



# Agenda - Final revised

## Capital Metropolitan Transportation Authority

### Board of Directors

2910 East 5th Street  
Austin, TX 78702

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**Monday, March 27, 2023**

**12:00 PM**

**Rosa Parks Boardroom**

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Items marked with an \* have been revised or added

This meeting will be livestreamed at [capmetrotx.legistar.com](https://capmetrotx.legistar.com)

**I. Call to Order**

**II. Public Comment:**

**III. Advisory Committee Updates:**

1. Customer Satisfaction Advisory Committee (CSAC)
2. Access Advisory Committee
3. Public Safety Advisory Committee (PSAC)

**IV. Board Committee Updates:**

1. Operations, Planning and Safety Committee
2. Finance, Audit and Administration Committee
3. CAMPO update
4. Austin Transit Partnership Update

**V. Action Items:**

1. Approval of minutes from the February 27th, 2023 board meeting.
- \*2. Approval of a resolution authorizing the President & CEO, or her designee, to modify contract #200829 with World Wide Technology for the replacement of additional network infrastructure technology for a total new contract amount not to exceed \$1,197,149.
3. Approval of a resolution authorizing the President & CEO, or her designee, to implement the June 2023 Service Changes.

**VI. Discussion Items:**

- \*1. Briefing on FY23 and FY24 Strategic Plan
- \*2. Update on CapMetro Public Safety Program

**VII. Report:**

- 1. President & CEO Monthly Update

**VIII. Memo;**

Note: Memo for informational purposes only - will not be discussed at meeting

- \*1. Memo: 2023 Legislative Session Update (March 23, 2023)

**IX. Items for Future Discussion:****X. 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](mailto:ed.easton@capmetro.org) if you need more information.*

*BOARD OF DIRECTORS: Jeffrey Travillion, Chair; Leslie Pool, Vice Chair; Becki Ross, Secretary; Eric Stratton, Paige Ellis, Matt Harriss, Dianne Bangle and Chito Vela.*

*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.*



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2021-189

**Agenda Date:** 3/28/2022

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Customer Satisfaction Advisory Committee (CSAC)

## Capital Metropolitan Transportation Authority

### Access/CSAC Combined Meeting

Wednesday, March 1, 2023

5:30 pm

#### Virtual Presentation

Join on your computer or mobile app

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**CapMetro Employees:** Yannis Banks, Louise Friedlander, Martin Kareithi, Molly King, Julie Lampkin, Melissa Ortiz, Edna Parra, Sara Sanford, Andrew Skabowski, Raul Vela, Roberto Velasquez, Dottie Watkins, Christopher Westbrook.

**Access Committee Members:** Estrella Barrera, Glenda Born, Mike Gorse, Paul Hunt, John McNabb.

**CSAC Members:** Arlo Brandt, Betsy Greenberg, Fangda Lu, B.J. Taylor, Ephraim Taylor.

**Guests:** Ruven Brooks, Valerie Perez.

**Meeting called to order at 5:33 PM**

## Welcome / Introductions / Call to Order

*Chair Hunt*

### Welcome & Thanks

*Dottie Watkins, President & CEO*

**Dottie Watkins** introduces herself, provides background on her experience, and extends an invitation to the Community Meet & Greet at Austin PBS on March 8, 2023.

**Glenda Born** asks how Dottie sees the future of CapMetro and MetroAccess, and **Dottie Watkins** explains that she sees MetroAccess being an integral part of CapMetro and something that helps to sustain one of CapMetro's core values of being accessible to the community.

### Public Communications

**Fangda Lu** mentions that game day service for MetroRail was lacking in frequency, and that the actual service levels weren't reflected in the CapMetro app or in Google Maps. **Andy Skabowski** apologized, explained that there was a crash on the rail the night before as well as staffing challenges, and said that hopefully those issues will be addressed by the next game day.

**Fangda Lu** suggests that the information screens at the rail stops could be used for more than just real-time destination information, and **Andy Skabowski** says he'll follow up on that idea.

### MetroRapid Update

*Molly King, EVP of Project Connect Integration*

**Molly King** shares an overview of the Expo and Pleasant Valley MetroRapid lines, which includes a project status update as well as new project enhancements.

