



METRO**RAPID**

Today's Choices

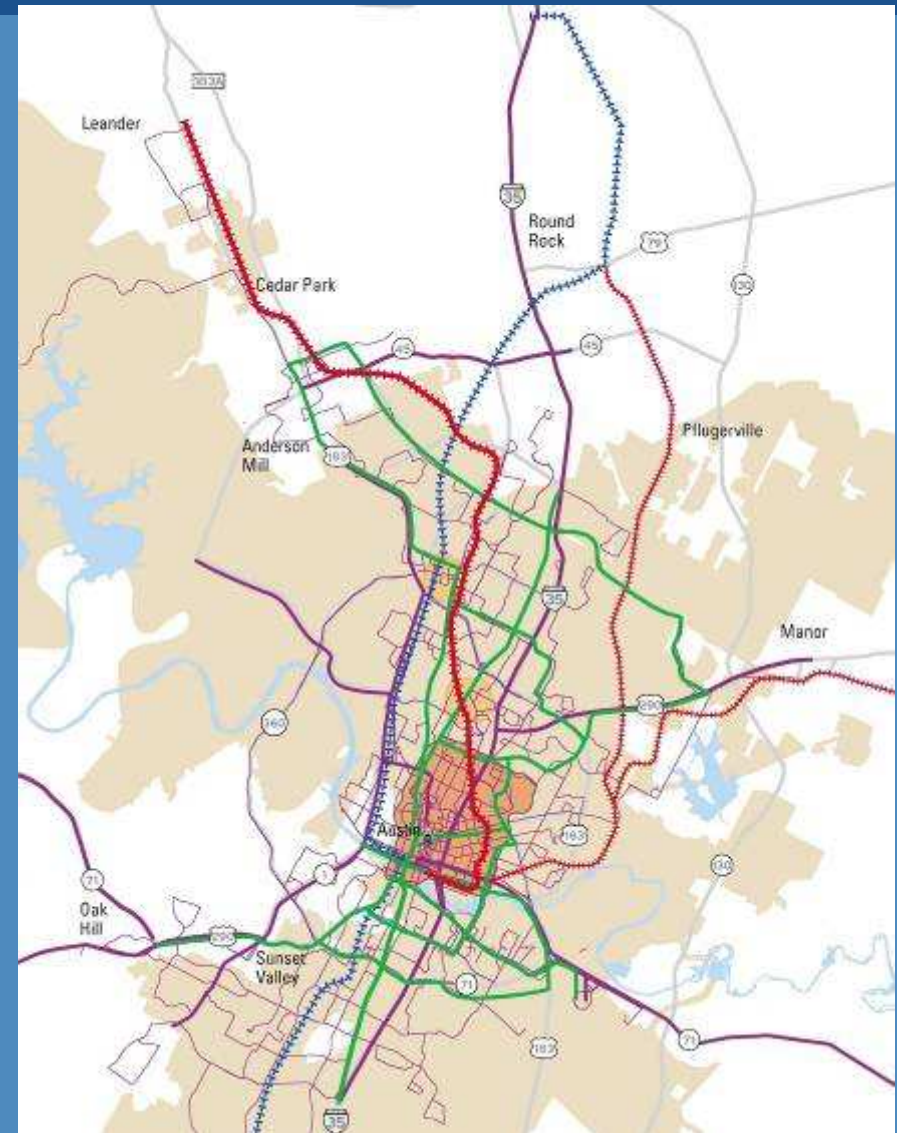


- **MetroBus**
 - Local, Express, and UT Shuttle
- **MetroRail**
 - 32-mile Commuter Rail with 9 Stations
- **MetroRideShare**
 - Van & Car Pools
- **MetroAccess**
 - Demand response paratransit
- **Freight Rail Service**
 - Short-Haul: 163 miles



Tomorrow's Choices: All Systems GO!

- MetroBus
- MetroExpress
- MetroRapid
- MetroRail
- Regional Rail
- Urban Circulator Service



All Systems Go!



- Multiple MetroRapid routes
- High capacity, frequent, advanced technology
- Fills gap between local bus and rail



Federal Transit Administration:

“combining the quality of rail transit and the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines intelligent transportation systems technology, priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policy.”

