~ NOTICE OF MEETING ~
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
www.capmetrotx.iqm2.com

~ Agenda ~

Monday, December 14, 2020  12:00 PM  Video Conference Meeting

I.  Recognition

II.  Public Comment:

III.  Advisory Committee Updates:
   1.  Access Advisory Committee
   2.  Customer Service Advisory Committee (CSAC)

IV.  Board Committee Updates:
   1.  Finance, Audit and Administration Committee
   2.  CAMPO update

V.  Consent Items
   1.  Approval of minutes from the November 23, 2020 board meeting.
   2.  Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract modification with Krauthamer & Associates for executive recruiting services to increase the amount by $275,000 for a total not to exceed contract amount of $923,000.
   3.  Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that extends a pay-per-ride arrangement for paratransit, rail and fixed-route bus services to the months January 2021 through August 2021.

VI.  Action Items:
   1.  Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract modification with HNTB Engineering, Inc. in the amount of $18,540,965 for two one-year option periods for Phase II of the Blue Line Engineering Services to complete the Environmental and Preliminary Engineering phase of the program.
2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract modification with AECOM Technical Services, Inc. in the amount of $21,267,146 for Phase II of the Orange Line Engineering Design Services to complete the Environmental and Preliminary Engineering phase of the program.

3. Approval of a resolution confirming the evaluation rating for Fiscal Year 2020 for President & CEO Randy Clarke as __________ and that the Board approves the adjustment of base pay to $_________ and a performance achievement bonus of $_________. The increases are awarded retroactively to October 4, 2020 in accordance with the Employment Agreement.

4. Approval of the execution of an extension and amendment to the President & CEO Employment Agreement extending the term of the agreement to December 14, 2025, and amending certain terms of the agreement.

VII. Presentations:
   1. Project Connect Update
   2. Strategic Plan Dashboard
   3. FY2020 End of Year Financial Report

VIII. Reports:
   1. President's Report

IX. Executive Session of Chapter 551 of the Texas Government Code:

   Section 551.074 for Personnel Matters related to President & CEO FY2020 Performance Review and Employment Agreement

X. Items for Future Discussion:

XI. Adjournment

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email ed.easton@capmetro.org if you need more information.

BOARD OF DIRECTORS: Wade Cooper, Chair; Delia Garza, Vice Chair; Eric Stratton, Secretary; Terry Mitchell; Troy Hill; Ann Kitchen, Jeffrey Travillion and Pio Renteria.

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.
TITLE: Access Advisory Committee
Access Advisory Committee  
Wednesday, November 6, 2020  
TEAMS  
5:30 p.m. – 7:03 p.m.

Call to Order:  
*Chair Paul Hunt, Access Advisory Committee*  
Chairman Prentice called the meeting to order at 5:36 p.m.

Introductions:  
Committee members present were Paul Hunt, Andrew Bernet, John McNabb, Chris Prentice, Audrea Diaz, Glenda Borne, a Mike Gorse, Otmar Foehner, Estrella Barrera

Capital Metro staff and contractors present were: Martin Kareithi, Chris Westbrook, Jo Anne Ortiz, Ricardo Boulware, Chad Ballentine, Raul Vela, Gloria Barnes, Lawrence Deeter

Citizens’ Communication  
*Members of the public*

Project Connect Update  
*Yannis Banks Community Engagement Coordinator*  
Updated on the formation of ATP, Metrorapid routes & Pickup rollouts. Chad let them know we are looking at March for Pickup rollout due to covid. Otmar asked about Pflugerville Pickup & wanted more info about it. Chad – We are still working on Pflugerville, but we can update you probably next month on that. We are still getting things finalized with Pflugerville City Council. Andrew – Does the area in the Pflugerville Pickup zone extend MetroAccess coverage to out there? Chad – No. Estrella – How is CapMetro weathering the storm with the financial status? Chad – Financially we are ok. We have been working very hard to build up our reserves for Project Connect and also were putting money aside to have in reserves. We also were awarded some money from the federal government. Our sales tax dollars didn’t dip as bad as we thought they would, but we are doing ok. We didn’t have to lay off any staff or furlough any employees. Estrella - I was wondering how it impacted service? Chad – We did cut back on routes from the beginning. For Access we dipped down to below half of our rides. Last week we hit 750 thousand meals delivered. Also provided wi-fi hotspots to those who needed it.

January Service Change Update  
*Lawrence Deeter, Principal Planner, Short Range*  
Changes are minor. We are staying at the same operating service level. With the fall service change we brought our service levels back. On weekdays we are doing weekday service & weekends we are doing weekend service. Rail & Express has seen extreme ridership declines. UT students are finishing up the semester online, so we are no longer operating UT shuttles this semester. There will be running time adjustments for ridership and congestion. Spring changes go into effect January 10th. ACC Riverside buses will now stop at the new stop in front of the campus. We are doing upgrades to the stop. Chad – The bike lane at ACC Riverside is
awesome, I love how it goes behind the bus stop and the red for the bike lane. Is this a part of our guidelines or the city? Lawrence – The city designed this for us. We are really trying to focus on the safety of all users, and you will see this in more places where we can. Chris – The concrete you have in the picture, is that a cut in like you have up Grove? Lawrence – Yes. The Route 350 will have a slight modification where it will go by the Eastside Bus Plaza, but not in. This was a part of Cap Remap but we had to wait until the traffic light was put in at Shady. Capital Metro will have the bays along the northside of it & CARTS will be on the southside. Route 4 will pull into it, but it will not layover. We will evaluate in early March which special events are happening and will prepare accordingly.

**MetroAccess Annual Metrics Update**
*Suzie Edrington, Director of Demand Response*

At the beginning of the year we were on pace to have 4% increase in ridership than the previous year. The pandemic hit and we dropped from 2300 trips to 700 trips, a 70% drop in passengers. Every month we would see a little increase in passenger trips. We ended the year about 57% down from what we were doing at the early part of the year. Since September our highest ridership day was on election day. We are averaging around 1100 & 1200 passenger trips currently. We ended the year with 440,000 thousand service hours where last year we had 471,000 service hours. Glenda – You’re talking about passenger transport; you aren’t figuring in food delivery correct? Suzie – You are correct, I did pull them out of this data, but I have it in another slide. For OTP we increased throughout the year. At the beginning we were struggling with OTP with the Trapeze update. We are now well exceeding our goal of 92% OTP. Glenda – How are you defining a passenger accident? Suzie – There is a whole range of classifications for that. I can go over all of them if you would like at some point. As of November, we hit 750,000 meals delivered. We spent 7,800 service hours on meals delivery. We spent 3,500+ staff hours on it. We had 10 wi-fi sites with 5,300+ service hours. Estrella – I just want to commend y’all for what you did to deliver food to people who needed it. Glenda – Y’all started it early in the covid cycle. Suzie – MTM has been a great partner and the operators have been fantastic with loading the vehicles.

**Complimentary ADA Paratransit Service and Fixed Route**
*Martin Kareithi, Program Manager, Accessible Service*

Metro Access is complementary to our fixed route system. Fixed route are services that operate on a schedule along a fixed route. Paratransit is a safety net for those with a disability who may not be able to use fixed route some or all of the time. We are at 98/99% ADA compliant. That last 1% is kind of difficult due to the topographical location of those stops. Our fixed routes are our local & Metrorapid routes, not our express or rail. We are not able to provide service in places that aren’t in our service area, like Pflugerville. Glenda – MetroAccess doesn’t take cash, it’s either ticket or pass. Paul – In order to ride you have to go thru the eligibility process & meet the requirements/ratings to qualify. Andrew – How is the conditional eligibility set up? Martin – In order to be in the MetroAccess service you have to go thru our eligibility process. It’s a paper application plus an in-person component. You can get a determination of unconditional, conditional or denial. Conditional eligibility recognizes that an individual functional ability may
be that there are times when they can use fixed route & times when they can’t. Those could be based on environment, architectural, etc. Andrew – How specific would CapMetro want those MetroAccess applications filled out? Martin – We don’t really ask open ended questions on the application, most of that is saved for the in person. Paul – A lot of people don’t understand the conditions. Eligibility is also pretty good about knowing what a person with a disability can & can not do. Glenda – If there are multiple medical issues, honest documentation with the application will help with giving them a picture of what you are going thru. For our new members, I’m happy to discuss with you offline on any of the other components. Chad – If anyone would like to do a tour our facilities, during normal times, we are glad to do it. Mike – Does Round Rock has its own paratransit service that’s different from MetroAccess? Chad – Yes, they have their own.

**Elections**

*Metro Access Committee*

Nominations for Chair – Chris Prentice and Paul Hunt.
- Chris
- Paul

Chris is elected Chair

Paul is nominated for Vice Chair. Paul is elected

Mike is nominated for Secretary. Mike is elected.

**Approval of November and October 2020 Minutes**

*Access Committee*

October minutes mentions denied, needs to be fixed. Minutes are approved pending correction

**Meeting adjourned at 7:17**
TITLE: Customer Service Advisory Committee (CSAC)
Customer Satisfaction Advisory Committee  
Wednesday, December 9th, 2020  
Virtual Meeting  
6:00 p.m. – 7:30 p.m.

Call to Order:
Chairman Taylor called the meeting to order at 6:15 p.m.

Introductions:
Committee members present were: Ephraim Taylor, David Foster, BJ Taylor, Lin Rui Li, David Shapiro

Capital Metro staff present were: Yannis Banks, Tangee Mobley, Jo Anne Ortiz, Lawrence Deeter, Gloria Barnes

General Public: Ruven Brooks

Community Communications:
Ruven – What could be done to help people in affordable housing that aren’t near transit lines? I’m curious about the van pool program. Tangee – It is possible to have a van pool parked at low income housing. The destination has to be either ending or starting in Austin. Ruven wants to know could a trip to HEB be considered not as discretionary but as part of the vanpool miles. Tangee will put Ruven in contact with Tammy Quinn.

