



# The City of Lago Vista

*To provide and maintain a healthy, safe, vibrant  
community, ensuring quality of life.*

**AGENDA  
CAPMETRO STUDY COMMITTEE  
MAY 2, 2016, 6:00 PM  
CITY COUNCIL CHAMBERS  
5803 THUNDERBIRD  
LAGO VISTA, TX 78645**

NOTICE IS HEREBY GIVEN that the CAPMetro Study Committee of the City of Lago Vista, Texas will hold a meeting in the Council Chambers, City Municipal Building, 5803 Thunderbird, on the above date and time for discussion and possible action on the following:

**CALL TO ORDER, CALL OF ROLL**

**PUBLIC COMMENTS: Citizens who wish to address the Committee on any agenda and/or non-agenda item will have three (3) minutes to express their position.**

**CONSENT AGENDA**

All matters listed under Consent Agenda, are to be considered routine by the Committee and will be enacted by one motion. There will not be separate discussion on these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.

1. Approval of the following minutes: April 19, 2016 regular meeting.

**PRESENTATIONS**

2. Presentation and Discussion of Services and Programs provided by CAPMetro.
3. Presentation and Discussion of Ridership Survey Performed by Opinion Analysts, Inc.
4. Presentation and Discussion of Required Minimum Service and Alternate Uses for Sales Tax Fund.

**DISCUSSION ITEMS**

5. Discussion of CAPMetro Funds Received 2002 – 2014.
6. Discussion of CAPMetro Fares and Passes Information.

**FUTURE AGENDA ITEMS**

7. Consider schedule and items for future Committee meetings.
8. Adjournment.

**IT IS HEREBY CERTIFIED** that the above Notice was posted on the Bulletin Board located at all times in City Hall in said City at 11:45 Am on the 28<sup>th</sup> day of April, 2016.

  
\_\_\_\_\_  
Belinda Kneblick, Assistant City Secretary

**THE CITY OF LAGO VISTA IS COMMITTED TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. REASONABLE MODIFICATIONS AND EQUAL ACCESS TO COMMUNICATIONS WILL BE PROVIDED UPON REQUEST.**

**MEETING DATE: May 2, 2016**

**CALL TO ORDER:**

**AGENDA ITEM: CALL OF ROLL**

**Comments:**

**ADJOURN:  
TURN OFF RECORDER**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote:** Dewhurst \_\_\_\_\_ ; Hale \_\_\_\_\_ , Zaleski \_\_\_\_\_ ; Webb \_\_\_\_\_ ;

Rutherford \_\_\_\_\_ ; Seaver \_\_\_\_\_ ; Bowling \_\_\_\_\_

**Motion Carried:** Yes \_\_\_\_\_ ; No \_\_\_\_\_

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: PUBLIC COMMENTS**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote: Dewhurst** \_\_\_\_\_ ; **Hale** \_\_\_\_\_ , **Zaleski** \_\_\_\_\_ ; **Webb** \_\_\_\_\_ ;

**Rutherford** \_\_\_\_\_ ; **Seaver** \_\_\_\_\_ ; **Bowling** \_\_\_\_\_

**Motion Carried: Yes** \_\_\_\_\_ ; **No** \_\_\_\_\_

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: APPROVAL OF MINUTES**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote: Dewhurst** \_\_\_\_\_ ; **Hale** \_\_\_\_\_ , **Zaleski** \_\_\_\_\_ ; **Webb** \_\_\_\_\_ ;

**Rutherford** \_\_\_\_\_ ; **Seaver** \_\_\_\_\_ ; **Bowling** \_\_\_\_\_

**Motion Carried: Yes** \_\_\_\_\_ ; **No** \_\_\_\_\_

**OFFICIAL MINUTES OF THE CAPMETRO STUDY COMMITTEE  
LAGO VISTA, TEXAS  
APRIL 19, 2016**

**BE IT REMEMBERED** that on the 19<sup>th</sup> day of April, A.D., 2016, the CAPMetro Study Committeel held a Regular Meeting at 6:00 p.m. at City Hall, 5803 Thunderbird, in said City, there being present and acting the following:

**CALL TO ORDER**

Gary Zaleski	Committee Member	Ed Tidwell	Council Member
Clive Rutherford	Committee Member	Melissa Byrne Vossmer	City Manager
Darren Webb	Committee Member	Barbara Boulware-Wells	City Attorney
Karen Bowling	Committee Member	Belinda Kneblick	Assistant City Secretary
Ross Dewhurst	Committee Member		
Carolina Hale	Committee Member		
Bringham Seaver	Committee Member	(arrived after all the members had taken oaths)	

Clive Rutherford called the Regular Meeting to order.

The numbering below tracks that of the agenda, whereas the actual order of consideration may have varied.

**PUBLIC COMMENTS**

None

**BUSINESS ITEMS**

1. Assistant City Secretary administered Statement of Officer and Oath of Office to new members. Mr. Seaver was sworn in after he arrived.
2. Melissa Byrne Vossmer, City Manager discussed the charge and directions for the committee.
3. Introductions of Members and City Staff. Committee voted Chair, Vice Chair and Secretary. On a motion by Committee Member Gary Zaleski, seconded by Committee Member Clive Rutherford, the Committee voted unanimously to appoint Darren Webb to represent the Committee Chair. On a motion by Committee Member Bringham Seaver, seconded by Committee Member Clive Rutherford, the Committee voted unanimously to appoint Karen Bowling to represent the Committee Vice Chair. On a motion by Committee Member Clive Rutherford, seconded by Committee Member Bringham Seaver, the Committee voted unanimously to appoint Carolina Hale to represent the Committee Secretary.
4. Barbara Boulware-Wells, City Attorney discussed and presented the Open Meetings Act, Conflict of Interest, Ethics, Roles and Responsibilities and other topics related to Boards, Commissions and Committees.
5. Melissa Byrne Vossmer, City Manager stated the Power point presentation on CAPMetro on

services, programs and history is in the packet, to please read.

6. Melissa Byrne Vossmer, City Manager stated the Overview of presentations from City Council meetings on CAPMetro is in the packet, to please read..
7. Where do we go from here? No comments at this time.

**FUTURE AGENDA ITEMS**

8. Consider schedule and items for future Committee meetings. Next meeting scheduled for Monday, May 2<sup>nd</sup> at 6:00 P.M.

**ADJOURNMENT**

Committee Chair Darren Webb adjournment the meeting at 7:28 P.M.

Respectfully submitted,

ATTEST:

\_\_\_\_\_  
Darrin Webb, Chair

\_\_\_\_\_  
Belinda Kneblick, Assistant City Secretary

On a motion by Committe Member \_\_\_\_\_, seconded by Committe Member \_\_\_\_\_, the above and foregoing instrument was passed and approved this 2nd day of May, 2016.

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: DISCUSSION OF SERVICES AND PROGRAMS**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote: Dewhurst** \_\_\_\_\_ ; **Hale** \_\_\_\_\_ , **Zaleski** \_\_\_\_\_ ; **Webb** \_\_\_\_\_ ;

**Rutherford** \_\_\_\_\_ ; **Seaver** \_\_\_\_\_ ; **Bowling** \_\_\_\_\_

**Motion Carried: Yes** \_\_\_\_\_ ; **No** \_\_\_\_\_

# Capital Metro Service in the City of Lago Vista



*The City of Lago Vista*

*To provide and maintain a healthy, safe, vibrant  
community, ensuring quality of life.*



**METRO**

Prepared for the City of Lago Vista  
**Capital Metro Study Committee**

May 2, 2016

## I. Introduction

Over the past year, Capital Metro and Lago Vista officials and staff have participated in a community-wide conversation about service levels and needs for the future. The timing could not be more perfect for this conversation as we are conducting our system-wide service planning effort, Connections 2025. With this effort, Capital Metro is reviewing our services to understand how we can better meet the needs of current and future customers. During this planning process, we have met with riders in Lago Vista as well as non-rider citizens to collect feedback and plan for our future together.

Capital Metro is eager to work with the City of Lago Vista and the Study Committee to plan for the future and continue to improve the services provided to your community. We hope this presentation and attached materials demonstrates the strong foundations of our relationship and the value of Capital Metro service in Lago Vista from an operational, financial, and citizen standpoint.

We want to thank the Study Committee for allowing us to participate in this evaluation of services and we look forward to providing the staff resources and data that the committee and community need.

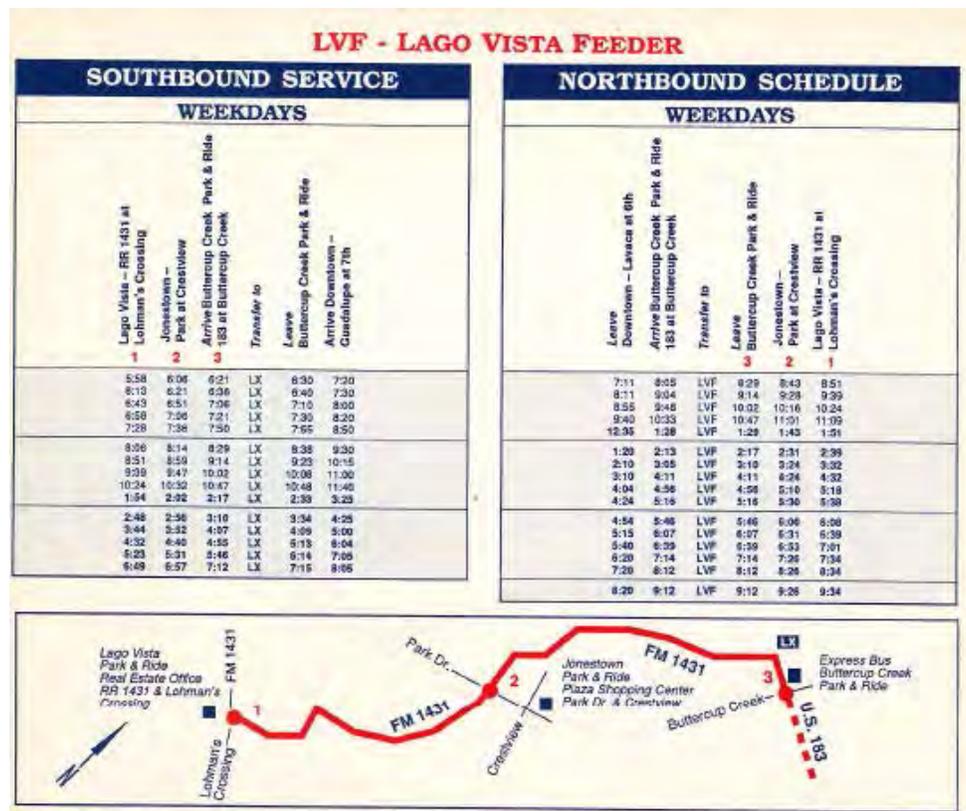
Thank you all for your service and input.

## II. History of Service in the City of Lago Vista

### Original Services: Feeder Bus, Dial A Ride, MetroAccess, Vanpools (1989)

Regular bus service was called the LVF-Lago Vista Feeder, operating weekdays between Lago Vista / Jonestown and the former Cedar Park Park & Ride facility at FM 1431 and US 183. There was one bus stop within Lago Vista, an unimproved Park & Ride lot that was leased from a real estate office at the corner of FM 1431 and Lohman Ford. This site is where the CVS Pharmacy currently sits.

This route's primary function was to provide service to Lago Vista residents into Cedar Park for shopping (HEB & others) or access to Austin via the Park & Ride and transfer to the Express service operating from here. That Express bus route served Seton Hospital (38<sup>th</sup> Street), the University of Texas and Downtown Austin.



## Northwest Dial-A-Ride Schedule and Map (1989)

Dial-A-Ride was a demand response service that only operated particular days and times. It would pick citizens up at their door and transport them directly to/from various locations along US 183 (from Cedar Park to MoPac) and areas in Austin.

**NORTHWEST DIAL-A-RIDE**

Advance registration door-to-door service is available in Lago Vista, Jonestown, Leander and Cedar Park every Monday, Wednesday and Friday for direct service to:

- Any location on the Highway 183 corridor between Cedar Park and the 183/MoPac intersection.
- Highland Mall
- Northcross Mall
- The Central Medical Complex – any location between 26th and 45th Streets (South/North), and Guadalupe and Shoal Creek Blvd. (East/West).
- Other destinations are available upon request, contingent upon scheduling constraints at time of reservation.

Note: Convenient service to downtown Austin also is available on the Lago Vista-Jonestown Feeder (LVF), connecting with the Leander Express route.

**NORTHWEST DIAL-A-RIDE**

Reservations are required at least 24 hours in advance. Local door-to-door pickups are made between 8:00 and 9:00 a.m. Approximate arrival and departure times at available destinations are:

Service	Approximate Arrival Times	Return Departure Time
• 183 Corridor	9:15–9:30 a.m.	1:15–1:30 p.m.
• Northcross Mall	9:45 a.m.	1:00 p.m.
• Highland Mall	10:00 a.m.	12:45 p.m.
• Central Medical Complex*	10:15–10:30 a.m.	12:15–12:30 p.m.

\*CENTRAL MEDICAL COMPLEX is any location between 26th and 45th Streets (North/South) and Guadalupe & Shoal Creek Blvd. (East/West)

The fare for the N.W. Dial-a-Ride service is 60¢ for persons age 65 or older and for disabled persons; \$1.00 for all others.

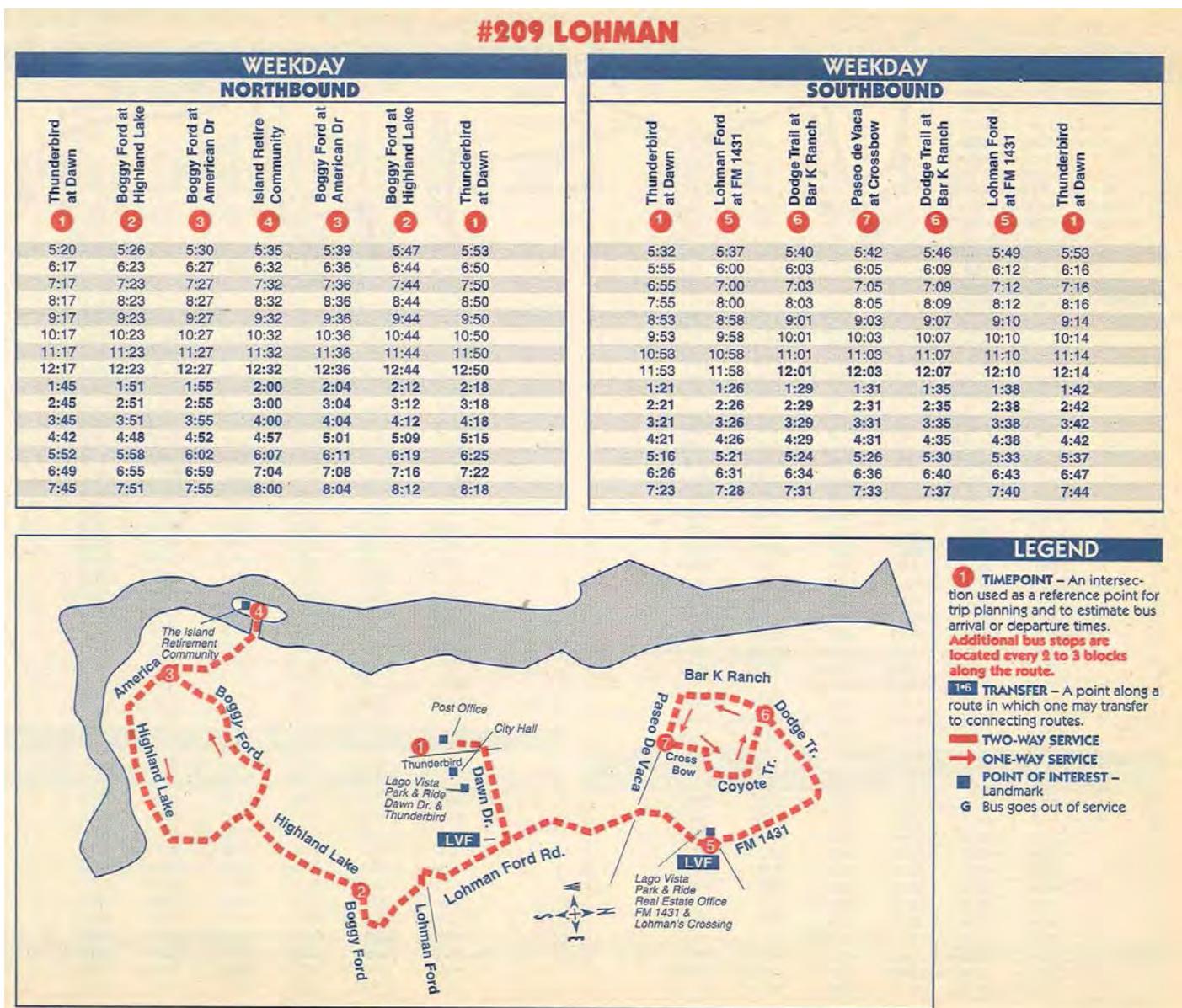
CALL 478-RIDE between 8:00 a.m. & 8:00 p.m. for more information or reservations.