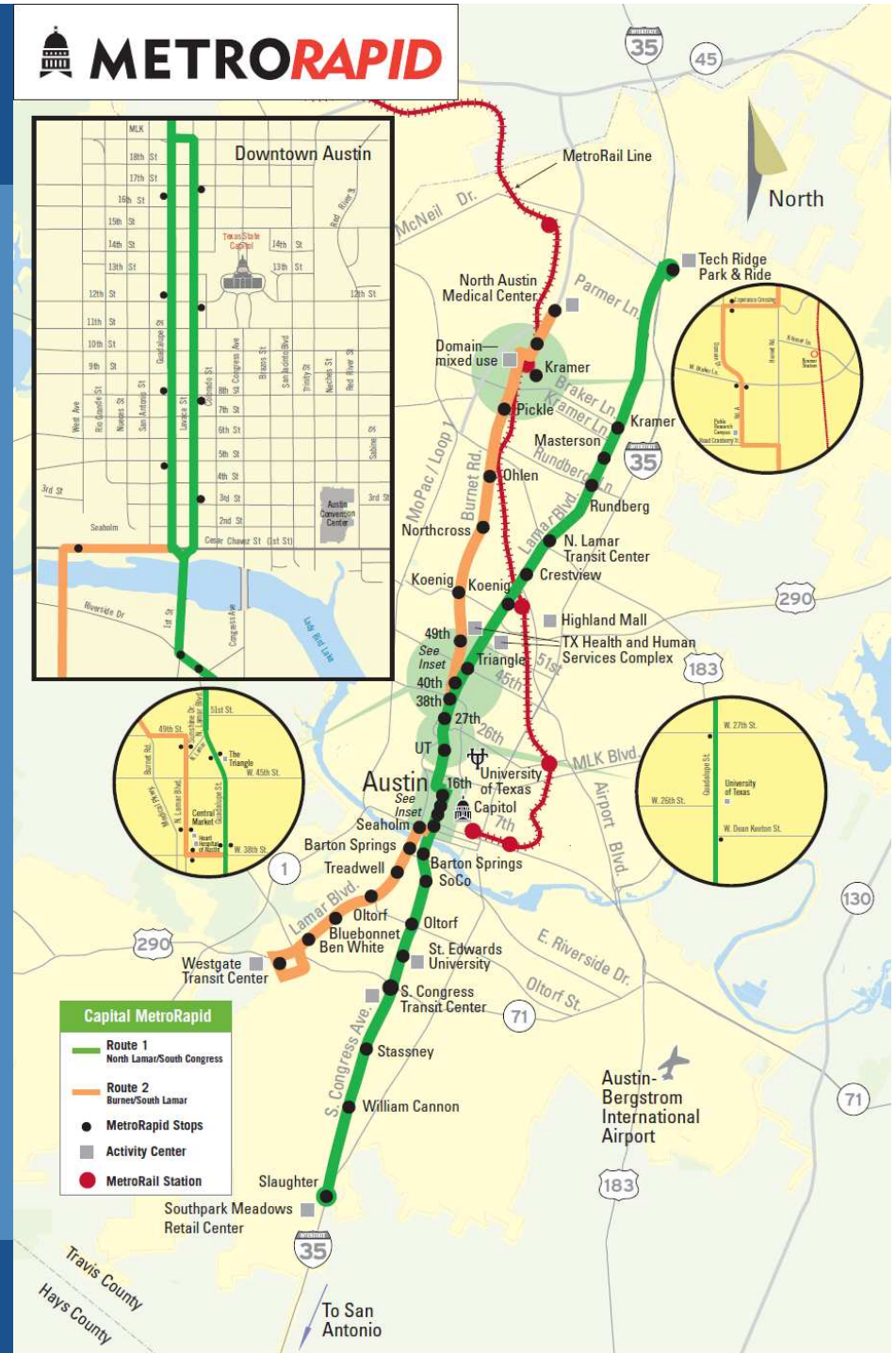
Key Attributes of BRT



Attribute	MetroRapid?
Advanced Vehicles	YES
Intelligent Transportation Systems (ITS)	YES
Traffic Management Improvements	YES
Faster Boarding	YES
Differentiated Service	YES
Marketing	YES
Service Integration	YES
Running Ways	LIKELY

MetroRapid Service Corridors

- Highest ridership opportunities
- Located in major North-South travel corridors with substantial mobility needs
- Unique “X” pattern with shared section
- High potential for initial success for the MetroRapid program
- Initial phase of Guadalupe / Lavaca transit corridor



