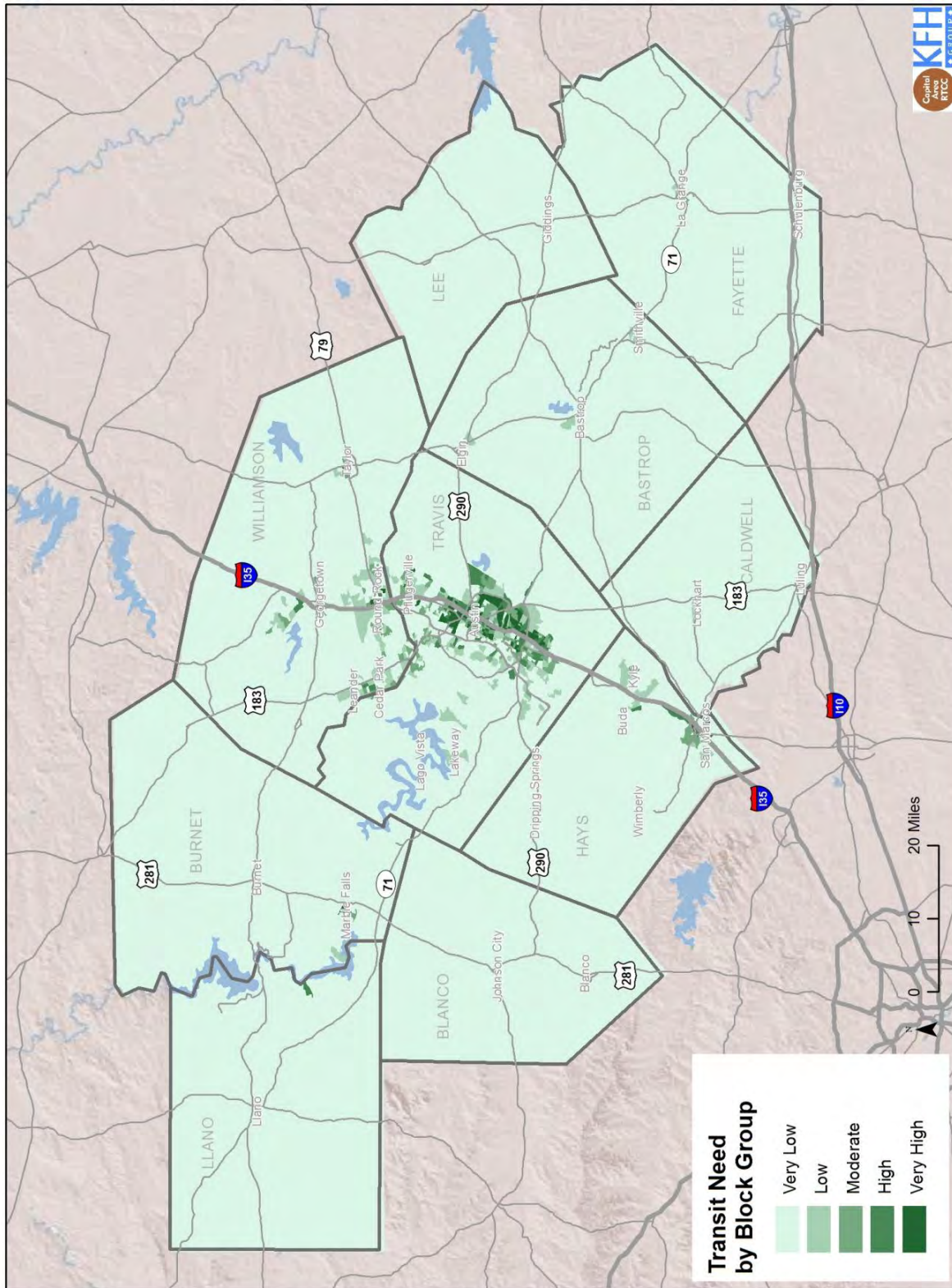
Senior Adult Population

One of the socioeconomic groups analyzed by the TDI and TDIP indices is the senior adult population, which are individuals 65 years and older. Persons in this age group may begin to decrease their use of a personal vehicle and rely more heavily on public transit. Figure 3- 5 shows the relative concentration of seniors in the region. The western portion of the region has the most block groups with very high elderly populations. This includes western Travis County as well as Burnet, Blanco and southwestern Hays Counties.

Individuals with Disabilities

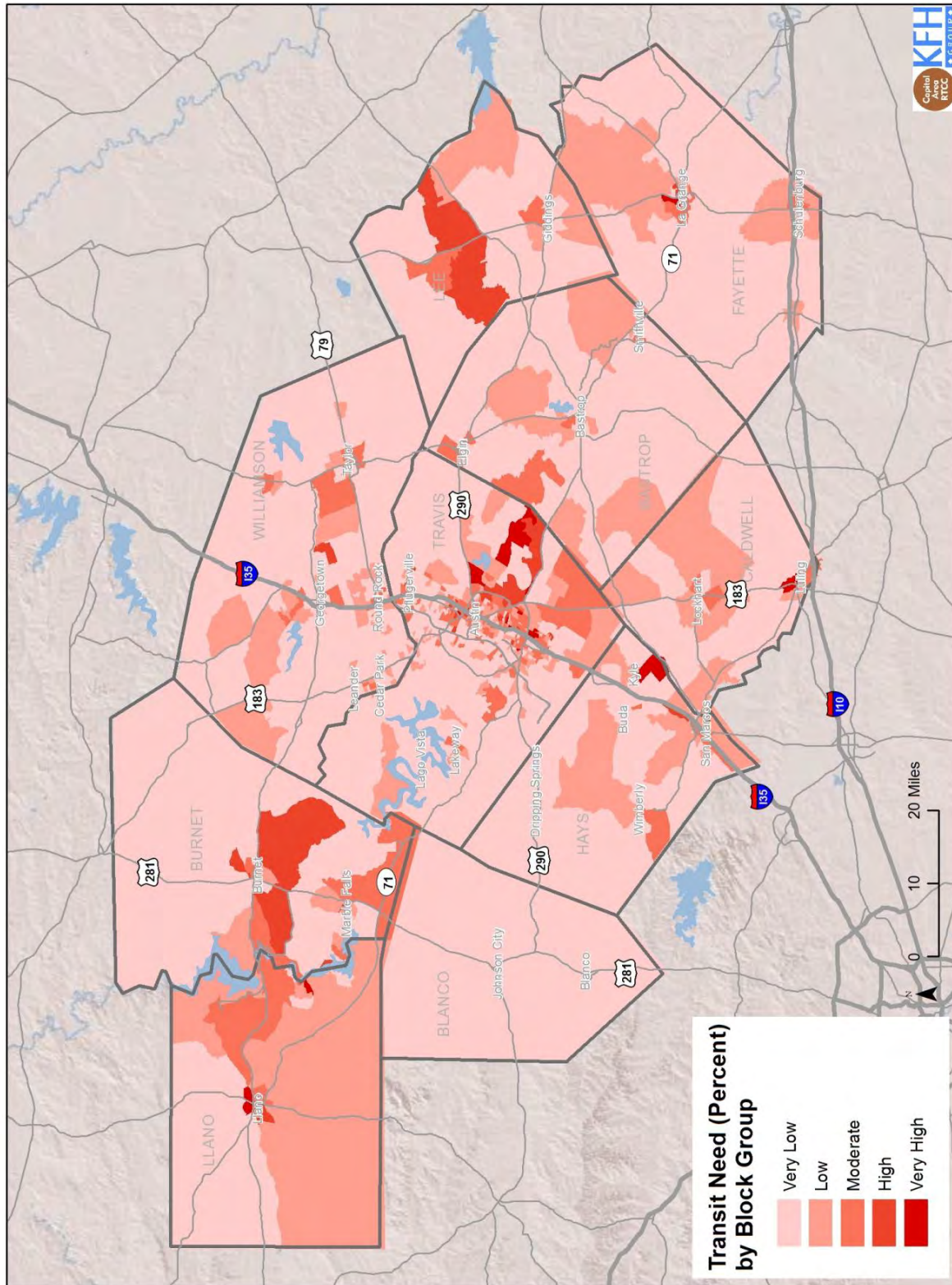
Figure 3- 6 illustrates the individuals with disabilities in the RTCC Region. The American Community Survey was used to obtain data for persons with disabilities. Persons who have disabilities that prevent them or make it more difficult to own and operate a personal vehicle often rely on public transit for their transportation needs. Areas in the region with high or very high concentrations of individuals with disabilities include areas of Austin, particularly East Austin, and areas with high concentrations of senior adults along the highland lakes. Rural block groups around Taylor, Elgin, Bastrop and Luling also have high concentrations of persons with disabilities.

Figure 3- 3: Transit Dependence Index Density



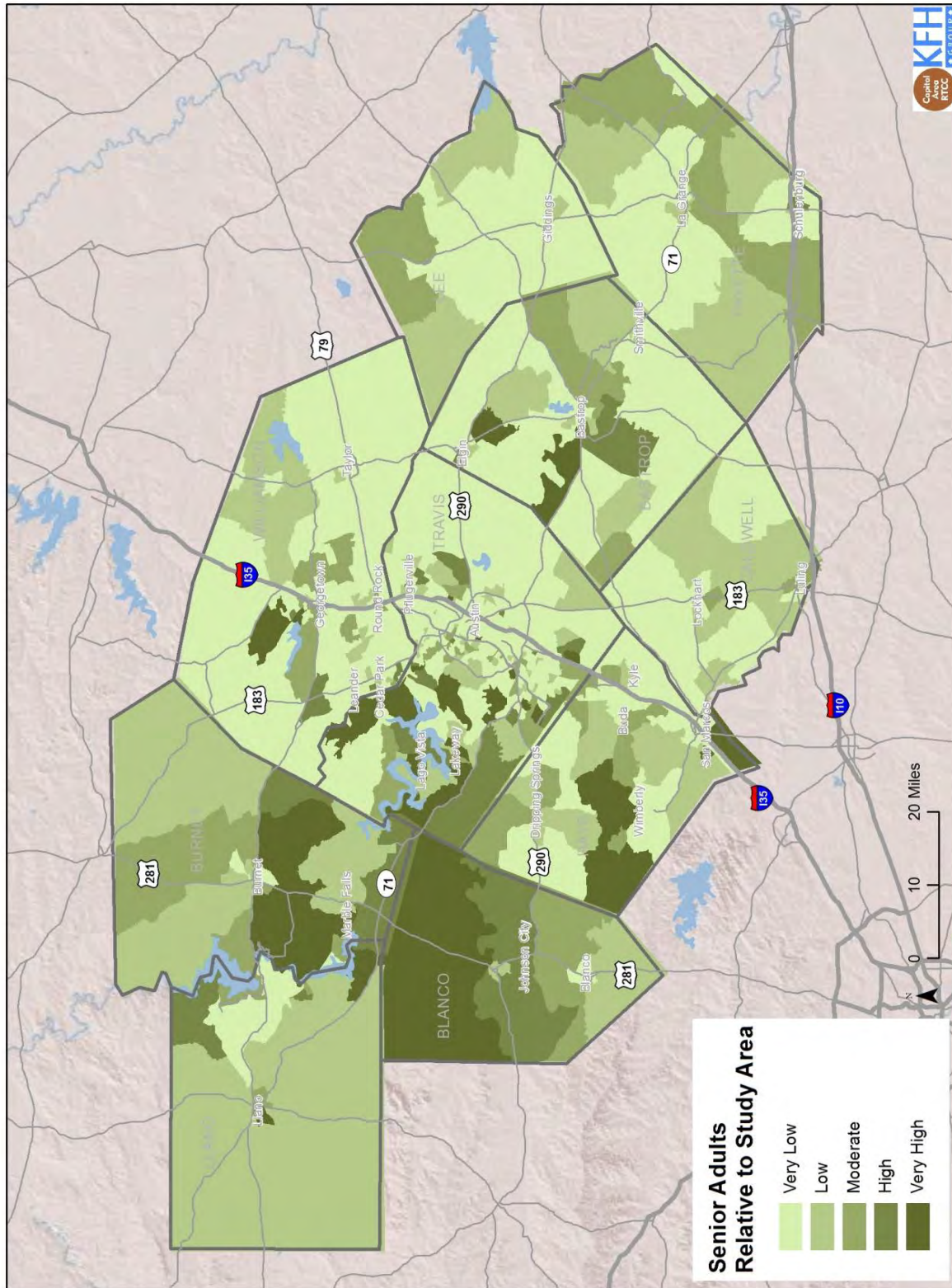
Source: U.S. Census and ACS.

Figure 3- 4: Transit Dependence Index Percentage



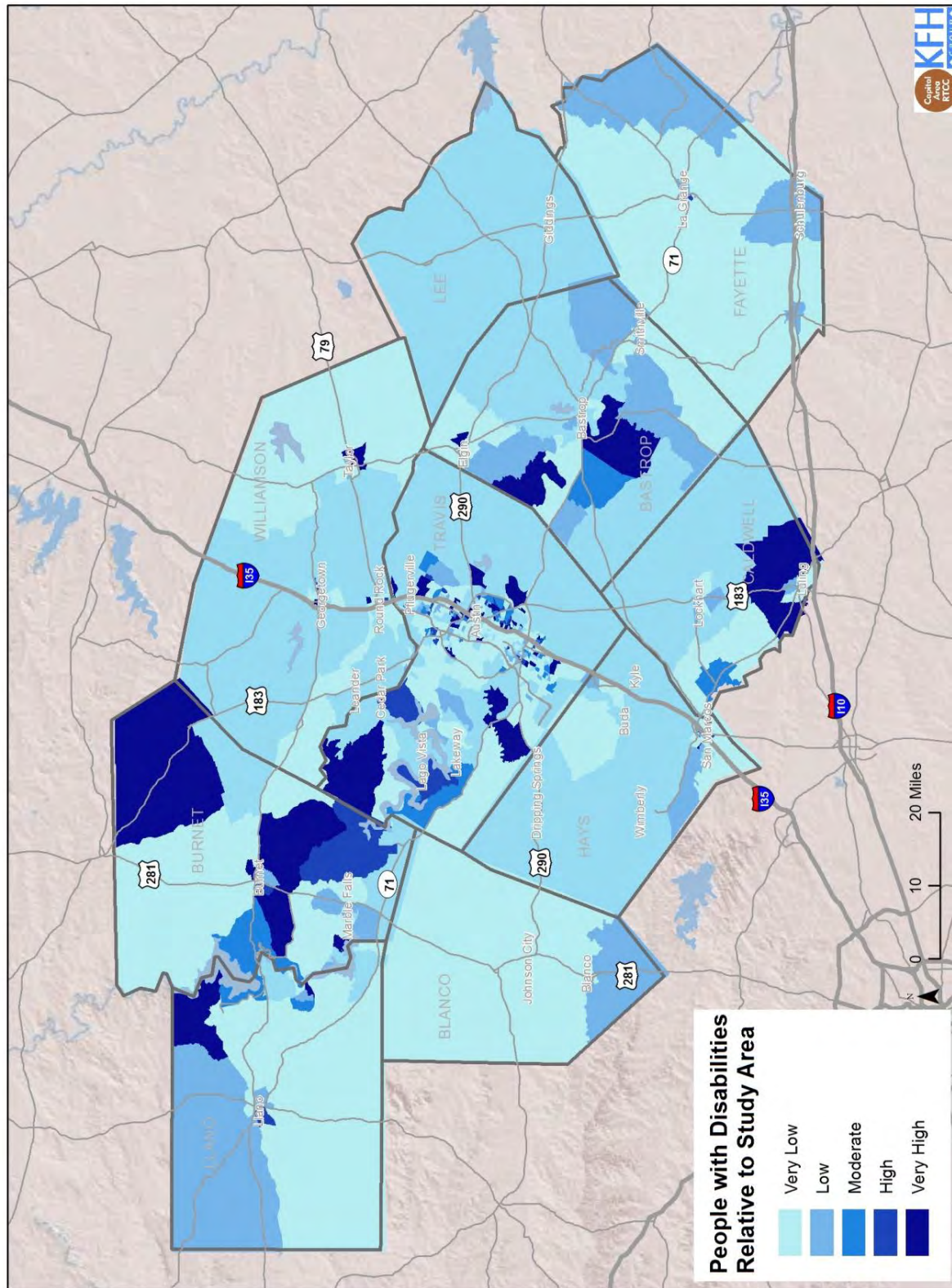
Source: U.S. Census and ACS.

Figure 3- 5: Distribution of Senior Population by Block Group



Source: U.S. Census and ACS.

Figure 3- 6: Distribution of Individuals with Disabilities by Block Group



Source: U.S. Census and ACS.

Zero Car Households

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit. Although autoless households are reflected in both the TDI and TDIP measures, displaying this segment of the population separately is important since many land uses in the region are at distances too far for non-motorized travel. Figure 3- 7 displays the relative number of autoless households across the region. Areas with very high numbers of autoless households include many sections of the Austin-San Marcos metropolitan statistical area (MSA), areas along the Highway 183 corridor from Leander to Luling and portions of the Highway 71 corridor from Llano to Bastrop.

Youth Population

Persons ages 10 to 17 either cannot drive or are just beginning to drive and often do not have a personal automobile accessible to them. For this population, public transit is often the means that offers mobility. Figure 3- 8 illustrates the concentrations of youth populations relative to the study area. Portions of the Austin-San Marcos MSA and Bastrop County contain very high youth populations.

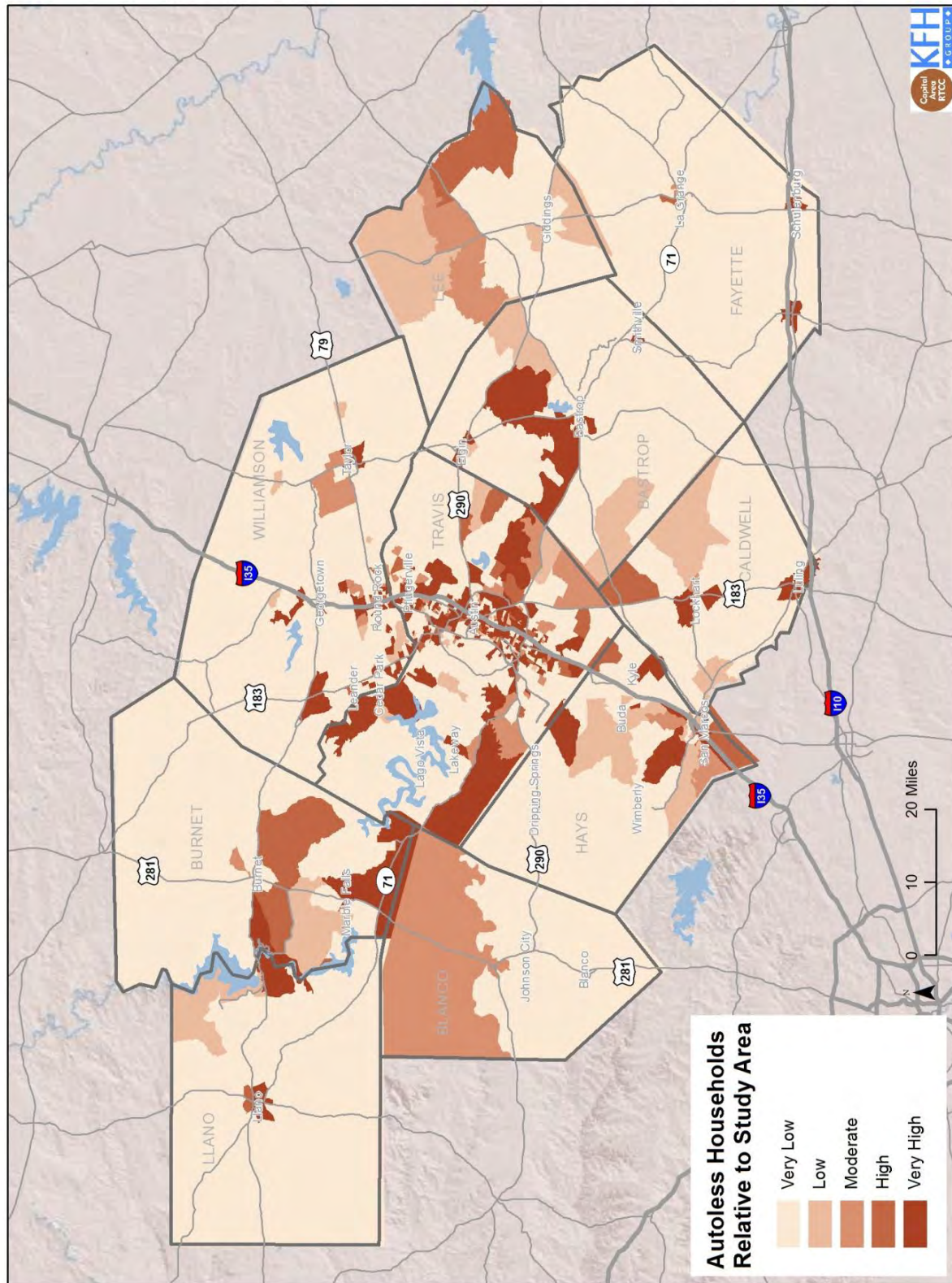
TITLE VI DEMOGRAPHIC ANALYSIS

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving federal subsidies. This includes agencies providing federally funded public transportation. The following section examines the minority and low income populations in the RTCC Region.

Minority Population

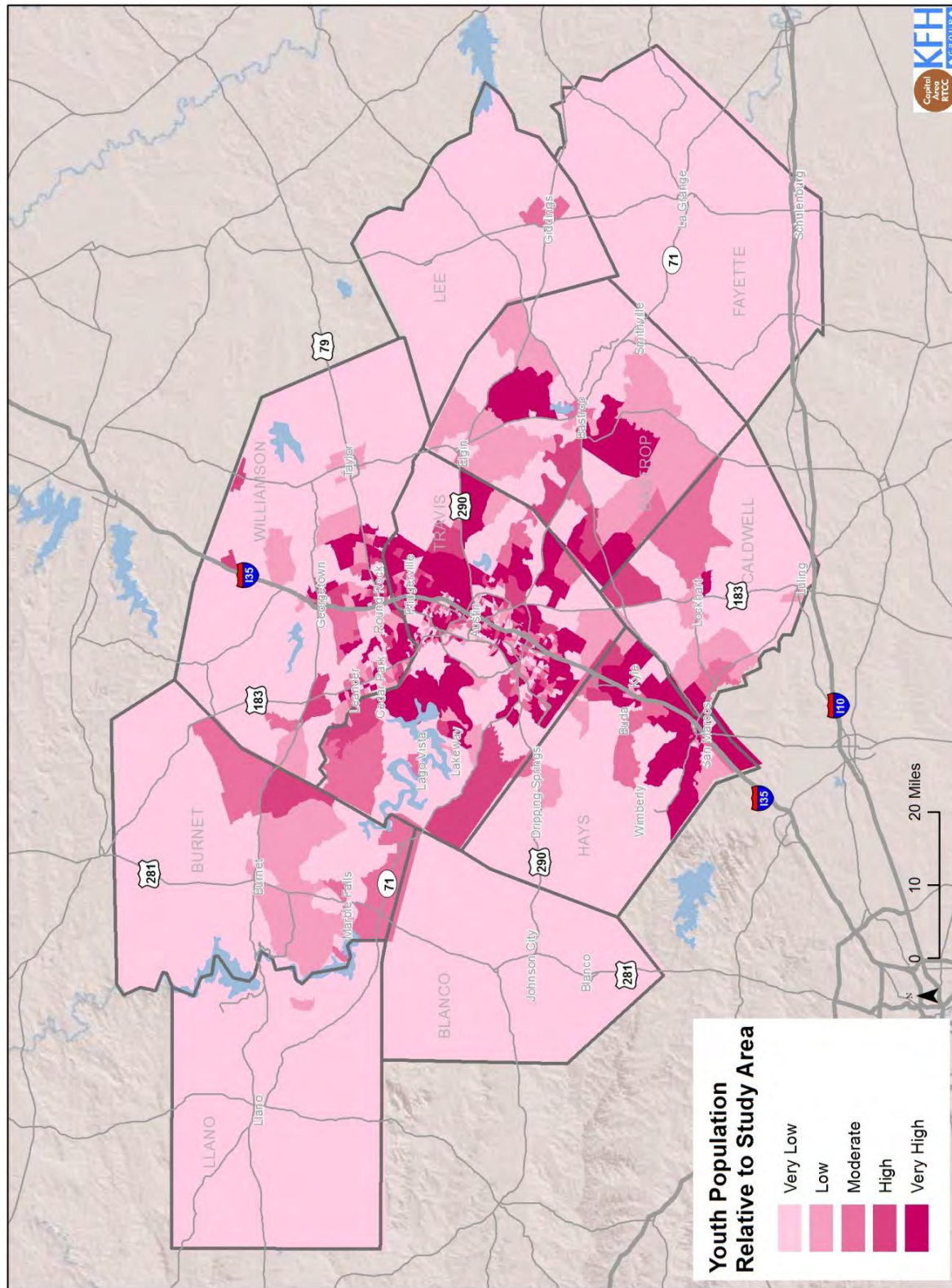
It is important to ensure that areas with an above average percentage of racial and/or ethnic minorities are not negatively impacted by any proposed alterations to existing public transportation services. The region's average minority population per block group is 245 people. Figure 3- 9 illustrates the concentration of minority populations in the study area. As shown, most of the block groups east of I-35 in Travis County have above average minority populations. Block groups along the I-35 corridor in Williamson and Hays Counties as well as several block groups in Bastrop and Caldwell Counties have above average minority populations.

Figure 3- 7: Distribution of Autoless Households by Block Group



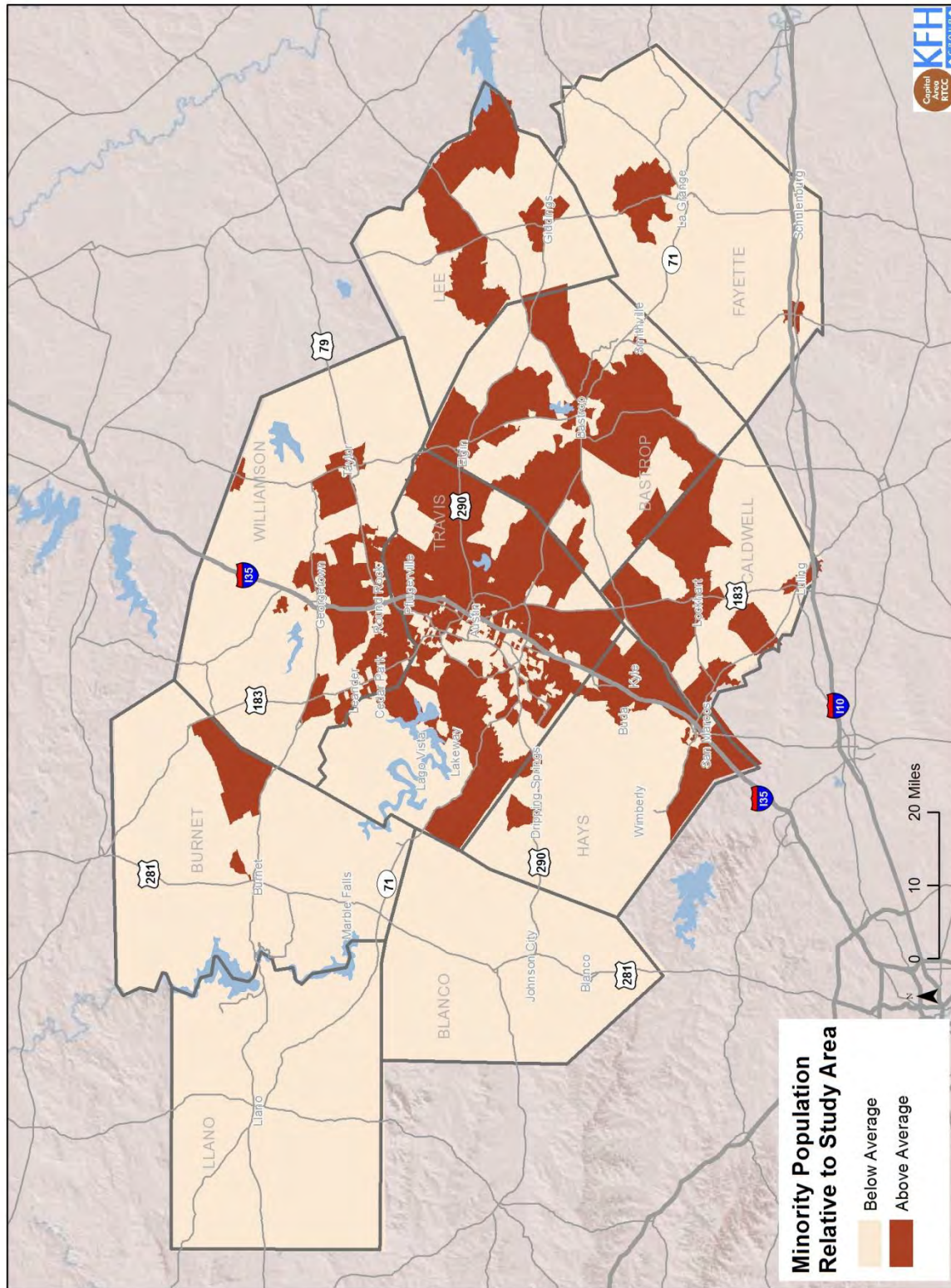
Source: U.S. Census and ACS.

Figure 3- 8: Distribution of Youth Population (Aged 10 to 17) by Block Group



Source: U.S. Census and ACS.

Figure 3- 9: Distribution of the Minority Population



Source: U.S. Census and ACS.

Low Income Populations

Low income individuals are the second group included in the Title VI analysis, defined here as individuals who earn less than the federal poverty level. This segment of the population may find it a financial burden to own and maintain a personal vehicle, and rely on public transit as their primary means of transportation. In the RTCC Region the average number of individuals living below the federal poverty level per block group is 225 people. Figure 3- 10 depicts the concentrations of the low income population above or below the study area average. Generally, the portion of Travis County east of I-35 has above average populations living below the poverty line. The cities of Llano, Johnson City, Blanco, Round Rock, Taylor Elgin, Bastrop, Giddings, La Grange, Bastrop, Lockhart and Luling have block groups with above average low income populations. Many rural block groups in Travis, Burnet, Bastrop and Caldwell Counties also have block groups with relatively high populations living below the poverty line.

Limited-English Proficiency

It is important to serve and disseminate information to those of different linguistic backgrounds. As shown in Table 3- 5 RTCC Region residents predominately speak English. Half of the counties have significant populations of non-English speakers (20% or more). Travis and Caldwell Counties have the highest portions of non-English speakers (around 30%). Spanish is the primary language for non-English speakers. Of those who primarily speak other languages, the majority are able to speak English “very well” or “well.”

LAND USE PROFILE

Regional Trip Generators

Identifying regional trip generators complements the previous demographic analysis by indicating where transit services may be most needed. Trip generators attract transit demand and include common origins and destinations. Examples include higher education facilities, major employers, regional medical facilities, and Veteran Affairs facilities. Figure 3- 11 provides a map of the regional trip generators in the RTCC Region. The trip generator categories are briefly detailed below.

Educational Facilities

Many of the individuals that comprise the college/university population are unable to afford or operate their own personal vehicle; therefore, this segment of the population may rely more on public transportation. Additionally, many faculty and staff members are associated with these institutions as a place of employment. Some of the major educational facilities in the region

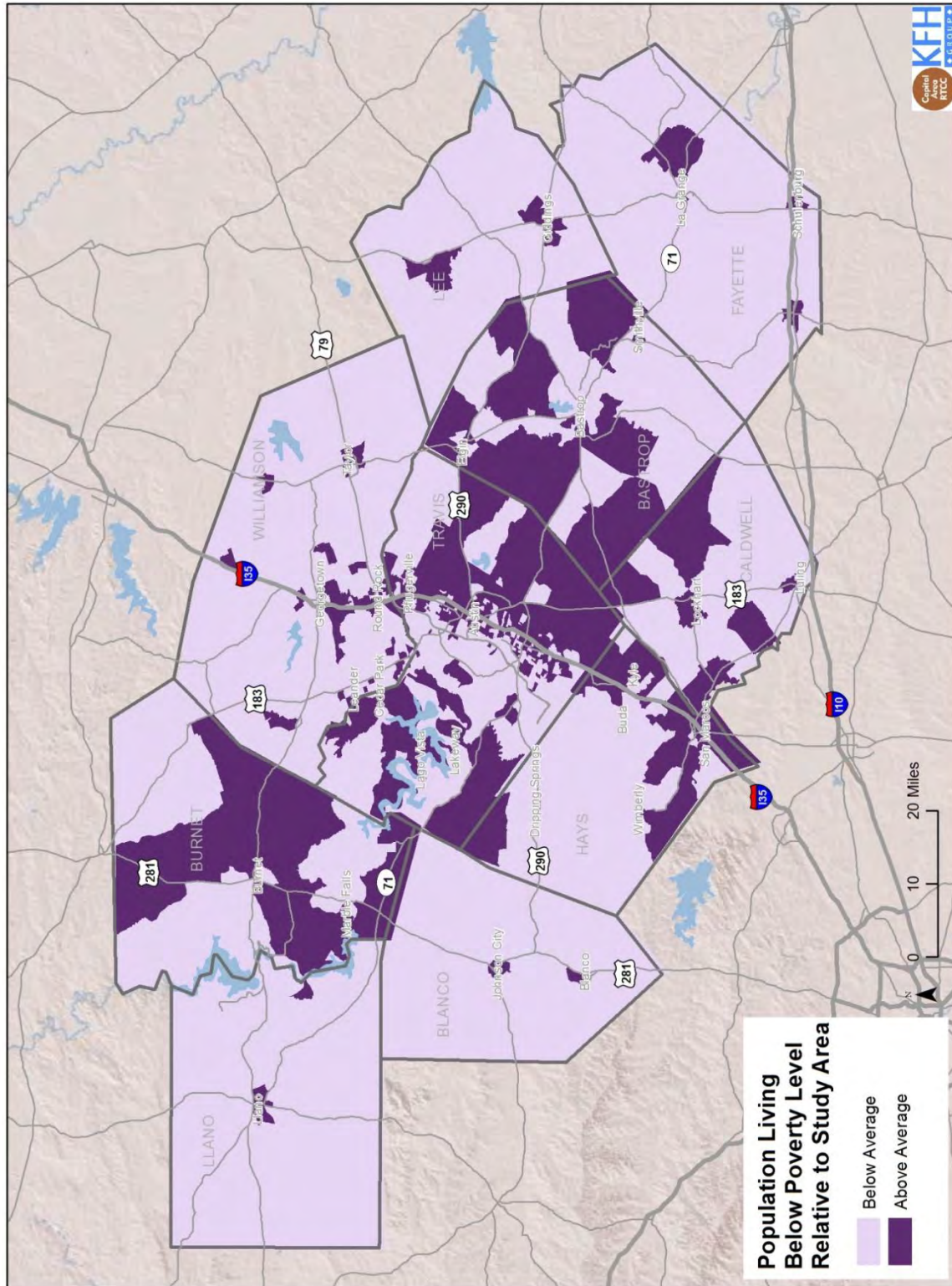
include The University of Texas, Texas State University, Southwestern University and Austin Community College.

Table 3- 5: Limited English Proficiency

County	Bastrop		Blanco		Burnet		Caldwell		Fayette	
5 years and Older	70,859		10,129		41,514		36,445		23,461	
Languages Spoken	Number	%	Number	%	Number	%	Number	%	Number	%
English Only	51,895	73.24%	8,608	84.98%	30,425	73.29%	25,417	69.74%	18,981	80.90%
Speak Non-English	18,964	26.76%	1,534	15.14%	6,454	15.55%	11,028	30.26%	4,480	19.10%
Spanish	17,463	24.64%	1,363	13.46%	6,019	14.50%	10,733	29.45%	3,635	15.49%
Indo- European Languages	1,036	1.46%	121	1.19%	342	0.82%	171	0.47%	807	3.44%
Asian/Pacific Island Languages	452	0.64%	47	0.46%	4	0.01%	63	0.17%	25	0.11%
Other	13	0.02%	3	0.03%	89	0.21%	61	0.17%	13	0.06%
Non-English Speakers Ability to Speak English:	Number	%	Number	%	Number	%	Number	%	Number	%
"Very Well" or "Well"	15,514	81.81%	1,014	66.10%	4,684	72.58%	9,295	84.29%	3,695	82.48%
"Not Well" or "Not at All"	3,450	18.19%	520	33.90%	1,770	27.42%	1,733	15.71%	785	17.52%
County	Hays		Lee		Llano		Travis		Williamson	
5 years and Older	159,526		15,664		18,462		1,015,115		423,828	
Languages Spoken	Number	%	Number	%	Number	%	Number	%	Number	%
English Only	121,847	76.38%	12,749	81.39%	17,372	94.10%	696,054	68.57%	335,988	79.27%
Speak Non-English	37,643	23.60%	2,915	18.61%	1,090	5.90%	317,978	31.32%	87,840	20.73%
Spanish	33,872	21.23%	2,482	15.85%	1,021	5.53%	244,480	24.08%	61,798	14.58%
Indo- European Languages	2,234	1.40%	333	2.13%	69	0.37%	28,129	2.77%	12,400	2.93%
Asian/Pacific Island Languages	1,270	0.80%	100	0.64%	0	0.00%	38,693	3.81%	11,553	2.73%
Other	267	0.17%	0	0.00%	0	0.00%	6,676	0.66%	2,089	0.49%
Non-English Speakers Ability to Speak English:	Number	%	Number	%	Number	%	Number	%	Number	%
"Very Well" or "Well"	31,841	84.59%	2,242	76.91%	708	64.95%	236,269	74.30%	73,557	83.74%
"Not Well" or "Not at All"	5,802	15.41%	673	23.09%	382	35.05%	81,709	25.70%	14,283	16.26%

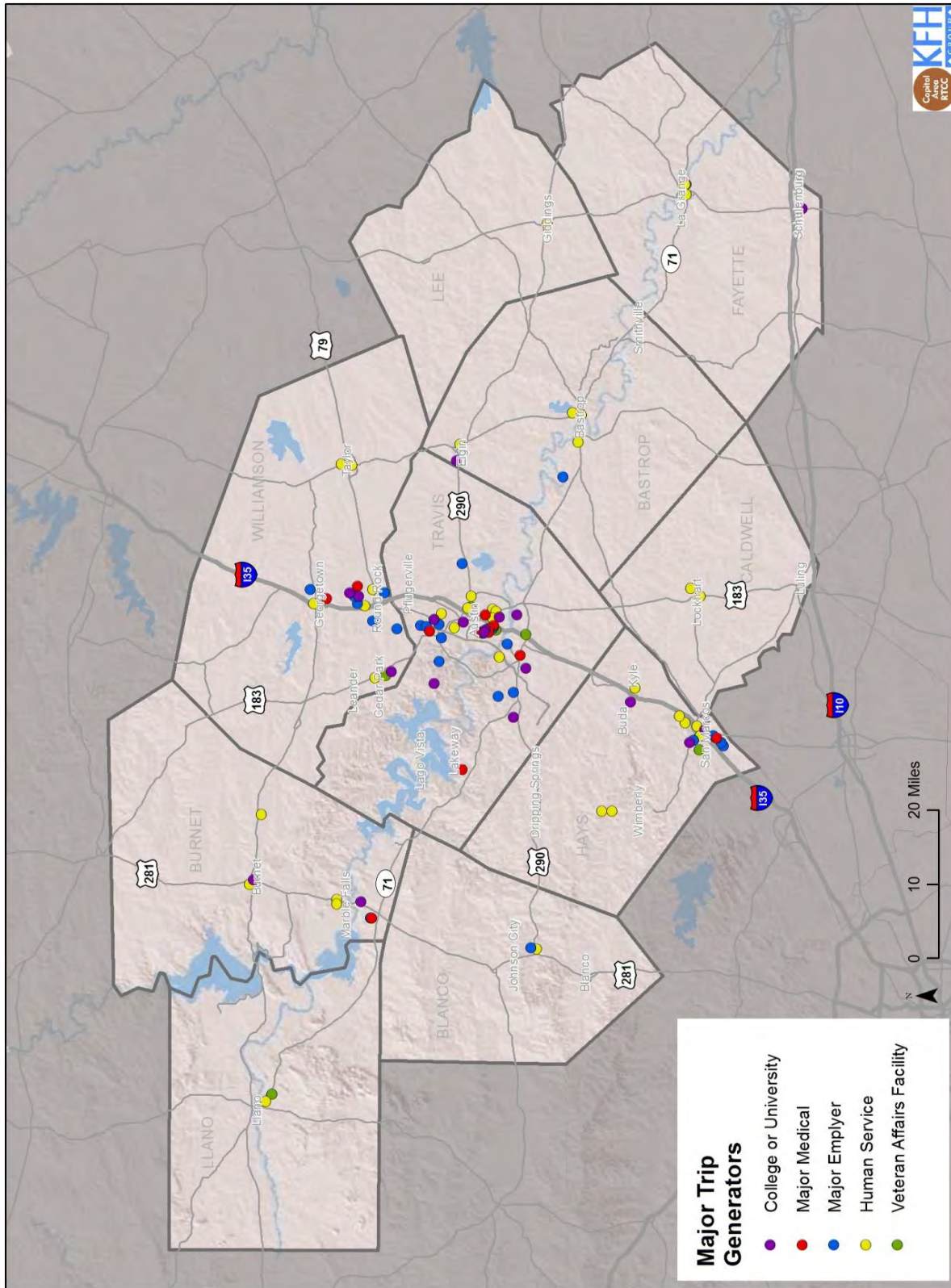
Source: ACS 2010-2014 estimates, Table B16004.

Figure 3- 10: Distribution of Individuals Living Below the Poverty Level



Source: U.S. Census and ACS.

Figure 3- 11: Regional Trip Generators



Major Employers

This section examines the top regional employers in the region (500+ employees). Providing transit services to major employment locations is advantageous to both the employee and employer. Workers need direct access to their job sites, while employers need assurance that their current or potential workforce will have diverse options for accessing them. Some of the major employers in the RTCC Region include:

- Travis County: IBM Corp., Seton Hospitals, St. David’s Healthcare, the State of Texas, University of Texas at Austin, Advanced Micro Devices (AMD), Apple Computer Inc., Applied Materials, AT&T, Flextronics, Freescale Semiconductor, National Instruments, 3M Corporation, Activision Blizzard and Austin Energy.
- Williamson County: Dell Inc., Sears Teleserve, Round Rock Premium Outlets, Scott and White Healthcare, St. David’s Round Rock Medical Center and Southwestern University
- Hays County: Texas State University, San Marcos Premium Outlet, Tanger Outlets and Seton Medical Center
- Bastrop County: Hyatt Regency Lost Pines Resort
- Burnet County: Baylor Scott and White Healthcare
- Blanco County: Pedernales Electric Cooperative, Inc.

Major Medical Facilities

Major medical facilities, classified as regional and general hospitals, represent a significant destination for users of public transportation. Older adults and persons with disabilities often rely more heavily upon the services offered by medical facilities than other population segments. Since this group represents a large fraction of the transit dependent population, it is imperative that these facilities are accessible through public transit services. The major regional medical facilities in the RTCC Region include:

- Travis County: Multiple St. David’s Hospital locations, multiple Seton Hospital locations, Lakeway Regional Medical Center and Dell Children’s Hospital
- Williamson County: In Round Rock, Baylor Scott and White Medical Center, Seaton Hospital and St. David’s Medical Center; and in Georgetown, St. David’s Georgetown Hospital
- Hays County: Central Texas Medical Center and Seaton Medical Center
- Burnet County: Baylor Scott and White Healthcare Center

Human Service Organizations

Human service agencies often serve clients that depend on transportation services. These organizations help low income residents, senior adults and/or people with disabilities. Throughout the RTCC Region human service organizations provide services such as food

assistance, workforce assistance, health care, training, adult daycare and other important human and social services.

Veterans Affairs Medical Facilities

The Department of Veterans Affairs oversees a network of medical centers and smaller community based services. Transportation to these facilities can be a major barrier for veterans who rely on the services that these facilities provide. The RTCC Region is home to two VA Outpatient Clinics and a variety of Veterans Service offices.

Local Trip Generators

In addition to the individual facilities, it is also important to identify the communities containing local trip generators. Communities that have multiple trip generators such as colleges and universities, multi-unit housing, non-profit and governmental agencies, major employers, medical facilities or shopping centers may warrant higher levels of transit service. Table 3- 6 provides an overview of these major destinations by county.

Table 3- 6: Local Trip Generators

Trip Generators	College/University	Subsidized Housing	Human Service Agency	Major Employer	Major Medical Facility	Shopping Destinations	Trip Generators	College/University	Subsidized Housing	Human Service Agency	Major Employer	Major Medical Facility	Shopping Destinations
Bastrop County						Burnet County							
Bastrop		X	X	X		X	Burnet	X	X	X			X
Smithville		X				X	Marble Falls	X	X	X	X	X	X
Elgin	X	X	X			X	Granite Shoals			X			
Travis County						Williamson County							
Austin	X	X	X	X	X	X	Round Rock	X	X	X	X	X	X
Pflugerville						X	Georgetown	X	X	X		X	X
Lakeway					X	X	Hutto		X	X			X
Manor		X	X	X		X	Taylor		X	X			X
Fayette County						Hays County							
La Grange		X	X			X	San Marcos	X	X	X	X	X	X
Schulenburg	X	X				X	Kyle			X	X	X	X
Flatonia			X				Buda	X	X	X			X

Trip Generators	College/University	Subsidized Housing	Human Service Agency	Major Employer	Major Medical Facility	Shopping Destinations	Trip Generators	College/University	Subsidized Housing	Human Service Agency	Major Employer	Major Medical Facility	Shopping Destinations
Caldwell County						Blanco County							
Lockhart				X		X	Johnson City			X	X		X
Luling						X	Blanco			X			
Lee County						Llano County							
Giddings		X	X			X	Llano	X		X			X

Employment Travel Patterns

It is beneficial to account for the commuting patterns of residents within the region. Table 3- 7 presents the results of the Census Bureau’s Journey to Work data, which provides the location of employment (in county vs. out of county, and in state vs. out of state) and means of transportation to work. County employment travel patterns are summarized below:

- Bastrop County – With 31,482 residents of working age, Bastrop County is one of two counties in the region that has more residents working outside of the county than within it. The vast majority of residents drive to work, and less than one percent take public transit.
- Blanco County – This rural county has 4,687 working residents, one of the lowest numbers in the region. Sixty percent of the residents work within the county. None report using public transit for employment purposes on a regular basis.
- Burnet County – With over 18,000 working residents, Burnet County is one of only four counties in the region that has over sixty percent of its residents working within the county. The vast majority of residents drive to work.
- Caldwell County – This county is one of two in the region that has more residents that work outside of the county than within. Caldwell County also has the highest percentage of carpooling residents in the region.
- Fayette County – This rural county has 11,437 working residents. Fayette County has the highest percentage of residents that drive alone to work in the RTCC Region.

- Hays County – In the third most populated county in the region, the majority of residents drive to work. However, almost 13,000 residents carpool or use some other mode of transportation than the single occupancy vehicle on a regular basis.
- Lee County – With the fewest number of working residents in the RTCC Region, the majority of these workers work within Lee County and use a personal automobile to access their place of employment.
- Llano County – This rural county has about 7,500 employed residents. Llano County has the highest percentage of residents who work at home in the RTCC Region.
- Travis County – The most populated and economically active county in the region, Travis County has the highest percentage of transit use in the region, as well as the highest percentage of bicycling commuters. It has one of the lowest rates of single occupancy automobile commuting in the RTCC Region.
- Williamson County – With 220,000 workers that reside in the county, Williamson County has one of the highest rates of single occupancy vehicle commuting in the region.

Table 3- 7: Journey to Work Patterns

County	Bastrop		Blanco		Burnet		Caldwell		Fayette	
Workers 16 Years and Older	31,482		4,687		18,315		15,752		11,437	
Location of Employment	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
In County of Residence	14,091	44.76%	2,782	59.36%	12,097	66.05%	6,291	39.94%	8,132	71.10%
Outside County of Residence	17,091	54.29%	1,879	40.09%	6,154	33.60%	9,392	59.62%	3,258	28.49%
Means of Transportation to Work	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Car, Truck, or Van - Drove Alone	25,035	79.27%	3,530	75.31%	14,521	79.28%	12,420	78.85%	9,376	81.98%
Car, Truck, or Van - Carpooled	4,144	13.16%	586	12.50%	2,022	11.04%	2,319	14.72%	1,193	10.43%
Public Transportation	120	0.38%	0	0.00%	26	0.14%	33	0.21%	24	0.21%
Walked	502	1.59%	117	2.50%	193	1.05%	204	1.30%	216	1.89%
Bicycle/Other	436	1.38%	78	1.66%	135	0.74%	219	1.39%	150	1.31%
Worked at Home	1,245	3.95%	376	8.02%	1,418	7.74%	557	3.54%	478	4.18%
County	Hays		Lee		Llano		Travis		Williamson	
Workers 16 Years and Older	81,330		7,452		7,483		568,094		220,962	
Location of Employment	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
In County of Residence	41,620	51.17%	4,839	64.94%	4,737	63.30%	508,239	89.46%	113,545	51.39%
Outside County of Residence	39,165	48.16%	2,574	34.54%	2,660	35.55%	56,351	9.92%	105,640	47.81%
Means of Transportation to Work	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Car, Truck, or Van - Drove Alone	62,617	76.99%	5,853	78.54%	5,492	73.39%	419,310	73.81%	178,160	80.63%
Car, Truck, or Van - Carpooled	9,970	12.26%	961	12.90%	831	11.11%	59,443	10.46%	20,858	9.44%
Public Transportation	765	0.94%	18	0.24%	0	0.00%	19,813	3.49%	1,368	0.62%
Walked	1,490	1.83%	219	2.94%	153	2.04%	12,751	2.24%	2,025	0.92%
Bicycle/Other	1,169	1.44%	93	1.25%	149	1.99%	16,175	2.85%	2,967	1.34%
Worked at Home	5,319	6.54%	308	4.13%	858	11.47%	40,602	7.15%	15,584	7.05%

Source: ACS 2010-2014 estimates, Table B08130.

Regional Travel Patterns

Regional travel patterns can be assessed from a variety of perspectives. For this planning effort the analysis examined existing data from previous transportation plans and transit ridership. For the RTCC Region travel is, for the most part, directed into the urban core of Austin. According to the CAMPO congestion analysis for the Assessment of Regional Transportation Infrastructure, the major corridors of travel and congestion in the region are along:

- I-35 from Georgetown to San Marcos,
- Loop 1 MoPac,
- Highway 183 from Leander to Highway 71,
- Highway 71 coming into Austin from Dripping Springs to the west and Bastrop from the east,
- Highway 290 coming into Austin from Manor and
- Loop 360.

Most of these corridors fall within the Capital Metro service area, which saw over 30,000,000 one-way trips within the urban transit system in 2014². The Capital Area Rural Transit System (CARTS) also operates service in the Austin San Marcos MSA under contract to Round Rock, Georgetown, Kyle and San Marcos.

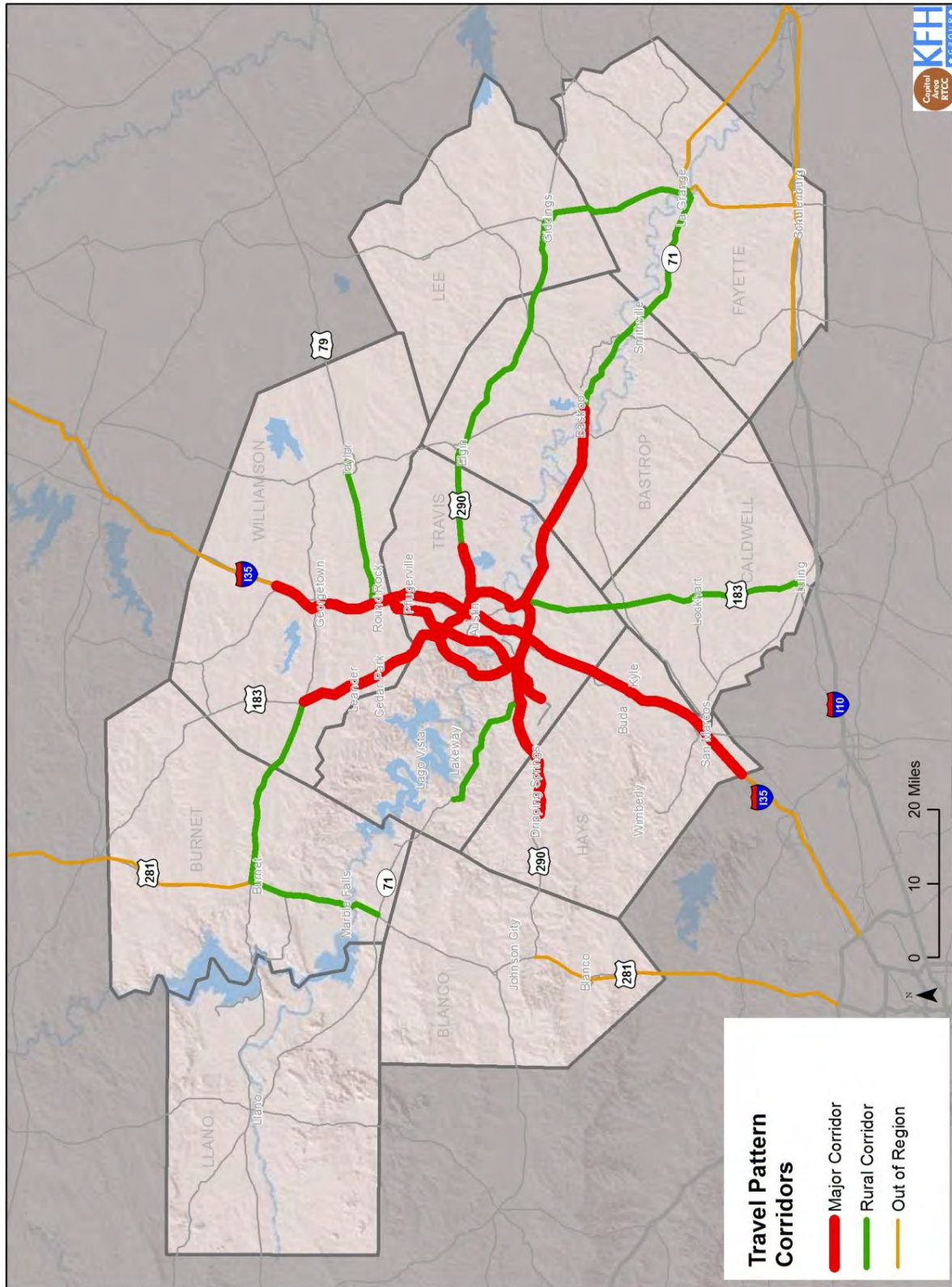
Additionally CARTS operates in the rural areas of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis and Williamson Counties. Much of their service is connecting the rural communities of the RTCC Region to major goods and services, many of which are in the Georgetown-Austin-San Marcos urbanized area. Major rural service corridors for CARTS include Highway 71 from Fayette County into Austin, Highway 260 from Lee County into the Austin Urban Area, Highway 183 connecting communities in Caldwell County to Austin and Highway 281 in Burnet County connecting to Highway 29 into Williamson County. CARTS provided over 720,000 one-way trips in 2014³.

The major urban corridors, rural corridors and out-of-region corridors are detailed in Figure 3-12.

² Capital Metro's Approved FY 2016 Operating & Capital Budget

³ 2015 Texas Transit Statistics, 2nd Edition, TxDOT PTD

Figure 3- 12: Regional Travel Pattern Corridors



Chapter 4

Review of Unmet Needs and Gap Analysis

INTRODUCTION

This chapter provides an analysis of unmet transportation needs and transportation service gaps in the RTCC Region. The analysis builds upon the inventory of current services and the demographic review to identify the needs of transit dependent populations, human service clients and the general public. The analysis looks at transportation needs as it relates to:

- Unserved or underserved areas
- Targeted population groups (transit dependent)
- Trip purpose
- Days and times of service
- Human service needs

This analysis incorporates input from public meetings and regional stakeholders, the Review of Existing Services (Chapter 2) and the Review of Demographics (Chapter 3) and previous studies to provide a broad transportation needs assessment/gap analysis. This assessment will be used to develop strategies, projects and services to meet identified needs, expand mobility and improve coordination within the region.

HEALTH AND HUMAN SERVICE AND WORKFORCE AGENCY NEEDS

A critical component of the transportation needs assessment is to gain input from health and human service organizations and workforce development agencies, since the people these agencies serve typically encounter mobility challenges.

A Large Community of Agencies

In addition to the human service agencies that provide or purchase transportation services for their clients, numerous other human service agencies that serve the Capital Area depend on transportation.

Table 4-1 presents the Texas Health and Human Service Commission (HHSC) departments and programs that fund local human service agencies, and identifies the client groups they serve.