## Introduction of a Lago Vista Circulator (1996-1997)

One of Roberto Gonzalez's (Director of Short Range/Service Planning) at Capital Metro was to design a new service specifically for Lago Vista. Our community representative in the area had met with stakeholders in the community who felt that an additional route was needed to circulate only within the community. Route 209 Lohmans was created and offered all day service within the community.

Of particular interest to Lago Vista was connectivity to The Island, Bar K Ranch and the City Hall area (with a new Park & Ride option).

During the time of operation, Capital Metro still provided the Lago Vista Feeder and Dial-A-Ride. This was an additional service option. Unfortunately, this service was eliminated due to very low ridership after 1 year.



# Merging of the Lago Vista Circulator (209) with the Lago Vista Feeder (1997)

Although Route 209 was eliminated, Capital Metro retained a portion of this routing and merged it with the Lago Vista Feeder to provide continued service to the City Hall area and Bar K Ranch.

**Legend**

- ① **Timepoint** — An intersection used as a reference point for trip planning and to estimate bus arrival or departure times. Additional bus stops are located every two to three blocks along the route.
- 1+6 **Transfer** — A point along a route in which one may transfer to connecting routes.
- **Two-Way Service**      → **One-Way Service**
- **Point of Interest**

**SPECIAL NOTES**

**A** — This trip returns to Thunderbird at Dawn.

**AM Eastbound** service only provides direct service to Jonestown & Cedar Park from Thunderbird at Dawn and FM 1431 at Lohman's Road.

**PM Westbound** service only provides direct access from Jonestown & Cedar Park to Thunderbird at Dawn and FM 1431 at Lohman's Road.

LVF
Lago Vista Feeder

### Eastbound/Weekdays

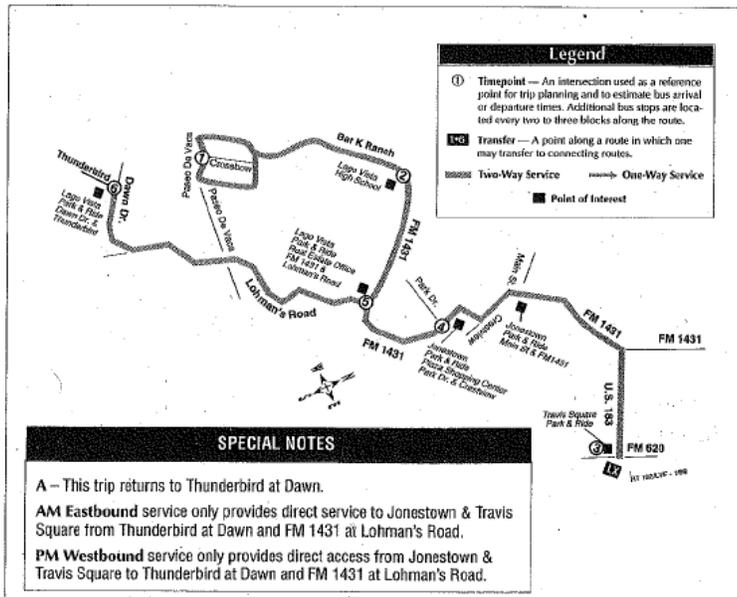
Thunderbird at Dawn	FM 1431 at Lohman's Road	Lago Vista High School	Prasco de Vista at Crossbow	Lago Vista High School	FM 1431 at Lohman's Road	Park at Creekside	Cedar Park Park & Ride	Special Notes	To Route/Garage
⑥	⑤	②	①	②	⑤	④	③		
5:37am	5:42	—	—	—	—	5:50	6:05		
6:21	6:26	—	—	—	—	6:34	6:49		
6:51	6:56	—	—	—	—	7:04	7:19		
7:32	7:37	—	—	—	—	7:45	8:00		
8:06	8:11	—	—	—	—	8:19	8:34		
8:46	8:51	—	—	—	—	8:58	9:12		
9:17	9:22	—	—	—	—	9:29	9:44		
10:01	10:06	—	—	—	—	10:13	10:28		
10:41	10:46	—	—	—	—	10:53	11:07		
11:21	11:26	—	—	—	—	11:33	11:48		
11:50	11:55	—	—	—	—	12:02	12:17		
12:33pm	12:38	—	—	—	—	12:45	1:00		
12:46	12:51	12:53	12:57	1:03	1:05	—	—	A	
1:16	1:21	1:23	1:27	1:33	1:35	—	—	A	
1:56	2:01	2:03	2:07	2:13	2:15	—	—	A	
2:26	2:31	2:33	2:37	2:43	2:45	2:52	3:07		
3:13	3:18	3:20	3:24	3:30	3:32	3:39	3:54		
3:38	3:43	3:45	3:49	3:55	3:57	4:04	4:19		
4:23	4:28	4:30	4:34	4:40	4:42	4:49	5:04		
5:00	5:05	5:07	5:11	5:17	5:19	5:26	5:41		
6:45	6:50	6:52	6:56	7:02	7:04	7:11	7:26		
6:32	6:37	6:39	6:43	6:49	6:51	6:58	7:13		
7:07	7:12	7:14	7:18	7:24	7:26	7:33	7:48		
7:47	7:52	7:54	7:58	8:04	8:06	—	—	A	
8:12	8:17	8:19	8:23	8:29	8:31	—	—	A	G

### Westbound/Weekdays

Cedar Park Park & Ride	Park at Creekside	FM 1431 at Lohman's Road	Lago Vista High School	Prasco de Vista at Crossbow	Lago Vista High School	FM 1431 at Lohman's Road	Thunderbird at Dawn	Special Notes	To Route/Garage
③	④	⑤	②	①	②	⑤	⑥		
6:06am	6:21	6:28	6:30	6:34	6:40	6:42	6:47		
6:50	7:05	7:12	7:14	7:18	7:24	7:26	7:31		
7:20	7:35	7:42	7:44	7:48	7:53	7:55	8:00		
8:01	8:16	8:23	8:25	8:29	8:35	8:37	8:42		
8:35	8:49	8:56	8:58	9:02	9:08	9:10	9:15		
9:17	9:31	9:38	9:40	9:44	9:50	9:52	9:57		
9:45	9:59	10:06	10:08	10:12	10:18	10:20	10:25		
10:29	10:43	10:50	10:52	10:56	11:02	11:04	11:09		
11:08	11:22	11:29	11:31	11:35	11:41	11:43	11:48		
11:49	12:04	12:11	12:13	12:17	12:23	12:25	12:30		
12:18pm	12:33	12:40	—	—	—	—	12:45		
1:01	1:16	1:23	—	—	—	—	1:28		
2:16	2:31	2:38	—	—	—	—	2:43		
3:08	3:23	3:30	—	—	—	—	3:35		
3:55	4:10	4:17	—	—	—	—	4:22		
4:31	4:46	4:53	—	—	—	—	4:58		
5:17	5:32	5:39	—	—	—	—	5:44		
5:42	5:57	6:04	—	—	—	—	6:09		
6:27	6:42	6:49	—	—	—	—	6:54		
7:14	7:29	7:36	—	—	—	—	7:41		
7:49	8:04	8:11	—	—	—	—	8:16		G

## Lago Vista Feeder post-Cedar Park Withdrawal (1999)

After Cedar Park withdrew from the service area, the service was extended to the Travis Square Park & Ride facility adjacent to Lakeline Mall. This worked well at the time because service now extended to the mall while still offering connections with our Express services (to/from Austin). This facility preceded Lakeline Station.



**LVF**

**Lago Vista Feeder**

Eastbound/Weekdays										Westbound/Weekdays									
Thunderbird at Dawn	FM 1431 at Lohman's Road	Lago Vista High School	Prague de la Cruz at Lohman's	Lago Vista High School	FM 1431 at Lohman's Road	Prague de la Cruz at Lohman's	Travis Square Park & Ride	Special Notes	To Route/ Garage	Travis Square Park & Ride	FM 1431 at Lohman's Road	Lago Vista High School	Prague de la Cruz at Lohman's	Lago Vista High School	FM 1431 at Lohman's Road	Thunderbird at Dawn	Special Notes	To Route/ Garage	
5:35	5:40	-	-	-	-	-	5:48 6:15			6:18 6:43 6:50	6:52 6:56	7:02 7:04 7:09							
6:22	6:27	-	-	-	-	-	6:35 7:02			7:10 7:35 7:42	7:44 7:48	7:54 7:56 8:01							
7:13	7:18	-	-	-	-	-	7:26 7:53			8:01 8:25 8:32	8:34 8:38	8:44 8:46 8:51							
8:06	8:11	-	-	-	-	-	8:19 8:46			8:52 9:16 9:23	9:25 9:29	9:35 9:37 9:42							
8:53	8:58	-	-	-	-	-	9:05 9:32			9:38 10:02 10:09	10:11 10:15	10:21 10:23 10:28							
9:46	9:51	-	-	-	-	-	9:58 10:25			10:27 10:51 10:58	11:00 11:04	11:10 11:12 11:17							
10:38	10:43	-	-	-	-	-	10:50 11:17			11:26 11:51 11:58	12:00 12:04	12:10 12:12 12:17							
11:22	11:27	-	-	-	-	-	11:34 12:01			12:07 12:32 12:39									
12:17	12:22	-	-	-	-	-	12:29 12:56			12:50 1:24 1:31									
12:49	12:54 12:56	1:00 1:06	-	-	-	-	A			2:06 2:31 2:38									
1:21	1:26	-	-	-	-	-	1:33 2:00			2:47 3:12 3:19									
1:40	1:45 1:47	1:51 1:57	-	-	-	-	A			3:49 4:10 4:17									
2:05	2:10	-	-	-	-	-	2:17 2:44			4:35 5:00 5:07									
2:46	2:53 2:55	2:58 3:05 3:07	3:14 3:41	-	-	-				5:26 5:51 5:58									
3:29	3:34 3:36	3:40 3:46 3:48	3:55 4:22	-	-	-				6:12 6:37 6:44									
4:27	4:32 4:34	4:38 4:44 4:46	4:53 5:20	-	-	-				7:06 7:31 7:38									
5:17	5:22 5:24	5:28 5:34 5:36	5:43 6:10	-	-	-				7:50 8:23 8:30									
5:08	6:13 6:15	6:19 6:25 6:27	6:34 7:01	-	-	-													
5:34	6:59 7:01	7:05 7:11 7:13	7:20 7:47	-	-	-													
7:47	7:52 7:54	7:58 8:04	-	-	-	-	A												
8:12	8:17 8:19	8:23 8:29	-	-	-	-	A G												

### **Lago Vista Feeder and Lakeline Station (2009)**

When the new Lakeline Station was opened in 2009, Capital Metro had revamped the Express and Local route services in the area. With Lakeline Station, we now had three (3) Express routes and a Local service anchored at the facility. We were also preparing for the introduction of MetroRail. The Lago Vista Feeder was extended to this facility and was also able to serve additional shopping developments that had emerged in the area.

### **Conversion of Lago Vista Feeder to Flex and Elimination of the Northwest Dial-A-Ride (2012)**

Due to low ridership of the Lago Vista Feeder and the Northwest Dial-A-Ride, Capital Metro proposed a restructure of these services. The intent was to optimize the resources being operated while working to improve ridership.

We converted the Lago Vista Feeder into a “flex” service where it would be allowed to divert from its scheduled route pattern in order to pick-up and drop off passengers. Flexing would allow this route to serve elderly and disabled passengers and offer as a substitute to MetroAccess.

### **Reinstatement of Feeder Service and MetroAccess (2015)**

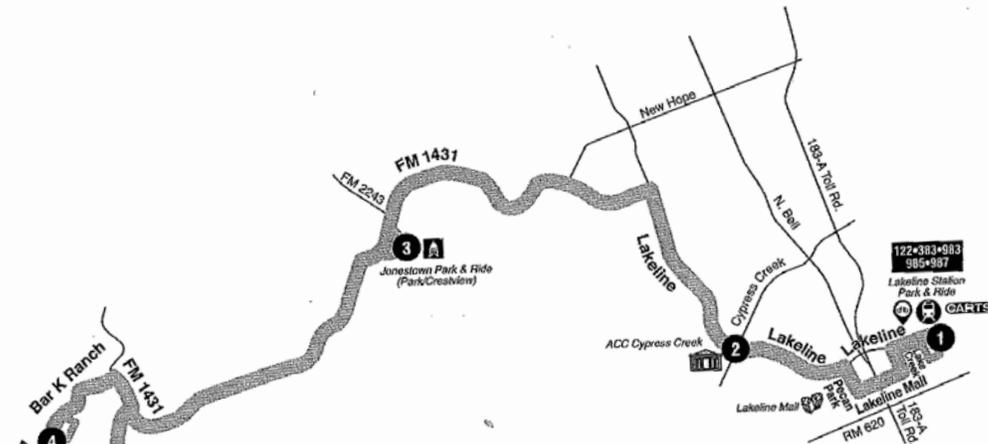
The service operated as a “flex” route until June 2015 when Capital Metro decided that the flexing was not providing enough of the service needed by residents and reverted back to a regular Feeder and reintroduced MetroAccess.

Also at this time, Capital Metro was in conversations with Cedar Park who had an interest in paying for service to re-enter their city limits with the possibility of using the old Cedar Park Park & Ride as well as funding an additional stop within their emerging commercial district. Cedar Park was also interested in funding an additional vehicle to improve the overall frequency.

Unfortunately, in the end, Cedar Park did not fund this additional service so the route stayed as is with the exception of a new “sliver of hope” within Cedar Park. Austin Community College was able to step in to fund a portion of the route in order to serve the Cypress Creek Campus (which is still done today).

# Current Route 214 Service (2016):

## 214 Northwest Feeder



### LEGEND/NOTES:

- 1** Scheduled Timepoints
- 7-300** Connecting Routes
- MetroBike Shelter

For more information on CARTS service, please visit [ridecarts.com](http://ridecarts.com).

### DESTINATIONS

- Lago Vista Park & Ride
- Jonestown Park & Ride
- ACC Cypress Creek
- Lakeline Mall
- Lakeline Station Park & Ride

### 214 WEEKDAYS/EASTBOUND

### 214 WEEKDAYS/WESTBOUND

5 Thunderbird at Dawn	4 Paseo de Vacca at Crossbow	3 Jonestown Park & Ride	2 ACC Cypress Creek	1 Lakeline Station Park & Ride	1 Lakeline Station Park & Ride	2 ACC Cypress Creek	3 Jonestown Park & Ride	4 Paseo de Vacca at Crossbow	5 Thunderbird at Dawn To Route/Garage
5:12	-	5:24	5:43	5:55	5:57	6:06	6:24	6:36	6:48
5:51	-	6:03	6:22	6:34	6:39	6:48	7:06	7:18	7:30
6:53	-	7:05	7:24	7:36	7:50	7:59	8:17	8:29	8:41
7:35	-	7:46	8:04	8:15	8:40	8:49	9:07	9:19	9:31
8:46	-	8:57	9:15	9:26	9:40	9:49	10:07	10:19	10:31
9:36	-	9:47	10:05	10:16	10:30	10:39	10:57	11:09	11:21
10:36	-	10:47	11:05	11:16	11:25	11:34	11:48	12:00	12:12
11:26	-	11:37	11:55	12:06	12:16	12:25	12:38	12:48	12:58
12:12	-	12:19	12:55	1:06	1:20	1:29	1:47	-	1:59
1:08	1:19	1:28	1:57	2:08	2:15	2:27	2:50	-	3:03
2:10	2:21	2:32	2:50	3:01	3:10	3:22	3:45	-	3:58
3:10	3:21	3:32	3:50	4:01	4:10	4:22	4:45	-	4:58
4:10	4:21	4:32	4:50	5:01	5:12	5:24	5:47	-	6:00
5:10	5:21	5:32	5:50	6:01	6:12	6:24	6:47	-	7:00
6:10	6:21	6:32	6:50	7:01	7:16	7:25	7:43	7:55	8:07 G
7:05	7:16	7:27	7:45	7:56	8:05	8:14	8:32	8:44	8:56 G

## **Future of Lago Vista Services (2016 and Beyond)**

We are in the middle of our efforts to update the agency's 10-year Service Plan called Connections 2025. We have held and will continue to hold a series of stakeholder and community meetings to gather feedback for short term (1-5 year) and mid-term (5-10 year) changes to the system, including Lago Vista services.

