



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY
INNOVATION BRIEF

Mobility Partnership: Tollways & Transit

FAST FACTS

- 01.** Express Bus ridership increased 65%+ year-over-year upon opening of Mobility Authority Express Lanes
- 02.** Near-Term Park & Ride Priorities Identified:
 - 183N/ Lakeline
 - MoPac North/ Howard
 - 183S/ Eastside Bus Plaza
 - MoPac South/ Wildflower
 - US 290E/ Manor

What is the Mobility Authority Park & Ride Program?

The Central Texas Regional Mobility Authority (Mobility Authority) is taking a regional and collaborative approach to planning the regional express lane/toll system that will complement the long-range transit vision plan, Project Connect, in development by Capital Metro.

In 2016, the Mobility Authority, Capital Metro and the Capital Area Metropolitan Planning Organization (CAMPO) executed an agreement to complete Park & Ride (P&R) planning.



What is the goal of our efforts?

- Increase Express Bus ridership & tollway capacity
- Improve equity of access to mobility options
- Improve air quality and fuel savings

A Capital Metro Express Bus uses the MoPac Express Lane to avoid congestion.



Early Success

In 2017, the Mobility Authority opened the MoPac Express Lanes, variably priced toll lanes that provide travel time reliability by giving drivers the option to bypass congestion. MoPac is one of Austin's most important arteries carrying more than 180,000 cars and trucks each day, serving as a key route to downtown and points beyond. Capital Metro partnered with the Mobility Authority to plan and implement several key route and schedule changes to their existing Express Bus routes to and from downtown to make use of the Express Lanes. The Express Bus routes give people the benefit of bypassing congestion without paying the toll, which can exceed \$10 each way. The benefits of the tollway and transit partnership also result in air quality and fuel savings that current studies are quantifying.

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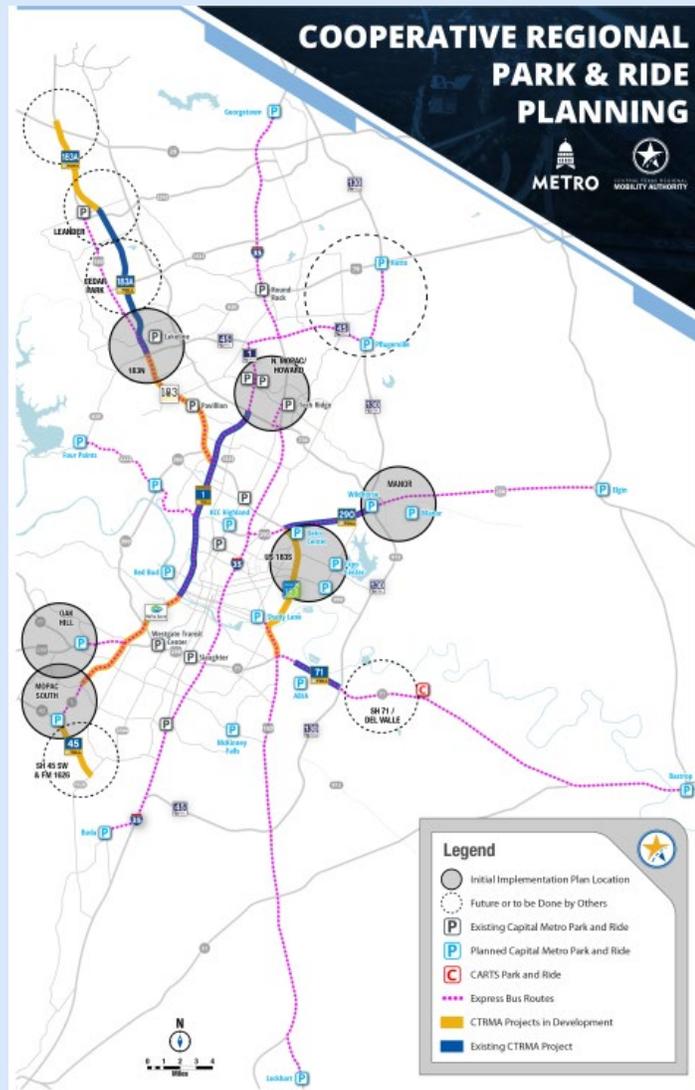
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Developing the Park & Ride Plan

Park & Ride opportunities have been identified based primarily on the following evaluation factors:

- Property availability
- Access to Mobility Authority facilities
- Existing P&R locations, capacity and utilization
- Existing express bus routes, stops and ridership
- Origin-Destination data
- Consistency with regional plans, including Project Connect
- Stakeholder input

Regional Collaboration & Coordination

The Mobility Authority has collaborated closely with Capital Metro to advance the Park & Ride program forward by developing partnership agreements and sharing responsibilities. While the Mobility Authority has identified potential site locations, concepts and estimated costs; Capital Metro has evaluated ridership demand and evaluated service considerations. Together, the partners have developed a Park & Ride implementation plan and are identifying opportunities for funding partnerships. Further, the Mobility Authority Park & Ride program provides consistency with regional plans and requirements through coordination efforts with a wide range of agency stakeholders including:

- CARTS, Capital Metro
- City of Austin; City of Cedar Park; City of Georgetown; City of Leander; City of Liberty Hill; City of Manor; City of Pflugerville; City of Round Rock
- Travis County; Williamson County
- CAMPO, TxDOT