Table 4-1: Texas Health and Human Service Commission (HHS) Departments and Programs

Department under the Texas Health and Human Services Commission	Programs within the Department	Client Groups Served
Department of Aging and Disability Services	Mental Retardation Services State Schools Community Services Community Care Services Nursing Home Services Aging Services	-Elderly people -People with disabilities and elderly people
Department of State Health Services	Health Services Mental Health Services State Hospitals Community Services Alcohol & Drug Abuse Services	-Children with hearing loss -Children with special health care needs -Adolescents needing health care -People with specific health problems (cystic fibrosis, epilepsy, end-stage renal disease, hemophilia) -People with low income -People with mental illness -People in need of substance abuse treatment
Department of Family & Protective Services	Child Protective Services Adult Protective Services Child Care Regulatory Services	-Children -Elderly people -People with disabilities that are vulnerable to abuse, neglect, or exploitation
Department of Assistive & Rehabilitative Services	Rehabilitation Services Blind and Visually Impaired Services Deaf & Hard of Hearing Services Early Childhood Intervention Services	-People with disabilities -Children who have developmental delays
Health and Human Services Commission	Children's Health Insurance Program Medicaid Office of Acquired Brain Injury	-People with low income -People with acquired brain injury

Appendix A presents a list of 175 local human service agencies in the region and the client groups they serve. Many agencies rely on funding from HHSC programs. While the scope and timeline of this project did not allow for a detailed needs assessment of all agencies, many of their client transportation needs likely share common characteristics with the larger organizations that were interviewed. The needs identified through stakeholder interviews are discussed below.

Needs Identified through Stakeholder Interviews

The project team conducted several stakeholder interviews to get input on the regional and local transportation vision, goals, objectives, needs and potential strategies to meet those needs. The project team met with:

- Office of Mobility Management
- Round Rock Transit
- Drive a Senior
- United Way of Williamson County
- Faith In Action Caregivers
- Texas Department of Transportation PTN
- Community Action Network
- United for the People - Veterans
- Metro Access
- Capital Metro
- ARCIL
- Capital Area Rural Transit System (CARTS)

The input received is summarized by category below.

Transportation Customers and Human Service Clients

- There is an increase in demand for low income/workforce transportation in rural and suburban areas, mirroring population shifts of low income persons away from the urban core.
- Human service customers consistently rate transportation as their greatest barrier to employment and services.
- The rapidly growing senior population is demanding more transportation services throughout the region.
- There are many coordination issues with non-emergency medical transportation (NEMT), such as trip denials and shifting trips to MetroAccess and not paying the cost of the trip.

Service Days and Times

- Dialysis centers - Public transit and human service transportation providers find it difficult to coordinate with the dialysis centers.
- There is an expressed need for same day transportation in the extraterritorial jurisdiction (ETJ)/rural areas with accessible vehicles, particularly among those that use human service transportation.

Trip Origins, Destination and Locations

- There are major service gaps in the ETJ where the area is urbanized but not in Capital Metro service area.
- Del Valle has limited service and significant need among transit dependent residents.
- Seniors in Lakeway and reverse commuters in Bee Cave need additional transportation services. Currently there are no public transportation services in those areas. With the addition of a new regional hospital in the area, demand for transportation services is increasing.
- Additional stops are needed at medical and business locations in Round Rock for the CARTS Taylor route.
- Cedar Park has a tremendous barrier to workforce transportation needs. There is a significant number of retail and service job opportunities, but no public transportation services in Cedar Park.
- Coordinating service across city and jurisdictional barriers can be difficult.
- Access to healthcare and retail jobs in Williamson County is an increasing need.
- There is a need for additional transit facilities in Round Rock, particularly as their fixed-route service comes on line.
- Most veterans have needs similar to the general public and can use public transit. Volunteer organizations also help veterans.
- Cross jurisdictional medical trips (non-NEMT) continue to be a major need, particularly for rural residents trying to access medical service in the urbanized areas of the region.

Potential Transportation Coordination and Service Strategies

- A centralized vanpool program that covers the entire RTCC region may help residents in areas with significant service gaps reach employment centers.
- Vehicle sharing amongst human service programs can result in cost efficiencies, if travel times among agencies do not conflict.
- More affordable housing in high transit corridors would help many human service clients in their ability to reach basic goods and services, as well as employment opportunities.

- The plan and the RTCC should support CAMPO's Activity Centers concept.
- Additional 5310 support for Drive A Senior would help the agency provide better service for their clients.
- Vehicle maintenance coordination between HHSC providers and transit can be a mutually beneficial coordination activity in the region.
- Co-branding inter-jurisdictional services should be a major coordination strategy to help provide one network of transit services.
- Regional fares and joint marketing (between CARTS, Round Rock and Capital Metro) will help riders make seamless connections between the various transit service providers.
- The plan should support the concept of 5310 Senior routes for Capital Metro.
- Travel training for seniors throughout the region would help build their confidence in using the available transportation services.
- CARTS services should be incorporated into the Capital Metro app (Sandbox Grant).
- More accessible vehicles for HHSC transportation providers are needed.
- Additional staff in the Office of Mobility Management is needed.
- Regional pot of money for transit development plans (TDPs) would greatly help close many of the transportation service gaps in the region.
- Capital Metro bus stop improvement program (97% accessibility goal) will help increase accessibility for their services.
- Inventory of HHSC accessible vehicles should be completed.
- Engage 311 in transportation planning to help disseminate transportation service information to the public.

ASSESSMENT OF NEEDS, INEFFICIENCIES AND SERVICE GAPS

Critical to understanding the issues related to mobility is a detailed listing of unmet needs within the region. The identification of needs is both a qualitative and quantitative process,

approached from multiple directions. Further, there are both operational and coordination needs. That is, needs related directly to the provision of service and those needs directly related to a coordination activity, which may be able to improve access or mobility.

Categorizing Needs

The operational needs are typically identified by:

- Geographic locations of needs – Areas where there is little or no service.
- Targeted populations in need – Transit dependent populations, individuals with limited English proficiency and those persons using wheelchairs or other mobility devices.
- Underserved areas – May only receive weekly service or commuter service, for example.
- Type of service (medical, shopping) – As an example, all Medicaid eligible persons have access to transportation for medical services, but in some cases there may be no way for that person to get to the grocery store for basic necessities.
- Service days and times – Is the area served at times that have high needs?
- Type of transportation – Meet needs with the appropriate type of service, whether demand-response service or fixed-route services, for example.
- Human service needs – Often in support of human service programs.

Operational Unmet Needs

These are unmet needs that were identified as operational related. These needs were identified by stakeholders, consumers in public meetings, other agencies, through the review of existing plans and through the demographic review. They are as follows:

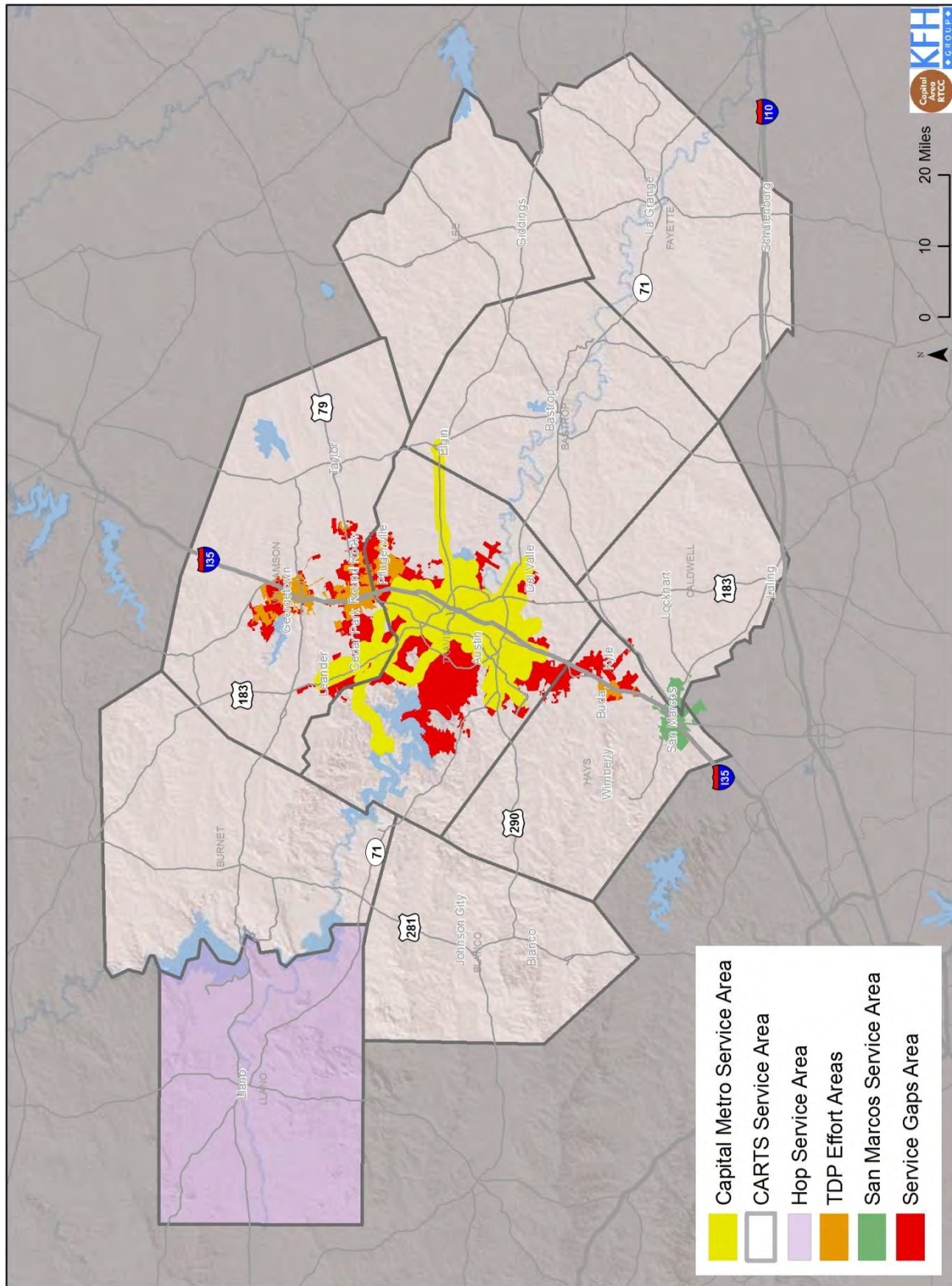
1. Geographic Area
 - a. The consensus among the stakeholders is that the urbanized areas outside of Capital Metro's and CARTS service areas have the greatest unmet needs including: Del Valle, Cedar Park, Lakeway, Bee Cave, Buda, Kyle, Georgetown, Round Rock and Austin Colony. This is an acute need for transit dependent populations including older adults and persons with disabilities. The Office of Mobility Management has had tremendous success in planning transit services in these areas since the last coordinated transportation plan update. Additionally, the City of Round Rock has developed a detailed TDP and will begin implementing service in 2017. Figure 4-1

details the service areas of the region. Capital Metro service area is defined by a $\frac{3}{4}$ mile area around their fixed-route service. The figure also shows the major urbanized service gap areas and areas in the process of developing or implementing TDPs.

- b. Persistent need exists within the Capital Metro service area for additional or specialized service. Most of this comes from elderly individuals who cannot navigate the fixed-route system and either do not qualify for Metro Access or will not ride it (attitudinal). In many cases people are looking to go to destinations not served by Capital Metro.
- c. Potential duplication of effort in the Kingsland area of Llano and Burnet Counties between CARTS and Hill Country Transit.
- d. There is a desire to see additional transit services to the airport from Austin and the surrounding areas, particularly mass transit options identified in the Project Connect Vision.
- e. Lone Star Circle of Care medical facility in Georgetown has a large regional draw, particularly from Bastrop County.
- f. Expansion of park and ride facilities in rural areas with service into Austin, particularly in communities east of the Austin urbanized area.
- g. Funding for another bus to reduce headways for the Bastrop fixed-route service is desired.
- h. Del Valle has a large transit dependent population and a low level of service. The city is not currently in the Capital Metro service area. Residents all shop in the Capital Metro service area, resulting in them paying the 1 percent sales tax for the service but receiving no service in their community. Efforts to expand the current Del Valle route to the HEB grocery on Riverside Drive should be explored, along with options to include Del Valle in Capital Metro's service area. Del Valle residents need better access to South Park Meadows, the Community Care Clinic and after school programs, particularly for special needs residents. There is also a need for workforce and job training access in this area.
- i. Many service industry jobs and transit dependent populations exist along the R.R. 620 corridor from Four Points to Bee Cave. There is currently no public transit service in the area.
- j. The City of Manor and the Highway 290 corridor from Elgin into Austin has seen tremendous growth in traffic and transit demand. During the peak commuting hours emergency response times have increased 500 percent, making the corridor unsafe for commuters and transit vehicles.
- k. Decker Ln. and Highway 969 are areas with large transit dependent populations, but are not safe pedestrian environments. Often human service agencies will purchase taxi rides for clients, even though there is a nearby Capital Metro stop, because the stop is not safe or accessible. Additional stops, sidewalks and protected pedestrian crossings are needed in this area.

1. Most government services have been moved out of Llano County (for example, WIC). GED students have to travel all the way to Round Rock to take the test. There is also a dearth of shopping options in the county. Residents often have to go to Fredericksburg or Burnet to access basic grocery or drug stores.

Figure 4-1: Major Service Gap Areas



2. Consumer Groups

- a. Elderly persons in the Austin, Round Rock and Highland Lakes areas (non-Medicaid).
- b. Persons with disabilities beyond the Americans with Disabilities Act (ADA) $\frac{3}{4}$ mile zone of Capital Metro ADA Paratransit Services and outside CARTS' service area.
- c. Older adults and persons with disabilities in the zone with no public transit service.
- d. For all seniors in Central Texas, there are additional needs for transportation assistance to and from medical appointments, transportation services that extend outside city limits, and increased flexibility in scheduling. Additionally, there is need for transportation assistance for people who are unable to drive because of a diagnosis of dementia, but are not old enough to qualify for "senior" assistance programs.
- e. Evening and weekend service is desired for low income employees needing access to service workforce opportunities.
- f. Veterans need expanded transit options in areas without transit.
- g. There is a rapidly growing senior population along the Highland Lakes, particularly in Lakeway, Spicewood and Marble Falls and in Llano County.
- h. It can be difficult to get on the HOP schedule if you are not a Medicaid client.

3. Trip Purpose

- a. Commuters in rural areas have limited options especially if not going to Austin.
- b. Medical needs for low income, non-Medicaid persons.
- c. CARTS fixed-schedule service can make it difficult to access specialized medical services that are only available on days when fixed schedule service is not provided. This is a problem in Cedar Creek, where fixed-schedule service is on Friday when many medical offices have limited hours.
- d. There is currently a waiting list for CARTS commuter service from Bastrop into Austin. Bigger buses and more service are desired. Additional funding is required to expand these services.
- e. There is a need for non-Medicaid medical transportation service to New Braunfels for Lockhart residents.
- f. It is difficult to use some CARTS services for workforce transportation due to long travel times.
- g. There is a need for an HEB shuttle from Austin Colony and Del Valle into the HEB locations in east Austin.

- h. Wait times for the HOP in Llano County can make student and workforce trips difficult.

4. Coordination

- a. Coordination leadership – Currently the Office of Mobility Management and the RTCC are the regional coordination champions. This leadership is essential to successful coordination.
- b. Medicaid coordination – Current policy at the state level is not conducive to coordination and in fact, promotes a duplication of effort, raising the cost of Medicaid Transportation Program service due to the inability to group trips. Medicaid clients have expressed extreme dissatisfaction with the new broker. Additionally, the Medicaid contract has raised costs and reduced revenue for local transit. Most of the lost revenue is now going out of the region and state to a private Medicaid brokerage company. Clients complain that often the trips are not with competent or professional drivers, unless the trip is scheduled with CARTS. There are also complaints of trip denials and shifting the trips onto Capital Metro paratransit services whenever possible. State agencies need to coordinate with the Medicaid office to monitor and ensure that the program is operating in a safe and reliable manner.
- c. Focus on seamless service between CARTS, Capital Metro, Round Rock Transit, San Marcos transit services and new services on the horizon – transfer locations, fare compatibility, timed bus meets and other activities to improve the connection between urban and rural areas.
- d. Coordinate volunteer networks – Several Drive a Senior networks in the region and the American Cancer Society all depend on volunteers for transportation. ARCIL will also use volunteers for limited transportation related to their programs. There is currently some coordination between Drive a Senior management. This should continue and be strengthened to ensure that there is no competition for volunteers and/or duplication among networks.
- e. Location of facilities – Set guidelines for apartment developers, human service agencies and other significant major origins and destinations for working with transit to locate near a bus route. Brochures were a suggested mechanism for disseminating this information.
- f. One stop website and information center – There were a number of suggestions to implement a one stop shop for information. This could include a website and telephone support. The Office of Mobility Management trip planning specialist is fulfilling some of this role, but a greater consolidation of service information can help customers cross jurisdictional boundaries.
- g. Coordination/Mentoring of small operators – The larger transit systems can provide a variety of support to the small human service agencies that feel they must continue

to operate separately. This can include training of vehicle operators, maintaining vehicles, vehicle procurement issues and other related activities. Some of this is occurring at the present time. This can be on a formal or informal basis.

- h. Expand travel training – Some people stated that seniors would ride fixed-route if they knew how. Travel training should be expanded for this user group. Travel training for people with cognitive disabilities is also an opportunity. Travel training seminars could also benefit area high school students in low income areas.
- i. Coordinate technology efforts (to the greatest extent possible) between Capital Metro, CARTS and Round Rock Transit.
- j. Continue efforts to coordinate transit with emergency management planning efforts. Additionally, explore options of joint procurement of signal priority technology between Capital Metro and emergency services.

SUMMARY – UNMET NEEDS AND GAPS

There were a number of needs that stood out as unserved. These include:

- The greatest unmet needs are in the Del Valle, Cedar Park, Lakeway, Bee Cave, Austin Colony and other communities (Figure 4-1) that are outside of both Capital Metro’s and CARTS’ service areas. This is due to a combination of very high population and no public transit service.
- There were many concerns about the growing senior population and human service transportation needs in the rural areas of the region.
- Higher service levels in rural areas were seen as a great need. Commuter service was also cited as a need.
- An expanded volunteer effort was called for to address needs for non-seniors and persons with disabilities.
- A wide variety of coordination activities can reduce costs and improve service, including mentoring, education, a one stop information center, consolidation of transportation resources and other types of activities.

Chapter 5

Transportation Strategies and Pilot Programs

INTRODUCTION

CAMPO requested a service oriented update to the 2011 Capital Area Coordinated Human Service Transportation Plan. CAMPO and the RTCC recognize that an update was needed to focus on strategies that help eliminate the gaps in services. The gaps in service mostly burden the transit dependent population – those without access to or are unable to drive a car (for example, the elderly and persons with disabilities). Planning efforts should be directed toward effectively and efficiently increasing service for transit dependent individuals, veterans and Title VI populations (which include minorities, low income individuals and non-English speaking persons). Potential services can include traditional fixed-route and paratransit services and a variety of hybrid services. Other approaches such as mobility management, expanded volunteer driver program(s) and coordination strategies may also be designed to expand and/or improve service for customers.

This coordinated plan is the latest phase of the coordination process and emphasizes strategies and operational options, focusing less on process oriented strategies. The goal of this effort is to encourage implementation of coordinated activities that foster improved public and human service transportation.

This plan has been developed over the past eight months, with input from many interested stakeholders through an open planning process. Public engagement included two rounds of public meetings and one round of focus groups and stakeholder meetings. The public and stakeholder input, review of existing services, demographic and land use analysis, and details of the planning process are summarized in the previous chapters.

GUIDING PRINCIPLES AND GOALS

This section provides the direction and emphasis of the coordinated plan. While detailed in Chapter 1, these guiding principles and goals are inserted here as a reminder to the reader. First the key premise and guiding themes are discussed, followed by the goals, the compilation of strategies and projects, and an implementation/priorities timeline.

Key Coordination Premise – The Foundation of Coordinated Transportation

Excellent public transportation is the best way to address and coordinate the majority of transit dependent, Title VI, veteran and human service transportation needs in the Capital Area.

Experience across the country in both urban and rural areas tells us that scheduled public transit is the best way to provide coordinated transit service as most veterans, transit-dependent persons, Title VI and human service clients can ride fixed-route/scheduled service or Americans with Disabilities Act (ADA) paratransit.

When public transportation systems are able to meet the majority of needs through the existing fixed-route public transit network, then human service agency resources can be freed up to focus on the specialized needs of their most difficult to serve clients. Efforts to support or improve general public transportation should be fully supported by the RTCC, human service agencies and public transit systems as the foundation of coordinated transportation.

Any coordination effort should start with:

- Maximizing the use of fixed-route services and fixed-schedule services (in rural areas).
- Efforts to assist human service agencies in providing their own transportation (where appropriate) to the greatest extent possible.
- At the same time, use of public paratransit services by human service transportation programs should be appropriately compensated by those human service organizations. Demands placed on public paratransit by human service agencies should include the funding necessary to support them.

The Overarching Goal

Help provide for more trips for more people while providing cost effective high-quality and safe transportation for our community.

Coordinated Plan Goals

The plan goals are detailed in Chapter 1, however for reference purposes the goals are repeated here.

Goal 1:

Preserve and expand transportation services for public and human service agencies, especially those services that meet the critical needs of the transportation disadvantaged.

Goal 2:

Maintain and improve the quality and safety of transportation services for the public.

Goal 3:

Secure formal state and local agency agreements and identify and address funding, regulatory, programmatic, attitudinal and geographic barriers to implement coordinated transportation in the Capital Area.

Goal 4:

Increase the efficiency of transportation services for the public and human service clients.

Goal 5:

Increase public awareness of mobility options and improve access to transportation services for the public.

KEY THEMES

Mobility and access to opportunity are fundamental needs in our society. This is particularly important for transit dependent consumers including the elderly, persons with disabilities, low income individuals, youth, residents in zero car households, veterans and Title VI populations. Well-designed and well-managed public and human service transportation can maximize ridership and benefit all. In particular, veterans, elderly adults and individuals with disabilities in need of transportation can benefit most from a full-scale reliable public transit system, rather than a very expensive one-on-one service.

Priority Areas of Need

The priority areas of need are summarized here and formed the basis for many of the potential strategies to be considered by the RTCC. Detailed strategies follow. These priorities were identified through interviews with providers, human service agencies and stakeholders, meetings, surveys, analysis of data, observation and the study team's knowledge of the service area. These needs are detailed in the Gap Analysis in Chapter 4.

- a. **Service outside the transit system service area** – The greatest unmet needs are found in communities outside of both the Capital Metro and the CARTS service areas. A considerable number of changes have occurred since the 2011 plan, but there are still many unserved areas. Round Rock is preparing to implement service. As the largest city in the study area without true fixed-route public

transit, it is a major step forward. In addition the Cities of Buda, Pflugerville and Georgetown are planning for service. Needs include:

- i. Public transportation
 - ii. Expanded transportation for the elderly and persons with disabilities
- b. **Maintain transit in all communities** – Georgetown has moved from a “rural” status to being included in the Austin urbanized area. As a result, CARTS is no longer able to serve this city using FTA funding for rural communities. Georgetown is in the beginning stages of implementing new public transit service.
- c. **Unserved destinations and user groups within the Capital Metro service area** – There were many concerns about unserved destinations in the Capital Metro service area, the inappropriateness of Capital Metro for some seniors and the reduction of the ADA service area.
 - i. Accessible pathways and stops were seen as issues.
 - ii. Transit should work closely with developers and human service agencies on location awareness and responsibility for locating their transit sensitive facilities near a transit stop.
 - iii. Some elderly persons have difficulty accessing fixed-route service and are not using ADA paratransit. Some needs are being met by making use of volunteers and human service agencies.
- d. **Seniors and persons with disabilities** – While service is mostly good for these population groups, there were some concerns about the growing senior population and human service transportation needs in the rural areas of the region.
- e. **Expand connectivity across jurisdictional boundaries** – Public transit systems should continue to improve connectivity both within the region and to destinations outside the region. Connections between CARTS and Hill Country Transit (The HOP) were identified, as well as potential connections with systems to the south and east.
- f. **Continue coordination efforts with human service agencies** – Medicaid transportation is the largest human service transportation program. It dwarfs all other human service transportation programs combined. Most human service transportation is small scale with low out-of-pocket costs, making coordination of services virtually impossible. A number of coordination and mentoring partnerships will be discussed in the strategies.
- g. **Medicaid Transportation Program (MTP):** Medicaid is the largest funder of human service transportation. It is estimated that MTP spends up to 90 – 95 percent of human service agency funds available for coordinated transportation.

This service is partially coordinated and should be fully coordinated to eliminate duplication of services.

- h. **Mobility management and coordination efforts** – Mobility management is one of the major successes of the previous plan. This work should continue and expand. Activities can include some or all of the following:
 - i. Creating a one-stop information center where people can get information on various services
 - ii. Providing centralized leadership and assisting RTCC with partnerships
 - iii. Assisting non-profit agencies with grant applications, as available
 - iv. Helping to secure sponsorships and partnerships
 - v. Coordinating land use issues and efforts
 - vi. Mentoring/education – with human service transportation providers
 - vii. Coordinating training
 - viii. Coordinating maintenance
 - ix. Coordinating/consolidating transportation resources
 - x. Coordinating volunteer networks
 - xi. Conducting planning efforts

- i. **Development of sponsorships and partnerships** – Development of public-private partnership opportunities on a small scale can help support services for targeted locations or groups of people for specific needs. For example, numerous large retailers have (and continue to) support specific routes that provide access to their facilities in other cities and states. Examples include the former HEB shuttle operated by Capital Metro one day per week from East Austin (and a large residential tower for seniors) to a large HEB. This was paid for by HEB. In other parts of the country Walmart, United Supermarket and other chains sponsor service.

- j. **Volunteer transportation** – While the area is well served by Drive a Senior services, there is a gap in volunteer transportation for non-elderly persons in need of transportation to medical appointments, cancer treatments, shopping and other basic needs.

STRATEGIES, PROJECTS AND PARTNERSHIPS FOR MEETING THE GOALS OF THE RTCC

The strategies, projects and partnerships selected for inclusion in the plan reflect both existing and new strategies. These activities are broken out by type of strategy:

- 1. **Coordination Strategies** – Planning, mobility management, coordination of services, traveler information and other coordination options.

2. **Service Strategies** – Designed to coordinate or grow transit options for the future. The primary focus is on the unserved and underserved areas identified in the Gap Analysis.

The following strategies and projects are based on choices made by the RTCC. Each strategy is guided by project goals and the Gap Analysis and includes:

- A narrative discussion of the strategy
- Examples of potential activities, services and projects (where appropriate)
- Impact on goals
- Potential costs/benefits to implement

Coordination and Planning Strategies, Programs and Partnerships

These strategies include efforts to coordinate public transit providers using mobility management, coordination of support functions and traveler information. This includes coordinating with human service agencies where a reasonable agreement can be reached.

Coordination Strategy 1: Continue to Pursue Mobility Management and Coordination Opportunities

The Office of Mobility Management (OMM) has made excellent progress addressing the service gaps through transit planning efforts. Currently the program has two staff members and is engaged in transit development planning efforts in over six communities and travel planning for residents across the region. Supporting the OMM in expanding its capabilities will help the region continue to eliminate service gaps. The success of the OMM should serve as a prime example for the state as to how successful mobility management programs can be implemented.

Examples of Potential Activities and Projects

The OMM has been working closely with Buda, Georgetown and Round Rock. This has resulted in a new service to be initiated in Round Rock and Georgetown. Efforts should continue to focus on areas such as Austin Colony, Del Valle, Bee Cave, Pflugerville, Cedar Park and other communities with no service. This is directly addressing the major service gap in the region.

Activities should include providing support in the development of sponsorships/partnerships, volunteer transportation, coordinated driver training and other programs as needed. The OMM should also seek out funds for an additional planner.

Impact on Goals

This strategy will address the following goals:

- Goal 1 – Preserve and expand transit
- Goal 3 – Secure agreements to eliminate barriers
- Goal 4 – Increase efficiency of services
- Goal 5 – Promote awareness of transit

Potential Costs/Benefits to Implement

The OMM may need an additional staff person to meet the planning needs of the service area. The benefits include expansion of transit into unserved areas and connectivity to the rest of the region. The greatest unmet needs are found in communities outside of both the Capital Metro and the CARTS service areas and this strategy and mobility management is a key strategy to developing service plans for these unserved areas. Those that can benefit the most are the transit dependent population including seniors, persons with disabilities, some veterans as well as others.

Coordination Strategy 2: Work with Developers, Human Service Agencies, Education Facilities, Employers and the Medical Community to Locate Facilities with Transit Availability in Mind

The placement of new shopping centers, residential communities, aging and disabilities services, schools, colleges, training facilities and medical facilities without consideration of existing public transit routes compounds unmet transportation needs and severely hampers mobility options for people with limited access to an automobile.

Capital Metro has produced a *Transit Ready Development Guide* that will be a useful tool in the implementation of this strategy. The RTCC should work with Capital Metro to disseminate the document. It may be advisable to provide a summary document for human service agencies, medical facilities and others regarding the importance of locating transit in an accessible environment. The OMM can actively work with these entities to ensure appropriate access.

Potential Activities and Projects

These activities will be ongoing. In addition to a guide, the OMM and the transit systems should work with cities and counties to encourage proper growth and connectivity.

Impact on Goals

This strategy will address the following goals:

- Goal 3 – Secure agreements to eliminate barriers
- Goal 4 – Increase efficiency of services
- Goal 5 – Promote awareness of transit

Potential Costs/Benefits to Implement

The costs associated with this task are discussed in the previous strategy. The benefits include lower cost transportation. This strategy directly and indirectly addresses several of the unmet transportation needs outlined in Chapter 4 and the Priority Areas of Need section of this chapter. Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy. These needs include, but are not limited to:

- More affordable housing in high transit corridors would help many human service clients in their ability to reach basic goods and services, as well as employment opportunities.
- The plan and the RTCC should support CAMPO's Activity Centers concept. Activity Centers can increase the overall connectivity of the transportation system, particularly within specified areas, and can increase choices among transportation modes and routes.

Coordination Strategy 3: Medicaid Coordination

Medicaid transportation expenditures account for over 90 percent of the available human service transportation funding. Therefore without coordinating Medicaid transportation, many advantages of coordination fade. The RTCC should work with various entities to allow for coordination of the largest human service transportation program.

Currently the Medicaid transportation brokerage adds another call center that effectively duplicates the work CARTS does. Further, without knowing who is driving which vehicles, there are serious safety concerns. The RTCC, together with CARTS, should engage the Texas Health and Human Services Commission (HHSC) at the director level and offer to work collaboratively to develop a coordinated pilot program that helps clients, customers and the state without duplicating services.

Potential Activities and Projects

Strategy 3A: Engage Texas Health and Human Services Regarding the Medicaid Program – Emphasize grouping of trips and the resulting cost reduction. The second step in the process is to educate HHSC upper management regarding the safety, quality and cost advantages of coordinating service with public transit.

Strategy 3B: Seek Pilot Project to Demonstrate the Effectiveness and Power of Coordinated Services –

When advocating for a change, it is best to have a viable solution. Many elements of a solution would include tools used in years past. These tools are still viable and make sense from a transportation perspective. Though previous attempts failed, there are now new opportunities. CARTS, working with the RTCC and the OMM, should develop a strategy to better coordinate services with Medicaid.

Impact on Goals

This strategy will address the following goals

- Goal 1 – Preserve and expand transit
- Goal 2 – Improve the quality and safety of transit services
- Goal 3 – Secure agreements to eliminate barriers
- Goal 4 – Increase efficiency of services
- Goal 5 – Promote awareness of transit

Potential Costs/Benefits to Implement

Costs include an investment of time and energy and perhaps a consultant to assist in planning efforts. Benefits include improved safety (a fully trained driver versus the possibility of an untrained driver), quality and revenue. In addition Medicaid Coordination will be in place again. Medicaid coordination is a major gap outlined in Chapter 4 of this plan. State agencies need to coordinate with the Medicaid office to monitor and ensure that the program is operating in a safe and reliable manner.

Coordination Strategy 4: Improve Coordination and Support a Seamless Family of Public Transportation Services

While CARTS and Capital Metro do an excellent job of coordinating services, technologies and fare media are not yet compatible. Each of the local communities that initiate service should follow Round Rock's lead and become part of the network of services in the region. The other aspect of coordination, not yet in place, is connections between The HOP and CARTS. Specific activities will be discussed in the service strategies.

Potential Activities and Projects

Strategy 4A: Continue to Improve Connectivity between Transit Systems –

Expand the network of shared stops, transfer points and park-and-rides under an agreement with Capital Metro, CARTS and possibly local municipalities. This should include connections to adjacent systems outside the Capital region. These would include The HOP, Alamo Regional Transit and Colorado Valley Rural Transit.

Strategy 4B: Continue to Overcome Barriers –

Transportation barriers are perceived, attitudinal and often self-imposed, frequently due to a lack of understanding of regulations. The most difficult barriers are associated with the provision and funding of service in areas outside of the CARTS or Capital Metro service areas. These barriers can be overcome with proper education and cooperation.

Strategy 4C: Coordinate Technologies Where Possible –

The use of a universal fare card, or acceptance of each transit system's card remains a strategy. CARTS committed to its technology in 2003, while Capital Metro committed to different technology years later. While these efforts should be pursued, it will be a very difficult process. If pursued, this effort should begin with a discussion of what resources it would take to generate a compatible platform that would accept either card.

Strategy 4D: Formalize Mentoring Opportunities –

Recognizing that CARTS and Capital Metro are already highly coordinated, CARTS, Capital Metro and the human service agencies that provide transportation should continue to seek out opportunities to partner at a small scale. CARTS and/or Capital Metro can also serve as a mentor for these agencies and at a minimum, assist in procurement of vehicles, maintenance, driver training and other activities.

Impact on Goals

- Goal 2 – Improve the quality and safety of transit
- Goal 3 – Secure agreements to overcome the barriers
- Goal 4 – Improve the efficiency of services

Potential Costs/Benefits to Implement

The costs include staff time and effort, while the benefits include increased connectivity and improvements in the safety and professionalism of human service transportation programs. Regional fare coordination, improved connectivity, and human service mentoring are all specific needs and gaps outlined in Chapter 4 of this plan, and this strategy directly addresses those needs. Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy.

Coordination Strategy 5: Expand Coordination of Student and Workforce Transportation and Work to Connect All of the Region's Residents to Opportunity

There is potential for private sector funds for transit service to specific locations. The Capital Metro Service Expansion Policy has shown success in Cedar Park in contracting service with Austin Community College. Potential partnerships for employee shuttles, student shuttles and employer or school funded transportation contracts should be sought out. Major employers such as Austin Community College and regional vocational schools are all potential partners.

Potential Activities and Projects

This is another activity for the OMM. In cities and communities where there is no public transit, opportunities to partner with the private sector, medical community and/or state agencies should continue to be sought. Major employment sites and colleges should be targeted. An excellent example is the Bee Cave area where many retail stores offer opportunities for low wage employees, many of whom could benefit from transit to get to work. A Del Valle or Austin Colony shuttle to major retail outlets can also be sponsored. Funded by the businesses, shuttles or vanpools can be deployed to transport employees to work.

Impact on Goals

This strategy addresses the following goals:

- Goal 1 – Preserve and expand transit
- Goal 3 – Secure agreements to eliminate barriers
- Goal 5 – Promote awareness of transit

Potential Costs and Benefits

The costs associated with this planning/coordination activity are minimal for the OMM once they have an additional staff person to address this and other strategies. The benefits include providing transportation to workers and students where none currently exist. As detailed in Chapter 4 of this plan there is an increase in demand for low income/workforce transportation in rural and suburban areas, mirroring population shifts of low income persons away from the urban core. Transit dependent populations including persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy. Additionally, human service customers consistently rate transportation as their greatest barrier to employment and services. This strategy directly addresses these specific needs.

Coordination Strategy 6 – Conduct a Review of CARTS’ Rural Fixed-Schedule Service

CARTS has a very effective fixed-schedule service for communities across the service area. Communities receive different levels of service, from multiple trips daily with multiple destinations, to service once a week or biweekly. Each community receives some service even if it is only twice a month. This approach allows CARTS to provide at least some service in all communities in its service area.

CARTS has not conducted a major review of its service to determine if schedules and areas served need to be changed, due to changing conditions in this rapidly growing service area. This is particularly important for communities that have less than daily service. Is CARTS serving the community on the right day(s), and is it going to the places where riders want to go?

These changes would have a positive influence on ridership. This does not necessarily require CARTS to expand service, as it may be more effective to reallocate service based on expressed need and ridership.

Impact on Goals

This strategy addresses the following goals:

- Goal 2 – Improve the quality and safety of transit services
- Goal 4 – Increase efficiency of services
- Goal 5 – Promote awareness of transit

Potential Costs and Benefits

Costs would be associated with conducting the study either in house or contracted. A study of this type typically costs about \$100,000, if contracted. Advantages include improved service, greater ridership and increased productivity. During the needs assessment and outreach process it was noted by various participants that CARTS should review their fixed schedule services.

Service Strategies, Programs and Partnerships

The best way to coordinate services is to provide quality public transit, as most transit dependent/Title VI persons and veterans can use public transit if properly planned. Additional services would be available for persons that cannot use fixed-route or paratransit services. The majority of the input received, as part of this planning process, indicated that the service gap areas are the most significant need. These strategies focus on these gaps and improving connectivity.

Service Strategy 1: Expand Transit Service to the Entire Region – The Public Transit Gap.

This strategy seeks to continue to build support for public transportation in the areas between Capital Metro and CARTS. These areas include much of Del Valle, Austin Colony, Bee Cave, Buda, Cedar Park, Kyle, Georgetown, Lakeway, Pflugerville, Rollingwood, Round Rock (preparing to implement service) and West Lake Hills. Figure 5-1 illustrates the current service gap areas, along with the areas addressing gap issues through transit development planning.

Potential Services and Projects

Del Valle and Austin Colony in particular are areas where opting into Capital Metro’s service area should be explored (Figure 5-2). Unlike most of the other cities and communities in the service gap area, the residents of these communities shop in the Capital Metro service area and as a result pay the sales tax for the service. Options to allow unincorporated urbanized areas of Travis County to opt into Capital Metro’s service area are being explored by the OMM.

The RTCC should continue to facilitate the coordination and implementation process in Georgetown, Buda and other cities interested in service. The RTCC and OMM should continue to provide support to the cities interested in transit service.

Impact on Goals

This strategy addresses the following goals:

- Goal 1 – Expand service for the transportation dependent
- Goal 3 – Secure formal agreements to implement coordinated service

Potential Costs and Benefits

The costs include the time and effort to educate, negotiate and develop an approach to fund additional service in these areas. The benefits include securing service in each of these areas. The greatest unmet needs are found in communities outside of both the Capital Metro and the CARTS service areas. A considerable number of changes have occurred since the 2011 plan, but there are still many unserved areas. This strategy directly addresses the major service gap in the region. Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy.

Figure 5-1: Service Gap Areas

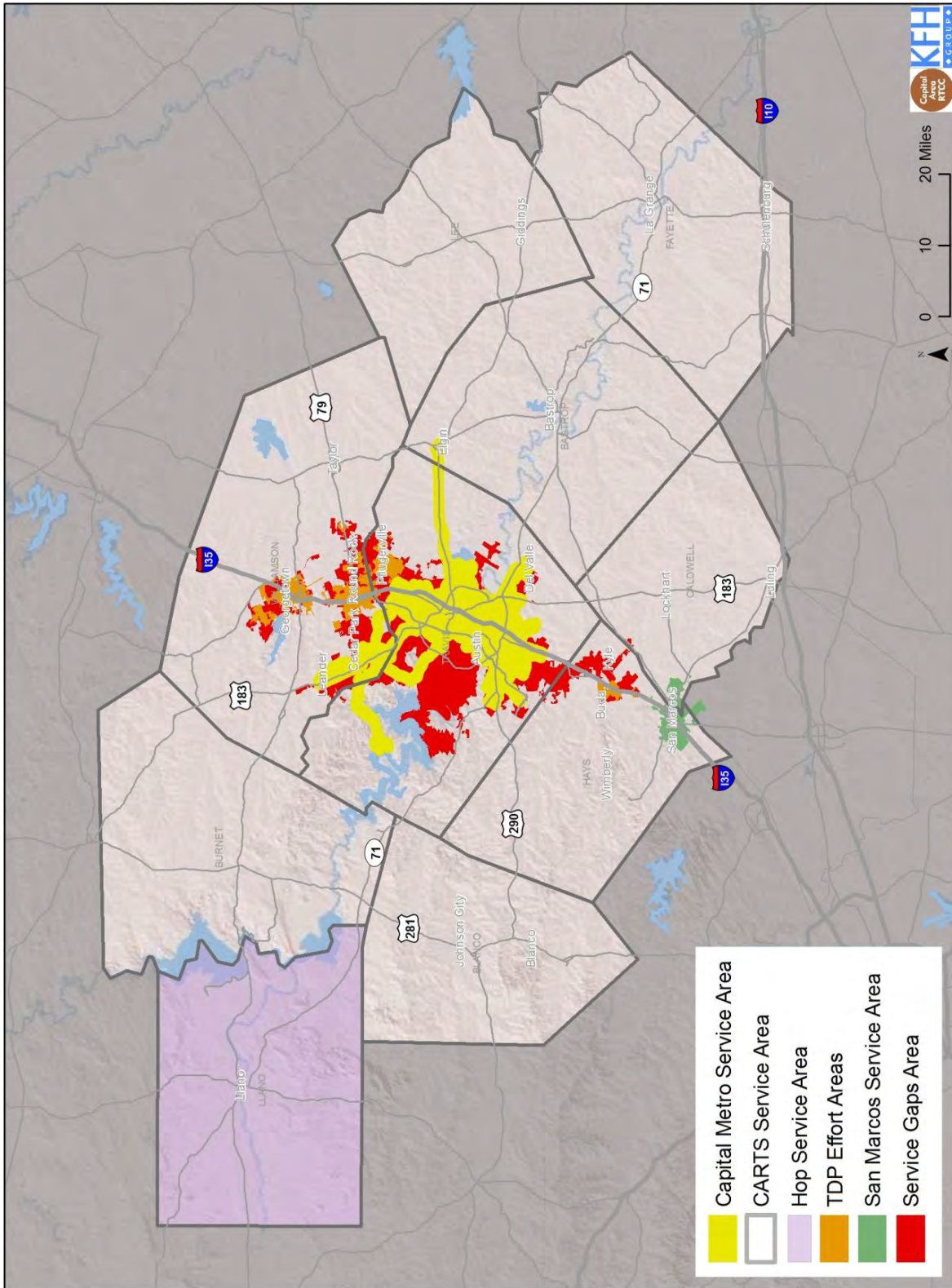
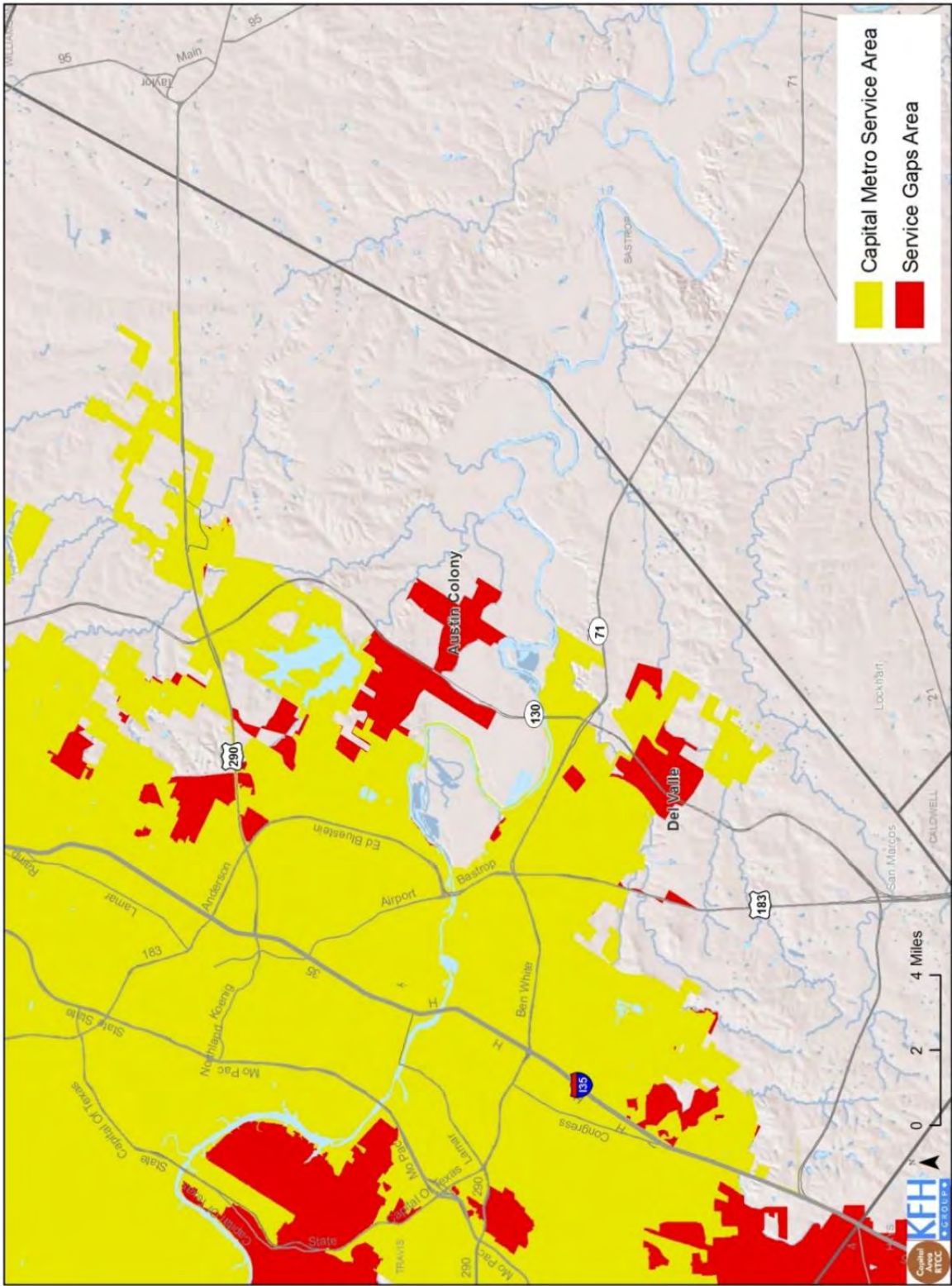


Figure 5-2: Del Valle and Austin Colony Service Gap Areas



Service Strategy 2: Address Unserved Destinations within Existing Transit Service Areas

There are unserved destinations and user groups within the Capital Metro service area. To address these needs, a variety of strategies can be considered. These strategies involve identifying specific service needs that warrant new or extended fixed-route services, exploring the potential for transportation options beyond public transit services, and addressing land use issues to ensure that key destinations are located along existing fixed-route services.

Potential Services and Projects

Strategy 2A: Continue to Identify and Inventory Major Destinations within Capital Metro's Service Area, but beyond Capital Metro's Fixed-Route Service –

Capital Metro conducted this effort for its 2020 plan, developed in 2010. This process should be ongoing, as growth continues to be high in many areas.

Strategy 2B: Develop Approaches to Continue to Serve Customers with Disabilities beyond the ADA ¾ mile Service Zone –

A variety of transportation options can be considered to serve people with disabilities, who live outside the ¾ mile ADA paratransit area. Options include expansion of paratransit services, improved use of human service transportation, volunteer driver programs and/or expanded support for private transportation services, including accessible taxi services and other vehicle for hire services especially if they have accessible vehicles.

Impact on Goals

The goals addressed by this strategy include:

- Goal 1 – Expand public transportation

Potential Costs/Benefits to Implement

Costs associated with these strategies will be dependent on the scale of the effort and the type of services utilized (for example, volunteer programs are a very low cost option). Addressing unserved destinations is central to addressing any service gap in the region. Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy.

Service Strategy 3: Expand Commuter Service

Needs expressed throughout the study process included more service from Bastrop to Austin (according to CARTS management, there is a waiting list for service to different locations at

different times). A number of comments expressed need for commuter service to employment centers outside the Austin area. While the most likely service for many will be a vanpool, some larger destinations such as Round Rock, San Marcos and Georgetown may be able to justify a commuter route. Further, vanpools can turn into routes if warranted by demand.

Potential Services and Projects

The following are strategies to enhance commuter services across the region:

Expand Commuter Service –

CARTS management has stated they have a waiting list of potential riders requesting service at various times. Depending on the level of need, there are a number of options including carpools, vanpools and, where warranted, bus service. Vanpools offer flexibility and can ultimately grow into a commuter route.

Expand Vanpool and Carpool Programs (Ridesharing) –

Areas outside the Capital Metro service area can benefit from rideshare programs to areas such as Round Rock, San Marcos and other major employment destinations.

Impact on Goals

The goals addressed by this strategy include:

- Goal 1 – Expand public transportation

Potential Costs/Benefits to Implement

Costs associated with these strategies will be dependent on the scale of the effort and the type of services utilized (for example, vanpools are a very low cost option). Funding for this service can come from a variety of sources including sponsors, employers and local, state and federal governments. Expanded commuter service was a major need identified in Chapter 4 of this plan. This strategy directly addresses that need. Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy.

Service Strategy 4: Expand Efforts to Improve the Coordinated Volunteer Network

The volunteer network for seniors is strong, with affiliated organizations throughout Travis and Williamson Counties. While the Drive a Senior Network (Drive a Senior) is well coordinated,

there is a significant need for new volunteer services that serve non-elderly persons and elderly persons in need of wheelchair accessible vehicles.

The study effort indicated that the need for specialized transportation continues. Additional solutions call for a strengthened volunteer network that minimizes competition for volunteers and provides accessible vehicles. Volunteer services in Cedar Park, Lakeway and Bee Cave are in high demand. These communities are in the urbanized area, but outside of Capital Metro's service area. In addition, these cities have a rapidly growing senior population that is putting additional pressure on existing volunteer transportation services, such as Drive a Senior, to provide more service.

Potential Services and Projects

A similar effort to Drive a Senior should be developed for persons with disabilities and others in need of medical transportation, as well as serving other needs such as shopping. Medical transportation for persons not on Medicaid is a particular need throughout the urbanized area. These services will need wheelchair access and may be able to procure retired Capital Metro or CARTS vehicles.

Impact on Goals

This strategy addresses the following goals:

- Goal 1 – Expand service for transportation dependent persons under 60

Potential Costs and Benefits

Volunteer programs are not inexpensive; the time and effort needed to recruit, train and retain volunteers is significant. This service will require at least 2 – 3 full time staff to fulfill these roles for the region. The benefits of filling this service gap are significant, as many transit dependent people will have access to medical, shopping and other critical needs.

Service Strategy 5 – Coordinate Service between Hill Country Transit (HCT) and CARTS

The Llano meeting drew out a number of comments regarding very limited service availability for non-Medicaid trips in Llano. There were numerous comments related to the lack of government services in Llano County, requiring human service clients to travel to Burnet and Williamson Counties. Based on those comments and the study team's observations, the following strategies/pilot projects are proposed. Figure 5-3 shows areas of duplication that can be coordinated, as described below.

Potential Services and Projects

- The need for connecting service from Llano east to Burnet and Williamson Counties for medical and human services was stated as a very important need for some Llano County residents. CARTS provides daily service from Marble Falls and Burnet to the Austin area.
- A timed connection from Llano to Burnet (even if days are limited) would allow access to CARTS and the Williamson County/Austin area.
- Coordinate service in the Kingsland/Granite Shoals area to provide expanded service to retail and services in Llano, Burnet and Marble Falls. Currently CARTS and The HOP operate very close to each other. On the Llano County side trips are oriented toward Llano, and on the Burnet County side toward Burnet and Marble Falls. Coordination of services could reduce the overall level of service operated, while allowing residents on both sides of the county line to access services in Llano or Burnet Counties. In essence, expanded service for lower cost.
- A community of 2,700 people, Bartlett is served by two transit systems oriented to Round Rock or Temple. In reality, one system should serve this community under an arrangement with the other, or if both systems continue to operate, coordinate schedules so that CARTS goes to Round Rock and The HOP goes to Temple.

Impact on Goals

The goals addressed in this strategy include:

- Goal 1 – Expand service for transit dependent
- Goal 4 – Increase the efficiency of transit

Potential Costs and Benefits

The cost of service from Llano to Burnet would be offset by the reduced costs of coordinated service in Kingsland/Granite Shoals and Bartlett. Benefits include service to areas beyond Llano County's borders and providing access for human service clients and others to services in Burnet and Williamson Counties.

Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy. These areas of duplication are outlined in the gap analysis in Chapter 4 of this plan.

Service Strategy 6 – Development of Public-Private Partnerships

Public-private partnerships and sponsorships are a way to allow the private sector and other entities an opportunity to contribute to and gain from public transit efforts. These can range from large scale rail projects, such as in Denver, to small scale partnerships.

Transit has a long history of providing advertising on and in buses for additional revenue. Many systems including Capital Metro have engaged in advertising over the years, but a sponsorship program is more than simply advertising. Instead of the usual selling of one form of advertising, the service should sell sponsorship packages. Sponsorship and advertising funds are an important source of local funding.

In Paris, Texas a new local transit system was recently set up by partnering with United Way, Paris Junior College, local medical facilities and the city. The system was able to secure several \$25,000 sponsorships, totaling over \$160,000. There are many opportunities across the Capital Area region to secure significant levels of funding through local partnerships.

Potential Services and Projects

A number of unserved areas can benefit from sponsored service. Two areas in particular were identified at the public meetings, both of which could benefit from a modest sponsored service. Figure 5-2 shows the two major areas for potential service described below.

Del Valle

Residents of Del Valle travel to Austin to shop and conduct routine personal business. Capital Metro operates a limited route that connects part of Del Valle to other routes at the ACC-Riverside Campus. Although this gives Del Valle residents access to the Capital Metro system, there is no nighttime or weekend service. One of the most popular destinations, the HEB on East Riverside, requires a transfer for the last mile.

This strategy would provide for a single seat trip to HEB from Del Valle. This service could be sponsored by HEB and implemented for one or more days per week, for specific hours depending on funding availability. The service could be an extension of the existing route, or it could be a new route including circulation through the Del Valle neighborhoods.

The second part of this strategy calls for expanded hours of service in Del Valle to allow for night and weekend service, while also traversing an expanded area. A number of residents go to Austin Community College, and a partnership with the college could allow for night service.

Austin Colony

As the Austin Colony area grows, the need for transit will grow as well. This development currently stretches 1.7 miles south and west of the intersection of Hunters Bend Road and Webberville Road, where there are a handful of retail stores. A large number of homes are

located to the north for one mile (Forest Bluff). Currently over 2,000 homes are located within 1.7 miles of this intersection, and more homes are being planned and built. As with the Del Valle strategy, these sponsored services can operate limited days and hours, depending on funding availability. The cost will depend on the level of service. Possible pilot projects include the following:

- This area needs access to the Capital Metro service, which is currently 6.2 miles away at Tannehill and Webberville Roads, where three routes meet. This feeder service can serve communities and businesses along Rt. 969. This service could be tied to a retail center or big box store (sponsor).
- With the growth of this area, a fixed-route circulator could give residents access to the local retail outlets. This service could be operated daily or on specific days for specific hours, allowing sponsorship by a smaller retailer.

Impact on Goals

This service addresses the following goals:

- Goal 1 – Expand Service for transportation dependent

Potential Costs and Benefits

The cost of new services will largely depend on how much service is provided and who is providing the service. The benefits include meeting the needs of the transit dependent population and providing new services. Funding is always a barrier to overcoming service gaps and expanding services. This strategy can help service providers expand their funding base and services as well. Transit dependent populations including seniors, persons with disabilities, some veterans, low income residents and others have the most to gain through this strategy.

Service Strategy 7: Non-Traditional Market Development/Shopper Shuttles

A number of non-traditional services are low cost in nature and flexible enough to meet a variety of needs. The premise of this non-traditional family of services is that service is not implemented (and costs are not incurred) until demand has met minimum thresholds. Market development service, a form of ridesharing but with a paid driver, requires a minimum number of riders for a group to request service.

It makes sense from a planning, management and operations standpoint to coordinate all non-traditional services together as part of the overall public transit program provided by the transit systems.

Potential Services and Projects

Shopper Shuttles

With peak hour vehicles available for other services during midday, it may be possible to offer shopper shuttle services to sponsors willing to support the transit system. The shopper shuttle targets neighborhoods with high numbers of transit dependent populations and frequent destinations (e.g., Walmart, HEB and medical centers), and can be effective during off peak hours. Often these arrangements pay for themselves through funding from retailers, who in return receive business and advertising/promotion and contribute to their communities in a positive way. There are numerous examples (in Texas and across the country) of this type of service being successful with supermarkets and discount “big boxes.” Typically shuttles target transit dependent populations in their neighborhoods.