The entire Capital Metro community will be involved and we will be looking to feedback that we have heard and continue to hear to shape this plan.



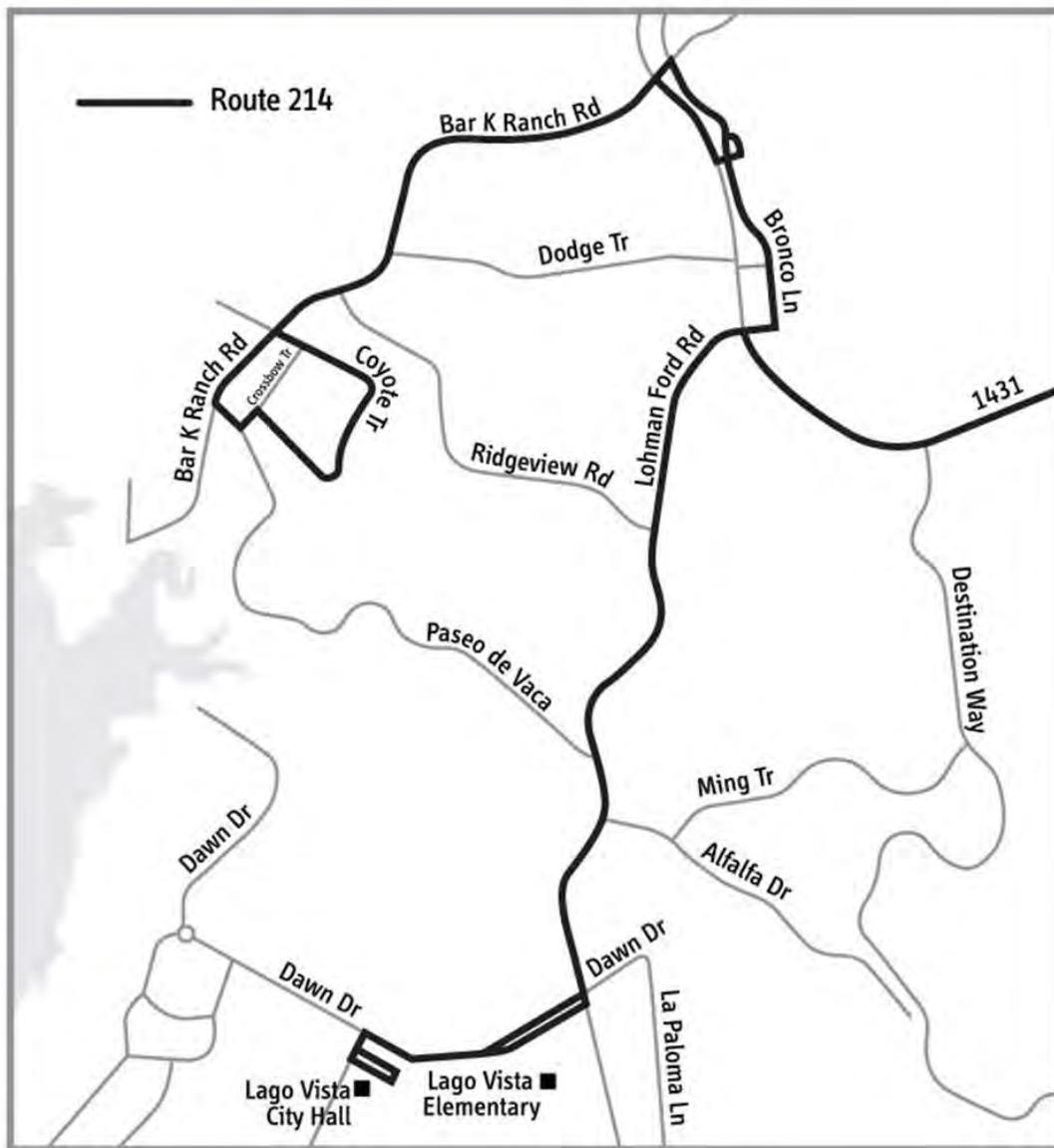
Projects that have emerged from our previous plans include, but are not limited to:

- MetroRail / MetroRapid
- Lakeline Station and Other Park & Rides Facilities
- Frequent Route Network

We highlight these projects to give the Committee a sense of the concrete things that come from our planning efforts. The input we receive from the community does not fall on deaf ears. We couldn't design our system without this input.

Over the past year, Capital Metro staff has held or attended multiple community input sessions in Lago Vista. Planning staff has used citizen feedback to design new potential service alignments, including Route 214 trips to the new Lago Vista High School and a new stop at the Town Center development, next to the CVS.

Capital Metro is committed to providing services that correspond with the wants and needs of our member jurisdictions.



### III. Current Lago Vista Service Levels and Ridership

Route 214 provides service between Lago Vista and Lakeline Station Monday through Friday. Capital Metro's service contractor for the route is CARTS. There are 32 trips per day between 5:12 am and 8:56 pm.

In 2014 there were **25,572** total trips on Route 214:

- Average of **2,130 trips per month** with a peak of **2,679** in October and a valley of **1,797** in February.
- There are **260 service days** with a 2014 daily average of **98 trips per day** with a peak of **167**.

In 2015 there were **21,975** total trips on Route 214:

- Average of **1,831 trips per month** with a peak of **2,230** in September and a valley of **1,609** in January.
- There are **260 service days** with a 2015 daily average of **84.5 trips per day**, with a peak of **131 trips**.

Our CARTS operators keep tallies of boardings and deboardings on Route 214. A random selection of the tally sheets from different days of the week and different months found that **50 percent** of boardings deboardings occurred within the City of Lago Vista.

- The ratio of Lago Vista to non-Lago Vista Route 214 trips during a full 32-trip day ranged from **56.7 percent** in Lago Vista on a Friday in May of 2015 to **44.5 percent** in Lago Vista on a Wednesday in February of 2016.

Where there are decreases in the percentage of Lago Vista activity, there is a corresponding increase in Lakeline Station to ACC Cypress Creek activity. There isn't necessarily a decrease in the number of Lago Vista riders, but there is an increase in the number of riders on Route 214 going to the ACC campus.

Of the 13 stops currently on Route 214, 9 are within the City of Lago Vista. There is 1 stop in Jonestown, 1 at ACC Cypress Creek, 1 at the HEB Plus on Lakeline Boulevard, and a dedicated bay at Lakeline Station.

We encourage the Committee to review the attached 2014-2015 ridership charts.

#### IV. Cost of Service

In FY2014, the cost to operate the Capital Metro system, including Lago Vista service, was **\$236,000,000**. Including capital projects and other costs, the total budget for that year was **\$356,153,990**. This reflects the cost of operating across the 535 square miles of Capital Metro's service area in the 7 member jurisdictions:

- Lago Vista
- Jonestown
- Point Venture
- Leander
- Austin
- Manor
- San Leanna

For Route 214, the cost of service in FY2014 was **\$534,873** over 260 service days.

The hourly cost of Route 214 service is **\$66.95 per hour**. The cost per passenger trip is **\$20.92** against a **\$1.25** single ride fare. The farebox recovery ratio for the service is **5.97 percent**, with an annual Capital Metro subsidy of **\$502,911**.

For Route 214's 260 annual service days, Monday through Friday, the daily operating cost is **\$2,057.20**.

## V. Sales Tax Contribution and Build Central Texas Funds (BCT)

Member jurisdictions of Capital Metro each make a 1-cent sales tax contribution for transportation services. In FY2015, the City of Lago Vista contributed **\$377,167** of sales tax to the agency. A portion of this amount is returned in Build Central Texas funds for roadway and infrastructure improvements for non-Austin member jurisdictions.

This program began as the Public Transportation Mobility Fund in 1988, becoming Build Greater Austin in 1993. After the City of Austin was excluded from these funds later in the decade, the program was named **Build Central Texas** or **BCT**.

Between 2004 and 2014, the City of Lago Vista received **\$549,481** in BCT funds. Of the sales tax receipts contributed for Capital Metro services, **18.76 percent** of total contribution was returned to Lago Vista.

In 2010, Lago Vista and Capital Metro negotiated the annual BCT amount of **\$42,243**. This number is set to be renegotiated for FY2017 to reflect levels of service, infrastructure needs, sales tax contributed, and population growth.

Approved FY2015 BCT projects in Lago Vista included crack sealing, vehicle and pedestrian markings, crossing buttons, guardrails, and street overlay. The FY2016 projects are still being evaluated pending City of Lago Vista input.

Please review the attached 2004-2015 BCT and sales tax collection spreadsheet for non-Austin member jurisdictions.

## VI. Conclusion

Capital Metro serves 7 member jurisdictions, including the City of Lago Vista, in a 535 square mile service area. The agency operates and maintains the follow set of assets:

- 3,000 bus stops and 20 Park & Ride facilities, including Lago Vista
- 9 MetroRail stations along 32 miles of track with expansion planned
- 79 bus routes operating 398 vehicles
- 181 RideShare vanpools and growing
- 167 MetroAccess paratransit vehicles
- 2 MetroRapid bus rapid transit lines
- Airport Flyer service
- University of Texas shuttle services

Lago Vista's annual sales tax contribution does not pay for Route 214 services alone, it provides access to the greater system. Route 214 provides connectivity to commuter MetroRail service, Express bus service, Local bus service, and the full range of connections that can be made within the Capital Metro system.

Membership in the Capital Metro system connects Lago Vista to people, communities, jobs, recreation, and a host of opportunities both present and future. We look forward to engaging the community further and working closely with the City of Lago Vista's Capital Metro Study Committee to evaluate our services here.

# Capital Metro Service in the City of Lago Vista



# Lago Vista Service History - 1989

## LVF - LAGO VISTA FEEDER

### SOUTHBOUND SERVICE

#### WEEKDAYS

Lago Vista - RR 1431 at Lohman's Crossing		Jonestown - Park at Crestview		Arrive Buttercup Creek Park & Ride 183 at Buttercup Creek		Transfer to		Leave Buttercup Creek Park & Ride		Arrive Downtown - Guadalupe at 7th	
1	2	3									
5:58	6:06	6:21	LX	6:30	7:20						
6:13	6:21	6:36	LX	6:40	7:30						
6:43	6:51	7:06	LX	7:10	8:00						
6:58	7:06	7:21	LX	7:30	8:20						
7:28	7:36	7:50	LX	7:55	8:50						
8:06	8:14	8:29	LX	8:38	9:30						
8:51	8:59	9:14	LX	9:23	10:15						
9:20	9:27	10:02	LX	10:08	11:00						
10:24	10:32	10:47	LX	10:48	11:40						
1:04	2:02	2:17	LX	2:30	3:25						
2:48	2:56	3:10	LX	3:24	4:25						
3:44	3:52	4:07	LX	4:09	5:00						
4:32	4:40	4:55	LX	5:13	6:04						
5:20	5:31	5:46	LX	6:14	7:05						
6:08	6:57	7:12	LX	7:15	8:05						

### NORTHBOUND SCHEDULE

#### WEEKDAYS

Leave Downtown - Laveca at 6th		Arrive Buttercup Creek Park & Ride 183 at Buttercup Creek		Transfer to		Leave Buttercup Creek Park & Ride		Jonestown - Park at Crestview		Lago Vista - RR 1431 at Lohman's Crossing	
7:11	8:05	LVF	8:29	8:43	8:51						
8:11	9:04	LVF	9:14	9:28	9:39						
8:55	9:48	LVF	10:02	10:16	10:24						
9:40	10:33	LVF	10:47	11:01	11:09						
12:35	1:28	LVF	1:29	1:43	1:51						
1:20	2:13	LVF	2:17	2:31	2:39						
2:10	3:05	LVF	3:10	3:24	3:32						
3:10	4:11	LVF	4:11	4:24	4:32						
4:04	4:56	LVF	4:58	5:10	5:18						
4:24	5:16	LVF	5:16	5:30	5:38						
4:54	5:46	LVF	5:46	6:00	6:08						
5:15	6:07	LVF	6:07	6:31	6:39						
5:40	6:29	LVF	6:39	6:53	7:01						
6:20	7:14	LVF	7:14	7:28	7:34						
7:20	8:12	LVF	8:12	8:26	8:34						
8:20	9:12	LVF	9:12	9:26	9:34						



# Lago Vista Service History – Dial-A-Ride

## NORTHWEST DIAL-A-RIDE

Advance registration door-to-door service is available in Lago Vista, Jonestown, Leander and Cedar Park every Monday, Wednesday and Friday for direct service to:

- Any location on the Highway 183 corridor between Cedar Park and the 183/MoPac intersection.
- Highland Mall
- Northcross Mall
- The Central Medical Complex – any location between 26th and 45th Streets (South/North), and Guadalupe and Shoal Creek Blvd. (East/West).
- Other destinations are available upon request, contingent upon scheduling constraints at time of reservation.

Note: Convenient service to downtown Austin also is available on the Lago Vista-Jonestown Feeder (LVF), connecting with the Leander Express route.

## NORTHWEST DIAL-A-RIDE

Reservations are required at least 24 hours in advance. Local door-to-door pickups are made between 8:00 and 9:00 a.m. Approximate arrival and departure times at available destinations are:

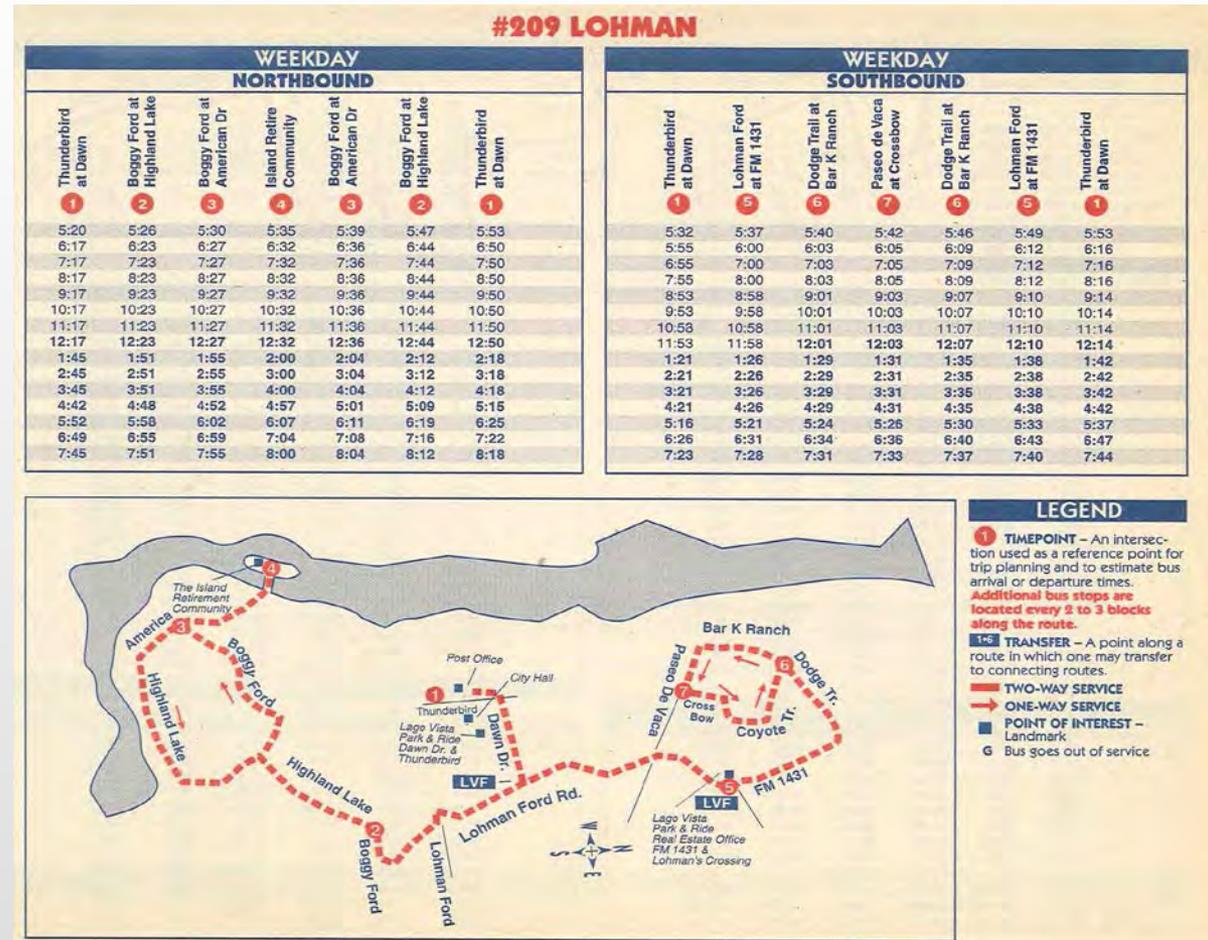
Service	Approximate Arrival Times	Return Departure Time
• 183 Corridor	9:15–9:30 a.m.	1:15–1:30 p.m.
• Northcross Mall	9:45 a.m.	1:00 p.m.
• Highland Mall	10:00 a.m.	12:45 p.m.
• Central Medical Complex*	10:15–10:30 a.m.	12:15–12:30 p.m.