Project Connect Update
Yannis Banks, Community Engagement Coordinator

Ephraim – Have you started to post about the virtual open houses on social media? Yannis – Not yet but I will make sure that you get that information on the dates when we do.

January Service Change
Lawrence Deeter, Principal Planner, Short Range, Capital Metro

We have suspended all late-night service due to service demands. We have seen a 68% decline in ridership. It varies by mode. Rail & express has lost most of its ridership. They are very dependent on commuters. We are doing our best to understand the current situation. We talk to a lot of people about trends, we also talk to UT, AISD, and the State of Texas (which is more word of mouth). Compared to other transit agencies we aren’t facing the higher levels of service cuts. We have a balanced budget for 2021. MetroExpress & Flyers will keep at their reduced service. The best way we felt to encourage & provide for social distancing is to bump service all day long instead of looking for specific times on certain routes. Route 1 had it’s frequency bumped to every 20 mins. Service change will go into effect January 10th. We pushed it back from January 2nd to push it away from the holidays & to give our garages some more time for training. We will be opening a new transit facility outside of ACC Riverside. We will no longer
be going on campus. It will have new security cameras, shelters, bike paths, etc. We will also be opening the Richard A Moya Eastside Bus Plaza in conjunction with CARTS. There will be 3 Capital Metro routes that go into the facility. The route 350 will go by the facility, but not in it. Capital Metro will be on the Northside. Our late-night service is still suspended, as well as 3 MetroRapid routes.

CSAC 2021 Elections
CSAC


Approval of Minutes
Passed Unanimously August through November minutes.

January Meeting
- Project Connect Update
- Facilities update

Meeting Adjourned at 7:20
Approval of minutes from the November 23, 2020 board meeting.
I. Public Comment:

Zenobia Joseph, citizen, made comments related to Title VI of the Civil Rights Act of 1964. She is concerned that Commissioner Travillion has mentioned a Techni Center MetroRapid route on a number of occasions, and this route has not been discussed with the public. She would ask that this be put on the agenda if that is something that is going to be implemented. According to FTA Circular 4702.1(b) Chapter 4-16 a change of this nature needs to go before the public so that there can be a discussion of a least discriminatory alternative. She also has continued concerns on the KAZI radio ads for Project Connect which have aired more than 500 times. She filed a complaint on Election Day that went to the Federal Highway Administration, and today wrote to the Internal Revenue Service asking that KAZI's non-profit tax-exempt status be revoked. The Consolidated Appropriations Act of 2020 prohibits the use of public funds for propaganda, and the ads specify that Project Connect is a system that moves us all -- but there is no service on Parmer Lane or Dessau Road, so the ad is false.

Chair Cooper responded to the comments, confirming that the agency will continue to abide by the law with regards to required public hearings, and that likewise he does not believe that we are spreading any false information on the radio.

II. Advisory Committee Updates:

1. Customer Service Advisory Committee (CSAC)

Community Involvement Specialist Yannis Banks gave the monthly report.

This month CSAC heard updates from staff on Project Connect and Proposition and the new Strategic Plan Dashboard. They also began work on their committee workplan for 2021.

2. Access Advisory Committee

Community Involvement Specialist Yannis Banks gave the monthly report.

This month the Access Committee heard an update on Project Connect, and a new Pickup service zone that will be coming in the area of Dessau Road. They also started putting together their committee workplan for the coming year.

III. Board Committee Updates:

1. Operations, Planning and Safety Committee

Chair Travillion gave a summary of this month's meeting, which occurred on November 9th. The committee had three action items, two of them which are on the consent agenda today, and one which is on the action item agenda.

2. CAMPO update

Board member Mitchell provided the update. CAMPO met on November 2nd, and the action items included furthering the Open Roads policy to deal with accidents and blockages along roadways; and an application for transportation development credits for the City of Kyle.
3. Finance, Audit and Administration Committee

Chair Mitchell provided the meeting summary. The committee met on November 9th and recommended one item for the consent agenda today. The committee’s other action item was the annual performance review for the Vice President of Internal Audit. A discussion was held on that item in Executive Session but action on the item was postponed.

IV. Consent Items:

RESULT: ADOPTED [UNANIMOUS]
MOVER: Terry Mitchell, Board Member
SECONDER: Ann Kitchen, Board Member
AYES: Mitchell, Cooper, Kitchen, Renteria, Travillion, Stratton
ABSENT: Garza, Hill

1. Approval of minutes from the October 26, 2020 board meeting.
2. Approval of a resolution adopting the 2021 Board Meeting Calendar.
3. Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with OnActuate Consulting US Inc., for implementation of a new financial legal entity for Austin Transit Partnership within the existing financial system in an amount not to exceed $260,000.
4. Approval of a resolution authorizing the President & CEO, or his designee, to enter into an Interlocal Agreement with Travis County to lease two dispatch positions in the Combined Transportation and Emergency Communications Center (CTECC).
5. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Presidio Networked Solutions Group for Cisco Smartnet support for one year in an amount not to exceed $202,665.

V. Action Item:

1. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute contracts for marketing services with Sensis Agency and the Sherry Matthews Group in an amount not-to-exceed $10,307,259 for one base year and three option years.

Director of Digital and Traditional Marketing Cynthia Lucas presented this item.

Capital Metro has a relatively small marketing staff, and for many years has relied on the services of outside firms to provide assistance with the development of marketing campaigns and strategies to achieve the objectives in the authority's strategic plan. This award is divided up into modules, and each is awarded to a single contractor to keep the approach consistent: support on communications, public relations, and social media services, which would be awarded to Sensis Agency; and marketing services, research, and web strategy, which would be awarded to Sherry Matthews Group. The scope also includes support services for the Austin Transit Partnership. These are both task order contracts and the agency is not obligated to spend the full contract amounts.

Zenobia Joseph, citizen, spoke after Cynthia's presentation. She wanted to call the board's attention to testimony she gave on December 14, 2016 in which she suggested that some of the money being used for marketing services could be used to save the northeast routes. She is opposed to the award of this contract for exactly the same reason, specifically routes north of US-183. She also responded to the Chair's follow up to her earlier public comments on the recent radio ads. He may not believe
that the ads are propaganda, but the ads say "Project Connect is a transit plan with more ways to move us all" and with no transportation for "all" on Parmer Lane that statement is false information. There is not an equitable distribution of resources. Money under this contract should be used to improve equity on these routes.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Sabino Renteria, Board Member
SECONDER: Terry Mitchell, Board Member
AYES: Mitchell, Cooper, Kitchen, Renteria, Travillion, Stratton
ABSENT: Garza, Hill

VI. Presentations:

1. CARE Update

Executive Vice President of Planning and Development Sharmila Mukherjee and Director of Service Planning Roberto Gonzalez gave the presentation.

The focus of the CARE program continues to be keeping operators, customers, and staff safe. Hand sanitizers are being added to our transit fleet and have been installed at key bus stops. We also have masks available for customers in need, and our contact-less fare collection pilot is ongoing. We are continuing to rely daily ridership data to make decisions on service levels that will support social distancing and avoid overcrowding. We are doing our best to remain flexible and agile.

Roberto then summarized some of the considerations that are informing changes under the proposed January 2021 Service Change. Decisions about work and remote learning by partners including the City of Austin, Travis County, State of Texas, University of Texas and AISD are all being monitored so that service levels can be adjusted accordingly. He also summarized some of the recent reductions -- and restorations -- of service that have been made recently, and gave an overview of some of the minor changes that are likely for the first part of 2021. He also provided the board with an update on the new Eastside Bus Plaza design and construction and recent changes to the major stop at ACC Riverside.

Board member Travillion spoke and said he wanted to highlight the service plans for students and customers in some of the corridors in the northeast that are actively being worked on -- in the Techni Center, Expo Center, and Delco Center areas.

Board member Stratton asked for more details on where the public could go to find pandemic-related metrics (the CARE dashboard) and commended staff for their efforts and transparency in trying to serve customers during this challenging time.

2. Project Connect Update

Project Connect Program Officer Dave Couch and Executive Vice President/Chief Counsel Kerri Butcher gave the presentation. This was the first update since Proposition A passed.

Kerri laid out the next steps to creation of the Austin Transit Partnership. To do that officially, the first order of business will be to identify the five ATP board members. Kerri summarized the requirements for those members, the application process and the timeline for nominating and approving them.

Dave then reviewed the sequence and current status for all of the major Project Connect initiatives. He then provided a quarterly snapshot for the next twelve months showing the all of the major milestones for 2021.

VII. Reports:

1. President's Report
President Clarke presented his monthly report. This month's topics included the new "superstop" at Pleasant Valley and Riverside Drive; new murals that have recently gone up at Republic Square, Norwood Transfer Center, and at the stop outside the Capital Metro headquarters; the agency's celebration of Veteran's Day; the annual Thanksgiving meals for staff; and an award from the Government Finance Officer's Association for the agency's Comprehensive Annual Financial Report. He also mentioned the deadline for applications to the Austin Transit Partnership board, and the launch of a new cash-to-mobile program to allow customers to load money on to their phones for fare payment at retail locations.

**VIII. Executive Session of Chapter 551 of the Texas Government Code:**

Section 551.076 for a security assessment related to information resources technology and deployment of security personnel and resources; and Liability; and Section 551.074 for personnel matters - discussion of FY2020 President & CEO Performance Evaluation

Went into session at 1:33 p.m.
Returned at 3:41 p.m.

**IX. Items for Future Discussion:**

**X. Adjournment**
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract modification with Krauthamer & Associates for executive recruiting services to increase the amount by $275,000 for a total not to exceed contract amount of $923,000.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract modification with Krauthamer & Associates for executive recruiting services to increase the amount by $275,000 for a total not to exceed contract amount of $923,000.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Operating Budget.

