

CAMPO Staff Comments on RTCC Technical Memo #5:
--

Overall

Strategies may be able to be reconfigured to remove duplicative language and group like strategies

Page 5-6:

As envisioned in this region to date, the mobility management function probably would be more focused on consumers, and less on coordination of vehicle purchasing/etc.

Page 5-7:

Medicaid Coordination. Add narrative describing the specifics of the challenge in more detail

Page 5-9:

Strategy 1A. Provide narrative acknowledging Capital Metro's out of area service agreement policy and how this could be used as a tool toward solving the Public Transit Gap in some communities.

Page 5-13:

Strategy 3C. Expand to include special services for folks with disabilities and special medical needs.

Page 5-18:

Delete sentence "If this proves to be futile, the RTCC can have the option to pursue a legislative solution". While individual members of the RTCC may be able to pursue such a solution, as lead agency, CAMPO would be unable to spend Federal funding, including our RTCC grant through TxDOT on any activities that could be construed as lobbying.

Page 5-19:

Strategy 6B. Correct Typo: "Metropolitan Planning Organizations"

Page 5-21:

Add Strategies relating to coordination of student transportation and enhanced workforce transportation (in particular employer shuttles and other private sector subsidies of employee transportation)

Page 5-22:

Broaden Strategy 6G to cover volunteer provided services more generally (not just services for seniors.

Capital Metro Staff Comments on RTCC Draft Technical Report #5-Strategies

Page 5-6

III. Priority Areas of Need b. Service Outside The Transit Systems Service Area: Capital Metro has a Service Expansion Policy that includes cost allocations for expanding outside of Capital Metro's Service Area including methodology to distribute formula transportation dollars.

<http://capmetro.org/docs/Capital-Metro-Service-Expansion-Policy.pdf>

Capital Metro does have an internal Accessibility Improvement plan to improve bus stops and paths to bus stop for accessibility purposes.

Page 5-11

Strategy 3A - Identify and Inventory Major Destinations within CMTA's Service Area but Beyond CMTA's Fixed-Route Service: In February 2010 the Capital Metro Board adopted SP2020.

Service Plan 2020 can be found on CMTA's website:

<http://capmetro.org/serviceplan2020/download.asp> and is:

ServicePlan2020 is a comprehensive analysis of the entire Capital Metro bus system that will provide a roadmap for growth over the next 10 years. The Capital Metro Board adopted the final ServicePlan2020 recommendations at their February 2010 board meeting. While Capital Metro continuously strives to improve bus service, the ServicePlan2020 effort is essential in meeting the current and projected needs of the Central Texas region.

ServicePlan2020 recommendations seek to improve your transit system, specifically:

- Design bus services to better meet the needs of the region
- Increase transit ridership to manage traffic congestion and improve air quality
- Increase cost effectiveness of bus operations

Elements of the **ServicePlan2020** study include:

- Existing system conditions analysis - *What works well and what does not*
- Market research - *Demographics, travel patterns, needs of existing and potential riders*
- Community Participation - *Advisory committees and public feedback*
- Recommended service changes – *A comprehensive list of service changes designed to improve route directness and system connectivity, increase ridership, and improve cost-effectiveness of bus operations*

Page 5-14

Strategy 3D

We agree: Land use decisions are of the utmost importance. Co-location of elder and disability focused facilities along transit corridors are very important. This should be part of the permitting process at the city and county levels. A leading cause of why our transportation dollars are being stretched unnecessarily are that land use decisions do not take transportation considerations in mind.

b.

- we have the Transit-Ready Development Guide: <http://capmetro.org/docs/tod/transit-ready-development-guide2010.pdf> and

- we work with the City of Austin through the SMART Housing Program to achieve all of the suggestions in this strategy within the City. <http://www.ci.austin.tx.us/ahfc/smart.htm>

CARTS Staff Comments on RTCC Draft Technical Report #5-Strategies
--

Overall

Document narrative seems somewhat disjointed and not cohesive

Page 5-6

Service Outside the Transit Systems Service Area.

i.v. Coordinated human service transportation (Medicaid)

Why is this line human services included in the “outside the transit system service area?” this is included in page 5-7 f. Medicaid Coordination.

c. Coordinated Services in San Marcos – As the City of San Marcos’s transit program transfers from rural transit under CARTS control to small urban service under the City’s control, San Marcos must decide what it will do in the future.

A study, committee and planning activities by Texas Transit Institute, CARTS, Texas State and the City of San Marcos has been conducted and undertaken . This paragraph makes an assumption that the City of San Marcos will do nothing. To make this a major strategy is only duplicating what has been done to-date. This strategy should be included with all of the other newly defined urbanized areas in Central Texas.

Page 5-7

e. Needs in CARTS Service Area

ii. Additional local service “shorter headways”

Please explain where “shorter headways” originated and provide documentation that this was expressed as a need?

f. Medicaid Coordination – Medicaid Transportation is far and away the largest human service transportation program. It dwarfs all other human service transportation programs combined.

This paragraph needs to state what the priority/need is.

Page 5-9

Strategy 1A. “with emphasis on the Interstate 35 Corridor.”

Why limit the emphasis on Interstate 35 Corridor and Round Rock? All major corridors into/out of Austin are important for commuters, air quality, reducing congestion, etc.

Page 5-10

2. Coordinated Service in San Marcos

A study, committee and planning activities by Texas Transit Institute, CARTS, Texas State and the City of San Marcos has been conducted and undertaken . This paragraph makes an assumption that the City of San Marcos will do nothing. To make this a major

strategy is only duplicating what has been done to-date. This strategy should be included with all of the other newly defined urbanized areas in Central Texas.

Strategy 2A . The RTCC should Facilitate the Coordination and Implementation Process...

This strategy is not part of the RTCC goals, all decision will be done at the local government level, not sure that RTCC should “facilitate the coordination and implementation process in San Marcos.”

Page 5-15

Strategy 4A – Coordinated Service in Kingsland. Sentence #2 “There is a potential for duplication for service.”

Again assumption that there is a “potential” for duplication. There are potentials for duplication all over the Central Texas Region not sure that Kingsland is the best choice for a complete Strategy. Maybe a more fitting strategy would be to work with other Transit Providers which borders the Capital Area to work closely together, i.e. ACOG which borders Hays County for trips into out of San Marcos.