\*CENTRAL MEDICAL COMPLEX is any location between 26th and 45th Streets (North/South) and Guadalupe & Shoal Creek Blvd. (East/West)

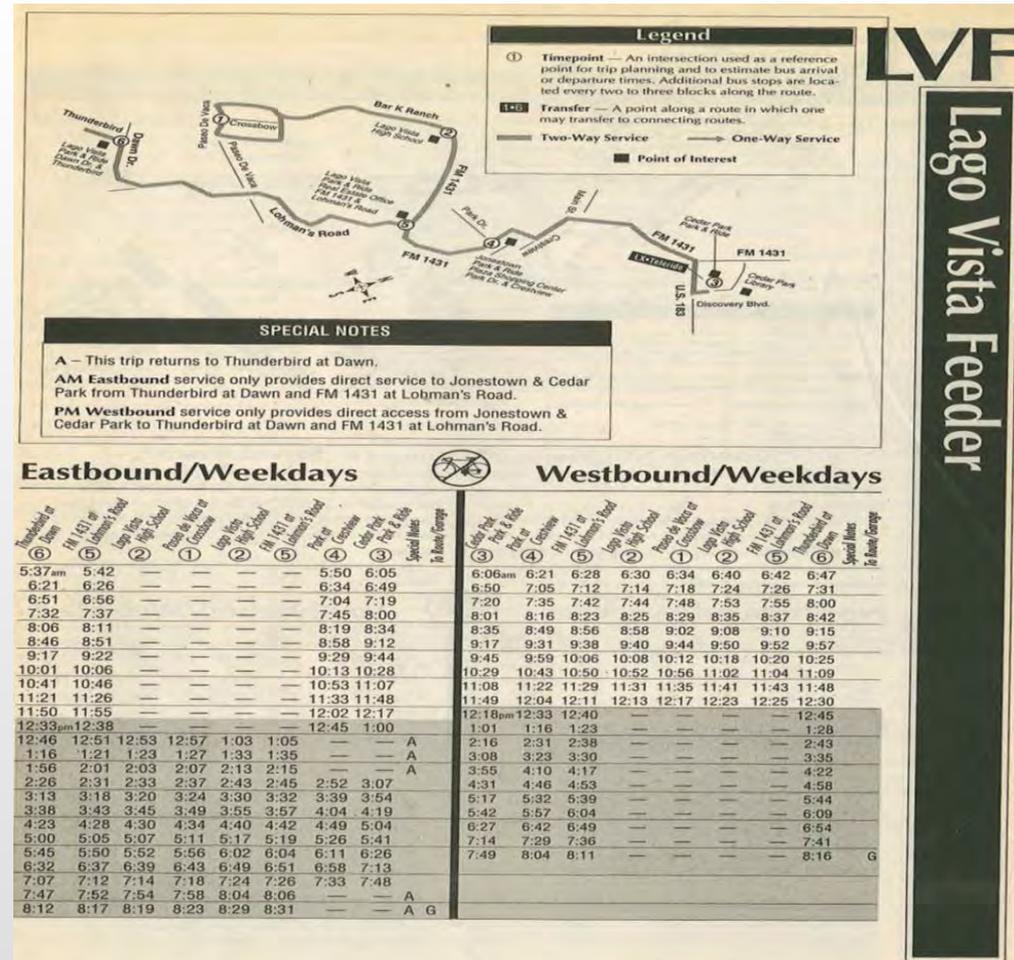
The fare for the N.W. Dial-a-Ride service is 60¢ for persons age 65 or older and for disabled persons; \$1.00 for all others.

CALL 478-RIDE between 8:00 a.m. & 8:00 p.m. for more information or reservations.

# Lago Vista Service History – Circulator (1996)



# Lago Vista Service History – LVF Feeder (1997)

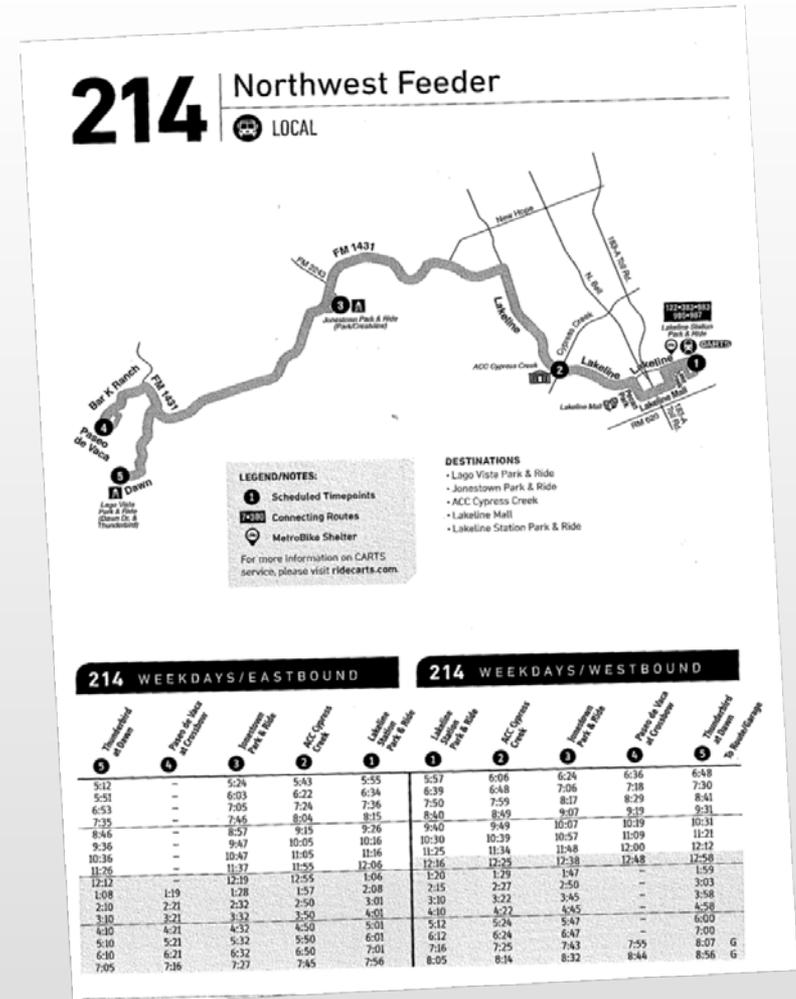




# Lago Vista Service History – Lakeline (2009)



# Lago Vista Service History – Route 214 (2015)

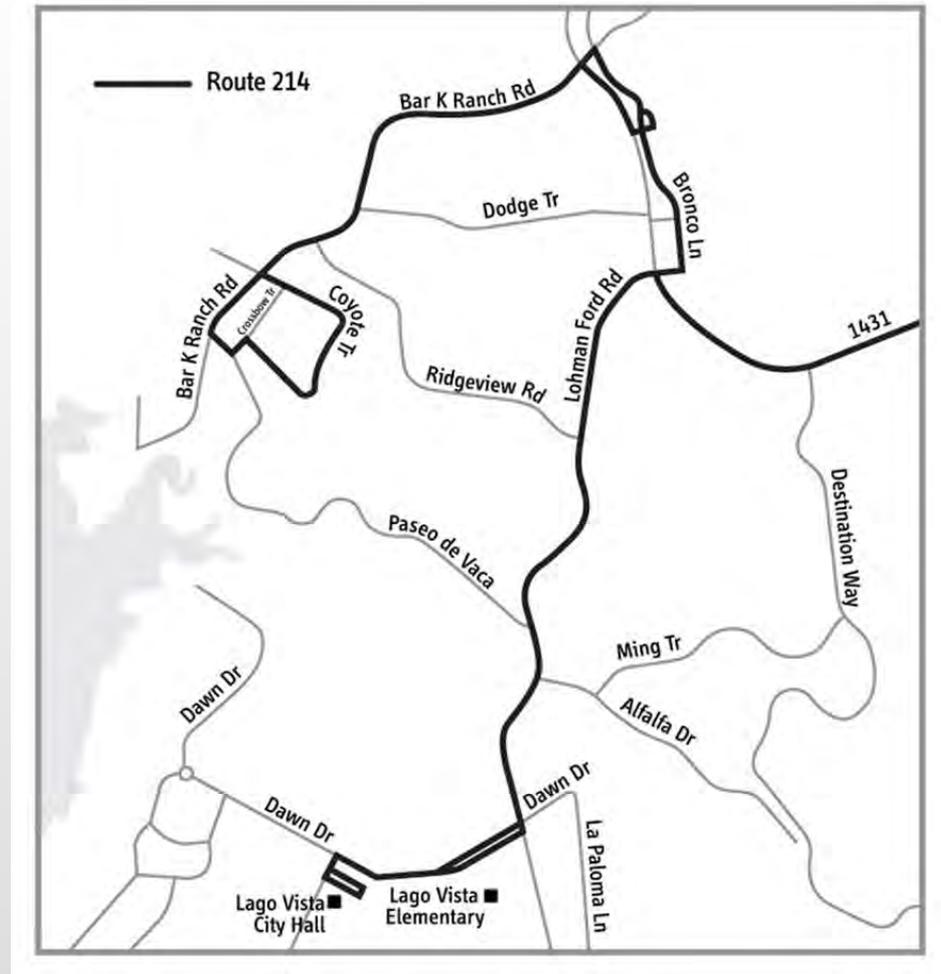


# Connections 2025 Service Plan



# Current Lago Vista Service Levels

- Jonestown
- ACC Cypress Creek
- HEB Plus – Lakeline



# Route 214 Ridership

- **2,130 trips per month**
  - 2,679 peak in October
  - 1,797 valley in February
  
- **1,831 trips per month**
  - 2,230 peak in September
  - 1,609 valley in January

# Route 214 Riders – Lago Vista Share

- **50 percent of rider activity in Lago Vista**
- **Range of 56.7 percent to 44.5 percent**

# Route 214 – Cost of Service

■ **\$236,000,000**

■ **\$534,873**

# Route 214 – Cost of Service

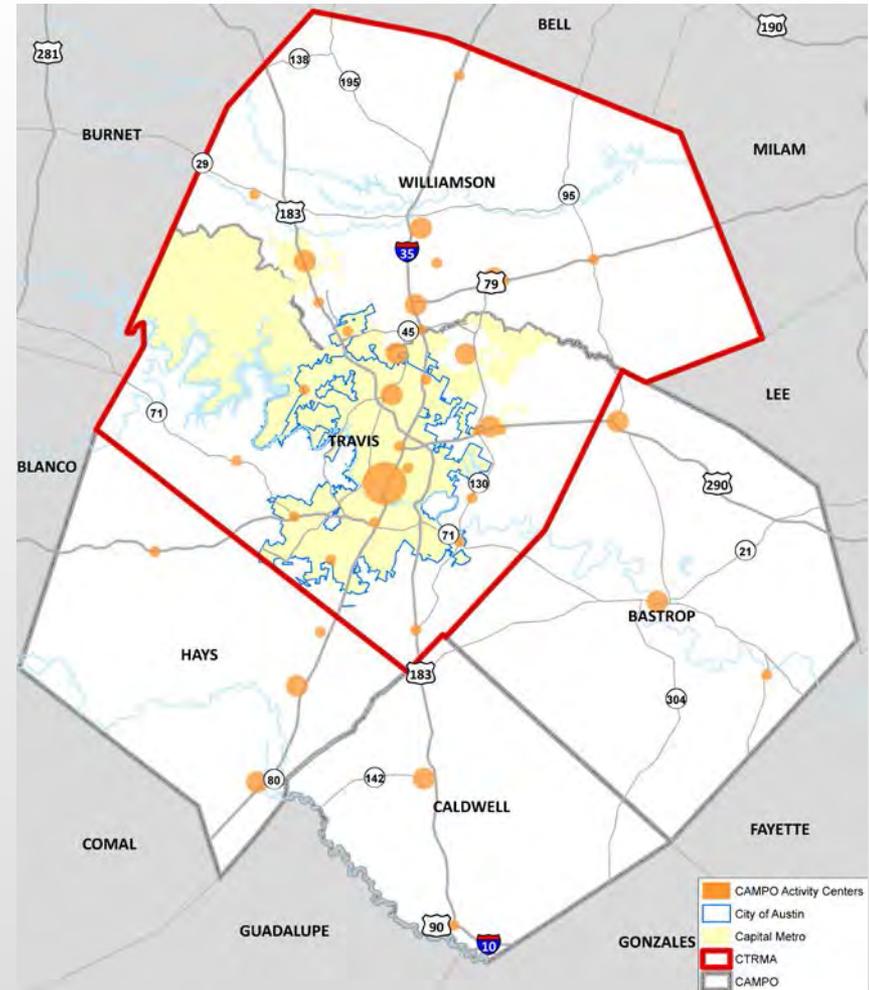
- **\$534,873**
  - \$502,911 Capital Metro subsidy
- **\$66.95/hour**
- **\$20.92 cost per passenger per trip**

# City of Lago Vista Contribution & BCT

- **\$549,481 to Lago Vista (2004-2014)**
- **18.76 percent contribution return**

# Capital Metro Service Area

- Lago Vista
- Jonestown
- Point Venture
- Leander
- Austin
- Manor
- San Leanna



# Capital Metro Service Area

# Capital Metro Service in the City of Lago Vista



# 214

## Northwest Feeder



### LEGEND/NOTES:

- 1** Scheduled Timepoints
- 7•300** Connecting Routes
- MetroBike Shelter

For more information on CARTS service, please visit [ridecarts.com](http://ridecarts.com).