Potential Costs and Benefits

The cost to implement new service depends on the type of service, the size of the vehicle and other factors. With shopper shuttles, it may be feasible to contract with local businesses to offset all or part of the costs. In particular transit dependent populations – the elderly, persons with disabilities, youth, low income individuals and zero car households, as well as Title VI populations and veterans – will benefit from this service.

PERFORMANCE MEASUREMENT

This section initiates the discussion regarding performance measurement of strategies and projects emanating from the coordinated transportation planning effort. Setting goals and objectives was the first step in guiding the process. The second step was to identify the different types of quantitative and qualitative performance measures, followed by setting specific measures for each of the strategies developed in the draft plan.

Performance measurement is an important component of transportation programs and particularly a demonstration program, providing an assessment of the program’s operation and its effectiveness in meeting stated goals. Performance measurement also supplies important information that can be used to inform and educate community partners and stakeholders on the progress of the program. Evaluation of a demonstration program additionally serves to assess the potential for transitioning the program from pilot to permanent, ongoing status.

Performance measures should be both quantitative and qualitative in nature. Therefore, operating data such as trips provided, as well as input from users and operators, should be components of the evaluation process. These various techniques to measure performance are outlined below.

Basic Concepts – Setting Performance Measures

Transportation Cooperative Research Program (TCRP) Report No. 124: *Guidebook for Measuring, Assessing and Improving Performance of Demand-Response Transportation* and its rural companion report, TCRP Report No. 136: *Guidebook for Rural Demand-Response Transportation: Measuring, Assessing and Improving Performance*, continue to serve as our guides for operational performance measures for demand response types of service. The following basic concepts will be used to set performance measures:

- Align the performance measures to the established vision, goals and objectives;
- Align the performance measures to strategies identified through the coordinated planning process;
- Keep the performance measures simple and use a small number of measures. For example, TCRP Reports Nos. 124 and 136 recommend between 5 and 6 measures for rural and urban paratransit;
- Measure both:
 - Efficiency of services – “doing things right”
 - Effectiveness of services – “doing the right things;”
- Ensure each measure has a stated purpose;
- Recognize that data collection and analysis is expensive and time consuming;
- Measure performance using as few indicators as needed. If it is not a problem, measure it on a sample basis as needed.

Quantitative Data

Following are transit specific performance measures that can be applied to operational strategies. Each of these performance measures evaluates different aspects of a service, as noted:

- **Passenger Trips per Vehicle Hour or Vehicle Mile** – These are key measures of productivity.
- **Operating Cost per Vehicle Hour or Vehicle Mile** – These measures determine the basic cost of providing service.
- **Operating Cost per Passenger Trip** – This measure is a reflection of the cost per hour and the system productivity. The higher the productivity, the lower the cost per trip.

- **Safety Incidents per 100,000 Vehicle-Miles** – A basic measure of safety.
- **On-Time Performance** – A measure for determining the quality of service being provided.
- **Annual One-Way Trips per Capita** – This measure helps depict the impact of the service in the community.

Quantitative data related to non-operational strategies are not always applicable. However, in many cases numbers can be used to measure success. For example, where a strategy may include developing a brochure to guide medical facilities in locating at or near a bus route, a quantitative measure may be the number of brochures distributed to the medical and human service communities. In addition, an outreach strategy that involves a mobility manager approach may include quantitative data on the number of phone contacts, the number of website hits or the number of people who received travel training.

Qualitative Data

The RTCC should also collect qualitative data about the program on a periodic basis, obtaining feedback from users as well as from agencies and operators. This information will help assess the degree to which the project or demonstration program is meeting its goals. Qualitative data may:

- Suggest revisions and improvements to the program.
- Help assess the impact of a strategy on the community, going beyond just the data and numbers.
- Provide information that can be used to report broader outcomes to elected officials, funding partners and other key community stakeholders, and help to educate them on the importance and the overall benefits of coordinated transportation.

When obtaining and assessing qualitative data, in general the following should be considered:

- **User Benefits** – Direct benefits to users from increased access to services and activities (e.g., medical services, employment, education facilities and shopping).
- **Economic Benefits** – Economic impact of expanding access to jobs, shopping and other community locations, as well as the expanded business opportunities for taxi providers.
- **Public Service Support** – Support for government agency activities and programs by allowing access to medical services to avoid more acute and expensive medical problems, helping reduce welfare dependency and unemployment, and providing the ability to live independently and reduce care facility costs.

- **Equity Benefits** – Increased economic and social opportunities for people who may be economically, physically and socially disadvantaged.
- **Option Value** – The value people place on having a service available, even if they do not currently use it (e.g., during emergencies or when a family member suddenly can no longer drive).

Program Interviews

A possible technique for gathering both quantitative and qualitative information is to conduct project interviews. These interviews can be conducted in person or over the phone, and can provide a wide range of information used to evaluate services that originate from the coordinated transportation planning process.

The information and data obtained through the interview process can be used beyond the evaluation process. For instance, it can be used for peer-sharing efforts with other projects in the area, and to help identify opportunities for additional support or training that may be needed to ensure the success of the project.

User Feedback

Participants should have opportunities to give feedback and input on the program, considered qualitative data. There are several options available, and this input can be obtained through different techniques. A short user survey could be posted on the website of the administrator of the program. A written survey could also be administered to users of the program as a mail-out, mail-back instrument.

Service quality information can also be obtained through a “secret shopper” method, where a designated representative(s) of the program administrator takes trips, with an objective of collecting specific information about the trip that is taken. It is important to recognize that such data reflect individual trips, and the findings often cannot be attributed to the program as a whole. However, “secret shopper” data can be useful to add to service quality information collected through other methods.

Monthly and Annual Reporting

The performance data identified above should be summarized on a monthly basis and provided to involved and interested groups, including the participating jurisdictions and the RTCC. After one year, the program should be reviewed in detail to determine areas in need of adjustment or revision.

Summary of Performance Measures

Performance monitoring of the implemented strategies is an important component of the planning process. It allows the RTCC, transit management and participating jurisdictions to assess the services provided, the resources required to fund the program and the users' response to the program. Performance monitoring for a demonstration program is particularly critical as it allows for adjustments and revisions to ensure the program is operating as intended. Decisions can then be made as to the transition of the program to ongoing status. When developing performance measures, it is important to identify the entity responsible for collecting the data, the frequency of data collection, and the frequency of reporting.

Performance assessment should also involve a qualitative review of the program. This may include methods to obtain feedback from users of the programs, such as user surveys, and input from the taxi companies and drivers participating in the program. Such information will supplement the quantitative assessment based on hard data.

2011 – MEASURING THE PERFORMANCE OF THE SYSTEM

The RTCC has identified the indicators that were previously monitored to assess the extent to which the coordinated public transportation system was achieving the goals of the RTCC Plan. Each of these measures was designed to take advantage of data that was already being collected and verified in the region. The RTCC intends to identify a consistent method for compiling the data across service providers, and to begin to collect and publicize data about system performance on an annual basis.

The measures in Table 5-1 below serve as a starting point for developing new measures, once the strategies have been finalized. Note the RTCC does not directly implement transportation services, but instead provides coordination support to numerous agencies that do implement these services in the region. The RTCC intends to track the performance of the coordinated regional public transportation system through the following System Performance Indicators. The RTCC may also develop additional performance measures to track coordination activities themselves.

Table 5-1: Review of Performance Measures

The region is achieving the goals of the RTCC Plan if...		
More service is provided to more people (RTCC Goal 1)		
Indicator	Data Source	Target
Annual Public Transportation Trips/ Capita	Survey of Providers in Resource Inventory	Increase
% of workers who use public transportation for commuting	American Community Survey	Increase
Number of persons with disabilities and elderly persons served	Capital Metro/CARTS	Increase
The system is accessible, seamless and understood (RTCC Goal 2 and 5)		
Indicator	Data Notes	Target
Number of Fully Accessible Bus Stops/ Total Number of Bus Stops	Capital Metro/CARTS	Increase
% of population within 3/4 mile of fixed route transit	ACS Population; CAMPO transit network	Increase
% of population within 5 miles of intermodal facility	ACS Population; CAMPO transit network	Increase
The region is fully leveraging available funding and partnerships for transit (RTCC Goal 3)		
Indicator	Data Source	Target
Federal Transit Administration Funding awarded in the Region	TxDOT, Capital Metro, CAMPO	Increase
Number of applications received in the RTCC region for JARC/New Freedom (urban and rural) and FTA 5310 Elderly and Disabled funding	TxDOT, CAMPO	Increase
The system is cost effective and efficient (RTCC Goal 4)		
Indicator	Data Source	Target
Average operating cost / public transit trip	Survey of Providers in Resource Inventory	Decrease / Limit Increase

PLAN IMPLEMENTATION – PRIORITIES

The strategies will be implemented over the five year horizon of this plan. The objective of this implementation plan is to introduce changes in a manner that maximizes ridership and funding. Services with the greatest ability to increase ridership, with a focus on the areas with the greatest need, will be implemented first. Serving areas of high need translates to serving transit dependent populations, as well as Title VI populations and veterans, provided funding is available.

Funding will also drive implementation; municipalities or sponsors that provide local funding will gain priority status. Efforts to identify new funding sources and increase existing funding should be ongoing, as elected bodies and decision-makers change. As with all plans, these timelines are subject to change.

Year 1

In the first year, mobility management and planning activities will take priority because a significant amount of future activities will depend on these functions being coordinated. Other activities will center on planning in support of the future services to be implemented.

- Mobility management – Stakeholders will organize work groups, seek funding and determine who will perform which functions.
- Conduct regional planning and funding activities – Continue short range transit planning processes in each community interested in transit.
- Rideshare/vanpool service – Implement planning for a rideshare program.
- Implement various low/no cost coordination activities:
 - Human service vehicle sharing
 - Mentoring/technical support to human service agencies
- Sponsorship program – The program should be designed and planned in the first year.
- Initiate planning activities for volunteer programs – The first step is to secure an entity willing to take a lead role.
- Initiate activities to coordinate Medicaid transportation services.

In addition, in the first year (if possible) CARTS should secure funding for and initiate its study to refine and update its fixed-schedule services.

Year 2

In the second year, first year activities will continue and, where feasible, new services will be implemented as funding becomes available. Planning and funding activities will continue, and vehicle procurement will be initiated. Additional elements include:

- Human service coordination – Initiate mentoring opportunities.
- Coordinate HOP and CARTS services in Llano and Bartlett.
- Continue regional planning process.
- Implement service in the service gap areas as funding becomes available.
- Sponsorship program – This program should be implemented in the second year.
- Secure an entity to manage the volunteer program. Funding should be sought as well.
- Continue NEMT coordination activities.

Year 3

In the third year, new services should continue to be implemented as funding becomes available.

- Where appropriate, planning activities will continue. Much of the energy should be focused on implementation.
- The volunteer program should be implemented.
- Public/private partnerships should be initiated.
- Shopper shuttles should be started as funding is available.

Year 4

In the fourth year, new services should continue to be implemented as funding becomes available.

- Inter-regional connectivity should be in place.
- Additional sponsors should be recruited.

Year 5

This year should focus on measuring changes and planning for new services over the next five years. Additional services can be implemented as funding becomes available.

Appendix A

Health and Human Services in Central Texas

Table A-1: Other Human Service Agencies in Central Texas

Organization	Client Groups Served
4-H Capital Youth Development	Disadvantaged youth
A New Entry	Individuals leaving incarceration
Abrakadoodle	Children through age 12
Academic House	Men recovering from substance abuse addiction
Accountable Aging Care Management	Elderly
Addiction Directions	People recovering from addiction
AIDS Services of Austin	People living with AIDS
Alcoholics Anonymous /Narcotics Anonymous	People recovering from drug or alcohol addiction
Alzheimer's Association, Capital of Texas Chapter	People with Alzheimer's
American Cancer Society	People living with cancer
Angel Health Care	Home-bound seniors and people with disabilities
Any Baby Can Child & Family Resource Center	Special needs or at-risk children and their families
Arc of the Capital Area	People with intellectual and developmental disabilities
Area Agency on Aging of the Capital Area	Older adults
Assistance League of Austin	Children and adults in need
Austin Child Guidance Center	Children with mental illness
Austin Clubhouse	People with mental illness
Austin Free-Net	Nonprofit, small business and government staff, general public
Austin Groups for the Elderly	Elderly
Austin Love Ministries	Listed under Austin/Travis County Reentry Roundtable - Housing Resources
Austin Partners in Education	AISD students needing classroom coaching
Austin Police Department Victim Services	Crime victims, others in crisis (e.g., suicidal, families of victims)
Austin Project	Children, youth and families needing education and support
Austin Recovery Center	People recovering from drug and alcohol addiction
Austin Resource Center for Independent Living	People with disabilities
Austin Restoration Ministries	Listed under Austin/Travis County Reentry Roundtable - Housing Resources

Organization	Client Groups Served
Austin Tenants' Council	People who live in rental housing
Austin Turning Point	Men recovering from substance abuse addiction
Austin Voices for Education and Youth	Youth
Austin Academy	Adults needing basic education, GED, and college or job readiness preparation
Austin Children's Shelter	Abandoned, abused, and neglected children
Austin Groups for the Elderly	Older adults
Austin Partners in Education	Children needing education coaching and college preparation
Austin-Travis County Health & Human Services	Residents of Austin and Travis County
Austin-Travis County Integral Care	People with mental illness and developmental disabilities
Austin-Travis County Mental Health Mental Retardation Center	People with mental illness or mental disabilities
Austin-Travis County Reentry Roundtable	Individuals leaving incarceration
AVANCE	At-risk families
Bastrop County Emergency Food Pantry	People in Bastrop County with hunger-related needs
Bastrop County Indigent Health Care	People living in poverty
Big Brothers Big Sisters of Central Texas	At-risk children age 6-16
Blackland Community Development Corporation	People needing affordable and transitional housing
Bluebonnet Trails MHMR	People with mental illness or developmental disability
Boys and Girls Club of the Austin Area	At-risk youth
Breakthrough Austin	Low-income students grades 6-12 who will be first-generation college graduates
Breast Cancer Resource Center	Women with breast cancer
Breath of Life Maternity Ministries	Women with unplanned pregnancies; listed under Austin/Travis County Reentry Roundtable - Housing Resources
Brighten Home	Individuals leaving incarceration
Burkes Supervised Living	Listed under Austin/Travis County Reentry Roundtable - Housing Resources
Campfire USA	Children and youth age 3-18
Capital Area Food Bank	Hungry Central Texans

Organization	Client Groups Served
Capital IDEA	Un- employed persons seeking education to achieve financial stability
Care Communities	People living with serious illness such as AIDS or cancer
Caring Family Network	Abused and neglected children
Caritas of Austin	Individuals and families in crisis needing housing, food, education, employment
Casa Marianella	Refugees and immigrants needing emergency shelter, services, and English instruction
CASA of Travis County	Abused and neglected children
Casey Family Programs	Foster families
Catholic Charities of Austin	People living in poverty, elderly
Catholic Charities of Central Texas	People living in poverty, elderly
Center for Child Protection	Abused and neglected children
Central Texas Afterschool Network	School-age children and families
Child Inc.	Preschool at-risk children and their parents
Children's Partnership	Children with mental illness
City of Austin Health & Human Services	People with characteristics such as low income, homelessness, mental illness, substance abuse problems, seeking employment, and at-risk children and youth
City of Austin Housing Authority	People needing affordable housing
College Forward	Motivated economically-disadvantaged Central Texas students
Communities in Schools of Central Texas	Schoolchildren at risk of dropping out
Community Action Network (CAN)	People living in poverty
Community Action, Inc. of Hays, Caldwell and Blanco Counties	People with low income
CommUnity Care	Medically underserved
Council on At Risk Youth	At-risk youth
County of Hays Veterans Administration	Veterans
Creek Bend Sober House	Men recovering from substance abuse addiction
Crime Prevention Institute	Individuals leaving incarceration and their families
Dell Children's Medical Center	Children needing medical care
Down Syndrome Association of Central Texas	Children and adults with Down Syndrome and their families
Eanes ISD Easy Care	Children grades K-5th
Easter Seals Central Texas	People with disabilities

Organization	Client Groups Served
El Buen Samaritano Epsicopal Mission	Latino families in need
Extend-A-Care for Kids	Children with working parents
Faith in Action Caregivers--Elgin	Older adults
Faith in Action Caregivers--Georgetown	Older adults
Faith in Action Caregivers--North Central Austin	Older adults
Faith in Action Caregivers--Northeast Austin	Older adults
Faith in Action Caregivers--Northwest	Older adults
Faith in Action Caregivers--Pflugerville	Older adults
Faith in Action Caregivers--Round Rock	Older adults
Faith in Action Caregivers--South Austin	Older adults
Faith in Action Caregivers--Southwest	Older adults
Faith in Action Caregivers--West Austin	Older adults
Family Eldercare	Older adults and people with disabilities
Foundation Communities	Low-income families and individuals
Foundation for the Homeless	Homeless people
Front Steps	Homeless people
Full Circle Services	People recovering from substance addiction
Gateway Church	Member of Basic Needs Coalition
GENAustin	Adolescent girls
Goodwill Industries of Central Texas	People with barriers to employment
Gray Panthers	Persons of all ages and ethnic, racial and economic backgrounds
Greater Austin Collaboration for Alzheimer's Respite and Enrichment Services (CARES)	People with Alzheimer's
Green Doors	Homeless people and families
Heart House	Low-income children
Helping the Aging, Needy and Disabled, Inc.	Older adults, people with disabilities in need of in-home attendant services
Hill Country MHMR Center	People with mental illness or developmental disability
Homeless Coach	Homeless people
Hope Grows Recovery	Women with eating disorders
House the Homeless	Homeless people
Hungry for God – Home for Young Men	Fatherless young men
Insure A Kid	Children in low-income families
Interfaith Action of Central Texas (iACT)	Refugees, senior citizens and disabled homeowners who are living in deep poverty

Organization	Client Groups Served
Jewish Family Services	Older adults
K'STAR INC.	Children in protective custody; runaway, truant, abused and neglected children through age 17
Leap of Joy	Elementary age school girls with obesity
LifeWorks	Homeless youth and families
Lighthouse Hospice	People with terminal illnesses and their families
Literacy Coalition of Central Texas	People with limited literacy
LIVESTRONG	People living with cancer
Lone Star Association of Charitable Clinics	People with low income who are uninsured
Lone Star Circle Of Care	Medically underserved adults and children
Marbridge	Adults with cognitive disabilities
Mary Lee Foundation	People with disabilities
Meals on Wheels and More	Homebound people in need of nutritious meals
Micah 6	Homeless and impoverished people in the UT campus area
Mind the Gap 4 Kids	Abused and neglected children
Network for Life	Individuals leaving incarceration or with substance abuse problems
Open Door Preschools	Young children of diverse needs, economic levels and family backgrounds
Out Youth	GLBT youth
Overton Group	Children needing language education
Oxford Houses of Texas	Individuals recovering from substance addiction
People's Community Clinic	People with low income who are uninsured
Phoenix House	Individuals recovering from substance addiction
Planned Parenthood	Women
Psychiatric Emergency Services	People in psychiatric distress
Push-Up Foundation	Individuals recovering from substance addiction
River City Youth Foundation	At risk children and youth and their families
RSVP	Older adults
Rural Opportunities Providing Encouragement (ROPE)	Vulnerable population of Burnet and Llano Counties
SafePlace	Victims of sexual abuse or domestic violence
Saheli for Asian Families	Asian women who are victims of domestic violence or sexual abuse
Saint Louise House	Homeless women and children
Salvation Army	Homeless, near homeless and low-income people

Organization	Client Groups Served
Samaritan Counseling Center	Families experiencing problems
Seton Family of Hospitals	People needing medical care
Settlement Home for Children	Abused and neglected children
Skillpoint Alliance	Students preparing for postsecondary education and careers
Southwest Key Programs, Inc.	Youth needing intervention in the criminal justice system and immigrant youth
St. David's Community Health Foundation	Central Texans, including elders, schoolchildren, people with low income
St. Louis Catholic Church	Member of Basic Needs Coalition
St. Maureen's Recovery	Men recovering from substance abuse addiction
Starlite Recovery Center	People recovering from substance abuse addiction
Sustainable Food Center	Individuals in need of education to grow and prepare healthy food
Texas Baptist Children's Home Family Care Program	Children and families in crisis
Texas Interagency Interfaith Disaster Response	Disaster victims
Texas Reach Out Ministries	Listed under Austin/Travis County Reentry Roundtable - Housing Resources
Texas Rio Grande Legal Aid	Individuals meeting income, asset, and immigration requirements
Texas Youth Commission	Youth in juvenile corrections system
Theatre Action Project	Schoolchildren and communities
Travis County Adult Probation	People convicted of crimes
Travis County Health & Human Services & Veterans Services	Travis County residents
Travis County Juvenile Probation	Juveniles convicted of crimes
Travis County Re-Entry Roundtable	Individuals leaving incarceration
Travis County Underage Drinking Prevention Program	Youth and families
Trinity Center	Homeless people
United Way Capital Area	Youth, elders, others in need
Vaughn House, Inc.	Deaf adults with multiple disabilities
Volunteer Healthcare Clinic	People with low income who are uninsured
Waterloo Counseling Center	People with mental illness (particularly people who are LGBT)

Organization	Client Groups Served
Williamson County and Cities Health District	Residents of Williamson County
Wonders & Worries	Children with a parent with a serious illness
Workers Assistance Program	Employees and employers
Workforce Solutions	People seeking employment and training
Wright House Wellness Center	People living with AIDS
YouthLaunch	At-risk youth
YWCA Greater Austin	At-risk female youth



Date: March 9, 2020
Continued From: February 10, 2020
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 8
Subject: Discussion and Approval of Transportation Development Credit (TDC)
Application for Regional Transportation Demand Management (TDM) Program

RECOMMENDATION

Staff is recommending the Transportation Policy Board approve the Transportation Development Credit (TDC) Application for Regional Transportation Demand Management (TDM) Program.

PURPOSE AND EXECUTIVE SUMMARY

In September 2019, the Transportation Policy Board awarded the Capital Area Metropolitan Planning Organization (CAMPO) \$498,720 in Surface Transportation Block Group (STBG) funding to develop and operate the Regional Transportation Demand Management (TDM) Program. CAMPO is requesting Transportation Development Credits (TDC) to help preserve the limited amount of non-federal funding available from local contributions to match the federal funding for the General Planning Consultant to assist with transportation planning work such as the Regional Transportation Plan and other regional planning activities.

FINANCIAL IMPACT

This item would award 124,680 in Transportation Development Credits to CAMPO to provide the required match for the \$498,720 in Surface Transportation Block Group (STBG) funding. The \$124,680.00 in local contributions will be spent on the General Planning Consultant and related activities to meet the federal Maintenance of Effort (MOE) requirement.

BACKGROUND AND DISCUSSION

Transportation Development Credits (TDCs) are a federal financing tool that permits the non-Federal share of a project's cost to be met through a "soft match" of TDCs. This allows the TDC program to create more flexibility in state and local transportation programs by providing the ability to shift funds available for local match requirements to other transportation related expenses.

TDCs effectively fulfill the sponsor match requirements by providing a "soft match" for the non-federal share, meaning the TDCs do not provide additional federal funding or replace the sponsor's funds with more federal funding, the TDCs effectively only erase the requirement for the sponsor to provide a match for the project. Because TDCs remove the local match requirement, the federal share of the project funding increases to 100 percent, though the funding amount remains the same.

Furthermore, the sponsor must identify a transportation project or projects that will be funded with the local dollars that would have otherwise been used for the federally-required local match. The transportation project or projects identified must also support program goals and meet the requirements outlined in the TDC policy.

SUPPORTING DOCUMENTS

Attachment A – *TDC Application*

Attachment B – *Resolution 2020-3-8*

Capital Area Metropolitan Planning Organization

Transportation Development Credit Application



Sponsor Information

Sponsor Information

Sponsor: Capital Area Metropolitan Planning Organization
Address: 3300 N. IH 35, Ste 630
City: Austin
State: TX
Zip Code: 78705
Phone: 512-215-8225
Website: www.campotexas.org

Contact Information

Name: Nirav Ved
Position: Special Assistant to the Executive Director
Address: 3300 N. IH 35, Ste 630
City: Austin
State: TX
Zip Code: 78705
Phone: 512-215-8225
Email: nirav.ved@campotexas.org

Co-Sponsor

Does this project have a co-sponsor?

No

Primary Project Information

The primary project is the project in which the Transportation Development Credits will be applied should they be awarded. The project sponsor must be a direct recipient or sub-recipient of the funding from the U.S. Department of Transportation and is responsible for having provided the match for the funding.

General Information

County: Bastrop, Burnet, Caldwell, Hays, Travis, Williamson
Municipality: N/A
Project Name: Regional Transportation Demand Management Program
Limits (From): N/A
Limits (To): N/A

Purpose and Need

The purpose of the Regional Transportation Demand Management (TDM) Program is to provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region's roadway network. The Capital Area Metropolitan Planning Organization's (CAMPO) region faces increasing congestion each year. By 2045, CAMPO's population and employment totals will double while the amount of lane miles will only increase by 28 percent. Therefore, it is necessary to ensure travelers have an option other than single-occupancy vehicles, or traveling during peak travel times, to reach their destinations.

Project Scope

The Regional Transportation Demand Management (TDM) Program will provide TDM services to the region in the form of data collection, outreach to large employers, inter-agency coordination, and operation of the Commute Solutions platform.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$623,400.00

Construction Engineering:

Indirect:

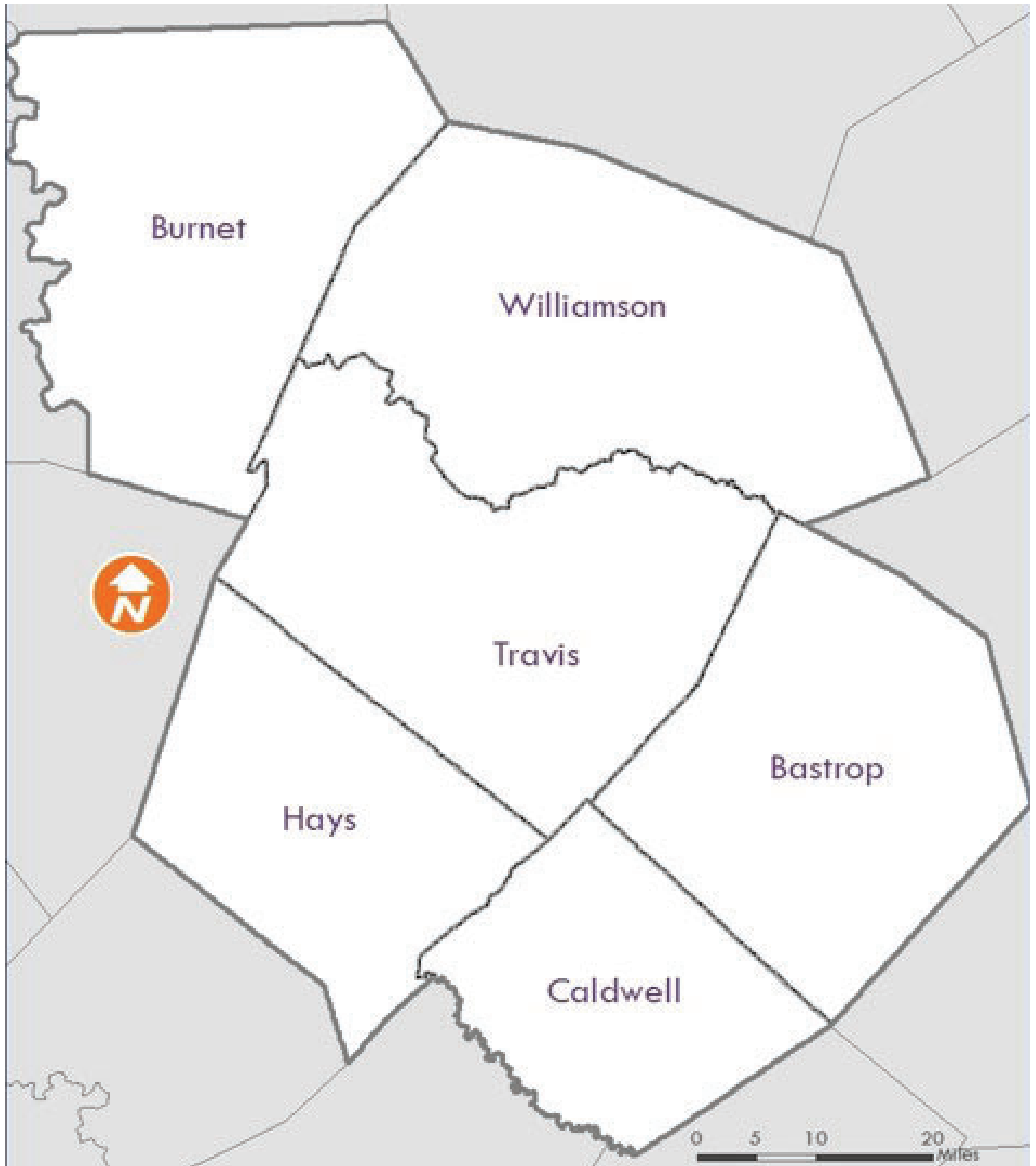
Contingencies:

Total Project Cost: \$623,400.00

Funding

Federal Agency: Federal Highway Administration (FHWA)
Funding Source: Surface Transportation Block Grant (STBG)
Funding Amount: \$498,720.00
Local Match: \$124,680.00
Fiscal Year: 2020
Phase: Implementation

Project Location



Transportation Development Credit Policy

Policy Goals

This program meets Goal 3 of the Capital Area Metropolitan Planning Organization (CAMPO) goals listed in the Transportation Development Credit (TDC) Policy. By its very nature, Transportation Demand Management (TDM) prioritizes projects on severely congested transportation facilities, which includes support for incident management, traffic management and other strategies that will increase the use of high occupancy vehicles or the reduction of peak period vehicular travel demand. The TDM program also supports CAMPO goals 4,5, and 6 either directly or indirectly.

Eligibility

In September 2019, the Transportation Policy Board adopted the Regional Transportation Demand Management (TDM) Plan citing the need for a Regional TDM Program. A Regional TDM Program meets both the general eligibility requirements and the specific projects and activities listed in the Transportation Development Credit (TDC) application. The project is identified in a regional transportation plan, is a project of regional significance, aims to increase HOV usage, reduce peak period vehicular traffic, and improve incident management throughout the region. The project also addresses safety issues by reducing the number of vehicles on the road, reduce congestion through operational improvements, and will promote the use of transit. All of these program aspects directly address eligibility.

Financial Need

The Capital Area Metropolitan Planning Organization (CAMPO) is an organization that has limited streams of revenue outside of federal funding such as contributions from local governments and private funding. Because federal law prohibits the use of federal funds as a local match for federal funding, CAMPO must use its limited non-federal funding resources to match project funding. Because these funds are a limited resource, CAMPO is requesting Transportation Development Credits (TDC)s to help support the Regional Transportation Demand Management (TDM) program and continue to meet the local match requirements for General Planning Consultant expenditures.

Implementation

With the potential award Transportation Development Credits (TDC)s to help support the Regional Transportation Demand Management (TDM) program, CAMPO will operate the Commute Solutions platform, conduct outreach and public engagement with stakeholders such as large employers in the region and procure data to identify which TDM strategies work best in individual areas within the region.

Secondary Project Information

The secondary project is the designated recipient of the redirected local match funding currently dedicated to the federally-funded primary project. The secondary project must meet the same policy requirements as the primary project.

General Information

County: Bastrop, Burnet, Caldwell, Hays, Travis, Williamson

Municipality: N/A

Project Name: General Planning Consultant

Limits (From): N/A

Limits (To): N/A

Purpose and Need

The Capital Area Metropolitan Planning Organization (CAMPO) has contracted with the General Planning Consultant to provide technical assistance for regional transportation planning activities such as the development of the Regional Transit Study, Bergstrom Spur Study, and the 2045 Regional Transportation Plan. The consultant is needed to provide critical technical assistance to CAMPO staff to ensure that the organization completes its mission in an effective and timely manner.

Project Scope

The Capital Area Metropolitan Planning Organization's (CAMPO) General Planning Consultant assists with short and long-range planning activities including the development of the Regional Transit Study, Bergstrom Spur Study, and 2045 Regional Transportation Plan. Details regarding the individual items can be found in the 2020-2021 Unified Planning Work Program (UPWP).

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$950,000.00

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$950,000.00

Funding

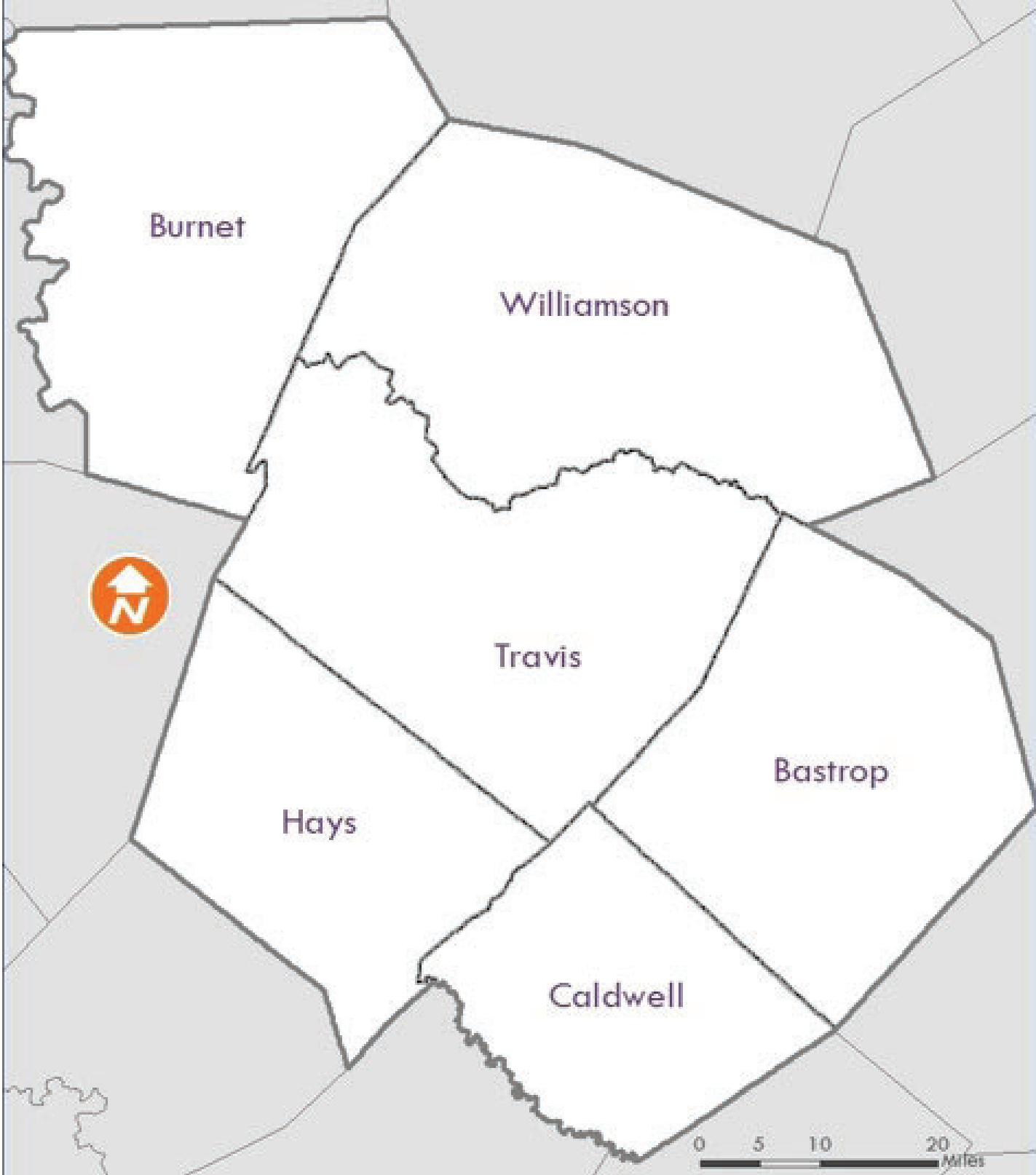
Funding Source: Local Contributions (To match \$760,000.00 in STBG funding)

Current Funding: **\$190,000.00**

Fiscal Year 2020

Phase: Implementation

Secondary Project Location



Transportation Development Credit Policy

Policy Goals

The Capital Area Metropolitan Planning Organization's (CAMPO) General Planning Consultant addresses several CAMPO goals outlined in the Transportation Development Credit (TDC) policy. The activities performed by the consultant directly advance regionally significant priorities identified in the long-range transportation plan.

Eligibility

The Capital Area Metropolitan Planning Organization (CAMPO) General Planning Consultant meet the eligibility requirements outlined in the Transportation Development Credit (TDC) policy. The regional planning activities such as the 2045 Regional Transportation Plan and Regional Transit Study performed by the consultant meet the general requirements and are also directly listed under eligible projects and activities.

Financial Need

The Capital Area Metropolitan Planning Organization (CAMPO) is an organization that has limited streams of revenue outside of federal funding such as contributions from local governments and private funding. Because federal law prohibits the use of federal funds as a local match for federal funding, CAMPO must use its limited non-federal funding resources to match project funding. Because these funds are a limited resource, CAMPO needs Transportation Development Credits (TDC) so that it can continue to apply the \$124,600.00 towards the \$190,000.00 local match requirement for General Planning Consultant expenditures.

Implementation

The Capital Area Metropolitan Planning Organization (CAMPO) will allocate the local contribution to help support the expenditure of federal funding by providing the non-federal funding as match.

Certification

Sponsor Certification

By signing below, you certify that this application has been prepared by the sponsoring agency that is the recipient or sub-recipient of the federal transportation funding and that the information herein is accurate and complete and that all supporting material has been compiled and included in the attachments. You further agree to enter into an agreement with the Capital Area Metropolitan Planning Organization within two years of the award should the application for Transportation Development Credits be approved.

Nirav Ved Digitally signed by Nirav Ved
Date: 2020.02.03 13:54:06
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Sponsor Signature

Appendix A:

Primary Project Supporting Materials



Resolution (2019-12-7)

Acknowledging the Transportation Policy Board's Approval of Amendments to the CAMPO 2040 *Regional Transportation Plan* and FYs 2019-2022 *Transportation Improvement Program*

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO is required to create a twenty-year Regional Transportation Plan and a four-year Transportation Improvement Program; and

WHEREAS, CAMPO adopted the *2019-2022 Transportation Improvement Program* on May 7, 2018; and

WHEREAS, CAMPO adopted the *2040 Regional Transportation Plan* on May 10, 2015; and

WHEREAS, CAMPO solicited requests from regional partners for amendments to the *CAMPO 2040 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* as part of a semi-annual amendment cycle; and

WHEREAS, CAMPO has an adopted *Public Participation Plan* that identifies public involvement requirements for amendments to the *CAMPO 2040 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* and the requested amendments were subject public participation process; and

WHEREAS, CAMPO published all requested amendments to the *CAMPO 2040 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* and supporting information in compliance with the *Public Participation Plan*; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the *CAMPO 2040 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* as reflected in this resolution and in the accompanying amendment listing; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to amend the *CAMPO 2040 Regional Transportation Plan* and *2019-2022 Transportation Improvement Program* as reflected was made on December 9th, 2019 by Eckhardt duly seconded by Metayer.

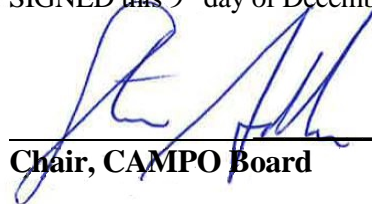
Ayes: Cynthia Long, Sarah Eckhardt, Brigid Shea, Jeffery Travillion, Clara Beckett, Gerald Daugherty (Proxy), Tucker Furgeson, Rudy Metayer, Jane Hughson, Mark Jones (Proxy), Ed Theriot, Terry Mitchell, Craig Morgan (Proxy), Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Steve Adler, Alison Alter, Ann Kitchen, Jimmy Flannigan, Troy Hill

SIGNED this 9th day of December 2019.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO

Amendment List

MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
41-00250-00	0016-02-152	TxDOT	Hays	IH-35	RM 150	Kyle Crossing	Reverse Northbound Ramps	2020	\$26,747,737.00	Add to the TIP as Individual Listing
61-00118-00	0204-01-063	TxDOT	Williamson	US 79	IH-35	East of FM 1460	Add one lane in each direction	2022	\$45,000,000.00	Add \$17,000,000.00 in Category 4 funding (Federal \$13,600,000.00 and State \$3,400,000.00)
51-00187-00	0113-13-166	TxDOT/City of Austin	Travis	SL 360	At Westlake Drive	N/A	Grade separate intersection	2022	\$61,000,000.00	Add \$13,000,000.00 in Category 2 funding from SL 360 Corridor Projects
51-00188-00	0113-13-167	TxDOT/City of Austin	Travis	SL 360	At Spicewood Springs Road	N/A	Grade separate intersection	2022	\$32,000,000.00	Remove \$13,000,000.00 in Category 2 funding from SL 360 Corridor Projects
61-00114-00	0151-05-113	CTRMA/TxDOT	Williamson	183 N	RM 620/SH 45	Travis County Line	Widen from 3 to 4 general purpose lanes	2020	\$60,000,000.00	Change the FY to 2020. Move funding from Category 3 to Category 12 Federal
51-00001-02	0151-06-142	CTRMA/TxDOT	Travis	183 N	Williamson County Line	SL 1	Widen from 3 to 4 general purpose lanes	2020	\$60,000,000.00	Change the FY to 2020. Move funding from Category 3 to Category 12 Federal
N/A	N/A	CAMPO	Multiple	TDM Program	N/A	N/A	Regional Transportation Demand Management Program	2020	\$623,400.00	Add to the TIP as a Grouped Project
41-00190-00	1776-01-037 1776-01-036	Hays County	Hays	RM 967	FM 1626	2 Miles West of Oak Forest Drive	Widen roadway with center turn lane and shoulder enhancements	2020	\$6,378,000.00	Change Limits to 2 miles west of Oak Forest Drive and add \$1,063,000 in Category 8 funding
41-00171-00	1776-02-018	Hays County	Hays	FM 2001	IH-35	SH-21	Widen To 4-Lane Divided Roadway by Adding Two Lanes and Shoulders	2020	\$48,410,281.76	Swap Category 7 (STBG) funding \$5,808,000.00 and associated \$1,452,000.00 match from FM 2001 W.
41-00195-00	1776-02-019	Hays County	Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade from a 2-Lane to a 4-Lane Divided Roadway with New Traffic Signals and Bicycle/Pedestrian Improvements	2020	\$7,260,000.00	Swap Category 7 (STBG) funding with Category 3 Local Funding from FM 2001 E.
41-00198-00	0805-04-033	Hays County	Hays	RM 3237	At RM 150	N/A	Construct new roundabout	2020	\$1,518,000.00	Split project into two listings that consist of the intersection improvements and roundabout project as two separate listings and CSJs.
41-00198-01	0805-04-034	Hays County	Hays	RM 3237	RM 12	RM 150	Construct turn lanes at intersection	2020	\$5,415,600.00	Split project into two listings that consist of the intersection improvements and roundabout project as two separate listings and CSJs.
31-00001-00	0286-02-034	Hays County	Hays/Caldwell	SH 80	CR 266	FM 1984	Install left turn lane and eliminate gap in shoulder for bicycle travel	2022	\$4,300,000.00	Change FY 2022. Change limits to From CR 266 to FM 1984. Add \$3,440,000.00 in Category 7 Funding

41-00006-00	0286-01-057	Hays County	Hays	SH 80	SH 21	CR 266 (Caldwell County Line)	Install left turn lane and eliminate gap in shoulder for bicycle travel	2022	\$3,200,001.00	Change FY 2022. Change limits to From SH 21 to CR 266 (Caldwell County Line). Add previously awarded \$1,450,000.00 in Category 7 and \$1,000,000.00 in Category 3 funding.
71-00008-00	0286-01-058	TxDOT	Hays/Caldwell	SH 80	SH-21	FM 1984	Complete gap in shoulder for bicycle travel	2020	\$5,000,000.00	Removed individual listing. Project is being combined with Hays County Project.
N/A	N/A	Capital Metro	Travis	N/A	N/A	N/A	Purchase of electric buses to expand the electric bus fleet and evaluate the performance and interoperability of various technology providers and platforms.	2019	\$7,971,276.00	Add project to the TIP. Capital Metro received FTA Grant Funds through the Section 5339(c) program
51-00200-00	1539-02-026	Travis County	Travis	FM 1626	West of Brodie Lane	Manchaca Rd (FM 2304)	Reconstruct an existing 2-lane arterial to a 4-lane arterial with a continuous left turn lane with 5-foot wide shoulders and 6-foot wide sidewalks on both sides.	2020	\$11,200,000.00	Amend the FY from 2019 to 2020
51-00229-00	0914-04-316	Travis County	Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	2021	\$22,715,790.00	Amend the FY from 2020 to 2021
51-00197-00	0914-04-273	Travis County	Travis	Blake Manor Road	Proposed Wildhorse Connector	Travis County East Metro Park	Construct a new shared use path	2021	\$2,520,500.00	Amend the FY from 2020 to 2021
51-00230-00	0914-04-329	Travis County	Travis, Bastrop	Pearce Lane	Kellam Road	Wolf Lane	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	2022	\$22,000,000.00	Revise the Limits from Travis/Bastrop County Line to Wolf Lane
51-00350-00	N/A	City of Austin	Travis	Redbud Trail Bridge	Lake Austin Blvd	Stratford Drive	Construct a new location bridge	2023	\$56,300,000.00	Add to RTP Roadway Listing

Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

Appendix B:

Secondary Project Supporting Materials



Resolution 2019-9-7A

Acknowledging the Transportation Policy Board's Adoption of Amendment Six to the CAMPO FY 2018 & 2019 Unified Planning Work Program

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, CAMPO's Transportation Policy Board adopted the *FYs 2018 & 2019 Unified Planning Work Program (UPWP)* on June 5, 2017 and approved Amendment Five on April 8, 2019; and

WHEREAS, staff is proposing Amendment Six to add funding of \$760,000 STBG, \$190,000 Local funds to Subtask 1.4, the General Planning Consultant for the Bergstrom Spur Study, the Regional Transit Study, and the Regional Transportation Plan. To remove the Regional Transit Study and Bergstrom Spur study from Subtask 5.2.6 and 5.2.10. This revision is depicted in the background material accompanying this proposed resolution; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendment to ignore CAMPO FYs 2018 & 2019 *Unified Planning Work Program* as reflected in this Resolution; and directs the Executive Director to transmit the adopted amendment to the Federal Highway Administration through the Texas Department of Transportation; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to amend the *CAMPO 2018 & 2019 Unified Planning Work Program* as reflected was made on September 9, 2019 by Commissioner Cynthia Long duly seconded by Mayor Dale Ross.

Ayes: Mayor Steve Adler, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Paige Ellis (Proxy for Council Member Alison Alter), Mr. Tucker Ferguson, P.E., Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Troy Hill, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, Mayor Corbin Van Arsdale, and Council Member Tammy Young (Proxy for Mayor Craig Morgan)

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Council Member Ann Kitchen, and Mr. Terry Mitchell

SIGNED this 9th day of September 2019.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO

Appendix C:

Additional Supporting Materials



Resolution 2020-3-8

Acknowledging the Transportation Policy Board's Authorization to Award Transportation Development Credits to the Regional Transportation Demand Management Program

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, on September 9, 2019, the TPB approved the award of \$498,720 in Surface Transportation Block Group funds to CAMPO to develop and operate the Regional Transportation Demand Management Program; and

WHEREAS, CAMPO staff submitted a Transportation Development Credit (TDC) application regarding its funding award and requesting a total of 124,680 in TDCs; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to award 124,680 Transportation Development Credits to CAMPO as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve 124,680 Transportation Development Credits to CAMPO as reflected was made on March 9, 2020 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 9th day of March 2020.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Date: March 9, 2020
Continued From: September 9, 2019
Action Requested: Approval

To: Transportation Policy Board
From: Ms. Theresa Hernandez, Finance & Administration Manager
Agenda Item: 9
Subject: Discussion and Approval of FY 2020 & 2021 Unified Planning Work Program (UPWP) Amendment #2

RECOMMENDATION

CAMPO staff recommends the Transportation Policy Board approve the FY 2020 & 2021 Unified Planning Work Program (UPWP) Amendment Two with the accompanying resolutions (**Attachment A & B**).

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to add funding for Legal Services and the Regional Transportation Demand Management Program, carryover FY 2019 funds for Congestion Management and the Regional Arterial Study, and to address Federal Highway Administration’s questions regarding the FYs 2020 & 2021 UPWP (**Attachment C & D**).

The \$498,720 in federal Surface Transportation Block Grant (STBG) funds is part of the larger federal and state funding dollars allocated by the Transportation Policy Board (TPB) in May 2018. In September 2019, the Transportation Policy Board awarded the Capital Area Metropolitan Planning Organization (CAMPO) \$498,720 in Surface Transportation Block Group (STBG) funding to develop and operate the Regional Transportation Demand Management (TDM) Program.

These monies will be used for several eligible purposes such as: (a) cover CAPCOG staff costs during the transition period of the TDM Program from CAPCOG back to CAMPO (January 2020 – May 2020); (b) fund activities to support TDM enhancement and coverage (e.g., public outreach, employer support, guaranteed ride home programs, etc.); (c) supplement funding to the CAMPO General Planning Consultant for TDM-related activities such as the purchase and analysis of “big data” to assist in targeting TDM program activities.

FINANCIAL IMPACT

Amendment Two will increase the FY 2020 & 2021 UPWP (**Attachment E**) by the amount of \$1,013,020.

BACKGROUND AND DISCUSSION

The UPWP is the federally-required document that identifies work tasks to be completed in the CAMPO region. The proposed Amendment Two to the FY 2020 & 2021 UPWP is detailed as follows:

2020 & 2021 Unified Planning Work Program: Amendment Two

Page 7-8, 17, 19-20, 23-25	FHWA comments addressed
SubTask 1.2.1	Add \$90,000 PL funds to Legal Services
Subtask 3.2.1	Carryover \$23,000 PL funds for the Congestion Management
Subtask 3.3.1	Add \$498,720 STBG funds & 124,680 TDCs for the Regional Transportation Management Program
Subtask 5.2.8	Carryover \$215,400 PL & \$185,900 State funds for the Regional Arterial Study

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2020-3-9A*

Attachment B – *Resolution 2020-3-9B*

Attachment C – *FHWA Letter*

Attachment D – *CAMPO Letter*

Attachment E – *FY 2020 & 2021 Unified Planning Work Program with Proposed Amendment*



Resolution 2020-3-9A

Acknowledging the Transportation Policy Board's Adoption of Amendment Two to the CAMPO FY 2020 & 2021 Unified Planning Work Program

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, 23 U.S.C. 134 and Section 5303 of the Federal Transit Act, require that the Metropolitan Planning Organizations, in the cooperation with the State, develop transportation plans and programs for urbanized areas of the state; and

WHEREAS, 23 CFR 450.308 requires that transportation planning activities performed with federal transportation funds be documented in a Unified Planning Work Program; and

WHEREAS, CAMPO's Transportation Policy Board adopted the *FYs 2020 & 2021 Unified Planning Work Program (UPWP)* on June 10, 2019 and approved Amendment One on September 9, 2019; and

WHEREAS, staff is proposing Amendment Two to add \$90,000 PL funds for Legal Services under SubTask 1.2, carryover \$23,000 PL funds for the Congestion Management under SubTask 3.2.1, add \$498,720 STBG funds & 124,680 TDCs for the Regional Transportation Demand Management Program under Subtask 3.3.1, and carryover \$215,400 PL & \$185,900 State funds for the Regional Arterial Study under SubTask 5.2.8. This revision is depicted in the background material accompanying this proposed resolution; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendment to the CAMPO *FYs 2020 & 2021 Unified Planning Work Program* as reflected in this Resolution; and directs the Executive Director to transmit the adopted amendment to the Federal Highway Administration through the Texas Department of Transportation; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to amend the *CAMPO 2020 & 2021 Unified Planning Work Program* as reflected was made on March 9, 2020 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 9th day of March 2020.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Resolution 2020-3-9B

Authorizing the CAMPO Executive Director to Enter into a Non-Construction Advance Funding Agreement with the Texas Department of Transportation for the use of Surface Transportation Block Grant Program Funds

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO is authorized by Federal and State law to conduct planning activities as required to develop regional plans and programs and to assist local entities as necessary to implement their plans and programs; and

WHEREAS, CAMPO's Transportation Policy Board has previously approved Surface Transportation Block Grant Program (STBGP) funds and other Texas Department of Transportation (TxDOT) funding for implementation of management and operation initiatives, other planning activities and programs through the adoption and subsequent amendments of the 2020-2021 Unified Planning Work Program; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Executive Director is authorized to enter into a Non-Construction Advance Funding Agreement and other necessary agreements with the Texas Department of Transportation to carry out the Regional Transportation Management Program; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the CAMPO Executive Director.

The above resolution being read, approves the CAMPO Executive Director to enter into agreements with the Texas Department of Transportation with work as reflected above was made on March 9, 2020.

SIGNED this 9th day of March 2020.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

September 30, 2019

Capital Area Metropolitan Planning Organization
(CAMPO) Fiscal Year 2020-2021 Unified Planning
Work Program

Ms. Sara R. Garza
Transportation Planner
Transportation Planning and Programming Division
Texas Department of Transportation
P.O. Box 149217
Austin, Texas 78714-9217

Dear Ms. Garza:

We have reviewed the Capital Area Metropolitan Planning Organization's (CAMPO) Fiscal Year (FY) 2020-2021 Unified Planning Work Program (UPWP) transmitted with your letter of July 16, 2019. Based upon our review, CAMPO's FY 2020-2021 UPWP is approved subject to the following:

1. Page 7, Item E: The discussion concerning the transition to performance based planning and programming in item 1, indicates that performance measures have not yet been adopted at the Federal level. Please clarify.
2. Page 13, Subtask 2.1.5: Please note that work activities eligible for FHWA PL-112 funding, are limited to planning related activities. Individual project development activities (e.g., preliminary engineering) is not eligible for FHWA PL-112 funding.
3. Page 13, Subtask 2.2.1: No funding is reflected for this subtask in the description of work or in the Task 2.0 funding summary on page 14. Please clarify.
4. Page 16, Subtask 3.1.5: The products reflected for this subtask do not appear consistent with the work reflected in the description of work (e.g., Transportation Improvement Program and Congestion Management Process). Please clarify.
5. Page 17, Subtask 4.1.1: The description of work for this subtask indicates MPO staff support for management of consultant contracts and monthly billings for Subtasks 4.1, 4.2, 4.3 and 4.4. However, the information provided for Subtask 4.4 indicates that MPO staff work is not applicable to the activities in Subtask 4.4. Please clarify.

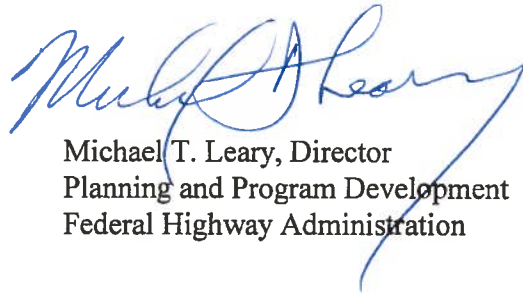
6. Page 18, Subtask 4.1.4: The description of work for this subtask indicates development of a regional active transportation plan. However, it appears that the 2045 Regional Active Transportation Plan has been completed. Please clarify.
7. Page 18, Subtask 4.2.1: No funding is reflected for this subtask. Is it intended that this work be conducted in accordance with Subtask 1.4.1? Please clarify.
8. Page 18, Subtask 4.3.1: The work proposed in this subtask appears to duplicate work reflected in Subtask 4.1.3. Please clarify.
9. Page 24, Subtask 5.3.2: This subtask proposes a DFW to Monterrey High Speed Rail Study. Approval of this subtask is withheld pending clarification of study eligibility and administration of project funding.
10. Page 25, Budget Summary: The Surface Transportation Block Grant (STBG), Local and State funding reflected for UPWP Task 4.0, appears to be that related to Subtask 4.4 – Other Agencies. Please clarify.

These comments should be addressed and the FY 2020-2021 UPWP revised as appropriate by January 1, 2020. For questions or concerns regarding this approval, please contact Ms. Lynn Hayes, FTA at (817) 978-0565 or Mr. Jose Campos, FHWA at (512) 536-5932.

Sincerely yours,



Donald R. Koski, Director
Planning and Program Development
Federal Transit Administration



Michael T. Leary, Director
Planning and Program Development
Federal Highway Administration

cc: Lynn Hayes, FTA, Region VI
Peggy Thurin, TxDOT-TPP
Marisable Ramthun, TxDOT-Austin District
Kelly Kirkland, TxDOT-PTN



October 25, 2019

Ms. Sara Garza
MPO Coordinator
Transportation Planning and Programming Division
Texas Department of Transportation

Dear Ms. Garza:

In response to a letter from FHWA dated September 30, 2019, regarding CAMPO's FYs 2020 and 2021 UPWP approval, we have provided a response to FHWA's comment below:

- 1. Page 7, Item E: The discussion concerning the transition to performance based planning and programming in item 1, indicates that performance measures have not yet been adopted at the Federal level. Please clarify.