**Glenda Borna** asks if CapMetro is receiving any federal funds for infrastructure purposes, and **Molly King** responds that they're currently applying for FTA grant funding for other Project Connect projects, and have already applied for and been promised some funding for the Expo and Pleasant Valley MetroRapid lines.

**Glenda Borna** asks if end-of-line charging may impact the life of the batteries, and **Molly King** explains that CapMetro is working with manufacturers to make sure the battery life is not significantly impacted.

**Paul Hunt** asks if there is a strategy to prevent buses from running out of charge if they don't have time to charge at the end of the line. **Molly King** explains that end-of-line charging is more of an opportunity to top-up to make sure that they don't run out of charge, rather than a required charge each time they get to the end of the line.

**Glenda Borna** asks roughly what scale of batteries is required to run a bus, and **Andy Skabowski** answers that he doesn't have exact dimensions.

Discussion is had about battery weights and sizes, and how that may affect passenger capacity and range of buses.

**Ephraim Talyor** asks if the charging strategy may impact the number of electric vehicles CapMetro operates. **Andy Skabowski** explains that currently, charging infrastructure is the main hurdle, and that CapMetro will continue to build that infrastructure and buy more electric buses to reach its goal of an all-electric fleet by 2035.

**Ephraim Taylor** asks how much charge a bus typically gets with a 15 minute end-of-line charge, and **Andy Skabowski** says roughly 5-6%.

**Ephraim Taylor** asks if the future MetroRapid stations that are currently regular stops will still get the upgraded amenities, and **Molly King** confirms.

## **Fares Update**

*Edna Parra, Manager of Community Engagement*

**Edna Parra** briefly explains the upcoming fares programs, and invites committee members to join the pilot for the AMP program.

**Mike Gorse** asks if fare capping will apply across all services types, such as Reduced Fare or MetroAccess. **Edna Parra** responds that that is the end goal, but that not all programs may be integrated at the same time.

## **2023 MetroAccess Eligibility Appeals Calendar**

*Martin Kareithi, Director of Systemwide Accessibility*

**Martin Kareithi** explains that due to presumptive eligibility being no longer extended to MetroAccess applicants, eligibility appeals have started to be scheduled, and Access members will need to help staff those meetings.

## **Self-Evaluation and ADA Compliance Update**

*Martin Kareithi, Director of Systemwide Accessibility*

**Martin Kareithi** gives an overview of the program, which includes a full-system evaluation by 3rd party contractors, an organization-wide stakeholder group named the ADA Liaison Committee, and public meetings with community as well as the Access Advisory Committee.

**Mike Gorse** asks if the project will investigate the eligibility process for MetroAccess, and **Martin Kareithi** explains that the project will mainly look at the operations side.

**Glenda Born** asks if the project will look at CapMetro's planned projects, such as Project Connect, and **Martin Kareithi** explains that they will be looking at the accessibility for all service modes – such as MetroAccess, MetroRail – and the policies and procedures of the organization.

**Glenda Born** asks what effects the findings may have on funding, and **Martin Kareithi** explains that any findings would be ranked by what is most important to fix, and CapMetro would work on fixing any issues on a certain schedule to be determined later.

### **MetroAccess Operations Technology**

*Julie Lampkin, Director of Demand Response*

**Julie Lamkin** overviews the new Demand Response technology being tested and implemented, and how it will improve the experience for MetroAccess riders. She also extends the opportunity for Access members to help test the new system.

**Paul Hunt** asks if the app will have audible maps for those with vision impairments, and **Julie Lampkin** confirms.

**Paul Hunt** mentions that reliability is a key aspect for these types of services, and asks if the new technology is more reliable than the previous system. **Sara Sanford** explains that the new system is cloud based, rather than being hosted on servers that are administrated by CapMetro, and that should solve many of the reliability issues that have occurred in the past.

**Paul Hunt** asks whether operators will be able to give their feedback when the new system is implemented, and **Sara Sanford** says that there's already a robust feedback system in place for the operators that will continue to be used.

**Glenda Born** asks if operators have already been engaged and able to give feedback on the new system, and **Julie Lampkin** confirms. **Sara Sanford** adds that before the new system is implemented, all operators will be able to practice and test the system before it goes live. Discussion is had on operator engagement and feedback, operator training, and how dispatch may be impacted.