### DESTINATIONS

- Lago Vista Park & Ride
- Jonestown Park & Ride
- ACC Cypress Creek
- Lakeline Mall
- Lakeline Station Park & Ride

## 214 WEEKDAYS/EASTBOUND

## 214 WEEKDAYS/WESTBOUND

5 Thunderbird at Dawn	4 Paseo de Vaca at Crossbow	3 Jonestown Park & Ride	2 ACC Cypress Creek	1 Lakeline Station Park & Ride	1 Lakeline Station Park & Ride	2 ACC Cypress Creek	3 Jonestown Park & Ride	4 Paseo de Vaca at Crossbow	5 Thunderbird at Dawn To Route/Garage
5:12	-	5:24	5:43	5:55	5:57	6:06	6:24	6:36	6:48
5:51	-	6:03	6:22	6:34	6:39	6:48	7:06	7:18	7:30
6:53	-	7:05	7:24	7:36	7:50	7:59	8:17	8:29	8:41
7:35	-	7:46	8:04	8:15	8:40	8:49	9:07	9:19	9:31
8:46	-	8:57	9:15	9:26	9:40	9:49	10:07	10:19	10:31
9:36	-	9:47	10:05	10:16	10:30	10:39	10:57	11:09	11:21
10:36	-	10:47	11:05	11:16	11:25	11:34	11:48	12:00	12:12
11:26	-	11:37	11:55	12:06	12:16	12:25	12:38	12:48	12:58
12:12	-	12:19	12:55	1:06	1:20	1:29	1:47	-	1:59
1:08	1:19	1:28	1:57	2:08	2:15	2:27	2:50	-	3:03
2:10	2:21	2:32	2:50	3:01	3:10	3:22	3:45	-	3:58
3:10	3:21	3:32	3:50	4:01	4:10	4:22	4:45	-	4:58
4:10	4:21	4:32	4:50	5:01	5:12	5:24	5:47	-	6:00
5:10	5:21	5:32	5:50	6:01	6:12	6:24	6:47	-	7:00
6:10	6:21	6:32	6:50	7:01	7:16	7:25	7:43	7:55	8:07 G
7:05	7:16	7:27	7:45	7:56	8:05	8:14	8:32	8:44	8:56 G

# CARTS - Route 214

# 2014

Day	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
1	0	0	0	137	118	0
2	81	0	0	114	91	74
3	89	102	105	123	0	94
4	0	91	93	87	0	109
5	0	94	149	0	118	98
6	75	67	123	0	113	94
7	82	0	94	138	113	0
8	88	0	0	135	87	0
9	87	0	0	136	88	109
10	112	118	63	109	0	109
11	0	83	76	100	0	124
12	0	122	91	0	77	111
13	122	107	66	0	75	92
14	123	73	71	101	79	0
15	124	0	0	120	102	0
16	128	0	0	117	95	101
17	97	83	120	110	0	93
18	0	116	112	85	0	108
19	0	92	129	0	98	83
20	0	107	112	0	77	80
21	144	86	97	123	87	0
22	139	0	0	112	94	0
23	101	0	0	108	94	104
24	0	94	113	112	0	100
25	0	92	112	98	0	108
26	0	83	101	0	0	82
27	122	88	99	0	76	80
28	41	99	99	121	84	0
29	104	0	0	109	89	0
30	98	0	0	108	76	92
31	83	0	107	0	0	0
<b>Total</b>	<b>2040</b>	<b>1797</b>	<b>2132</b>	<b>2503</b>	<b>1931</b>	<b>2045</b>

\* "0" ridership days indicate weekends and major holidays

<b>Jul-14</b>	<b>Aug-14</b>	<b>Sep-14</b>	<b>Oct-14</b>	<b>Nov-14</b>	<b>Dec-14</b>
98	94	0	133	0	127
112	0	126	109	0	109
95	0	155	80	128	115
0	87	125	0	100	106
0	95	96	0	75	90
0	96	0	156	117	0
115	89	0	122	91	0
98	86	150	132	0	141
108	0	122	118	0	113
106	0	141	100	128	131
80	106	113	0	104	103
0	91	93	0	108	107
0	96	0	146	85	0
89	69	0	116	77	0
92	76	165	141	0	76
126	0	125	108	0	75
102	0	150	82	123	78
72	99	93	0	103	68
0	75	100	0	127	63
0	80	0	138	107	0
98	71	0	98	92	0
95	77	128	123	0	63
81	0	128	122	0	43
101	0	128	88	114	41
89	167	99	0	110	0
0	107	75	0	94	35
0	141	0	136	0	0
94	127	0	123	0	0
86	86	139	130	0	63
109	0	105	106	0	53
89	0	0	72	0	53
<b>2135</b>	<b>2015</b>	<b>2556</b>	<b>2679</b>	<b>1883</b>	<b>1853</b>

# CARTS - Route 214

# 2015

Day	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun
1	0	0	0	110	100	80
2	44	119	75	93	0	89
3	0	97	106	48	0	101
4	0	117	85	0	95	69
5	68	99	48	0	85	69
6	73	102	84	103	104	0
7	64	0	0	111	76	0
8	61	0	0	110	75	97
9	76	110	87	107	0	96
10	0	104	118	80	0	94
11	0	99	94	0	77	91
12	91	115	115	0	102	81
13	67	81	83	131	93	0
14	67	0	0	108	98	0
15	85	0	0	101	83	71
16	73	67	72	120	0	67
17	0	86	59	67	0	80
18	0	94	66	0	93	77
19	0	96	72	0	84	82
20	98	69	63	102	92	0
21	108	0	0	95	82	0
22	65	0	0	121	82	77
23	83	72	101	105	0	88
24	0	71	116	88	0	86
25	0	91	121	0	0	88
26	107	105	106	0	70	68
27	108	70	89	97	74	0
28	91	0	0	117	51	0
29	97	0	0	112	72	91
30	83	0	119	115	0	58
31	0	0	97	0	0	0
<b>Total</b>	<b>1,609</b>	<b>1,864</b>	<b>1,976</b>	<b>2,241</b>	<b>1,688</b>	<b>1,800</b>

\* "0" ridership days indicate weekends and major holidays

15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
80	0	112	120	0	96
62	0	122	56	102	94
64	103	110	0	86	98
0	73	81	0	93	54
0	83	0	94	116	0
92	73	0	105	73	0
83	67	0	117	0	65
75	0	113	105	0	75
78	0	122	54	91	75
60	77	100	0	93	75
0	58	68	0	95	55
0	63	0	119	92	0
80	62	0	102	61	0
74	56	130	107	0	72
90	0	113	106	0	58
83	0	114	59	102	60
71	59	118	0	94	55
0	46	64	0	101	79
0	73	0	114	108	0
87	55	0	101	73	0
79	54	109	112	0	57
72	0	101	97	0	44
82	0	132	77	94	35
62	99	120	0	79	30
0	104	61	0	91	0
0	105	0	115	0	0
70	116	0	101	0	0
61	76	113	112	0	53
87	0	97	107	0	42
77	0	130	40	110	45
63	111	0	0	0	31
<b>1,732</b>	<b>1,613</b>	<b>2,230</b>	<b>2,120</b>	<b>1,754</b>	<b>1,348</b>

## BCT Allocations 2004-2015

	2015		2014		2013		2012	
Manor	55,108	22%	33,507	17%	33,507	17%	33,507	17%
Lago Vista	42,243	17%	42,243	21%	42,243	21%	42,243	21%
Jonestown	35,087	14%	35,084	18%	35,084	18%	35,084	18%
Point Venture	29,378	12%	29,378	15%	29,378	15%	29,378	15%
Volente	60,000	24%	29,378	15%	29,378	15%	29,378	15%
San Leanna	28,107	11%	28,107	14%	28,107	14%	28,107	14%
<b>Total</b>	<b>249,923</b>		<b>197,697</b>		<b>197,697</b>		<b>197,697</b>	

## Sales Tax Receipts 2004-2015

	2015		2014		2013		2012	
Manor	825,171	59%	725,470	58%	538,833	51%	434,427	48%
Lago Vista	377,167	27%	366,525	29%	318,565	31%	290,453	33%
Jonestown	101,698	7%	101,599	8%	91,572	9%	101,775	11%
Point Venture	39,501	3%	26,919	2%	26,049	3%	24,125	3%
Volente	48,497	3%	42,752	3%	66,847	6%	45,091	5%
San Leanna*	0	0%	0	0%	0	0%	0	0%
<b>Total</b>	<b>1,392,034</b>		<b>1,263,265</b>		<b>1,041,867</b>		<b>895,872</b>	

\* No sales tax for San Leanna. The village is zoned single family residential only. Receives franchise f

Source: Texas Comptroller of Public Accounts - Allocation Historical Summary Results

2011		2010		2009		2008		2007	
33,507	17%	33,507	17%	45,827	17%	45,827	17%	45,827	17%
42,243	21%	42,243	21%	57,774	21%	57,774	21%	57,774	21%
35,084	18%	35,084	18%	47,984	18%	47,984	18%	47,984	18%
29,378	15%	29,378	15%	40,179	15%	40,179	15%	40,179	15%
29,378	15%	29,378	15%	40,179	15%	40,179	15%	40,179	15%
28,107	14%	28,107	14%	38,441	14%	38,441	14%	38,441	14%
197,697		197,697		270,384		270,384		270,384	

2011		2010		2009		2008		2007	
388,090	46%	329,939	43%	352,822	45%	387,029	45%	451,393	51%
279,509	33%	274,563	35%	270,764	35%	296,444	34%	262,310	30%
107,427	13%	109,994	14%	103,866	13%	106,801	12%	116,592	13%
29,428	3%	24,542	3%	24,501	3%	31,924	4%	19,830	2%
41,610	5%	36,709	5%	30,605	4%	39,179	5%	30,717	4%
0	0%	0	0%	0	0%	0	0%	0	0%
846,064		775,747		782,559		861,376		880,842	

fees from water.

2006		2005		2004	
45,827	17%	45,827	17%	39,182	17%
57,774	21%	57,774	21%	49,396	21%
47,984	18%	47,984	18%	41,026	18%
40,179	15%	40,179	15%	34,353	15%
40,179	15%	40,179	15%	34,353	15%
38,441	14%	38,441	14%	32,867	14%
270,384		270,384		231,177	

2006		2005		2004	
392,896	50%	219,782	40%	163,939	38%
215,732	28%	188,223	35%	166,219	38%
102,351	13%	78,186	14%	66,467	15%
23,045	3%	23,657	4%	18,953	4%
47,902	6%	36,454	7%	21,119	5%
0	0%	0	0%	0	0%
781,926		546,303		436,697	

Lago Vista  
Sales Tax Receipts 1992-2014

	2014	2013	2012	2011	2010	2009
Lago Vista	366,525	318,565	290,453	279,509	274,563	270,764

2008	2007	2006	2005	2004	2003	2002	2001	2000
296,444	262,310	215,732	188,223	166,219	144,913	138,539	145,805	145,044

1999	1998	1997	1996	1995	1994	1993	1992
145,624	133,946	114,615	93,869	56,028	71,307	50,862	43,274

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: DISCUSSION OF RIDERSHIP SURVEY**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote:** Dewhurst \_\_\_\_\_; Hale \_\_\_\_\_, Zaleski \_\_\_\_\_; Webb \_\_\_\_\_;

Rutherford \_\_\_\_\_; Seaver \_\_\_\_\_; Bowling \_\_\_\_\_

**Motion Carried:** Yes \_\_\_\_\_; No \_\_\_\_\_



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In the meantime you can reach us at (512) 472-9772 and by fax at (512) 472-7442. We are looking forward to hearing from you. You can also contact us at our e-mail address: [mail@opinionanalysts.com](mailto:mail@opinionanalysts.com).

If you are not familiar with our company and your first contact with us is online: We would be pleased to hear from you! Please let us know what your needs and questions are, we will be more than happy to help.

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### About Jeff Smith

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Jeff Smith received a B.B.A. degree in Marketing (1970) and Ph.D. in Political Sciences (1978), both from the University of Texas. During his academic career, he published a book and two articles dealing with voting behavior and presented papers at a number of academic association meetings.

His professional involvement in survey research began during the Carter campaign in 1976, when he worked for Pat Caddell as Director of Sampling at Cambridge research in Boston. Since then, he has continuously engaged in survey research and has served as the principal pollster in a number of political campaigns.

Dr. Smith is involved most heavily in two crucial stages of every project - the research design, including questionnaire development and definition of sampling strategies, and analysis of survey results, including the final written report. Reports are more than pages and pages of indecipherable numbers; special care is taken to present survey results in a format that is accessible to those without technical background, in both the computer-generated data analysis and written report.

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**Report of Observations and Interviews  
Capital Metro Route 214  
March 7 – 18, 2016**



To : Interested Parties  
From : Jeff Smith  
Date : April 20, 2016  
Subject: Route 214 Study Results – Summary of Observations

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*On behalf of the City of Lago Vista, Opinion Analysts oversaw a comprehensive review of ridership on Capital Metro Route 214 (aka the Northwest feeder) for two weeks from March 7 through March 18, 2016. The review consisted of personal interviews with 181 passengers on Route 214 during those two weeks and a detailed tally of passengers embarking and disembarking on 131 separate trips. The following remarks are based on the data collected during that study.*

Overall ridership on Route 214 is sparse. Of the 131 trips observed, an average of 2.8 riders were counted for any portion of the trips between the Lakeline Park and Ride facility and the Dawn/Thunderbird stop in either direction. Of course, ridership varies during the day, and may vary during different time periods. Still, the field service gathered sufficient evidence over the two week period to offer empirical observations about service utilization and to conclude that the number of passengers served is small.

About half of passengers on this route ride the bus for only a portion of the route, rather than end to end. On Eastbound trips, only 53 of 112 total passengers began their trip at Dawn/Thunderbird and another 9 at Crossbow/Paseo de Vaca. 61 people rode Eastbound to the Lakeline stop, regardless of where they boarded. Westbound, about 56% of passengers tallied began their trip at Lakeline and 48% terminated at Dawn/Thunderbird.

The ACC/Cypress Creek stop is a major draw for this route. Of the 73 people observed boarding a Westbound bus at Lakeline, 40 rode only to the ACC stop. Because there are additional stops on the Eastbound line, we cannot say exactly how many rode from the beginning to ACC, but for Eastbound transit ACC was the most popular exit until the terminus at Lakeline and had the greatest number of people boarding since the beginning of the route.

Based on two weeks of field observations, this route appears to be over-served. Of the 131 trips monitored, 58 had either zero or one passenger over the entire trip. Of the six trips on the Eastbound 5:12 a.m. bus combined, only a single rider was served. The 5:51 a.m. Eastbound saw a total of four passengers over four trips, two of whom did not board until Jonestown. The earliest Westbound bus served 7 passengers over the course of 6 trips and ran empty from Lakeline to Crossbow/Paseo de Vaca each time.

Of course, ridership varies during the day. We observed a modest increase in numbers of passengers during the morning and afternoon rush hours. However, a significant proportion of the rush hour ridership is going to and from ACC rather than between Lago Vista and Lakeline.

Personal interviews of passengers paint a slightly different picture of the Northwest feeder ridership. In those interviews, 63% of Eastbound passengers were headed to the end of the line at Lakeline, while 54% of Westbound passengers were headed for the Dawn/Thunderbird stop. Of course, it was not practical to interview passengers who boarded during the course of each trip, so these respondents were almost entirely interviewed at either end of the route.

53% of the passengers interviewed were travelling to work, 14% for classes. 40% said that they made the same trip every weekday, and only 11% took the same trip once a week or less often. Again, the figures are probably influenced by the fact that interviews were conducted at either end of the line. Of all those interviewed, fewer than half (47%) claimed Lago Vista as their residence.

Taken together, the results of our study of Route 214 suggest that it has limited value for the city of Lago Vista. Certainly, there are a number of residents who use, and may depend upon, the Northwest feeder for access to work or school, and others who find it convenient. At the same time, the data collected indicates that a more limited service would satisfy almost all of the demand for this route.



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### How to Read the Route 214 Tally Table

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Capital Metro Route 214 runs Eastbound and Westbound between five stations, completing 16 trips in each direction each weekday. Our field people rode several routes in each direction over a two-week period – a total of 131 trips altogether. The tally table indicates the number of passengers embarking and disembarking at each station on each of those trips.

The left hand columns of the tally table show the scheduled starting time, day of the week and date of each of the trips covered. Reading across each row is the count of the number of passengers getting on or off of the bus at each station. Then there is a count for the total number of riders on each trip, regardless of where they got on or off the bus. (In a few cases, the total is a counterintuitive non-integer. That results when the number of people boarding is not equal to the number exiting on a particular route, and that occurs when a passenger stays on board for the turn-around and disembarks later.)

The stations are labeled across the top of the tally columns in the order in which they occur on trips in each direction. The first tally column shows the number of passengers boarding Eastbound busses at Dawn and Thunderbird. The second tally column shows the number of passengers leaving the bus (“Off”) at the Crossbow and Paseo de Vaca stop, and the next column shows the number boarding (“On”) there. The fourth and fifth columns indicate passengers leaving and boarding at the Park/Crestview Jonestown Park and Ride station. The sixth and seventh tally columns show exits and boardings at ACC Cypress Creek, and the eighth shows the number disembarking at Lakeline. The next eight columns are the tallies for passengers boarding and leaving at each station Westbound, beginning at Lakeline and ending at Dawn/Thunderbird.

Below each set of trips defined by start time and direction (e.g., below the reports for six different trips on the Eastbound 5:12 a.m. bus) is a subtotal for all of the similar trips observed. At the end of that row is an average number of passengers taking that particular trip. The final row is a summary of all trips observed. The data in that row should not be interpreted as a grand average for all trips on Route 214; instead it is a summary of the trips observed.