CAMPO Response: CAMPO will modify the UPWP as follows:

Suggested modification to UPWP:

Transition to Performance-based Planning and Programming: CAMPO continues to engage in performance-based planning and programming as required by MAP-21 and the FAST Act including the adoption of federal and state performance measures for Safety (PM1), Pavement/Bridge Conditions (PM2), System/Freight Performance (PM3) and Transit Asset Management (TAM). These performance measures are regularly updated, amended, and incorporated into the development of planning products including the Transportation Improvement Program and Regional Transportation Plan. Additionally, project programming and funding efforts undergo a rigorous performance-based evaluation process.

- 2. Page 13, Subtask 2.2.1: No funding is reflected for this subtask in the description of work or in the Task 2.0 funding summary on page 14. Please clarify.

CAMPO Response: It is intended that this work will be conducted in accordance with Subtask 1.4.1.

Suggested modification to UPWP:



None.

3. Page 16, Subtask 3.1.5: The products reflected for this subtask do not appear consistent with work reflected in the description of work (e.g., Transportation Improvement Program and Congestion Management Process). Please clarify.

CAMPO Response: CAMPO will modify the UPWP as follows:

Suggested modification to UPWP:

Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2019-2022 TIP amendments, 2021-2024 TIP, Congestion Management Process (CMP) Plan

4. Page 17, Subtask 4.1.1: The description of work for this subtask indicates MPO staff support for management of consultant contracts and monthly billings for Subtask 4.1, 4.2, 4.3, and 4.4. However, the information provided doe Subtask 4.4 indicates that MPO staff work is not applicable to the activities in Subtask 4.4. Please clarify.

CAMPO Response: CAMPO will modify the UPWP as follows:

Suggested modification to UPWP:

This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, and 4.3, review and processing of monthly billings for work related to Tasks 4.1, 4.2, and 4.3, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2040 Regional Transportation Plan, developing the CAMPO 2045 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

5. Page 18, Subtask 4.1.4: The description of work for this subtask indicates development of a regional active transportation plan. However, it appears that the 2045 Regional Active Transportation Plan has been completed. Please clarify.

CAMPO Response: CAMPO will modify the UPWP as follows:

Suggested modification to UPWP:

4.1.4 Bicycle and Pedestrian Planning: This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, updating the regional

active transportation plan, the regional bicycle, and pedestrian facility inventory.

6. Page 18, Subtask 4.2.1: No funding is reflected for this subtask. Is it intended that this work be conducted in accordance with Subtask 1.4.1? Please clarify.

CAMPO Response: It is intended that this work will be conducted in accordance with Subtask 1.4.1.

Suggested modification to UPWP:

None

7. Page 18, Subtask 4.3.1: The work proposed in this subtask appears to duplicate work reflected in Subtask 4.1.3. Please clarify.

CAMPO Response: The work proposed in Subtask 4.1.3 is MPO staff work. The work proposed in Subtask 4.3.1 is consultant work.

Suggested modification to UPWP:

None

8. Page 25, Budget Summary: The Surface Transportation Block Grant (STBG), Local and State funding reflected for UPWP Task 4.0, appears to be that related to Subtask 4.4 – Other Agencies. Please clarify.

CAMPO Response: CAMPO will modify the UPWP as follows:

Suggested modification to UPWP:

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	3,262,432		240,000	60,000		3,562,432
2.0	Data Development and Maintenance	320,176	-	-	-		320,176
3.0	Short Range Planning	417,382	-	-	-		417,382
4.0	Metropolitan Transportation Plan	967,616	50,000				1,017,616
4.5	MTP (other agencies)			4,697,745	14,804,436	17,630,548	37,132,729
5.0	Special Studies	158,990	-	6,405,000	1,251,250		7,815,240
TOTAL		5,126,596	50,000	11,342,745	16,115,686	17,630,548	50,265,575

Sincerely,

Ashby Johnson
Executive Director

Enclosure

copy: Jose Campos, FHWA (via email)

FY 2020 & 2021

UNIFIED PLANNING WORK PROGRAM

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Adopted by the Transportation Policy Board: June 10, 2019

Amended by the Transportation Policy Board: September 9, 2019

Amended by the Transportation Policy Board: March 9, 2020

Credit and Disclaimer Statement

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

- I. **INTRODUCTION** - The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

- A. **PURPOSE** - The Unified Planning Work Program (UPWP) provides descriptive details for the Capital Area Metropolitan Planning Organization (CAMPO) planning process for FYs 2020- 2021. This activity is required under federal law defining the responsibilities of Metropolitan Planning Organizations (MPO). The UPWP serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process in the six-county Capital Area in Central Texas. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, CAMPO prepares this UPWP with input from federal, state and local jurisdictions and transportation providers in the CAMPO region.

The appendices contain the following:

- Appendix A: Transportation Policy Board Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Debarment Certification
- Appendix D: Lobbying Certification
- Appendix E: Certification of Compliance
- Appendix F: Certification of Internal Ethics and Compliance

FAST Act Planning Factors

FAST Act contains ten broad planning areas that should be considered when developing plans and programs. The work tasks contained in the FYs 2020 - 2021 UPWP have considered the following ten areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals in the following seven areas:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

- B. **DEFINITION OF AREA** - The CAMPO planning area includes all of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties (**Appendix B**) and the cities and villages in each of the six counties (a comprehensive list of these jurisdictions can be found at www.campotexas.org). By federal definition, CAMPO's planning area must at least include the urbanized area (as defined by the U.S. Bureau of the Census) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

During the 2010 census, a very small portion of Guadalupe County was included as a part of the newly urbanized area of San Marcos. San Marcos intends to remain part of CAMPO. Therefore, an agreement was developed between CAMPO and the Alamo Area MPO (AAMPO) regarding the roles and responsibilities of each MPO concerning this portion of Guadalupe County. CAMPO agrees that staff will meet as needed to review progress of planning efforts to discuss key findings from program activities and to discuss the scope, plans, and implementation of activities. To help ensure continuity of federal and state funds, CAMPO agrees to abide by the methodology and process used to allocate funds to the respective MPOs. CAMPO agrees to abide by the methodology and process currently used to allocate federal transportation planning funds to the respective MPOs. CAMPO agrees to work with the AAMPO to identify the need for corridor projects that cross the CAMPO and AAMPO planning area boundary.

- C. **ORGANIZATION** - The Transportation Policy Board (**Appendix A**), provides policy direction for CAMPO. The Policy Board consists of 20 elected and appointed county, city, Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (CMTA) officials.

The Policy Board also has several committees for which the CAMPO staff provides administrative support and technical assistance. Some of these committees have members who do not currently serve on the Policy Board but who represent stakeholders in the community:

- The Technical Advisory Committee (TAC) the committee's purpose is to advise the Transportation Policy Board in its development of the long-range metropolitan transportation plan; the Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP; the Unified Planning Work Program; and other transportation planning activities, as directed by the Transportation Policy Board or CAMPO's Executive Director.

- The Executive Committee are members of the Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the Transportation Policy Board.
- The Finance Committee was formed to become fully educated and explore long-term financing options for potential modal components of a comprehensive transportation system.
- The Transit Working Group (TWG) was formed to analyze and evaluate the potential for high capacity transit in Central Texas, and the optimal role for transit as part of the comprehensive regional transportation plan.
- The Budget, Audit and Finance Committee was formed to review and make recommendations to the Transportation Policy Board for the CAMPO annual planning budget.
- The SH 45 (SW) Committee was formed to analyze options for the future development of SH 45(SW) and address issues surrounding the further planning of the corridor.

Other committees, task forces or study groups may be formed from time-to-time throughout the year as necessary.

CAMPO currently operates with various professional staff positions. The professional staff covers the tasks listed in the UPWP. Depending on the budget and/or work tasks to be completed, CAMPO may employ a varying number of consultants, interns, permanent, or temporary personnel.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies involved must work together cooperatively. The Transportation Policy Board (TPB), the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro, Capital Area Rural Transportation System (CARTS) and the local governments within the planning area are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, freight movement, passenger rail, and transit.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the study. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization - The MPO, in cooperation with CTRMA, mass transit operators, planning agencies and local governments:

- 1) Is responsible for carrying out and maintaining the urban transportation planning process to include:
 - a. Cooperative decision-making, principally, by elected officials of local governments.
 - b. Unified Planning Work Program (UPWP),
 - c. Transportation Improvement Program (TIP),
 - d. Metropolitan Transportation Plan (MTP), and

- e. Congestion Management Process (CMP).
- 2) Executes contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- 3) Develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

- 1) Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC;
- 2) Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees;
- 3) Coordinate and perform the planning and data collection activities contained in the UPWP;
- 4) Prepare and submit an annual budget outlined in the UPWP for approval;
- 5) Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP;
- 6) Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP;
- 7) Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate;
- 8) Prepare and submit the annual performance and expenditure report and annual project listing;
- 9) Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range Metropolitan Transportation Plan and the Transportation Improvement Program;
- 10) Refine and maintain a process for engaging the public in the transportation planning process; and
- 11) Perform any other administrative duties as required by the Transportation Policy Board; and,
- 12) Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to CAMPO's operations, activities and programs.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the CAMPO planning area:

- Highway planning;
- Participating and lead agency in appropriate transportation studies and environmental documents;
- Review of all FTA Section 5307, 5310 and Section 5311 capital grant applications that may involve state funding; and

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Capital Area Rural Transportation System (CARTS)

CARTS is the rural public transportation provider for this region and has primary responsibility for rural transit planning and operations in the study area.

Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro is a provider of public transportation in the region. Capital Metro has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning and operation in the urban portion of the study area.

Counties

Williamson County acts as our fiscal agent and provides support for human resources, benefits, accounting, and information technology.

The Counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system. This is done cooperatively with the State. The County coordinates its planning with TxDOT and incorporated areas in extraterritorial jurisdictional areas.

Cities

All jurisdiction cities in our planning area have the responsibility for the planning of all roads within their incorporated area not on the state system, and some have negotiated agreements with TxDOT to plan for roads on the state system as well in cooperation with TxDOT.

Public/Public and Public/Private Partnerships

Over the last few years, the CAMPO region continues partnerships with TxDOT, CARTS, CMTA, CAPCOG and its member jurisdictions and has actively pursued various partnerships with entities established to advance planning for and improve the area's transportation infrastructure. This includes partnerships with the area's Regional Mobility Authority (Central Texas Regional Mobility Authority).

- D. **PRIVATE SECTOR INVOLVEMENT** – Consultants have been and will continue to be used on an as-needed basis in CAMPO's transportation programs and planning processes. In the past, CAMPO has used private sector consultants for a variety of services ranging from legal services to improvements to the regional travel demand model. These efforts will continue as well.
- E. **PLANNING ISSUES AND EMPHASIS** – The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks for FY 2020 and 2021. The Planning Emphasis Areas are:
1. MAP-21 Implementation - Transition to Performance Planning and Programming: ~~although performance measures have not yet been adopted at the federal and state levels, the MPO identified performance indicators in the 2040 Metropolitan Transportation Plan Update and continues to monitor federal and state efforts. Updated requirements as outlined in the FAST Act will move towards implementation.~~
CAMPO continues to engage in performance-based planning and programming as required by MAP-21 and the FAST Act including the adoption of federal and state performance measures for Safety (PM1), Pavement/Bridge Conditions (PM2),

System/Freight Performance (PM3) and Transit Asset Management (TAM). These performance measures are regularly updated, amended, and incorporated into the development of planning products including the Transportation Improvement Program and Regional Transportation Plan. Additionally, project programming and funding efforts undergo a rigorous performance-based evaluation process.

2. Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries:
CAMPO will continue to strive to improve the effectiveness of transportation decision making by working with regional partners to think beyond traditional borders and adopt a coordinated approach to transportation planning that supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination promises to reduce project delivery time and enhance the efficient use of resources. Enhanced cross-jurisdictional communication will improve collaboration, policy implementation, technology usage, and performance management.
3. Ladders of Opportunity – Access to essential services:
Through the transportation planning process, CAMPO will work with regional partners to identify connectivity gaps in accessing essential services, including employment, health care, schools/education, and recreation. Staff will research analytical methods to identify gaps in the connectivity of the transportation system and identify infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Potential tasks include: evaluating the effectiveness of public transportation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Services Public Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with the Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical and transit facilities.

CAMPO will work cooperatively with TxDOT, CARTS and Capital Metropolitan Transportation Authority (CMTA) to define performance measures that emphasize these seven federal goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- **OBJECTIVE**

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Capital Area Metropolitan Planning Organization's planning area.

- **EXPECTED PRODUCTS**

Certified transportation planning process
Updated or new documents and reports including Public Participation Plan, Limited English Proficiency Plan, and Title VI Plan
FY 2019 & FY 2020 Single Audit
Unified Planning Work Program (FYs 2020 & 2021) and amendments
Unified Planning Work Program (FYs 2022 & 2023)
FY 2019 & 2020 Annual Project Listing
FY 2019 & 2020 Annual Performance and Expenditure Report
New equipment and computer hardware/software

- **PREVIOUS WORK**

Performed general administrative functions
FY 2018 & 2019 Unified Planning Work Program and amendments
FY 2017 & 2018 Annual Project Listing
FY 2017 & 2018 Annual Performance and Expenditure Report
FY 2017 & 2018 Single Audit
Updated Public Participation Plan
Updated Title VI Plan
Coordinated transportation planning and implementation activities with other agencies and organizations
Conducted a public involvement process compliant with federal and state regulations
Provided support for all meetings of the transportation planning process
Implemented policies to maintain the transportation planning process
Provided staff access to courses, conferences, workshops and seminars

- **SUBTASKS**

Subtask 1.1 MPO Staff Work for Task 1.0

The primary activities which will take place under MPO Staff Work include the following:

1.1.1 Program Administration: This activity includes development and implementation of those policies and guidelines necessary to carry out and maintain the transportation planning process; maintenance of the FY 2020 & 2021 Unified Planning Work Program, development of the Annual Performance and Expenditure Report (APER) and Annual Project Listing (APL), development of the FY 2022 & 2023 Unified Planning Work Program, sponsoring and conducting meetings including providing support to policy and advisory bodies; coordinating and working with other agencies and organizations involved in planning, programming and implementation of transportation projects.

1.1.2 Public Participation: This activity supports the implementation of the MPO's Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use of questionnaires, online surveys, newsletters and other participation techniques; and provide bilingual materials and translations as appropriate.

1.1.3 Title VI Civil Rights/Environmental Justice (EJ): This activity supports monitoring and evaluating Title VI/EJ guidance and requirements, developing and implementing documents and procedures to ensure CAMPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects, identifying possible strategies to minimize, avoid or mitigate potential disproportional adverse impacts on the EJ populations, maintaining, coordinating efforts to develop the Regional Toll Network Analysis that evaluates the impacts of the regional toll network on the EJ and non-EJ populations (see Task 2.0), implementing the CAMPO Limited English Proficiency Plan and updating that plan as needed.

1.1.4 Travel and Training: This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops (AMPO, APA, ESRI, TransCad, TxDOT, TRB, UT at Austin, CNU, etc). CAMPO will seek prior approval from TxDOT for Out-of-State travel.

1.1.5 Equipment/Office Space & Computer Hardware/Software : This activity is for the upgrade/addition of, equipment/office space and computer hardware or software to ensure program efficiency. A description of equipment purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition. The MPO understands that split costs are not allowed.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$3,152,432 PL
Product(s): Certified transportation planning process; Updated or new documents and reports including Public Participation Plan, Limited English Proficiency Plan, etc.; New equipment and computer hardware/software

Subtask 1.2 Legal Services – Consultant Work

1.2.1 Legal Services: This activity is for legal services that are necessary for planning purposes. Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: ~~\$60,000~~ \$150,000 PL
Product(s): Legal opinion(s) and counsel, as necessary and

appropriate, with prior approval from TxDOT and FHWA

Subtask 1.3 Audit Costs – Consultant Work

1.3.1 Audit Services: This activity is for audit services that are necessary to comply with the Single Audit Act. Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization
 Funding Requirement: \$50,000 PL
 Product(s): Single Audit Report, financial statements

Subtask 1.4 General Planning Consultant – Consultant Work

1.4.1 General Planning Consultant

Consultant to assist in the overall activities related to regional transportation planning such as Regional Transit Study, Bergstrom Spur Study, and Regional Transportation Plan in the CAMPO planning boundary that includes the counties of Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson. Ongoing contract.

Responsible Agency: CAMPO
 Funding Requirement: \$1,000,000 STP MM and \$250,000 Local

- FUNDING SUMMARY**

Task 1.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
1.1	CAMPO	1,576,216	1,576,216					1,576,216	1,576,216	3,152,432
1.2	CAMPO	30,000	30,000					30,000	30,000	60,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
1.4	CAMPO			1,000,000	-	250,000	-	1,250,000	-	1,250,000
TOTAL		1,631,216	1,631,216	1,000,000	-	250,000	-	2,881,216	1,631,216	4,512,432

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
1.1	CAMPO	1,576,216	1,576,216					1,576,216	1,576,216	3,152,432
1.2	CAMPO	90,000	60,000					90,000	60,000	150,000
1.3	CAMPO	25,000	25,000					25,000	25,000	50,000
1.4	CAMPO			1,000,000	-	250,000	-	1,250,000	-	1,250,000
TOTAL		1,691,216	1,661,216	1,000,000	-	250,000	-	2,941,216	1,661,216	4,602,432

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

- **OBJECTIVE**

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

- **EXPECTED PRODUCTS**

Series of technical reports documenting the ongoing GIS data updates on traffic counts and mapping

Transportation related air quality data collection and analysis, air quality planning and outreach products;

2045 Plan related performance measures

Demographic forecasts and travel demand model for the 2045 Plan updates;

Interactive Web Viewer updates

UrbanSim (Demographic Allocation Tool)

Development 2050 Travel Demand Model

- **PREVIOUS WORK**

Updated demographic forecasts and travel demand model for the 2045 Plan;

2040 Plan related performance measures

Development 2045 Travel Demand Model

Regional Arterial Plan Modeling

UrbanSim (Demographic Allocation Tool)

Interactive Web Viewer – Regional Arterial Plan

- **SUBTASKS**

Subtask 2.1 MPO Staff Work for Task 2.0

2.1.1 General Administration: This subtask allows for administrative activities related to data development and maintenance including procurement, contract management and appropriate review/processing of monthly billings for work related to Task 2, as well as conducting the activities in subtasks 2.1.2, 2.1.3, 2.1.4, and 2.1.5 and developing related performance measures.

2.1.2 General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting CAMPO programs; maintenance of the demographic and modeling databases of the 2045 Plan and 2019-2022 TIP amendments; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; develop technical memoranda documenting work completed.

2.1.3 Demographic Forecasting: Run UrbanSim for producing demographic forecasts for 2050 Plan and TIP amendments. Specific activities will include production and review of demographic forecasts to be used for required 2045 Plan. Develop the datasets for running the Allocation Tool for the 2045 Plan.

2.1.4 Travel Demand Modeling: Run CAMPO's FTA-compliant and time-of-day model. Specific activities will include coordination with TxDOT on development of the new 2020 base year model, performing model runs for the amendments of the 2045 Plan, 2019-2022 TIP and the development of the 2050 Plan; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

2.1.5 Environmental Analysis: This subtask includes facilitating planning and environmental linkages by participating in NEPA related studies and Planning and Environmental Linkages (PEL) studies, monitoring and evaluating the effect of CAMPO plans and programs on the environment, identifying potential mitigation activities and locations where they might occur, coordinating outreach with resource agencies and working groups, developing and updating GIS analyses using GISST, and other relevant data. CAMPO is participating in NEPA related studies to facilitate the proper integration of planning outcomes in the environmental process.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$320,176 PL
Product(s): Technical memoranda, final reports, PEL and NEPA related reports and analyses.

Subtask 2.2 GIS, Demographic Forecast, & Travel Demand – Consultant Work

2.2.1 Demographic Forecast and Travel Demand Modeling Projects for 2045 Plan

Conduct activities related to the travel demand model in support of development of the 2045 Plan. It is noted that the demographic forecasting and travel demand modeling procedures applied in the CAMPO area are integrated. Conduct activities related to the production of the regional employment and population profiles for inclusion in the CAMPO travel demand model and the 2045 toll analysis. Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization
Product(s): Interactive Web Viewer, UrbanSim, Development 2045 Travel Demand Model, Model files for development of the 2045 RTA, draft and final 2045 RTA document.

- **FUNDING SUMMARY**

Task 2.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020&2021
2.1	CAMPO	160,088	160,088					160,088	160,088	320,176
2.2	CAMPO	-	-					-	-	-
2.3	CAMPO	-	-					-	-	-
TOTAL		160,088	160,088					160,088	160,088	320,176

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

- **OBJECTIVE**

Conduct short-range transportation and transportation-related planning activities with short-term planning and implementation focus, including the development and administration of the Transportation Improvement Program.

- **EXPECTED PRODUCTS**

2019-2022 TIP Amendments
Intelligent Transportation Systems (ITS)
2021-2024 TIP
Project Selection/Readiness Criteria
HB20 10 Year Plan
Performance Measure Development
Project Tracking
2021-2024 Project Call

- **PREVIOUS WORK**

Transportation Improvement Program (TIP) FYs 2019 – 2022
Project Tracking
Ongoing development of related performance measures
Congestion Management Process (CMP) Plan
2019-2022 Project Call

- **SUBTASKS**

Subtask 3.1 MPO Staff Work for Task 3.0

3.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities: Specific activities will include, but are not limited to, maintenance of the FY 2019-2022 Transportation Improvement Program, development of the FY 2021-2024 Transportation Improvement Program, along with related performance measures.

3.1.3 Public Participation: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) and Operations Planning: This subtask covers activities related to conducting the CMP, ITS and Operations Planning. Specific activities include, but are not limited to, developing, updating, refining and implementing the CMP, incorporating congestion analysis results into the regional planning process, and incorporating ITS, systems management and operations into the planning process

3.1.5 Transportation Improvement Program: The four-year Transportation Improvement Program (TIP) lists surface transportation projects that are funded with federal dollars and are consistent with the long-range plan developed for the area. The TIP may also include non-federally funded projects that are regionally significant. The TIP development process includes public involvement activities and opportunities for public review and comment on all aspects of the program.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$417,382 PL
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos, 2019-2022 TIP amendments, 2021-2024 TIP, Congestion Management Process (CMP) Plan

Subtask 3.2 Congestion Management – Consultant Work

3.2.1 Congestion Management Process 2018 Data Collection and Analysis: This subtask provides support for the CMP through congestion data collection and analysis.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$23,000 PL
Product(s): Congestion data and analysis, data in GIS format

Subtask 3.3 Regional Transportation Demand Management Program– Consultant Work

3.3.1 Regional Transportation Demand Management Program

The Regional Transportation Demand Management (TDM) Program will provide TDM services throughout the region with the goal of reducing congestion without adding capacity on the region’s roadway network.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$498,720 STBG 124,680 TDCs
Product(s): Contract procurement materials and billing packages, meeting packages and materials, technical memos

- **FUNDING SUMMARY**

Task 3.0 - FY 2020 & FY 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	
3.1	CAMPO	208,691	208,691			208,691	208,691	417,382
3.2	CAMPO	-	-			-	-	-
3.3	CAMPO	-	-			-	-	-
TOTAL		208,691	208,691			208,691	208,691	417,382

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
3.1	CAMPO	208,691	208,691					208,691	208,691	417,382
3.2	CAMPO	23,000	-			-		23,000	-	23,000
3.3	CAMPO	-	-	498,720	-			498,720	-	498,720
TOTAL		231,691	208,691	498,720	-	-	-	730,411	208,691	939,102

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- **OBJECTIVE**

To develop, maintain and update a multi-modal Regional Transportation Plan for the CAMPO planning area for a 25-year horizon that meets federal requirements and regional goals.

- **EXPECTED PRODUCTS**

Maintenance and amendments of the 2040 Plan

Development of the 2045 Plan

Maintenance of the Coordinated Public Transit – Health and Human Services

Transportation Plan

Performance Measures

- **PREVIOUS WORK**

2040 Regional Transportation Plan Amendments

2040 Regional Transportation Plan implementation products initial work products related to the development of the 2045 Regional Transportation Plan

Develop a regional bicycle and pedestrian plan

Regional Active Transportation Plan

Walkability Action Plan

- **SUBTASKS**

Subtask 4.1 MPO Staff Work for Task 4.0

4.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Tasks 4.1, 4.2, 4.3 and 4.4, review and processing of monthly billings for work related to Tasks 4.1, 4.2, 4.3 and 4.4, conduct access management, safety, sub-regional traffic management, and other related corridor studies, participation in study oversight committee meetings, amending and maintaining the CAMPO 2040 Regional Transportation Plan, developing the CAMPO 2045 Regional Transportation Plan and supporting materials and cooperatively developing related performance measures.

4.1.2 Public Participation: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Coordination: This subtask allows for MPO staff support for regional public transportation coordination including coordinating the Regional Transit Coordination Committee (RTCC) and associated activities, and implementing, maintaining and updating the Capital Area Coordinated Transit – Health and Human Services Transportation Plan.

4.1.4 Bicycle and Pedestrian Planning: This subtask includes coordinating the Active Transportation Advisory Committee, conducting planning activities related to bicycle and pedestrian facilities, **developing updating** the regional active transportation plan, **updating** the regional bicycle and pedestrian facility inventory.

4.1.5 Safety Planning: This subtask includes access management and corridor studies for the region, crash data hot spot analyses for regional and local governments, coordinating the regional safety coalition and its safety emphasis area team's associated activities, including, but not limited to, regional workshops, Safety Summits, data analyses, and updating and maintaining the safety analysis tool.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$967,616 PL
Product(s): Planning documents, data sets, contract procurement materials and billing packages, and networks

Subtask 4.2 2045 Metropolitan Transportation Plan

4.2.1 2045 Metropolitan Transportation Plan Development - Consultant Work
CAMPO contracted a General Planning consultant to assist with the development of the CAMPO 2045 Regional Transportation Plan, including the public involvement and outreach, corridor and project prioritization, and draft plan documents. (see Task 1.4). Ongoing contract.

Responsible Agency: Capital Area Metropolitan Planning Organization
Product(s): Public participation plan, meeting materials, technical report(s), draft plan documents

Subtask 4.3 Regional Transit Coordination - Related MPO and Consultant Work

4.3.1 Regional Transit Coordination

This subtask provides support for regional public transportation coordination including the Regional Transit Coordination Committee and associated activities, implementing, maintaining and updating the Capital Area Coordinated Transit-Health and Human Services Transportation Plan. Contract TBD.

Responsible Agency: Capital Area Metropolitan Planning Organization
Funding Requirement: \$50,000 FTA 5304
Product(s): Reports, memos, agendas

Subtask 4.4 Planning Studies – Other agencies in the CAMPO region (MPO Staff Work is not applicable)

4.4.1 RM 2243 Corridor Study

Feasibility study.

Responsible Agency: TxDOT
Funding Requirement: \$575,282 State Funds

4.4.2 Central Texas Turnpike (CTTS) Capital Improvement

Feasibility study – Central Texas Turnpike System Capital Improvement Plan.

Responsible Agency: TxDOT
Funding Requirement: \$9,858,734 State Funds

4.4.3 SH 21 Feasibility Study

Paint Creek to Burlison CL.

Responsible Agency: TxDOT
Funding Requirement: \$2,914,780 State Funds

4.4.4 RM 620 Corridor Study

Colorado River to US 183 N.

Responsible Agency: TxDOT
Funding Requirement: \$4,281,752 State Funds

4.4.5 FM 685 at Kelly Lane Intersection Preliminary Engineering Study

Analyze near-term and long-range intersection improvement options; including O/D study, geometric possibilities, and cost/benefit concerns.

Responsible Agency: City of Pflugerville
Funding Requirement: \$140,000 Local Funds

4.4.6 FM 685/Dessau Corridor Engineering Study

SH130 to Southern City limits or beyond - Analyze innovative intersection/widening improvement options; including traffic analysis, ROW & geometric possibilities, and cost/benefit concerns.

Responsible Agency: City of Pflugerville
Funding Requirement: \$140,000 Local Funds

4.4.7 Rowe Lane Overpass/Rowe Lane Corridor Study

Heatherwilde to Eastern City Limits - Overpass preliminary engineering study in conjunction with corridor/alignment study from Heatherwilde to SH130 and east of Hodde.

Responsible Agency: City of Pflugerville
Funding Requirement: \$200,000 Local Funds

4.4.8 Pecan Street Preliminary Engineering Study

Impact Way to FM 973 - Overpass preliminary engineering study in conjunction with corridor/alignment study through high-growth areas of our ETJ.

Responsible Agency: City of Pflugerville
Funding Requirement: \$100,000 Local Funds

4.4.9 Pecan Street Preliminary Engineering Study

Central Commerce to FM 973 - Preliminary engineering study for urbanizing a high-speed 5-lane rural section highway – pedestrian/adjacent schools/downtown.

Responsible Agency: City of Pflugerville
Funding Requirement: \$100,000 Local Funds

4.4.10 Cele Road Corridor Study

Weiss Lane to FM 973 - Corridor/alignment study through high-growth areas of our ETJ.

Responsible Agency: City of Pflugerville
Funding Requirement: \$100,000 Local Funds

4.4.11 Project Connect System Plan Project Development

Determine modes and alignments and define locally preferred alternatives (LPA) for several high-capacity transit corridors.

Responsible Agency: Capital Metro
Funding Requirement: \$11,000,000 Local Funds

4.4.12 Public Transportation Origin and Destination Study 2020

An origin and destination study every five years to collect comprehensive, statistically valid information about public transportation usage in Central Texas to collect more than 10,000 on-board surveys regarding rider's travel patterns.

Responsible Agency: Capital Metro
Funding Requirement: \$500,000 Local Funds

4.4.13 North Lamar / Airport Blvd Grade Separation Design and Environmental

Conduct the environmental process and develop preliminary and final design for a grade separation of the Capital Metro Red Line at the point where it crosses North Lamar Blvd. The purpose of the project is to develop a feasible design to mitigate the existing rail crossing of North Lamar Blvd. as MetroRail service levels increase over time, requiring additional delays to vehicular traffic including Capital Metro buses.

Responsible Agency: Capital Metro
Funding Requirement: \$4,697,745 STBG Funds \$1,174,436 Local Funds

4.4.14 Corridor Mobility Development Program

Assess a specific corridor’s mobility and safety deficiencies, and identify a vision for the long-term modernization of the corridor based on anticipated growth and City of Austin transportation policy.

Responsible Agency: City of Austin
 Funding Requirement: \$1,000,000 Local Funds

4.4.15 Austin Core Transportation Plan

An update to the 2002 Downtown Access and Mobility Plan. It will serve as a decision-making tool for transportation planning, project development, operations, and demand management, with the goal of making decisions more transparent and predictable for all stakeholders. Outcomes include the identification of TDM strategies, multimodal projects, priority segments, and spatial needs to support mobility to, from, and within downtown for all users.

Responsible Agency: City of Austin
 Funding Requirement: \$350,000 Local Funds

4.4.16 Five Year Strategic Plan for Transit Service

The plan will provide detailed goals, strategies, and action steps required to seamlessly integrate the existing City of San Marcos and Texas State University public transit systems, including administration, operations and maintenance, financing, and route structures, into one coordinated public transit system to serve the San Marcos urbanized area.

Responsible Agency: City of San Marcos
 Funding Requirement: \$96,000 FTA 5304 \$60,000 FTA 5306 \$24,000 Local Funds \$19,200 TDCs

- FUNDING SUMMARY**

Task 4.0 - FY 2020 & FY 2021

Sub task	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		FTA Sect. 5306		STBG		STATE		LOCAL		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	
4.1	CAMPO	483,808	483,808											483,808	483,808	967,616
4.2	CAMPO	-	-											-	-	-
4.3	CAMPO			25,000	25,000	-	-							25,000	25,000	50,000
4.4	OTHER AGENCIES	-		96,000		60,000		4,697,745	-	17,630,548	-	14,828,436	-	37,312,729	-	37,312,729
		-	-					-				-	-	-	-	-
TOTAL		483,808	483,808	121,000	25,000	60,000	-	4,697,745	-	17,630,548	-	14,828,436	-	37,821,537	508,808	38,330,345

Subt ask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5304		FTA Sect. 5307		STBG		STATE		LOCAL		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	
4.1	CAMPO	483,808	483,808											483,808	483,808	967,616
4.2	CAMPO	-	-											-	-	-
4.3	CAMPO			25,000	25,000	-	-							25,000	25,000	50,000
4.4	OTHER AGENCIES	-	-	96,000		60,000		4,697,745	-	17,630,548	-	14,828,436	-	37,312,729	-	37,312,729
		-	-					-				-	-	-	-	-
	TOTAL	483,808	483,808	121,000	25,000	60,000	-	4,697,745	-	17,630,548	-	14,828,436	-	37,821,537	508,808	38,330,345

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VI. TASK 5.0 - SPECIAL STUDIES

- **OBJECTIVE**

To conduct special studies of transportation facilities and/or corridors and transportation-related topics and to implement specialized studies. Includes the assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- **EXPECTED PRODUCTS**

Continued analysis of corridors in the region
Regional Transit Plan
FM 150 /Yarrington Road Corridor Study and Schematic Development
Bergstrom Spur
San Marcos Platinum Planning Study
FM 1626/RM 957 Intersection
Garlic Creek Parkway
US 290/RM 12 & Mercer District

- **PREVIOUS WORK**

Regional Arterial and MoKan/Northeast Subregional
US 183 Luling Relief Route Alternative Analysis
Regional Incident Management Plan
Regional Transportation Demand Management (TDM) Study

- **SUBTASKS**

Subtask 5.1 MPO Staff Work for Task 5.0

5.1.1 General Activities: This subtask allows for MPO staff support for activities related to special transportation planning studies in Subtask 5.1 and 5.2. Specific activities will include participating in special studies. MOU/MOA or other similar documents will be developed to address specific written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting performance targets; reporting and tracking progress.

Responsible Agency:	CAMPO
Funding Requirement:	\$158,990 PL
Product(s):	Contract procurement materials and billing packages, meeting packages and materials, technical memos

Subtask 5.2 Special Studies (undertaken by CAMPO and/or Consultant(s))

~~5.2.1 Regional Transit Study (Study included in SubTask 1.4.1)~~

~~Develop a long range planning strategy for a network of potential regional high capacity transit services and supporting infrastructure for the CAMPO six county region. Contract TBD.~~

~~Responsible Agency: CAMPO~~

~~Funding Requirement: \$500,000 STBG \$150,000 Local Funds~~

5.2.2 FM 1626/RM 957 Intersection

Lane use and transportation nodal analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda

Funding Requirement: \$160,000 STBG and \$40,000 Local Funds

5.2.3 Garlic Creek Parkway

Corridor and connectivity analysis. Contract TBD.

Responsible Agency: CAMPO and City of Buda

Funding Requirement: \$280,000 STBG and \$70,000 Local Funds

~~5.2.4 Bergstrom Spur (Study included in SubTask 1.4.1)~~

~~Feasibility analysis of an abandoned rail corridor. Contract TBD.~~

~~Responsible Agency: CAMPO and City of Austin~~

~~Funding Requirement: \$280,000 STBG \$70,000 Local Funds~~

5.2.5 US 290/RM 12 & Mercer District

Land use, corridor and node analysis. Contract TBD.

Responsible Agency: CAMPO and City of Dripping Springs

Funding Requirement: \$360,000 STBG \$90,000 Local Funds

5.2.6 San Marcos Platinum Planning Study

Land use, corridor and node analysis. Contract TBD.

Responsible Agency: CAMPO and City of San Marcos

Funding Requirement: \$800,000 STBG \$200,000 Local Funds

5.2.7 FM 150/Yarrington Road Corridor Study and Schematic Development

SH 21 to FM 142/SH 130, conduct feasibility study for new location roadway.

Contract TBD.

Responsible Agency: CAMPO and Caldwell County

Funding Requirement: \$1,725,000 STBG and 431,250 Local Funds

5.2.8 Regional Arterial and MoKan/Northeast Subregional

Needs analysis of the regional arterial system for current and future demand and to improve mobility for people and goods.

Responsible Agency: CAMPO
 Funding Requirement: \$215,400 PL \$185,900 State

Subtask 5.3 Corridor and Feasibility Studies (undertaken by agencies other than CAMPO in the CAMPO region)

5.3.1 MoKan Transportation Corridor Feasibility Study – Segment 2

Study is to assist in the mission of corridor preservation and to identify future operations for this segment of the regionally significant transportation corridor.

Responsible Agency: City of Round Rock
 Funding Requirement: \$2,000,000 STBG 500,000 TDCs

5.3.2 DFW to Monterrey High Speed Rail Study

The effort to build high-speed trains connecting Dallas, Arlington, and Forth Worth – and eventually Waco, Austin, Laredo and possibly Monterrey, Mexico.

Responsible Agency: NCTCOG
 Funding Requirement: \$300,000 STBG 200,000 Local

• **FUNDING SUMMARY**

Task 5.0 - FY 2020 & 2021

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	
5.1	CAMPO	79,495	79,495	-	-	-	-	79,495	79,495	158,990
5.2	CAMPO	-	-	3,325,000	-	831,250	-	4,156,250	-	4,156,250
5.3	OTHER Agencies	-	-	2,300,000	-	200,000	-	2,500,000	-	2,500,000
TOTAL		79,495	79,495	5,625,000	-	1,031,250	-	6,735,745	79,495	6,815,240

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		STBG		Local		State		Total		Grand Total
		2020	2021	2020	2021	2020	2021	2020	2021	2020	2021	
5.1	CAMPO	79,495	79,495	-	-	-	-	-	-	79,495	79,495	158,990
5.2	CAMPO	215,400	-	3,325,000	-	831,250	-	185,900	-	4,557,550	-	4,557,550
5.3	OTHER Agencies	-	-	2,300,000	-	200,000	-	-	-	2,500,000	-	2,500,000
TOTAL		294,895	79,495	5,625,000	-	1,031,250	-	185,900	-	7,137,045	79,495	7,216,540

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY - Include the following table which provides a summary of all funding requirements for this UPWP by task and source. Include sources of funding (including carryovers).

BUDGET SUMMARY - FY 2020 & 2021

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5306	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	3,262,432		-	1,000,000	250,000		4,512,432
2.0	Data Development and Maintenance	320,176	-	-	-	-		320,176
3.0	Short Range Planning	417,382	-	-	-	-		417,382
4.0	Metropolitan Transportation Plan	967,616	50,000					1,017,616
4.4	MTP (other agencies)		96,000	60,000	4,697,745	14,828,436	17,630,548	37,312,729
5.0	Special Studies	158,990	-	-	5,625,000	1,031,250		6,815,240
TOTAL		5,126,596	146,000	60,000	11,322,745	16,109,686	17,630,548	50,395,575

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5304	FTA 5307	STBG	Local Funds	STATE	Total Funds
1.0	Administration-Management	3,352,432		-	1,000,000	250,000		4,602,432
2.0	Data Development and Maintenance	320,176	-	-	-	-		320,176
3.0	Short Range Planning	440,382		-	498,720	-		939,102
4.0	Metropolitan Transportation Plan	967,616	50,000					1,017,616
4.4	MTP (other agencies)		96,000	60,000	4,697,745	14,828,436	17,630,548	37,312,729
5.0	Special Studies	374,390	-	-	5,625,000	1,031,250		7,216,540
TOTAL		5,454,996	146,000	60,000	11,821,465	16,109,686	17,630,548	51,408,595

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$5,126,596
Estimated Unexpended Carryover	\$ 9,266
TOTAL TPF	\$5,135,862

² Estimate based on prior years' authorizations

Combined Transportation Planning Funds ²	\$5,126,596
Estimated Unexpended Carryover	\$ 328,400
TOTAL TPF	\$5,454,996

² Estimate based on prior years' authorizations



Date: March 9, 2020
Continued From: February 10, 2020
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 10
Subject: Discussion and Approval of Performance Measure Target Updates

RECOMMENDATION

Staff is recommending the Transportation Policy Board approve the updated performance measure targets for Safety (PM1) and Transit Asset Management (TAM).

PURPOSE AND EXECUTIVE SUMMARY

The use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking. By these rulemakings, CAMPO has adopted performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM). As required, the Transportation Policy Board must adopt or reaffirm performance targets for Safety (PM1) and Transit Asset Management (TAM) annually.

Safety (PM1)

Staff is recommending that CAMPO again adopt the safety performance target set by the state. This most recent performance target remains the same as originally adopted by the state and TPB. The target remains is a reduction of 2% by 2022 for trends with a positive slope in the following areas:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of non-motorized fatalities and non-motorized serious injuries.

Transit Asset Management (TAM)

The Capital Metropolitan Transit Authority (Capital Metro), a direct recipient of federal funds from the Federal Transit Agency (FTA), must also comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. Capital Metro adopts their TAM targets annually prior to January of each year, which are then submitted to the National Transit Database (NTD). These targets are coordinated with the MPO and incorporated into the TIP and MTP in compliance with the FAST Act.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), now stipulate that a performance measurement framework must be used in the development of the TIP and MTP.

The United States Department of Transportation (USDOT) has been developing rules for the implementation of these performance measures. Within one year of the effective dates of the final rules from USDOT, state departments of transportation (DOT) must set performance targets for each performance area. Following state department of transportation target-setting, MPOs must set their own targets or agree with those set by the state DOT. Some performance measures are required to be updated on an annual basis.

SUPPORTING DOCUMENTS

Attachment A – *Resolution 2020-3-10A (Draft)*

Attachment B – *Resolution 2020-3-10B (Draft)*

Attachment C – *Safety Performance Measure Targets and Fact Sheets*

Attachment D – *Transit Asset Management Targets and Fact Sheets*



Resolution 2020-3-10A

Adoption of Targets for Safety Performance Measures Established by The Texas Department of Transportation.

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO must adopt safety performance measure targets annually within 180 days of the state performance measure target adoption in compliance with federal rule making; and

WHEREAS, CAMPO may choose to adopt the safety performance measure targets set forth by the Texas Department of Transportation (TxDOT); and

WHEREAS, TxDOT has set a safety performance target of a reduction of 2% by 2022 for trends with a positive slope in the following areas:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of non-motorized fatalities and non-motorized serious injuries.

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the Texas Department of Transportation's performance measures safety targets as reflected in this resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt and support the Texas Department of Transportation performance measures safety targets as reflected was made on March 9, 2020 by _____duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 9th day of March 2020

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT



Resolution 2019-3-10B

Adoption of Transit Asset Management Performance Targets

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP); and

WHEREAS, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by FHWA and FTA's Final Rulemaking; and

WHEREAS, the Capital Metropolitan Transit Authority (Capital Metro), a direct recipient of federal funds from the Federal Transit Agency (FTA), must also comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets; and

WHEREAS, Capital Metro adopts their TAM targets annually prior to January of each year, which are then submitted to the National Transit Database (NTD), and these targets are coordinated with the MPO and incorporated into the TIP and MTP in compliance with the FAST Act; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the Capital Metropolitan Transit Authority's Transit Asset Management performance targets as reflected in this resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt and support the Capital Metropolitan Transit Authority's Transit Asset Management performance targets as reflected was made on March 9th, 2020 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 9th day of March 2020.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

DRAFT

FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Performance Measures and Target Setting - TxDOT used a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Performance Targets:

Target: Total number of traffic fatalities

2020 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,840 fatalities in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	3,797	FARS
2017	3,722	ARF
2018	3,631	CRIS
2019	3,980	Target
2020	4,068	Target
2020 Target expressed as 5-year average		3,840

As noted in the table above, the calendar year target for 2020 would be 4,068 fatalities.

FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Total number of serious injuries

2020 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,533 serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	17,573	CRIS
2017	17,535	CRIS
2018	14,892	CRIS
2019	18,367	Target
2020	18,602	Target
2020 Target expressed as 5-year average		17,394

As noted in the table above, the calendar year target for 2020 would be 18,602 serious injuries.

Target: Fatalities per 100 million vehicle miles traveled

2020 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.406 fatalities per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	1.40	FARS
2017	1.37	ARF
2018	1.31	CRIS
2019	1.47	Target
2020	1.48	Target
2020 Target expressed as 5-year average		1.406

As noted in the table above, the calendar year target for 2020 would be 1.48 fatalities per 100 MVMT.

FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Serious Injuries per 100 million vehicle miles traveled

2020 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.286 serious injuries per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	6.48	CRIS
2017	6.42	CRIS
2018	5.37	CRIS
2019	6.60	Target
2020	6.56	Target
2020 Target expressed as 5-year average		6.286

As noted in the table above, the calendar year target for 2020 would be 6.56 serious injuries per 100 MVMT.

Target: Total number of non-motorized fatalities and serious injuries

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,285.0 non-motorized fatalities and serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	2,304	FARS-CRIS
2017	2,146	ARF-CRIS
2018	2,104	CRIS
2019	2,394	Target
2020	2,477	Target
2020 Target expressed as 5-year average		2,285.0

As noted in the table above, the calendar year target for 2020 would be 2,477 non-motorized fatalities and serious injuries.

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



Capital Metro Transit Asset Management Targets

Asset Class	Quantity	FY20 Target
Articulated Buses	29	0.00%
Over the Road Buses	44	14.00%
Buses	380	0.00%
Cutaway Vans	88	0.00%
Minivans	20	0.00%
Railcars- RS - DMUs	10	0.00%
Automobiles (<i>Cars & SUVs</i>)	58	35.00%
Trucks & other Rubber Tire Vehicles	38	50.00%
Steel Wheel Vehicles	4	0.00%
Passenger /Parking Facilities	16	0.00%
Administrative/Maintenance Facilities	4	0.00%
Hybrid Rail	64.38	1.00%

Planning for TAM | Roles & Responsibilities for MPOs and State DOTs

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. The rules establish new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. Below are the specific requirements for MPOs.

Metropolitan Planning Agreements

MPOs should initiate discussions with transit agencies, state DOTs and planning partners to update their Metropolitan Planning Agreements, per 23 CFR § 450.314. This presents an opportunity for the MPO and its planning partners to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement.

Establish Performance Targets for Metropolitan Planning Areas

The MPO is required to set performance targets for each performance measure, per 23 CFR § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.

Performance Measures in Transportation Improvement Programs (TIP) and Metropolitan Transportation Plans

MPOs are required to reference the performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans by October 2018, per 23 CFR § 450.324 and 23 CFR § 450.326. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. There are new transit requirements for State Departments of Transportation (State DOTs). Below are the specific requirements for state DOTs.

State DOTs and Planning Agreements

State DOTs should hold discussions with transit providers, MPOs and planning partners to update their planning agreements, per 23 CFR § 450.314. This presents an opportunity for all parties to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement. Examples include how parties will develop a TAM plan and share targets such as State of Good Repair measures.

Group Plan Sponsors

Sponsors of a Group TAM plan are responsible for setting unified targets for plan participants, per 49 CFR § 625.25. Once performance targets are set, sponsors are expected, to the maximum extent possible, to share the target with the MPO or MPOs that house their participant transit agencies in their MPA, per 49 CFR § 625.45. MPOs are responsible for implementing performance based planning in their planning documents.

Statewide Planning Agencies Incorporating TAM Requirements into Statewide Transportation Improvement Programs (STIP) and Long-Range Statewide Transportation Plans

State DOTs are required to reference the performance targets and performance based plans into their planning documents by October 2018, per 23 CFR § 450.216 and 23 CFR § 450.218. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent possible, a description of the anticipated effect of the STIP toward achieving the performance targets identified in the long-range statewide transportation plan, linking investment priorities to those performance targets. Group TAM plan sponsors will need to incorporate group performance targets in the asset management discussions for their respective planning documents.

Timeline for Transit Asset Management

By January 1, 2017:

- Provider establishes their initial targets

By 180 days after providers set and share their initial targets:

- MPO establishes regional targets

Within four (4) months of the end of the provider's fiscal year 2018 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); and performance targets for the next fiscal year

No later than October 1, 2018

- Provider completes their initial TAM Plan that covers four (4) years
- TAM Plan can be amended at any time
- A TAM Plan update is required at least every four (4) years

October 1, 2018:

- The MPO reflects the performance measures and targets in all MTPs and TIPs updated after this date
- The State DOT reflects the performance measures and targets in all long-range statewide transportation plan and STIPs updated after this date

Within four (4) months of the end of the provider's fiscal year 2019 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); performance targets for the next fiscal year; and
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets

Note: Provider refers to the Tier I transit providers, the Tier II providers who choose to not be part of a Group Plan, and the Group Plan Sponsors for two or more T II providers.

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



TRANSIT ASSET MANAGEMENT

Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

Equipment: Only 3 classes of non-revenue service vehicles are

collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

www.transit.dot.gov/TAM/ULBcheatsheet

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

Group Plans:

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency’s fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year’s target. The performance metric calculation does not include emergency contingency vehicles.

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
2		5	8 years			
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.



Date: March 9, 2020
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: TxDOT Austin District
Agenda Item: 11
Subject: Discussion Related to IH-35 Funding

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

On February 27, 2020 the Texas Transportation Commission (TTC) updated the Unified Transportation Plan (UTP) in order to fund the central portion of the IH-35 Capital Express Project, which has an estimated \$4.9 billion construction cost. The TTC action reduced the unfunded portion of the project from \$4.34 billion to \$934 million. In order to address the \$934 million funding gap, TxDOT is recommending the reprioritization of more than \$600 million in currently funded projects in the CAMPO region and Austin District as well as contributing additional Category 12 funding in the next UTP Cycle.

FINANCIAL IMPACT

The deferment and reprioritization will impact the near-term financial future for the region. This action will defer projects until additional funding becomes available from state and federal sources.

BACKGROUND AND DISCUSSION

The I-35 Capital Express Program comprises three separate projects (North, Central and South). The North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. The South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The I-35 Capital Express Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. TxDOT is evaluating a variety of design options to add the non-tolled managed lanes. The project also includes additional safety and mobility improvements.



Date: March 9, 2020
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 12
Subject: Discussion on Project Progress Report

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

Sponsors awarded funding by the Capital Area Metropolitan Planning Organization's Transportation Policy Board (TPB) are required to demonstrate continual progress through the project development process. To monitor progress, sponsors are required to submit a quarterly progress report for each individual project awarded funding as well as participated in bi-annual coordination calls. This information is coordinated with TxDOT and evaluated against internal records and information in both the state (TxDOT Connect) and federal (FMIS) databases to ensure consistency and accuracy.

FINANCIAL IMPACT

Sponsors' progress in developing and executing projects that have received federal funding through the Transportation Policy Board impact the financial outlook for the region including how much funding is available in future calls, authorizations for the region, letting caps, and the potential for funding to lapse or be reallocated through a rescission.

BACKGROUND AND DISCUSSION

Sponsors awarded funding by the Capital Area Metropolitan Planning Organization's Transportation Policy Board (TPB) are required to demonstrate continual progress through the project development process. To monitor progress, sponsors are required to submit a quarterly progress report for each individual project awarded funding.

SUPPORTING DOCUMENTS

Attachment A – *Project Progress Report*

Capital Area Metropolitan Planning Organization

Project Progress Report

March 2020



Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. In order to administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO developed a project evaluation and selection process with an emphasis on several key factors including the ability of sponsors to implement projects effectively.

As part of the process, sponsors awarded funding by CAMPO's Transportation Policy Board (TPB) are required to demonstrate continual progress through the project development process. To monitor progress, sponsors are required to submit a quarterly progress report for each individual project awarded funding.

The progress reporting system is an [online form](#) that is based on the project development process outlined by the Texas Department of Transportation (TxDOT).



Source: TxDOT Local Government Projects Toolkit

This annual report is a compilation of the quarterly progress reports to-date, annual sponsor coordination meetings, and reconciliation with the state and federal reporting systems. This report is intended to provide the Transportation Policy Board with a complete understanding of overall sponsor progress and individual project development to inform potential funding decisions and ensure that the region is moving forward.

Reporting Schedule

Date	Milestone
11/16/2018	Project Progress Reports Due
2/15/2019	Project Progress Reports Due
5/17/2019	Project Progress Reports Due
8/16/2019	Project Progress Reports Due
October 2019	Sponsor Coordination Meetings
2/14/2020	Project Progress Reports Due
3/9/2020	Presentation and Report to the Transportation Policy Board
May 2020	Sponsor Coordination Meetings
5/15/2020	Project Progress Reports Due
8/14/2020	Project Progress Reports Due
11/13/2020	Project Progress Reports Due

Project Report Summary

Sponsor Project Summary

Sponsor	Total	Funding	Active	Oldest*	Closed	Cancelled	Transferred
Bastrop County	1	\$280,793.00	0	0	1	0	0
Burnet County	6	\$26,201,250.00	6	1	0	0	0
Caldwell County	2	\$1,925,000.00	1	1	1	0	0
CAMPO	8	\$3,708,400.00	7	1	1	0	0
CAPCOG	1	\$250,000.00	1	1	0	0	0
Capital Metro	4	\$9,203,671.00	2	1	1	0	1
CARTS	3	\$6,345,000.00	1	1	2	0	0
City of Austin	24	\$102,050,640.00	17	12	6	1	0
City of Bastrop	4	\$2,895,200.00	1	1	2	1	0
City of Buda	2	\$1,784,000.00	2	1	0	0	0
City of Cedar Park	5	\$29,924,323.00	4	4	1	0	0
City of Dripping Springs	1	\$419,696.00	0	0	1	0	0
City of Elgin	4	\$3,495,299.00	1	2	3	0	0
City of Georgetown	5	\$8,075,233.00	4	7	0	1	0
City of Hutto	1	\$982,790.00	1	2	0	0	0
City of Kyle	2	\$770,400.00	0	0	1	0	1
City of Lago Vista	1	\$664,816.00	1	1	0	0	0
City of Leander	1	\$244,610.00	1	1	0	0	0
City of Round Rock	6	\$30,122,261.00	3	1	3	0	0
City of San Marcos	5	\$8,873,174.00	4	4	1	0	0
City of Smithville	1	\$3,430,562.00	0	0	0	1	0
City of Taylor	2	\$1,380,000.00	1	0	1	0	0
City of Wimberley	2	\$400,000.00	1	1	0	0	1
CTRMA	4	\$19,768,000.00	1	1	3	0	0
Hays County	12	\$79,603,720.00	10	2	2	0	0
Lone Star Rail District	1	\$8,000,000.00	0	0	0	1	0
Texas State University	1	\$3,280,000.00	0	0	1	0	0
Travis County	8	\$60,903,970.00	6	9	1	0	1
TxDOT	19	\$585,505,687.00	18	1	0	0	1
Williamson County	4	\$13,576,227.00	2	1	2	0	0

*Active Project age is calculated from Fiscal Year of the original award to Construction Let or Implementation.