***Meeting adjourned at 7:23 PM***



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2021-190

**Agenda Date:** 3/28/2022

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Access Advisory Committee



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2022-329

**Agenda Date:** 1/24/2022

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Public Safety Advisory Committee (PSAC)



## **Capital Metropolitan Transportation Authority**

### **Public Safety Advisory Committee (PSAC)**

**Friday, February 24, 2023**

**11:30 AM**

#### ***Virtual Presentation***

Microsoft Teams Meeting

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**CapMetro Employees:** Jeremy Benoit, Peter Breton, Wanda Dunham, Darryl Jamail, Nina Loehr, Edna Parra, Eric Robins, Gardner Tabon, Dottie Watkins, Yvonne Wilson, Holly Winge.

**Committee Members:** Stephen Foster, Kathryn Kalinowski, Adam Powell, Christian Shelmire, Monica Sanchez, Lauren Taylor, Leslie York

***Meeting called to order at 11:41 AM***

### **Welcome / Introductions / Call to Order**

*Chair Powell*

### **Welcome & Thanks**

*Dottie Watkins, President & CEO*

Dottie Watkins thanks the members of the committee for their commitment and leadership, and expresses her excitement to work through CapMetro's new approach to public safety.

### **Committee Norms and Reminders**

*Chair Powell*

*Vice-Chair Foster*

**Adam Powell** and **Stephen Foster** overview committee norms, draft charter amendments, and attendance policies.

**Monica Sanchez** asks if PSAC will vote on the amendments. **Edna Parra** says that staff is looking for feedback, but eventually the CapMetro board will be voting on the amendments. Committee members and CapMetro Staff discuss edits to the draft charter amendments.

### **Public Safety Department Update**

*Eric Robins; Chief Administrator*

**Eric Robins** overviews goals for the public safety department, including hiring of key staff for the transit police department, dispatch relocation, and action items going forward.

### **Hiring Update and Introduction to Public Safety Captain**

*Eric Robins, Chief Administrator*

*Jeremy Benoit, Captain*

**Eric Robins** overviews hiring efforts for key positions and introduces **Jeremy Benoit**.

**Jeremy Benoit** expresses his excitement to work with CapMetro and PSAC.

**Wanda Dunham** further explains the hiring efforts.

**Monica Sanchez** asks how CapMetro will determine the adequate number of officers. **Eric Robins** explains that annual workload assessments are done based off metrics such as number of incidents, assaults, arrests, and other criminal activity factors, which then informs the need for possible additional staffing.

**Gardner Tabon** adds that population growth also factors into staffing considerations, and that Public Safety Ambassadors and Community Intervention Specialists are still a core focus of the Public Safety Program.

**Adam Powell** references state legislation around law enforcement funding, and **CapMetro Staff** explain that the legislation does not apply, as the legislation was aimed at municipalities.

### **Policy Advisory Process**

*Eric Robins, Chief Administrator*

*Jeremy Benoit, Captain*

*Chair Powell*

**CapMetro Staff** and **Adam Powell** overview upcoming efforts to review policies.

### **Community Intervention Program Report**

*Holly Winge, Community Intervention Specialist II*

**Holly Winge** overviews the results from the first year of the Community Intervention Specialist program, including key performance indicators, success stories, and partnerships and initiatives.

**Monica Sanchez** asks how large the CIS team is, and **Holly Winge** explains that for the first year, it was just two people, and a third just joined.

**Monica Sanchez** asks how staffing levels are measured for the program, and **Holly Winge** explains that the structure of the work requires the addition of new Specialists to be a very deliberate and measured task.

**Monica Sanchez** asks if Community Intervention Specialists, Public Safety Ambassadors, and Transit Police are under the same budget. **Gardner Tabon** explains that the Public Safety Ambassador and Community Intervention Specialist budgets are separate from the Transit Police budget.

**Monica Sanchez** asks how CapMetro is planning to staff the call center or dispatch. **Darryl Jamail** explains that 911 dispatch will be operated by the City of Austin, and that a 24/7 Public Safety dispatch has been staffed since August 2021. Additionally, CapMetro has hired 4 new dispatchers in preparation for the upcoming Transit Police department.

**Approval of the minutes** - Motion to approve by Adam Powell / 2nd Stephen Foster - passes unanimously.

**Meeting adjourned at 1:03 PM**



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2023-752

**Agenda Date:** 3/27/2023

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Approval of minutes from the February 27th, 2023 board meeting.