Tally of Route 214 Ridership - March 7-18, 2016

Trip	Day	Date	On D/T	Off C/P	On C/P	Off PC/J	On PC/J	Off ACC	On ACC	Off LL	On LL	Off ACC	On ACC	Off PC/J	On PC/J	Off C/P	On C/P	D/T	Total Riders	Average Riders
East 5:12 AM	Thurs	3/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
East 5:12 AM	Fri	3/11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
East 5:12 AM	Tues	3/15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1	
East 5:12 AM	Weds	3/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
East 5:12 AM	Fri	3/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
East 5:12 AM	Tues	3/8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
<b>East 5:12 AM Total</b>			1	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1	0.2
East 5:51 AM	Tues	3/15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0		1	
East 5:51 AM	Weds	3/16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1	
East 5:51 AM	Fri	3/18	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0		1	
East 5:51 AM	Tues	3/8	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		1	
<b>East 5:51 AM Total</b>			2	0	0	0	2	1	0	3	0	0	0	0	0	0	0		4	1.0
East 6:53 AM	Thurs	3/10	1	0	0	0	2	0	0	3	0	0	0	0	0	0	0		3	
East 6:53 AM	Fri	3/11	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0		3	
East 6:53 AM	Tues	3/15	1	0	0	0	2	1	0	2	0	0	0	0	0	0	0		3	
East 6:53 AM	Weds	3/16	2	0	0	0	2	1	0	3	0	0	0	0	0	0	0		4	
East 6:53 AM	Fri	3/18	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0		2	
East 6:53 AM	Tues	3/8	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0		3	
<b>East 6:53 AM Total</b>			7	0	0	0	10	3	0	16	0	0	0	0	0	0	0		18	3.0
East 7:35AM	Thurs	3/10	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		1	
East 7:35AM	Fri	3/11	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0		2	
East 7:35AM	Tues	3/15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0		1.5	
East 7:35AM	Weds	3/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
East 7:35AM	Fri	3/18	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		1	
East 7:35AM	Tues	3/8	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0		1	
<b>East 7:35AM Total</b>			5	0	0	0	1	4	1	2	0	0	0	0	0	0	0		6.5	1.1
East 8:46 AM	Thurs	3/10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		1	
East 8:46 AM	Fri	3/11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
East 8:46 AM	Weds	3/16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0		1	
East 8:46 AM	Fri	3/18	3	0	0	0	0	1	0	3	0	0	0	0	0	0	0		3.5	
East 8:46 AM	Tues	3/8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
<b>East 8:46 AM Total</b>			5	0	0	1	0	1	0	4	0	0	0	0	0	0	0		5.5	1.1

Tally of Route 214 Ridership - March 7-18, 2016

Trip	Day	Date	On D/T	Off C/P	On C/P	Off PC/J	On PC/J	Off ACC	On ACC	Off LL	On LL	Off ACC	On ACC	Off PC/J	On PC/J	Off C/P	On C/P	Off D/T	Total Riders	Average Riders
East 9:36 AM	Thurs	3/10	2	0	0	1	0	2	1	2									4	
East 9:36 AM	Weds	3/16	2	0	0	0	2	1	0	4									4.5	
East 9:36 AM	Tues	3/8	1	0	0	0	0	1	2	2									3	
<b>East 9:36 AM Total</b>			5	0	0	1	2	4	3	8									11.5	3.8
East 10:36 AM	Fri	3/11	3	0	0	2	0	0	0	2									3.5	
East 10:36 AM	Weds	3/16	2	1	0	1	0	2	0	0									3	
<b>East 10:36 AM Total</b>			5	1	0	3	0	2	0	2									6.5	3.3
East 11:26 AM	Fri	3/11	0	0	0	0	0	0	2	3									2.5	
East 11:26 AM	Weds	3/16	0	0	0	0	0	0	0	0									0	
<b>East 11:26 AM Total</b>			0	0	0	0	0	0	2	3									2.5	1.3
East 12:12 PM	Fri	3/11	0	0	0	0	0	0	0	0									0	
<b>East 12:12 PM Total</b>			0	0	0	0	0	0	0	0									0	0.0
East 1:08 PM	Fri	3/11	3	1	1	2	1	1	0	1									5	
East 1:08 PM	Weds	3/16	0	0	0	0	1	0	0	0									0.5	
<b>East 1:08 PM Total</b>			3	1	1	2	2	1	0	1									5.5	2.8
East 2:10 PM	Fri	3/11	0	0	0	0	0	0	2	2									2	
East 2:10 PM	Weds	3/16	0	0	0	0	0	0	0	0									0	
<b>East 2:10 PM Total</b>			0	0	0	0	0	0	2	2									2	1.0
East 3:10 PM	Fri	3/11	0	0	0	0	0	0	0	0									0	
East 3:10 PM	Mon	3/14	0	0	2	2	0	0	0	0									2	
East 3:10 PM	Weds	3/16	0	0	3	3	0	0	0	0									3	
East 3:10 PM	Thurs	3/17	2	1	2	2	0	0	1	2									5	
East 3:10 PM	Mon	3/7	0	0	1	1	0	0	2	2									3	
East 3:10 PM	Weds	3/9	0	0	0	0	0	0	2	2									2	
<b>East 3:10 PM Total</b>			2	1	8	8	0	0	5	6									15	2.5
East 4:10 PM	Fri	3/11	0	0	0	0	0	0	0	0									0	
East 4:10 PM	Mon	3/14	0	0	0	0	0	1	1	1									1.5	
East 4:10 PM	Weds	3/16	4	3	0	1	0	0	0	0									4	
East 4:10 PM	Thurs	3/17	6	4	0	0	0	0	1	1									6	
East 4:10 PM	Mon	3/7	1	0	0	0	0	1	2	2									3	
East 4:10 PM	Weds	3/9	0	0	0	0	1	0	2	2									2.5	
<b>East 4:10 PM Total</b>			11	7	0	1	1	2	6	6									17	2.8

Tally of Route 214 Ridership - March 7-18, 2016

Trip	Day	Date	On D/T	Off C/P	On C/P	Off PC/J	On PC/J	Off ACC	On ACC	Off LL	On LL	Off ACC	On ACC	Off PC/J	On PC/J	Off C/P	On C/P	Off D/T	Total Riders	Average Riders
East 5:10 PM	Fri	3/11	1	0	0	0	0	1	1	0									1.5	
East 5:10 PM	Mon	3/14	1	0	0	0	0	1	0	0									1	
East 5:10 PM	Weds	3/16	1	0	0	0	0	1	0	0									1	
East 5:10 PM	Thurs	3/17	1	0	0	0	0	1	0	0									1	
East 5:10 PM	Mon	3/7	0	0	0	0	2	0	0	2									2	
East 5:10 PM	Weds	3/9	1	0	0	0	0	1	1	0									1.5	
<b>East 5:10 PM Total</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>2</b>									<b>8</b>	<b>1.3</b>
East 6:10 PM	Fri	3/11	0	0	0	0	0	0	1	1									1	
East 6:10 PM	Tues	3/15	0	0	0	0	0	0	0	0									0	
East 6:10 PM	Weds	3/16	0	1	0	0	0	0	0	0									0.5	
East 6:10 PM	Thurs	3/17	0	0	0	0	0	0	0	0									0	
East 6:10 PM	Mon	3/7	1	0	0	0	0	1	2	2									3	
East 6:10 PM	Weds	3/9	0	0	0	0	1	0	0	1									1	
<b>East 6:10 PM Total</b>			<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>									<b>5.5</b>	<b>0.9</b>
East 7:05 PM	Fri	3/11	0	0	0	0	0	0	1	0									0.5	
East 7:05 PM	Mon	3/14	0	2	0	0	0	0	0	0									1	
East 7:05 PM	Thurs	3/17	1	1	0	0	0	0	0	0									1	
East 7:05 PM	Weds	3/9	0	0	0	0	0	0	1	1									1	
<b>East 7:05 PM Total</b>			<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>									<b>3.5</b>	<b>0.9</b>
West 5:57 AM	Thurs	3/10									0	0	0	0	0	0	0	0	0	
West 5:57 AM	Fri	3/11									0	0	0	0	0	0	3	1	2	
West 5:57 AM	Tues	3/15									0	0	0	0	0	0	1	1	1	
West 5:57 AM	Weds	3/16									0	0	0	0	0	0	1	1	1	
West 5:57 AM	Fri	3/18									0	0	0	0	0	0	1	1	1	
West 5:57 AM	Tues	3/8									0	0	0	0	0	0	2	2	2	
<b>West 5:57 AM Total</b>											<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>1.2</b>
West 6:39 AM	Thurs	3/10									0	0	0	0	0	0	1	1	1	
West 6:39 AM	Fri	3/11									0	0	0	1	0	0	3	3	3.5	
West 6:39 AM	Tues	3/15									0	0	0	0	0	0	1	1	1	
West 6:39 AM	Weds	3/16									0	0	0	0	0	0	0	0	0	
West 6:39 AM	Fri	3/18									0	0	0	0	0	0	2	2	2	
West 6:39 AM	Tues	3/8									1	1	0	0	0	0	1	1	2	
<b>West 6:39 AM Total</b>											<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>9.5</b>	<b>1.6</b>

Tally of Route 214 Ridership - March 7-18, 2016

Trip	Day	Date	On D/T	Off C/P	On C/P	Off PC/J	On PC/J	Off ACC	On ACC	Off LL	On LL	Off ACC	On ACC	Off PC/J	On PC/J	Off C/P	On C/P	Off D/T	Total Riders	Average Riders
West 7:50 AM	Thurs	3/10									3	3	1	0	0	0	1	1	4.5	
West 7:50 AM	Fri	3/11									2	2	0	0	0	0	0	0	2	
West 7:50 AM	Tues	3/15									2	1	0	0	0	0	0	1	2	
West 7:50 AM	Tues	3/15									0	0	0	0	0	0	0	0	0	
West 7:50 AM	Weds	3/16									1	1	0	0	0	0	0	0	1	
West 7:50 AM	Fri	3/18									2	1	0	0	0	1	1	0	2.5	
West 7:50 AM	Tues	3/8									2	1	0	0	0	1	0	0	2	
<b>West 7:50 AM Total</b>											12	9	1	0	0	2	2	2	14	2.0
West 8:50 AM	Thurs	3/10									1	1	1	0	0	0	2	1	3	
West 8:50 AM	Tues	3/15									0	0	1	0	0	1	2	2	3	
West 8:50 AM	Weds	3/16									0	0	1	0	2	0	1	3	3.5	
West 8:50 AM	Fri	3/18									0	0	1	0	1	0	0	2	2	
West 8:50 AM	Tues	3/8									0	2	2	0	0	0	2	2	4	
<b>West 8:50 AM Total</b>											1	3	6	0	3	1	7	10	15.5	3.1
West 9:40 AM	Fri	3/11									0	0	0	0	0	0	1	0	0.5	
West 9:40 AM	Weds	3/16									1	1	0	0	0	0	2	0	2	
West 9:40 AM	Fri	3/18									0	0	0	0	0	0	0	0	0	
West 9:40 AM	Tues	3/8									0	0	0	0	0	0	0	0	0	
<b>West 9:40 AM Total</b>											1	1	0	0	0	0	3	0	2.5	0.6
West 10:30 AM	Fri	3/11									3	3	0	0	0	0	1	0	3.5	
West 10:30 AM	Weds	3/16									0	0	0	0	0	0	0	0	0	
<b>West 10:30 AM Total</b>											3	3	0	0	0	0	1	0	3.5	1.8
West 11:25 AM	Fri	3/11									1	1	2	0	1	2	0	1	4	
<b>West 11:25 AM Total</b>											1	1	2	0	1	2	0	1	4	4.0
West 12:16 PM	Fri	3/11									0	0	0	0	0	0	1	1	1	
West 12:16 PM	Weds	3/16									1	1	0	0	0	0	1	1	2	
<b>West 12:16 PM Total</b>											1	1	0	0	0	0	2	2	3	1.5
West 1:20 PM	Fri	3/11									4	2	0	0	0	0	0	2	4	
West 1:20 PM	Weds	3/16									2	0	0	2	0	0	0	0	2	
<b>West 1:20 PM Total</b>											6	2	0	2	0	0	0	2	6	3.0
West 2:15 PM	Weds	3/16									1	1	0	0	0	0	0	1	1.5	
<b>West 2:15 PM Total</b>											1	1	0	0	0	0	0	1	1.5	1.5

Tally of Route 214 Ridership - March 7-18, 2016

Trip	Day	Date	On D/T	Off C/P	On C/P	Off PC/J	On PC/J	Off ACC	On ACC	Off LL	On LL	Off ACC	On ACC	Off PC/J	On PC/J	Off C/P	On C/P	Off D/T	Total Riders	Average Riders
West 3:10 PM	Fri	3/11									0	0	0	0	0	0	0	0	0	
West 3:10 PM	Mon	3/14									1	0	1	0	0	0	0	1	1.5	
West 3:10 PM	Weds	3/16									0	0	0	0	0	0	0	0	0	
West 3:10 PM	Thurs	3/17									1	1	0	1	0	0	0	1	2	
West 3:10 PM	Mon	3/7									0	0	0	0	0	0	0	0	0	
West 3:10 PM	Weds	3/9									0	0	1	1	0	0	0	0	1	
<b>West 3:10 PM Total</b>											2	1	2	2	0	0	0	2	4.5	0.8
West 4:10 PM	Fri	3/11									3	1	1	2	0	0	0	1	4	
West 4:10 PM	Mon	3/14									1	1	1	0	0	0	0	1	2	
West 4:10 PM	Weds	3/16									3	0	1	2	0	0	0	2	4	
West 4:10 PM	Thurs	3/17									2	0	0	1	0	1	0	0	2	
West 4:10 PM	Mon	3/7									1	1	1	0	0	0	1	2	3	
West 4:10 PM	Weds	3/9									1	0	2	1	0	0	0	2	3	
<b>West 4:10 PM Total</b>											11	3	6	6	0	1	1	8	18	3.0
West 5:12 PM	Fri	3/11									0	0	2	0	0	0	0	2	2	
West 5:12 PM	Mon	3/14									1	1	1	0	0	0	0	0	1.5	
West 5:12 PM	Weds	3/16									3	3	2	0	0	0	0	0	4	
West 5:12 PM	Thurs	3/17									9	6	1	1	0	0	0	6	11.5	
West 5:12 PM	Mon	3/7									0	0	1	0	0	0	0	1	1	
West 5:12 PM	Weds	3/9									2	1	1	0	0	0	0	3	3.5	
<b>West 5:12 PM Total</b>											15	11	8	1	0	0	0	12	23.5	4.2
West 6:12 PM	Fri	3/11									5	1	0	1	0	3	0	1	5.5	
West 6:12 PM	Mon	3/14									5	0	0	1	0	0	0	2	4	
West 6:12 PM	Thurs	3/17									2	0	0	0	0	0	0	0	1	
West 6:12 PM	Mon	3/7									0	0	0	0	0	0	0	0	0	
West 6:12 PM	Weds	3/9									2	2	1	0	0	0	0	2	3.5	
<b>West 6:12 PM Total</b>											14	3	1	2	0	3	0	5	14	2.8
West 7:16 PM	Fri	3/11									0	0	0	0	0	0	0	0	0	
West 7:16 PM	Tues	3/15									2	0	1	0	0	0	0	3	3	
West 7:16 PM	Thurs	3/17									0	0	0	0	0	0	0	0	0	
West 7:16 PM	Mon	3/7									1	0	0	0	0	0	0	1	1	
West 7:16 PM	Weds	3/9									1	0	0	1	0	0	0	0	1	
<b>West 7:16 PM Total</b>											4	0	1	1	0	0	0	4	5	1.0
<b>Grand Total</b>			53	14	9	16	21	24	26	61	73	40	27	15	4	9	32	63	370	2.8

### Introduction

Following is a summary report of the results of 181 personal interviews with riders on Capital Metro Route 214. The interviews were conducted March 7 through 18, 2016, by the professional interviewing staff of Customer Research International under the direction of Opinion Analysts, Inc. This is not a random sample survey of all Route 214 riders and cannot be assigned a specific level of survey accuracy.

### Destination

First, what is your destination on this trip?