Strategic Goal Alignment:
4. Valued Community Partner

Strategic Objectives:
4.3 Project Connect Program Progress

EXPLANATION OF STRATEGIC ALIGNMENT:
With the approval of Proposition A on the November 3, 2020 election, Capital Metro is proceeding with actions necessary to implement the Project Connect program. One of the early and critical actions is to recruit top quality talent for several highly technical positions. A contract is already in place with Krauthamer and Associates for executive recruitment services that enables Capital Metro to quickly begin the search for talent.

BUSINESS CASE:
Krauthamer and Associates is uniquely suited to conducting the national talent search for the leadership and highly technical staffing needs of the Austin Transit Partnership. Gregg Moser, the principal recruiter has the transit industry contacts and reputation to identify candidates with the expertise required to successfully lead the design and construction of transit projects that comprise the Project Connect program.

COMMITTEE RECOMMENDATION:
This agenda item was presented and recommended for approval at the Finance, Audit and Administration Committee meeting on December 7, 2020.

EXECUTIVE SUMMARY:
Capital Metro desires to employ the services of Krauthamer & Associates for recruitment of ten (10) to twelve (12) positions to staff the Austin Transit Partnership. The addition of $275,000 to the not to exceed amount in the current contract will allow Capital Metro to expedite the hiring process for the key ATP positions.

DBE/SBE PARTICIPATION:
No SBE goal was assigned to this procurement due to limited subcontracting opportunity. However, we will work with the prime contractor for a commitment towards
small business participation.

PROCUREMENT:
On March 23, 2017, Capital Metro awarded a contract to Krauthamer & Associates for Executive Recruitment Services in an amount not to exceed $101,000 for the base year to provide Capital Metro with an executive search agency in the event of a vacancies of top level positions, to be assigned as needed. On November 15, 2017, the board approved a resolution increasing the base year amount by $87,000 to accomplish recruitment services for the President & CEO and the Vice President of Rail Operations. This increased the not to exceed amount to $648,000 including the base year and $115,000 for each of the four option years. Since 2017, Krauthamer has performed recruiting services for four additional key positions. We are currently in the third option year and intend to exercise the option for the final year of the contract to secure services through March 2022.

RESPONSIBLE DEPARTMENT: Human Resources
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1396)
Modification to Krauthamer and Co. Contract for Executive Recruiting

WHEREAS, the Capital Metropolitan Transportation Authority Board Directors and Capital Metro management endeavor to adequately staff the Austin Transit Partnership, utilizing the services of an executive search firm; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management understand the executive search firm Krauthamer & Associates is currently providing such services to Capital Metro and their continued services are required.

NOW, THEREFORE, BE IT RESOLVED by Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute a contract modification with Krauthamer & Associates for executive recruiting services and increase the amount by $275,000 for a total not to exceed amount of $923,000.

________________________
Date: _____________________

Secretary of the Board
Eric Stratton
Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that extends a pay-per-ride arrangement for paratransit, rail and fixed-route bus services to the months January 2021 through August 2021.
SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to amend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that extends a pay-per-ride arrangement for paratransit, rail and fixed-route bus services to the months January 2021 through August 2021.

FISCAL IMPACT:
This action reimburses CMTA for expenses incurred.

STRATEGIC PLAN:
Strategic Goal Alignment:
4. Valued Community Partner
Strategic Objectives:
4.2 Build Partnerships

EXPLANATION OF STRATEGIC ALIGNMENT:
The ILA maintains a strong partnership with Austin Community College that supports Capital Metro’s mission and vision. The proposed amendment has the potential to increase ridership on Capital Metro services and sustain revenue.

BUSINESS CASE:
The ILA has been well utilized by Austin Community College students and employees. The proposed amendment has the potential to maintain the usage of our services by Austin Community College students and employees during a time of unprecedented uncertainty created by the coronavirus pandemic.

COMMITTEE RECOMMENDATION:
This item was presented and recommended for approval at the Finance, Audit and Administration Committee meeting on December 7, 2020.

EXECUTIVE SUMMARY:
As part of Capital Metro’s desire to build strong community partnerships that further Capital Metro’s mission and vision and as part of Capital Metro’s and Austin Community College’s continued joint effort to promote sustainability through transportation alternatives, this agreement amends an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that extends a pay-per-ride
arrangement for paratransit, rail and fixed-route bus services to the months January 2021 through August 2021.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Finance
WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to build strong community partnerships that further Capital Metro’s mission and vision; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to build ridership and increase market share of alternate transit use.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to amend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes that extends a pay-per-ride arrangement for paratransit, rail and fixed-route bus services to the months January 2021 through August 2021.

________________________
Date: _____________________

Secretary of the Board
Eric Stratton
AMENDMENT NO. 3
TO
INTERLOCAL AGREEMENT BETWEEN
AUSTIN COMMUNITY COLLEGE DISTRICT
AND
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

This Amendment No. 3 ("Amendment") is made and entered into by and between Capital Metropolitan Transportation Authority ("Capital Metro"), a transportation authority and political subdivision for the state of Texas organized under Chapter 451 of the Texas Transportation Code, and Austin Community College District ("ACC") a public junior college and political subdivision of the State of Texas, to be effective as of the last signature date below ("Amendment Effective Date"). Capital Metro and ACC are collectively referred to in this Agreement as the “Parties” and individually as a “Party”.

RECITALS

1. Capital Metro and ACC entered into that one certain Interlocal Agreement, dated effective September 1, 2018 (as amended, the “Agreement”) for the provision of Capital Metro’s mass transit services and passes to ACC employees and students.

2. The Parties entered into that one certain amendment to the Agreement dated September 3, 2019 wherein the Parties agreed to extend the term of the Agreement until August 31, 2020.

3. The Parties entered into that one certain amendment to the Agreement dated September 30, 2020 wherein the Parties agreed (i) to extend the term of the Agreement until August 31, 2021 and (ii) that, due to the COVID-19 pandemic, ACC would pay Capital Metro for bus and rail services on a per “ride” basis rather than a flat fee arrangement for the period beginning June 1, 2020 and ending December 31, 2020.

4. The Parties now desire to amend the Agreement to extend the per “ride” fee arrangement through August 31, 2021.

NOW, THEREFORE, in consideration for the mutual promises, covenants, obligations, and benefits contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree to the terms and conditions stated herein as evidenced by the signatures of their respective duly authorized representatives below.

AGREEMENT

A. COMPENSATION. Notwithstanding any term or condition in the Agreement to the contrary, the Parties agree that as of the Amendment Effective Date through August 31, 2021 ("Alternative Payment Period"), ACC will not be responsible to pay the monthly Flat Fee contemplated in Section 1.1, Article IV of the Agreement. Instead, payment and invoicing for the Alternative Payment Period will be as follows:

1. For every physical ACC Green Pass used by an Eligible ACC Employee or Student, ACC will pay Capital Metro for bus and rail services on a per “ride” basis, at sixty-five percent of the then-current, per-ride rates for each class of service provided under the Agreement.

Packet Pg. 23
Attachment: ACC Amend No. 3 20200903 rev 12.3 (4734 : Amendment to the ILA with ACC for Student and Employee Passes)
2. For every digital ACC Green Pass used by an Eligible ACC Employee or Student, ACC will pay Capital Metro for bus and rail services on a per “ride” basis, at sixty-five percent of the then-current, per-ride rate for each class of service provided under the Agreement. For purposes of invoicing and payment in accordance with the foregoing, a “ride” means a digital pass “use”, which is an activation trigger moving a ticket from status “usable” to status “using”. Capital Metro will provide ACC with monthly reports of ridership.

3. Notwithstanding the foregoing, the total amount paid by ACC to Capital Metro for services provided during the Alternative Payment Period will not exceed $289,720.

B. ENTIRE AGREEMENT. The terms of this Amendment No. 3 are in addition to, and construed together with, the terms of the Agreement, as amended. In the event of conflict in any language in the Agreement and this Amendment No. 3, the language in this Amendment No. 3 will control.

C. CAPITALIZED TERMS. Capitalized items used in this Amendment No. 3 and not otherwise defined have the meanings assigned to them in the Agreement.

D. RATIFICATION. The Agreement, as modified and amended by this Amendment, is ratified and confirmed in all respects.

E. CONFLICT. In the event of a conflict between the terms of this Amendment and the terms of the Agreement, the provisions of this Amendment shall control.

Signatures on Next Page
IN WITNESS WHEREOF, the Parties have caused this Amendment to be executed by their respective undersigned duly authorized representatives as of the date of the last party to sign.

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By: ________________________________  
Reinet Marneweck  
Executive Vice President, Finance/ CFO

Date: ________________________________

AUSTIN COMMUNITY COLLEGE DISTRICT

By: ________________________________  
Richard M. Rhodes, Ph.D.  
Chancellor

Date: ________________________________
Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract modification with HNTB Engineering, Inc. in the amount of $18,540,965 for two one-year option periods for Phase II of the Blue Line Engineering Services to complete the Environmental and Preliminary Engineering phase of the program.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract modification with HNTB Engineering, Inc. in the amount of $18,540,965 for two one-year option periods for Phase II of the Blue Line Engineering Services to complete the Environmental and Preliminary Engineering phase of the program.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Capital Budget and to be appropriated in future budgets.

STRATEGIC PLAN:
Strategic Goal Alignment:
4. Valued Community Partner

Strategic Objectives:
4.3 Project Connect Program Progress

EXPLANATION OF STRATEGIC ALIGNMENT:
The Blue Line consultant is a member of team to advance the implementation of the Project Connect program. They will provide expertise in developing and screening alternatives and advancing environmental documentation and clearance for the proposed Blue Line.

BUSINESS CASE:
Project Connect is a multigenerational plan to improve transit throughout the region and allows Capital Metro to position the agency accordingly to handle future growth in the region. The Blue Line consultant team provides additional resources and expertise to bring Project Connect from the planning stage, through the environmental and preliminary engineering phases.