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-18-096
Federal ID:
Project Name: Transportation Plan (Phase II)
Limits (To): NA
Limits (From): NA
Description: Bastrop County comprehensive transportation plan

Sponsor Information

Sponsor: Bastrop County
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$280,793.00
FY (Original): 2012
FY (Current): 2014

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2014
Actual Let Date: 8/1/2014
Notes:

Project Profile

Project Information

MPO ID: 21-00006-00
CSJ: 0151-02-026
Federal ID:
Project Name: SH 29
Limits (To): RM 243 North
Limits (From): Williamson County Line
Description: Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 5-foot shoulders

Sponsor Information

Sponsor: Burnet County
Co-Sponsor: TxDOT
Project Manager: Greg Haley
Phone:
Email: gregh@kcengineering.com

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$5,184,000.00
FY (Original): 2021
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 5/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 21-00010-00
CSJ: 0700-01-045
Federal ID:
Project Name: SH 71
Limits (To): Spur 191
Limits (From): Blanco County Line
Description: Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders

Sponsor Information

Sponsor: Burnet County
Co-Sponsor: TxDOT
Project Manager: Greg Haley
Phone:
Email: gregh@kcengineering.com

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$9,720,000.00
FY (Original): 2021
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 9/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	21-00007-00
CSJ:	0252-02-060
Federal ID:	
Project Name:	US 281
Limits (To):	SH 71
Limits (From):	Blanco County Line
Description:	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders

Sponsor Information

Sponsor:	Burnet County
Co-Sponsor:	TxDOT
Project Manager:	Greg Haley
Phone:	
Email:	greggh@kcengineering.com

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$5,616,000.00
FY (Original):	2021
FY (Current):	2022

Progress Information

AFA:	NA
PE:	NA
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	9/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 21-00011-00
CSJ: 0252-01-084
Federal ID:
Project Name: US 281
Limits (To): At RM 1431
Limits (From):
Description: Intersection Improvements

Sponsor Information

Sponsor: Burnet County
Co-Sponsor: TxDOT
Project Manager: Greg Haley
Phone:
Email: gregh@kcengineering.com

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$1,620,000.00
FY (Original): 2021
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 5/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 21-00008-00
CSJ: 0252-01-082
Federal ID:
Project Name: US 281
Limits (To): Nature Heights Drive
Limits (From): Lantana Drive
Description: Curb and gutter, sidewalks and shoulders

Sponsor Information

Sponsor: Burnet County
Co-Sponsor: TxDOT
Project Manager: Greg Haley
Phone:
Email: gregh@kcengineering.com

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$1,080,000.00
FY (Original): 2020
FY (Current): 2020

Progress Information

AFA: In Progress
PE: NA
Environmental: In Progress
ROW Acquisition: NA
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 1/1/2020
Actual Let Date: 1/1/2020
Notes:

Project Profile

Project Information

MPO ID:	21-00009-00
CSJ:	0914-24-024
Federal ID:	
Project Name:	Wirtz Dam Road
Limits (To):	RM 1431
Limits (From):	RM 2147
Description:	Engineering and Design of Bridge and Approaches

Sponsor Information

Sponsor:	Burnet County
Co-Sponsor:	
Project Manager:	Greg Haley
Phone:	
Email:	greg@kcengineering.com

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$2,981,250.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	In Progress
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2022
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-22-058
Federal ID:
Project Name: Caldwell County Transportation Plan
Limits (To):
Limits (From):
Description: Development of the Caldwell County Transportation Plan

Sponsor Information

Sponsor: Caldwell County
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$200,000.00
FY (Original): 2012
FY (Current): 2012

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 6/1/2012
Actual Let Date: 6/1/2012
Notes: Award amount from TPB Materials: \$1,696,518.00. Actual Award was \$200,000.00

Project Profile

Project Information

MPO ID:	31-00033-00
CSJ:	0914-22-072
Federal ID:	
Project Name:	FM 150/Yarrington Road
Limits (To):	SH 21 (Hays)
Limits (From):	SH 130 (Caldwell)
Description:	7-mile extension of FM 150, 10-mile extension of Yarrington road

Sponsor Information

Sponsor:	Caldwell County
Co-Sponsor:	CAMPO
Project Manager:	Ryan Collins
Phone:	
Email:	ryan.collins@campotexas.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$1,725,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	Complete
PE:	Not Started
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	NA
Construction:	NA
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	11/1/2019
Actual Let Date:	11/1/2019
Notes:	

Project Profile

Project Information

MPO ID:	75-00003-00
CSJ:	0914-04-322
Federal ID:	
Project Name:	Bergstrom Spur
Limits (To):	NA
Limits (From):	NA
Description:	Feasibility analysis of an abandoned rail corridor

Sponsor Information

Sponsor:	CAMPO
Co-Sponsor:	City of Austin
Project Manager:	Zach Lofton
Phone:	
Email:	zack.lofton@campotexas.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$280,000.00
FY (Original):	2021
FY (Current):	2021

Progress Information

AFA:	Complete
PE:	NA
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	NA
Construction:	NA
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 74-00002-00
CSJ: 0914-00-388
Federal ID:
Project Name: CAMPO Set Aside
Limits (To): VA
Limits (From): VA
Description: MPO STPMM Set-Aside

Sponsor Information

Sponsor: CAMPO
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$1,528,400.00
FY (Original): 2017
FY (Current): 2017

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2017
Actual Let Date: 8/1/2017
Notes:

Project Profile

Project Information

MPO ID: 75-00001-00
CSJ: 0914-33-081
Federal ID:
Project Name: FM 1626/RM 957 Intersection
Limits (To): NA
Limits (From): NA
Description: Land use and transportation nodal analysis

Sponsor Information

Sponsor: CAMPO
Co-Sponsor: City of Buda
Project Manager: Zach Lofton
Phone:
Email: zack.lofton@campotexas.org

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$160,000.00
FY (Original): 2021
FY (Current): 2021

Progress Information

AFA: Not Started
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 75-00002-00
CSJ: 0914-33-082
Federal ID:
Project Name: Garlic Creek Parkway
Limits (To): NA
Limits (From): NA
Description: Corridor and connectivity analysis

Sponsor Information

Sponsor: CAMPO
Co-Sponsor: City of Buda
Project Manager: Zach Lofton
Phone:
Email: zack.lofton@campotexas.org

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$280,000.00
FY (Original): 2021
FY (Current): 2021

Progress Information

AFA: Not Started
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	35-00001-00
CSJ:	0914-22-070
Federal ID:	
Project Name:	Luling Relief Route Study
Limits (To):	US 183/SH 80 South of Luling
Limits (From):	US 183 North of Luling
Description:	Alternatives analysis for relief route.

Sponsor Information

Sponsor:	CAMPO
Co-Sponsor:	Caldwell County
Project Manager:	Nirav Ved
Phone:	
Email:	nirav.ved@campotexas.org

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011-12-11
Funding Type:	7
Funding Award:	\$225,000.00
FY (Original):	2017
FY (Current):	2018

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	Complete

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	8/1/2018
Actual Let Date:	8/1/2018
Notes:	TPB Resolution 2011-12-11. TPB Action 2/9/2016.

Project Profile

Project Information

MPO ID:	75-00005-00
CSJ:	0914-00-425
Federal ID:	
Project Name:	Regional Transportation Demand Mana
Limits (To):	VA
Limits (From):	VA
Description:	Development of regional TDM implementation strategies

Sponsor Information

Sponsor:	CAMPO
Co-Sponsor:	Movability Austin
Project Manager:	Nirav Ved
Phone:	
Email:	nirav.ved@campotexas.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$300,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	In Progress
PE:	NA
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	NA
Construction:	NA
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 75-00006-00
CSJ: 0914-33-084
Federal ID:
Project Name: San Marcos - Southwestern Hays Sub-R
Limits (To): NA
Limits (From): NA
Description: Land use, corridor and node analysis

Sponsor Information

Sponsor: CAMPO
Co-Sponsor: City of San Marcos
Project Manager: Zach Lofton
Phone:
Email: zack.lofton@campotexas.org

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$800,000.00
FY (Original): 2022
FY (Current): 2022

Progress Information

AFA: Complete
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 75-00004-00
CSJ: 0914-33-083
Federal ID:
Project Name: US 290/RM 12 & Mercer District
Limits (To): NA
Limits (From): NA
Description: Land use, corridor and node analysis

Sponsor Information

Sponsor: CAMPO
Co-Sponsor: City of Dripping Springs
Project Manager: Zach Lofton
Phone:
Email: zack.lofton@campotexas.org

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$360,000.00
FY (Original): 2022
FY (Current): 2022

Progress Information

AFA: Not Started
PE: Not Started
Environmental: Not Started
ROW Acquisition: Not Started
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	71-00010-00
CSJ:	0914-00-423
Federal ID:	
Project Name:	Regional Commute Solutions Program
Limits (To):	VA
Limits (From):	VA
Description:	Continue the Commute Solutions program

Sponsor Information

Sponsor:	CAPCOG
Co-Sponsor:	
Project Manager:	Nirav Ved
Phone:	
Email:	nirav.ved@campotexas.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$250,000.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	Complete
PE:	NA
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	NA
Construction:	NA
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	7/1/2019
Actual Let Date:	7/1/2019
Notes:	

Project Profile

Project Information

MPO ID:

CSJ: 0914-00-359

Federal ID:

Project Name: Downtown Austin Transportation Mana

Limits (To): VA

Limits (From): VA

Description: Support the Downtown Austin Transportation Management System Transportation Management Association (DATMA) in its development and implementation

Sponsor Information

Sponsor: Capital Metro

Co-Sponsor:

Project Manager: Alex Lorio

Phone:

Email: alex.lorio@capmetro.org

Funding Information

Funding Call: 2012-2014 Call for Projects

Award Date: 12/13/2011

Resolution: 2011 (3)

Funding Type: 7

Funding Award: \$114,646.00

FY (Original): 2013

FY (Current): 2013

Progress Information

AFA: Complete

PE: Complete

Environmental: Complete

ROW Acquisition: Complete

PSE: Complete

Let: Complete

Construction: Complete

Close-Out: Complete

Additional Information

Project Status: Closed

FHWA Approval:

Estimated Let Date: 2/1/2013

Actual Let Date: 2/1/2013

Notes:

Project Profile

Project Information

MPO ID:	71-00012-00
CSJ:	0914-00-424
Federal ID:	
Project Name:	MetroRideShare Vanpool Program
Limits (To):	VA
Limits (From):	VA
Description:	Expand the MetroRideShare program outside the Capital Metro service area within the CAMPO region

Sponsor Information

Sponsor:	Capital Metro
Co-Sponsor:	
Project Manager:	Alex Lorio
Phone:	
Email:	alex.lorio@capmetro.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$71,280.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	NA
PE:	NA
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	Complete
Construction:	Complete
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	6/1/2019
Actual Let Date:	6/1/2019
Notes:	

Project Profile

Project Information

MPO ID:	71-00009-00
CSJ:	0914-04-321
Federal ID:	
Project Name:	North Lamar/Airport Blvd
Limits (To):	Airport Blvd
Limits (From):	N. Lamar
Description:	Grade separation of Metrorail Red Line and N. Lamar Blvd.

Sponsor Information

Sponsor:	Capital Metro
Co-Sponsor:	
Project Manager:	Alex Lorio
Phone:	
Email:	alex.lorio@capmetro.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$4,697,745.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	In Progress
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	Not Started
Let:	NA
Construction:	NA
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	10/1/2019
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:

CSJ: 0914-04-272

Federal ID:

Project Name: Plaza Saltillo TOD-MetroRail Tracks

Limits (To): VA

Limits (From): VA

Description: Construction of double tracked metrorail rail at the southern edge of the CMTA Plaza Saltillo property

Sponsor Information

Sponsor: Capital Metro

Co-Sponsor:

Project Manager: Alex Lorio

Phone:

Email: alex.lorio@capmetro.org

Funding Information

Funding Call: 2012-2014 Call for Projects

Award Date: 12/13/2011

Resolution: 2011 (3)

Funding Type: 7

Funding Award: \$4,320,000.00

FY (Original): 2012

FY (Current):

Progress Information

AFA: Complete

PE: Complete

Environmental: Complete

ROW Acquisition: Complete

PSE: Complete

Let: Complete

Construction: Complete

Close-Out: Complete

Additional Information

Project Status: Transferred

FHWA Approval:

Estimated Let Date:

Actual Let Date:

Notes:

Project Profile

Project Information

MPO ID: 73-00001-00
CSJ: 0914-04-312
Federal ID:
Project Name: Eastside Bus Plaza
Limits (To): Shady at E. Cesar Chavez
Limits (From):
Description: Construction of a bus plaza and passenger terminal

Sponsor Information

Sponsor: CARTS
Co-Sponsor:
Project Manager: Lyle Nelson
Phone:
Email: lyle@ridecarts.com

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$3,000,000.00
FY (Original): 2019
FY (Current):

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Transferred
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes: Transferred to FTA funds

Project Profile

Project Information

MPO ID:

CSJ: 0914-00-353

Federal ID:

Project Name: Interurban Bus Project

Limits (To): NA

Limits (From): NA

Description: Procurement of four interurban buses for use in the five county CAMPO region

Sponsor Information

Sponsor: CARTS

Co-Sponsor:

Project Manager: Lyle Nelson

Phone:

Email: lyle@ridecarts.com

Funding Information

Funding Call: 2012-2014 Call for Projects

Award Date: 12/13/2011

Resolution: 2011 (3)

Funding Type: 7

Funding Award: \$720,000.00

FY (Original): 2012

FY (Current): 2012

Progress Information

AFA: Complete

PE: Complete

Environmental: Complete

ROW Acquisition: Complete

PSE: Complete

Let: Complete

Construction: Complete

Close-Out: Complete

Additional Information

Project Status: Closed

FHWA Approval:

Estimated Let Date: 8/1/2012

Actual Let Date: 8/1/2012

Notes: Remaining Balance= \$50,000 (Closed Out at \$670,000)

Project Profile

Project Information

MPO ID: 51-00025-00
CSJ: 0914-00-403
Federal ID:
Project Name: Public Transit Vehicles - San Marcos (s
Limits (To): City of San Marcos, UZA
Limits (From): City of San Marcos, UZA
Description: Purchase six (6) heavy duty 30 foot buses

Sponsor Information

Sponsor: CARTS
Co-Sponsor:
Project Manager: Lyle Nelson
Phone:
Email: lyle@ridecarts.com

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$2,625,000.00
FY (Original): 2018
FY (Current): 2018

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 3/1/2018
Actual Let Date: 3/1/2018
Notes: CAMPO TPB award of 525,000 TDCs, May 2015.

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-00-357
Federal ID:
Project Name: Advanced Traffic Management System
Limits (To): VA
Limits (From): VA
Description: Implement Traffic Management Center including deployment of dynamic message signs and IT devices

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$2,884,000.00
FY (Original): 2013
FY (Current): 2013

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 8/1/2013
Actual Let Date: 8/1/2013
Notes: Reported as closed out but still active in TxDOT system

Project Profile

Project Information

MPO ID:	51-00224-00
CSJ:	0914-04-313
Federal ID:	
Project Name:	Austin to Manor Phase II Urban Trail
Limits (To):	Decker and Lindell Lane
Limits (From):	Ben E. Fisher Park
Description:	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	Travis County
Project Manager:	Shobana Angia
Phone:	
Email:	shobana.angia@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	9
Funding Award:	\$3,773,000.00
FY (Original):	2019
FY (Current):	2022

Progress Information

AFA:	In Progress
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	In Progress
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2022
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	52-00001-00
CSJ:	0914-04-296
Federal ID:	
Project Name:	Bicycle Traffic Signal and Detection
Limits (To):	Main/TH Johnson
Limits (From):	Main/Carlos Park Blvd SW, Lake Dr/Ho
Description:	Purchase and installation of innovative signal detection materials, bicycle signals and any other related construction

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Renee Orr
Phone:	
Email:	renee.orr@austintexas.gov

Funding Information

Funding Call:	2013 Transportation Enhancement Call
Award Date:	5/13/2013
Resolution:	2013-5-5
Funding Type:	9
Funding Award:	\$200,000.00
FY (Original):	2016
FY (Current):	2017

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	Complete

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	11/1/2016
Actual Let Date:	11/1/2016
Notes:	This project was awarded by TTC for Transportation Enhancement funding July 25, 2013

Project Profile

Project Information

MPO ID:

CSJ: 0914-04-277

Federal ID:

Project Name: Bike Share / Bike Safety Program

Limits (To): VA

Limits (From): VA

Description: First phase of bike share system paired with bicycle safety enforcement program

Sponsor Information

Sponsor: City of Austin

Co-Sponsor:

Project Manager: Laura Dierenfield

Phone:

Email: laura.dierenfield@austintexas.gov

Funding Information

Funding Call: 2012-2014 Call for Projects

Award Date: 12/13/2011

Resolution: 2011 (3)

Funding Type: 7

Funding Award: \$1,500,000.00

FY (Original): 2011

FY (Current): 2013

Progress Information

AFA: Complete

PE: Complete

Environmental: Complete

ROW Acquisition: Complete

PSE: Complete

Let: Complete

Construction: Complete

Close-Out: Complete

Additional Information

Project Status: Closed

FHWA Approval:

Estimated Let Date: 7/1/2013

Actual Let Date: 7/1/2013

Notes: Sister CSJ- 0914-04-284

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-04-299
Federal ID:
Project Name: Bike Share Expansion
Limits (To): VA
Limits (From): VA
Description: 18 Bike Share Stations

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager: Laura Dierenfield
Phone:
Email: laura.dierenfield@austintexas.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$1,150,000.00
FY (Original): 2016
FY (Current): 2017

Progress Information

AFA: Complete
PE: NA
Environmental: Complete
ROW Acquisition: NA
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: In Progress

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 4/1/2017
Actual Let Date: 4/1/2017
Notes:

Project Profile

Project Information

MPO ID:	51-00228-00
CSJ:	0914-04-315
Federal ID:	
Project Name:	Braker Lane
Limits (To):	Dawes Place
Limits (From):	Samsung Blvd.
Description:	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Chiang Lee
Phone:	
Email:	Chiang.lee@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$11,240,000.00
FY (Original):	2020
FY (Current):	2022

Progress Information

AFA:	Complete
PE:	In Progress
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	5/1/2022
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-04-279
Federal ID:
Project Name: Braker Lane (North) Design and Engine
Limits (To): Braker Ln. @ Harris Branch
Limits (From): Dessau Rd.
Description: Preliminary engineering and design for 4 lane divided roadway extension design for construction of Braker Lane extension from Dessau Road to Harris Branch Parkway

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager: Chiang Lee
Phone:
Email: Chiang.lee@austintexas.gov

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$480,000.00
FY (Original): 2014
FY (Current):

Progress Information

AFA: NA
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: NA

Additional Information

Project Status: Cancelled
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 54-00100-00
CSJ: 0914-04-325
Federal ID:
Project Name: Emergency/Transit Vehicle Signal Priori
Limits (To): VA
Limits (From): VA
Description: Enhance the Advanced Transportation Management System (ATMS)

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager: Renee Orr
Phone:
Email: renee.orr@austintexas.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$5,824,000.00
FY (Original): 2019
FY (Current): 2021

Progress Information

AFA: Complete
PE: Not Started
Environmental: Not Started
ROW Acquisition: NA
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 6/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	51-00225-00
CSJ:	0914-05-194
Federal ID:	
Project Name:	Lakeline Blvd
Limits (To):	Lyndhurst Blvd
Limits (From):	Parmer Lane
Description:	Add two additional travel lanes and upgrade bicycle facilities and sidewalks

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Chiang Lee
Phone:	
Email:	Chiang.lee@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$13,700,000.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	In Progress
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	5/1/2023
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	NA
CSJ:	3136-01-174
Federal ID:	
Project Name:	Mopac Bicycle and Pedestrian Bridge, P
Limits (To):	500 ft N. of Barton Creek
Limits (From):	Tuscan Terrace
Description:	Construct Phase 1 of Mopac Bicycle and Pedestrian Bridge of Loop 360

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Janae Spence
Phone:	
Email:	janae.spence@austintexas.gov

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$2,000,000.00
FY (Original):	2011
FY (Current):	2014

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	In Progress

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	8/1/2014
Actual Let Date:	8/1/2014
Notes:	

Project Profile

Project Information

MPO ID:	51-00017-00
CSJ:	0914-04-274
Federal ID:	
Project Name:	North Lamar Sidewalks
Limits (To):	US 183
Limits (From):	Parmer Ln.
Description:	Build components of ADA compliant sidewalks on North Lamar Lamar Blvd from US 183 to Parmer

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Diana Rice
Phone:	
Email:	diane.rice@austintexas.gov

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$1,200,000.00
FY (Original):	2011
FY (Current):	2017

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	Complete

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	2/1/2017
Actual Let Date:	2/1/2017
Notes:	

Project Profile

Project Information

MPO ID: 51-00030-00
CSJ: 0914-04-243
Federal ID:
Project Name: Northern Walnut Creek Trail
Limits (To): West of Lamar Blvd. to IH 35
Limits (From): Northern Walnut Creek Trail
Description: Construct bike/ped trail.

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager: Genest Landry
Phone:
Email: Genest.Landry@austintexas.gov

Funding Information

Funding Call: 2008 Call for Projects
Award Date: 5/1/2007
Resolution: 2007-5-1
Funding Type: 7
Funding Award: \$1,504,950.00
FY (Original): 2007
FY (Current): 2020

Progress Information

AFA: Complete
PE: Complete
Environmental: In Progress
ROW Acquisition: In Progress
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 11/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	51-00226-00
CSJ:	0914-04-319
Federal ID:	
Project Name:	Pedestrian Safety and Transit Connecti
Limits (To):	VA
Limits (From):	VA
Description:	Construct 10 pedestrian hybrid beacons

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	Capital Metro
Project Manager:	Renee Orr
Phone:	
Email:	renee.orr@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	9
Funding Award:	\$1,167,600.00
FY (Original):	2019
FY (Current):	2021

Progress Information

AFA:	In Progress
PE:	In Progress
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	NA
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	11/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-04-302
Federal ID:
Project Name: Pedestrian Safety Improvements Citywi
Limits (To): VA
Limits (From): VA
Description: 15 Pedestrian Hybrid Beacons and 18 Accessible Pedestrian Signals

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager: Renee Orr
Phone:
Email: renee.orr@austintexas.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$2,479,688.00
FY (Original): 2017
FY (Current): 2018

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: NA
PSE: Complete
Let: Complete
Construction: In Progress
Close-Out: Not Started

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 11/1/2017
Actual Let Date: 11/1/2017
Notes:

Project Profile

Project Information

MPO ID:	51-00018-00
CSJ:	0914-04-283
Federal ID:	
Project Name:	Sabine Street Promenade
Limits (To):	East 4th St.
Limits (From):	East 7th St.
Description:	Construction of sidewalks, bike path lanes and pedestrian amenities to implement a Sabine Street Promenade between 4th and 7th streets

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Jessica Salinas
Phone:	
Email:	jessica.salinas@austintexas.gov

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$2,736,000.00
FY (Original):	2012
FY (Current):	2018

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	In Progress
PSE:	Complete
Let:	Complete
Construction:	In Progress
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	1/1/2018
Actual Let Date:	1/1/2018
Notes:	

Project Profile

Project Information

MPO ID:	51-00227-00
CSJ:	0914-04-317
Federal ID:	
Project Name:	Slaughter Lane
Limits (To):	N. Mopac Expressway
Limits (From):	Brodie Lane
Description:	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Greg Weems
Phone:	
Email:	greg.weems@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$12,581,000.00
FY (Original):	2019
FY (Current):	2022

Progress Information

AFA:	Complete
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	9/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	71-00011-00
CSJ:	0914-04-320
Federal ID:	
Project Name:	Smart Trips Austin
Limits (To):	VA
Limits (From):	VA
Description:	Expand the Smart Trips program to four additional central Austin neighborhoods

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	Capital Metro
Project Manager:	Cari Buetow
Phone:	
Email:	cari.buetow@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$180,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	In Progress
PE:	NA
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	NA
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	2/1/2020
Actual Let Date:	2/1/2020
Notes:	

Project Profile

Project Information

MPO ID:	54-00099-00
CSJ:	0914-04-324
Federal ID:	
Project Name:	Traffic Monitoring System
Limits (To):	VA
Limits (From):	VA
Description:	Expand the Traffic Monitoring System including 275 CCTV cameras and video management system

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Renee Orr
Phone:	
Email:	renee.orr@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$1,120,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	Complete
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	10/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 51-00019-00
CSJ: 0914-04-300
Federal ID:
Project Name: Upper Boggy Creek Trail
Limits (To): Mlk Station
Limits (From): 200'south of E. 12th Street
Description: Shared use Path

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager: Antonio Lopez
Phone:
Email: Tony.Lopez@austintexas.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$1,643,402.00
FY (Original): 2017
FY (Current): 2018

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: In Progress

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 12/1/2017
Actual Let Date: 12/1/2017
Notes:

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: Urban Rail NEPA, AA and Engineering St
Limits (To):
Limits (From):
Description:

Sponsor Information

Sponsor: City of Austin
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$4,000,000.00
FY (Original):
FY (Current):

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	54-00098-00
CSJ:	0914-04-323
Federal ID:	
Project Name:	Vehicle Detection
Limits (To):	VA
Limits (From):	VA
Description:	Procure and install vehicle detection at 400 signalized intersections

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Renee Orr
Phone:	
Email:	renee.orr@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$8,960,000.00
FY (Original):	2019
FY (Current):	2021

Progress Information

AFA:	Complete
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	9/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	51-00223-00
CSJ:	0914-04-311
Federal ID:	
Project Name:	Violet Crown Trail North
Limits (To):	Home Depot Boulevard
Limits (From):	MoPac Expressway and William Canno
Description:	1.2 mile 12-foot wide natural composite trail

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Antonio Lopez
Phone:	
Email:	Tony.Lopez@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	9
Funding Award:	\$1,177,000.00
FY (Original):	2019
FY (Current):	2021

Progress Information

AFA:	In Progress
PE:	Complete
Environmental:	In Progress
ROW Acquisition:	Complete
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	1/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	51-00222-00
CSJ:	0914-04-314
Federal ID:	
Project Name:	West Rundberg Lane
Limits (To):	Burnet Road
Limits (From):	Metric Blvd.
Description:	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Kathleen Rubin
Phone:	
Email:	Kathleen.Rubin@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$8,800,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	Not Started
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	10/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	51-00221-00
CSJ:	0914-04-318
Federal ID:	
Project Name:	William Cannon
Limits (To):	Running Water Drive
Limits (From):	McKinney Falls Pkwy
Description:	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements

Sponsor Information

Sponsor:	City of Austin
Co-Sponsor:	
Project Manager:	Patty Tilley
Phone:	
Email:	patty.tilley@austintexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$11,750,000.00
FY (Original):	2019
FY (Current):	2021

Progress Information

AFA:	In Progress
PE:	Not Started
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	6/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	12-00001-00
CSJ:	0914-18-109
Federal ID:	
Project Name:	Bastrop State Park to Downtown Bastr
Limits (To):	Bastrop State Park
Limits (From):	Chestnut Street at Loop 150
Description:	Construct mulit-use path to connect Bastrop State Park to Downtown Bastrop

Sponsor Information

Sponsor:	City of Bastrop
Co-Sponsor:	
Project Manager:	Jerry Palady
Phone:	
Email:	jpalady@cityofbastrop.org

Funding Information

Funding Call:	2015-2019 Call for Projects
Award Date:	11/10/2014
Resolution:	2014-11-4
Funding Type:	7
Funding Award:	\$1,300,000.00
FY (Original):	2014
FY (Current):	

Progress Information

AFA:	Complete
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	NA
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Cancelled
FHWA Approval:	
Estimated Let Date:	
Actual Let Date:	
Notes:	City of Bastrop withdrew project/funding

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-18-095
Federal ID:
Project Name: Bastrop Update to City's Thoroughfare
Limits (To): NA
Limits (From): NA
Description: Update City of Bastrop Transportation Plan to help the City develop a plan for linking networks for cars, buses, bicycles and pedestrians. coordinate with

Sponsor Information

Sponsor: City of Bastrop
Co-Sponsor:
Project Manager: Jerry Palady
Phone:
Email: jpalady@cityofbastrop.org

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$160,000.00
FY (Original): 2014
FY (Current): 2014

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2014
Actual Let Date: 8/1/2014
Notes:

Project Profile

Project Information

MPO ID:	12-00002-00
CSJ:	0914-18-113
Federal ID:	
Project Name:	Loop 150/SH 71/Water St/Main St
Limits (To):	Old Austin Highway
Limits (From):	Walnut Street
Description:	Complete 1.8 mile 'River Loop' shared-use path

Sponsor Information

Sponsor:	City of Bastrop
Co-Sponsor:	
Project Manager:	Jerry Palady
Phone:	
Email:	jpalady@cityofbastrop.org

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$475,200.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	In Progress
PE:	Complete
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	Complete
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	1/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	NA
CSJ:	0914-18-093
Federal ID:	
Project Name:	Bastrop Set Aside
Limits (To):	NA
Limits (From):	NA
Description:	Erosion control, tree removal and grinding

Sponsor Information

Sponsor:	City of Bastrop
Co-Sponsor:	
Project Manager:	Jerry Palady
Phone:	
Email:	jpalady@cityofbastrop.org

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$960,000.00
FY (Original):	2012
FY (Current):	2013

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	Complete

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	4/1/2013
Actual Let Date:	4/1/2013
Notes:	

Project Profile

Project Information

MPO ID:	41-00188-00
CSJ:	1776-02-020
Federal ID:	
Project Name:	FM 2001
Limits (To):	Overpass Road/FM 2001
Limits (From):	FM 119/Old Goforth Road
Description:	Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road

Sponsor Information

Sponsor:	City of Buda
Co-Sponsor:	
Project Manager:	John Nett
Phone:	
Email:	jnett@ci.buda.tx.us

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	9
Funding Award:	\$400,000.00
FY (Original):	2020
FY (Current):	2020

Progress Information

AFA:	In Progress
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 41-00187-00
CSJ: 0016-16-030
Federal ID:
Project Name: RM 967 (Main St.)
Limits (To): Austin St.
Limits (From): China/Ash St
Description: Intersection improvements

Sponsor Information

Sponsor: City of Buda
Co-Sponsor:
Project Manager: John Nett
Phone:
Email: jnett@ci.buda.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$1,384,000.00
FY (Original): 2019
FY (Current): 2019

Progress Information

AFA: Complete
PE: Complete
Environmental: In Progress
ROW Acquisition: In Progress
PSE: Complete
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 8/1/2019
Actual Let Date: 8/1/2019
Notes:

Project Profile

Project Information

MPO ID:	NA
CSJ:	0914-05-175
Federal ID:	
Project Name:	Bagdad Road Operational Improvemen
Limits (To):	RM 1431
Limits (From):	Kettering Dr.
Description:	Widen, add left turn lanes, sidewalks and lighting widen outer lanes from 12' to 15', add left turn lane, add sidewalks and install street lighting

Sponsor Information

Sponsor:	City of Cedar Park
Co-Sponsor:	
Project Manager:	Tom Gdala
Phone:	
Email:	tom.gdala@cedarparktexas.gov

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$3,000,000.00
FY (Original):	2012
FY (Current):	2013

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	Complete

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	8/1/2013
Actual Let Date:	8/1/2013
Notes:	

Project Profile

Project Information

MPO ID: 62-00004-00
CSJ: 0914-05-198
Federal ID:
Project Name: Brushy Creek North Fork Trail
Limits (To): Parmer Lane
Limits (From): Brush Creek Road
Description: Construct 3-mile shared-use path along Brushy Creek North Fork

Sponsor Information

Sponsor: City of Cedar Park
Co-Sponsor:
Project Manager: Tom Gdala
Phone:
Email: tom.gdala@cedarparktexas.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 9
Funding Award: \$2,672,408.00
FY (Original): 2021
FY (Current): 2021

Progress Information

AFA: Complete
PE: In Progress
Environmental: In Progress
ROW Acquisition: Not Started
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 8/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 61-00120-00
CSJ: 0914-05-190
Federal ID:
Project Name: Brushy Creek Regional Trail Connection
Limits (To): 500' east of Parmer Lane
Limits (From): 800' west of US 183
Description: Shared use path, adjacent to roadway

Sponsor Information

Sponsor: City of Cedar Park
Co-Sponsor:
Project Manager: Tom Gdala
Phone:
Email: tom.gdala@cedarparktexas.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$418,715.00
FY (Original): 2018
FY (Current): 2019

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: In Progress
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 1/1/2019
Actual Let Date: 1/1/2019
Notes:

Project Profile

Project Information

MPO ID:	61-00127-00
CSJ:	0914-05-197
Federal ID:	
Project Name:	New Hope Dr.
Limits (To):	Ronald Reagan Blvd.
Limits (From):	CR 175/Sam Bass Rd.
Description:	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities

Sponsor Information

Sponsor:	City of Cedar Park
Co-Sponsor:	
Project Manager:	Tom Gdala
Phone:	
Email:	tom.gdala@cedarparktexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$12,403,200.00
FY (Original):	2020
FY (Current):	2020

Progress Information

AFA:	Complete
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	4/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 61-00011-00
CSJ: 1378-02-038
Federal ID:
Project Name: RM1431/ Whitestone Blvd Reconstructi
Limits (To): Cottonwood Creek Trail
Limits (From): Market Street
Description: Reconstruct and widen to a six lane arterial roadway with a raised center median, turn lanes, wide outer lanes and shared use path. The project will also reconstruct and elevate the

Sponsor Information

Sponsor: City of Cedar Park
Co-Sponsor:
Project Manager: Tom Gdala
Phone:
Email: tom.gdala@cedarparktexas.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$11,430,000.00
FY (Original): 2016
FY (Current): 2017

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 10/1/2016
Actual Let Date: 10/1/2016
Notes: Indicated no federal funds were used, funding may have been returned

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-33-065
Federal ID:
Project Name: Mercer Street pedestrian improvement
Limits (To): FM 12
Limits (From): US 290 @ Mercer Street
Description: Construct sidewalks, cross walks, bicycle and lighting improvements and bicycle racks along Mercer St.

Sponsor Information

Sponsor: City of Dripping Springs
Co-Sponsor:
Project Manager: Todd Purcell
Phone:
Email: mayor@cityofdrippingsprings.com

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$419,696.00
FY (Original): 2013
FY (Current): 2013

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2013
Actual Let Date: 8/1/2013
Notes:

Project Profile

Project Information

MPO ID:
CSJ: 0914-00-393
Federal ID:
Project Name: Elgin Connections
Limits (To): VA
Limits (From): VA
Description: Sidewalks

Sponsor Information

Sponsor: City of Elgin
Co-Sponsor:
Project Manager: Amy Miller
Phone:
Email: amiller@ci.elgin.tx.us

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$1,240,206.00
FY (Original): 2017
FY (Current): 2018

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: In Progress

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 10/1/2017
Actual Let Date: 10/1/2017
Notes:

Project Profile

Project Information

MPO ID:

CSJ: 1234-02-012

Federal ID:

Project Name: FM 1100 Engineering Study

Limits (To):

Limits (From):

Description: Preliminary engineering study of way study for expansion of FM 1100 to a 4 lane divided roadway

Sponsor Information

Sponsor: City of Elgin

Co-Sponsor:

Project Manager: Amy Miller

Phone:

Email: amiller@ci.elgin.tx.us

Funding Information

Funding Call: 2012-2014 Call for Projects

Award Date: 12/13/2011

Resolution: 2011 (3)

Funding Type: 7

Funding Award: \$292,500.00

FY (Original): 2011

FY (Current): 2013

Progress Information

AFA: Complete

PE: Complete

Environmental: Complete

ROW Acquisition: Complete

PSE: Complete

Let: Complete

Construction: Complete

Close-Out: Complete

Additional Information

Project Status: Closed

FHWA Approval:

Estimated Let Date: 10/1/2012

Actual Let Date: 10/1/2012

Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-18-094
Federal ID:
Project Name: Transit Connections for Elgin and the R
Limits (To): VA
Limits (From): VA
Description: Downtown transit stop downtown district and make pedestrian and roadway improvements to support transit and bicycle/pedestrian

Sponsor Information

Sponsor: City of Elgin
Co-Sponsor:
Project Manager: Amy Miller
Phone:
Email: amiller@ci.elgin.tx.us

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$1,914,593.00
FY (Original): 2013
FY (Current): 2014

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 12/1/2013
Actual Let Date: 12/1/2013
Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0114-04-065
Federal ID:
Project Name: US 290 Signal Synchronization Study
Limits (To):
Limits (From):
Description: Provide a continuous sidewalk along North Austin Avenue between Williams Drive and

Sponsor Information

Sponsor: City of Elgin
Co-Sponsor:
Project Manager: Amy Miller
Phone:
Email: amiller@ci.elgin.tx.us

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$48,000.00
FY (Original): 2012
FY (Current): 2012

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2012
Actual Let Date: 8/1/2012
Notes: TxDOT took over study

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: Austin Ave South
Limits (To): University BLVD
Limits (From): Leander Rd.
Description: Sidewalks

Sponsor Information

Sponsor: City of Georgetown
Co-Sponsor:
Project Manager: Ray Miller
Phone:
Email: Ray.Miller@georgetown

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$421,266.00
FY (Original):
FY (Current):

Progress Information

AFA: NA
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: NA

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes: No federal funds used

Project Profile

Project Information

MPO ID: 61-00015-00
CSJ: 0914-05-187
Federal ID:
Project Name: North and South Austin Avenue Bridges
Limits (To): 2nd Street
Limits (From): Morrow Street
Description: Reconstruct the North and South Austin Avenue Bridges

Sponsor Information

Sponsor: City of Georgetown
Co-Sponsor:
Project Manager: Ray Miller
Phone:
Email: Ray.Miller@georgetown

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$1,623,967.00
FY (Original): 2016
FY (Current): 2023

Progress Information

AFA: Complete
PE: In Progress
Environmental: In Progress
ROW Acquisition: Not Started
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 9/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-05-177
Federal ID:
Project Name: North Austin Avenue Sidewalk
Limits (To):
Limits (From):
Description: Provide a continuous sidewalk along North Austin Avenue between Williams Drive and Georgetown High School.

Sponsor Information

Sponsor: City of Georgetown
Co-Sponsor:
Project Manager: Ray Miller
Phone:
Email: Ray.Miller@georgetown

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$150,000.00
FY (Original): 2012
FY (Current):

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: In Progress

Additional Information

Project Status: Cancelled
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	61-00128-00
CSJ:	2103-01-036
Federal ID:	
Project Name:	RM 2243 (Leander Rd)
Limits (To):	Norwood Drive
Limits (From):	SW Bypass
Description:	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements

Sponsor Information

Sponsor:	City of Georgetown
Co-Sponsor:	
Project Manager:	Ray Miller
Phone:	
Email:	Ray.Miller@georgetown

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$4,500,000.00
FY (Original):	2021
FY (Current):	2022

Progress Information

AFA:	Not Started
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	3/1/2022
Actual Let Date:	
Notes:	County in charge of design, TxDOT let and construct

Project Profile

Project Information

MPO ID: 61-00129-00
CSJ: 0914-05-200
Federal ID:
Project Name: Williams Drive
Limits (To): Jim Hogg Dr.
Limits (From): Austin Avenue
Description: Access Management

Sponsor Information

Sponsor: City of Georgetown
Co-Sponsor:
Project Manager: Ray Miller
Phone:
Email: Ray.Miller@georgetown

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$1,380,000.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: In Progress
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 11/1/2019
Actual Let Date: 11/1/2019
Notes: Split into three smaller projects, need to follow up.

Project Profile

Project Information

MPO ID: 61-00008-00
CSJ: 0914-05-189
Federal ID:
Project Name: Limmer Loop Sidewalk from FM 1660 t
Limits (To): Cottonwood Creek Elem.
Limits (From): FM 1660
Description: Sidewalks

Sponsor Information

Sponsor: City of Hutto
Co-Sponsor:
Project Manager: Bobby Ramthun
Phone:
Email: Bobby.Ramthun@txdot.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$982,790.00
FY (Original): 2017
FY (Current): 2018

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 1/1/2018
Actual Let Date: 1/1/2018
Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 3210-01-012
Federal ID:
Project Name: FM 2770/FM 150 Sidewalks and Bike La
Limits (To): Bob Shelton Stadium
Limits (From): Fairway Dr.
Description: Construct sidewalks and bicycle lanes lanes

Sponsor Information

Sponsor: City of Kyle
Co-Sponsor:
Project Manager: Leon Barba
Phone:
Email: cityengineer@cityofkyle.com

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$770,400.00
FY (Original): 2014
FY (Current): 2016

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 5/1/2016
Actual Let Date: 5/1/2016
Notes: Sister CSJ 0805-04-025

Project Profile

Project Information

MPO ID:	NA
CSJ:	0914-04-301
Federal ID:	
Project Name:	Lago Vista Middle School Safe Routes t
Limits (To):	Frontier Cove
Limits (From):	FM 1431
Description:	Sidewalks and Traffic calming

Sponsor Information

Sponsor:	City of Lago Vista
Co-Sponsor:	
Project Manager:	Roy Jambor
Phone:	
Email:	rjambor@lago-vista.org

Funding Information

Funding Call:	TAP Selection (2015)
Award Date:	10/6/2015
Resolution:	2015-10-6
Funding Type:	9
Funding Award:	\$664,816.00
FY (Original):	2017
FY (Current):	2018

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	In Progress
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	6/1/2018
Actual Let Date:	6/1/2018
Notes:	

Project Profile

Project Information

MPO ID:	62-00005-00
CSJ:	0914-05-199
Federal ID:	
Project Name:	S. West Drive Sidewalk
Limits (To):	Horseshoe Dr.
Limits (From):	Lion Dr
Description:	Construct .23 mile sidewalk on S West Drive

Sponsor Information

Sponsor:	City of Leander
Co-Sponsor:	
Project Manager:	Gina Ellison
Phone:	
Email:	gellison@leandertx.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	9
Funding Award:	\$244,610.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	Complete
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2019
Actual Let Date:	
Notes:	Consultant selected.

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-05-186
Federal ID:
Project Name: 2014 Sidewalk GAPS Project
Limits (To): VA
Limits (From): VA
Description: Sidewalks

Sponsor Information

Sponsor: City of Round Rock
Co-Sponsor:
Project Manager: Gerald Pohlmeier
Phone:
Email: gpohlmeier@roundrocktexas.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$427,050.00
FY (Original): 2016
FY (Current): 2017

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 12/1/2016
Actual Let Date: 12/1/2016
Notes:

Project Profile

Project Information

MPO ID:	61-00132-00
CSJ:	0914-05-196
Federal ID:	
Project Name:	Gattis School Road, Seg. 6
Limits (To):	Sonoma Trail
Limits (From):	Red Bud Lane
Description:	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes

Sponsor Information

Sponsor:	City of Round Rock
Co-Sponsor:	
Project Manager:	Gerald Pohlmeier
Phone:	
Email:	gpohlmeier@roundrocktexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$9,100,000.00
FY (Original):	2020
FY (Current):	2020

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	3/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: Intermodal Transit Facility Pedestrian a
Limits (To):
Limits (From):
Description:

Sponsor Information

Sponsor: City of Round Rock
Co-Sponsor:
Project Manager: Gerald Pohlmeier
Phone:
Email: gpohlmeier@roundrocktexas.gov

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$600,000.00
FY (Original):
FY (Current):

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	61-00131-00
CSJ:	0914-05-195
Federal ID:	
Project Name:	Kenney Fort Blvd, Seg. 2. 3
Limits (To):	Forest Creek Drive
Limits (From):	SH 45 North
Description:	Construction of a limited access six-lane divided major arterial with shared use path

Sponsor Information

Sponsor:	City of Round Rock
Co-Sponsor:	Williamson County
Project Manager:	Gerald Pohlmeier
Phone:	
Email:	gpohlmeier@roundrocktexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$12,250,000.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	10/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	NA
CSJ:	0914-05-185
Federal ID:	
Project Name:	Southwest Downtown Infrastructure I
Limits (To):	VA
Limits (From):	VA
Description:	Sidewalks

Sponsor Information

Sponsor:	City of Round Rock
Co-Sponsor:	
Project Manager:	Gerald Pohlmeier
Phone:	
Email:	gpohlmeier@roundrocktexas.gov

Funding Information

Funding Call:	TAP Selection (2015)
Award Date:	10/6/2015
Resolution:	2015-10-6
Funding Type:	9
Funding Award:	\$1,445,211.00
FY (Original):	2016
FY (Current):	2017

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	In Progress

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	12/1/2016
Actual Let Date:	12/1/2016
Notes:	

Project Profile

Project Information

MPO ID:	61-00130-00
CSJ:	0914-05-193
Federal ID:	
Project Name:	University Boulevard
Limits (To):	A.W. Grimes (FM 1460)
Limits (From):	Co. Rd. 110
Description:	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes

Sponsor Information

Sponsor:	City of Round Rock
Co-Sponsor:	Williamson County
Project Manager:	Gerald Pohlmeier
Phone:	
Email:	gpohlmeier@roundrocktexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$6,300,000.00
FY (Original):	2019
FY (Current):	2021

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	4/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: NA
CSJ: 2211-02-025
Federal ID:
Project Name: FM 1460 (N of University to North of C
Limits (To): North of CR 111
Limits (From): North of University
Description: Widen existing roadway to include new median and turnlanes include new median, turn lanes.

Sponsor Information

Sponsor: City of Round Rock/Georgetown, Will
Co-Sponsor:
Project Manager: Bobby Ramthun
Phone:
Email: Bobby.Ramthun@txdot.gov

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$3,367,580.00
FY (Original): 2012
FY (Current):

Progress Information

AFA: NA
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: NA

Additional Information

Project Status: Cancelled
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes: CANCELED

Project Profile

Project Information

MPO ID: 41-00016-00
CSJ: 0914-33-075
Federal ID:
Project Name: Hopkins Multi-use Bike/Ped Facility
Limits (To): CM Allen Pkwy.
Limits (From): Thorpe Rd.
Description: Construct multi-use bike/ped facility

Sponsor Information

Sponsor: City of San Marcos
Co-Sponsor:
Project Manager: Shaun Condor
Phone:
Email: scondor@sanmarcostx.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$2,500,000.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA: Complete
PE: Complete
Environmental: In Progress
ROW Acquisition: NA
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	41-00015-00
CSJ:	0914-33-074
Federal ID:	
Project Name:	Hopkins Street Reconstruction (Hunter
Limits (To):	Moore Street
Limits (From):	Bishop Street
Description:	Reconstruct street, multi-use path and sidewalks

Sponsor Information

Sponsor:	City of San Marcos
Co-Sponsor:	
Project Manager:	Richard Reynosa
Phone:	
Email:	rreynosa@sanmarcostx.gov

Funding Information

Funding Call:	2015-2019 Call for Projects
Award Date:	11/10/2014
Resolution:	2014-11-4
Funding Type:	7
Funding Award:	\$3,000,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	In Progress
PSE:	Complete
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	10/1/2019
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: NA
CSJ: 0016-09-033
Federal ID:
Project Name: Loop 82/Aquarena Springs RR Overpass
Limits (To): Charles Austin St.
Limits (From): Thorpe Ln.
Description: Design and construct a 4-lane grade separation structure undivided roadway consisting of a railroad grade separation at the intersection of Loop 82 and

Sponsor Information

Sponsor: City of San Marcos
Co-Sponsor:
Project Manager: Laurie Moyer
Phone:
Email: lmoyer@sanmarcostx.gov

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$1,000,000.00
FY (Original): 2014
FY (Current): 2014

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: In Progress

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2014
Actual Let Date: 7/1/2014
Notes:

Project Profile

Project Information

MPO ID: ****

CSJ:

Federal ID:

Project Name: San Marcos Cross Town Pathway

Limits (To): Aquarena Springs Drive

Limits (From): San Marcos Vistors Center

Description: Reconstruct an existing pedestrian path into a shared use path to accommodate bicycles.

Sponsor Information

Sponsor: City of San Marcos

Co-Sponsor:

Project Manager:

Phone:

Email:

Funding Information

Funding Call: 2013 Transportation Enhancement Call

Award Date: 5/13/2013

Resolution: 2013-5-5

Funding Type: 9

Funding Award: \$1,923,174.00

FY (Original): 2014

FY (Current): 2014

Progress Information

AFA: NA

PE: NA

Environmental: NA

ROW Acquisition: NA

PSE: NA

Let: NA

Construction: NA

Close-Out: NA

Additional Information

Project Status: Cancelled

FHWA Approval:

Estimated Let Date: 5/1/2014

Actual Let Date:

Notes:

Project Profile

Project Information

MPO ID: 41-00197-00
CSJ: 3379-01-016
Federal ID:
Project Name: Wonder World Drive
Limits (To): At Hunters Road
Limits (From):
Description: Intersection Improvements

Sponsor Information

Sponsor: City of San Marcos
Co-Sponsor:
Project Manager: Rohit Vij
Phone:
Email: rvij@sanmarcostx.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$450,000.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA: Complete
PE: Complete
Environmental: In Progress
ROW Acquisition: NA
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 3/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	11-00006-00
CSJ:	0265-13-023
Federal ID:	
Project Name:	Widening SH-95 in Smithville
Limits (To):	Smithville High School
Limits (From):	Loop 230 at Fawcett Street
Description:	Construct recommendations from the in-progress SH 95 study. Improvements could include sidewalks, shoulders, turn lanes and drainage improvements

Sponsor Information

Sponsor:	City of Smithville
Co-Sponsor:	
Project Manager:	
Phone:	
Email:	

Funding Information

Funding Call:	2015-2019 Call for Projects
Award Date:	11/10/2014
Resolution:	2014-11-4
Funding Type:	7
Funding Award:	\$3,430,562.00
FY (Original):	2018
FY (Current):	

Progress Information

AFA:	NA
PE:	NA
Environmental:	NA
ROW Acquisition:	NA
PSE:	NA
Let:	NA
Construction:	NA
Close-Out:	NA

Additional Information

Project Status:	Cancelled
FHWA Approval:	
Estimated Let Date:	
Actual Let Date:	
Notes:	Funding Returned, TxDOT has taken over with different funding.

Project Profile

Project Information

MPO ID: NA
CSJ: 0320-03-093
Federal ID:
Project Name: City of Taylor Highway 95
Limits (To): Main/TH Johnson to
Limits (From):
Description: Construct a bicycle/pedestrian path

Sponsor Information

Sponsor: City of Taylor
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2013 Transportation Enhancement Call
Award Date: 5/13/2013
Resolution: 2013-5-5
Funding Type: 9
Funding Award: \$1,380,000.00
FY (Original): 2014
FY (Current): 2016

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 7/1/2016
Actual Let Date: 7/1/2016
Notes:

Project Profile

Project Information

MPO ID: 41-00005-00
CSJ: 0285-03-059
Federal ID:
Project Name: RM 12 and FM 3237 Intersection Impro
Limits (To): RM 12 - north and south of FM 3237
Limits (From): FM 3237 - east of RM 12
Description: Engineering, design and right-of-way purchase to add turn lanes and pedestrian crossings

Sponsor Information

Sponsor: City of Wimberley
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$400,000.00
FY (Original): 2015
FY (Current): 2021

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 2/1/2021
Actual Let Date:
Notes: Still active in TxDOT system

Project Profile

Project Information

MPO ID:

CSJ: 0914-00-361

Federal ID:

Project Name: HERO Patrol Service Program Extension

Limits (To): VA

Limits (From): VA

Description: Extend IH 35 corridor Highway HERO Program
Emergency Response Operator program for three additional years

Sponsor Information

Sponsor: CTRMA

Co-Sponsor:

Project Manager: Bubba Needham

Phone:

Email: bubba.needham@atkinsglobal.com

Funding Information

Funding Call: 2012-2014 Call for Projects

Award Date: 12/13/2011

Resolution: 2011 (3)

Funding Type: 7

Funding Award: \$3,708,000.00

FY (Original): 2013

FY (Current): 2013

Progress Information

AFA: Complete

PE: Complete

Environmental: Complete

ROW Acquisition: Complete

PSE: Complete

Let: Complete

Construction: Complete

Close-Out: Complete

Additional Information

Project Status: Closed

FHWA Approval:

Estimated Let Date: 8/1/2013

Actual Let Date: 8/1/2013

Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0151-05-100
Federal ID:
Project Name: US 183 N Managed Lanes Study
Limits (To): Loop 1
Limits (From): RM 620/ SH 45
Description: Conduct environmental study obtain clearance to construct managed lanes in the existing median of US 183 N

Sponsor Information

Sponsor: CTRMA
Co-Sponsor:
Project Manager: Bubba Needham
Phone:
Email: bubba.needham@atkinsglobal.com

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$5,760,000.00
FY (Original): 2012
FY (Current): 2012

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2012
Actual Let Date: 8/1/2012
Notes:

Project Profile

Project Information

MPO ID: 51-00024-00
CSJ: 0151-09-148
Federal ID:
Project Name: Colorado River Scenic Byway Project (U
Limits (To): @ Colorado River
Limits (From):
Description: Construct a bicycle and pedestrian path

Sponsor Information

Sponsor: CTRMA/TxDOT
Co-Sponsor:
Project Manager: Bubba Needham
Phone:
Email: bubba.needham@atkinsglobal.com

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$4,550,000.00
FY (Original): 2020
FY (Current): 2021

Progress Information

AFA: NA
PE: Not Started
Environmental: Complete
ROW Acquisition: NA
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 12/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	51-00014-00
CSJ:	0914-00-386
Federal ID:	
Project Name:	Highway Emergency Response Operato
Limits (To):	I-35: From SH 130 (north of Georgetow
Limits (From):	I-35: to Yarrington Road (south of Kyle)
Description:	Operation of the Highway Emergency Response Operator (HERO) Patrol service

Sponsor Information

Sponsor:	CTRMA/TxDOT
Co-Sponsor:	
Project Manager:	Bubba Needham
Phone:	
Email:	bubba.needham@atkinsglobal.com

Funding Information

Funding Call:	2015-2019 Call for Projects
Award Date:	11/10/2014
Resolution:	2014-11-4
Funding Type:	7
Funding Award:	\$5,750,000.00
FY (Original):	2017
FY (Current):	2017

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	Complete
Close-Out:	Complete

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	8/1/2017
Actual Let Date:	8/1/2017
Notes:	

Project Profile

Project Information

MPO ID: 41-00196-00
CSJ:
Federal ID:
Project Name: Center Street Rail Siding Project
Limits (To): Burleson Street
Limits (From): Kohlers Crossing
Description: Center Street Rail Siding Relocation

Sponsor Information

Sponsor: Hays County
Co-Sponsor: Hays County
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$15,209,034.00
FY (Original): 2020
FY (Current):

Progress Information

AFA: In Progress
PE: In Progress
Environmental: Not Started
ROW Acquisition: Not Started
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 41-00192-00
CSJ: 3545-01-005
Federal ID:
Project Name: FM 110
Limits (To): East of SH 123
Limits (From): East of I-35 at Yarrington
Description: Construct two-lane roadway

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$30,000,000.00
FY (Original): 2019
FY (Current): 2021

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 6/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 41-00193-00
CSJ: 3545-02-010
Federal ID:
Project Name: FM 110 at SH 123
Limits (To): Intersection at SH 123
Limits (From):
Description: Grade separated overpass

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$5,217,000.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 4/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	41-00195-00
CSJ:	1776-02-019
Federal ID:	
Project Name:	FM 2001
Limits (To):	Sun Bright Blvd.
Limits (From):	FM 2001
Description:	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements

Sponsor Information

Sponsor:	Hays County
Co-Sponsor:	
Project Manager:	Jerry Borcharding
Phone:	
Email:	jerry@co.hays.tx.us

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$5,808,000.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	In Progress
PE:	Complete
Environmental:	Complete
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	3/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 41-00194-00
CSJ: 0987-03-012
Federal ID:
Project Name: FM 621
Limits (To): De Zavala Drive
Limits (From): CR 266/ Old Bastrop Hwy
Description: Widen roadway with center turn lane

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$4,080,000.00
FY (Original): 2019
FY (Current): 2019

Progress Information

AFA: In Progress
PE: In Progress
Environmental: Not Started
ROW Acquisition: In Progress
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 8/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 41-00189-00
CSJ: 0914-33-900
Federal ID:
Project Name: Lime Kiln Road
Limits (To): Post Road
Limits (From): Hilliard Road
Description: Realignment and intersection improvements

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$4,178,000.00
FY (Original): 2019
FY (Current):

Progress Information

AFA: In Progress
PE: Complete
Environmental: In Progress
ROW Acquisition: In Progress
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes: Functional classification issues being worked through.

