

City of Pflugerville Transit Development Plan



Addendum to TDP dated January 2017
August 2018

Pflugerville TDP Addendum

This addendum applies to the City of Pflugerville Transit Development Plan completed in January 2017 in partnership with Capital Metro. The addendum provides background information on results of the TDP, provides implementation strategies for Pflugerville including a new service option and revised costs, describes implementation projects in the region and discusses next steps for the City of Pflugerville.

In November 2015, the city and Capital Metro entered an interlocal agreement to begin a Transit Development Plan (TDP) for the City of Pflugerville. The purpose of the TDP is to identify transit needs, analyze service options and financing, and provide concepts for transit service for Pflugerville.

The resulting plan provides general recommendations for service to address two primary priorities for the community: 1) connections for commuters to Austin and 2) transit service within Pflugerville, especially for seniors, to provide access local businesses, medical appointments and social services.

TDP Recommended Projects

1. **Demand Response** – Demand Response is a general-public curb-to-curb service. Riders call 24-hours in advance to reserve a Demand Response ride. A vehicle, usually a small wheelchair-accessible cutaway van, picks up the rider and brings them to their destination. Rides are usually shared among riders going to similar destinations. In addition to serving Pflugerville, Demand Response could also provide connections to Capital Metro’s Tech Ridge Park & Ride, which would connect Pflugerville to Capital Metro, Round Rock and CARTS routes.

Since completion of the TDP, Capital Metro has piloted an app-based Demand Response service called Pickup, which the city may consider implementing for a one-year pilot. With the Pickup app, riders can arrange on-demand transit service from their home to Tech Ridge or other destination points in the Pickup service zone. Riders are picked up within 15 minutes of requesting a ride. A call center is also available for those without a mobile phone.

Capital Metro piloted this program in the Mueller and Windsor Park neighborhoods and received positive feedback. This type of service could be used to provide last-mile connections to/from Tech Ridge and to provide service within the city. Pickup service may also open opportunities to partner with Capital Metro and Travis County to meet the mobility needs for residents in areas beyond Pflugerville. The maps below provide examples of concepts and partnership opportunities for a Pickup pilot.

Pickup Pilot Concepts



- **Option 1:** 3.5 square mile area within the city limits south of Pecan Street.
- **Option 2:** 8 square mile area within the city limits south of Pecan Street and includes a portion of the Capital Metro service area.
- **Option 3:** 8 square mile area within the city limits south of Pecan Street, a portion of the Capital Metro service area, and a small portion of unincorporated Travis County.
- **Option 4:** 12.25 square mile area within the city limits south of Pflugerville Parkway, a portion of the Capital Metro service area, and a small portion of unincorporated Travis County.

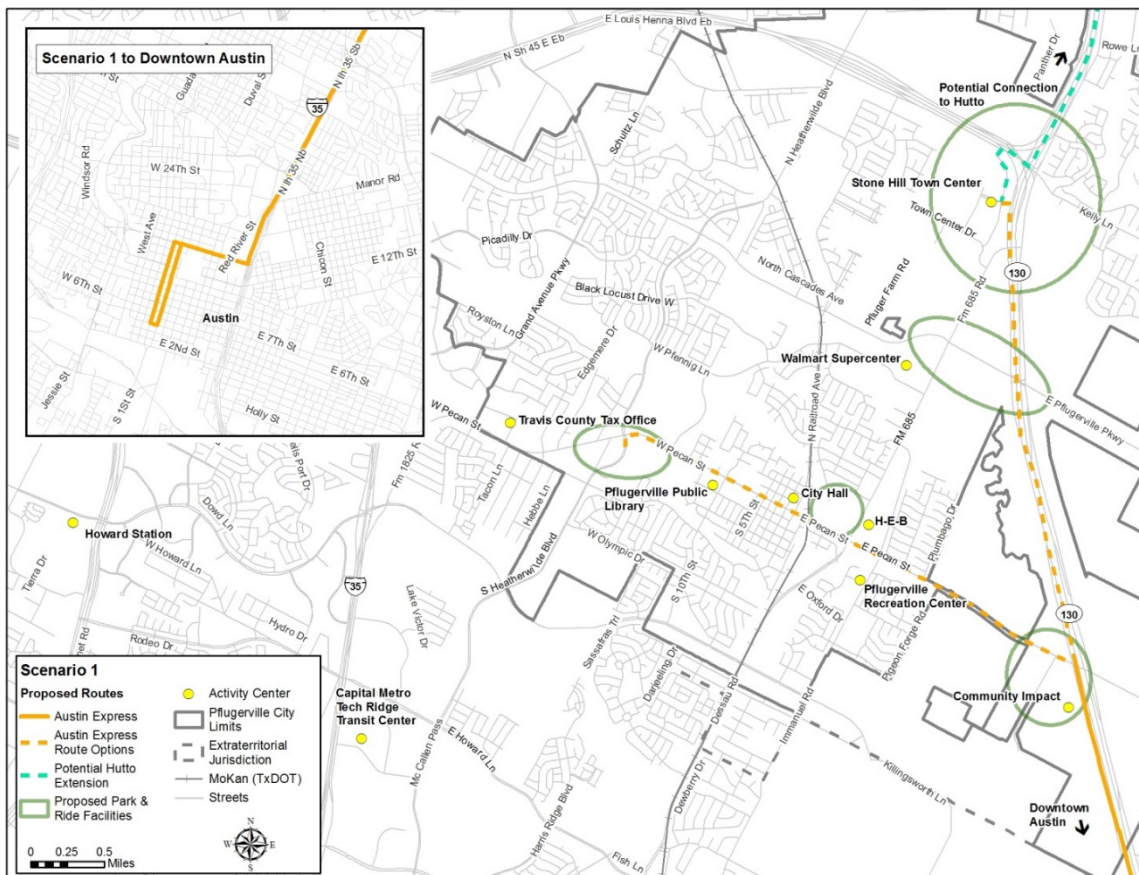
If a Pickup pilot is the city's preferred alternative for implementation, Capital Metro and city staff will then negotiate a service area alignment. The options provided above are considered a starting point for negotiations. Partnerships and cost structure will also need to be negotiated and finalized. As with all projects recommended in the TDP, the city and Capital Metro may then enter into an interlocal agreement for service.