COMMITTEE RECOMMENDATION:
This agenda item will be presented to the full Board of Directors on December 14, 2020.

EXECUTIVE SUMMARY:
Capital Metro has embarked on an update to the long-term vision for the agency through Project Connect since 2016. Over the past four years, corridors have been identified to create a high-capacity transit system and numerous projects have been identified to help improve existing services and create new services. The Project Connect System Plan and the Blue Line Locally Preferred Alternative were adopted by the Capital Metro Board on June 10, 2020. An Initial Investment of the System Plan was brought forward on July 28, 2020. A funding source for the Initial Investment was then brought forward to City of Austin voters and approved on November 3, 2020. To
continue to advance the Blue Line through Engineering/NEPA the HNTB team will provide national expertise in similar programs. Elements of work include: project management, FTA coordination, planning, environmental, engineering, public involvement.

DBE/SBE PARTICIPATION: The DBE goal is 16.14% and the current goal attainment is 11.14% (as of October 2020). The following is the status of DBE subcontractors in this contract:

<table>
<thead>
<tr>
<th>DBE Subcontractors</th>
<th>Status</th>
<th>Race/Gender</th>
<th>Services/Products</th>
<th>DBE Responsive</th>
<th>Current Attainment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adisa Communications</td>
<td>Active</td>
<td>Black Female</td>
<td>Engagement and Outreach</td>
<td>1.48%</td>
<td>0.75%</td>
</tr>
<tr>
<td>Balcones Geotechnical, LLC</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Geotechnical Services</td>
<td>0.75%</td>
<td>0.82%</td>
</tr>
<tr>
<td>Civic Collaboration, LLC</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Engagement and Outreach</td>
<td>4.10%</td>
<td>3.12%</td>
</tr>
<tr>
<td>Cox McLain Environmental Consultants, Inc.</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Environmental Services</td>
<td>2.43%</td>
<td>1.80%</td>
</tr>
<tr>
<td>Cross-Spectrum Acoustics, Inc. East Longmeadow, MA</td>
<td>Active</td>
<td>Black Male</td>
<td>Noise and Vibration</td>
<td>0.31%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Cultural Strategies, Inc. Austin, TX</td>
<td>Active</td>
<td>Hispanic Male</td>
<td>Engagement and Outreach</td>
<td>2.15%</td>
<td>1.52%</td>
</tr>
<tr>
<td>K Friese and Associates Austin, TX</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Civil Engineering</td>
<td>3.33%</td>
<td>2.13%</td>
</tr>
<tr>
<td>Sunland Group, Inc Austin, TX</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Public Involvement</td>
<td>1.58%</td>
<td>1.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16.14%</td>
<td>11.14%</td>
</tr>
</tbody>
</table>
PROCUREMENT:
On April 22, 2019 Capital Metro awarded a contract to HNTB Engineering, Inc for Blue Line Engineering and Environmental. The Board of Directors approved the contract for an eleven-month base period with two option periods, the first for two years and the second for one year. However, the contract provides for two one-year option periods. The term of the base contract must be revised to a 13-month period. The option periods must be updated as two one-year option periods, and the work to be performed during the options periods is in the amount of $18,540,965. The revised contract amount will be $29,440,965.

RESPONSIBLE DEPARTMENT: Project Connect
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1389)
Blue Line Contract Modification

WHEREAS, the Board of Directors has determined that Project Connect shall be
advanced with Blue Line Preliminary Engineering/Environmental professional services
by HNTB under this contract; and

WHEREAS, to provide continuous program support, options will be executed during the
program; and

WHEREAS, the Board of Directors previously authorized the President & CEO, or his
designee, to execute a contract with HNTB to provide Blue Line Preliminary Engineering
and Environmental work being done on Project Connect in accordance with the NEPA
process and FTA requirements and a modification for the next phase is appropriate at
this time.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors authorizes the
President & CEO, or his designee, to execute a contract modification with HNTB in the
amount of $18,540,965 for two one-year option periods for Phase II of the Blue Line to
complete the Environmental and Preliminary Engineering phase of the program in
accordance with the NEPA process and FTA requirements.

________________________
Date: ____________________

Secretary of the Board
Eric Stratton
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract modification with AECOM Technical Services, Inc. in the amount of $21,267,146 for Phase II of the Orange Line Engineering Design Services to complete the Environmental and Preliminary Engineering phase of the program.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract modification with AECOM Technical Services, Inc. in the amount of $21,267,146 for Phase II of the Orange Line Engineering Design Services to complete the Environmental and Preliminary Engineering phase of the program.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Capital Budget and to be appropriated in future budgets.

STRATEGIC PLAN:
Strategic Goal Alignment:
4. Valued Community Partner

Strategic Objectives:
4.3 Project Connect Program Progress

EXPLANATION OF STRATEGIC ALIGNMENT:
The Orange Line consultant is a member of team to advance the implementation of the Project Connect program. They will provide expertise in developing and screening alternatives and advancing environmental documentation and clearance for the proposed Orange Line.

BUSINESS CASE:
Project Connect is a multigenerational plan to improve transit throughout the region and allows Capital Metro to position the agency accordingly to handle future growth in the region. The Orange Line consultant team provides additional resources and expertise to bring Project Connect from the planning stage, through the environmental and preliminary engineering phases.

COMMITTEE RECOMMENDATION:
This agenda item will be presented to the full Board on December 14, 2020.

EXECUTIVE SUMMARY:
Capital Metro has embarked on an update to the long-term vision for the agency through Project Connect since 2016. Over the past four years, corridors have been identified to create a high-capacity transit system and numerous projects have been identified to help improve existing services and create new services. The Project Connect System Plan and the Orange Line Locally Preferred Alternative were adopted by the Capital Metro Board on June 10, 2020. An Initial Investment of the System Plan was brought forward on July 28, 2020. A funding source for the Initial Investment was then brought forward to City of Austin voters and approved on November 3, 2020. To continue to advance the Orange Line through Engineering/NEPA the AECOM team will
provide national expertise in similar programs. Elements of work include: project management, FTA coordination, planning, environmental, engineering, public involvement.

**DBE/SBE PARTICIPATION:**

The DBE goal is 18.00% and the current goal attainment is 14.69% *(as of October 2020)*. The following is the status of DBE subcontractors in this contract:

<table>
<thead>
<tr>
<th>DBE Subcontractors</th>
<th>Status</th>
<th>Race/Gender</th>
<th>Services / Products</th>
<th>Commitment</th>
<th>Current Attainment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alliance-Texas Engineering Company</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Data Processing, Hosting Engineering Services</td>
<td>5.00%</td>
<td>5.61%</td>
</tr>
<tr>
<td>Austin, TX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McGray &amp; McGray Land Surveyors, Inc.</td>
<td>Completed</td>
<td>Caucasian Female</td>
<td>Surveying and Mapping</td>
<td>5.00%</td>
<td>5.99%</td>
</tr>
<tr>
<td>Austin, TX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MWM Design Group, Inc.</td>
<td>Active</td>
<td>Caucasian Female</td>
<td>Engineering Services</td>
<td>5.00%</td>
<td>0.99%</td>
</tr>
<tr>
<td>Austin, TX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Rios Group, Inc.</td>
<td>Active</td>
<td>Hispanic American Female</td>
<td>Civil Engineering Services</td>
<td>3.00%</td>
<td>2.10%</td>
</tr>
<tr>
<td>Fort Worth, TX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROCUREMENT:**

On March 25, 2019 Capital Metro awarded a contract to AECOM Technical Services, Inc for Orange Line Engineering Design Services. This resolution requests approval to execute a contract modification to the contract with AECOM in an amount not to exceed $21,267,146. The contract is for a base period of one year with one option period of two years plus one option period of one year. The revised contract amount is $33,315,786.

**RESPONSIBLE DEPARTMENT:** Project Connect
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1388)
Orange Line Contract Modification

WHEREAS, the Board of Directors has determined that Project Connect shall be advanced with Orange Line Preliminary Engineering/Environmental professional services by AECOM under this contract; and

WHEREAS, to provide continuous program support, options will be executed during the program; and

WHEREAS, the Board of Directors authorized the President & CEO, or his designee, to enter into a contract with AECOM as the Orange Line Preliminary Engineering and Environmental work being done on Project Connect in accordance with the NEPA process and FTA requirements and a modification for the next phase is appropriate at this time.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors authorizes the President & CEO, or his designee, to execute a contract modification with AECOM in the amount of $21,267,146 for Phase II of the Orange Line to complete the Environmental and Preliminary Engineering phase of the program in accordance with the NEPA process and FTA requirements.

________________________
Date: _____________________
Secretary of the Board
Eric Stratton
Approval of a resolution confirming the evaluation rating for Fiscal Year 2020 for President & CEO Randy Clarke as __________ and that the Board approves the adjustment of base pay to $________ and a performance achievement bonus of $________. The increases are awarded retroactively to October 4, 2020 in accordance with the Employment Agreement.
SUBJECT:
Approval of a resolution confirming the evaluation rating for Fiscal Year 2020 for President & CEO Randy Clarke as ___________ and that the Board approves the adjustment of base pay to $_________ and a performance achievement bonus of $_________. The increases are awarded retroactively to October 4, 2020 in accordance with the Employment Agreement.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Operating Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
2. Engaged Workforce
Strategic Objectives:
2.1 Staff Engagement

EXPLANATION OF STRATEGIC ALIGNMENT:
The performance goals established by the board for the President & CEO are aligned with the goals in the Strategic Plan. The board's annual evaluation and specific action on the President & CEO's performance enhances organizational development and employee reward programs by linking compensation to the accomplishment of Capital Metro's strategic plan.