Project Profile

Project Information

MPO ID: NA
CSJ: 0285-03-053
Federal ID:
Project Name: RM 12 (Oakwood Loop to CR 346 shoul
Limits (To): East of Rancho Encino Dr.
Limits (From): West of Oakwood Loop
Description: Install Center Turn Lanes and Shoulders Loop to Pioneer Trail

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$696,686.00
FY (Original): 2013
FY (Current): 2013

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2013
Actual Let Date: 8/1/2013
Notes:

Project Profile

Project Information

MPO ID: 41-00008-00, 41-00005-00
CSJ: 0805-04-030, 0285-03-059
Federal ID:
Project Name: RM 3237
Limits (To): RM 150
Limits (From): RM 12
Description: Construct turn-lanes at intersections and new roundabout

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$6,630,000.00
FY (Original): 2020
FY (Current):

Progress Information

AFA: In Progress
PE: In Progress
Environmental: In Progress
ROW Acquisition: Not Started
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 41-00190-00
CSJ: 1776-01-037
Federal ID:
Project Name: RM 967
Limits (To): FM 1626
Limits (From): Oak Forest Drive
Description: Widen roadway with center turn lane

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$4,252,000.00
FY (Original): 2019
FY (Current): 2021

Progress Information

AFA: In Progress
PE: In Progress
Environmental: Not Started
ROW Acquisition: In Progress
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 9/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0471-02-067
Federal ID:
Project Name: SH 21
Limits (To): At FM 150
Limits (From):
Description: Add left turn lane on SH 21 northbound traffic turning left onto FM 150 €

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$984,000.00
FY (Original): 2014
FY (Current): 2014

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 2/1/2014
Actual Let Date: 2/1/2014
Notes:

Project Profile

Project Information

MPO ID: 41-00040-00
CSJ: 0286-01-057
Federal ID:
Project Name: SH 80 at Old Bastrop Hwy (CR 266)
Limits (To): West of Old Bastrop Hwy (CR 266)
Limits (From): East of Old Bastrop Hwy (CR 266)
Description: Construct center left-turn lanes

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$1,500,000.00
FY (Original): 2014
FY (Current):

Progress Information

AFA: Complete
PE: In Progress
Environmental: Not Started
ROW Acquisition: Not Started
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 41-00191-00
CSJ: 0113-07-072
Federal ID:
Project Name: US 290
Limits (To): Intersection at Trautwein Rd.
Limits (From):
Description: Intersection improvements

Sponsor Information

Sponsor: Hays County
Co-Sponsor:
Project Manager: Jerry Borcharding
Phone:
Email: jerry@co.hays.tx.us

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$1,049,000.00
FY (Original): 2019
FY (Current): 2021

Progress Information

AFA: In Progress
PE: In Progress
Environmental: In Progress
ROW Acquisition: Not Started
PSE: In Progress
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 3/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: NA
Federal ID:
Project Name: Freight Rail Bypass Study
Limits (To):
Limits (From):
Description:

Sponsor Information

Sponsor: Lone Star Rail District
Co-Sponsor:
Project Manager:
Phone:
Email:

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$8,000,000.00
FY (Original):
FY (Current):

Progress Information

AFA: NA
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: NA

Additional Information

Project Status: Cancelled
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: Bus Capital-IH 35 Corridor Service
Limits (To):
Limits (From):
Description:

Sponsor Information

Sponsor: Texas State University
Co-Sponsor:
Project Manager: Steven Herrera
Phone:
Email: srh117@txstate.edu

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$3,280,000.00
FY (Original):
FY (Current):

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 6/1/2012
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:	51-00197-00
CSJ:	0914-04-273
Federal ID:	STP 2014(386)MM
Project Name:	Blake Manor Shared Use Path
Limits (To):	Proposed Wildhorse Connector
Limits (From):	Travis County East Metro Park
Description:	Construct multi-use path

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	
Project Manager:	Miguel Villarreal
Phone:	
Email:	miguel.villarreal@traviscountytexas.gov

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$2,208,400.00
FY (Original):	2012
FY (Current):	2021

Progress Information

AFA:	Complete
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	5/1/2021
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	NA
CSJ:	0914-04-280
Federal ID:	STP 1402 (240) MM
Project Name:	Braker Lane Design
Limits (To):	Blue Goose & Giles Ln.
Limits (From):	Samsung Blvd.
Description:	Preliminary engineering and design for 4 lane divided roadway extension design for expansion of Braker Lane to 4 lane divided roadway between Pioneer Crossing and

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	
Project Manager:	Charles Watts
Phone:	
Email:	charlie.watts@traviscountytexas.gov

Funding Information

Funding Call:	2012-2014 Call for Projects
Award Date:	12/13/2011
Resolution:	2011 (3)
Funding Type:	7
Funding Award:	\$560,000.00
FY (Original):	2011
FY (Current):	2014

Progress Information

AFA:	In Progress
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	Not Started
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Closed
FHWA Approval:	
Estimated Let Date:	8/1/2014
Actual Let Date:	8/1/2014
Notes:	

Project Profile

Project Information

MPO ID:	51-00229-00
CSJ:	0914-04-316
Federal ID:	
Project Name:	Braker Lane North
Limits (To):	Samsung Blvd.
Limits (From):	Harris Branch Parkway
Description:	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	
Project Manager:	Charles Watts
Phone:	
Email:	charlie.watts@traviscountytexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$11,737,000.00
FY (Original):	2020
FY (Current):	2022

Progress Information

AFA:	In Progress
PE:	In Progress
Environmental:	In Progress
ROW Acquisition:	Not Started
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	3/1/2022
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	51-00200-00
CSJ:	1539-02-026
Federal ID:	STP 2020 (046)
Project Name:	FM 1626
Limits (To):	Brodie Lane
Limits (From):	Manchaca Rd. (FM 2304)
Description:	Widen from a two-lane to a five-lane road with continuous turn-lane

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	TxDOT
Project Manager:	Charles Watts
Phone:	
Email:	charlie.watts@traviscountytexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$11,200,000.00
FY (Original):	2019
FY (Current):	2020

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	In Progress
PSE:	Complete
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	5/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	51-00202-00
CSJ:	2689-01-023
Federal ID:	STP 1902 (24) MM
Project Name:	FM 2304 (Manchaca Road)
Limits (To):	FM 1626
Limits (From):	Ravenscroft Drive
Description:	Construct a four lane, divided arterial with bicycle lanes and sidewalks.

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	
Project Manager:	Charles Watts
Phone:	
Email:	charlie.watts@traviscountytexas.gov

Funding Information

Funding Call:	2015-2019 Call for Projects
Award Date:	4/10/2017
Resolution:	2017-04-09
Funding Type:	7
Funding Award:	\$7,600,000.00
FY (Original):	2017
FY (Current):	2019

Progress Information

AFA:	Complete
PE:	In Progress
Environmental:	Complete
ROW Acquisition:	In Progress
PSE:	In Progress
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	8/1/2019
Actual Let Date:	8/1/2019
Notes:	Awarded ST-MM Funds from reallocated funds awarded in TPB Resolution 2014-11-4.

Project Profile

Project Information

MPO ID: 51-00029-00
CSJ: 0914-04-327
Federal ID:
Project Name: FM 973 Shared Use Path/Elroy Road Sid
Limits (To): Rd
Limits (From): Elroy Rd.
Description: Use Path on FM 973

Sponsor Information

Sponsor: Travis County
Co-Sponsor:
Project Manager: Charles Watts
Phone:
Email: charlie.watts@traviscountytexas.gov

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$1,278,570.00
FY (Original): 2015
FY (Current): 2022

Progress Information

AFA: Not Started
PE: Not Started
Environmental: Not Started
ROW Acquisition: Not Started
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Cancelled
FHWA Approval:
Estimated Let Date: 2/1/2022
Actual Let Date:
Notes: Project cancelled by Travis County in 2019. TxDOT is going to take over in a later FY.

Project Profile

Project Information

MPO ID:	51-00230-00
CSJ:	0914-04-326
Federal ID:	
Project Name:	Pearce Lane
Limits (To):	Kellam Road
Limits (From):	Travis/Bastrop County Line
Description:	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	
Project Manager:	Charles Watts
Phone:	
Email:	charlie.watts@traviscountytexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	7
Funding Award:	\$22,000,000.00
FY (Original):	2022
FY (Current):	2022

Progress Information

AFA:	Not Started
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	Not Started
PSE:	Not Started
Let:	Not Started
Construction:	Not Started
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	11/1/2020
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID:	51-00231-00
CSJ:	1754-01-024
Federal ID:	
Project Name:	RM 1826
Limits (To):	US 290 West
Limits (From):	Travis County Line
Description:	Improve current facility to a four-lane divided arterial with bicycle and pedestrian facilities

Sponsor Information

Sponsor:	Travis County
Co-Sponsor:	TxDOT
Project Manager:	Charles Watts
Phone:	
Email:	charlie.watts@traviscountytexas.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$4,320,000.00
FY (Original):	2020
FY (Current):	2020

Progress Information

AFA:	Not Started
PE:	Not Started
Environmental:	Not Started
ROW Acquisition:	NA
PSE:	Not Started
Let:	NA
Construction:	NA
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	4/1/2029
Actual Let Date:	
Notes:	

Project Profile

Project Information

MPO ID: 61-00133-00
CSJ: 3417-02-030
Federal ID:
Project Name: FM 734
Limits (To): RM 1431
Limits (From): SH 45
Description: Upgrade to a six-lane divided roadway

Sponsor Information

Sponsor: TxDOT
Co-Sponsor: City of Cedar Park
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$28,800,000.00
FY (Original): 2022
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 4/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 74-00012-00
CSJ: 3417-01-032
Federal ID:
Project Name: FM 734 (Parmer)
Limits (To): SH 45-N
Limits (From): US 290-E
Description: ITS Deployment

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$6,192,225.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 7/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: FM 969
Limits (To): Tannehill Lane
Limits (From): FM 3177/Decker Lane
Description: Construct a barrier separated, two-way shared use path within the current road footprint

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$800,000.00
FY (Original): 2014
FY (Current):

Progress Information

AFA: NA
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: NA

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes: Cancelled

Project Profile

Project Information

MPO ID:	74-00007-00
CSJ:	0914-00-421
Federal ID:	
Project Name:	HERO Program Expansion
Limits (To):	VA
Limits (From):	VA
Description:	Continue and expand the HERO Program

Sponsor Information

Sponsor:	TxDOT
Co-Sponsor:	
Project Manager:	Roxana Ene
Phone:	
Email:	Raluca.Ene@txdot.gov

Funding Information

Funding Call:	Project Call (2019-2022)
Award Date:	5/7/2018
Resolution:	2018-5-7
Funding Type:	2
Funding Award:	\$24,461,363.00
FY (Original):	2019
FY (Current):	2019

Progress Information

AFA:	Complete
PE:	Complete
Environmental:	Complete
ROW Acquisition:	Complete
PSE:	Complete
Let:	Complete
Construction:	In Progress
Close-Out:	Not Started

Additional Information

Project Status:	Active
FHWA Approval:	
Estimated Let Date:	6/1/2019
Actual Let Date:	6/1/2019
Notes:	

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: I-35 Operational Improvements in Hays
Limits (To): RM 150 to north of Blanco River
Limits (From): At Posey Road
Description:

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$2,369,843.00
FY (Original): 2014
FY (Current):

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: I-35 Operational Improvements in Travi
Limits (To): North of Stassney Lane
Limits (From): South of William Cannon Drive
Description:

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$21,369,843.00
FY (Original): 2014
FY (Current):

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:
CSJ:
Federal ID:
Project Name: I-35 Operational Improvements in Willi
Limits (To): RM 620
Limits (From): SH 45 North
Description:

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$9,369,843.00
FY (Original):
FY (Current):

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status:
FHWA Approval:
Estimated Let Date:
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 74-00008-00
CSJ: 0113-13-180
Federal ID:
Project Name: Loop 360
Limits (To): Loop 1 (MoPac)
Limits (From): SH 71
Description: ITS Deployment

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$5,599,304.00
FY (Original): 2020
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 9/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 74-00010-00
CSJ: 0114-01-062
Federal ID:
Project Name: RM 2222
Limits (To): Loop 360
Limits (From): I-35
Description: ITS Deployment

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$3,934,903.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 4/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 51-00232-00
CSJ: 0683-02-072
Federal ID:
Project Name: RM 620
Limits (To): SH 71
Limits (From): Aria Dr/Cavalier Dr.
Description: Upgrade existing four-lane roadway to a six-lane divided roadway

Sponsor Information

Sponsor: TxDOT
Co-Sponsor: City of Lakeway
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$18,000,000.00
FY (Original): 2022
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 5/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 51-00233-00
CSJ: 0683-02-073
Federal ID:
Project Name: RM 620
Limits (To): Aria Dr/Cavalier Dr.
Limits (From): Oak Grove Blvd.
Description: Upgrade existing four-lane roadway to a six-lane divided roadway

Sponsor Information

Sponsor: TxDOT
Co-Sponsor: City of Lakeway
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$41,000,000.00
FY (Original): 2022
FY (Current): 2022

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 8/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 74-00009-00
CSJ: 0683-01-098
Federal ID:
Project Name: RM 620/SH 71
Limits (To): US 183
Limits (From): US 290
Description: ITS Deployment

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$10,544,227.00
FY (Original): 2019
FY (Current): 2021

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 12/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 51-00034-00
CSJ: 0366-01-077
Federal ID:
Project Name: SH 123
Limits (To): IH 35
Limits (From): DeZavalla Dr
Description: Construct sidewalks

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$700,000.00
FY (Original): 2014
FY (Current): 2022

Progress Information

AFA: In Progress
PE: In Progress
Environmental: In Progress
ROW Acquisition: NA
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 5/1/2022
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: 74-00011-00
CSJ: 0265-01-118
Federal ID:
Project Name: SH 71
Limits (To): SH 130
Limits (From): Norwood Lane
Description: ITS Deployment

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 2
Funding Award: \$826,450.00
FY (Original): 2019
FY (Current): 2020

Progress Information

AFA:
PE:
Environmental:
ROW Acquisition:
PSE:
Let:
Construction:
Close-Out:

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 6/1/2020
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0286-01-058
Federal ID:
Project Name: SH 80
Limits (To): SH 21
Limits (From): FM 1984
Description: Complete gap in shoulder for bicycle travel

Sponsor Information

Sponsor: TxDOT
Co-Sponsor:
Project Manager: Roxana Ene
Phone:
Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: 2015-2019 Call for Projects
Award Date: 11/10/2014
Resolution: 2014-11-4
Funding Type: 7
Funding Award: \$5,000,000.00
FY (Original): 2019
FY (Current): 2019

Progress Information

AFA: NA
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: NA

Additional Information

Project Status: Cancelled
FHWA Approval:
Estimated Let Date: 10/1/2021
Actual Let Date:
Notes:

Project Profile

Project Information

MPO ID:

CSJ: 0323-01-028

Federal ID:

Project Name: SH 95

Limits (To): LP 230

Limits (From): FM 535

Description: Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane

Sponsor Information

Sponsor: TxDOT

Co-Sponsor: City of Smithville

Project Manager: Roxana Ene

Phone:

Email: Raluca.Ene@txdot.gov

Funding Information

Funding Call: Project Call (2019-2022)

Award Date: 5/7/2018

Resolution: 2018-5-7

Funding Type: 7

Funding Award: \$6,537,686.00

FY (Original): 2021

FY (Current): 2021

Progress Information

AFA:

PE:

Environmental:

ROW Acquisition:

PSE:

Let:

Construction:

Close-Out:

Additional Information

Project Status: Active

FHWA Approval:

Estimated Let Date: 5/1/2021

Actual Let Date:

Notes:

Project Profile

Project Information

MPO ID: NA
CSJ: 0914-05-184
Federal ID:
Project Name: Bagdad Road Sidewalks and Shared Use
Limits (To): Collaborative Way Rd
Limits (From): Old 2243 West
Description: Path on East side

Sponsor Information

Sponsor: Williamson County
Co-Sponsor:
Project Manager: John Friend
Phone:
Email: Jfriend@hntb.com

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$1,006,250.00
FY (Original): 2016
FY (Current): 2017

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: Complete
PSE: Complete
Let: Complete
Construction: Complete
Close-Out: Complete

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 1/1/2017
Actual Let Date: 1/1/2017
Notes:

Project Profile

Project Information

MPO ID: 61-00009-00
CSJ: 0914-05-191
Federal ID:
Project Name: Brushy Creek Regional Trail Phase V
Limits (To): I-35 @ Bathing Beach Park
Limits (From): Hairy Man Road
Description: Shared use Path

Sponsor Information

Sponsor: Williamson County
Co-Sponsor:
Project Manager: John Friend
Phone:
Email: Jfriend@hntb.com

Funding Information

Funding Call: TAP Selection (2015)
Award Date: 10/6/2015
Resolution: 2015-10-6
Funding Type: 9
Funding Award: \$2,219,977.00
FY (Original): 2018
FY (Current): 2019

Progress Information

AFA: Complete
PE: Complete
Environmental: Complete
ROW Acquisition: NA
PSE: Complete
Let: Complete
Construction: In Progress
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 12/1/2018
Actual Let Date: 12/1/2018
Notes:

Project Profile

Project Information

MPO ID: 61-00134-00
CSJ: 0015-09-167
Federal ID:
Project Name: IH 35 Operational Analysis
Limits (To): SH 45
Limits (From): RM 1431
Description: Operational Analysis for Improvements

Sponsor Information

Sponsor: Williamson County
Co-Sponsor:
Project Manager: John Friend
Phone:
Email: Jfriend@hntb.com

Funding Information

Funding Call: 2012-2014 Call for Projects
Award Date: 12/13/2011
Resolution: 2011 (3)
Funding Type: 7
Funding Award: \$1,450,000.00
FY (Original): 2012
FY (Current): 2012

Progress Information

AFA: Complete
PE: NA
Environmental: NA
ROW Acquisition: NA
PSE: NA
Let: NA
Construction: NA
Close-Out: Not Started

Additional Information

Project Status: Closed
FHWA Approval:
Estimated Let Date: 8/1/2012
Actual Let Date: 8/1/2012
Notes:

Project Profile

Project Information

MPO ID: 61-00019-00
CSJ: 2103-01-038
Federal ID:
Project Name: RM 2243
Limits (To): 183A
Limits (From): IH 35
Description: New location roadway

Sponsor Information

Sponsor: Williamson County
Co-Sponsor:
Project Manager: John Friend
Phone:
Email: Jfriend@hntb.com

Funding Information

Funding Call: Project Call (2019-2022)
Award Date: 5/7/2018
Resolution: 2018-5-7
Funding Type: 7
Funding Award: \$8,900,000.00
FY (Original): 2019
FY (Current): 2030

Progress Information

AFA: Complete
PE: Not Started
Environmental: Not Started
ROW Acquisition: Not Started
PSE: Not Started
Let: Not Started
Construction: Not Started
Close-Out: Not Started

Additional Information

Project Status: Active
FHWA Approval:
Estimated Let Date: 9/1/2029
Actual Let Date:
Notes:



Date: March 9, 2020
Continued From: February 10, 2020
Action Requested: Information

To: Transportation Policy Board
From: Mr. Kelly Porter, Regional Planning Manager
Agenda Item: 13a
Subject: Update on 2045 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Every five years, CAMPO is required to develop a long-range planning document that forecasts traffic and demographics at least 20 years into the future. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and develop a fiscal constraint analysis that estimates the region's capacity to fund projects in the Plan. CAMPO is currently operating under the CAMPO 2040 Regional Transportation Plan, which was adopted by the Transportation Policy Board in May 2015. CAMPO is now working on the development of the 2045 Regional Transportation Plan that must be adopted no later than May 2020 if the region is to remain in compliance with federal rules.

Staff has worked closely with a subcommittee of the TPB to develop goals and objectives for the plan. Staff has also worked with the Technical Advisory Committee and local partners in the development of the 2045 demographic forecast, travel demand model, and fiscal constraint. On October 31, 2019, staff released the RTP Project Application and data to all eligible project sponsors. The due date for the application was December 4, 2019 in which 642 projects were received from 20 project sponsors.

Staff has worked with sponsors on refining project descriptions and other data needed to develop the project lists and run the 2045 travel demand model. Since the February TPB meeting, sponsors have been given an opportunity to edit potential funding sources on submittals which is reflected in the *Attachment C*. Due to the recent TxDOT funding commitment for the central section of IH 35 in Austin, the estimated fiscal capacity for the 2045 Plan has increased to at least \$41 billion. Maintenance projects and studies are included in lists separate from capital projects. A placeholder will be included in the final fiscal constraint figure to account for the costs in expected maintenance projects.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTS

Attachment A – *Timeline*

Attachment B – *Project Evaluation Criteria*

Attachment C – *Draft Constrained Project List with Studies - Candidates*

Attachment D – *Draft Illustrative Project List*

Attachment E – *Project Submittals for Withdrawal*

Attachment F – *Working Draft 2045 RTP Document* – [Click here for link](#)

Attachment A – 2045 Timeline to Date

October 16, 2019	TAC Workshop on project selection criteria
October 21, 2019	TAC Concurrence on criteria
November 13, 2019	Local Government webinar regarding RTP project call
October 31, 2019 – December 4, 2019	RTP Call for Projects Application Intake
November 2019	1st Round of Public Outreach (existing conditions)
December 2019 – January 2020	Constrained Plan and Compiled RTP Report Completion (draft plan)
January 13, 2020	TPB Presentation on Project List
January 27, 2020	TAC information presentation on draft plan and constrained project list, fiscal constraint, and review of demographics
February 10, 2020	TPB workshop and informational item regarding constrained project list, fiscal constraint, and review of demographics
February 24, 2020	TAC information presentation on draft plan and constrained project lists.
February 2020 - March 2020	2 nd Round Public Outreach – Constrained Plan – Comment Period
March 9, 2020	Informational item for TPB – 2045 Plan Status
March 23, 2020	TAC information
April 6, 2020	TPB information
April 20, 2020	TAC recommendation
May 4, 2020	TPB action

Attachment A



Capital Area Metropolitan Planning Organization

2045 Regional Transportation Plan

(there is no funding available for this call)

Project Submittal Instructions

And

Evaluation Criteria

Fall 2019

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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the next five-year update of the 2045 Regional Transportation Plan (RTP). In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 20 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

Schedule

Date	Action item
October 16, 2019	TAC Workshop on Project Selection Criteria
October 21, 2019	TAC Concurrence on criteria
November 2019	Local Government webinar regarding RTP project call
November 1, 2019 - December 4, 2019	RTP Call for Projects Application Intake
November 2019	1 st round of public outreach (existing conditions)
December 16, 2019	TAC informational item regarding RTP project applications received
December 2019 – January 2020	Constrained Plan and Compiled RTP Report Completion (draft plan)
January 13, 2020	TPB Presentation on Project List
January 27, 2020	TAC information presentation on draft plan of constrained project list
February 10, 2020	TPB informational item regarding constrained project list
February - March 2020	2 nd Round Public Outreach – Constrained Plan – Comment Period
March 9, 2020	Informational item for TPB
March 23, 2020	TAC recommendation
April 6, 2020	TPB Action

Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2045 RTP Application spreadsheet and this guide located [this link](#). The webpage is password word protected (password: **2045RTP!**). Applicants are required to include a GIS map package with shapefiles as part of their submittals, as many of the criteria can be answered via GIS analysis. CAMPO has a GIS map package (.mpk) available on the agency website for use by local governments with relevant geospatial data needed for the application. Please let the CAMPO team know if you have any issues producing a map package and associated shapefiles. CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the application spreadsheet.

All projects submitted with anticipated year of project implementation or construction from 2025 to 2045 should be included in the RTP. Unfunded projects that are expected to be funded in the near future (before 2025) should be rolled into year 2025 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.

All submittals should be uploaded to CAMPO's FTP site. Project sponsors are required to contact Jay Keaveny, Regional Planner at jay.keaveny@campotexas.org to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation and GIS data.

Please send any questions about the process to Kelly Porter, Regional Planning Manager at kelly.porter@campotexas.org.

Application Workbook

The 2045 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application spreadsheet (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Please note that any projects being submitted in the TIP window (before 2025) must have proof of dedicated funding. Any projects submitted with a let year before 2025, or as illustrative or 100% locally-funded only need to fill out the project information spreadsheet.

Application Workbook Information

Instructions	This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration.
Definitions and Resources	To be able to answer questions, CAMPO has included a list of definitions and resources to be able to complete the application. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs.
Project Information	This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.
Roadway Scoring	For all Roadway Projects, please use this tab to complete each scoring criteria questions.
Transit Scoring	For all Transit Projects, please use this tab to complete each scoring criteria questions.
ITS Scoring	For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.
Active Scoring	For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.
TDM Scoring	For all TDM Projects, please use this tab to complete each scoring criteria questions.
Other Scoring	For all Other Projects, please use this tab to complete each scoring criteria questions.

Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple to signify additional information.
2. Number the Projects in ascending order and ensure they correspond to those listed in the Project Type tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional project details.
4. Use the drop-down function to answer the yes/no performance measures and questions.
5. The Narrative Answer column will be used to further explain how a sponsor addressed the performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged to provide clarity of the project.
7. Input where the sponsor obtained their data (CAMPO, Local Plan, State Plan, or Other). The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the Performance Measure. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
9. Objectively self-score how the project addresses each performance measure (total available points are in parentheses).
10. The Project Self-Score Total column will auto-populate based on all the performance measure scores.
11. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).

Project Information

Column	Title	Information
A	Project Number	This is the number assigned to each project within this worksheet. Use this number throughout when scoring projects.
B-H	Sponsor Information	Primary sponsor of the project. <i>(Sometimes referred to as submitter)</i>
I-P	Sponsor Project Manager Information	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
Q-AD	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
AE	Project Type	Roadway, Transit, ITS, Active, TDM, or Other
AF	Is this a Grouped Project?	See Appendix D for Group Project Information
AG	If Grouped Project, what category?	See Appendix D
AH	County(s)	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
AI	If Multiple counties, please list	Only use if in multiple counties
AJ	Roadway/Facility Name	Name of roadway or facility where the project will occur

AK	Limits (From)	Indicates the physical location of the start of the project
AL	Limits (To)	Indicates the physical location of the end of the project
AM	Limits (At)	Indicates point of project (intersection, interchange or other point specific projects only)
AN	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: <i>Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes</i> or <i>New location two-lane facility with shoulders.</i>
AO	Estimated Project Cost (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure.
AP	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AW. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. <i>If source is private, please show as local.</i>
AQ	Explain Combination of Sources	Explain any combination of anticipated funding sources, local, state, or federal etc.
AR	Let Year	Anticipated year of project implementation or construction (from 2025 to 2045). **Note: Unfunded projects that are

		expected to be funded in the near future (before 2025) should be rolled into year 2025 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
AS	Existing Facility (Yes, No, or Both)	Indicate if project is on an existing facility.
AT	Current Functional Classification	Current functional classification of the facility as defined by FHWA if applicable
AU	Anticipated Function Classification	Anticipated functional classification of the facility. <i>The 2045 Regional Arterials Study can be a guide as to the anticipated functional class. Regional Corridors not shown as Limited Access, Regional Connectors, or Principal Arterials in the Regional Arterials Study are assumed to be a future Minor Arterial. For other connections, not in the arterials study, please use FHWA methodology for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.</i>
AV	TxDOT On-System	Identify if project is on the TxDOT system (project submittals with on-system projects must have written state concurrence via a letter from or submitted by TXDOT correspondence).
AW	Illustrative Project (only fill out the project information tab)	If the project is considered illustrative, sponsors will include the project here and will not need to score the project.
AX	100% Locally Funded (only fill out the project information tab)	If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet.

		If the project needs federal funding in the future, the project will then need to be resubmitted at that time.
AY	Back-up Documentation of Planning Process and Public Outreach	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.
AZ	Sponsor Self-Score Total (100 Points Possible) <i>This cell is locked as it auto-populates.</i>	This is an automated score from the project's worksheet and will auto-populate based on the total of all the Sponsor's Self-Scores.
BA	MPO Score Total (100 Points Possible) <i>This cell is locked as it auto-populates.</i>	This is an automated score from the project's worksheet and will auto-populate based on the total of all MPO Scores.

Regionally Significant Projects

Regionally significant project means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS)
- Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways
- Frontage and backage roads (up to ¼ mile from the corridor)
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing	FHWA Classification Table	
Limited Access	5 – 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on-and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional Connector	3 – 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1 – 3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report:

https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Transit Regionally Significance definition:

- Rail Transit
- Commuter Routes
- Bus Rapid Transit
- Other limited or skip stop routes
- Park and Rides
- Vanpool Programs

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors

- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM) and Intelligent Transportation System (ITS) and Operations Projects will be considered on a case by case basis. See Group Project Guidance in Appendix D.

Roadway Project Selection

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area	Objective	Value	Performance Measure
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised median, turning movement improvements, driveway consolidations, and other operational/safety features.
Mobility	C. E.	10	The project fills in a gap by creating a new consistent or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher than average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses a physical barrier and enhances network connectivity. One (1) point will be awarded for each barrier traversed, types of barriers include (up to 10 points): <ul style="list-style-type: none"> - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements or service routes and/or identifying needs as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, or another local or regional transportation plan.

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.
Economy	M.	5	The project is located along a major freight or hazardous materials route.
	L.	5	The project supports local, regional or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
Equity	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies), and new technologies such as connected/autonomous vehicles.
Total Points		100	

Transit Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage or increases frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential, this can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Economy	E. N. O. P.	5	The project integrates existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

ITS/Operations Project Selection

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	O.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

Active Transportation

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objective	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, activity centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: <i>15 points</i> , if .25 miles or less or <i>10 points</i> , if .26 to .5 miles or <i>5 points</i> , if the project demonstrates a potential for future connection to a transit system.
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Total Points		100	

Transportation Demand Management

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria	Objectives	Value	Performance Measure
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization or park and rides.
	G.	10	The project and/or activity includes the direct participation of other federal, state, or local jurisdictions.
	G. L. M.	10	The project and/or activity includes participation from regional employers and other trip generators impacting travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

Other Projects

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provide supporting documentation.

Appendix A: Additional Planning Factor Information

Roadway Projects

Safety – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

Mobility – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

Stewardship – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

Equity – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions.

Innovation – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

ITS/Operations Projects

Safety – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

Mobility – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Stewardship – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

Equity – Demonstrate how the project will positively impact Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Innovation – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

Transit Projects

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

Stewardship – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Economy – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

Equity – Refer to CAMPO's map of Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Active Transportation Projects

Safety – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

Stewardship – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Innovation – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

Transportation Demand Management

Safety – Describe how the project would be expected to address and improve safety.

Mobility – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

Stewardship – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Demonstrate how the project will minimize environmental impacts or improve current conditions for Vulnerable populations which includes Environmental Justice, school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the five categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

Example Criteria

Criteria*	Objectives	Performance Measure**
Safety	A. B.	The project addresses transportation safety.
Mobility	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
	G.	The project is multijurisdictional.
	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
Stewardship	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Economy	L.	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Innovation	E. Q. R.	The project demonstrates innovative design, technology or service.
Total Points		

*Criteria is selected by the project sponsor as appropriate for the project.

**There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

Appendix B: 2045 Regional Transportation Plan Goals and Objectives

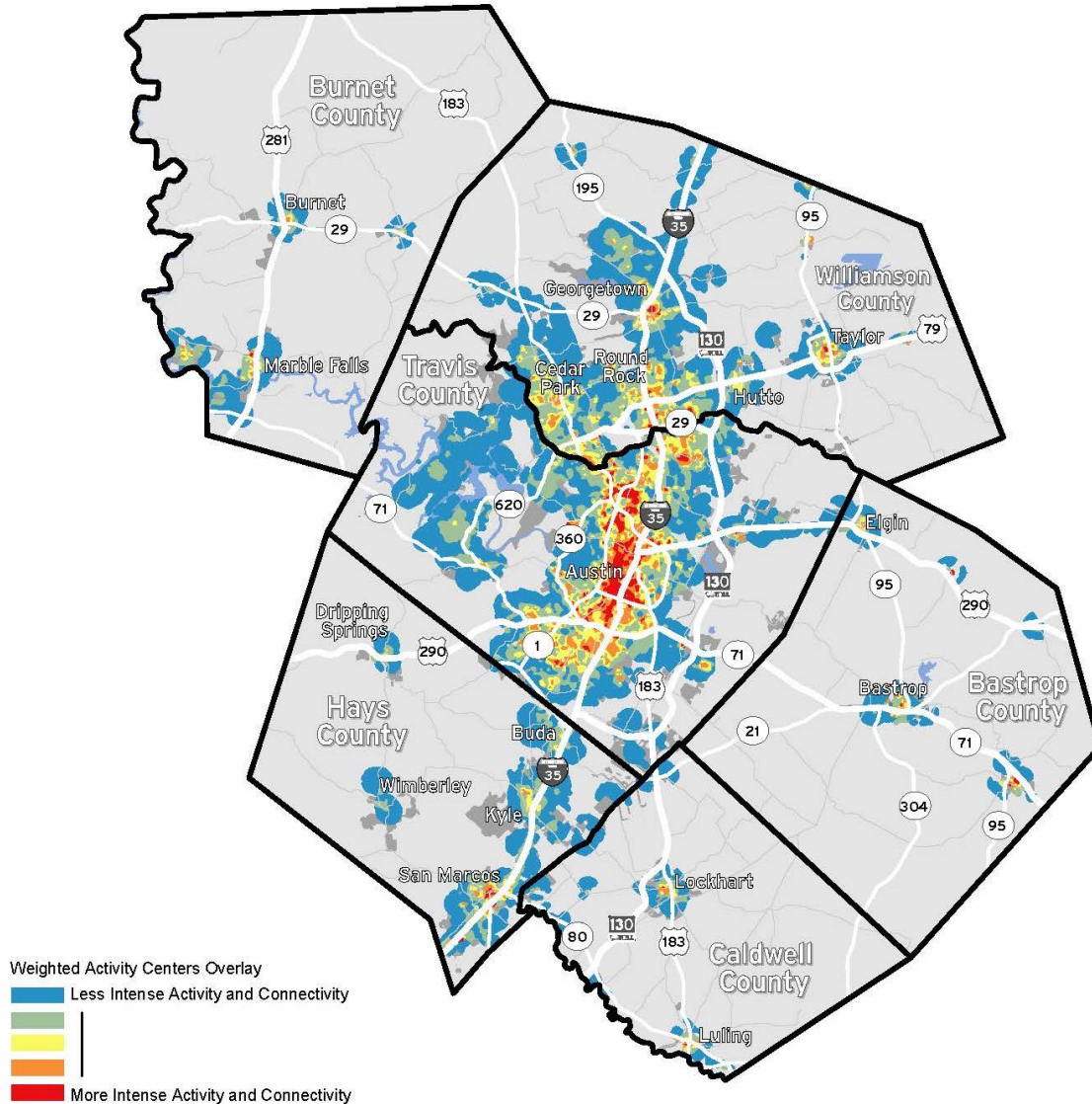
2045 Regional Transportation Plan Goals and Objectives	
Goals	Objectives
Safety	A. Crash Reduction – Reduce severity and number of crashes for all modes.
	B. Vision Zero - Support local government and transit agencies reaching vision zero metrics.
Mobility	C. Connectivity - Reduce network gaps to add connectivity, eliminate bottlenecks, and enhance seamless use across all modes.
	D. Reliability - Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	E. Travel Choices - Offer time-competitive, accessible and integrated transportation options across the region.
	F. Implementation – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	G. Regional Coordination - Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	H. System Preservation – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	I. Fiscal Constraint - Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	J. Public Health - Improve public health outcomes through air and water quality protection and active mobility.
Economy	K. Natural Environment - Develop transportation designs that avoid, minimizes and mitigates negative impacts to water and air quality, as well as habitat.
	L. Economic Development – Enhance economic development potential by increasing opportunities to live, work, and play in proximity.
Equity	M. Value of Time - Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
	N. Access to Opportunity - Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education and services.
	O. Impact on Human Environment – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
Innovation	P. Valuing Communities – Align system functionality with evolving character and design that is respectful to the community and environment for current and future generations.
	Q. Technology - Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	R. Flexibility – Develop a system that is adaptable and flexible to changing needs and conditions.

Most of the above draft 2045 RTP goals and objectives were based on previously adopted or in-draft CAMPO regional plans as seen in the list to the right. Any newly developed draft objectives not found in an existing CAMPO study are highlighted in gray.

Source:
RATP - Regional Active Transportation Plan
RIMP - Regional Incident Management Plan
RAS - Regional Arterial Study
TDMP - Regional TDM Plan
New

Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map takes an index of three factors which include employment, population, and street grid connectivity. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2045 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



Appendix D: Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Plan (STIP). As the TIP and the Regional Transportation Plan are coordinated, the Capital Area Metropolitan Planning Organization (CAMPO) is including these grouped project categories in the 2045 Regional Transportation Plan (RTP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the RTP, CAMPO uses project grouping categories to allow the plan to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

The Transportation Policy Board (TPB) has authorized the use of all 11 available grouped categories for use. CAMPO reviews each project submitted for inclusion in the RTP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of the TPB. Applicants are required to list individual projects as part of any grouping and include those projects under a “master grouped project” listing as shown on page 32. The master listing will be what is scored; the individual sub-projects that make up the master grouped project will provide CAMPO enough detail to determine the eligibility of the grouping.

Additional Notes

- Appendix D is for informational purposes only and is subject to change.
- Projects funded with Transportation Alternatives Set-Aside (TASA) and Transportation Enhancement (TE) funding require a Federal eligibility determination and are not approved to be grouped.
- Projects funded as part of the Recreational Trails Program consistent with the revised grouped project category definitions may be grouped. Recreational Trail Program projects that are not consistent with the revised grouped project category definitions must be individually noted in the 2045 Regional Transportation Plan.

Grouped Project Categories

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

See example below:

Individual Projects										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City2	City	City 2	County 1	Elm St	Bike/Ped	Avenue Z	Avenue F	Reconstruct sidewalk on one side	2030	\$0.80
City3	City	City 2	County 1	Cedar St	Bike/Ped	Main St	Avenue C	Add sidewalk on one side	2030	\$0.40
City4	City	City 2	County 1	Market St	Bike/Ped	Main St	Avenue C	Reconstruct sidewalk on one side	2030	\$0.40
City5	City	City 2	County 1	Locust St	Bike/Ped	A Street	B Street	Add sidewalk on one side	2030	\$0.20

Master Grouped Project (This is what will be scored)										
ID	Sponsor	Cosponsor	County	Facility Name	Project Type	Limits (From)	Limits (To)	Description	Let Year	YOE Cost (In Millions)
City1 Grouped	City	City 2	County 1	City Downtown Sidewalk System	Bike/Ped	200S-200N Blocks of Elm St, 100 Block of Cedar St, 100 Block of Market St, 100 Block of Locust St	-	Add and Reconstruct Sidewalks in Downtown City	2030	\$1.60

Attachment C – Cover Sheet

Item 13a - Attachment C – (Revised – as of March 2, 2020)

1. The region's fiscal constraint figure has increased to over \$42 billion from the \$38.4 billion as presented to the February TPB and TAC. The increase is due to the funding commitment by the TxDOT Transportation Commission to fund the central portion of IH 35 in Austin.
2. The project list has been updated.
 - a. Project sponsors were given an opportunity to exchange potential funding sources from federal/state to 100% locally funded as part of their submittals. This includes 22 Travis County projects, 79 City of Austin projects, and 3 City of San Marcos projects,
 - b. To date, the constrained candidate list includes a value of \$42.5 billion which is down from the original \$45 billion as presented a February TPB. The illustrative list value has increased to over \$7 billion from \$5 billion.
 - c. Edits to the constrained candidate project list related to funding sources since the February TPB meeting have been noted in **Bold**.
3. Concurrence and project sponsorship information has been updated.
4. Additional changes are still possible and likely, as this is an evolving document.

Item 13a - Attachment C – (Revised – as of March 2, 2020)

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Attachment C - Draft Roadway Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
Travis County	Roadway	Blake-Manor Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	FM 973	East Metro Park		2021	\$16,900,000	Yes	No	Yes	NA
CTRMA	Roadway	US 183 N	Add 2 express lanes in each direction	RM 620/SH 45	Travis County Line		2021	\$130,000,000	Yes	No	Yes	NA
Travis County	Roadway	Braker Ln	Construct new 4-lane divided with bike lanes and sidewalks	Petrichor Blvd	Taylor Ln		2019	\$20,000,000	Yes	No	Yes	NA
Williamson County	Roadway	University Boulevard / Corridor B1	Widen 4-lane undivided to 6-lane divided	IH 35	SH 130		2021	\$24,010,000	Yes	No	Yes	NA
CTRMA	Roadway	US 183 N	Add 2 express lanes in each direction	Williamson County Line	MoPac Expressway		2021	\$130,000,000	Yes	No	Yes	NA
City of Round Rock	Roadway	Gattis School Rd. Seg. 3	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Windy Park Dr.	Double Creek Dr.		2023	\$23,750,000	Yes	No	Yes	NA
CTRMA	Roadway	SL 1	Add 1 lane direct connector with transitions and one collector distributor	US 183	RM 2222		2021	\$200,000,000	Yes	No	Yes	NA
Travis County	Roadway	Cameron Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	SH 130	Gregg Ln		2020	\$15,500,000	Yes	No	Yes	NA
CTRMA	Roadway	SL 1	2 express lanes in each direction	Cesar Chavez	Slaughter Lane		2022	\$540,000,000	Yes	No	Yes	NA
Travis County	Roadway	Elroy Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	Ross Rd	Fagerquist Rd		2020	\$28,800,000	Yes	No	Yes	NA
Williamson County	Roadway	Corridor B3	Widen 2-lane undivided to 2-lane with a continuous left turn lane	SH 95	US 79		2024	\$30,500,000	Yes	No	Yes	NA
Travis County	Roadway	Grand Ave Pkwy	Construct new 4-lane divided with bike lanes and sidewalks	Roller Crossing	Bratton Ln		2020	\$5,000,000	Yes	No	Yes	NA
Travis County	Roadway	Harold Green Rd	Construct new 2-lane divided with bike lanes and sidewalks	SH 130	Austin Colony Blvd		2022	\$11,890,000	Yes	No	Yes	NA
Williamson County	Roadway	Southeast Loop / Corridor E1	Construct new 2-lane with a continuous left turn lane	SH 130	US 79		2022	\$43,980,000	Yes	No	Yes	NA
Travis County	Roadway	Hamilton Pool Rd	Upgrade existing 2-lane undivided to include wide outer shoulders	Travis County line	RM 12		2020	\$5,060,000	Yes	No	Yes	NA
Travis County	Roadway	South Pleasant Valley Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	1,000' North of River Plantation	FM 1327		2022	\$9,600,000	Yes	No	Yes	NA
Travis County	Roadway	Ross Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	Pearce Ln	Heine Farm Rd		2021	\$4,700,000	Yes	No	Yes	NA
City of Round Rock	Roadway	Old Settlers Blvd.	Construct new location 4-lane divided urban facility.	Red Bud Lane (CR 122)	CR 110		2022	\$18,050,000	Yes	No	Yes	NA
Travis County	Roadway	Slaughter Ln	Construct new 4-lane divided with bike lanes and sidewalks	Bluff Springs Rd	McKinney Falls Pkwy		2019	\$16,000,000	Yes	No	Yes	NA

Attachment C - Draft Roadway Constrained Candidates

Travis County	Roadway	Taylor Ln	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	Blake Manor Rd	Braker Ln		2022	\$17,000,000	Yes	No	Yes	NA
Travis County	Roadway	Thaxton Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	McKinney Falls Pkwy	Sassman Rd		2022	\$6,740,000	Yes	No	Yes	NA
Travis County	Roadway	Wells Branch Pkwy	Construct new 4-lane divided with bike lanes and sidewalks	Killingsworth Ln	Cameron Rd		2020	\$7,800,000	Yes	No	Yes	NA
Travis County	Roadway	Wild Horse Connector	Construct new 4-lane divided with bike lanes and sidewalks	Parmer Ln	FM 973		2022	\$17,500,000	Yes	No	Yes	NA
Williamson County	Roadway	Hero Way	Widen 2-lane undivided to 4-lane divided	US 183A	Ronald Reagan Boulevard		2023	\$48,220,000	Yes	No	Yes	NA
Travis County	Roadway	FM 973 - Blake Manor Rd Connector	Construct new 4-lane divided with bike lanes and sidewalks	FM 973	Blake Manor Rd		2022	\$14,000,000	Yes	No	Yes	NA
Travis County	Roadway	William Cannon Dr	Construct new 4-lane divided with bike lanes and sidewalks	McKinney Falls Pkwy	US 183 S		2019	\$16,000,000	Yes	No	Yes	NA
Williamson County	Roadway	Liberty Hill Bypass	Construct new 2-lane with a continuous left turn lane	RM 1869	CR 279		2023	\$18,750,000	Yes	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard	Widen 4-lane divided to 6-lane divided	Whitestone Boulevard / RM 1431	RM 2243		2024	\$32,960,000	Yes	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard	Widen 2-lane undivided to 6-lane divided	SH 29	FM 3405		2021	\$57,380,000	Yes	No	Yes	NA
Hays County	Roadway	Sawyer Ranch Rd (CR 164)	Widen from 2 to 4 lane divided	US 290 W	Darden Hill Rd		2020	\$11,500,000	Yes	No	Yes	NA
Williamson County	Roadway	MoKAN	Construct new 4-lane limited access	University Boulevard	SH 45		2024	\$225,750,000	Yes	No	Yes	NA
Williamson County	Roadway	SH 130	Construct new 2-lane frontage road in each direction	US 79	Limmer Loop		2023	\$6,760,000	Yes	No	Yes	NA
TxDOT	Roadway	SH 95	Reconstruct 2-lane rural to 3-lane urban include continuous left turn lane	SL 230	South of FM 535		2021	\$8,985,397	Yes	No	Yes	NA
Williamson County	Roadway	Whitestone Boulevard / RM 1431	Widen 4-lane undivided with continuous left turn lane to 6-lane divided	Williamson / Travis County Line	Bagdad Road		2023	\$19,340,000	Yes	No	Yes	NA
City of Austin	Roadway	Redbud Trail/Emmett Shelton Bridge over Lady Bird Lake	Build a single long-span bridge to replace the two bridges on Redbud Trail collectively known as the Emmett Shelton Bridge. Major roadway geometry changes to Redbud Trail have also been proposed to benefit Ullrich Water Treatment Plant truck traffic and all users. A ten foot wide sidewalk and bike path have also been proposed as part of the structure.	Lake Austin Boulevard	Stratford Drive		2021	\$56,550,000	Yes	No	Yes	NA

Attachment C - Draft Roadway Constrained Candidates

City of Round Rock	Roadway	Kenney Fort Blvd. Seg. 2 & 3	Construct new location 6-lane divided urban facility.	Forect Creek Blvd.	SH 45		2020	\$25,055,180	Yes	No	No	NA
City of Round Rock	Roadway	Gattis School Rd. Seg. 6	Reconstruct existing 4-lane urban roadway to a 6-lane divided urban roadway.	E. of Red Bud Lane	W. of Via Sonoma		2021	\$20,920,000	Yes	No	No	NA
City of Round Rock	Roadway	University Boulevard	Upgrade existing 2-lane rural roadway to a 4-lane rural divided roadway.	A W Grimes Blvd.	SH 130		2020	\$9,400,000	Yes	No	No	NA
Travis County	Roadway	Braker Ln	Widen existing 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	Samsung Blvd	Harris Branch Pkwy		2021	\$23,000,000	Yes	No	No	NA
TxDOT	Roadway	FM 734	Widen 4-lane divided to 6-lane divided	RM 1431	SH 45		2022	\$62,473,700	Yes	No	No	NA
Travis County	Roadway	Pearce Ln	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	Kellam Rd	Bastrop County Line/Wolf Lane		2022	\$28,520,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road, freight movements, and add auxiliary lanes	SH 45N	US 290E		2022	\$400,000,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road, freight movements, and add auxiliary lanes	US 290E	US 290W/SH 71		2025	\$4,900,000,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Add northbound and southbound non-tolled managed lanes, reconstruct ramps, improve frontage road, freight movements, and add auxiliary lanes	US 290W/SH 71	SH 45E		2022	\$300,000,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Construct Intersection Improvements, Turnaround Bridge & Southbound Aux Lanes, Replace Bridge at RM 2243 And Reverse Southbound Ramps	North RM 2243	SE Inner Loop		2024	\$37,200,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Reconstruct Interchange			Williams Dr	2020	\$78,642,337	Yes	No	No	NA
TxDOT	Roadway	IH 35	Add new 3-lane northbound frontage road	S of Lakeway Dr	S of Williams Dr		2020	\$41,699,816	Yes	No	No	NA

Attachment C - Draft Roadway Constrained Candidates

TxDOT	Roadway	IH 35	Relocate northbound entrance ramp from SL 82, Add new 1 lane northbound exit ramp to River Ridge Pkwy, 1 Northbound Auxiliary Lane at SL 82 and River Ridge Parkway	N of River Ridge Parkway	Loop 82		2020	\$10,770,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Reverse Northbound Ramps	Kyle Crossing	RM 150		2020	\$30,000,000	Yes	No	No	NA
City of San Marcos	Roadway	Hopkins Street	Crosstown Trail	CM Allen Pkwy	Thorpe Road		2020	\$1,900,000	Yes	No	No	NA
TxDOT	Roadway	IH 35	Reconstruct Ramps	Loop 82	S of Loop 82		2020	\$2,011,599	Yes	No	No	NA
TxDOT	Roadway	IH 35	Reconstruct IH 35 Mainlane Bridge at SH123, Northbound Bridges at San Marcos River and Willow Springs Creek, Add Auxiliary Lanes with SH 123 Intersection and Pedestrian Improvements	S of SH 80	N of RM 12		2021	\$121,072,254	Yes	No	No	NA
TxDOT	Roadway	RM 2222	Construct diverging diamond intersection			At 360	2024	\$5,350,000	Yes	No	No	NA
TxDOT	Roadway	RM 3238	Add shoulders and Center Turn Lane	RM 12	SH 71		2021	\$16,200,000	Yes	No	No	NA
TxDOT	Roadway	RM 620	Widen from 4 to 6-lane divided roadway	SH 71	Aria Dr/Cavalier Dr		2022	\$37,039,200	Yes	No	No	NA
TxDOT	Roadway	RM 620	Widen from 4 to 6-lane divided roadway	Aria Dr/Cavalier Dr	Oak Grove Blvd		2022	\$60,827,900	Yes	No	No	NA
TxDOT	Roadway	RM 620	Reconstruct intersection to add overpass at Anderson Mill Road	N of Foundation Rd	N of Hatch Rd		2024	\$24,000,000	Yes	No	No	NA
TxDOT	Roadway	SH 123	Construct Sidewalks	IH 35	Dezavalla Dr		2022	\$700,000	Yes	No	No	NA
TxDOT	Roadway	SH 71	Construct 3 lane eastbound frontage road, 1 lane direct connector from US 183 South to SH 71 East, and one lane direct connector from US 183 North to SH 71 East	SH 71/US 183 Interchange	Presidential Blvd		2022	\$26,000,000	Yes	No	No	NA
TxDOT	Roadway	SH 71	Construct overpass approach and add 2 lane one-way eastbound and westbound frontage roads	.85 Miles West of Tucker Hill Lane	Travis / Bastrop CL		2022	\$57,300,000	Yes	No	No	NA
TxDOT	Roadway	SH 71	Construct 3-Lane Eastbound Frontage Rd along SH 71 and 1-Lane Direct Connector from 183S to 71E	East of Riverside	US 183		2022	\$3,182,180	Yes	No	No	NA
Travis County	Roadway	FM 969	Widen 2-lane undivided to 4-lane divided with continuous left turn lane, shoulders, and sidewalk	FM 973	Hunters Bend Rd		2021	\$10,917,185	Yes	No	No	NA

Attachment C - Draft Roadway Constrained Candidates

TxDOT	Roadway	SH 71	Widen 4-lane undivided to 4-lane with continuous left turn lane	Blanco CL	0.4 mi West of RM 2322		2021	\$40,007,000	Yes	No	No	NA
TxDOT	Roadway	SH 71	Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads			Pope Bend Rd	2022	\$33,293,974	Yes	No	No	NA
TxDOT	Roadway	SH 71	Construct 4-lane overpass with 2-lane eastbound and westbound frontage roads	CR 206	SH 21		2024	\$46,381,883	Yes	No	No	NA
TxDOT	Roadway	SH 80	Complete Gap in Shoulder For Bicycle Travel	SH 21	FM 1984		2022	\$7,500,000	Yes	No	No	NA
TxDOT	Roadway	SL 360	Grade Separate Intersection			Westlake Drive	2022	\$61,000,000	Yes	No	No	NA
TxDOT	Roadway	SL 360	Grade Separate Intersection			Spicewood Springs Road	2022	\$32,000,000	Yes	No	No	NA
TxDOT	Roadway	SL 360	Grade Separate Intersection			At Courtyard Dr	2024	\$29,000,000	Yes	No	No	NA
TxDOT	Roadway	SL 360	Grade Separate Intersection			At Lakewood Drive	2023	\$37,000,000	Yes	No	No	NA
TxDOT	Roadway	US 183	Construct a bicycle or pedestrian path			Colorado River	2021	\$4,800,000	Yes	No	No	NA
TxDOT	Roadway	US 183	Construct new 1 lane southbound frontage road	0.46 Miles South of Thompson Ln	0.07 Miles SW of Airport Commerce Dr		2021	\$6,244,814	Yes	No	No	NA
TxDOT	Roadway	US 183	Construct 2-lane grade separated northbound and south bound frontage roads along 183A	RM 1431	Avery Ranch Blvd		2023	\$75,000,000	Yes	No	No	NA
TxDOT	Roadway	US 79	Add one lane in each direction	IH 35	E of FM 1460		2022	\$45,000,000	Yes	No	No	NA
City of Austin	Roadway	Braker Lane	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	Dawes Place	Samsung Boulevard		2020	\$14,050,000	Yes	No	No	NA
City of Austin	Roadway	East William Cannon Boulevard	Widen 2-lane undivided to a 6-lane divided with pedestrian/bicycle and transit improvements	Running Water Drive	McKinney Falls Parkway		2019	\$14,687,500	Yes	No	No	NA
City of Austin	Roadway	Lakeline Boulevard	Widen 2-lane undivided to a 4-lane divided with pedestrian/bicycle and transit improvements	West of Staked Plains Drive	West of Parmer Lane		2019	\$17,125,000	Yes	No	No	NA
City of Austin	Roadway	Adelphi Lane	Construct new 4-lane divided with enhanced multimodal improvements	Mc Neil Road	Parmer Lane		2027	\$21,018,062	No	No	Yes	NA
CTRMA	Roadway	US 183A	Construct 6-lane tolled expressway; Phase 1 to include 4-lane tolled expressway	Hero Way	SH 29		2031	\$367,800,000	No	No	Yes	NA
Williamson County	Roadway	Whitestone Boulevard / RM 1431	Widen to 6-lane divided	Parmer Lane / Ronald Reagan Boulevard	IH 35		2040	\$226,520,000	No	No	Yes	NA

Attachment C - Draft Roadway Constrained Candidates

City of Pflugerville	Roadway	Colorado Sand Drive	Construct new 2 lane undivided with CTL	Copper Mine	Weiss Lane		2030	\$13,378,800	No	No	Yes	NA
Williamson County	Roadway	Chandler Road / Corridor B2	Widen 2-lane undivided to 6-lane divided	SH 130	Corridor E2 / Corridor E3		2025	\$24,240,000	No	No	Yes	NA
Williamson County	Roadway	Chandler Road / Corridor B2	Widen 2-lane undivided to 6-lane divided	Corridor E2 / Corridor E3	SH 95		2026	\$22,690,000	No	No	Yes	NA
City of Round Rock	Roadway	Gattis School Rd. Seg. 2	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Lawnmont Dr.	Windy Park Dr.		2027	\$18,750,000	No	No	Yes	NA
City of Georgetown	Roadway	Airport Drive	Widen from 2 lane undivided to 4-lane divided	SH-195	Terminal Drive		2045	\$11,500,000	No	No	Yes	NA
City of Pflugerville	Roadway	Immanual/Old Austin Huttol/Timmerman	Reconstruct to 2 lane undivided with CTL	Wells Branch	Pflugerville Parkway		2025	\$19,393,200	No	No	Yes	NA
City of Round Rock	Roadway	Gattis School Rd. Seg. 4	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Double Creek Dr.	Kenney Fort Blvd.		2028	\$15,950,000	No	No	Yes	NA
Hays County	Roadway	SH 123	Widen from 4 lane divided to 6 lane divided with median and shoulders	FM 110	Guadalupe County line		2030	\$6,600,000	No	No	Yes	NA
Williamson County	Roadway	Corridor B3	Widen 2-lane with a continuous left turn lane to 6-lane divided	SH 95	US 79		2035	\$39,310,000	No	No	Yes	NA
City of Georgetown	Roadway	DB Woods	Widen from 2 lane undivided 4-lane divided	Oak Ridge Road	SH-29		2045	\$18,500,000	No	No	Yes	NA
City of Round Rock	Roadway	Gattis School Rd. Seg. 5	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Rusk Rd.	Via Sonoma Trail		2030	\$8,350,000	No	No	Yes	NA
Hays County	Roadway	FM 110 - Ultimate	Widen from 2 lane divided to 4 lane divided	IH 35 N	Yarrington		2030	\$4,500,000	No	No	Yes	NA
City of Georgetown	Roadway	DB Woods	Widen from 2 lane undivided 4-lane divided	Williams Drive	Oak Ridge Road		2045	\$17,300,000	No	No	Yes	NA
City of Round Rock	Roadway	Kenney Fort Blvd. Seg. 4	Upgrade existing 3-lane roadway and 4-lane urban divided roadway to a 6-lane urban divided roadway.	Joe DiMaggio Blvd.	Old Settlers Blvd.		2024	\$24,700,000	No	No	Yes	NA
Hays County	Roadway	FM 110 - Ultimate	Widen from 2 lane divided to 4 lane divided	Yarrington	SH 123		2030	\$26,600,000	No	No	Yes	NA
Williamson County	Roadway	Southeast Loop / Corridor E1	Widen 2-lane with a continuous left turn lane to 6-lane divided	SH 130	US 79		2030	\$22,750,000	No	No	Yes	NA
City of Pflugerville	Roadway	Pfennig Lane (East)	Construct new 4-lane divided	FM685	Pecan Street		2025	\$32,502,000	No	No	Yes	NA
City of Round Rock	Roadway	Kenney Fort Blvd. Seg. 5	Construct new location 4-lane divided urban facility.	Old Settlers Blvd.	CR 112		2027	\$26,700,000	No	No	Yes	NA
Hays County	Roadway	Kyle Loop (NF 17)	Construct new 4 lane divided	FM 150 W	FM 1626		2030	\$10,400,000	No	No	Yes	NA
Williamson County	Roadway	Southeast Loop / Corridor E1	Widen 6-lane divided to 4-lane limited access with 3-lane frontage roads in each direction	SH 130	US 79		2040	\$218,660,000	No	No	Yes	NA
City of Pflugerville	Roadway	Pflugerville Parkway	Widen to 6-lane divided	SH130	Weiss Lane		2025	\$58,058,400	No	No	Yes	NA