8; 4.4%	Eastbound-Crossbow/Paseo de Vaca
8; 4.4%	Eastbound-Park Crestview/Jonestown
16; 8.8%	Eastbound-ACC Cypress Creek
42; 23.2%	Eastbound-Lakeline Station
12; 6.6%	Eastbound-Beyond Lakeline
29; 16.0%	Westbound-ACC Cypress Creek
10; 5.5%	Westbound-Park Crestview/Jonestown
5; 2.8%	Westbound-Crossbow/Paseo de Vaca
51; 28.2%	Westbound-Dawn/Thunderbird

### Destination

Most of the passengers interviewed were headed for the terminus of the line. 54 of the 86 eastbound riders (63%) were traveling to Lakeline or beyond, while 51 of the 95 westbound riders were riding to the Dawn/Thunderbird stop.

**Opinion Analysts, Inc.**  
**Capital Metro Route 214 Rider Survey - March 2016**

	Overall		Residence					
	181		Lago Vista 47.0%, 85		Jonestown 16.0%, 29		Cedar Park 7.2%, 13	
Destination								
Eastbound- Crossbow/Paseo de Vaca	4.4%	8	7.1%	6	0.0%	0	0.0%	0
Eastbound-Park Crestview/Jonestown	4.4%	8	4.7%	4	13.8%	4	0.0%	0
Eastbound-ACC Cypress Creek	8.8%	16	9.4%	8	3.4%	1	15.4%	2
Eastbound-Lakeline Station	23.2%	42	18.8%	16	34.5%	10	30.8%	4
Eastbound-Beyond Lakeline	6.6%	12	5.9%	5	3.4%	1	0.0%	0
Westbound-ACC Cypress Creek	16.0%	29	2.4%	2	0.0%	0	53.8%	7
Westbound-Park Crestview/Jonestown	5.5%	10	0.0%	0	31.0%	9	0.0%	0
Westbound- Crossbow/Paseo de Vaca	2.8%	5	4.7%	4	3.4%	1	0.0%	0
Westbound- Dawn/Thunderbird	28.2%	51	47.1%	40	10.3%	3	0.0%	0
Totals	100.0%	181	100.0%	85	100.0%	29	100.0%	13

**Opinion Analysts, Inc.**  
**Capital Metro Route 214 Rider Survey - March 2016**

	Residence					
	Leander 1.7%, 3		Austin 19.3%, 35		Other 8.8%, 16	
Destination						
Eastbound- Crossbow/Paseo de Vaca	0.0%	0	0.0%	0	12.5%	2
Eastbound-Park Crestview/Jonestown	0.0%	0	0.0%	0	0.0%	0
Eastbound-ACC Cypress Creek	0.0%	0	14.3%	5	0.0%	0
Eastbound-Lakeline Station	100.0%	3	17.1%	6	18.8%	3
Eastbound-Beyond Lakeline	0.0%	0	8.6%	3	18.8%	3
Westbound-ACC Cypress Creek	0.0%	0	54.3%	19	6.3%	1
Westbound-Park Crestview/Jonestown	0.0%	0	0.0%	0	6.3%	1
Westbound- Crossbow/Paseo de Vaca	0.0%	0	0.0%	0	0.0%	0
Westbound- Dawn/Thunderbird	0.0%	0	5.7%	2	37.5%	6
Totals	100.0%	3	100.0%	35	100.0%	16

Destination

**Opinion Analysts, Inc.**  
**Capital Metro Route 214 Rider Survey - March 2016**

**Purpose of Trip**

What is the purpose of your trip today?

96; 53.0% Work	5; 2.8% Medical
25; 13.8% Classes	2; 1.1% Errand
23; 12.7% Social	2; 1.1% Retrieve Vehicle
19; 10.5% Shopping	2; 1.1% Other
7; 3.9% Home	

- Day Care
- Travel

More than half of the riders interviewed were traveling for work, and another 14% for school.

	Overall 181		Residence						
			Lago Vista 47.0%, 85		Jonestown 16.0%, 29		Cedar Park 7.2%, 13		
Purpose									
Work	53.0%	96	51.8%	44	72.4%	21	61.5%	8	
Classes	13.8%	25	9.4%	8	3.4%	1	7.7%	1	
Social	12.7%	23	16.5%	14	6.9%	2	7.7%	1	
Shopping	10.5%	19	14.1%	12	13.8%	4	0.0%	0	
Home	3.9%	7	1.2%	1	3.4%	1	23.1%	3	
Medical	2.8%	5	2.4%	2	0.0%	0	0.0%	0	
Other	3.3%	6	4.7%	4	0.0%	0	0.0%	0	
Totals	100.0%	181	100.0%	85	100.0%	29	100.0%	13	

	Residence					
	Leander 1.7%, 3		Austin 19.3%, 35		Other 8.8%, 16	
Purpose						
Work	33.3%	1	42.9%	15	43.8%	7
Classes	66.7%	2	34.3%	12	6.3%	1
Social	0.0%	0	11.4%	4	12.5%	2
Shopping	0.0%	0	0.0%	0	18.8%	3
Home	0.0%	0	5.7%	2	0.0%	0
Medical	0.0%	0	2.9%	1	12.5%	2
Other	0.0%	0	2.9%	1	6.3%	1
Totals	100.0%	3	100.0%	35	100.0%	16

Purpose of Trip

**Opinion Analysts, Inc.**  
**Capital Metro Route 214 Rider Survey - March 2016**

**Trip Frequency**

How often do you make this trip?

72; 39.8% 5 days per week	22; 12.2% 2 days per week
31; 17.1% 4 days per week	4; 2.2% 1 day per week
36; 19.9% 3 days per week	16; 8.8% < 1 day per week

77% of the bus passengers interviewed reported making the same trip three or more times each week.

	Overall 181		Residence						
			Lago Vista 47.0%, 85		Jonestown 16.0%, 29		Cedar Park 7.2%, 13		
Trip Frequency									
5 days per week	39.8%	72	37.6%	32	31.0%	9	38.5%	5	
4 days per week	17.1%	31	17.6%	15	27.6%	8	7.7%	1	
3 days per week	19.9%	36	23.5%	20	20.7%	6	7.7%	1	
2 days per week	12.2%	22	7.1%	6	10.3%	3	46.2%	6	
1 day per week	2.2%	4	2.4%	2	6.9%	2	0.0%	0	
< 1 day per week	8.8%	16	11.8%	10	3.4%	1	0.0%	0	
Totals	100.0%	181	100.0%	85	100.0%	29	100.0%	13	

	Residence					
	Leander 1.7%, 3		Austin 19.3%, 35		Other 8.8%, 16	
Trip Frequency						
5 days per week	33.3%	1	60.0%	21	25.0%	4
4 days per week	33.3%	1	8.6%	3	18.8%	3
3 days per week	0.0%	0	20.0%	7	12.5%	2
2 days per week	33.3%	1	2.9%	1	31.3%	5
1 day per week	0.0%	0	0.0%	0	0.0%	0
< 1 day per week	0.0%	0	8.6%	3	12.5%	2
Totals	100.0%	3	100.0%	35	100.0%	16

Trip Frequency

Opinion Analysts, Inc.  
Capital Metro Route 214 Rider Survey - March 2016

**Respondent's Residence**

Residence		
Lago Vista	47.0%	85
Jonestown	16.0%	29
Cedar Park	7.2%	13
Leander	1.7%	3
Austin	19.3%	35
Other	8.8%	16
Totals	100.0%	181

Residence

**Respondent's Gender**

Gender		
Male	63.0%	114
Female	37.0%	67
Totals	100.0%	181

Gender

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: REQUIRED MINIMUM SERVICE AND ALTERNATE USE FOR SALES TAX**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote:** Dewhurst \_\_\_\_\_; Hale \_\_\_\_\_, Zaleski \_\_\_\_\_; Webb \_\_\_\_\_;

**Rutherford** \_\_\_\_\_; **Seaver** \_\_\_\_\_; **Bowling** \_\_\_\_\_

**Motion Carried:** Yes \_\_\_\_\_; No \_\_\_\_\_

## MEMORANDUM

To: Mayor Dale Mitchell & City Council  
From: Leonard B. Smith  
Date: January 7, 2016  
Re: Possible withdrawal from Cap Metro; possible re-dedication of sales tax in the event of withdrawal

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The purpose of this memorandum is to provide (i) a brief overview of the withdrawal process in Chapter 451, Subchapter M of the Transportation Code, (ii) a brief overview of sales tax re-dedication options in the event of withdrawal, and (iii) a brief note on possible concurrent withdrawal and re-dedication elections.

### *1. Possible Withdrawal from Cap Metro*

The City of Lago Vista (the “City”) is a unit of election as defined by Sec. 451.601. This memorandum assumes that the City will initiate the withdrawal process, rather than its citizens attempting to do so by petition.

The City Council may order an election to be held on the issue of withdrawal. The election must be held on the first uniform election date after the expiration of 90 days after the approval of the election order. At this point, it appears that the next viable election date is November 8, 2016. For that uniform election date, the last possible date on which a withdrawal election can be ordered is August 9, 2016. Assuming that the City Council wishes to proceed with a withdrawal election on November 8, 2016, it is not advisable to delay calling the election until August 9. The City Council should sufficiently cushion notice of the election so that the 90 days deadline is never in question. The City must provide notice of the withdrawal election to Cap Metro, TXDOT, and the Texas Comptroller immediately upon calling the election.

The statute prescribes the language for the ballot proposition: “Shall the Capital Metropolitan Transportation Authority be continued in the City of Lago Vista?” A “no” vote is a vote in favor of withdrawal.

The statute requires the election to be held “... in the regular precincts and at the regular voting places.” The City Council will canvass the results after the election. Assuming a majority favors withdrawal, the date of the election canvass would be the “effective date of withdrawal.”

If a majority favors withdrawal, Cap Metro shall cease providing transportation services within the City (except to persons with disabilities), and the share of Cap Metro’s financial obligations that is attributable to the City shall cease to accrue (except for the continuing cost of transportation services to persons with disabilities).

The statute requires the Cap Metro board to certify the City’s net financial obligation to Cap Metro to the City and the comptroller. However, the statute does not establish a deadline for the

Cap Metro board to make this certification. The comptroller will continue to remit to Cap Metro sales tax collected in the City until the City's net financial obligation has been satisfied.

The statute sets forth the formula by which the City's net financial obligation will be calculated. If the City disputes Cap Metro's calculation, the City may challenge the calculation by a declaratory judgment action filed in Travis County District Court.

## ***2. Possible re-dedication of sales tax in the event of withdrawal***

Currently, the cap for municipal sales tax is two percent (2%). In Lago Vista, the sales tax is allocated evenly between the City (1%) and Cap Metro (1%). The Comptroller collects the sales tax and distributes it to the City and Cap Metro.

If the City's voters elect to withdraw from Cap Metro, the Comptroller will continue to collect the 1% sales tax dedicated to Cap Metro until such time as the City's net financial obligation to Cap Metro has been satisfied. Thereafter, the Comptroller will cease to collect the 1% dedicated to Cap Metro and that 1% becomes available for re-dedication to other eligible options. Available options are described below. Texas law does provide other options to certain eligible municipalities (e.g. Type A economic development sales tax and Sports and Community Venue sales tax). However, based on the information available to me at this time, the City does not qualify for these options.

- A. Type B Community Development sales tax in the amount of 1/8, 1/4, 3/8, or 1/2 of one percent.

All Texas cities are eligible to dedicate a Type B sales tax for community development. The statute does not mandate specific language for the ballot proposition. There are a wide variety of projects authorized for Type B funding. *See:* Secs. 505.151 - 505.158 The City Council has latitude to craft a ballot proposition covering a wide variety of appealing municipal projects. A sports venue project utilizing Type B funding can be eligible if approved in a subsequent election. *See:* Chaps. 500 – 502 and 505 of the Local Government Code.

- B. Street Maintenance sales tax in the amount of 1/8 of one percent increments up to one percent.

Chapter 327 of the Tax Code provides that revenue from this sales tax "... may be used only to maintain and repair municipal streets or sidewalks existing on the date of the election to adopt the law." The sales tax expires four years after authorization unless reauthorized in a subsequent election.

- C. Sales tax to support Municipal Development Corporation in the amount of 1/8, 1/4, 3/8, or 1/2 of one percent. *See:* Chap. 379A of the Local Government Code.

Chapter 379A of the Local Government Code authorizes creation of a municipal development corporation and dedication of a supporting sales tax. The general purpose of

the corporation and sales tax is to support job training and development of a skilled workforce.

- D. Sales tax to support a Municipal Development District in the amount of 1/8, ¼, 3/8, or ½ of one percent.

Chapter 377 of the Local Government Code authorizes the creation of a municipal development district and dedication of a supporting sales tax. Eligible development projects include a convention center facility (e.g. convention center, civic center, civic center building, civic center hotel, auditorium, and parking facilities) and eligible Type B projects.

- E. Sales tax for Property Tax Relief in the amount of 1/8, ¼, 3/8, or ½ of one percent.

Under Chapter 321 of the Tax Code, a city may dedicate sales tax for property tax relief and use the revenue as it would property tax revenue, with some temporary restrictions regarding the use of “excess revenue.” *See*: Secs. 321.506 - 7 of the Tax Code.

- F. Sales tax to support Crime Control and Prevention District in the amount of 1/8, ¼, 3/8, or ½ of one percent.

Chapter 363 of the Local Government Code authorizes creation of a crime control and prevention district and dedication of a supporting sales tax. The district may engage in crime control and crime prevention programs, law enforcement related programs, “community policing” programs, treatment and prevention programs, court and prosecution services, and jail facility and staffing programs. *See*: Sec. 363.151 provides a lengthy list of program options.

### ***3. Re-dedication election issues***

Sales tax dedication conflicts can occur, and have occurred in Central Texas, between tax entities whose jurisdictions overlap. I have represented another Central Texas city in such a dispute with an emergency services district. Because of the potential for conflict, careful attention needs to be given to election timing. It may be desirable to explore the possibility of placing conditional sales tax re-dedication elections before the City’s voters on the same ballot as a withdrawal election, though a conditional re-dedication election may not be available or appropriate for particular re-dedication option(s). It also may be advisable to open discussions with any competing taxing jurisdiction in order to avoid competing dedication elections. It may be possible to satisfy multiple and competing public needs or desires given the broad scope of possible uses and options for possible rededication.

Cc: Melissa Byrne Vossmer, City Manager  
Barbara Boulware Wells, City Attorney

**PP Slide 1**

Lago Vista City Council  
Meeting On  
January 7, 2016

**PP Slide 2**

Capital Metro is “Austin’s regional public transportation provider.”

Source: About Us on Capital Metro’s website. [www.capmetro.org/aboutus/](http://www.capmetro.org/aboutus/)

**PP Slide 3**

Capital Metro’s Regional Services

- 50 Metro routes, two MetroRapid routes, eight Express routes and 19 UT shuttle routes
- 3,000 bus stops throughout Central Texas
- MetroRail passenger rail service between the City of Leander and downtown Austin
- Nine MetroRail stations located along a 32-mile line
- MetroAccess service for passengers with disabilities
- Vanpool coordination through RideShare service
- Freight rail service
- Seven MetroBike shelters at MetroRail and MetroRapid stations
- Cycling partnership programs
- Mobile ticketing app

Source: About Us on Capital Metro’s website. [www.capmetro.org/aboutus/](http://www.capmetro.org/aboutus/)

**PP Slide 4**

Capital Metro’s Services in Lago Vista

Route 214 – Northwest Feeder/Flex  
Weekday service only

Source: Schedules & Maps on Capital Metro’s website.

<http://www.capmetro.org/schedmap/?svc=0&f1=214&s=0&d=E>

**PP Slide 5**

Capital Metro’s services to Lago Vista will change on January 31, 2016.

**PP Slide 6**

Report From Jim Speckmann Regarding Cap Metro Ridership

And Future Service Options

**PP Slide 6**

Sales and Use Tax Collection in Lago Vista  
Total: 8.25%

**PP Slide 7**

Sales Tax Breakdown  
State of Texas: 6.25%  
City of Lago Vista: 1.00%  
Capital Metro: 1.00%

**PP Slide 8**

Capital Metro: Sales Tax Revenues Generated In Lago Vista

FY2009/10	\$ 270,075
FY2010/11	\$ 279,396
FY2011/12	\$ 286,889
FY2012/13	\$ 315,526
FY2013/14	\$ 365,709
FY 2014/15	\$ 368,862 (No Audited)
FY 2015/16	\$ 395,503 (Budgeted)

**PP Slide 9**

Local Sales Tax Growth Over Past 10+ Years

FY 2004/05:	\$173,718 actual
FY 2014/15:	\$368,862 (Not Audited)
FY 2015/16:	\$395,503 (Budgeted)

Increase: 112.34% over 10 years  
127.67% over 11 years

**PP Slide 10**

Is Lago Vista, as a community, getting sufficient return on its annual investment in Cap Metro to continue making that annual investment?