# Minutes

## Capital Metropolitan Transportation Authority

### Board of Directors

2910 East 5th Street  
Austin, TX 78702

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Monday, February 27, 2023

12:00 PM

Rosa Parks Boardroom

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#### I. Call to Order

12:12 p.m. Meeting Called to Order

**Present:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

#### II. Oath of Office for New Board Members

Chair Travillion administered the Oath of Office to new board members Vela, Bangle and Ellis.

#### III. Public Comment

Leander Mayor Christine DeLisle, Robert Allen, Sherri Taylor, Debra Miller, Spencer Schumacher, Steven Knapp, Brent Payne, and Joao Paulo Connolly provided public comments this month.

#### IV. Recognition:

1. Board Member Wade Cooper

#### V. Advisory Committee Updates:

1. Customer Satisfaction Advisory Committee (CSAC)
2. Access Advisory Committee
3. Public Safety Advisory Committee (PSAC)

#### VI. Board Committee Updates:

1. Finance, Audit and Administration Committee
2. CAMPO update

#### VII. Action Items:

1. Approval of minutes from the January 30th, 2023 board meeting.

A motion was made by Board Member Stratton, seconded by Secretary of the Board Pool, that this Minutes be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

2. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract for the Printing of Pocket Schedules with AC Printing in the aggregate amount not to exceed \$817,124 for one (1) base year and two (2) option years.

A motion was made by Secretary of the Board Pool, seconded by Board Member Harriss, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

3. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Columbia Equipment Co., Inc. for the fabrication and delivery of MetroRapid Shelters for a Base Period of two (2) years and three (3) option periods of one year each in an amount not to exceed \$295,088.

A motion was made by Board Member Ellis, seconded by Board Member Ross, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with CDW Government, LLC. to acquire workstation technology in an amount not to exceed \$602,480.

A motion was made by Board Member Ross, seconded by Board Member Bangle, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Inter-Con Security Services to provide Unarmed Security Officer Services for Capital Metro properties for a three (3) year term with two (2) one-year option periods in an amount not to exceed \$17,908,647.

A motion was made by Board Member Stratton, seconded by Board Member Ross, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

6. Approval of a resolution electing officers of the Capital Metro Board of Directors for 2023.

A motion was made by Board Member Stratton, seconded by Board Member Harriss, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

7. Approval of a resolution confirming the appointments to the Finance, Audit and Administration Committee and Operations, Planning and Safety Committee for 2023.

A motion was made by Secretary of the Board Pool, seconded by Board Member Stratton, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Pool, Stratton, Ross, Harriss, Vela, Bangle, and Ellis

**VIII. Discussion Items:**

1. FY2022 Year End Financials
2. FY2023 Long Range Financial Plan Update
3. Briefing on Project Connect and best practices for transit system expansion design

**IX. Report:**

1. President & CEO Monthly Update

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

Section 551.076 for Deliberations Regarding Security Devices or Security Audits: Annual Physical and Cyber Security Briefing

Into Executive Session: 3:10 p.m.

Out of Executive Session: 3:59 p.m.

**XI. Memos:**

Note: Memos are for information only. Will not be discussed at meeting.

1. Memo: January 2023 Demand Response Follow-Up (February 20, 2023)
2. Memo: Service Standards and Guidelines Project Update (February 20, 2023)
3. Memo: June Service Changes (February 27, 2023)

**XII. Items for Future Discussion:**

**XIII. Adjournment**

3:59 p.m. Meeting Adjourned

**ADA Compliance**

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

*BOARD OF DIRECTORS: Jeffrey Travillion, Chair; Leslie Pool, Secretary; Becki Ross; Eric Stratton, Chito Vela, Dianne Bangle, Paige Ellis and Matt Harriss.*

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Board of Directors

Item #: AI-2022-691

Agenda Date: 3/27/2023

Board

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to modify contract #200829 with World Wide Technology for the replacement of additional network infrastructure technology for a total new contract amount not to exceed \$1,197,149.