BUSINESS CASE:
The evaluation by the Capital Metro Board of Directors of the President & CEO's performance meets the requirement of the President & CEO Total Compensation Policy and the Employment Agreement between Randy Clarke and Capital Metro.

COMMITTEE RECOMMENDATION:
This agenda item will be presented to the full board on December 14, 2020.

EXECUTIVE SUMMARY:
Capital Metro's Employment Agreement with Randy Clarke states that the Board of Directors shall review his performance annually for the Performance Period of October 1, 2019 through September 30, 2020, based on performance standards established for that period. The process adopted by the board in the President & CEO Total
Compensation Policy describes the process for linking President & CEO pay to performance.

Randy Clarke's performance goals and objectives are directly linked to Capital Metro's Strategic Plan. The board's evaluation of performance for the performance period under his contract has resulted in a performance rating of ___________.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Human Resources
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1395)
President & CEO 2020 Performance Review

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors entered into an Employment Agreement with Randy Clarke effective March 7, 2018; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors has evaluated Randy Clarke’s performance in accordance with his Employment Agreement and the President & CEO Total Compensation Policy.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the evaluation rating for the period of October 1, 2019 through September 30, 2020 of President & CEO Randy Clarke’s Employment Agreement is ____________.

BE IT FURTHER RESOLVED, that the Board approves the adjustment to base pay to $__________ and a performance achievement bonus of $_______. The increases are retroactive to October 4, 2020 in accordance with the Employment Agreement.

__________________________
Date: ______________________

Secretary of the Board
Eric Stratton
Approval of the execution of an extension and amendment to the President & CEO Employment Agreement extending the term of the agreement to December 14, 2025, and amending certain terms of the agreement.
SUBJECT:
Approval of the execution of an extension and amendment to the President & CEO Employment Agreement extending the term of the agreement to December 14, 2025, and amending certain terms of the agreement.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Operating Budget.

Strategic Goal Alignment:
2. Engaged Workforce.

Strategic Objectives:
2.1 Staff Engagement.

EXPLANATION OF STRATEGIC ALIGNMENT:
The revision to the President/CEO's employment agreement will provide continuity for achievement of strategic goals.

BUSINESS CASE:
The current employment agreement with Randy Clarke does not reflect the dual role that Mr. Clarke will play as President and CEO of Capital Metro and Executive Director of the Austin Transit Partnership. The proposed agreement extension and revision is designed to provide stability for Capital Metro and the Austin Transit Partnership during the completion of the Project Connect program.

COMMITTEE RECOMMENDATION:
This agenda item will be presented to the full board on December 14, 2020.

EXECUTIVE SUMMARY:
The current employment agreement with Randy Clarke expires on March 6, 2023. The proposed contract extension sets an expiration date of December 14, 2025. The purpose of the longer-term employment agreement is to provide stability and continuity during the implementation of the Project Connect program.
DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Human Resources
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1397)
Modification to President & CEO Employment Agreement

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors entered into an Employment Agreement with Randy Clarke on March 7, 2018; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors desires to extend and amend the Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors ("Board of Directors") finds that the compensation provided for under the contract, as amended, is in compliance with Capital Metro’s President/CEO Total Compensation Policy; and

BE IT FURTHER RESOLVED that the Board of Directors authorizes the execution of an extension and amendment to the President & CEO Employment Agreement extending the term of the agreement to December 14, 2025, and amending certain terms of the agreement.

________________________
Date: _____________________

Secretary of the Board
Eric Stratton
TITLE: Project Connect Update
PROGRAM UPDATES

• Community Engagement
• MetroRapid Virtual Meetings
• Red Line
• Neighborhood Circulators
• Blue and Orange Line Scoping
PROGRAM UPDATES
COMMUNITY ENGAGEMENT – ORANGE LINE & BLUE LINE

• Virtual scoping meetings for both Orange and Blue Lines launch late January

• Topics include:
  • History
  • Environmental Process
  • Purpose and Need
  • Goals and Objectives
  • Environmental resources to be studied
  • Agencies and their involvement
  • How to Get Involved

• Continued Neighborhood Outreach

Upcoming Live Virtual Meetings
Orange Line:
• 1/25 at 6 pm
• 1/26 at noon (Spanish)
• 1/27 at 10 am
• 1/29 at Noon

Blue Line:
• 1/26 at noon
• 1/27 at 6 pm (Spanish)
• 1/28 at 6 pm
• 1/29 at 10 am
## TASK I: PROJECT DEVELOPMENT

### INITIAL INVESTMENT

<table>
<thead>
<tr>
<th>Project Connect Program Components</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Line – NLTC to Stassney Phase 1 (LRT), Enhanced MetroRapid</td>
<td>$2.5B</td>
</tr>
<tr>
<td>Blue Line – Riverside Corridor (LRT)</td>
<td>$1.3B</td>
</tr>
<tr>
<td>Gold Line – MetroRapid, NEPA completion for LRT</td>
<td>$50M</td>
</tr>
<tr>
<td>Downtown Tunnel (Orange, Blue Lines)</td>
<td>$2.0B</td>
</tr>
<tr>
<td>MetroRapid – Expo, Pleasant Valley, Burnet to Menchaca/Oak Hill</td>
<td>$120M</td>
</tr>
<tr>
<td>Green Line to Colony Park – NEPA, Final Design, Construction</td>
<td>$370M</td>
</tr>
<tr>
<td>Red Line Improvements</td>
<td>$25M</td>
</tr>
<tr>
<td>MetroExpress, Park &amp; Rides, Transit Centers (3 New Routes, 9 P&amp;R, 1 TC)</td>
<td>$60M</td>
</tr>
<tr>
<td>Neighborhood Circulators (15 New Zones / Vehicles)</td>
<td>$1.5M</td>
</tr>
<tr>
<td>Maintenance Facility Improvements</td>
<td>$300M</td>
</tr>
<tr>
<td>Customer Technology Systems</td>
<td>$30M</td>
</tr>
<tr>
<td>Transit Supportive Investments</td>
<td>$300M</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$7.1B</strong></td>
</tr>
</tbody>
</table>

45% Federal $3.2B
Initial Package Local Commitment $3.9B
PROGRAM UPDATES
METRORAPID

- Online survey January
- Virtual meetings February and March
- NEPA and Preliminary Engineering work underway on Pleasant Valley and Expo lines.
- S Lamar to Oak Hill and Menchaca coordination continues with FTA.
PROGRAM UPDATES
METRORAPID Expo Pleasant Valley Lines

JAN 2021
- Continue 30% design, and Env. Clearance

SPRING 2021
- Environmental Clearance

SUMMER 2021
- Construction Procurement

FALL 2021
- Begin Construction

WINTER 2022
- Vehicle/Service Testing

SPRING 2023
- Construction Complete and Begin Revenue Service

Community Engagement Ongoing
PROGRAM UPDATES

REDLINE

• Double track from Lakeline to Leander 60% design submitted with 100% design to follow, Construction could start

• Initiating McKalla Station design

• Continued coordination with developer at Broadmoor. Construction this spring
PROGRAM UPDATES

NEIGHBORHOOD CIRCULATORS

Gearing up for Expansion

• Pickup is live and operational in 7 zones across the region

• Three zones under development
  Pflugerville, N Dessau and Southwest

• Adoption of service standards at January Board meeting
PATH FORWARD

• Moving from Task I to Task II
• Contract Updates
  • Orange Line
  • Blue Line
• Program Management Owners Representative
CURRENT PROJECT DEVELOPMENT CONTRACTS

KEY CAPITAL METRO CONTRACTS EXECUTED

• PROGRAM MANAGEMENT OWNERS REPRESENTATIVE
  o HDR Engineering
  o Awarded Dec 2018

• ORANGE LINE - PROJECT DEVELOPMENT (Task 1), ENVIRONMENTAL AND PRELIMINARY ENGINEERING (Task 2)
  o AECOM Technical Services, Inc
  o Awarded March 2019

• BLUE LINE - PROJECT DEVELOPMENT (Task 1), ENVIRONMENTAL AND PRELIMINARY ENGINEERING (Task 2)
  o HNTB Corporation
  o Awarded April 2019
MOVING FROM TASK I TO TASK II

- **Task I Achievements**
  - Engaged the community to develop the System Plan
  - Adoption of System Plan
  - Adoption of Locally Preferred Alternatives
  - Adoption of Funding Plan for Initial Investment Program
  - Prop A Approved

- **Moving into Task II**
  - Community engagement is anticipated to begin in late January
  - The community engagement format will include a virtual open house and virtual presentations to include time for questions and suggestions
  - With the Initial Investment Program defined and approved, allows contract scope and level of effort to be initiated into Environmental and Preliminary Engineering phase
  - Contracts moving forward begin implementation of the Initial Investment Program
TASK II: ENVIRONMENTAL & PRELIMINARY ENGINEERING

SCHEDULE FOR ORANGE LINE & BLUE LINE

- **JAN 2021**: Begin public and agency scoping meetings
- **SPRING 2021**: Notice of Intent published in Federal Register
- **SUMMER 2022**: Draft Environmental Impact Statements
- **FALL 2022**: FTA Initial Rating Package
- **WINTER 2022**: Final Environmental Impact Statement & Record of Decision
- **EARLY 2023**: Entry Into Project Engineering

Community Engagement Ongoing
TASK II: ENVIRONMENTAL & PRELIMINARY ENGINEERING

WORK PLAN FOR ORANGE LINE & BLUE LINE

• COMMUNITY PARTICIPATION
  • Community Advisory Committee
  • Extensive community engagement to obtain comments and suggestions
  • Structured process to comply with NEPA requirements

• ENVIRONMENTAL
  • Examination of the environmental benefits
  • Mobility and Congestion relief
  • Work with other Federal & State agencies
  • Entry into Project Development
  • Project Ratings

• PRELIMINARY ENGINEERING
  • Basic design elements
  • Corridor improvements
  • Entry into Project Engineering
FTA NEW STARTS EVALUATION CRITERIA - JUSTIFICATION

- 6 equally weighted criteria
- Evaluated on a five point scale from low to high
- Project must receive a Medium or higher when all 6 criteria are combined
FTA NEW STARTS EVALUATION CRITERIA - LOCAL FINANCIAL

- Evaluated on a five point scale from low to high
- 100% of non-CIG funds must be committed when Grant Agreement is requested
  - Conservative planning assumption and cost estimates
  - Access to additional debt capacity, cash reserves to cover additional cost or funding shortfalls
  - 50% of Local Financial Commitment rating

- Committed or budgeted capital Non-5309 funding
- Committed and budgeted operating funds
- 25% of Local Financial Commitment rating

- Bus fleet age
- Bonding rating
- Historical positive cash flow
- No recent service cuts
- 25% of Local Financial Commitment rating
CONTRACT UPDATES

ORANGE LINE, ENVIRONMENTAL AND PRELIMINARY ENGINEERING

AECOM TECHNICAL SERVICES, INC

- The Orange Line consultant AECOM has provided technical resources and expertise to bring Project Connect from the planning stage through completion of Task 1
- Task 2 environmental and preliminary engineering will complete work on this contract
- Future design and construction contracts to be developed and awarded by ATP
• The Blue Line consultant HNTB team has provided technical resources and expertise to bring Project Connect from the planning stage through completion of Task I.

