

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

**Notice of Early Scoping for the Capital Metro Orange Line Capacity Transit Corridor in Austin, Texas**

**Agency:** Federal Transit Administration (FTA), DOT.

**Action:** Notice of Early Scoping Meeting.

**Summary:** The Federal Transit Administration (FTA) and the Capital Metropolitan Transportation Authority (Capital Metro) of Austin, Texas has issued an early scoping for the Orange Line High Capacity (HCT) Corridor. The Orange Line HCT Corridor is the 21-mile corridor used for Capital Metro's MetroRapid 801 from Tech Ridge to Southpark Meadows. The entire 21-mile corridor is being proposed for HCT dedicated pathways. This notice invites public input to ongoing planning efforts for the Orange Line HCT Corridor by commenting on the project's purpose and need, the project study area, alternatives being considered, public participation and outreach methods, relevant transportation and community impacts and benefits being considered, potential environmental impacts, and the projected capital and operating costs of the project. The early scoping process is intended to support the formal National Environmental Policy Act (NEPA) scoping process.

**Addresses:** Public comments will be accepted at the early scoping meeting. In addition, comments may be sent electronically to: [orangelinefeedback@projectconnect.com](mailto:orangelinefeedback@projectconnect.com). Comments may be mailed to: Capital Metro Project Connect Office, Orange Line HCT Corridor Comments, 607 Congress Avenue, Austin, TX 78701. All comments are requested by May 24, 2019.

**Purpose and Need for the Proposed Project**

Capital Metro invites comments on the following preliminary statement of the project's purpose and need: The purpose of the project is to build a north-south transit corridor that provides faster, more reliable travel to, from, and within Central Austin and the surrounding region. The purpose is in response to the following needs in the corridor:

- growth affecting all travel modes and travel times;
- limited ability to increase roadway width;
- the need to provide better transit options linking affordable housing and jobs;
- the need to connect activity centers and manage future growth with better transit;
- create a central corridor for a better regional transit system; and
- ensure inter-operability between the Orange Line and future corridors.

Alternatives developed to respond to the Purpose and Need of the project will include a No Build Alternative, as well as the following proposed alternatives:

- Baseline Alternative (MetroRapid 801 with transit speed and reliability improvements)
- Dedicated Pathways Bus Rapid Transit (BRT)
- Dedicated Pathways Light Rail Transit (LRT)
- Dedicated Pathways Autonomous Rapid Transit (ART)

**Link to the Federal Register:**

<https://www.govinfo.gov/content/pkg/FR-2019-02-28/pdf/2019-03479.pdf>