FISCAL IMPACT:

Funding for this action is available in the FY2023 Capital Budget

STRATEGIC PLAN:

Strategic Goal Alignment:

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> 1. Internal/External Customer Service Excellence | <input type="checkbox"/> 2. Stakeholder Engagement |
| <input type="checkbox"/> 3. Financial and Environmental Sustainability               | <input type="checkbox"/> 4. Staff Development      |
| Growth Management  | <input checked="" type="checkbox"/> 5. Agency      |

Strategic Objectives:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> 1.1 Safety & Risk            | <input checked="" type="checkbox"/> 1.2 Continuous improvement | <input type="checkbox"/> 1.3 Dynamic Change           |
| <input type="checkbox"/> 1.4 Culture of Innovation    | <input type="checkbox"/> 2.1 Be an Employer of Choice          | <input type="checkbox"/> 2.2 Organization Development |
| <input type="checkbox"/> 2.3 Organization Culture     | <input checked="" type="checkbox"/> 3.1 Resource optimization  | <input type="checkbox"/> 3.2 Safety Culture           |
| <input type="checkbox"/> 3.3 Environmental Leadership | <input type="checkbox"/> 4.1 Educate & Call to Action          | <input type="checkbox"/> 4.2 Build Partnerships       |
| <input type="checkbox"/> 4.3 Value of Transit         | <input type="checkbox"/> 4.4 Project Connect                   |   |

EXPLANATION OF STRATEGIC ALIGNMENT: Maintaining and replacing network infrastructure technology in a state of good repair ensures stable and reliable systems available to both internal and external customers.

BUSINESS CASE: CapMetro's Information Technology department tracks when every network device is reaching the end of its supported life span. Due to supply chain delivery delays the current vendor's project implementation team is still in place with the necessary security access to complete the installation of the network equipment in the original contract and the equipment included in this contract modification. Replacing network equipment will provide expandability, improve performance, reliability, stability, and security. Failure to act will result in issues with performance and reliability as well as an increased risk of outages. In addition, the overall design, security, and roadmap must be reviewed for implementation of a long



term secure and robust solution to support business continuity and support for future initiatives.

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval by the Operations, Planning and Safety Committee on March 8, 2023.

EXECUTIVE SUMMARY: The Network infrastructure must be kept up to date to properly service the business needs of Capital Metro. The additional network equipment is the network switches at CapMetro's data center, network switches at all CapMetro MetroRail stations, and network appliances for time syncing. The network equipment as part of this contract modification is within the scope of the current contract.

DBE/SBE PARTICIPATION: The contract has a 18.7% DBE goal utilizing the following DBE contractor:

SBE Subcontractors	Race/Gender	Services/Products
VTG Group La Vernia, TX	Hispanic/Male	Install and Configure Equipment

PROCUREMENT: On July 18, 2022, CapMetro entered into a contract with World Wide Technology, an authorized Reseller for Cisco Systems Branded Products and Services, for CapMetro Network Infrastructure Replacement utilizing the Department of Information Resources (DIR) Contract No. DIR-TSO-4167 held by Cisco Systems, Inc. The contract was awarded in an amount not to exceed \$684,945. The contract was modified on February 9, 2023, for additional network infrastructure design services in the amount of \$74,380, for a total contract amount \$759,325. The additional amount required for the Modification 2, to add additional network infrastructure is \$437,824., for a total not to exceed amount of \$1,197,149.

The following table summarizes World Wide Technology's pricing for Modification 2:

Description	Lump Sum Amount
Board Approved Contract Amount	\$759,325.
Modification 2 - Additional Network Infrastructure Hardware	\$437,824.
Grand Total Not to Exceed Including Modification 2:	\$1,197,149.

The contract is fixed price.

RESPONSIBLE DEPARTMENT: Information Technology

**RESOLUTION  
OF THE  
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY  
BOARD OF DIRECTORS**

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2022-691**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide adequate state of good repair to the network infrastructure technology.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, to modify contract #200829 with World Wide Technology for the replacement of additional network infrastructure technology for a total new contract amount not to exceed \$1,197,149.

Date: \_\_\_\_\_

\_\_\_\_\_  
**Secretary of the Board  
Becki Ross**

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Board of Directors

Item #: AI-2023-740

Agenda Date: 3/27/2023

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to implement the June 2023 Service Changes.

**FISCAL IMPACT:**

Funding for this action is available in the FY2023 Operating Budget.