• Task 2 environmental and preliminary engineering will complete work on this contract.

• Future design and construction contracts to be developed and awarded by ATP
The PMOR provides national expertise in similar programs and provides staff resources to augment the existing Project Connect team.

The PMOR provides a variety of roles for the program, including but not limited to:

- Program Management
- Engineering Oversight
- Project Controls, Scheduling
- Environmental Oversight
- Community Engagement, and
- Quality Assurance/Quality Control
# CONTRACT UPDATES

## DBE GOALS AND ACHIEVEMENTS

<table>
<thead>
<tr>
<th>Contractor</th>
<th>CapMetro Advertised Goal</th>
<th>Contractor Proposed Goal</th>
<th>Achieved September 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>AECOM</td>
<td>10%</td>
<td>18%</td>
<td>14.69%</td>
</tr>
<tr>
<td>HNTB</td>
<td>10%</td>
<td>16.14%</td>
<td>10.35%</td>
</tr>
<tr>
<td>HDR</td>
<td>9%</td>
<td>19.0%</td>
<td>13.83%</td>
</tr>
</tbody>
</table>
TASK II CONTRACT SUMMARY

ACTION:

AECOM TECHINCAL SERVICES, INC
Orange Line Project
  • Approval to execute a contract modification in the amount of $21,267,145.00 for Task II of the Orange Line to complete the NEPA Record of Decision and Preliminary Engineering phase of the program

HNTB Corporation
Blue Line Project
  • Approval to execute a contract modification in the amount of $18,540,965.00 for Task II of the Blue Line to complete the NEPA Record of Decision and Preliminary Engineering phase of the program.

INFORMATION:

HDR ENGINEERING, INC
Program Managers Owners Representative
  • Approved in original Board Contract Award.
  • Option Period Exercised $13,819,478.00
ATP NEXT STEPS

CMTA/COA Joint Board Meeting Dec 18, 2020

• Discussion Items:
  • Project Connect Program Update
  • Upcoming Community Engagement Opportunities
  • Equity Assessment Tool Update
  • ATP Articles of Incorporation, Bylaws
  • Board Selection

January 20, 2021 first ATP Board Meeting
AUSTIN TRANSIT PARTNERSHIP

• Recruiting at both Capital Metro and ATP for key positions in Program Office:

• Retained recruiter for key technical hires

• Additional contracts for program implementation will be awarded by ATP
  • Professional Services, construction, real estate
TITLE: Strategic Plan Dashboard
TITLE: FY2020 End of Year Financial Report

Year to Date September 30, 2020
Major Highlights

Revenue
- $432.2 million revenue collected or 119.6% of full year budget
- Sales tax remittances received in Fiscal Year 2020 are 0.27% higher than Fiscal Year 2019
- CARES Act draw of $101.9 million completely received in Fiscal Year 2020

Operating Expenses
- $275.7 million expended or 96% of full year budget
- $16 million YTD COVID expenses for front-line bonuses, disinfecting and cleaning supplies, personal protective equipment, plexiglass barriers, pandemic communication and signage, pandemic sick leave and estimated contractor pay continuation

Capital Projects
- FY2020 capital spending of $81.9 million or 73.2% of full year budget and included:
  - Downtown Station, Positive Train Control, Transit Buses, Battery Electric Buses and Electric Bus Yard Paving
- FY2020 delayed spending, reclassification or savings of $29.9 million or 26.8% under budget and included:
  - Positive Train Control, Paratransit Van Replacements, Vehicle Camera Systems and Capital Contingency savings
## Revenue - Preliminary

<table>
<thead>
<tr>
<th>Category</th>
<th>FY19 Sep YTD Actual</th>
<th>FY20 Sep YTD Actual</th>
<th>FY20 Full Year Budget</th>
<th>% of Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$261.5</td>
<td>$262.4</td>
<td>$265.7</td>
<td>98.8%</td>
<td>FY2020 receipts are 0.3% higher than FY2019</td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>22.3</td>
<td>14.7</td>
<td>22.5</td>
<td>65.4%</td>
<td>Free fares in April and May, reduced ridership in June through September</td>
</tr>
<tr>
<td>Freight Railroad Revenue</td>
<td>5.1</td>
<td>6.5</td>
<td>5.2</td>
<td>123.6%</td>
<td>Unbudgeted 45G Short-line tax credit of $1.1 million</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>9.7</td>
<td>10.0</td>
<td>7.8</td>
<td>129.5%</td>
<td>Investment interest income above budget - $1.9 million</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>40.8</td>
<td>117.1</td>
<td>32.3</td>
<td>362.0%</td>
<td>CARES Act draw of $101.9 million</td>
</tr>
<tr>
<td>Capital Contributions and Grants</td>
<td>19.2</td>
<td>21.4</td>
<td>27.7</td>
<td>77.3%</td>
<td>Grants rolled to FY2021: VW Mitigation - $3.5M and 5339a Bus Replacements - $2.6M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$358.7</strong></td>
<td><strong>$432.2</strong></td>
<td><strong>$361.2</strong></td>
<td><strong>119.6%</strong></td>
<td></td>
</tr>
</tbody>
</table>
Actual Sales Tax Receipts

Total $243.6M       $261.5M      $262.4M
YOY % Growth       6.5%              7.5%             0.3%
Sales Tax Rolling Average Trend

[Graph showing the trend of Capital Metro Six Month Rolling Average Sales Tax Growth Trend from Jan-07 to May-20, with monthly sales tax receipts on the x-axis and sales tax growth % on the y-axis.]
FY2019 to FY2020 Fare Revenue Comparison

Revenue Comments:

• Free fares in April and May and reduced ridership in June through September due to the COVID-19 pandemic

• Large reduction in Commuter fare revenue due to the suspension of MetroExpress routes and sharp decline in MetroRail ridership

• Institutional decline due to University of Texas free fares in April and May and a reduction in contract billings for June through August

• RideShare increase is lower than anticipated due to COVID-19 impact on the number of active vanpools
FY2019 to FY2020 Fare Revenue by Channel

Revenue Comments:
- Free fares in April and May and reduced ridership in June through September due to the COVID-19 pandemic
- Institutional decline due to University of Texas free fares in April and May and a reduction in contract billings for June through August
- RideShare increase is lower than anticipated due to COVID-19 impact on the number of active vanpools
FY2019 to FY2020 Fare Revenue by Pass Type

Revenue Comments:
- Free fares in April and May and reduced ridership in June through September due to the COVID-19 pandemic
- Institutional decline due to University of Texas free fares in April and May and a reduction in contract billings for June through August
- RideShare increase is lower than anticipated due to COVID-19 impact on the number of active vanpools
# Operating Expense - Preliminary

<table>
<thead>
<tr>
<th>Category</th>
<th>FY19 Sep YTD Actual</th>
<th>FY20 Sep YTD Actual</th>
<th>FY20 Full Year Budget</th>
<th>% of Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries and Benefits</td>
<td>$45.8</td>
<td>$46.7</td>
<td>$49.2</td>
<td>94.8%</td>
<td>Annual vacancy savings and favorable health plan expense to budget</td>
</tr>
<tr>
<td>Professional Services</td>
<td>26.9</td>
<td>38.9</td>
<td>43.5</td>
<td>89.6%</td>
<td>Additional $6.8 million in Project Connect costs in FY2020 from FY2019</td>
</tr>
<tr>
<td>Materials and Supplies</td>
<td>1.6</td>
<td>1.6</td>
<td>2.2</td>
<td>73.0%</td>
<td>Savings of maps, schedules and other supplies expense</td>
</tr>
<tr>
<td>Fuel and Fluids</td>
<td>13.4</td>
<td>12.6</td>
<td>13.7</td>
<td>91.8%</td>
<td>Volume savings from reduced COVID-19 service schedules</td>
</tr>
<tr>
<td>Utilities</td>
<td>3.0</td>
<td>3.1</td>
<td>3.2</td>
<td>96.7%</td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td>0.6</td>
<td>0.4</td>
<td>1.0</td>
<td>39.9%</td>
<td>Auto Liability Loss savings - $383K and other smaller premium savings</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>158.8</td>
<td>165.4</td>
<td>165.1</td>
<td>100.1%</td>
<td>Reduction in COVID-19 service schedules offset by additional pandemic expenses</td>
</tr>
<tr>
<td>Lease/Rentals</td>
<td>1.5</td>
<td>2.8</td>
<td>2.0</td>
<td>138.6%</td>
<td>700 Lavaca Street lease was not included in budget</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>3.6</td>
<td>4.3</td>
<td>7.2</td>
<td>59.2%</td>
<td>Unspent contingency and budget reallocation from COVID-19 - $4.2 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$255.3</strong></td>
<td><strong>$275.7</strong></td>
<td><strong>$287.1</strong></td>
<td><strong>96.0%</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Budget Transfers

Consistent with Capital Metro’s Financial Policies, there were **four budget transfers** that cumulatively exceeded $150,000 to report to the board for the 4th quarter of FY2020.