Attachment C - Draft Roadway Constrained Candidates

City of Round Rock	Roadway	Kenney Fort Blvd. Seg. 6	Construct new location 4-lane divided urban facility.	CR 112	University Blvd.		2029	\$22,600,000	No	No	Yes	NA
Hays County	Roadway	FM 150 W	Widen from 2 lane divided to 4 lane divided	RM 12	RM 1826		2030	\$5,700,000	No	No	Yes	NA
Williamson County	Roadway	Corridor A2	Construct new 2-lane with a continuous left turn lane	FM 3349	FM 973		2025	\$19,480,000	No	No	Yes	NA
City of Georgetown	Roadway	NE Inner Loop	Widen from 2-lanes to 4-lanes divided. Limited Access	Austin Avenue	SH-29		2045	\$16,800,000	No	No	Yes	NA
City of Round Rock	Roadway	Kenney Fort Blvd. Seg. 7	Construct new location 4-lane divided urban facility.	University Blvd.	Westinghouse Rd.		2030	\$24,800,000	No	No	Yes	NA
Hays County	Roadway	FM 150 W	Widen from 2 lane divided to 4 lane divided	RM 1826	FM 3237		2030	\$19,000,000	No	No	Yes	NA
Williamson County	Roadway	Corridor A2	Widen 2-lane with a continuous left turn lane to 6-lane divided	FM 3349	FM 973		2035	\$17,430,000	No	No	Yes	NA
City of Georgetown	Roadway	Westinghouse Road	Reconstruct from 4 lane undivided to 4 lane divided	IH-35	FM 1460		2045	\$12,500,000	No	No	Yes	NA
City of Pflugerville	Roadway	Weiss	Widen to 4-Lane divided & bridge widening	Pleasanton	Pecan		2025	\$11,947,200	No	No	Yes	NA
Williamson County	Roadway	Corridor A2	Construct new 2-lane with a continuous left turn lane	FM 973	SH 95		2026	\$30,000,000	No	No	Yes	NA
City of Pflugerville	Roadway	Central Commerce	Widen to 3-lane (full depth reconstruction)	Picadilly	Royston		2025	\$4,238,400	No	No	Yes	NA
City of Pflugerville	Roadway	Royston	Widen to 3-lane (full depth reconstruction)	Central Commerce	Grand Avenue		2025	\$8,836,800	No	No	Yes	NA
City of Pflugerville	Roadway	Picadilly	Widen to 3-lane (full depth reconstruction)	100' East of I-35	Central Commerce		2025	\$6,981,600	No	No	Yes	NA
City of Round Rock	Roadway	Old Settlers Blvd.	Construct new location 4-lane divided urban facility.	CR 110	SH 130		2027	\$29,500,000	No	No	Yes	NA
Williamson County	Roadway	CR 470 / Corridor A	Construct new 2-lane with a continuous left turn lane	SH 95	CR 450		2035	\$90,530,000	No	No	Yes	NA
Hays County	Roadway	FM 2439 (Hunter Rd)	Construct new 4 lane divided	Centerpoint Rd	Comal county line		2030	\$5,200,000	No	No	Yes	NA
Williamson County	Roadway	Corridor A	Construct new 2-lane with a continuous left turn lane	CR 450	Williamson / Milam County Line		2040	\$94,220,000	No	No	Yes	NA
Hays County	Roadway	RM 12	Add shoulders, median and turn lanes to 2 lane divided	FM 150 W	Winters Mill		2030	\$74,500,000	No	No	Yes	NA
Williamson County	Roadway	Chandler Road / Corridor B / CR 413	Construct new 2-lane with a continuous left turn lane	Corridor B3 / FM 619	FM 1063		2030	\$57,080,000	No	No	Yes	NA
Hays County	Roadway	RM 12	Construct new 2 lane divided	Winters Mill	FM 3237		2030	\$14,300,000	No	No	Yes	NA
Hays County	Roadway	RM 12	Add shoulders, median and turn lanes to 2 lane divided	FM 3237	RM 32		2030	\$29,900,000	No	No	Yes	NA
Williamson County	Roadway	Hero Way	Widen 4-lane divided to 4-lane limited access with 2-lane frontage roads in each direction	US 183A	Ronald Reagan Boulevard		2033	\$43,180,000	No	No	Yes	NA
Hays County	Roadway	RM 12	Widen from 4 lane divided to 6 lane divided with median and shoulders	FM 2439 (Hunter Rd)	SH 123		2030	\$4,500,000	No	No	Yes	NA
Williamson County	Roadway	RM 2243	Widen 2-lane undivided to 4-lane divided	Ronald Reagan Boulevard	Southwest Bypass		2025	\$82,500,000	No	No	Yes	NA

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Hays County	Roadway	RM 12	Widen from 2 lane divided to 4 lane divided	Fitzhugh Rd	FM 150 W		2030	\$7,100,000	No	No	Yes	NA
Travis County	Roadway	Arterial B Extension (Ph. 1)	Construct new 4-lane divided roadway with bike lanes and sidewalks	FM 973	Harold Green		2027	\$23,769,000	No	No	Yes	NA
Williamson County	Roadway	RM 2243	Widen 4-lane divided to 4-lane limited access with 2-lane frontage roads in each direction	Ronald Reagan Boulevard	Southwest Bypass		2035	\$48,740,000	No	No	Yes	NA
City of Round Rock	Roadway	University Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Sunrise Rd.	Teravista Club Dr.		2027	\$19,750,000	No	No	Yes	NA
Hays County	Roadway	RM 12	Add shoulders, median and turn lanes to 2 lane divided	FM 3238	Fitzhugh Rd		2030	\$14,200,000	No	No	Yes	NA
Travis County	Roadway	Blake-Manor Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	East Metro Park	Burleson-Manor Rd		2028	\$14,669,000	No	No	Yes	NA
Williamson County	Roadway	Liberty Hill Bypass	Construct new 2-lane with a continuous left turn lane	Corridor I	RM 1869		2027	\$52,590,000	No	No	Yes	NA
City of Round Rock	Roadway	University Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Teravista Club Dr.	AW Grimes (FM 1460)		2030	\$26,500,000	No	No	Yes	NA
Hays County	Roadway	RM 12	Widen from 2 lane parkway to 4 lane parkway	RM 32	Old RR 12 / SH 80		2030	\$117,500,000	No	No	Yes	NA
Travis County	Roadway	Braker Ln	Construct new 4-lane divided roadway with bike lanes and sidewalks	Taylor Ln	Burleson-Manor Rd		2025	\$18,620,000	No	No	Yes	NA
Williamson County	Roadway	Liberty Hill Bypass	Widen 2-lane with a continuous left turn lane to 6-lane divided	Corridor I	RM 1869		2037	\$63,140,000	No	No	Yes	NA
City of San Marcos	Roadway	LBJ Drive	Retrofit 2-lane/3-lane one-way street with on-street parking including pedestrian/bicycle improvements	University Drive	E Grove St		2025	\$17,800,000	No	No	Yes	NA
Hays County	Roadway	RM 32	Add shoulders, median and turn lanes to 2 lane divided	RM 12	Comal county line		2030	\$25,900,000	No	No	Yes	NA
Williamson County	Roadway	Liberty Hill Bypass	Widen 2-lane with a continuous left turn lane to 6-lane divided	RM 1869	CR 279		2033	\$24,560,000	No	No	Yes	NA
Williamson County	Roadway	Liberty Hill Bypass	Construct new 2-lane with a continuous left turn lane	CR 279	US 183A		2025	\$37,540,000	No	No	Yes	NA
Williamson County	Roadway	Liberty Hill Bypass	Widen 2-lane with a continuous left turn lane to 6-lane divided	CR 279	US 183A		2035	\$34,060,000	No	No	Yes	NA
Hays County	Roadway	RM 2325	Add shoulders, median and turn lanes to 2 lane divided	Blanco County Line	Jacobs Well		2025	\$48,400,000	No	No	Yes	NA
Williamson County	Roadway	SH 29	Widen 4-lane undivided with center turn lane to 6-lane divided	US 183A	Ronald Reagan Boulevard		2032	\$34,290,000	No	No	Yes	NA

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Hays County	Roadway	RM 2325	Add shoulders, median and turn lanes to 2 lane divided	Jacobs Well	RM 12		2025	\$14,800,000	No	No	Yes	NA
Travis County	Roadway	Old Kimbro Rd/Parsons Rd.	Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks	US 290 E	Blake Manor Rd		2032	\$102,169,000	No	No	Yes	NA
Williamson County	Roadway	SH 29	Widen 6-lane divided to 4-lane limited access with 3-lane frontage roads in each direction	US 183A	Ronald Reagan Boulevard		2043	\$39,130,000	No	No	Yes	NA
Hays County	Roadway	RM 3237	Add shoulders, median and turn lanes to 2 lane divided	RM 12	Flite Acres Rd		2025	\$2,800,000	No	No	Yes	NA
Williamson County	Roadway	SH 29	Widen 4-lane undivided with contiguous turn lane to 6-lane divided	Ronald Reagan Boulevard	Southwest Bypass		2031	\$88,550,000	No	No	Yes	NA
Hays County	Roadway	RM 3237	Add shoulders, median and turn lanes to 2 lane divided	Flite Acres Rd	Winters Mill		2025	\$3,100,000	No	No	Yes	NA
Williamson County	Roadway	SH 29	Widen 6-lane divided to 4-lane limited access with 3-lane frontage roads in each direction	Ronald Reagan Boulevard	Southwest Bypass		2042	\$101,010,000	No	No	Yes	NA
Hays County	Roadway	RM 3237	Add shoulders, median and turn lanes to 2 lane divided	Winters Mill	FM 150 W		2025	\$2,100,000	No	No	Yes	NA
Williamson County	Roadway	Southwest Bypass	Widen 2-lane undivided to 6-lane divided	SH 29	IH 35		2030	\$17,820,000	No	No	Yes	NA
City of San Marcos	Roadway	Old RR 12/Moore	Reconstruct 2 lane with interment left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	North Street/Hopkins Street	Holland St		2028	\$7,500,000	No	No	Yes	NA
Hays County	Roadway	Bebee / High Road	Add shoulders, median and turn lanes to 2 lane divided	IH 35	SH 21		2025	\$44,700,000	No	No	Yes	NA
Travis County	Roadway	Vail Divide Rd	Widen 2-lane and construct new 4-lane divided with bike lanes and sidewalks	SH 71 W	RM 3238		2025	\$15,400,000	No	No	Yes	NA
Williamson County	Roadway	Southwest Bypass	Widen 6-lane divided to 4-lane limited access with 3-lane frontage roads in each direction	SH 29	IH 35		2041	\$68,900,000	No	No	Yes	NA
Hays County	Roadway	Centerpoint Rd (CR 234)	Widen 4 lane divided to 4 lane divided with bike lanes and sidewalks	IH 35	Old Bastrop Hwy (CR 266)		2025	\$3,500,000	No	No	Yes	NA
Williamson County	Roadway	Georgetown-Granger Connector	Widen 2-lane undivided to 6-lane divided	SE Inner Loop	SH 130		2028	\$39,830,000	No	No	Yes	NA
City of San Marcos	Roadway	E River Ridge Pkwy	Construct new 4-lane divided boulevard with pedestrian/bicycle facilities.	IH-35	SH 21		2035	\$40,700,000	No	No	Yes	NA

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Hays County	Roadway	Centerpoint Rd (CR 234)	Widen 4 lane divided to 4 lane divided with bike lanes and sidewalks	FM 2439 (Hunter Rd)	IH 35		2025	\$2,900,000	No	No	Yes	NA
TxDOT	Roadway	RM 1431	Widen, add shoulders and safety improvements	Mustang Dr	Williamson CL		2030	\$23,245,756	No	No	Yes	NA
Williamson County	Roadway	Georgetown-Granger Connector	Construct new 2-lane with a continuous left turn lane	SH 130	Corridor E3 / Corridor E4		2028	\$24,270,000	No	No	Yes	NA
Hays County	Roadway	Centerpoint Rd (CR 234)	Widen 4 lane divided to 4 lane divided with bike lanes and sidewalks	Old Bastrop (CR266)	Beback Inn Rd		2025	\$3,300,000	No	No	Yes	NA
Williamson County	Roadway	Georgetown-Granger Connector	Widen 2-lane with a continuous left turn lane to 6-lane divided	SH 130	Corridor E3 / Corridor E4		2038	\$31,900,000	No	No	Yes	NA
Hays County	Roadway	Darden Hill Rd	Widen from 2 to 4 lane divided	FM 150 W	RM 1826		2025	\$30,000,000	No	No	Yes	NA
Travis County	Roadway	County Line Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	US 290 E	Littig Rd		2030	\$69,320,000	No	No	Yes	NA
Williamson County	Roadway	SH 29	Construct new 2-lane with a continuous left turn lane	Corridor E3 / Corridor E4	SH 95		2030	\$28,650,000	No	No	Yes	NA
Hays County	Roadway	Dacy Lane	Widen from 2 to 4 lane undivided	Hillside Terrace	Bebee Road		2025	\$11,400,000	No	No	Yes	NA
Williamson County	Roadway	SH 29	Widen 2-lane with a continuous left turn lane to 6-lane divided	Corridor E3 / Corridor E4	SH 95		2042	\$25,470,000	No	No	Yes	NA
Hays County	Roadway	Fitzhugh Rd (CR 101)	Widen from 2 to 4 lane undivided	RM 12	Travis County line		2025	\$5,500,000	No	No	Yes	NA
Williamson County	Roadway	Corridor I	Construct new 2-lane with a continuous left turn lane	SH 29	US 183		2027	\$69,770,000	No	No	Yes	NA
Hays County	Roadway	Hillside Terrace	Widen from 2 to 4 lane divided	IH 35	Old Goforth Rd		2025	\$4,400,000	No	No	Yes	NA
TxDOT	Roadway	RM 2244	Widen 4-lane undivided to 4-lane with continuous left turn lane and shoulders	Walsh Tarlton	Montebello		2025	\$10,000,000	No	No	Yes	NA
Williamson County	Roadway	Corridor I / FM 3405	Widen 2-lane undivided to 6-lane divided	US 183A	Ronald Reagan Boulevard		2042	\$105,690,000	No	No	Yes	NA
Hays County	Roadway	Hillside Terrace	Widen from 2 to 4 lane divided	Old Goforth Rd	FM 2001		2030	\$7,800,000	No	No	Yes	NA
Travis County	Roadway	Fagerquist Rd (Ph. 1)	Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks	Elroy Rd	Four Daughters Rd		2035	\$6,000,000	No	No	Yes	NA
Williamson County	Roadway	FM 734 / Parmer Lane	Widen 6-lane divided to 2-lane limited access with 3-lane frontage roads in each direction	Williamson / Travis County Line	SH 45		2028	\$20,210,000	No	No	Yes	NA
Hays County	Roadway	Jacobs Well Rd (NF 25)	Add shoulders to 2 lane undivided	RM 2325	Wayside Drive		2025	\$13,800,000	No	No	Yes	NA
Williamson County	Roadway	FM 734 / Parmer Lane	Widen 4-lane divided to 4-lane limited access with 2-lane frontage roads in each direction	SH 45	Whitestone Boulevard / RM 1431		2036	\$147,980,000	No	No	Yes	NA

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Hays County	Roadway	Kohlers Crossing UPRR Overpass	Add grade separated crossing over UPRR tracks	.1 mil east of FM 1626	.6mi east of FM 1626	UPRR	2025	\$15,000,000	No	No	Yes	NA
Travis County	Roadway	Greenlawn Blvd	Upgrade existing 2-lane to a 4-lane divided with bike lanes and sidewalks	IH 35 N southbound frontage	Grand Avenue Pkwy		2039	\$14,560,000	No	No	Yes	NA
Hays County	Roadway	Kyle Loop W	Construct new 4 lane with a continuous turn lane	FM 1626	NF 17		2025	\$10,000,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard	Widen 4-lane divided to 6-lane divided	RM 2243	SH 29		2025	\$32,010,000	No	No	Yes	NA
Hays County	Roadway	Kyle Loop W	Construct new 4 lane divided	NF 17	Old Stagecoach Rd		2025	\$15,500,000	No	No	Yes	NA
Travis County	Roadway	Main St	Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks	IH 35	Turnersville Rd		2031	\$13,090,000	No	No	Yes	NA
Hays County	Roadway	Kyle Loop W	Construct new 4 lane divided	Old Stagecoach Rd	IH 35		2025	\$4,100,000	No	No	Yes	NA
Travis County	Roadway	Melber Ln (Ph. 1)	Construct new 4-lane divided roadway with bike lanes and sidewalk	Pecan St	Cele Rd		2035	\$41,296,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard	Widen 2-lane undivided to 6-lane divided	FM 3405	SH 195		2025	\$96,400,000	No	No	Yes	NA
Hays County	Roadway	Kyle Parkway	Construct new 4 lane divided	IH 35 at FM 1626	SH 21		2030	\$15,800,000	No	No	Yes	NA
Travis County	Roadway	Arterial A	Construct new 4-lane divided with bike lanes and sidewalks	US 290 E	FM 734		2025	\$33,556,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard	Widen 2-lane undivided to 6-lane divided	SH 195	IH 35		2028	\$67,360,000	No	No	Yes	NA
Hays County	Roadway	Marketplace Ave	Construct new 4 lane divided	RM 967	IH 35 at Burleson Rd		2030	\$7,900,000	No	No	Yes	NA
Travis County	Roadway	Cameron Rd	Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks	SH 130	Weiss Ln bridge		2030	\$16,875,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension / Corridor D	Construct new 2-lane with a continuous left turn lane	IH 35	Corridor E4 / Corridor E5		2026	\$58,720,000	No	No	Yes	NA
Hays County	Roadway	McCarty Lane (CR 233)	Add safety improvements to 4 lane divided with grade separated UPRR crossing	FM 2439 (Hunter Rd)	IH 35		2030	\$2,300,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension / Corridor D	Widen 2-lane with a continuous left turn lane to 6-lane divided	IH 35	Corridor E4 / Corridor E5		2039	\$67,170,000	No	No	Yes	NA
Hays County	Roadway	NF 2 (Dripping Springs)	Construct new 4 lane divided	US 290 W	US 290 Bypass		2030	\$10,100,000	No	No	Yes	NA
Travis County	Roadway	Ferguson Ln	Widen 2-lane undivided and construct new 4-lane divided with bike lanes and sidewalks	Rundberg Ln	Arterial A		2025	\$31,188,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension / Corridor D	Construct new 2-lane with a continuous left turn lane	Corridor E4 / Corridor E5	SH 95		2031	\$50,370,000	No	No	Yes	NA
Hays County	Roadway	NF 10 (Dripping Springs)	Construct new 4 lane divided	RM 12	US 290 Bypass		2030	\$3,700,000	No	No	Yes	NA

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Travis County	Roadway	Gregg Manor Rd	Widen 2-lane undivided and construct new 4-lane divided roadway with bike lanes and sidewalks	SH 130	US 290 E		2030	\$32,021,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension	Construct new 2-lane with a continuous left turn lane	SH 95	CR 363		2032	\$92,390,000	No	No	Yes	NA
Hays County	Roadway	NF 18 - Dripping Springs	Construct new 2 lane divided	RM 12	US 290 W at Holder		2030	\$29,300,000	No	No	Yes	NA
Travis County	Roadway	Hodde Ln	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	Rowe Ln	Cele Rd		2035	\$48,390,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension	Construct new 2-lane with a continuous left turn lane	CR 363	CR 425		2033	\$70,030,000	No	No	Yes	NA
Hays County	Roadway	Nutty Brown Rd (CR 163)	Add shoulders and safety improvements to 4 lane divided	US 290 W	RM 1826		2030	\$10,500,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension	Construct new 2-lane with a continuous left turn lane	CR 425	US 79		2034	\$36,010,000	No	No	Yes	NA
Hays County	Roadway	Posey Rd (CR 235)	Add safety improvements to 4 lane divided with grade separated UPRR crossing	FM 2439 (Hunter Rd)	IH 35		2025	\$1,500,000	No	No	Yes	NA
Travis County	Roadway	South Pleasant Valley Rd (Ph. 1)	Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks	FM 1327	Main St		2030	\$9,640,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension	Construct new 2-lane with a continuous left turn lane	US 79	CR 472		2035	\$84,760,000	No	No	Yes	NA
Hays County	Roadway	Posey Rd (CR 235)	Add shoulders and safety improvements to 4 lane divided	IH 35	Old Bastrop Hwy (CR 266)		2025	\$2,500,000	No	No	Yes	NA
Williamson County	Roadway	Ronald Reagan Boulevard Extension	Construct new 2-lane with a continuous left turn lane	CR 472	Williamson / Lee County Line		2036	\$55,900,000	No	No	Yes	NA
Hays County	Roadway	Post Rd (CR 140)	Widen from 2 to 4 lane undivided	IH 35	Aquarena Springs Rd		2035	\$17,400,000	No	No	Yes	NA
Travis County	Roadway	Dunlap Rd (Ph. 1)	Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks	FM 969	S Dunlap Rd		2042	\$32,313,000	No	No	Yes	NA
Williamson County	Roadway	Corridor J	Widen 2-lane undivided to 2-lane with a continuous left turn lane	US 183	SH 195		2035	\$26,340,000	No	No	Yes	NA
Travis County	Roadway	Fitzhugh Rd (Ph. 1)	Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks	US 290 W	Barton Creek Bridge		2036	\$59,412,000	No	No	Yes	NA
TxDOT	Roadway	SH 29	Widen from 2-lane undivided to 4-lane with continuous left turn lane	Summit Ridge Rd	CR 252		2030	\$141,488,143	No	No	Yes	NA
Williamson County	Roadway	Corridor J	Construct new 2-lane with a continuous left turn lane	SH 195	IH 35		2035	\$137,430,000	No	No	Yes	NA

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City of Austin	Roadway	Anderson Mill Road	Reconstruct existing 4-lane undivided with continuous left turn lane to and construct new 4-lane divided with pedestrian/bicycle and transit improvements	US 183	Mc Neil Road		2027	\$42,732,253	No	No	Yes	NA
Hays County	Roadway	Robert S Light Blvd	Widen from 2 to 4 lane divided	RM 967	FM 1626		2025	\$23,000,000	No	No	Yes	NA
Travis County	Roadway	Immanuel Rd (Ph. 1)	Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks	Wells Branch Pkwy	Howard Ln		2035	\$15,610,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E5	Construct new 2-lane with a continuous left turn lane	IH 35	Ronald Reagan Boulevard Extension / Corridor D		2026	\$64,840,000	No	No	Yes	NA
City of Austin	Roadway	Blue Bluff Road	Construct a 4-lane divided with enhanced multimodal improvements	North of SH 130	Lindell Lane		2027	\$8,993,078	No	No	Yes	NA
Travis County	Roadway	Lohman Ford Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	4200' north of Sylvester Ford	Sylvester Ford Rd		2030	\$10,406,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E4	Construct new 2-lane with a continuous left turn lane	Ronald Reagan Boulevard Extension / Corridor D	SH 29		2028	\$28,630,000	No	No	Yes	NA
Hays County	Roadway	Shadow Creek Blvd	Construct new 2 lane divided	Hillside Terrace	Bebee Road		2035	\$35,900,000	No	No	Yes	NA
Travis County	Roadway	Quinlan Park Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	Country Trails Ln	Tierra Grande Trail		2025	\$16,054,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E4	Widen 2-lane with a continuous left turn lane to 6-lane divided	Ronald Reagan Boulevard Extension / Corridor D	SH 195		2038	\$17,580,000	No	No	Yes	NA
City of Austin	Roadway	Braker Lane (Bloor Road)	Widen existing 2-lane undivided and construct new a 4-lane divided with pedestrian/bicycle and transit improvements	Decker Lane	SH 130		2027	\$38,019,901	No	No	Yes	NA
Hays County	Roadway	Turnersville Rd Extension	Construct new 4 lane divided	SH 45 SE	FM 2001		2025	\$13,800,000	No	No	Yes	NA
Travis County	Roadway	Ross Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	SH 71	Pearce Ln		2042	\$18,820,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E4	Widen 2-lane with a continuous left turn lane to 6-lane divided	Corridor K	SH 29		2037	\$41,010,000	No	No	Yes	NA

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City of Austin	Roadway	Brodie Lane	Reconstruct 2-lane undivided to 2-lane undivided with center turn lanes and pedestrian/bicycle and transit improvements	Slaughter Lane	FM 1626		2027	\$23,439,377	No	No	Yes	NA
Hays County	Roadway	Turnersville Rd Extension	Construct new 4 lane divided	FM 2001	FM 110		2025	\$18,900,000	No	No	Yes	NA
Travis County	Roadway	Ross Rd	Construct new 4-lane divided roadway with bike lanes and sidewalks	Elroy Rd	McAngus Rd		2042	\$8,800,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E3	Construct new 2-lane with a continuous left turn lane	SH 29	Chandler Road / Corridor B2		2027	\$22,180,000	No	No	Yes	NA
Hays County	Roadway	Windy Hill Rd	Add shoulders, turn lanes, and safety improvements to 2 lane divided	IH 35	Turnersville Rd Extension		2025	\$29,400,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E3	Widen 2-lane with a continuous left turn lane to 6-lane divided	SH 29	Chandler Road / Corridor B2		2036	\$22,230,000	No	No	Yes	NA
Hays County	Roadway	Winters Mill Pkwy	Widen from 2 to 4 lane undivided	RM 12	RM 3237		2025	\$3,900,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E2 / CR 101	Widen 2-lane undivided to 2-lane with a continuous left turn lane	Chandler Road / Corridor B2	US 79		2026	\$21,680,000	No	No	Yes	NA
Hays County	Roadway	Yarrington Road	Realign 4 lane divided	FM 110	SH 21		2025	\$7,900,000	No	No	Yes	NA
Williamson County	Roadway	Corridor E2 / CR 101	Widen 2-lane with a continuous left turn lane to 6-lane divided	Chandler Road / Corridor B2	US 79		2035	\$25,940,000	No	No	Yes	NA
City of Austin	Roadway	Bullick Hollow Road	Reconstruct 2-lane undivided to 2-lane undivided with center turn lanes and pedestrian/bicycle and transit improvements	FM 2769	RM 620		2027	\$30,136,154	No	No	Yes	NA
Williamson County	Roadway	MoKAN	Construct new 4-lane limited access	Georgetown Inner Loop	University Boulevard		2025	\$55,970,000	No	No	Yes	NA
City of Austin	Roadway	Burleson Road	Retrofit a 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	SH 71	US 183		2027	\$6,024,336	No	No	Yes	NA
Hays County	Roadway	Rutherford Ranch Bypass (NF 13)	Construct new 2 lane undivided	FM 150 W	Travis County line		2035	\$25,000,000	No	No	Yes	NA
City of Austin	Roadway	Burnet Road (FM 1325)	Widen 4-lane undivided with continuous left turn lane to a six-lane divided with pedestrian/bicycle and transit improvements	MoPac Expressway	US 183		2027	\$34,176,064	No	No	Yes	NA
City of Austin	Roadway	Burnet Road	Retrofit a 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	US 183	Koenig Lane		2027	\$10,211,631	No	No	Yes	NA

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Hays County	Roadway	SH 80	Widen from 4 to 6 lane divided	SH 21	Caldwell County line		2035	\$2,600,000	No	No	Yes	NA
Williamson County	Roadway	Corridor K	Construct new 2-lane with a continuous left turn lane	IH 35	Corridor E4		2029	\$67,120,000	No	No	Yes	NA
City of Austin	Roadway	Cameron Road	Widen 2-lane undivided to 4-lane divided with pedestrian/bicycle and transit improvements	US 290	51ST Street		2027	\$16,845,243	No	No	Yes	NA
Hays County	Roadway	FM 165	Add shoulders and safety improvements to 2 lane undivided	US 290 W	Blanco County line		2030	\$28,200,000	No	No	Yes	NA
Williamson County	Roadway	Corridor K	Widen 2-lane with a continuous left turn lane to 6-lane divided	IH 35	Corridor E4		2039	\$81,620,000	No	No	Yes	NA
City of Austin	Roadway	CR 172	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	SH 45	FM 1325 RD		2027	\$5,562,444	No	No	Yes	NA
Hays County	Roadway	FM 621 (Staples)	Add shoulders and safety improvements to 2 lane undivided	Old Bastrop (CR 266)	Caldwell County line		2030	\$4,000,000	No	No	Yes	NA
Hays County	Roadway	RM 967	Widen from 2 to 4 lane undivided	RM 1826	1.5 mile west of Oak Forrest		2025	\$7,800,000	No	No	Yes	NA
Williamson County	Roadway	FM 734 / Parmer Lane & SH 45	Construct 3-Level Diamond Interchange		FM 734 / Parmer Lane & SH 45		2027	\$28,560,000	No	No	Yes	NA
Williamson County	Roadway	IH 35 & Inner Loop	Bridge Replacement and Intersection Improvement		IH-35 & Inner Loop		2028	\$11,890,000	No	No	Yes	NA
City of Austin	Roadway	Dallas Drive Connector	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	Parmer Ln	SH 45-Mc Neil Rd Connector		2027	\$18,186,177	No	No	Yes	NA
City of Austin	Roadway	Davis Lane	Widen 2-lane undivided to a 2-lane with continuous left turn lanes and pedestrian/bicycle and transit improvements	Brodie Ln	Manchaca Rd		2027	\$13,353,095	No	No	Yes	NA
City of Austin	Roadway	Dessau Road	Widen 4-lane divided to 6-lane divided with pedestrian/bicycle and transit improvements	East Brook	Parmer Ln		2027	\$17,544,002	No	No	Yes	NA
City of Austin	Roadway	East 7th Street	Retrofit 4-lane divided with continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	I-35	US 183		2027	\$19,082,327	No	No	Yes	NA
City of Austin	Roadway	East Cesar Chavez	Widen 2-lane undivided to a 2-lane with continuous left turn lanes and pedestrian/bicycle and transit improvements	I-35	US 183		2027	\$31,727,115	No	No	Yes	NA

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City of Austin	Roadway	East Martin Luther King Boulevard	Reconstruct 4-lane undivided to 4-lane divided with pedestrian/bicycle and transit improvements	Airport Boulevard	US 183		2027	\$5,722,987	No	No	Yes	NA
City of Austin	Roadway	East Rundberg Lane	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	Cameron Road	Ferguson Lane		2027	\$8,739,103	No	No	Yes	NA
Williamson County	Roadway	SH 195 & Sun City Boulevard	Add Overpass			SH 195 & Sun City Boulevard	2030	\$30,000,000	No	No	Yes	NA
City of Austin	Roadway	East Yager Lane	Construct a 2-lane with center turn lanes and pedestrian/bicycle and transit improvements	South of Tech Ridge Drive	Parmer Lane		2027	\$13,002,722	No	No	Yes	NA
TxDOT	Roadway	US 183	Widen 4-lane undivided to 4-lane with continuous left turn lane	0.3 mi S of CR 218	RJ Ranch Rd		2025	\$4,100,000	No	No	Yes	NA
City of Austin	Roadway	FM 969	Widen 4-lane undivided with continuous left turn lane to 6 lane divided with pedestrian/bicycle and transit improvements	US 183	Decker Lane		2027	\$10,636,088	No	No	Yes	NA
City of Austin	Roadway	Four Points Drive - McNeil Connector	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	Four Points Drive	Mc Neil Drive		2027	\$9,060,190	No	No	Yes	NA
TxDOT	Roadway	US 281	Widen 4-lane undivided to 4-lane with continuous left turn lane	Lampasas County Line	Burnet City Limits		2030	\$107,761,784	No	No	Yes	NA
City of Austin	Roadway	Grand Avenue Parkway	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	Mc Neil Road	Quick Hill Road		2027	\$14,955,565	No	No	Yes	NA
TxDOT	Roadway	US 281	Widen 4-lane undivided to 4-lane with continuous left turn lane	Park Rd 4	RM 1855		2030	\$20,012,903	No	No	Yes	NA
City of Austin	Roadway	Industrial Oaks Boulevard	Widen existing 4-lane undivided and construct a new 4-lane divided with pedestrian/bicycle and transit improvements	Southwest Parkway	US 290		2027	\$5,763,781	No	No	Yes	NA
City of Austin	Roadway	Johnny Morris Road	Widen existing 4-lane undivided to a 4-lane divided with pedestrian/bicycle and transit improvements	US 290	FM 969 Road		2027	\$41,075,495	No	No	Yes	NA

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City of Austin	Roadway	Jollyville Road	Retrofit existing to 4-lane undivided to a 4-lane divided with pedestrian/bicycle and transit improvements	US 183	Great Hills Trail		2027	\$5,296,625	No	No	Yes	NA
City of Austin	Roadway	Lake Austin Boulevard	Widen 4-lane undivided to a 4-lane divided with pedestrian/bicycle and transit improvements	Red Bud Trail	MoPac Expressway		2027	\$19,156,019	No	No	Yes	NA
City of Austin	Roadway	Menchaca Road	Retrofit and widen 4-lane undivided to a 4-lane divided with pedestrian/bicycle and transit improvements	West Stassney Lane	Ravencroft Drive		2027	\$17,996,683	No	No	Yes	NA
City of Austin	Roadway	Mc Neil Drive	Retrofit 4-lane undivided with continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	US 183	Avery Island		2027	\$1,667,286	No	No	Yes	NA
City of Austin	Roadway	Mc Neil Road	Widen 2-lane undivided to a 6-lane divided with pedestrian/bicycle and transit improvements	SH 45	Mc Neil Drive / Howard Lane		2027	\$40,934,690	No	No	Yes	NA
City of Austin	Roadway	North Lamar Boulevard	Reconstruct 4-lane undivided with center turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	I-35	Parmer Lane		2027	\$20,761,456	No	No	Yes	NA
City of Austin	Roadway	North Lamar Boulevard	Reconstruct 4-lane undivided with center turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	45th Street	Lady Bird Lake		2027	\$11,980,243	No	No	Yes	NA
City of Austin	Roadway	North Pleasant Valley Road	Widen 2-lane undivided to a 4-lane divided with pedestrian/bicycle and transit improvements	Cesar Chavez Street	Riverside Drive		2027	\$5,074,233	No	No	Yes	NA
City of Austin	Roadway	Old Bee Caves Road	Widen 2-lane undivided to a 2-lane undivided with center turn lanes and pedestrian/bicycle and transit improvements	SH 71	Mountain Shadows		2027	\$9,332,122	No	No	Yes	NA
City of Austin	Roadway	Old Bee Caves Road	Widen 2-lane undivided to a 2-lane undivided with center turn lanes and pedestrian/bicycle and transit improvements	Mountain Shadows	US 290		2027	\$21,568,588	No	No	Yes	NA

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City of Austin	Roadway	Onion Creek Parkway	Widen existing 2-lane undivided and construct a 4-lane divided with pedestrian/bicycle and transit improvements	Old San Antonio Road	I-35		2027	\$3,122,706	No	No	Yes	NA
City of Austin	Roadway	RM 2222 to Four Points Drive Connector	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	RM 2222	Four Points Drive		2027	\$3,126,654	No	No	Yes	NA
City of Austin	Roadway	Robinson Ranch Road	Construct a 4-lane divided with pedestrian/bicycle and transit improvements	SH 45	MoPac Expressway		2027	\$85,061,830	No	No	Yes	NA
City of Austin	Roadway	South Lamar Boulevard	Retrofit 4-lane undivided with continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	Barton Springs Road	Loop 360		2027	\$11,159,101	No	No	Yes	NA
City of Georgetown	Roadway	Shell Road	Widen from 2 lane undivided 4-lane divided	SH-195	Williams		2045	\$37,500,000	No	No	Yes	NA
Williamson County	Roadway	SH 45 & IH 35	Construct Southwest & Southeast Direct Connectors			SH 45 & IH 35	2029	\$30,930,000	No	No	Yes	NA
Travis County	Roadway	Wells Branch Pkwy (Ph. 1)	Construct new roadway 4-lane divided roadway with bike lanes and sidewalks	Cameron Rd	SH 130		2036	\$36,380,000	No	No	Yes	NA
Travis County	Roadway	Slaughter Ln (Ph. 1)	Construct new 4-lane divided roadway with bike lanes and sidewalk	McKinney Falls Pkwy	FM 973		2035	\$86,000,000	No	No	Yes	NA
Travis County	Roadway	Jesse Bohls Rd (FM 1100 Connector) (Phase 1A)	Upgrade existing 2-lane roadway to a 4-lane divided roadway with bike lanes and sidewalks	Weiss Ln	FM 973		2030	\$39,790,000	No	No	Yes	NA
Travis County	Roadway	Jesse Bohls Rd (FM 1100 Connector) (Phase 1B)	Upgrade existing 2-lane roadway and construct new roadway to a 2-lane divided roadway with bike lanes and sidewalks	FM 973	FM 1100		2030	\$103,150,000	No	No	Yes	NA
City of Austin	Roadway	South Pleasant Valley Road, (Burleson Road/Todd Lane/Nuckols Crossing, Road/Old Lockhart Road/Bradshaw Road)	Widen existing 2-lane undivided and construct new 4-lane divided with pedestrian/bicycle and transit improvements	Oltorf Street	South of River Plantation Drive		2027	\$81,599,614	No	No	Yes	NA
Travis County	Roadway	Burleson-Manor Rd (Phase 1)	Upgrade existing 2-lane roadway to a 2-lane divided roadway with bike lanes and sidewalks	Blake Manor Rd	FM 969		2028	\$36,870,000	No	No	Yes	NA
Travis County	Roadway	Pflugerville East Rd (Cameron Rd) (Phase 1)	Upgrade existing 2-lane roadway and construct new roadway to a 4-lane divided roadway with bike lanes and sidewalks	Weiss Ln	Fuchs Grove Rd		2030	\$21,860,000	No	No	Yes	NA

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Travis County	Roadway	Maha Loop Rd (Ph. 1)	Upgrade existing 2-lane roadway and construct new roadway to a 2-lane divided roadway with bike lanes and sidewalks	Kellam Rd	FM 812		2032	\$25,140,000	No	No	Yes	NA
Travis County	Roadway	Four Daughters Rd	Upgrade existing 2-lane roadway and construct new roadway to a 2-lane divided roadway with bike lanes and sidewalks	SH 71 E	Pearce		2029	\$98,610,000	No	No	Yes	NA
City of Austin	Roadway	SH 45 - McNeil Road Connector	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	SH 45	McNeil Road		2027	\$38,973,952	No	No	Yes	NA
City of Austin	Roadway	SH 45 - Merriltown Drive Connector	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	SH 45	Merriltown Drive		2027	\$45,044,345	No	No	Yes	NA
City of Austin	Roadway	Shoreline Drive	Construct a new 4-lane divided with pedestrian/bicycle and transit improvements	FM 1325	Howard Lane		2027	\$20,306,143	No	No	Yes	NA
City of Austin	Roadway	Spicewood Springs Road	Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	West of Four Iron Drive	US 183		2027	\$1,056,693	No	No	Yes	NA
City of Austin	Roadway	Vega Avenue	Widen existing 2-lane undivided e and construct new 4-lane divided with pedestrian/bicycle and transit improvements	Southwest Parkway	Eiger Road/Patton Ranch		2027	\$8,793,056	No	No	Yes	NA
City of Austin	Roadway	West Rundberg Lane	Widen existing 2-lane undivided with continuous left turn lane and construct new 4-lane divided with pedestrian/bicycle and transit improvements	Burnet Road	Metric Boulevard		2019	\$11,000,000	No	No	Yes	NA
City of Austin	Roadway	West Slaughter Lane	Widen 4-lane divided to a 6-lane divided with pedestrian/bicycle and transit improvements	MoPac Expressway	Brodie Lane		2019	\$15,726,250	No	No	Yes	NA
City of Austin	Roadway	West William Cannon Drive	Widen 4-lane divided to a 6-lane divided with pedestrian/bicycle and transit improvements	Brodie Lane	Manchaca Road		2027	\$20,648,286	No	No	Yes	NA
City of Austin	Roadway	Airport Boulevard	Widen existing 4-lane undivided roadway with a continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	North Lamar Boulevard	US 183		2027	\$16,242,546	No	No	Yes	NA

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City of Austin	Roadway	Anderson Mill Road	Widen existing 4-lane undivided roadway with a continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	Centennial Trail	US 183		2027	\$9,283,899	No	No	Yes	NA
City of Austin	Roadway	Barton Springs Road	Widen existing 4-lane divided roadway to a 4-lane divided with pedestrian/bicycle and transit improvements	South Lamar Boulevard	South Congress Avenue		2027	\$5,333,472	No	No	Yes	NA
City of Austin	Roadway	Blue Goose Road	Widen existing 2-lane undivided and construct new 4-lane divided with pedestrian/bicycle and transit improvements	Harris Branch Parkway	US 290		2027	\$10,824,855	No	No	Yes	NA
City of Austin	Roadway	Braker Lane	Widen existing 4-lane roadway with a continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	North Lamar Boulevard	Bluff Bend		2027	\$2,966,110	No	No	Yes	NA
City of Austin	Roadway	City Park Road	Widen existing 2-lane undivided to a 2-lane roadway with continuous turn lanes and pedestrian/bicycle and transit improvements	City of Austin Limits	FM 2222		2027	\$7,987,706	No	No	Yes	NA
City of Austin	Roadway	Cross Park Drive	Widen existing 4-lane roadway with a continuous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	Cameron Road	Forbes Drive		2027	\$2,355,518	No	No	Yes	NA
City of Austin	Roadway	East 51st Street	Widen existing 2-lane undivided roadway to a 4-lane undivided roadway with pedestrian/bicycle and transit improvements	Springdale Road	Rangoon Road		2027	\$9,980,027	No	No	Yes	NA
City of Austin	Roadway	East 51st Street	Widen existing 2-lane undivided roadway to a 4-lane undivided roadway with pedestrian/bicycle and transit improvements	Cameron Road	Berkman Drive		2027	\$2,393,680	No	No	Yes	NA
City of Austin	Roadway	East Oltorf Street	Widen existing 4-lane divided roadway to a 4-lane divided with pedestrian/bicycle and transit improvements	IH-35	Grove Boulevard		2027	\$3,593,810	No	No	Yes	NA
City of Austin	Roadway	Enfield Road	Widen existing 2-lane undivided to a 2-lane roadway with continuous turn lanes and pedestrian/bicycle and transit improvements	Lake Austin Boulevard	Exposition Boulevard		2027	\$9,706,313	No	No	Yes	NA

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City of Austin	Roadway	Escarpment Boulevard	Widen existing 2-lane undivided and construct new 4-lane divided with pedestrian/bicycle and transit improvements	La Crosse Avenue	SH 45-McNeil Road Connector	2027	\$18,854,671	No	No	Yes	NA
City of Austin	Roadway	Exposition Boulevard	Widen existing 2-lane undivided to a 2-lane roadway with continuous turn lanes and pedestrian/bicycle and transit improvements	35TH Street	Enfield Road	2027	\$13,834,391	No	No	Yes	NA
City of Austin	Roadway	New Roadway FM 973-SH 71 FR-FM 973 Connector	Construct a new 4-lane divided roadway with pedestrian/bicycle and transit improvements	FM 973	SH 71 FR-FM 973 Connector	2027	\$8,071,926	No	No	Yes	NA
City of Austin	Roadway	Gracy Farms Lane	Widen 2-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	Burnet Road	Metric Boulevard	2027	\$12,173,685	No	No	Yes	NA
City of Austin	Roadway	Guadalupe Street	Pedestrian/bicycle and transit improvements	North Lamar Boulevard	Martin Luther King JR Boulevard	2027	\$9,087,825	No	No	Yes	NA
City of Austin	Roadway	Harris Ridge Boulevard	Widen 2-lane divided to 4-lane divided with pedestrian/bicycle and transit improvements	Howard Lane	Parmer Lane	2027	\$9,319,429	No	No	Yes	NA
City of Austin	Roadway	Jollyville Road	Widen 2-lane undivided to 4-lane divided with enhanced pedestrian/bicycle and transit improvements	Loop 360	Business Park Drive	2027	\$8,067,978	No	No	Yes	NA
City of Austin	Roadway	Longhorn Boulevard	Construct new and widen 2-lane undivided to 4-lane divided with pedestrian/bicycle and transit improvements	York Boulevard	Burnet Road	2027	\$25,985,705	No	No	Yes	NA
City of Austin	Roadway	Metro Center Drive	Construct a 4-lane divided roadway with pedestrian/bicycle and transit improvements	Burleson Road	Metlink Drive	2027	\$5,632,188	No	No	Yes	NA
City of Austin	Roadway	Metropolis Drive	Retrofit 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	Burleson Road	US 183	2027	\$10,764,322	No	No	Yes	NA
City of Austin	Roadway	North Lamar Boulevard	Enhanced multimodal improvements.	Parmer Lane	Guadalupe Street	2027	\$25,867,271	No	No	Yes	NA
City of Austin	Roadway	Pond Springs Road - Oak Knoll Connector	Construct a 4-lane divided with pedestrian/bicycle and transit improvements	McNeil Drive	Oak Knoll Drive	2027	\$8,569,348	No	No	Yes	NA
City of Austin	Roadway	Read Granberry Trail	Construct a 4-lane with pedestrian/bicycle and transit improvements	MoPac Expressway	Burnet Road	2027	\$10,257,688	No	No	Yes	NA

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City of Austin	Roadway	Red River Street	Construct a 2-lane undivided with continuous left turn lane and pedestrian/bicycle and transit improvements	Clyde Littlefield Drive	12TH Street		2027	\$5,030,807	No	No	Yes	NA
City of Austin	Roadway	Rutland Drive	Retrofit 4-lane divided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	Burnet Road	Quail Valley Boulevard		2027	\$1,629,124	No	No	Yes	NA
City of Austin	Roadway	South Congress Avenue	Pedestrian/bicycle and transit improvements	Riverside Drive	Slaughter Lane		2027	\$17,166,599	No	No	Yes	NA
City of Austin	Roadway	New Roadway, SH 71 FR-FM 973 Connector	Construct 4-lane divided with enhanced multimodal improvements	SH 71	FM 973		2027	\$18,736,237	No	No	Yes	NA
City of Austin	Roadway	Shoal Creek Boulevard	Retrofit 4-lane undivided with contiguous left turn lane to a 4-lane divided with pedestrian/bicycle and transit improvements	Steck Avenue	Foster Lane		2027	\$1,046,166	No	No	Yes	NA
City of Austin	Roadway	Spicewood Springs Road	Widen 2-lane undivided to 4-lane divided with pedestrian/bicycle and transit improvements	Loop 360	North of Mesa Drive		2027	\$22,370,840	No	No	Yes	NA
City of Austin	Roadway	Springdale Road	Retrofit 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	Sansom Road	US 183		2027	\$3,867,523	No	No	Yes	NA
City of Austin	Roadway	Technology Boulevard	Retrofit 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	McNeil Drive	US 183		2027	\$915,889	No	No	Yes	NA
City of Austin	Roadway	Tuscany Way	Retrofit 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	Ferguson Lane	Springdale Road		2027	\$12,094,729	No	No	Yes	NA
City of Austin	Roadway	West 35TH Street / West 38TH Street	Widen and retrofit 4-lane undivided to 4-lane divided with pedestrian/bicycle and transit improvements	Jefferson Street	Speedway		2027	\$6,059,866	No	No	Yes	NA
City of Austin	Roadway	West 45TH Street	Widen 4-lane undivided to 4-lane divided with pedestrian/bicycle and transit improvements	Rosedale Avenue	Avenue A		2027	\$3,896,474	No	No	Yes	NA
City of Austin	Roadway	West Anderson Lane	Retrofit 4-lane undivided with continuous left turn lane to 4-lane divided with pedestrian/bicycle and transit improvements	Burnet Road	US 183		2027	\$1,738,346	No	No	Yes	NA
City of Austin	Roadway	Various	Retrofit 4-lane divided roadways with pedestrian/bicycle and transit improvements	Various	Various	Various	2025	\$34,820,606	No	No	Yes	NA

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City of Austin	Roadway	Various	Vision Zero Transportation System Safety & Mobility Improvements	Various	Various	Various	2025	\$60,832,645	No	No	Yes	NA
City of San Marcos	Roadway	West Hopkins Street	Reconstruct 2 lane with interment left turn lane to 4-lane divided with pedestrian/bicycle improvements	Moore St	Loop 82		2025	\$9,100,000	No	No	Yes	NA
City of San Marcos	Roadway	Guadalupe Street/Loop 82	For University to Grove Street segment, retrofit to 2-lane one-way street with on-street parking including pedestrian/bicycle improvements. For section from Grove Street to I-35 segment, reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	University Drive	I-35		2025	\$11,600,000	No	No	Yes	NA
City of San Marcos	Roadway	Old RR 12 Bike/Ped & Widening	Reconstruct 2 lane with interment left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	RM 12	Craddock Ave		2028	\$7,500,000	No	No	Yes	NA
Travis County	Roadway	McNeil Dr/Howard Ln	Widen 4-lane undivided to 6-lane divided with bike lanes and sidewalks	Parmer Ln	MoPac North		2028	\$38,486,000	No	No	Yes	NA
Travis County	Roadway	Dessau Rd	Widen 4-lane divided to a 6-lane divided with shoulders and shared use paths	Wells Branch Pkwy	Howard Ln		2025	\$30,306,000	No	No	Yes	NA
Travis County	Roadway	Littig Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	FM 973	County Line Rd		2030	\$191,880,000	No	No	Yes	NA
Travis County	Roadway	Harold Green Rd (Ph. 1)	Construct new 2-lane divided roadway with bike lanes and sidewalks	Austin Colony Blvd	Burleson Manor Rd		2030	\$100,600,000	No	No	Yes	NA
Travis County	Roadway	Pearce Ln	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	FM 973	Kellam Rd		2035	\$84,690,000	No	No	Yes	NA
Travis County	Roadway	Decker Lake Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	FM 3177	FM 973		2030	\$29,987,000	No	No	Yes	NA
Travis County	Roadway	Thaxton Rd	Widen 2-lane undivided to 4-lane divided with bike lanes and sidewalks	Sassman Rd	FM 1327		2037	\$63,060,000	No	No	Yes	NA
Travis County	Roadway	Hamilton Pool Rd	Upgrade 2-lane undivided to a 2-lane divided with bike lanes and sidewalks	East side of Pedernales River	RM 12		2028	\$52,401,000	No	No	Yes	NA

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TxDOT	Roadway	SL 360	Add continuous frontage roads and grade separations	RM 2244	MoPac Expressway		2025	\$99,000,000	No	No	No	NA
TxDOT	Roadway	IH 35	Construct Intersection Improvements & Turnaround			Westinghouse Rd	2025	\$67,300,000	No	No	No	NA
TxDOT	Roadway	IH 35	Operational Improvements and Ramp Reversals	Blanco River	River Ridge Parkway		2027	\$8,200,000	No	No	No	NA
TxDOT	Roadway	IH 35	Operational, intersection, main lane and frontage road improvements	N SH 123	S of Posey Rd		2025	\$219,600,000	No	No	No	NA
Burnet County	Roadway	Wirtz Dam Road	New 2-lane roadway with 10' shoulders including a bridge over the Colorado River	RM 1431	RM 2147		2045	\$52,100,000	No	No	No	93
TxDOT	Roadway	FM 734	Widen 4-lane divided to 6-lane divided	IH 35	US 290		2030	\$118,537,962	No	No	No	91
TxDOT	Roadway	US 79	Widen from 4-lane undivided to 6-lane divided	FM 1460	FM 619		2035	\$124,339,733	No	No	No	91
City of San Marcos	Roadway	SH 123	Reconstruct from 4-lane undivided to 4-lane boulevard with pedestrian/bicycle improvements	IH 35	Broadway Street		2028	\$35,900,000	No	No	No	89
City of San Marcos	Roadway	SH 123	Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Broadway Street	Wonder World Drive/RM 12		2030	\$56,100,000	No	No	No	88
TxDOT	Roadway	US 183	Reconstruct existing 4-lane roadway to 4-lane divided roadway	SH 71	SH 130		2031	\$273,776,509	No	No	No	88
TxDOT	Roadway	IH 35	IH-35 Future Transportation Corridor (2x2 NTML)	SH 45 SE	Posey Rd		2039	\$1,769,967,277	No	No	No	87
TxDOT	Roadway	SH 71	Construct westbound frontage road	US 183	Presidential Blvd		2030	\$4,618,362	No	No	No	87

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TxDOT	Roadway	RM 620	Reconstruct 4-lane undivided to frontage roads with 3 lanes in each direction and construct 2 managed lanes in each direction	US 183	RM 2222		2030	\$1,046,828,758	No	No	No	86
TxDOT	Roadway	SH 21	Widen from 2-lane undivided to 4-lane divided	SH 71	SH 80		2027	\$771,006,640	No	No	No	85
TxDOT	Roadway	SH 71	Widen from 4-lane undivided to 6-lane divided	Blanco CL	Silvermine		2035	\$468,245,311	No	No	No	85
TxDOT	Roadway	IH 35	Add 1 Southbound Aux Lane	SH 45 N	US 79		2025	\$8,500,000	No	No	No	84
TxDOT	Roadway	IH 35	Construct Intersection Improvements, Southbound Auxiliary Lanes & Reverse Southbound Ramps	RM 1431	RM 2243		2025	\$42,800,000	No	No	No	84
TxDOT	Roadway	IH 35	Operational Improvements-Interchange			SH 29	2025	\$105,000,000	No	No	No	84
TxDOT	Roadway	FM 973	Realign and widen 2-lane unvided to 6-lane divided	SH 71	US 290		2035	\$932,744,660	No	No	No	83
TxDOT	Roadway	IH 35	IH-35 Future Transportation Corridor	SH 45 N	SH 130		2039	\$836,358,164	No	No	No	83
TxDOT	Roadway	RM 620	Widen 4-lane undivided to 6-lane divided	Hudson Bend Rd	SH 71		2025	\$93,588,685	No	No	No	83
TxDOT	Roadway	SH 71	Widen 2-lane undivided to 4-lane with continuous left turn lane	FM 2147	Travis CL		2025	\$93,317,278	No	No	No	82
TxDOT	Roadway	FM 812	Realign and widen 2-lane unvided to 6-lane divided	US 183	SH 21		2030	\$130,853,595	No	No	No	81
City of San Marcos	Roadway	Proposed Boulevard 14	Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.	Staples Road	Crystal River Pkwy		2045	\$32,400,000	No	No	No	81
City of San Marcos	Roadway	River Ridge Pkwy	Construct new 4-lane divided boulevard with pedestrian/bicycle facilities.	Lime Kiln Rd	I-35		2035	\$73,700,000	No	No	No	81

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TxDOT	Roadway	RM 620	Widen 4-lane undivided to 6-lane divided	RM 2222	Hudson Bend Rd		2030	\$75,895,000	No	No	No	81
TxDOT	Roadway	SH 130	Widen from 4 to 6 lanes (3 lanes in each direction)	IH 35	SH 45 N		2030	\$126,235,233	No	No	No	80
TxDOT	Roadway	US 290	Widen from 4-lane to 6-lane divided, add frontage road 4 to 6	RM 1826	RM 12		2025	\$1,166,136,448	No	No	No	80
City of San Marcos	Roadway	Proposed Parkway Loop	Construct new 4-lane divided with off-street shared paths	Yarrington Road	RM 12		2045	\$460,000,000	No	No	No	79
TxDOT	Roadway	RM 1826	Widen 2-lane roadway to 4-lane divided roadway	SH 45	US 290		2029	\$28,420,690	No	No	No	79
City of San Marcos	Roadway	Proposed Boulevard 14	Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.	Crystal River Pkwy	McCarty Lane		2035	\$86,600,000	No	No	No	78
TxDOT	Roadway	FM 973	Widen 2-lane undivided to 6-lane divided	US 290	US 79		2030	\$143,449,408	No	No	No	78
City of San Marcos	Roadway	McCarty Lane	Reconstruct 2-lane to 4-lane boulevard with pedestrian/bicycle improvements	Hunter Road/FM 2439	IH 35		2030	\$22,400,000	No	No	No	78
City of San Marcos	Roadway	Proposed Parkway Loop (La Cima Tract)	Construct new 4-lane divided with off-street shared paths	RM 12	Proposed Parkway Loop		2025	\$63,500,000	No	No	No	77
City of San Marcos	Roadway	Hopkins Street/SH 80	Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided with on-street parking, and pedestrian/bicycle improvements	CM Allen Pkwy	IH 35		2025	\$31,700,000	No	No	No	77
TxDOT	Roadway	FM 973	Widen 2-lane undivided to 4-lane divided	SH 71	US 183		2035	\$134,292,755	No	No	No	77
TxDOT	Roadway	SH 130	Widen from 4 to 6 lanes (3 lanes in each direction)	SH 71	SH 45 SE		2030	\$15,394,541	No	No	No	77
City of Georgetown	Roadway	Williams Drive	Widen from 4 undivided to 6 lanes divided arterial	Austin Avenue	Ronald Reagan		2045	\$72,000,000	No	No	No	76
TxDOT	Roadway	FM 1626	Widen 2-lane undivided to 4-lane undivided with center turn lane	IH 35	Menchaca Rd		2025	\$32,012,571	No	No	No	76