**STRATEGIC PLAN:**

Strategic Goal Alignment:

1. Customer

Strategic Objectives:

1.2 Improve system reliability and convenience

1.3 Ensure an attractive and accessible transit environment

**EXPLANATION OF STRATEGIC ALIGNMENT:**

Service Changes are in accordance with Capital Metro's Service Standards. These changes are designed to meet Goals 1-4 in Capital Metro's Strategic Plan:

- 1) Deliver the best possible customer experience,
- 2) Demonstrate Regional Leadership,
- 3) Demonstrate the value of public transportation in a dynamic community,
- 4) Continue to improve organizational practices and develop staff.

**BUSINESS CASE:**

These changes are intended to improve the overall customer experience with a focus on on-time performance through the minor modification of select services.

**COMMITTEE RECOMMENDATION:**

This item was presented and recommended for approval at the Operations, Planning and Safety Committee on March 8, 2023.

**EXECUTIVE SUMMARY:**

The June 2023 service changes continue with existing service levels with the exception of Minor adjustments as listed below:

Staff recommends the following minor changes for final approval at the March board meeting:

- Minor Schedule Adjustments - To improve on-time performance, select routes may receive minor adjustments to their schedules.
- Summer Service Adjustments - Normal transition will occur on UT routes and select trips on mainline routes to summer service levels.
- Continued Service Suspension - Express routes 981 and 987, as well as all E-bus service, will remain suspended.
- MetroRail - MetroRail on Weekdays and/or Saturdays may receive minor schedule adjustments to ensure more efficient and reliable service. In addition, planned maintenance work may be scheduled for a short period in the Summer with final dates yet to be determined at this time.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Planning and Development

**RESOLUTION  
OF THE  
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY  
BOARD OF DIRECTORS**

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**#AI-2023-740**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management continue to support the recovery of the City of Austin from the COVID-19 crisis, and

WHEREAS, the June 2023 Service Changes will continue to rebuild ridership while minimizing impacts on current customers; and

WHEREAS, no equity analysis or public hearing was required because none of the proposed changes met the major service change threshold.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to implement June 2023 Service Changes described in the attached document beginning Sunday, June 4, 2023.

**Date:** \_\_\_\_\_

\_\_\_\_\_  
**Secretary of the Board  
Becki Ross**

**To:** Capital Metro Board of Directors

**From:** Sharmila Mukherjee, Executive Vice-President, Planning and Development

**Date:** February 27, 2023

**Subject:** February Board Meeting – June 2023 Service Changes

Staff is recommending the following service changes for the June 2023 Service Change. No major adjustments are proposed for the system. Since the proposed changes do not meet the major service change<sup>1</sup> threshold, a public hearing is not required. The public will be able to comment on the proposed changes at the March board meeting when the board takes action on this item. The following is a high-level summary of minor proposed changes and services to remain suspended.

- **Minor Schedule Adjustments** – To improve on-time performance, select routes may receive minor adjustments to their schedules.
- **Summer Service Adjustments** – Normal transition will occur on UT routes, and select trips on mainline routes to summer service levels.
- **Continued Service Suspension** – Express routes 981 and 987, as well as all E-bus service, will remain suspended.
- **MetroRail** – MetroRail on Weekdays and/or Saturdays may receive minor schedule adjustments to ensure more efficient and reliable service. In addition, planned maintenance work may be scheduled for a short period in the Summer with final dates yet to be determined at this time.

The proposed changes are in accordance with the FY 2023 budget. If approved, the changes would be implemented on Sunday, June 4, 2023. Appendix A describes the specifics of our recommendations.

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<sup>1</sup> Board Policy “Title VI Major Service Change Policy OOD-103” defines a major service change as the establishment of new bus routes, a substantial geographical alteration on a given route of more than 25% of its route miles, the elimination of any bus service, or a major modification which causes a 25% or greater change in the number of daily service hours provided.

## Appendix A – June 2023 Service Changes

The following changes become effective Sunday, June 4, 2023.