#### July-20

<table>
<thead>
<tr>
<th>Transfer #1</th>
<th>From</th>
<th>To</th>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>From:</strong></td>
<td>FIN2002 Capital Project FY2019 Carry Forward</td>
<td>CPG1518 Bus Stop Signage</td>
<td>(3,057,922)</td>
<td>Transferred COVID-19 reserve funds for accelerated Downtown Station and CARTS Eastside Bus Plaza funding and reallocated funds between facilities projects.</td>
</tr>
<tr>
<td><strong>To:</strong></td>
<td>CPG1518 Bus Stop Signage</td>
<td>CPG1521 MetroRapid Project</td>
<td>(129,524)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1602 North Operations SERTA Demolition/Paving</td>
<td>CPG1605 Westgate Transit Center Park and Ride</td>
<td>(1,992,582)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1607 Facility Improvement Projects</td>
<td>CPG1607 Facility Improvement Projects</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1704 MetroRapid - Additional Stations for 801 and 803</td>
<td>CPG1709 DT Station-Pedestrian Crossings</td>
<td>(138,331)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1712 DT Station - Storm Water Improvements</td>
<td>CPG1712 DT Station - Storm Water Improvements</td>
<td>25,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1713 Double Tracking-NBFR to Plaza Saltillo</td>
<td>CPG1713 Double Tracking-NBFR to Plaza Saltillo</td>
<td>(282,915)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1808 Operations Control Center</td>
<td>CPG1808 Operations Control Center</td>
<td>26,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1901 Bus Electrification Infrastructure</td>
<td>CPG1901 Bus Electrification Infrastructure</td>
<td>(59,370)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1904 Norwood Walmart</td>
<td>CPG1904 Norwood Walmart</td>
<td>(216,793)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG2002 North Lamar Mobility Hub - Construction</td>
<td>CPG2002 North Lamar Mobility Hub - Construction</td>
<td>(50,001)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG2003 North Ops Fueling System</td>
<td>CPG2003 North Ops Fueling System</td>
<td>(30,000)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG2008 ACC Pinnacle Oakhill Park &amp; Ride Relocation</td>
<td>CPG2008 ACC Pinnacle Oakhill Park &amp; Ride Relocation</td>
<td>(20,000)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG2014 Republic Square Transit Improvements</td>
<td>CPG2014 Republic Square Transit Improvements</td>
<td>(33,998)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG1516 Downtown Station Improvements funded by TxDOT</td>
<td>CPG1516 Downtown Station Improvements funded by TxDOT</td>
<td>6,822,982</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPG2013 CARTS Eastside Bus Plaza</td>
<td>CPG2013 CARTS Eastside Bus Plaza</td>
<td>375,000</td>
<td></td>
</tr>
</tbody>
</table>

#### August-20

<table>
<thead>
<tr>
<th>Transfer #2</th>
<th>From</th>
<th>To</th>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>From:</strong></td>
<td>510-5090704-220 Budget Reallocation COVID-19</td>
<td>510-5010201-920 Salaries &amp; Wages - Admin.</td>
<td>(1,302,405)</td>
<td>Transferred funds from COVID-19 operating reserve and Project Connect vacancy savings to Blue and Orange line consultation fees following the City of Austin's August approval of the ballot measure.</td>
</tr>
<tr>
<td><strong>To:</strong></td>
<td>510-5010201-920 Salaries &amp; Wages - Admin.</td>
<td>510-5030303-920 Consultation Fees</td>
<td>(200,001)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>510-5030303-920 Consultation Fees</td>
<td>510-5030303-920 Consultation Fees</td>
<td>1,502,406</td>
<td></td>
</tr>
</tbody>
</table>
Budget Transfers (continued)

Consistent with Capital Metro’s Financial Policies, there were four budget transfers that cumulatively exceeded $150,000 to report to the board for the 4th quarter of FY2020.

<table>
<thead>
<tr>
<th>September-20</th>
<th>Transfer #3</th>
<th>From: 510-5090704-220</th>
<th>Budget Reallocation COVID-19</th>
<th>(330,000)</th>
<th>Transferred funds from COVID-19 operating reserve for Project Connect education campaign.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To:</td>
<td>510-5090804-920</td>
<td>Advertising/Promotion Media</td>
<td>230,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>510-5030309-920</td>
<td>Other Professional Fees</td>
<td>100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>September-20</td>
<td>Transfer #4</td>
<td>From: 510-5090704-220</td>
<td>Budget Reallocation COVID-19</td>
<td>(2,500,000)</td>
<td>Transferred funds from COVID-19 operating reserve for COVID-19 related bus operations expenses.</td>
</tr>
<tr>
<td>To:</td>
<td>510-5080300-600</td>
<td>E. Fifth Bus</td>
<td>1,975,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>510-5080330-600</td>
<td>North Ops Bus</td>
<td>525,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Notes:**

- Additional funding was allocated to the statutory operating and budget stabilization reserves based on the board approved funding formula. The statutory operating reserve equals 2 months of estimated FY2019 operating expenses. Contributions to the budget stabilization reserve began in February 2016 with $7 million reserved in FY2016 and $3 million in FY2017. An additional contribution of $9.8 million was made in FY2018 to fully fund the budget stabilization reserve. The capital expansion fund was established in FY2018 with $9.6 million, $30.4 million in FY2019 and $10 million reserved in FY2020 as Capital Metro looks forward to future needs in the region.

- Funds for capital investment are required to help address extensive capital needs. The capital budget for FY2021 is $106.4 million, with $47.7 million funded by FY2021 income and $58.7 million from reserves. These capital improvements are needed to maintain the state of good repair of the community’s transit infrastructure and to be in compliance with Federal regulations. The City of Austin Mobility Fund was reduced by $6 million in FY2019 to assist with Project Connect preliminary engineering and environmental analysis and by $2.8 million from City projects in FY2020.
# Statement of Revenue, Expenses and Change in Net Position - Preliminary

<table>
<thead>
<tr>
<th></th>
<th>FY19 Sep YTD Actual</th>
<th>FY20 Sep YTD Actual</th>
<th>FY20 Full Year Budget</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>$22.3</td>
<td>$14.7</td>
<td>$22.5</td>
<td>65.4%</td>
</tr>
<tr>
<td>Freight Railroad Revenue</td>
<td>5.1</td>
<td>6.5</td>
<td>5.2</td>
<td>123.6%</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>4.5</td>
<td>5.7</td>
<td>5.3</td>
<td>108.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>31.9</td>
<td>26.9</td>
<td>33.0</td>
<td>81.5%</td>
</tr>
<tr>
<td><strong>Operating Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries and Benefits</td>
<td>45.8</td>
<td>46.7</td>
<td>49.2</td>
<td>94.8%</td>
</tr>
<tr>
<td>Professional Services</td>
<td>26.9</td>
<td>38.9</td>
<td>43.5</td>
<td>89.6%</td>
</tr>
<tr>
<td>Fuel and Fluids</td>
<td>13.4</td>
<td>12.6</td>
<td>13.7</td>
<td>91.8%</td>
</tr>
<tr>
<td>Utilities</td>
<td>3.0</td>
<td>3.1</td>
<td>3.2</td>
<td>96.7%</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>158.8</td>
<td>165.4</td>
<td>165.1</td>
<td>100.1%</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>5.8</td>
<td>6.2</td>
<td>10.3</td>
<td>60.3%</td>
</tr>
<tr>
<td>Lease/Rental</td>
<td>1.5</td>
<td>2.8</td>
<td>2.0</td>
<td>138.6%</td>
</tr>
<tr>
<td>Depreciation &amp; Amortization</td>
<td>46.5</td>
<td>45.1</td>
<td>50.7</td>
<td>89.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>301.8</td>
<td>320.8</td>
<td>337.8</td>
<td>95.0%</td>
</tr>
<tr>
<td><strong>Operating Income/Loss</strong></td>
<td>(269.9)</td>
<td>(293.9)</td>
<td>(304.8)</td>
<td>96.4%</td>
</tr>
<tr>
<td><strong>Non-Operating Revenue/(Expenses)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>261.5</td>
<td>262.4</td>
<td>265.7</td>
<td>98.8%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>5.7</td>
<td>4.4</td>
<td>2.5</td>
<td>177.6%</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>40.8</td>
<td>117.1</td>
<td>32.3</td>
<td>362.0%</td>
</tr>
<tr>
<td>Capital Contributions and Grants</td>
<td>19.2</td>
<td>21.4</td>
<td>27.7</td>
<td>77.3%</td>
</tr>
<tr>
<td>Mobility Interlocal Agreements</td>
<td>(8.0)</td>
<td>(8.2)</td>
<td>(6.9)</td>
<td>118.4%</td>
</tr>
<tr>
<td>Other</td>
<td>(4.2)</td>
<td>(6.8)</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Non-Operating Income/(Loss)</strong></td>
<td>315.0</td>
<td>390.4</td>
<td>321.3</td>
<td>121.5%</td>
</tr>
<tr>
<td><strong>Change in Net Position</strong></td>
<td>$45.1</td>
<td>$96.5</td>
<td>$16.6</td>
<td>582.4%</td>
</tr>
</tbody>
</table>
## Budget Variances by Department - Preliminary