Capital Metro is responsible for administration and operation of the Pickup service. Metrics for the service will be reported to Pflugerville monthly to assist the city in determining next steps beyond the pilot project timeframe.

- Austin Express** – Connections into Austin were identified as a high priority in the Pflugerville TDP. Commuters into Austin need an efficient way to get to work in the morning and to home in the evening. Census data shows that 92.3% (On The Map, 2015) of Pflugerville residents are employed outside the city and commuter bus service could provide residents with a new option for their commute.

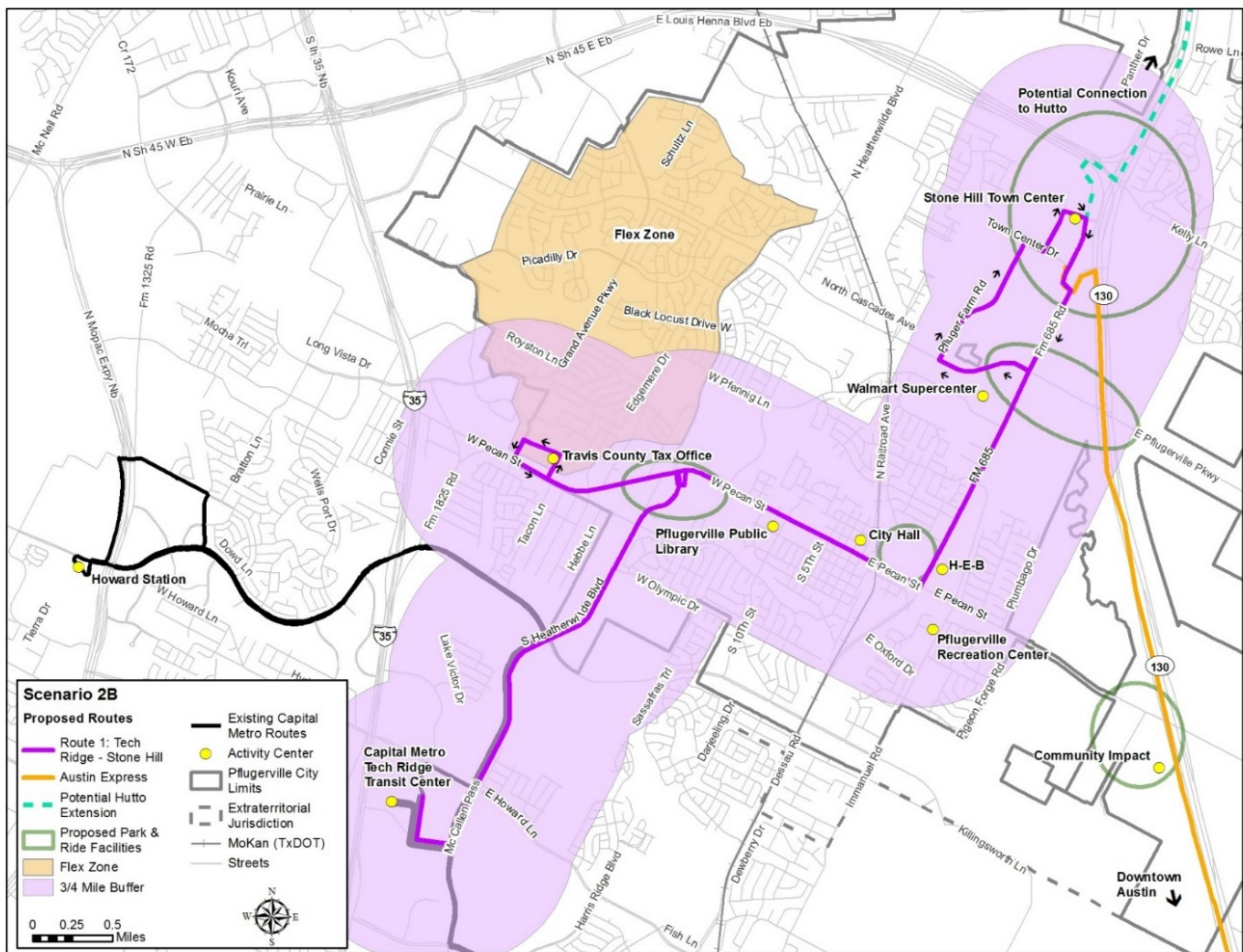
The Austin Express is a commuter route that begins at a park & ride location in Pflugerville, travels along SH130 and Manor Expressway to downtown Austin. The City of Hutto has an adopted TDP with potential express service on SH130. An opportunity exists between the two cities to partner with Capital Metro on this service. The plan recommends four morning peak period trips and four evening peak period trips on weekdays. The estimate can be negotiated depending on the number of trips the city wishes to implement. The city may also consider negotiating the concept of an Express pilot with Capital Metro.