### *Minor Adjustments*

Services	Concept	Service Levels	MetroAccess
<u>Minor Schedule Adjustments (On-Time Performance)</u>	Minor Schedule Adjustments to address potential issues related to On-Time Performance.	All Days	No Impact

### *School Service Adjustments*

Services	Concept	Service Levels	MetroAccess
School Timed Trips - Suspend (4, 217, 333, 337)	Select trips timed for school loads suspended.	Weekdays	No Impact
UT Routes – Summer Semester Level (640, 641, 642, 656, 661, 663, 670, 671, 672, 680)	Service reduced to Summer levels when UT Spring semester ends.	Weekdays, Sundays	No Impact

### *MetroRail*

Services	Concept	Service Levels	MetroAccess
Red Line – Weekday / Saturday Service	Schedule adjustments	Monday – Friday, Saturdays	No Impact

### *Suspended Services*

Services	Concept	Service Levels	MetroAccess
Express – (981, 987) E-bus	Suspended services	Monday – Friday, Saturday	No Impact



# June 2023 Service Change

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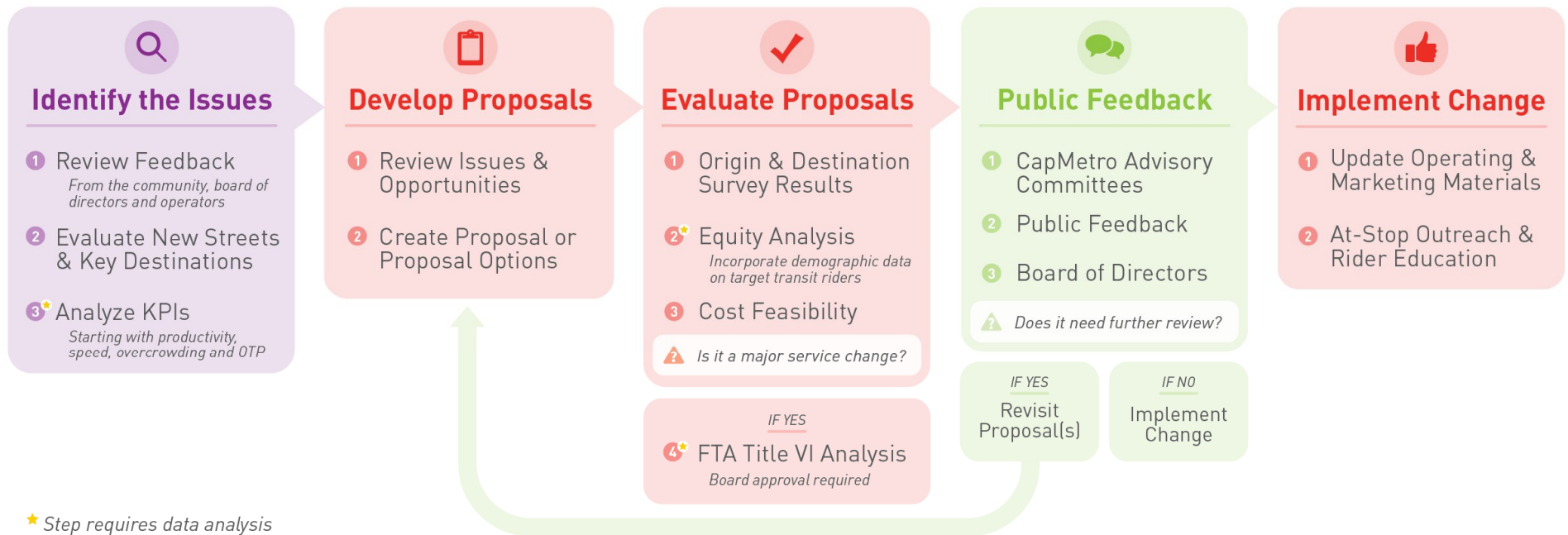
*March 2023 Board Meeting*



# Service Change Overview

- Purpose: To evaluate current conditions and make service adjustments
- During a service change process, we:
  - Identify ways to improve service
  - Develop a service change proposal
  - Engage with the public throughout the process
- Service changes currently occur every winter, spring, and fall to correspond with changing customer needs and patterns

# Service Evaluation Process



\* Step requires data analysis



- CapMetro has received requests from Manor and Leander regarding more Pickup Service
- To balance and manage resources, CapMetro is considering changes to Manor and Leander Pickup Service in coordination with review of all Pickup Zones as part of the January 2024 Service Change
  - CapMetro Board to receive update on this work during 3/8/23 OPS Committee Discussion Item
- Updated Service Standards and Guidelines will include context-sensitive service change engagement with small member cities and regional partners



# January 2023 Service Changes - Reminder

## Minor Adjustments of Service

- Adjusted Running Times – Minor adjustments to schedules due to ridership / travel conditions
- Streamlined downtown-ending routes – Combined 6 routes into 3 to increase efficiency and service

