PROJECT CONNECT

REGIONAL HIGH-CAPACITY TRANSIT *IMPLEMENTATION*

Mobility is our No. 1 Issue

Traffic congestion is the most obvious symptom of our diminished mobility. It costs our region — its people, business, and environment — time and money, and diminishes our quality of life. High-capacity transit must play a key role in improving mobility in Central Texas by providing reliable alternatives.

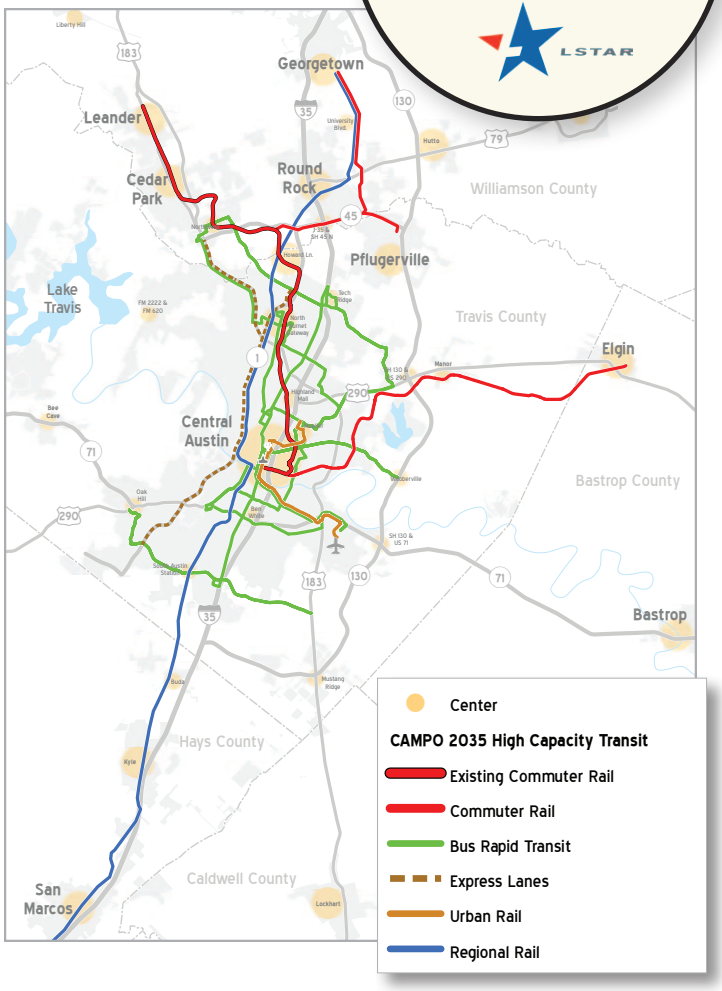
We Need More Travel Choices

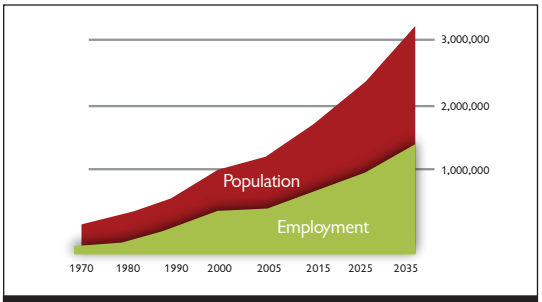
Current conditions highlight the drawbacks of depending too much on one mode of travel. A well balanced regional transportation system includes all kinds of road and transit options - in the form of high-capacity transit (express lanes, bus rapid transit, passenger rail), park & rides, and bicycle/pedestrian facilities.

We Must Work Together

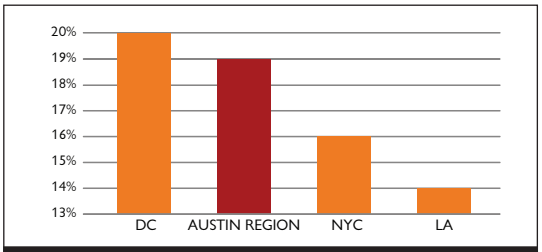
Rush hour traffic in Central Texas is already bad and with our population projected to double in the next 25 years, congestion is only going to get worse. Such extreme congestion threatens our region's economic health and quality of life by reducing mobility.

The Capital Area Metropolitan Planning Organization (CAMPO) 2035 Regional Transportation Plan lays out how our region is addressing mobility. The good news is that now we're implementing the high-capacity transit portion of that plan. Because there is no one solution or "magic bullet" to solve the region's congestion issue, we must work together to improve mobility through a variety of solutions.