Austin Express



- Pflugerville Local Fixed Route** – This service provides service within Pflugerville and also provides direct access to the Tech Ridge Transit Center served by Capital Metro routes, Round Rock routes and CARTS Interurban Service. It provides service to areas within Pflugerville such as the Travis County Annex, Pflugerville Public Library, Walmart, and HEB. The service is planned to operate at 60 minute headways for 12 hours on weekdays and an option for 10 hours on Saturdays. This route also includes a future flex option to serve a portion of north Pflugerville not served by the fixed route. A complementary paratransit service within a ¼-mile of the route would be required. The estimate can be negotiated depending on the amount of service the city wishes to implement.

Local Fixed Route



Revised Cost Estimates

The following cost estimates have been revised from the estimates provided in the Pflugerville TDP. New cost estimates are provided for Pickup On Demand service. These estimates are not

considered final, but are offered to assist the city in determining project implementation. Final budget negotiations and commitment of funds are finalized in an Interlocal Agreement (ILA) between the City of Pflugerville and Capital Metro.

Cost Estimates

| Transit Service | Operator | Pflugerville Yearly Cost Estimate (FY19)* |
|-------------------|---------------|---|
| Demand Response | Capital Metro | \$147,960 |
| Demand Response | CARTS | \$108,676 |
| Pickup - Option 1 | Capital Metro | \$120,232 |
| Pickup - Option 2 | Capital Metro | \$80,067 |
| Pickup - Option 3 | Capital Metro | \$76,428 |
| Pickup - Option 4 | Capital Metro | \$138,340 |
| Austin Express | Capital Metro | \$170,901 |
| Local Fixed Route | Capital Metro | \$388,530 |

*Cost includes 40% reduction of FTA funds.

Implementation Strategies in the Region

Other cities in the urbanized area (UZA) have completed TDPs. Round Rock, Georgetown, Hutto Buda and Travis County have completed and adopted TDPs. Round Rock and Georgetown implemented service recommended in their TDPs in August 2017. Hutto and Buda continue to coordinate with Capital Metro to determine next steps for the implementation of service. The Travis County TDP was recently adopted and negotiations for an interlocal agreement for service is underway. Below are descriptions of Round Rock and Georgetown transit implementation.

1. **Round Rock** is a designated FTA 5307 recipient. This means that Round Rock is responsible for the city's share of 5307 funds. In the past, Round Rock operated a Demand Response service in the city and ETJ. The service was successful and often had a waiting list. The city employed one staff person with half of their time devoted to managing this service. Demand Response was operated by Star Shuttle.

In order to grow the system, Round Rock initiated a 10-Year Transit Master Plan. Capital Metro and CARTS staff were included in the city's stakeholder committee for the plan.

The plan recommended transitioning from Demand Response service to Fixed Route and Express Bus Service. To implement the new services, the City of Round Rock investigated options from different service providers and ultimately decided the service would be operated by Capital Metro. In May 2017, the city and Capital Metro entered an interlocal agreement for operation of the new routes. The new routes were implemented in August 21, 2017.

The Round Rock Transit Coordinator manages paratransit service for the city and continues to use Star Shuttle as the operator. The Transit Coordinator is now a full-time employee of Round Rock and is responsible for coordination with Capital Metro and Star Shuttle.