**PP Slide 12**

Are the sales tax dollars contributed by Lago Vista taxpayers to Cap Metro fair in relation to the services actually provided to Lago Vista residents?

**PP Slide 13**

Could the sales tax dollars presently dedicated to Cap Metro have greater and/or more positive impact in Lago Vista if they could be spent in Lago Vista on local projects?

**PP Slide 15**

What sort of local projects might be eligible for funding with rededicated sales tax revenue?

**PP Slide 16**

Presenting the Issue to Lago Vista Voters  
Involves Two Steps

**PP Slide 17**

Step 1:

Shall the Capital Metropolitan Transportation Authority be continued in the City of Lago Vista?

*Source:* Sec. 451.607(c) of the Transportation Code.

**PP Slide 18**

An election to withdraw **must** be held on the first applicable uniform election date occurring after the expiration of 90 days after the governing body orders the election.

*Source:* Sec. 4451.607(a) of the Transportation Code.

**PP Slide 19**

Deadline to call election for November 8, 2016: **August 9**

**PP Slide 20**

A vote to stay in: Yes

A vote to withdraw: No

**PP Slide 21**

Q: What happens if a majority votes “yes”?

A: Cap Metro continues to provide transportation services and to collect sales tax in Lago Vista.

**PP Slide 22**

Q: What happens if a majority votes “no”?

A: Cap Metro ceases providing transportation services (\*) in Lago Vista, collects sales tax only until Lago Vista’s net financial obligation to Cap Metro is satisfied, and then ceases collecting sales tax in Lago Vista.

(\*) Except for disability transit services mandated by Sec. 451.610 *et seq.* of the Transportation Code.

**PP Slide 23**

Q: Can Lago Vista rededicate the sales tax previously collected by Cap Metro?

A: Yes. Upon withdrawal from Cap Metro, Lago Vista’s voters can rededicate the sales tax previously collected to other statutorily authorized municipal purposes.

**PP Slide 24**

Options for rededication of sales and use taxes

**PP Slide 25**

Option 1: Type B Community Development Sales Tax

Maximum possible dedication: 0.5%

Source: Chapter 500 – 502 and 505 of the Local Government Code.

**PP Slide 26**

Chapter 505 authorizes a wide variety of Type B community development projects for:

Recreational or Community Facilities

Water Supply Facilities

Business Enterprises & Development

Economic Development

Affordable Housing

Sports Venue Project, if approved in a subsequent election

**PP Slide 27**

Option 2: Street Maintenance Sales Tax

Maximum possible dedication: 1.0%

*Source:* Chapter 327 of the Tax Code

***PP Slide 28***

The sales tax may be used only to maintain and repair municipal streets that existed on the date of the election to adopt the tax. It may not be used to build new streets.

*Source:* Sec. 327.008 of the Tax Code.

***PP Slide 29***

Option 3: Sales Tax to Support Municipal Development Corporation

Maximum possible dedication: 0.5%

*Source:* Chap. 379A of the Local Government Code

***PP Slide 30***

Powers of a Municipal Development Corporation

1. Job training
2. Early childhood development programs
3. After-school programs for primary and secondary schools
4. Funding for accredited postsecondary educational institutions to be used to award scholarships
5. Promotion of literacy
6. Development of a skilled workforce

*Source:* Sec. 379A.051 *et seq.* of the Local Government Code

***PP Slide 31***

Option 4: Sales Tax to Support a Municipal Development District

Maximum possible dedication: 0.5%

*Source:* Chap. 377 of the Local Government Code

***PP Slide 32***

Authorized Projects for a Municipal Development District

1. Authorized projects under Sec. 505.151 *et seq.* of the Local Government Code
2. Convention center, civic center, civic center building, civic center hotel, auditorium, and parking facilities

*Source:* Sec. 377.001(3) for definition of “development project”

***PP Slide 33***

Option 5: Sales Tax for Property Tax Relief

Maximum possible dedication: 0.5%

*Source:* Chap. 321 of the Tax Code

***PP Slide 34***

A city may use revenues from sales tax dedicated for property tax relief and use the revenue as it would property tax revenue. However, there are some restrictions on the use of “excess revenues” – the additional sales and use tax that exceeds the projected amount of property tax to be reduced for a given year.

*Source:* Sec. 26.041(d) and Secs. 321.506 - 7 of the Tax Code

***PP Slide 35***

Option 6: Sales Tax to Support a Crime Control and Prevention District

Maximum possible dedication: 0.5%

*Source:* Chap. 363 of the Local Government Code

***PP Slide 35***

A city may use revenues to support a detailed crime control plan and may finance all the costs of a crime control and crime prevention program. The statute includes a long list of eligible program components.

*Source:* Secs. 363.061 and 363.151 of the Local Government Code

# CAPMetro Study Committee

## May 2, 2016

Capital Metro is  
“Austin’s regional public  
transportation provider.”

*Source:* About Us on Capital Metro’s website.  
[www.capmetro.org/aboutus/](http://www.capmetro.org/aboutus/)

# Capital Metro's Services in Lago Vista

## Route 214 – Northwest Feeder/Flex Weekday service only

*Source:* Schedules & Maps on Capital Metro's website.  
<http://www.capmetro.org/schedmap/?svc=0&f1=214&s=0&d=E>

Sales and Use Tax Collection in Lago  
Vista  
Total: 8.25%

# Sales Tax Breakdown

State of Texas:	6.25%
City of Lago Vista:	1.00%
Capital Metro:	1.00%

# Capital Metro: Sales Tax Revenues Generated In Lago Vista

<b>Fiscal Year</b>	<b>Sales Tax Revenues</b>
FY2009/10	\$ 270,075
FY2010/11	\$ 279,396
FY2011/12	\$ 286,889
FY2012/13	\$ 315,526
FY2013/14	\$ 365,709
FY 2014/15	\$ 368,862 (Not Audited)
FY 2015/16	\$ 395,503 (Budgeted)

# Local Sales Tax Growth Over Past 10+ Years

<b>Fiscal Year</b>	<b>Amount</b>
FY 2004/05	\$173,718 actual
FY 2014/15	\$368,862 (Not Audited)
FY 2015/16	\$395,503 (Budgeted)

Increase: 112.34% over 10 years  
127.67% over 11 years

Is Lago Vista, as a community,  
getting sufficient return on its  
annual investment  
in Cap Metro to continue making  
that annual investment?

Are the sales tax dollars contributed  
by Lago Vista taxpayers to Cap  
Metro fair in relation to the services  
actually provided to Lago Vista  
residents?

Could the sales tax dollars presently dedicated to Cap Metro have greater and/or more positive impact in Lago Vista if they could be spent in Lago Vista on local projects?

What sort of local projects might  
be eligible for funding  
with rededicated sales tax  
revenue?

Presenting the Issue to Lago  
Vista Voters  
Involves Two Steps

Step 1:

Shall the Capital Metropolitan  
Transportation Authority be continued  
in the City of Lago Vista?

*Source:* Sec. 451.607(c) of the Transportation Code.

An election to withdraw ***must*** be held on the first applicable uniform election date occurring after the expiration of 90 days after the governing body orders the election.

*Source:* Sec. 4451.607(a) of the Transportation Code.

Deadline to call election for  
November 8, 2016: ***August 9***

A vote to stay in: Yes

A vote to withdraw: No

Q: What happens if a majority  
votes “yes”?

A: Cap Metro continues to provide  
transportation services and to  
collect sales tax in Lago Vista.

Q: What happens if a majority votes “no”?

A: Cap Metro ceases providing transportation services (\*) in Lago Vista, collects sales tax only until Lago Vista’s net financial obligation to Cap Metro is satisfied, and then ceases collecting sales tax in Lago Vista.

(\*) Except for disability transit services mandated by Sec. 451.610 *et seq.* of the Transportation Code.

Q: Can Lago Vista rededicate the sales tax previously collected by Cap Metro?

A: Yes. Upon withdrawal from Cap Metro, Lago Vista's voters can rededicate the sales tax previously collected to other statutorily authorized municipal purposes.

# Options for rededication of sales and use taxes

# Option 1: Type B Community Development Sales Tax

Maximum possible dedication: 0.5%

*Source:* Chapter 500 – 502 and 505 of the Local  
Government Code.

Chapter 505 authorizes a wide variety of Type B  
community development projects for:

Recreational or Community Facilities  
Water Supply Facilities  
Business Enterprises & Development  
Economic Development  
Affordable Housing  
Sports Venue Project, if approved in a  
subsequent election

# Option 2: Street Maintenance Sales Tax

Maximum possible dedication: 1.0%

*Source:* Chapter 327 of the Tax Code

The sales tax may be used only to maintain and repair municipal streets that existed on the date of the election to adopt the tax. It may not be used to build new streets.

*Source: Sec. 327.008 of the Tax Code.*

# Option 3: Sales Tax to Support Municipal Development Corporation

Maximum possible dedication: 0.5%

*Source:* Chap. 379A of the Local Government Code

# Powers of a Municipal Development Corporation

Job training

Early childhood development programs

After-school programs for primary and secondary schools

Funding for accredited postsecondary educational institutions to  
be used to award scholarships

Promotion of literacy

Development of a skilled workforce

*Source:* Sec. 379A.051 *et seq.* of the Local Government Code

# Option 4: Sales Tax to Support a Municipal Development District

Maximum possible dedication: 0.5%

*Source:* Chap. 377 of the Local Government Code

# Authorized Projects for a Municipal Development District

1. Authorized projects under Sec. 505.151 *et seq.*  
of the Local Government Code
2. Convention center, civic center, civic center  
building, civic center hotel, auditorium, and  
parking facilities

*Source:* Sec. 377.001(3) for definition of “development project”

# Option 5: Sales Tax for Property Tax Relief

Maximum possible dedication: 0.5%

*Source:* Chap. 321 of the Tax Code

A city may use revenues from sales tax dedicated for property tax relief and use the revenue as it would property tax revenue.

However, there are some restrictions on the use of “excess revenues” – the additional sales and use tax that exceeds the projected amount of property tax to be reduced for a given year.

*Source:* Sec. 26.041(d) and Secs. 321.506 - 7 of the Tax Code

# Option 6: Sales Tax to Support a Crime Control and Prevention District

Maximum possible dedication: 0.5%

*Source:* Chap. 363 of the Local Government Code

A city may use revenues to support a detailed crime control plan and may finance all the costs of a crime control and crime prevention program.

The statute includes a long list of eligible program components.

*Source:* Secs. 363.061 and 363.151 of the Local Government Code

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: DISCUSSION OF CAPMETRO FUNDS RECEIVED**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote: Dewhurst** \_\_\_\_\_ ; **Hale** \_\_\_\_\_ , **Zaleski** \_\_\_\_\_ ; **Webb** \_\_\_\_\_ ;

**Rutherford** \_\_\_\_\_ ; **Seaver** \_\_\_\_\_ ; **Bowling** \_\_\_\_\_

**Motion Carried: Yes** \_\_\_\_\_ ; **No** \_\_\_\_\_

CITY OF LAGO VISTA

CAPMETRO FUNDS RECEIVED 2002 - CURRENT

Calendar Year	DATE	FUNDS RECEIVED	
2002	12/02/2002	\$	24,698.00
2003	05/12/2003	\$	24,698.00
	11/17/2003	\$	24,698.00
2004		\$	-
2005	05/03/2005	\$	28,887.00
	12/06/2005	\$	28,887.00
2006		\$	-
2007	02/21/2007	\$	28,887.00
	04/16/2007	\$	53,585.00
	06/18/2007	\$	71,929.50
	10/01/2007	\$	129,703.50
2008	03/24/2008	\$	28,887.00
2009	02/17/2009	\$	28,887.00
	10/21/2009	\$	57,774.00
2010		\$	-
2011		\$	-
2012		\$	-
2013		\$	-
2014	10/14/2014	\$	63,364.50
2015		\$	-
2016		\$	-
<b>Total</b>		\$	<b>594,885.50</b>

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: DISCUSSION OF CAPMETRO FARES AND PASSES INFORMATION**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote: Dewhurst** \_\_\_\_\_ ; **Hale** \_\_\_\_\_ , **Zaleski** \_\_\_\_\_ ; **Webb** \_\_\_\_\_ ;

**Rutherford** \_\_\_\_\_ ; **Seaver** \_\_\_\_\_ ; **Bowling** \_\_\_\_\_

**Motion Carried: Yes** \_\_\_\_\_ ; **No** \_\_\_\_\_

- MetroBus
- MetroRapid
- MetroRail
- MetroAccess
- Vanpool & Carpool

**Fares and Passes**

- Accessibility
- Bike by Bus & Train
- Late Night Travel
- Guaranteed Ride Home
- Benefits of Public Transit
- Exploring Austin
- Rules of the Road



## Fares and Passes

[What it Costs](#)

[Buy Your Passes](#)

[CapMetro App](#)

### Our Fares

Category	Fare Type	Price
LOCAL	Single Ride	\$1.25
	Single Ride, Reduced	\$0.60
	Day Pass	\$2.50
	Day Pass, Reduced	\$1.25
	7-Day Pass	\$11.25
	31-Day Pass	\$41.25
	31-Day Pass, Reduced	\$20.60
PREMIUM	Single Ride	\$1.75
	Single Ride, Reduced	\$0.85
	Day Pass	\$3.50
	Day Pass, Reduced	\$1.75
	7-Day Pass	\$16.75
	31-Day Pass	\$62.00
	31-Day Pass, Reduced	\$31.00
COMMUTER	Single Ride	\$3.50
	Single Ride, Reduced	\$1.75
	Day Pass	\$7.00
	Day Pass, Reduced	\$3.50
	7-Day Pass	\$27.50
	31-Day Pass	\$96.25
	31-Day Pass, Reduced	\$48.10

### Fare Enforcement

Capital Metro routinely checks passes to ensure fair payment and judicious use of public funds for bus and rail services. If a fare inspector determines you are riding without a valid fare, you will be issued a citation and asked to show a driver's license.

Visit our [Fare Enforcement](#) page for information on how to pay your fines.

### Reduced Fares Program

Reduced fares are available for qualifying riders. Program requires enrollment and the purchase of a Reduced Fare ID Card. Visit [capmetro.org/RFID](http://capmetro.org/RFID) for details on eligibility and how to apply.

### Customers with MetroAccess ID

MetroAccess customers may ride fixed route bus and rail services at the reduced rate. To receive reduced fare on bus or

	Single Ride	\$1.75
	10 Ride Booklet	\$17.50
	Monthly Pass	\$46.50

rail, tap the MetroAccess ID card at the target area on the fare box when you board the vehicle.

MetroAccess Monthly Passes are valid for use on all Capital Metro bus and train services at no additional cost.

### No Charge

Children five and under with an accompanying adult and emergency and military personnel in uniform ride free.

### Fares Safety Net Programs

With our social service agency partners, Capital Metro has established a robust safety net program to ensure our service remains accessible to all members of the community.

### MetroWorks

Capital Metro offers employers a commuter benefits program that allows employees to lower their commuting costs. By utilizing employee-paid pre-tax dollars and/or employer paid fringe benefits covered under Internal Revenue Code Section 132(a), an employer can enhance their benefits package with an incentive that can be used to attract and retain qualified employees. MetroWorks allows the employer to purchase transit passes in bulk at a reduced rate, further enhancing the benefit. MetroWorks has bulk purchase plans for schools and government entities as well. For more information visit [MetroWorks](#).

**MEETING DATE: May 2, 2016**

**AGENDA ITEM: FUTURE MEETINGS**

**Comments:**

**Motion by:** \_\_\_\_\_

**Seconded by:** \_\_\_\_\_

**Content of Motion:** \_\_\_\_\_

\_\_\_\_\_

**Vote:** Dewhurst \_\_\_\_\_; Hale \_\_\_\_\_, Zaleski \_\_\_\_\_; Webb \_\_\_\_\_;

Rutherford \_\_\_\_\_; Seaver \_\_\_\_\_; Bowling \_\_\_\_\_

**Motion Carried:** Yes \_\_\_\_\_; No \_\_\_\_\_