MetroRapid Service

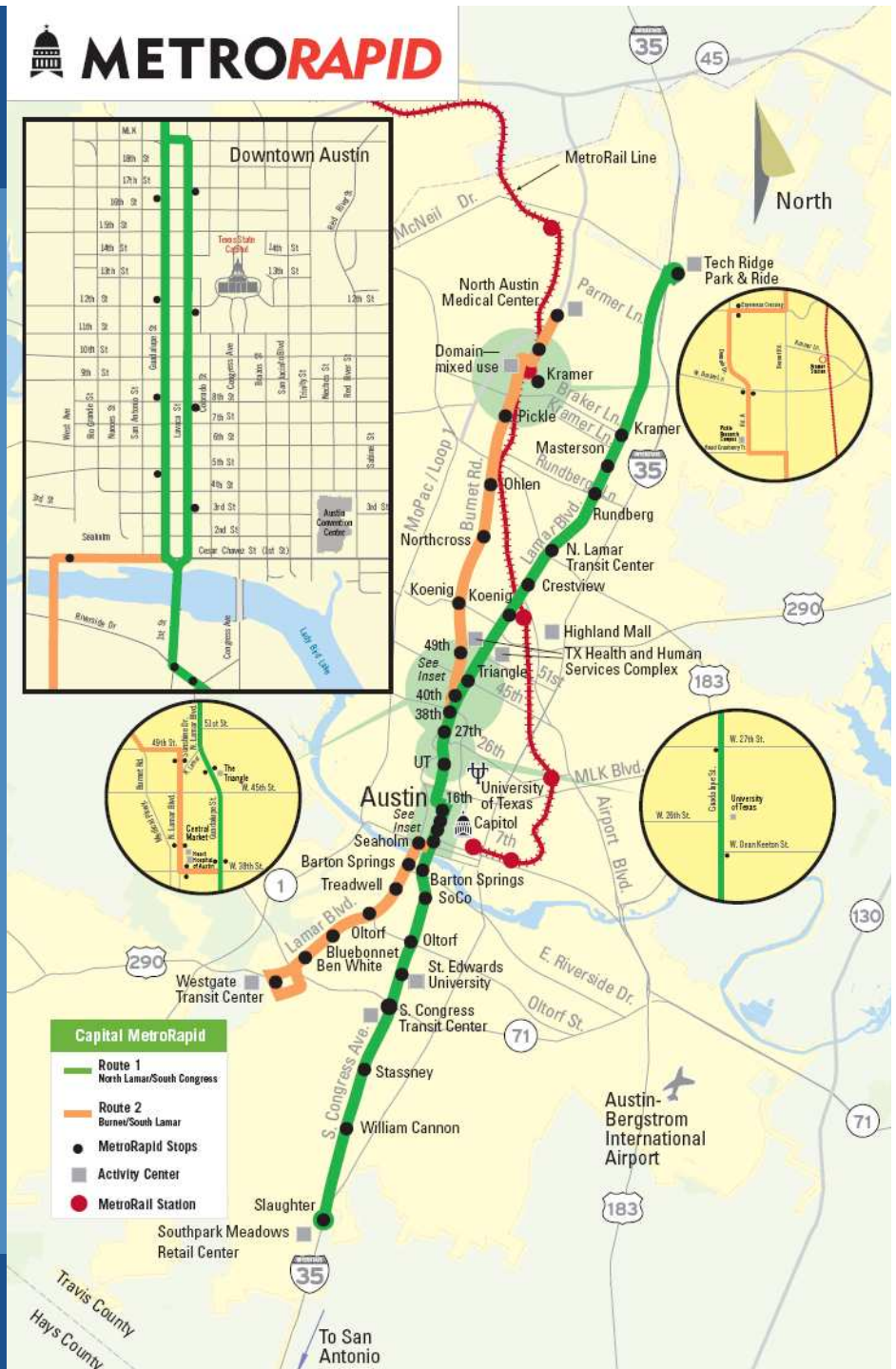


- Convenient, fast, limited stop, safe and attractive transit service
- Two routes share downtown corridor
 - Operate 14 hours/day
 - 10 minute “peak” period frequency
 - 15 minute “off peak” period frequency
- North Lamar – South Congress
 - 60’ “articulated” vehicle (102 capacity)
- Burnet – South Lamar
 - 40’ “standard” vehicle (78 capacity)



Why MetroRapid?