Capital Metro operates the following four routes for the city on weekdays:

- Round Rock – Austin Express Route: Round Rock Transit Center to Howard Park & Ride to Downtown Austin. This route will use the Mopac Managed Lanes. There are two AM peak period trips and two PM peak period trips.
 - Round Rock Howard Route: A local Fixed Route that travels from Round Rock ACC to Howard Train Station.
 - Round Rock Circulator: A local Fixed Route that travels within Round Rock. This is the only route that does not connect to Capital Metro services.
 - Round Rock Tech Ridge Limited: This reverse commute style service travels from Tech Ridge to downtown Round Rock. There are two AM peak period trips and two PM peak period trips.
2. **Georgetown** contracted with Capital Metro for operation of Demand Response service through CARTS. Capital Metro is responsible for administration of the program, so the city does not employ a transit coordinator. Since FTA Section 5307 funds are used for this service, a TDP was required for continued use of the funds. The city partnered with Capital Metro on the TDP. The TDP recommended transitioning from Demand Response service to Fixed Route. The plan recommended four core routes that intersect through the center of Georgetown, along with the required paratransit service.

Georgetown implemented this fixed route service on August 21, 2017. Georgetown opted to continue the current operation arrangement with CARTS since CARTS has a long history of operating service in Georgetown.

Georgetown has been successful in setting up a new funding partnership for transit. The Georgetown Health Foundation committed \$600,000 over three years to assist the

city in implementation of Fixed Route service. The Health Foundation recently completed a Needs Assessment that identified transportation and access to transit as a top priority for access to healthcare.

The Georgetown routes do not connect to Austin; however, CARTS operates an Interurban Route that connects the city to Round Rock and Austin.

Additional Public Transit Strategies

1. Coordination with Capital Metro Rideshare

The Capital Metro Rideshare program provides eligible groups of five to 12 riders with month-to-month vanpool lease agreements. This program includes insurance, maintenance, 24-hour roadside assistance, a choice between five vehicles, and an optional fuel purchasing program.

The program is open to commuters that live or work within the Capital Metro service area, as well as outside the service area. The Rideshare program helps reduce traffic congestion, reduce air pollution, and helps riders save money.

The program varies in cost based on vehicle type, commute distance, group size, fuel, and tolls. The monthly cost is shared by the number of riders utilizing the service. For residents beginning or ending their trips outside of the Capital Metro service area they receive a \$450 monthly subsidy. For riders beginning and ending in the Capital Metro service area they receive a \$500 monthly subsidy. Capital Metro was recently awarded a grant that will allow a subsidy for riders that begin and end trips outside the service area.

Currently, there are 14 Rideshare vanpools operating within Pflugerville. Each vanpool begins at different locations within Pflugerville and stops in downtown Austin or various locations in south Austin.

www.capmetro.org/rideshare

2. Coordination with other agencies and cities

Round Rock and Georgetown implemented Fixed Route service after years of assessing need through Demand Response programs. It would benefit the city to discuss the pros/cons of their approaches. Furthermore, Buda and Hutto completed TDPs and are examining how to move forward with budgeting for transit. For Express Service, a partnership with Hutto could potentially reduce the cost of implementation for both cities. If Pflugerville chooses a Pickup pilot as the preferred alternative, it is

recommended that the city engage Travis County as a partner, in addition to Capital Metro.

Capital Metro will begin a quarterly TDP meeting consisting of cities and counties that have completed TDPs. This group will provide an avenue for the city to participate and network with other cities outside the Capital Metro service area that are also new to transit.

www.roundrocktransit.com
www.gogeo.georgetown.org

3. Participation in Project Connect

Project Connect is a plan designed to create a system of high-capacity transit options that will connect people, places and opportunities in an affordable, efficient and sustainable way. High-capacity transit travels the entire trip, or a portion of its trip, on a dedicated lane or guideway. Capital Metro is working with local agencies, stakeholders and the public to identify high-capacity transit solutions that will offer options for travel into, out of and around Central Austin.

The city should continue participating in this process to ensure they have a voice in Project Connect. The Mogan Corridor has been an area discussed in the study, which is important to Pflugerville, as the corridor flows through the city. Also, any local projects implemented in Pflugerville should be integrated as much as possible with projects that result from Project Connect to create a more integrated system.

www.capmetro.org/projectconnect

Next Steps

The Pflugerville TDP has been completed since January 2017 and it was designed to be a three-year plan. Pflugerville should consider adoption of the plan to be in compliance with the TDP program. Adoption of the TDP does not mean that Pflugerville will implement the concepts identified in the plan, but it does allow Pflugerville to continue working on transit and provides continued access to FTA Section 5307 funds. An adopted TDP is required for any project utilizing FTA Section 5307 funds in the CAMPO region. This addendum provides updated information and revised cost estimates for the January 2017 TDP and provides additional options for Pflugerville to consider as the City determines transit needs.