Between 2010 and 2035 our regional population is projected to double.



The Austin Region had the 2nd largest increase in wasted time (time stuck in traffic) in the U.S. between 1982 and 2010.

With more travel choices our businesses, our people, and our lifestyles are improved.

LIVE

- CAMPO 2035 transit projects can carry 11,300 people per hour during rush hour.
- On a typical 12-mile drive to and from work, a person can save between $6,500 to $9,500 annually by switching to transit.

WORK

- Each $10M invested in transportation results in creation of $30M in business sales and 310 jobs.
- Value of real estate in Dallas increased by 25% adjacent to rail stops.
- Baseline for success – Portland Streetcar has generated over $1.4 billion in development along 4.7 miles.

PLAY

- Reduce yearly Greenhouse Gas emissions by 13,000 tons
- MetroRail Red Line carried over 6,500 people to the Pecan Street Festival in one day.

HIGH-CAPACITY TRANSIT FACT SHEET

High-capacity transit includes any form of public transit that travels in its own lane or right-of-way for at least a portion of its route, that has transit priority (traffic signals designed to turn green when transit vehicles approach), or that has both of these features to make it as congestion-proof as possible. High-capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical city buses. The information below describes various high-capacity transit technologies that are included in the CAMPO 2035 Regional Transportation Plan. These transit technologies are the focus of the implementation plan that CAMPO, Capital Metro, the City of Austin, Lone Star Rail, the Central Texas Regional Mobility Authority, and others are currently working on to advance the overall public transportation component of the CAMPO 2035 Plan.

WHAT ARE OUR HIGH-CAPACITY OPTIONS FOR TRANSIT?	WHAT IS IT, WHERE DOES IT GO, AND WHEN DO I USE IT?	HOW MANY PEOPLE CAN IT CARRY PER HOUR DURING RUSH HOUR?*	HOW FAST DOES IT GO ON AVERAGE?	HOW OFTEN DOES IT STOP?	WHEN CAN I GET ON?	REAL WORLD EXAMPLE	
Regional Rail	Regional Rail service connects different cities and regions, typically using existing railroad lines. *Typically used to travel longer distances between large cities.*	600 - 2,400 passengers	60-75mph	3 to 15 miles apart	RUSH HOUR Every 30 min during rush hour and every 1 to 3 hours all other times		The Capitol Corridor between San Jose and Sacramento in Northern California is an example of regional rail. Locally, the Lone Star Rail District is planning the LSTAR regional rail line between Georgetown and San Antonio, with five stops in Austin.
Commuter Rail	Commuter Rail trains operate on railroad tracks that carry riders to and from work in a region. *Typically used to travel from suburbs to central cities.*	400 - 1,400 passengers	30-50mph	1 to 5 miles apart	RUSH HOUR Every 30 min during rush hour and every hour all other times		Capital Metro's MetroRail Red Line between Leander and downtown Austin is a local example of commuter rail.
Urban Rail	Urban Rail is an electrified service that can operate in mixed traffic, in its own lane, or in separate rights-of-way. Urban Rail is a hybrid between Light Rail and Streetcar in terms of technology and service. *Typically used to travel in urban locations and can be used to link transit systems.*	700 - 2,000 passengers	10-30mph	2 to 4 blocks up to ½ mile apart	RUSH HOUR Every 10 min during rush hour and every 15 min all other times		Portland's rail systems are similar to Urban Rail. Locally, the City of Austin is planning Urban Rail to provide service into and out of Central Austin.
Bus Rapid Transit	Bus Rapid Transit (BRT) operates in mixed traffic or its own lane. It usually consists of longer buses with more technology in them to speed up your trip. For example, many BRT buses communicate with traffic lights to keep lights green longer. *Typically used to travel within a city and between close-in suburbs and the city.*	700 - 1,300 passengers	15-30mph	½ to 1 mile apart	RUSH HOUR Every 10 min during rush hour and every 15 min all other times		The Metropolitan Area Express, or MAX, in Las Vegas, Nevada is an example of BRT. Locally, Capital Metro will be operating MetroRapid BRT lines between south and north Austin in 2013.
Transit on Express Lanes	Express, or managed, lanes are highway lanes that are free to registered van pools and transit vehicles, and tolled for all other vehicles. The toll rate changes throughout the day based on how much traffic is on the managed lanes in order to keep the lanes fully used without being too busy. *Typically used to travel within a city and between close-in suburbs and the city.*	400 - 900 passengers	Varies. Typically toll rate adjusted to maintain a minimum average speed of 50 mph	Multiple stops within close proximity near termini with 5-25 miles of non-stop service in between	Every 10 min during rush hour and every 30 min all other times		Katy Managed Lanes are operated by the Harris County Toll Road Authority in Houston, TX. Locally, the Central Texas Regional Mobility Authority is currently planning express lanes along Mopac Expressway in Austin.