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TxDOT	Roadway	FM 969	Widen 2-lane undivided to 4-lane divided	SH 71	FM 1209		2035	\$42,640,291	No	No	No	76
City of San Marcos	Roadway	Proposed Boulevard 14	Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.	SH 80/SH 21	Staples Road		2040	\$98,200,000	No	No	No	76
City of San Marcos	Roadway	SH 80	Widen 4-lane with continuous left turn lane to 6 lane divided boulevard with on-street parking and pedestrian/bicycle improvements	I-35	River Road		2035	\$21,500,000	No	No	No	75
City of San Marcos	Roadway	SH 123	Reconstruct 4-lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Wonder World Drive/RM 12	FM 110		2038	\$22,000,000	No	No	No	73
TxDOT	Roadway	RM 2243	Widen 2-lane with center turn lane to 4-lane divided with pedestrian improvements	E of SW Bypass	Norwood Dr		2025	\$10,818,478	No	No	No	73
City of San Marcos	Roadway	Stagecoach Road extension	Construct 2-lane undivided with continuous left turn lane with pedestrian/bicycle improvements and on-street parking	Gravel Street	Dutton Drive		2035	\$23,000,000	No	No	No	72
City of San Marcos	Roadway	Wonder World Drive/RM 12	Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Hunter Road/FM 2439	Stagecoach Trail		2026	\$7,300,000	No	No	No	72
City of San Marcos	Roadway	Proposed Parkway Loop (PH-0)	Construct new 4-lane divided with off-street shared paths	La Cima Tract Boundary	Proposed Blvd 1		2030	\$62,200,000	No	No	No	72
TxDOT	Roadway	RM 1826	Existing 2-lanes to proposed 6-lane divided	RM 967	SH 45		2035	\$226,630,731	No	No	No	72
TxDOT	Roadway	SH 195	Grade Separation			Shell Road	2030	\$36,946,897	No	No	No	72
City of Cedar Park	Roadway	Ronald Reagan Boulevard	Widen from 4 to 6 lane divided with bike lanes	South of RM1431	North Cedar Park City limit		2025	\$17,000,000	No	No	No	71
City of San Marcos	Roadway	Wonder World Drive/RM 12	Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Stagecoach Trail	SH 123		2030	\$36,000,000	No	No	No	71

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City of San Marcos	Roadway	Proposed Boulevard 14	Construct new 4-lane divided boulevard with on-street parking and pedestrian/bicycle facilities.	McCarty Lane	Posey Road		2035	\$76,700,000	No	No	No	71
Bastrop County	Roadway	Lovers Lane - Shiloh Road Connection	Construct new 2 lane undivided and river crossing with safety improvements to existing segments	SH 71	FM 20		2030	\$18,694,237	No	No	No	70
City of San Marcos	Roadway	Hopkins Street/SH 80	Retrofit 4-lane to 4-lane with on-street parking and pedestrian/bicycle improvements	Guadalupe Street	CM Allen		2027	\$11,000,000	No	No	No	70
TxDOT	Roadway	US 183	Reconstruct existing 4-lane to 4-lane divided-rural depressed median	Lampasas County Line	SH 29		2035	\$231,313,184	No	No	No	70
City of San Marcos	Roadway	Loop 82/Aquarena Springs Drive	Reconstruct 4-lane undivided to 4-lane divided boulevard with pedestrian/bicycle improvements	Sessom Dr	University Drive		2030	\$20,000,000	No	No	No	69
City of Georgetown	Roadway	SH-29	Improve from 4 lane undivided to 4 lane divided with pedestrian improvements	SE Inner Loop/Maple Street	Patriots Way		2045	\$18,500,000	No	No	No	67
City of Cedar Park	Roadway	Cypress Creek Road	Construct 2 lane overpass	West of US183/Bell Blvd	East of US183/Bell Blvd	US183	2035	\$25,000,000	No	No	No	67
Bastrop County	Roadway	Colorado Drive	Construct new 2 lane undivided facility with CTL and river crossing with safety improvements on Colorado Drive	FM 969	SH 71		2040	\$52,375,994	No	No	No	67
City of San Marcos	Roadway	SH 80	Reconstruct 4-lane undivided with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	River Road	Old Bastrop Highway		2040	\$44,300,000	No	No	No	67
City of San Marcos	Roadway	Thorpe Lane	Retrofit of 4-lane to 2-lane with continuous left turn lane, on-street parking, and pedestrian/bicycle improvements	Aquarena Springs Drive/Loop 82	Hopkins Street/SH 80		2028	\$12,200,000	No	No	No	67
TxDOT	Roadway	US 281	Reconstruct interchange, Modified Cloverleaf w/DC			SH 71	2025	\$55,000,000	No	No	No	67
City of Cedar Park	Roadway	New Hope Drive	Widen from 2 to 4 lane divided	RM1431	Lakeline Blvd		2028	\$12,000,000	No	No	No	66

Attachment C - Draft Roadway Constrained Candidates

City of San Marcos	Roadway	E Aquarena Springs Drive	Retrofit of 2-lane with continuous left turn lane to 2-lane with continuous left turn lane and on-street parking, and pedestrian/bicycle improvements	IH 35	River Road		2035	\$16,000,000	No	No	No	66
City of Georgetown	Roadway	Southwest By-Pass	Construct new and improve existing facility to 4 lane limited access	SH-29	Leander Road		2045	\$20,000,000	No	No	No	66
City of San Marcos	Roadway	Centerpoint Road extension	Construct new 4-lane divided with off-street shared paths	Proposed Blvd 1	FM 2439/Hunter Road		2030	\$62,200,000	No	No	No	66
City of Cedar Park	Roadway	Brushy Creek Road	Construct new 2 lane overpass	West of Parmer Lane	East of Parmer Lane	Parmer Lane	2025	\$20,000,000	No	No	No	64
City of San Marcos	Roadway	CM Allen Pkwy	Reconstruct 2-lane undivided to include pedestrian/bicycle improvements	University Drive	I-35		2028	\$21,800,000	No	No	No	64
City of San Marcos	Roadway	SH 80	Reconstruct 4-lane with continuous left turn lane to 4-lane divided boulevard with on-street parking and pedestrian/bicycle improvements	Old Bastrop Highway	East of FM 110		2030	\$19,800,000	No	No	No	64
City of Georgetown	Roadway	SE Inner Loop	Widen from 2-lanes to 4-lanes divided. Limited Access	SH-29	Austin Avenue		2045	\$21,200,000	No	No	No	63
City of Bee Cave	Roadway	Hamilton Pool Road Connector	New roadway connection between 3238 (HPR) and RM 2244	3238 (Hamilton Pool Road), approx. 2,300 ft. S of SH-71	RM 2244	SH-71	2026	\$7,000,000	No	No	No	61
City of Cedar Park	Roadway	RM1431/Whitestone Blvd	Construct Continuous Flow Intersection	West of US183/Bell Blvd	East of US183/Bell Blvd	US 183	2025	\$30,000,000	No	No	No	60
City of Cedar Park	Roadway	Little Elm Trail	Construct new 2 lane divided with bike lanes	US183	183A Frontage Rd		2025	\$8,000,000	No	No	No	59
Bastrop County	Roadway	New Road	Construct new 2 lane undivided	FM 535	SH 71		2035	\$19,195,503	No	No	No	58
City of Pflugerville	Roadway	Rowe Lane	Widen to 4-lane and construct 4-lane divided, new overpass	Heatherwilde	Jakes Hill		2030	\$108,858,000	No	No	No	58
City of Cedar Park	Roadway	Brushy Creek Road	Widen from 2 to 4 lane divided	Ranch Trails	East City limit		2035	\$17,000,000	No	No	No	57
City of Georgetown	Roadway	FM 971	Widen from 2 lane undivided to 4 lane divided	Gann Street	SH 130		2045	\$13,000,000	No	No	No	57
Bastrop County	Roadway	Old Lexington Road	Realignment and safety improvements; extend to FM 696	FM 3000/Old Lexington Road	FM 696		2045	\$10,622,127	No	No	No	55
City of Cedar Park	Roadway	US183/Bell Blvd	Construct dual left turn lanes			New Hope Drive	2025	\$5,000,000	No	No	No	54
City of Cedar Park	Roadway	US183/Bell Blvd	Construct dual left turn lanes			Cypress Creek Rd	2025	\$5,000,000	No	No	No	53

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City of Pflugerville	Roadway	130 Frontage Road/FM685	Widen frontage roads from 2 to 3 lanes each direction and ramp reversals	Rowe Lane	Southern City Limits		2025	\$33,103,200	No	No	No	53	
City of Cedar Park	Roadway	Lakeline Boulevard	Construct Continuous Flow Intersection	West of Cypress Creek Rd	East of Cypress Creek Rd	Cypress Creek Rd	2025	\$25,000,000	No	No	No	51	
City of Pflugerville	Roadway	Pecan Street / FM 1825	Reconstruct to 4-lane undivided with CTL and pedestrian improvements	Wells Branch	Pfennig Lane (future)		2030	\$78,648,000	No	No	No	51	
City of Cedar Park	Roadway	Park Street	Construct new 2 lane divided with bike lanes	Anderson Mill Rd	Lakeline Blvd		2025	\$8,000,000	No	No	No	50	
City of Georgetown	Roadway	Austin Avenue Bridges	Rehabilitate / Reconstruct existing Bridges			San Gabriel River	2045	\$4,200,000	No	No	No	49	
City of Bastrop	Roadway	Extension of Agnes Street	Extension of Agnes Street to provide needed east/west connectivity south of SH71	SH304	Hasler Boulevard		2025	\$1,900,000	No	No	No	47	
City of Pflugerville	Roadway	Pecan Street	Widen from 4 lane undivided to 6 lane divided	SH130	Weiss		2025	\$19,736,400	No	No	No	44	
City of Bastrop	Roadway	Jessica Place	Extension of Jessica Place to provide needed east/west connectivity north of SH71	Blakey Lane	Jessica Place		2025	\$1,650,000	No	No	No	42	
								Total					\$29,045,046,500

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Attachment C - Draft Transit Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
City of Austin	Transit	Various	Transit Enhancement Program	Various	Various	Various	2025	\$24,333,058	No	No	Yes	NA
Capital Metro	Transit	Decker Ln, Loyola Ln, Crystalbrook Dr, Pecan Brook Dr, Manor Rd, 51st St, Berkman Dr, Manor Rd, Dean Keeton St, San Jacinto Blvd, 4th St	Manor Rd MetroRapid line from Expo Center to Republic Square. This line would be approximately 11 miles long and mainly follow Pleasant Valley road and have 17 stops along the line including the activity centers of Colony Park, Mueller, University of Texas, Capitol Complex & Downtown Austin. There would be two park & rides at Expo Center and Delco Center.	Expo Center	Guadalupe St		2025	\$35,000,000	No	No	No	93
Capital Metro	Transit	Berkman Dr, Manor Rd, Airport Blvd, Oak Springs Dr, Webberville Rd, Pleasant Valley Rd, William Cannon Dr, McKinney Falls Pkwy, Slaughter Ln	Pleasant Valley MetroRapid line from Mueller to southeast Austin. This line would be approximately 11 miles long and mainly follow Pleasant Valley road and have 14 stops along the line including the activity centers of Mueller, 97 Acres, Easton Park & Goodnight Ranch. There would also be 2 park & rides at Easton Park and Goodnight Ranch.	Zach Scott St	Goodnight Ranch Blvd		2025	\$37,000,000	No	No	No	93
Capital Metro	Transit	Capital Metro Track	The second phase of the Red Line improvements adds double-tracking as necessary to support expanded operations and increased frequency. Station platforms are extended to increase passenger carrying capacity. 4 new trains are added to the fleet and a heavy maintenance facility is built for MetroRail.	Downtown Station	Leander Station		2025	\$37,000,000	No	No	No	92
Capital Metro	Transit	Capital Metro Track	Expansion of the Green Line commuter rail line extending out from Manor to Elgin. Approximately 12 miles of existing freight track would be upgraded to passenger service with 1 additional station in Elgin. There is potential for 1 park & ride in Elgin. 2 new vehicles are purchased for service.	Manor	Elgin		2030	\$233,000,000	No	No	No	92

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
Capital Metro	Transit	Capital Metro Track	New commuter rail line (Green Line) from Downtown Austin to Manor. Approximately 13 miles of existing freight track would be upgraded to passenger service with 5-8 additional stations (total of 8-10 including existing Downtown and Plaza Saltillo). There is potential for 2-3 park & rides along the line. 6 new vehicles are purchased for service and a light maintenance facility is built for the line.	Downtown Station	FM 973		2025	\$369,000,000	No	No	No	91
Capital Metro	Transit	Airport Blvd, Clarkson Ave, 41st St, Red River St, Medical Arts St, Dean Keeton St, San Jacinto Blvd, Trinity St, East Riverside Dr, US 183 North, SH 71 East	Blue Line	Airport Blvd and Highland Mall Blvd	Presidential Blvd (AUS North Terminal)		2025	\$4,500,000,000	No	No	No	90
Capital Metro	Transit	Lake Austin Boulevard, 5th/6th Streets, Guadalupe/Lavaca Streets, 7th Street, Shady Lane	7th/Lake Austin MetroRapid line from west Austin to east Austin. This line would be approximately 8 miles long and mainly follow Lake Austin and 7th Street and have 10 stops along the line including the activity centers of Downtown, Saltillo, and Govalle. There would be two park & rides at Redbud and Shady Ln as well as connections to the CARTS Eastside Bus Plaza at Shady Ln.	Enfield Rd	Cesar Chavez St		2025	\$27,000,000	No	No	No	90
Capital Metro	Transit	Upgrade of stations and bus stops	Upgrade of stations and bus stops into mobility hubs with improved amenities such as (but not limited to): air conditioned shelters, food/drink vendors, bike share program, kiss & ride, park & ride, real time display, etc.				2025	\$35,000,000	No	No	No	90

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
Capital Metro	Transit	N. Lamar Blvd, Guadalupe St, 1st St Bridge, Riverside Dr, S. Congress Ave	Orange Line	Howard Ln	Slaughter Ln		2025	\$6,100,000,000	No	No	No	90
Capital Metro	Transit	Enfield Rd, Guadalupe/Lavaca St, MLK Blvd	MLK MetroRapid line from west Austin to northeast Austin. This line would mainly follow Enfield road and MLK Blvd and have 12 stops along the line including the activity centers of Exposition, Capitol Complex & University of Texas. There would be 2 park & rides on the line at Redbud (shared with 7th/Lake Austin Metro Rapid) and Decker Ln.	Lake Austin Blvd	Decker Ln		2025	\$4,000,000	No	No	No	88
Capital Metro	Transit	Airport Blvd, US 290 Service Rd, Cameron/Dessau Rd, Parmer Ln, McCallen Pass, Center Ridge Dr	Cameron/Dessau MetroRapid line from ACC Highland to Tech Ridge park & ride. This line would mainly follow Cameron/Dessau road and have 8 stops along the line including the activity centers of ACC Highland, Norwood & Tech Ridge. There would be 2 park & rides on the line at ACC Highland (shared with Blue Line) and Tech Ridge (shared with Orange Line)	Highland Mall Blvd	Tech Ridge Park & Ride		2025	\$9,700,000	No	No	No	88
Capital Metro	Transit	Neighborhood Circulators	A fleet of neighborhood circulators to expand access to Capital Metro services in order enhance the coverage of our system into areas that are more difficult to reach with existing fleet.				2025	\$2,300,000	No	No	No	88
Capital Metro	Transit	I-35, SH-45, Loop 1	Express route from Georgetown and Round Rock to Howard Station and downtown Austin	CARTS Georgetown	Downtown Austin		2025	\$18,000,000	No	No	No	87
Capital Metro	Transit	Lyndhurst St, Lakeline Blvd, Parmer Ln	Parmer MetroRapid line from Lakeline Station to Wildhorse. This line would mainly follow Parmer Road road and have stops along the line including the activity centers of Lakeline Station, new Apple Campus, Tech Ridge, Samsung & Wildhorse. There would be 2 park & rides on the line at Lakeline station (shared with Red Line) and Wildhorse (shared with Green Line)	Lakeline Mall Dr	Old Highway 20		2025	\$4,700,000	No	No	No	87

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
Capital Metro	Transit	Burnet Rd, 45th St, Lamar Blvd, 5th/6th St	Burnet MetroRapid line from the Domain to Republic Square. This line would mainly follow Burnet road and have 18 stops along the line including the activity centers of Domain, Triangle, University of Texas, Capitol Complex & Downtown Austin. There would be 1 park & ride at Domain (shared park & ride with Red Line).	Palm Way	Guadalupe St		2025	\$13,700,000	No	No	No	85
Capital Metro	Transit	Menchaca Rd, Ben White Blvd, S Lamar Blvd, 5th/6th St	Menchaca MetroRapid line from south Austin to Republic Square. This line would mainly follow Manchaca Road and S. Lamar Blvd and have 11 stops along the line including the activity centers of Westgate, S Lamar, Seaholm, & Downtown Austin. There would be 2 park & rides along the line at Slaughter and Westgate Transit Center.	Slaughter Ln	Guadalupe St		2025	\$15,400,000	No	No	No	82
Capital Metro	Transit	Capital Metro Track	The first phase of Red Line improvements provides additional track to help improve operational flexibility. There are also 3 additional stations added along the line.	Downtown Station	Leander Station		2025	\$61,000,000	No	No	No	82
CARTS	Transit	Luling/Lockhart to Austin Express Bus Service	Luling/Lockhart to Austin Express Bus Service	Downtown Luling to downtown Lockhart	Downtown Austin/UT		2025	\$1,100,000	No	No	No	82
CARTS	Transit	Lockhart-San Marcos Express Bus Service	Lockhart-San Marcos Express Bus Service	Downtown Lockhart	CARTS San Marcos Transit Center/TxSU		2035	\$1,500,000	No	No	No	82
Capital Metro	Transit	US 290 Service Rd, S Lamar Blvd, 5th/6th St	Oak Hill MetroRapid line from Oak Hill to Republic Square. This line would mainly follow US 290 service road and S. Lamar Blvd and have 12 stops along the line including the activity centers of Oak Hill, Sunset Valley, S Lamar, Seaholm & Downtown Austin. There would be 1 park & ride on the line at Oak Hill (shared with Oak Hill MetroExpress route).	Convict Hill Rd	Guadalupe St		2025	\$12,100,000	No	No	No	82

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
CARTS	Transit	Taylor-Tech Ridge Express Bus Service	Taylor-Tech Ridge Express Bus Service	CARTS Taylor Transit Center	Capital Metro Tech Ridge Transit Center		2025	\$1,100,000	No	No	No	82
CARTS	Transit	City of Smithville Microtransit Service	City of Smithville Microtransit Service			City of Smithville	2025	\$220,000	No	No	No	82
CARTS	Transit	City of Lockhart Microtransit Service	City of Lockhart Microtransit Service			City of Lockhart	2025	\$220,000	No	No	No	82
CARTS	Transit	City of Taylor Microtransit Service	City of Taylor Microtransit Service			City of Taylor	2025	\$220,000	No	No	No	82
Capital Metro	Transit	SH-71	Express route from Bastrop and Del Valle to Downtown Austin	Bastrop	Downtown Austin		2029	\$13,000,000	No	No	No	79
Capital Metro	Transit	SH-130, US 183	Express route from Lockhart and Easton Park to downtown Austin	Lockhart	Downtown Austin		2030	\$13,000,000	No	No	No	79
Capital Metro	Transit	Additional Park & Ride facilitie	Additional Park & Ride facilities to either expand existing facilities or new facilities to serve new routes or new areas that do not currently have a Park & Ride.				2025	\$35,000,000	No	No	No	79
CARTS	Transit	Smithville-Bastrop Express Bus Service	Smithville-Bastrop Express Bus Service	CARTS Smithville Transit Station	CARTS Bastrop Transit Station		2025	\$1,100,000	No	No	No	79
CARTS	Transit	Luling-San Marcos Express Bus Service	Luling-San Marcos Express Bus Service	Downtown Luling	CARTS San Marcos Transit Center/TxSU		2030	\$1,250,000	No	No	No	79
CARTS	Transit	Marble Falls - Oak Hill Express Bus Service	Marble Falls - Oak Hill Express Bus Service	CARTS Marble Falls Transit Station	Capital Metro Oak Hill Park-and-Ride		2030	\$1,250,000	No	No	No	79
CARTS	Transit	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	CARTS Marble Falls Transit Station	Downtown Austin/UT		2035	\$1,500,000	No	No	No	79
CARTS	Transit	City of Bastrop Microtransit Service	City of Bastrop Microtransit Service			City of Bastrop	2025	\$220,000	No	No	No	79

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
CARTS	Transit	City of Elgin Microtransit Service	City of Elgin Microtransit Service			City of Elgin	2025	\$220,000	No	No	No	79
CARTS	Transit	City of Marble Falls Microtransit Service	City of Marble Falls Microtransit Service			City of Marble Falls	2025	\$220,000	No	No	No	79
CARTS	Transit	City of Luling Microtransit Service	City of Luling Microtransit Service			City of Luling	2025	\$220,000	No	No	No	79
Capital Metro	Transit	US 290, I-35	Express route from Elgin and Manor to downtown	Elgin	Downtown Austin		2026	\$15,000,000	No	No	No	77
Capital Metro	Transit	US 290, Loop 1	Express route from Oak Hill to downtown Austin	Oak Hill	Downtown Austin		2026	\$18,000,000	No	No	No	77
Capital Metro	Transit	I-35	Express route from San Marcos and Buda to Southpark Meadows and downtown Austin	San Marcos CARTS facility	Downtown Austin		2027	\$20,000,000	No	No	No	77
Capital Metro	Transit	SH-130, SH-45, Loop 1	Express route from Hutto and Pflugerville to downtown Austin	Hutto	Downtown Austin		2029	\$15,000,000	No	No	No	76
Capital Metro	Transit	Loop 1	Express route from South Mopac to downtown Austin	Circle C	Downtown Austin		2025	\$34,000,000	No	No	No	76
CARTS	Transit	Dripping Springs-Austin Express Bus Service	Dripping Springs-Austin Express Bus Service	Downtown Dripping Springs	Downtown Austin/UT		2025	\$1,100,000	No	No	No	76
CARTS	Transit	Dripping Springs/Wimberley to San Marcos Express Bus Service	Dripping Springs/Wimberley to San Marcos Express Bus Service	Downtown Dripping Springs to Downtown Wimberley	CARTS San Marcos Transit Center/TxSU		2025	\$1,100,000	No	No	No	76
CARTS	Transit	Dripping Springs to Buda/Kyle Express Bus Service	Dripping Springs to Buda/Kyle Express Bus Service	Downtown Dripping Springs	Downtown Kyle/downtown Buda		2030	\$1,250,000	No	No	No	76
CARTS	Transit	Jarrell-Tech Ridge Express Bus Service	Jarrell-Tech Ridge Express Bus Service	Downtown Jarrell	Capital Metro Tech Ridge Transit Center		2030	\$1,250,000	No	No	No	76
CARTS	Transit	City of Burnet Microtransit Service	City of Burnet Microtransit Service			City of Burnet	2025	\$220,000	No	No	No	76
CARTS	Transit	City of Liberty Hill Microtransit Service	City of Liberty Hill Microtransit Service			City of Liberty Hill	2025	\$220,000	No	No	No	76

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Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
CARTS	Transit	City of Dripping Springs Microtransit Service	City of Dripping Springs Microtransit Service			City of Dripping Springs	2025	\$220,000	No	No	No	76
CARTS	Transit	CARTS Luling Intermodal Station	Construction of new Luling Intermodal Station with park-and-ride facility			City of Luling	2030	\$2,960,000	No	No	No	74
CARTS	Transit	CARTS Marble Falls Transit Station Relocation	Construction of new Marble Falls Intermodal Facility with park-and-ride facility			City of Marble Falls	2035	\$3,600,000	No	No	No	74
Capital Metro	Transit	Consolidated paratransit maintenance facility	Consolidated paratransit maintenance facility that would replace the current 2 facilities and handle maintenance for the entire paratransit fleet.				2025	\$55,000,000	No	No	No	73
CARTS	Transit	Woodcreek/Wimberley Microtransit Service	Woodcreek/Wimberley Microtransit Service			Woodcreek / Wimberley	2025	\$220,000	No	No	No	73
CARTS	Transit	Briarcliff/Spicewood Microtransit Service	Briarcliff/Spicewood Microtransit Service			Briarcliff/Spicewood	2025	\$220,000	No	No	No	73
CARTS	Transit	Tucker Hill Lane Park-and-Ride expansion	Expansion of existing park-and-ride facility			Tucker Hill Lane Park-and-Ride facility	2025	\$1,000,000	No	No	No	72
CARTS	Transit	Super Regional Intercity Bus Service	Super Regional Intercity Bus Service	Jarrell	San Antonio		2025	\$4,400,000	No	No	No	72
CARTS	Transit	CARTS Dripping Springs Intermodal Station	Construction of new Dripping Springs Intermodal Station with park-and-ride facility			City of Dripping Springs	2040	\$4,400,000	No	No	No	71
CARTS	Transit	CARTS Jarrell Intermodal Station	Construction of new Jarrell Intermodal Station with park-and-ride facility			City of Jarrell	2035	\$3,600,000	No	No	No	71
CARTS	Transit	CARTS Liberty Hill Intermodal Station	Construction of new Liberty Hill Intermodal Station with park-and-ride facility			City of Liberty Hill	2035	\$3,600,000	No	No	No	71
CARTS	Transit	CARTS Burnet Intermodal Station	Construction of new Burnet Intermodal Station with park-and-ride facility			City of Burnet	2035	\$3,600,000	No	No	No	71

Attachment C - Draft Transit Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
CARTS	Transit	CARTS Wimberley/Woodcreek Intermodal Station	Construction of new Wimberley/Woodcreek Intermodal Station with park-and-ride facility			Woodcreek / Wimberley	2035	\$3,600,000	No	No	No	68
Capital Metro	Transit	RM 2222	Express route from Four Points and downtown Austin	RM 620	Downtown Austin		2027	\$12,000,000	No	No	No	65
Capital Metro	Transit	New Bus Yard	New bus yard for storage and maintenance of fleet to handle expanded fleet and provide additional electrification opportunities.				2025	\$74,000,000	No	No	No	63
Capital Metro	Transit	Upgrades to North Operations Bus Base	Upgrades to North Operations Bus Base to allow for additional electrification of fleet and upgrades to maintenance services.				2025	\$65,000,000	No	No	No	63
CARTS	Transit	CARTS Lockhart Intermodal Station	Construction of new Lockhart Intermodal Station with park-and-ride facility			City of Lockhart	2030	\$2,960,000	No	No	No	62
Capital Metro	Transit	Fare Collection Upgrades	Upgrades and installation of improved fare collection infrastructure and database to manage fare collection for Capital Metro services.				2025	\$30,000,000	No	No	No	60
Capital Metro	Transit	Electrification of Capital Metro fleet	Electrification of Capital Metro fleet and installation of electric infrastructure at facilities throughout the system.				2025	\$20,000,000	No	No	No	55
CARTS	Transit	CARTS Bastrop Transit Station Relocation	Construction of new Bastrop Intermodal Facility with park-and-ride facility			City of Bastrop	2027	\$2,630,000	No	No	No	51
CARTS	Transit	CARTS Taylor Transit Station: Amtrak Improvements	Construction of new Amtrak rail platform			CARTS Taylor Transit Station	2040	\$550,000	No	No	No	47
Total								\$12,010,273,058				

Attachment C - Draft Active Transportation Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Local	MPO Score
City of San Marcos	Active	Old RR 12 Bike/Ped & Widening	Reconstruct 2 lane with interment left turn lane to 2-lane with continuous turn lane and pedestrian/bicycle improvements	Craddock Ave	Holland St		2028	\$7,500,000	No	Yes	NA
Travis County	Active	Cuernavaca/River Hills	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	RM 2244	RM 2244		2030	\$16,970,000	No	Yes	NA
Travis County	Active	Decker Lake Rd/Nez Pierce Trace	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	Taylor Ln	SH 130 frontage		2025	\$7,999,999	No	Yes	NA
Travis County	Active	Kimbro W/Bois de Arc/Tower Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	FM 1100	FM 973		2031	\$17,320,000	No	Yes	NA
Travis County	Active	Lockwood Rd/Hogeye Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	Blake Manor Rd	Bastrop County line		2035	\$24,930,000	No	Yes	NA
Travis County	Active	Moore Rd/Hokanson Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	FM 973	Bastrop County line		2032	\$16,970,000	No	Yes	NA
Travis County	Active	Twin Creeks Rd	(Spoke) 6 foot bicycle lanes or 4-6 foot wide outer shoulders on both sides	FM 1626	Old San Antonio Rd		2025	\$4,800,000	No	Yes	NA
City of Austin	Active	Northern Walnut Creek Trail	Design and construct a concrete bicycle and pedestrian trail.	IH 35	Southern Walnut Creek Trail		2027	\$25,002,704	No	Yes	NA
City of Austin	Active	Bergstrom Spur	Design and construct a concrete bicycle and pedestrian trail along the Bergstrom Spur rail corridor.	Vinson Drive	S Hwy 183		2027	\$23,686,772	No	Yes	NA
City of Austin	Active	YBC	Design and construct a concrete bicycle and pedestrian trail.	Mopac Mobility Bridge (S. Mopac Service Road at Gaines Ranch Loop)	Oak Meadow Drive		2027	\$31,582,363	No	Yes	NA
City of Austin	Active	Red Line Trail	Design and construct a concrete bicycle and pedestrian trail along the Red Line rail corridor.	Holly Shores at Town Lake Metro Park	Leander		2027	\$126,329,451	No	Yes	NA
City of Austin	Active	Shoal Creek Trail	Upgrade existing facilities to meet Urban Trail standards and extend existing trail.	Lady Bird Lake	Highway 183		2027	\$35,530,158	No	Yes	NA

Attachment C - Draft Active Transportation Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Local	MPO Score
City of Austin	Active	FM 969 Trail	Design and construct a concrete bicycle and pedestrian trail along FM 969.	Tannehill Lane	Decker Lane		2027	\$7,895,591	No	Yes	NA
City of Austin	Active	Mopac shared use path	Design and construct a concrete bicycle and pedestrian trail along a rail corridor parallel to Mopac.	Research Blvd/183	Braker Lane		2027	\$3,947,795	No	Yes	NA
City of Austin	Active	Various	Design and construct absent pedestrian facilities on TxDOT facilities in the Austin area.	Various	Various	Various	2025	\$291,996,697	No	Yes	NA
City of Austin	Active	Various	Design and construct Tier II urban trails in the Austin area. Example projects could include Dry Creek South Greenway, Violet Crown Trail, Gilliland Creek Trail, and FM 2222 Trail.	Various	Various	Various	2027	\$250,000,000	No	Yes	NA
City of Austin	Active	US 290	Bicycle and Pedestrian Over/Underpass of US 290.	Northeast Dr	Coronado Hills Drive	US 290	2025	\$5,109,942	No	Yes	NA
City of Austin	Active	Bicycle-Pedestrian Bridge over Town Lake	Bicycle-Pedestrian Bridge over Town Lake.	Lady Birdy Lake Trail at Hostelling International	Lady Bird Lake Trail at Holly Power Plant		2025	\$4,136,620	No	Yes	NA
City of Austin	Active	US 183	Bicycle and Pedestrian Over/Underpass of US 183/Ed Bluestein Dr.	Techni Center Drive	Techni Center Drive		2025	\$3,893,289	No	Yes	NA
City of Austin	Active	Mary Moore Searight Trail	Trail connection in Mary Moore Searight Park between David Moore Drive and Chinese Elm Court.	David Moore Drive	Chinese Elm Court		2025	\$851,657	No	Yes	NA
City of Austin	Active	Mary Moore Searight Trail	Trail connection in Mary Moore Searight Park between Decker Prarie Drive and Wayne Riddell Loop.	Decker Prarie Drive	Wayne Riddell Loop		2025	\$1,703,314	No	Yes	NA
City of Austin	Active	David Moore Drive Shared Use Path	Shared Use Path along David Moore Drive.	West Slaughter Lane	Terminus		2025	\$3,284,963	No	Yes	NA

Attachment C - Draft Active Transportation Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Local	MPO Score
City of Austin	Active	Paredes Middle School Trail Connections	Trail connectivity and lighting between Paredes Middle School and adjacent neighborhoods.	David Moore Drive (West Slaughter Lane to Terminus), Mary Moore Searight Park (David Moore Drive to Chinese Elm Court), Mary Moore Searight Park (Decker Prarie Drive to Wayne Riddell Loop)			2025	\$5,839,934	No	Yes	NA
City of Austin	Active	Willow Wild Drive Sidewalk	Sidewalk along Willow Wild Drive Sidewalk	Old Cedar Lane	Parmer Lane		2025	\$267,664	No	Yes	NA
City of Austin	Active	Lincolnshire Drive Trail Connection	Trail Connection from Lincolnshire to Walnut Creek Park Road	Lincolnshire Drive	Walnut Creek Park Road		2025	\$450,162	No	Yes	NA
City of Austin	Active	River Oaks Elementary to Willow Wild Drive Trail Connection	Trail Connection from River Oaks Elementary to Willow Wild Drive	River Oaks Elementary	Willow Wild Drive		2025	\$462,328	No	Yes	NA
City of Austin	Active	Shady Springs Road Trail Connection	Trail Connection from Shady Springs Rd to Northern Walnut Creek Trail	Shady Springs Road	Northern Walnut Creek Trail		2025	\$681,326	No	Yes	NA
City of Austin	Active	Walnut Creek Park Road Shared Use Path	Shared Use Path along Walnut Creek Park Road	N Lamar Boulevard	Old Cedar Lane		2025	\$2,068,310	No	Yes	NA
City of Austin	Active	River Oaks Elementary Trail Connections	Trail connectivity and lighting between River Oaks Elementary School and adjacent neighborhoods	Walnut Creek Park Road (North Lamar Boulevard to Old Cedar Lane, Willow Wild Drive (Old Cedar Lane to Parmer Lane), Walnut Creek Trail Connector (Lincolnshire Drive to Walnut Creek Park Road), Walnut Creek Trail Connector (Shady Springs Road to Northern Walnut Creek Trail)			2025	\$3,929,789	No	Yes	NA

Attachment C - Draft Active Transportation Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Local	MPO Score
City of Austin	Active	US 183/W Anderson Ln	Bicycle and Pedestrian Overpass of US 183/West Anderson Lane connecting to T.A. Brown Elementary School.	T.A. Brown Elementary School	West Anderson Lane Westbound Service Road	US 183/West Anderson Ln	2025	\$3,893,289	No	Yes	NA
City of Austin	Active	Southern Walnut Creek Trail Connector	Trail connection across Southern Walnut Creek Trail to connect adjacent neighborhood to Gus Garcia Middle School and Barbara Jordan Elementary School	Keegans Drive	Crystal Brook Drive		2025	\$3,041,632	No	Yes	NA
City of Austin	Active	IH 35 Overpass	Bicycle and Pedestrian Overpass of North IH 35 connecting to Webb Middle School	Camino La Costa	East Huntland Drive	IH-35	2025	\$3,893,289	No	Yes	NA
City of Austin	Active	La Loma Trail	Trail connection across Southern Walnut Creek Trail to connect adjacent neighborhood to Ortega Elementary School	Prock Lane	Gardner Cove		2025	\$3,649,959	No	Yes	NA
City of Austin	Active	Kiker Elementary Trail	Trail connection from Escarpment Boulevard to Kiker Elementary School	Escarpment Boulevard	Dahlgreen Avenue		2025	\$3,041,632	No	Yes	NA
City of Austin	Active	Various	Design and construction of ages and abilities bicycle facilities in the Austin area.	Various	Various	Various	2025	\$206,830,993	No	Yes	NA
Travis County	Active	Crumley Ranch Rd	(Freewheel) Separated on-road bicycle facility or off-road 12 foot concrete shared use path	FM 3238	Hays County line		2025	\$8,420,000	No	Yes	NA
City of Bastrop	Active	Old Iron Bridge Rehabilitation	Rehabilitation of the Old Iron Bridge to provide bike/ped connectivity and a recreation location			Old Iron Bridge parallel to SH150 across the Colorado River	2025	\$12,350,000	No	No	89
City of Cedar Park	Active	US183/Bell Blvd	Construct sidewalks where missing	South City Limit	North City Limit		2025	\$3,500,000	No	No	81
City of Cedar Park	Active	Lakeline Boulevard	Construct bicycle facility	South City Limit	North City Limit		2025	\$12,000,000	No	No	79
City of San Marcos	Active	Loop 82/University Dr	Retrofit of 4-lane undivided arterial to 2-lane undivided with continuous left turn lane and off-street shared path	CM Allen Pkwy	Guadalupe St.		2025	\$1,000,000	No	No	74
								Total	\$1,186,761,621		

Attachment C - Draft ITS Constrained Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Local	MPO Score
City of Austin	ITS	Various	Regional Combined Multimodal Management Center	Various	Various	Various	2025	\$103,415,497	No	Yes	NA
City of Austin	ITS	Various	Citywide Traffic Signal/ATMS Improvements	Various	Various	Various	2025	\$45,016,157	No	Yes	NA
CARTS	ITS	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	CARTS System	CARTS System		2025	\$1,500,000	No	No	73
Total								\$149,931,654			

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Attachment C - Draft TDM Constrained Candidates

Jurisdiction	Project Type	Roadway/ Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Illustrative	Local	MPO Score
City of Austin	TDM	Smart Trips	Smart Trips Austin				2020	\$225,000	Yes	No	No	NA
								Total	\$225,000			

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Attachment C - Draft Constrained Project List with Studies - Candidates

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	TIP Window	Local	MPO Score
City of Pflugerville	Roadway	FM685/Dessau	Conduct corridor study	Wells Branch	CR138		2025	\$95,989,200	No	No	NA
Hays County	Roadway	NF	Design of environmental and preliminary engineering for new freeway	FM 1626	IH 35		2025	\$3,000,000	No	Yes	NA
Total								\$98,989,200			

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Attachment D - Draft Illustrative Project List

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost
City of Round Rock	Roadway	Red Bud Lane - North	Upgrade existing 2-lane roadway to a 4-lane urban divided roadway.	CR 117	US 79		2023	\$19,600,000
City of Round Rock	Roadway	Red Bud Lane - South	Upgrade existing 3-lane roadway to a 4-lane urban divided roadway.	Forest Ridge Blvd.	Gattis School Rd.		2024	\$24,900,000
City of Round Rock	Roadway	University Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	IH 35	Sunrise Rd.		2020	\$18,000,000
City of Round Rock	Roadway	CR 112	Upgrade existing 2-lane roadway to a 4-lane urban divided roadway w/ ability to construct 6-lane ultimate.	AW Grimes (FM 1460)	CR 117		2022	\$16,250,000
City of Round Rock	Roadway	CR 112	Upgrade existing 2-lane roadway to a 4-lane urban divided roadway w/ ability to construct 6-lane ultimate.	CR 117	CR 110		2023	\$18,500,000
City of Round Rock	Roadway	SH 45 (Frontage Roads)	Add 3-lane frontage roads eastbound and westbound with associated ramps.	Heatherwilde Boulevard	Kenney Fort Blvd.		2023	\$16,900,000
City of Lakeway	Roadway	Flintrock Road expansion	Widen 2-lane undivided to 4-lane divided	FM 620	Serene Hills		2025	\$17,330,000
City of Lakeway	Roadway	Serene Hills Road expansion	Widen 2-lane undivided to 4-lane divided	SH 71	Lakeway Blvd		2025	\$6,610,000
City of Lakeway	Roadway	Flintrock Road extension	Construct new 4-lane divided	Serene Hills Road	Bee Creek Rd		2025	\$31,200,000
City of Lakeway	Roadway	North/South Shared Use Path	Construct new shared-use path	Oak Grove Boulevard	Aria Drive		2025	\$9,690,000
City of Round Rock	Roadway	Old Settlers Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	IH 35	Sunrise Rd.		2030	\$38,500,000
City of Round Rock	Roadway	Old Settlers Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Sunrise Rd.	AW Grimes (FM 1460)		2032	\$30,300,000
City of Round Rock	Roadway	Old Settlers Blvd.	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	AW Grimes (FM 1460)	Red Bud Lane (CR 122)		2034	\$59,400,000
City of Round Rock	Roadway	CR 112	Construct 6-lane urban divided roadway.	CR 110	SH 130		2032	\$24,700,000
Travis County	Roadway	Arterial B Extension (Ph. 2)	Construct new 4-lane divided roadway with bike lanes and sidewalks	Harold Green	FM 969		2045	\$57,131,000
Travis County	Roadway	Bee Creek Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	Highland Blvd	FM 2322		2030	\$127,922,000
Travis County	Roadway	County Line Rd	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	SH 95	Carlson Ln		2028	\$48,110,000
Travis County	Roadway	Taylor Ln	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	Braker Ln	FM 969		2040	\$135,560,000
Travis County	Roadway	Fagerquist Rd (Ph. 2)	Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	Elroy Rd	Four Daughters Rd		2045	\$5,850,000
Travis County	Roadway	Melber Ln (Ph. 2)	Construct new 4-lane divided roadway with bike lanes and sidewalk	Cele Rd	Rowe Ln		2045	\$61,943,000
Travis County	Roadway	South Pleasant Valley Rd (Ph. 2)	Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	FM 1327	Main St		2045	\$10,000,000
Travis County	Roadway	Dunlap Rd (Ph. 2)	Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	FM 969	S Dunlap Rd		2045	\$21,542,000
Travis County	Roadway	Fitzhugh Rd (Ph. 2)	Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	US 290 W	Barton Creek Bridge		2045	\$39,608,000
Travis County	Roadway	Immanuel Rd (Ph. 2)	Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	Wells Branch Pkwy	Howard Ln		2045	\$16,491,000
TxDOT	Roadway	US 290	Reconstruct from 4-lane undivided to 4-lane divided	RM 12	Blanco CL		2045	\$101,000,000
City of Buda	Roadway	FM 2770	Widen to 4-lane undivided road	FM 1626	RM 967		2045	\$20,400,000
City of Lockhart	Roadway	North Mockingbird Ln.	Construct 2-lane undivided arterial	Windridge Subdivision	FM 2001		2035	\$10,800,000
TxDOT	Roadway	FM 1325	Widen 4-lane to 4-lane divided	CR 172	Merrilltown Dr		2045	\$5,712,000
Burnet County	Roadway	CR 200 / CR 210 / RM 2657	Upgrade to Undivided Arterial, Include Safety and Operational Improvements	RM 963	Lampasas County Line		2045	\$33,600,000

Attachment D - Draft Illustrative Project List

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost
City of Buda	Roadway	IH-35 to OSR Connector	New 2-lane undivided road	IH-35	Old San Antonio Road		2045	\$100,000
City of Lockhart	Roadway	CR 212/213	Reconstruct 2-lane undivided	US 183	FM 1322		2035	\$11,700,000
Burnet County	Roadway	SH 29 Alternate	Divided Arterial, 4 Lanes in Each Direction, New Location and Improvements to Existing Segments	RM 2341	Williamson County Line		2045	\$601,700,000
City of Buda	Roadway	RM 967	Reconstruct to MAU-4	Main Street	West Goforth Road		2045	\$1,700,000
City of Lockhart	Roadway	CR 215	Reconstruct 2-lane undivided	FM 20	US 183		2035	\$3,500,000
TxDOT	Roadway	FM 1825/Vision Dr	Widen 4-lane to 4-lane divided with raised median	Grand Avenue Pkwy	Wells Branch Pkwy		2045	\$15,828,000
Burnet County	Roadway	New Facility	Undivided Arterial, 1 Lane in Each Direction, New Location	RM 2147	SH 71		2045	\$45,600,000
City of Buda	Roadway	RM 967	Widen to 4-lane undivided road	West Goforth Road	IH-35		2045	\$17,300,000
City of Lockhart	Roadway	CR 203	Reconstruct and construct 2-lane undivided	FM 20	FM 1322/CR 212		2040	\$46,000,000
TxDOT	Roadway	FM 3177/Decker Ln	Widen 4-lane to 4-lane divided with raised median	S of US 290	FM 969		2045	\$96,660,000
City of Buda	Roadway	Cabelas Drive	New 2-lane undivided road	Main Street	Future E-W Arterial		2045	\$4,000,000
City of Lockhart	Roadway	CR 215/214	Reconstruct and construct 2-lane undivided	CR 215	CR 214	US 183	2045	\$83,000,000
City of Buda	Roadway	Garison Road	Reconstruct 2-lane undivided road	Main Street	Future E-W Arterial		2045	\$6,500,000
City of Lockhart	Roadway	NE Lockhart Loop	Construct new 4-lane divided	US 183	FM 20 East		2040	\$120,300,000
City of Buda	Roadway	Garlic Creek Parkway	New 4-lane divided road	SH-45 SW	Future E-W Arterial		2045	\$26,800,000
City of Lockhart	Roadway		Arterial street improvement program					\$6,600,000
City of Buda	Roadway	Hillside Terrace	Widen to 4-lane divided road w/ sidewalks	IH-35	Old Goforth Road		2045	\$3,600,000
City of Buda	Roadway	Hillside Terrace	Widen to 4-lane undivided road w/ sidewalks	Old Goforth Road	FM 2001		2045	\$6,400,000
TxDOT	Roadway	FM 969	Existing 2-lane roadway to 4-lane divided roadway	Hunters Bend Rd	Bastrop County Line		2045	\$543,892,000
City of Buda	Roadway	Main Street	Widen to 6-lane divided road w/ sidewalks	IH-35	Firecracker Drive		2045	\$31,700,000
City of Buda	Roadway	Main Street	Widen to 6-lane divided road w/ sidewalks	Cabelas Drive	IH-35		2045	\$1,200,000
City of Buda	Roadway	Future E-W Arterial	New 4-lane divided road	RM 967	IH-35 @ Turnersville		2045	\$61,100,000
City of Buda	Roadway	Old FM 2001	Reconstruct 2-lane undivided road	FM 2001	Old Goforth Road		2045	\$1,800,000
City of Buda	Roadway	Turnersville Road	Reconstruct to MAD-4	SH 45 SE	FM 2001		2045	\$11,300,000
City of Round Rock	Roadway	AW Grimes (FM 1460)	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	US 79	Old Settlers Blvd.		2029	\$32,500,000
City of Round Rock	Roadway	AW Grimes (FM 1460)	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	Old Settlers Blvd.	University Blvd.		2032	\$27,750,000
City of Round Rock	Roadway	AW Grimes (FM 1460)	Upgrade existing 4-lane urban divided roadway to a 6-lane urban divided roadway.	University Blvd.	Westinghouse Rd.		2034	\$18,650,000
TxDOT	Roadway	RM 1431	Reconstruct 4 lane undivided to 4-lane divided	Lohman Ford Rd/Lago Vista	Trails End		2045	\$66,539,000
TxDOT	Roadway	RM 1431	Widen 4-lane to 6-lane divided with raised median	Anderson Mill Rd	Bagdad Rd		2045	\$13,862,000
TxDOT	Roadway	RM 620	Widen 4-lane undivided to 6-lane divided	Wyoming Springs	SH 45		2045	\$36,600,000
TxDOT	Roadway	SL 360	Interchange capacity			US 183	2045	\$77,629,000
TxDOT	Roadway	FM 1625	Widen 4-lane to 4-lane with raised median	US 183	FM 1327		2025	\$71,545,000

Attachment D - Draft Illustrative Project List

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost
Travis County	Roadway	Wells Branch Pkwy (Ph. 2)	Upgrade existing 4-lane divided roadway and construct new roadway to a 6-lane divided roadway with bike lanes and sidewalks	I 35	FM 973		2045	\$300,110,000
Travis County	Roadway	Harold Green Rd (Ph. 2)	Upgrade 2-lane divided roadway to 4-lane divided roadway with bike lanes and sidewalks	Austin Colony Blvd	Burleson Manor Rd		2045	\$81,918,000
Travis County	Roadway	Slaughter Ln (Ph. 2)	Upgrade 4-lane divided roadways and construct new roadway to a 6-lane divided roadway with bike lanes and sidewalk	Bluff Springs Rd	Maha Loop Rd		2045	\$150,943,000
Travis County	Roadway	Jesse Bohls Rd (FM 1100 Connector) (Ph. 2)	Upgrade existing 4-lane divided and 2-lane divided roadway to a 6-lane divided roadway with bike lanes and sidewalks	Weiss Ln	FM 1100		2045	\$56,080,000
Travis County	Roadway	Decker Ln	Widen 2-lane undivided to a 4-lane divided with bike lanes and sidewalks	Rowe Ln	Gregg Manor Rd		2034	\$199,640,000
Travis County	Roadway	Burleson-Manor Rd (Ph. 2)	Upgrade existing 2-lane divided roadway and construct new roadway to a 4-lane divided roadway with bike lanes and sidewalks.	Blake Manor Rd	SH 71 E		2045	\$196,668,000
Travis County	Roadway	Pflugerville East Rd (Cameron Rd) (Ph. 2)	Upgrade existing 4-lane divided roadway and 2-lane roadway to a 6-lane divided roadway with bike lanes and sidewalks	Weiss Ln	FM 973		2045	\$30,974,000
Travis County	Roadway	Maha Loop Rd (Ph. 2)	Upgrade existing 2-lane divided roadway to a 4-lane divided roadway with bike lanes and sidewalks	SH 71	FM 812		2045	\$86,030,000
Travis County	Roadway	Four Daughters Rd	Upgrade existing 2-lane divided roadway and construct new roadway to a 4-lane divided roadway with bike lanes and sidewalks	SH 71 E	FM 812		2045	\$128,030,000
TxDOT	Roadway	SH 95	Widen from 2-lane undivided to 4-lane divided	US 79	US 290		2045	\$496,272,000
TxDOT	Roadway	SH 95	Widen from 2-lane undivided to 4-lane divided	SH 21/Bastrop	US 290/Elgin		2045	\$496,272,000
TxDOT	Roadway	SH 95	Widen from 2-lane undivided to 4-lane divided	FM 487	FM 397		2045	\$414,811,000
TxDOT	Roadway	SH 304	Widen from 2-lane undivided to 4-lane divided	SH 21	Gonzales County Line		2045	\$252,503,000
TxDOT	Roadway	SH 142	Widen from 2-lane undivided to 4-lane with continuous left turn lane	SH 130	US 183		2045	\$79,293,000
TxDOT	Roadway	US 183	Reconstruct existing 4-lane to 4-lane divided	US 90	FM 20		2045	\$137,515,000
TxDOT	Roadway	SH 142	Widen from 2-lane undivided to 4-lane divided	SH 80	SH 130		2045	\$409,153,000
TxDOT	Roadway	SH 80	Widen from 2-lane undivided to 4-lane divided	SH 21	US 183		2045	\$639,866,000
TxDOT	Roadway	SH 21	Widen from 2-lane undivided to 4-lane divided	Lee County Line	0.70 mi E of FM 1441		2045	\$122,959,000
							Total	\$7,399,941,000

Attachment E – Project Submittals for Withdrawal

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	Why is it in question?
City of Austin	Roadway	Redbud Trail	Reconstruct a 2-lane with center turn lanes and pedestrian/bicycle and transit improvements (Expanded)	City of Austin Limits	Lake Austin Boulevard		2027	\$3,464,848	Maintenance
City of Austin	Roadway	Spectrum Drive	Construct a 4-lane divided with pedestrian/bicycle and transit improvements (New)	Lakeline Boulevard	End of Spectrum Drive		2027	\$4,053,070	Functional class
City of Austin	Roadway	East 41st Street	Widen existing 2-lane undivided roadway to a 2-lane undivided roadway with pedestrian/bicycle and transit improvements	Red River Street	IHI-35		2027	\$4,687,349	Functional class
City of Austin	Roadway	Barton Springs Road Bridge over Barton Creek	This project is to replace or rehabilitate the existing bridge structure on Barton Springs Rd over Barton Creek and construct intersection safety improvements at Barton Springs Rd and Azie Morton Rd.	Azie Morton Rd	Approx. 250' west of bridge		2027	\$46,715,578	Maintenance
City of Austin	Roadway	William Cannon Drive Railroad Overpass	The project will include replacement or rehabilitation of MSE walls and full depth construction on the approaches with asphalt, sidewalks and bicycle facilities on both sides, curb and gutter and utility relocations.	East of Cannonleague Drive	West of Woodhue Drive		2027	\$12,764,538	Maintenance
City of Austin	Roadway	Slaughter Lane Railroad Overpass	The project will include replacement or rehabilitation of MSE walls and full depth construction on the approaches with asphalt, sidewalks and bicycle facilities on both sides, curb and gutter and utility relocations.	700 feet east of Manchaca Road	1,500 feet east of Manchaca Road		2027	\$13,159,318	Maintenance
City of Austin	Active	Various	Design and construct approximately 307 miles of Tier II urban trails in the Austin area.	Various	Various	Various	2025	\$1,120,537,323	Regional Significance
City of Georgetown	Roadway	SE Inner Loop	Improve Intersection and Alignment of SE Inner Loop to allow for improved By-Pass			IH-35	2045	TBD	Removed by the City of Georgetown
City of Lakeway	Roadway	East/West Minor Arterial	Connect 620 in Northern part of Lakeway to 2244 to create an East/West corridor for Safety and Transit(potential connection to Quinlan Park)	FM 620	FM 2244			\$91,800,000	No Concurrence
City of Pflugerville	Roadway	SH 45 Frontage Roads	Construct new frontage road and ramp reversal	Kenney Fort (Future)	Heatherwilde Boulevard	Heatherwilde Boulevard	2025	\$18,631,200	Duplicate
City of Pflugerville	Active	MoKan	New multimodal trail	SH45	Dessau		2030	\$10,142,400	No Concurrence
City of San Marcos	Active	Various	San Marcos River Shared Use Path	East of Hopkins St	West of IH 35 Southbound Frontage Road		2020		Removed by the City of San Marcos
City of San Marcos	Active	Various	Reconstruct an existing pedestrian path into a shared use path to accommodate bicycles	San Marcos Visitors Center	Aquarena Springs Drive		2025		Removed by the City of San Marcos
City of San Marcos	Active	San Marcos Greenways	Implementation of the City's Greenway Plan	Citywide			2020-2040		Removed by the City of San Marcos
Hays County	Roadway	US 290 W	Widen from 2 lane divided to 4 lane divided	Blanco County Line	RM 165		2030	\$25,900,000	Duplicate
Hays County	Roadway	US 290 W	Widen from 2 divided to 4 lane divided	RM 165	NF 2		2030	\$25,900,000	Duplicate
Hays County	Roadway	US 290 W	Widen from 4 lane divided to 6 lane divided	RM 12	Nutty Brown Rd		2035	\$21,800,000	Duplicate
Hays County	Roadway	SH 21	Widen from 4 lane divided to 6 lane divided with median and shoulders	Caldwell County Line	CR 159 (Yarrington)		2030	\$32,200,000	Duplicate
Hays County	Roadway	SH 21	Widen from 4 lane divided to 6 lane divided with median and shoulders	CR 159 (Yarrington)	SH 80		2030	\$12,500,000	Duplicate
Hays County	Roadway	RM 1826	Widen from 2 lane divided to 4 lane divided	SH 45 SW	Nutty Brown Rd		2030	\$16,600,000	Duplicate
Hays County	Roadway	RM 1826	Widen from 2 lane divided to 4 lane divided	Nutty Brown Rd	Darden Hill Rd		2025	\$5,800,000	Duplicate
Hays County	Roadway	RM 1826	Widen from 2 lane divided to 4 lane divided	Darden Hill Rd	FM 150 W		2025	\$5,800,000	Duplicate
Williamson County	Roadway	RM 620 / SH 45	Widen 4-lane undivided with center turn lane to 6-lane divided	Williamson / Travis County Line	US 183		TxDOT		Duplicate
Williamson County	Roadway	RM 620 / SH 45	Widen 6-lane divided to 4-lane freeway	Williamson / Travis County Line	US 183		TxDOT		Duplicate
Williamson County	Roadway	Whitestone Boulevard / RM 1431	Widen 4-lane undivided with center turn lane to a 6-lane divided	Parmer Lane / Ronald Reagan Boulevard	IH 35		2026		Duplicate
Williamson County	Roadway	US 79	Widen 4-lane divided to 6-lane divided	FM 3349	SH 95		TxDOT		Duplicate
Williamson County	Roadway	US 79	Widen 4-lane divided to 6-lane divided	SH 95	Corridor B3 / FM 619		TxDOT		Duplicate
Williamson County	Roadway	FM 734 / Parmer Lane	Widen 4-lane divided to 6-lane divided	SH 45	Whitestone Boulevard / RM 1431		2022		Duplicate
Williamson County	Roadway	FM 973	Widen undivided 2-lane to 6-lane divided	CR 407	Williamson / Travis County Line		TxDOT		Duplicate
Williamson County	Roadway	US 183	Widen 4-lane undivided with center turn lane to 4-lane toll road with 3-lane frontage roads lanes in each direction	SH 29	FM 3405		TxDOT		Duplicate

Attachment E – Project Submittals for Withdrawal

Jurisdiction	Project Type	Roadway/Facility Name	Description	Limits From	Limits To	Limits At	Let Year	Anticipated Total Cost	Why is it in question?
Williamson County	Roadway	US 183	Widen 4-lane undivided with center turn lane to 6-lane divided	FM 3405	SH 138		TxDOT		Duplicate
Williamson County	Roadway	SH 95	Upgrade 4-lane undivided to 4-lane divided	Chandler Road / Corridor B2	FM 487		TxDOT		Duplicate
Hays County	Roadway	Lime Kiln Rd / Cypress Rd	Construct new 2 lane undivided across the Blanco River	Blanco River Crossing	Blanco River Crossing		2035	\$9,600,000	Functional class
City of Georgetown	Roadway	Sam Houston	Construct new and improve existing facility to 4 lane limited access	Patriots Way	SH-29		2045	\$25,000,000	Duplicate

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