- **MetroRapid Purpose:**
 - Provide high-quality, faster, more frequent and reliable transit mode for major travel corridors
- **MetroRapid Benefits:**
 - Improved transit time, reliability, convenience
 - Efficient increases in transit service
 - Mitigates increasing traffic congestion
 - Improved transit visibility through branding / image
 - Improved ease of transit use, comfort and convenience
 - Increased transit system use
 - Attracts new riders



What MetroRapid Accomplishes



Element	Goal	Measure
Ridership	Net increase in corridor ridership	>10% within 2 years
Service Levels	Increase passenger carrying capacity	>30% increase for both corridors
Travel Time	Travel time savings	>10% reduction in travel time for sample trips
Reliability	Improved on-time performance, reliability	2-5% improvement
Identity, Image	Improved perception	Improved perception
Accessibility	Accessible service	100% accessible service
New Customers	Attract new transit customers	>5% of MetroRapid customers are new
Quality of Service	Improve over current	Improvement in quality
Cost Efficiency	Increase operating efficiency	>5% reduction in operating cost / passenger



Higher Ridership



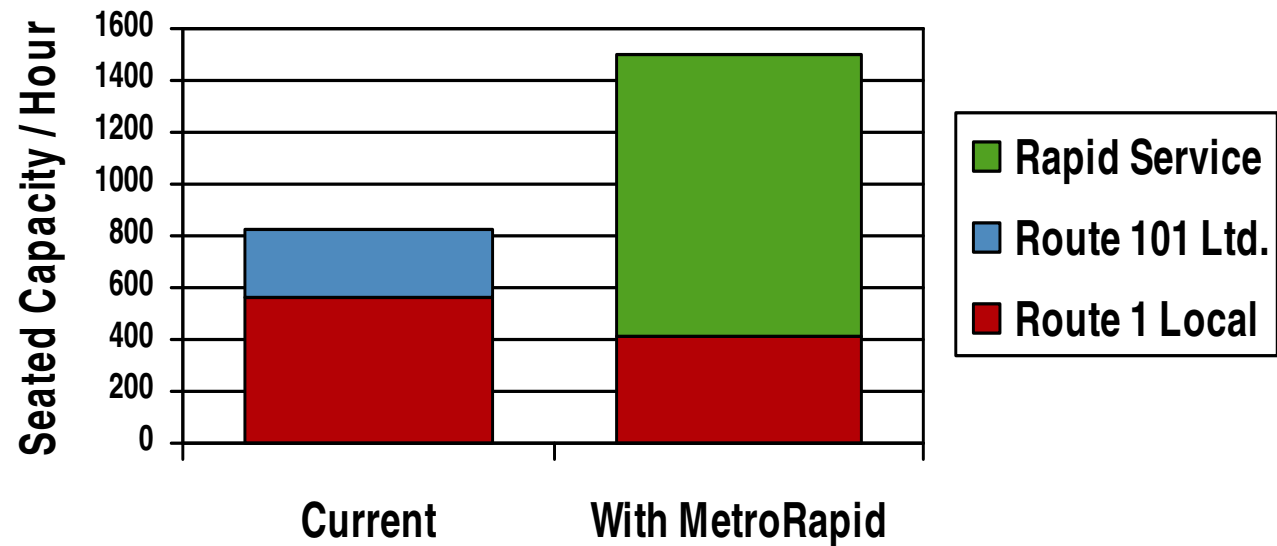
	Avg. Weekday (Current)	Avg. Weekday (w/MetroRapid low- 10%)*	Avg. Weekday (w/MetroRapid mid- 20%)*	Avg. Weekday (w/MetroRapid high- 30%)*
North Lamar / South Congress	17,500	19,250	21,000	22,750
Burnet / South Lamar	4,700	5,170	5,640	6,110

* After two years of operation per FTA before and after study requirements

More Room for Riders



N. Lamar / S. Congress



MetroRapid Route 801 Capacity	Current Route 101	Future Route 801
Wheel Chair Slots (per day available)*	560	1308
Bicycle Capacity (per day available)*	560	1308

Faster Service



North Lamar / South Congress	Sample Trip #1 (S. Congress TC to Congress/2 nd)	Sample Trip #2 (Tech Ridge to Congress/11 th)	Sample Trip #3 (NLTC to SCTC)
#1	18	62	54
#101	16	47	46
#801	14	47	43
Difference	20% / 11%	24% / 0%	21% / 7%