<table>
<thead>
<tr>
<th>$'000 Department</th>
<th>FY19 YTD Actual</th>
<th>FY20 YTD Actual</th>
<th>Revised Budget</th>
<th>YTD % of Revised Budget</th>
<th>YTD Budget vs. Actual</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 - Non-Allocated Benefits</td>
<td>$14,807</td>
<td>$13,865</td>
<td>$14,374</td>
<td>98.3%</td>
<td>$109</td>
<td>Health plan savings of $933K offset by Admin Pension adjustment of $745K</td>
</tr>
<tr>
<td>102 - Wellness Center</td>
<td>263</td>
<td>250</td>
<td>268</td>
<td>93.6%</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>103 - Child Care Center</td>
<td>938</td>
<td>970</td>
<td>995</td>
<td>97.5%</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>105 - Business Center</td>
<td>375</td>
<td>361</td>
<td>366</td>
<td>98.6%</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>110 - Executive Staff</td>
<td>799</td>
<td>608</td>
<td>801</td>
<td>75.9%</td>
<td>193</td>
<td>Vacancy savings - VP, Chief Performance &amp; Innovation Officer</td>
</tr>
<tr>
<td>115 - Communications</td>
<td>447</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>118 - Government Relations</td>
<td>953</td>
<td>951</td>
<td>951</td>
<td>100.0%</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>119 - Diversity and Compliance</td>
<td>225</td>
<td>243</td>
<td>214</td>
<td>113.9%</td>
<td>(30)</td>
<td>Additional Diversity Coordinator in FY2020</td>
</tr>
<tr>
<td>120 - Board Of Directors</td>
<td>206</td>
<td>145</td>
<td>152</td>
<td>95.3%</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>125 - Internal Audit</td>
<td>338</td>
<td>453</td>
<td>506</td>
<td>89.6%</td>
<td>53</td>
<td>Timing of quadrennial performance audit expense of $52K to FY2021</td>
</tr>
<tr>
<td>130 - Strategic Oper Mgt &amp; Administration</td>
<td>748</td>
<td>767</td>
<td>793</td>
<td>96.7%</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>141 - Security</td>
<td>4,401</td>
<td>4,235</td>
<td>5,153</td>
<td>82.2%</td>
<td>918</td>
<td>Savings from reduced APD shifts of $835K</td>
</tr>
<tr>
<td>150 - Legal</td>
<td>823</td>
<td>942</td>
<td>941</td>
<td>100.0%</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>220 - Finance</td>
<td>5,586</td>
<td>3,912</td>
<td>8,062</td>
<td>47.3%</td>
<td>4,251</td>
<td>Unspent contingency and budget reallocation from COVID-19 - $4.2M</td>
</tr>
<tr>
<td>230 - Information Technology</td>
<td>10,417</td>
<td>10,667</td>
<td>10,619</td>
<td>100.5%</td>
<td>(46)</td>
<td>Additional spending for remote work environment employees - $430K</td>
</tr>
<tr>
<td>250 - Procurement</td>
<td>1,502</td>
<td>1,656</td>
<td>1,664</td>
<td>99.6%</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>275 - Polishearn</td>
<td>2,930</td>
<td>2,958</td>
<td>3,000</td>
<td>89.6%</td>
<td>342</td>
<td>Savings of $348K due to a reduction in van pools from the COVID-19 pandemic</td>
</tr>
<tr>
<td>320 - Planning</td>
<td>2,065</td>
<td>2,463</td>
<td>2,091</td>
<td>79.7%</td>
<td>627</td>
<td>Vacancy savings from 4 positions and fewer that anticipated consultation fee expense</td>
</tr>
<tr>
<td>330 - Marketing and Communications</td>
<td>2,672</td>
<td>3,347</td>
<td>3,448</td>
<td>97.1%</td>
<td>102</td>
<td>Small savings in outreach campaigns</td>
</tr>
<tr>
<td>331 - Community Engagement</td>
<td>963</td>
<td>1,091</td>
<td>1,099</td>
<td>99.3%</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>332 - Customer Service</td>
<td>930</td>
<td>1,012</td>
<td>1,080</td>
<td>93.7%</td>
<td>68</td>
<td>Vacancy savings - 2 Customer Service Reps and a Quality Assurance Specialist (Now hired)</td>
</tr>
<tr>
<td>340 - Human Resources</td>
<td>2,025</td>
<td>2,091</td>
<td>2,277</td>
<td>91.8%</td>
<td>186</td>
<td>Consultation fee savings for interrupted training and development programs due to COVID-19</td>
</tr>
<tr>
<td>420 - Risk Management And Safety</td>
<td>2,155</td>
<td>2,140</td>
<td>2,675</td>
<td>80.0%</td>
<td>535</td>
<td>Auto Liability Loss savings - $383K and additional premium payment savings</td>
</tr>
<tr>
<td>457 - Public Facilities</td>
<td>4,867</td>
<td>4,647</td>
<td>5,281</td>
<td>88.5%</td>
<td>634</td>
<td>Savings in Utility, Custodial and Electrical Services expense</td>
</tr>
<tr>
<td>530 - Capital Projects</td>
<td>1,836</td>
<td>1,965</td>
<td>2,026</td>
<td>97.0%</td>
<td>61</td>
<td>Vacancy savings - Technical PM III and signage expense</td>
</tr>
<tr>
<td>540 - Real Estate And Property Mgt</td>
<td>1,667</td>
<td>3,083</td>
<td>2,973</td>
<td>103.7%</td>
<td>(110)</td>
<td>Non-capitalizable Plaza Satillo revitalization expenditures reclassified to operating expense - $278K</td>
</tr>
<tr>
<td>542 - Freight Rail Management</td>
<td>1,663</td>
<td>1,678</td>
<td>1,714</td>
<td>97.9%</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>544 - Commuter Rail Operations</td>
<td>14,707</td>
<td>17,264</td>
<td>20,296</td>
<td>85.6%</td>
<td>2,032</td>
<td>31% fewer hours due to pandemic. Savings of purchased transportation - $2.3M and diesel - $529K</td>
</tr>
<tr>
<td>550 - Real Estate and Facility Planning</td>
<td>2,020</td>
<td>2,706</td>
<td>2,996</td>
<td>90.3%</td>
<td>290</td>
<td>Savings of $339K for survey, enclosure and appraisal services</td>
</tr>
<tr>
<td>600 - Operations and Maintenance Oversight</td>
<td>134,458</td>
<td>137,040</td>
<td>132,847</td>
<td>104.1%</td>
<td>(4,193)</td>
<td>Savings in purchased transportation and fuel with fewer service hours offset by $15.1M of COVID and leave accrual expense</td>
</tr>
<tr>
<td>615 - Innovative Mobility</td>
<td>827</td>
<td>3,101</td>
<td>3,483</td>
<td>89.0%</td>
<td>382</td>
<td>Savings in purchased transportation - $279K and lease vehicles - $74K due to fewer service hours</td>
</tr>
<tr>
<td>620 - Paratransit Contract Operations</td>
<td>26,648</td>
<td>28,391</td>
<td>29,362</td>
<td>96.7%</td>
<td>971</td>
<td>Savings in purchased transportation - $836K and fuel - $206K due to 10% fewer service hours</td>
</tr>
<tr>
<td>640 - Paratransit Reservation &amp; Control</td>
<td>1,907</td>
<td>2,086</td>
<td>2,195</td>
<td>95.0%</td>
<td>109</td>
<td>$87K in temporary help savings due to COVID-19 and fewer call center calls</td>
</tr>
<tr>
<td>650 - Paratransit Eligibility</td>
<td>865</td>
<td>979</td>
<td>912</td>
<td>98.5%</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>920 - Project Connect</td>
<td>9,507</td>
<td>17,759</td>
<td>19,515</td>
<td>91.0%</td>
<td>1,756</td>
<td>Savings in marketing expense - $770K and timing of consultation fees</td>
</tr>
</tbody>
</table>

Total | 255,392 | 275,725 | 286,429 | 96.3% | 11,703 |
## Capital Projects Summary - Preliminary

<table>
<thead>
<tr>
<th>$'000 Project Category</th>
<th>Expended</th>
<th>Expended as % of Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>$13,935</td>
<td>63.2%</td>
<td>Spending for Positive Train Control, Track Undercutting and Rail Grade Crossing SOGR</td>
</tr>
<tr>
<td>Vehicles</td>
<td>24,870</td>
<td>82.4%</td>
<td>Spending for 23 Transit Buses and 12 Battery Electric Buses</td>
</tr>
<tr>
<td>Information Technology</td>
<td>7,348</td>
<td>47.9%</td>
<td>Spending for Onboard Validators and Enterprise Asset Management System and delay</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>in Demand Response System Replacement and Onboard Digital Displays</td>
</tr>
<tr>
<td>Facilities</td>
<td>32,884</td>
<td>87.0%</td>
<td>Spending for Downtown Station, N Ops Electric Bus Yard and Bus Stop Enhancements</td>
</tr>
<tr>
<td>Freight Railroad</td>
<td>279</td>
<td>94.4%</td>
<td>Spending for Bridge Replacement Design</td>
</tr>
<tr>
<td>Property and Asset Mgmt</td>
<td>1,052</td>
<td>69.0%</td>
<td>Spending for Plaza Saltillo Crossings and Signals and Express Bus Lifts</td>
</tr>
<tr>
<td>Contingency</td>
<td>-</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Strategic Planning</td>
<td>-</td>
<td>0.0%</td>
<td>North Lamar/Airport Intersection Project Moved to Project Connect</td>
</tr>
<tr>
<td>Security</td>
<td>1,505</td>
<td>71.9%</td>
<td>Spending for Video System Enhancements and Property Perimeter Hardening</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$81,873</td>
<td>73.2%</td>
<td></td>
</tr>
</tbody>
</table>

Expended as % of Budget adjusts to 85.7% with $7.7 million in capital projects paused due to COVID-19 pandemic and $6.2 million transferred to capital contributions.