*The passenger ranges show the number of passengers in the early years (low end) and in 2035 (high end). This calculation is based on average vehicle capacity multiplied by the frequency of service during rush hour and by the number of transit vehicles for a one hour period in one direction only. The passenger graphics represent the average of the low end and high end numbers.

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REGIONAL HIGH-CAPACITY TRANSIT *IMPLEMENTATION*

The Transportation Business Link

- Retention of existing regional companies is key. 63% of existing companies in the region state transportation or access to transit as a concern.
- 56 companies moved to or expanded in Austin in 2010.

Central Texas Accolades

Forbes.com 1ST

In 2011, *Forbes* named the region (from Round Rock to San Marcos) the Number 1 Boom Town City.

FORTUNE 1ST

In 2008, *Fortune Magazine* named Georgetown Best Place to Launch a Small Business (received only perfect score).

Kiplinger's PERSONAL FINANCE 1ST 6TH

In 2010, Kiplinger's named Austin 1st in 10 Best Cities for the Next Decade.

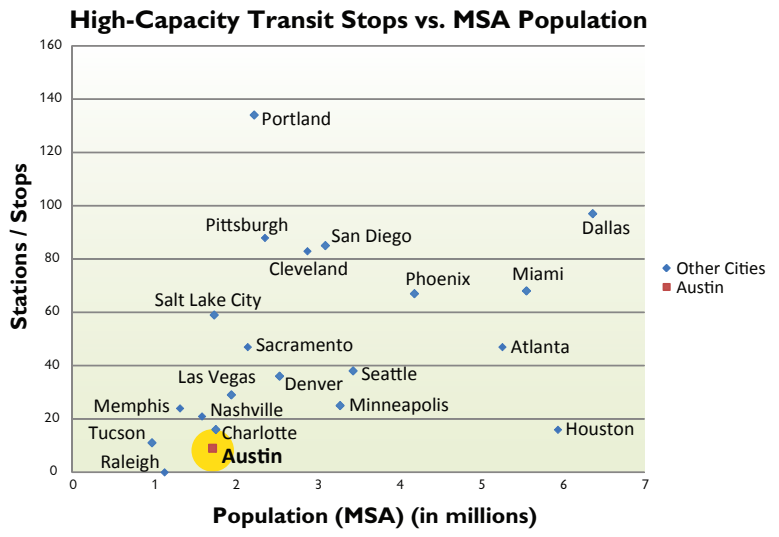
In 2008, Kiplinger's named Round Rock 6th Best Place to Live/Work/Play.

How Do We Compare in High-Capacity Transit Service?

	Austin	Charlotte	Dallas	Denver	Las Vegas
Population at Initial Opening (city)	790,000	500,000	1,000,000	490,000	520,000
Current No. of Stops/ Station	CR 9, Total 9	LRT 15, SC 11, Total 16	SC 26, LRT 55, RR 10, Total 91	LRT 36, Total 36	BRT 22, Monorail 7, Total 29
Major Employers	Dell, IBM, 3M, University of Texas, State of Texas	Carolinas Healthcare System, Well Fargo, Bank of America and Merrill Lynch, Charlotte-Mecklenburg Schools	Lockheed Martin, Wal-Mart Stores, AT&T, Citigroup, AMR Corp., Texas Instruments, Raytheon, Bell Helicopter	Wal-Mart Stores, Safeway, HCA-HeathOne, CenturyLink, Wells Fargo	Clark County School District, Clark County, Bellagio Hotel and Casino, MGM Grand Hotel and Casino, Mandalay Bay Resort and Casino

BRT: Bus Rapid Transit, **SC**: Streetcar, **LRT**: Light Rail Transit, **RT**: Rapid Transit, **CR**: Commuter Rail, **RR**: Regional Rail

Important relocation criteria for corporations include good workforce connections and evidence that cities are doing everything possible to address congestion.



Austin is behind the 15 cities reviewed for transit service by population.

HOW TO STAY INVOLVED

As we come together in this regional effort, we need you to get involved to help identify real transportation choices that will make regional transit work for all of us.

COMMUNITY WORKSHOPS

Plan to attend one of the community meetings that will be held in December 2011, and March and May 2012. Dates, times, and locations will be announced via the media and on the project website. Webinars covering the same information will take place during those same time periods with dates and times to be announced on the project website.

www.connectcentraltexas.com