Faster Service



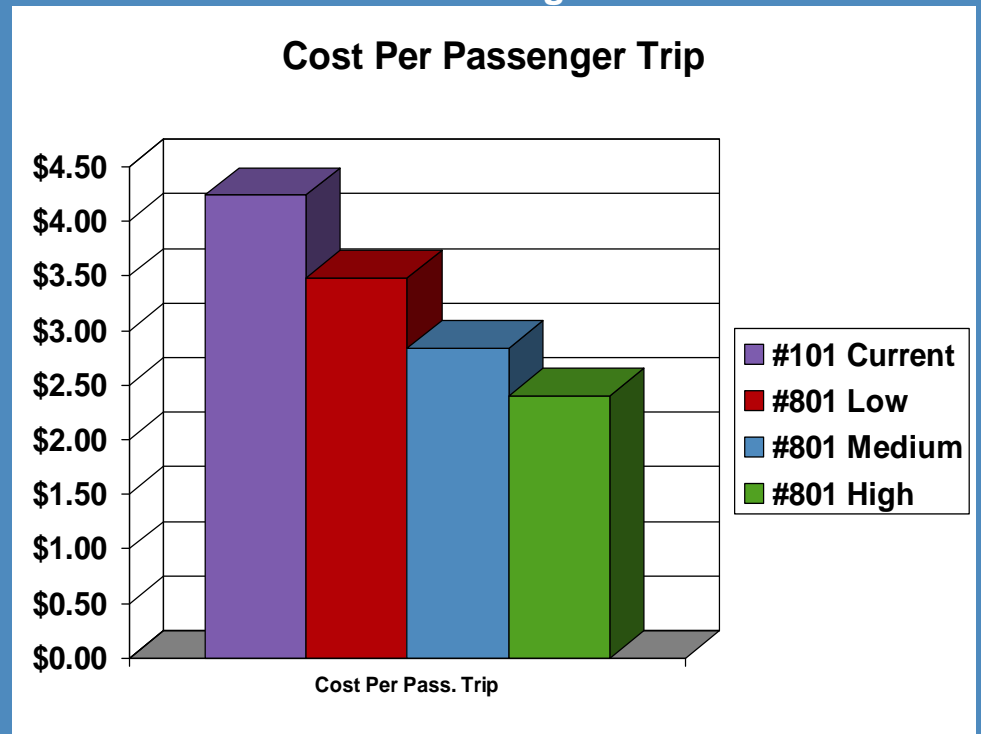
Burnet / S. Lamar	Sample Trip #1 (Domain to 10 th St.)	Sample Trip #2 (Lamar/Manchaca to 24 th /Guadalupe)	Sample Trip #3 (Northcross to Lamar/Barton Springs)
#3	49	31	49
#803	39	20	36
Difference	21%	35%	27%

Using Tax Dollars Wisely



- 5-15% reduction in cost per passenger trip for the combined corridors, taking into account:
- 20-45% reduction in cost per passenger trip by replacing #101 with MetroRapid (#801) excluding labor cost changes

For N. Lamar – S. Congress Corridor

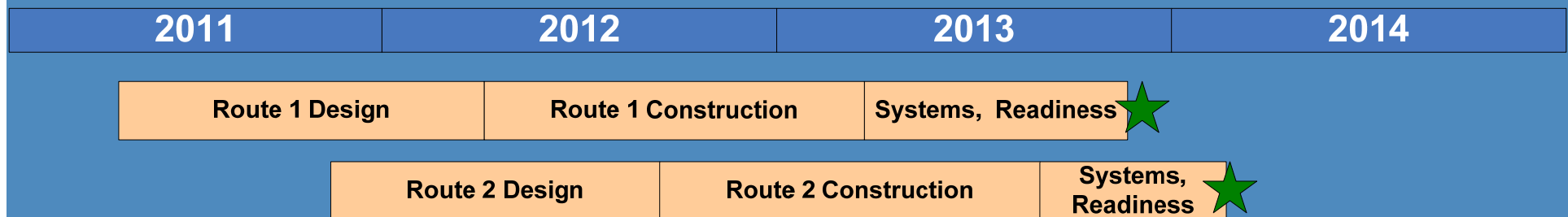


Summary of Service



- Key component of overall high-capacity transit network
- 10-30% more ridership after initial two years of service
- More frequent and reliable service directly accessible by 25% of entire Capital Metro service area
- 50% greater capacity on two major transit corridors for 25% more service hours
- Typical passenger trips will be 5-25% faster than existing service
- More than 95,000 hours per year of travel time savings for customers
- 5-15% reduction in cost per passenger trip
- \$38M in new federal transit funding to this region, \$25M of which will support bus replacement

- **FTA Grant Awarded**
 - Total Project Cost = \$ 47.6 million
 - Federal Transit Administration Funding = \$ 38.1 million (80%)
 - Capital Metro Funding = \$ 9.50 million (20%)
- **FTA funding appropriations to date: \$37.6 million**
- **Project Construction Grant Agreement anticipated by end of 2011**



Nova Bus Vehicle Selected



Project Status



- FTA authorized initiation of project design
 - Phase I: North Lamar – South Congress design underway
 - Phase I Service Start: Target 2013
 - Phase II Service Start: Target 2014
- MetroRapid Station Concept Developed
 - Features digital message sign to predict arrival of next bus