## Maintained Service Levels

- MetroRail – Regular service
- MetroExpress & Flyers – Continued reduced service levels
- E-Bus – Continued suspension of service



# Proposed June 2023 Service Changes - Overview

- Service Adjustments
  - Adjust Running Times – Minor adjustments to schedules to improve on-time performance
  - Summer Service Adjustment – Normal transition on UT routes, and on select route to summer service levels
  - Continued Service Suspension – MetroExpress (routes 981 and 987) and E-bus service remain suspended
  - MetroRail – Minor schedule adjustments may occur on weekdays and/or Saturdays to ensure more efficient and reliable service
    - In addition, planned maintenance work may be scheduled with final dates TBD
- No Title VI Analysis required
- CapMetro is actively recruiting, hiring and training new operators and vehicle maintenance team members to deliver safe and reliable service

# Shifting to a new planning framework

## Building a foundation of data

- 2023 On-Board Survey – first full stated preference customer survey to support this process with new travel patterns
- Service Standards and Guidelines – updating for consistency in design, operations and customer expectations.
- Coordination with CAMPO on Regional Travel Model update to better predict unmet transit demand
- Ridership continuing to be monitored (Fall 2022 and into 2023 showed increases in demand)

# Shifting to a new planning framework

What grounds our future planning:

- Current service is an important and vital component of the community that requires a re-evaluation as conditions have changed while maintaining connectivity
- Future service changes will make pandemic-related adjustments permanent and look to the future with Project Connect and expectations for the transit system our community expects today
- We must center equity in service planning to informing how current and future systems interact in the transit network



# Looking Forward

- Fall 2023 Service Change
  - We will continue to monitor ridership and plan for strategic service delivery as staffing levels improve
- Winter 2024
  - Minor changes to address changing conditions
  - Review of Pickup Performance and discussion of zone changes and additions
- Next Major Service Change – 2025
  - Start of MetroRapid Expo and Pleasant Valley service and other adjustments to network



Continue to monitor ridership and staffing levels and supplement where we are able

CapMetro

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CapMetro

Thank you!



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2023-733

**Agenda Date:** 3/27/2023

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Briefing on FY23 and FY24 Strategic Plan



# Strategic Plan Updates

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CapMetro Board of Directors Meeting

March 27, 2023

# CapMetro Strategic Plan Agenda

1. Highlights of progress on FY23 strategic plan
2. Proposed changes for FY24 strategic plan and Board feedback

# FY23 Strategic Plan

## Core Values

**Safety, Innovation, Equity, Transparency, and Sustainability**

## Mission

To empower, enhance, and serve the region and its communities through the responsible delivery of high-quality public transportation.

## Vision

CapMetro is integral to the region and its communities, providing connectivity, fostering economic activity, and ensuring safe, environmentally sustainable, and equitable access to opportunity.

### Customer

Provide a convenient, desirable, and accessible option for mobility in the region and its communities.

### Community

CapMetro is the leader in supporting a growing region, collaborating with partners and communities.

### Workforce

CapMetro has a productive, invested, and valued workforce.

### Organizational Effectiveness

CapMetro responsibly and sustainably delivers on its mission.

**A**

Provide reliable and safe transit service.

**B**

Maintain a high-quality customer experience.

**C**

Ensure CapMetro has a system that is accessible for everyone in the region.

**D**

Be a regional leader in supporting sustainable growth through expansion of access to jobs, services, and opportunities.

**E**

Continue to improve the environment by transforming into a fully carbon-neutral transit agency.

**F**

Collaborate with the community, riders, and stakeholders to be responsive to their needs.

**G**

Serve as the regional leader in collaborating with communities to develop regional transit plans and opportunities.

**H**

Recruit and develop a full complement of diverse staff to meet CapMetro's growing needs.

**I**

Be an employer of choice that proactively retains a diverse and engaged workforce aligned with the agency's mission and guiding principles.

**J**

Expand a highly skilled workforce to meet the changing needs of the agency and community.

**K**

Be a fiscally responsible and transparent steward of public funds.

**L**

Instill a culture of safety in all staff throughout the organization.

**M**

Balance investments while prioritizing a state of good repair.

# FY23 Strategic Plan Initiatives

FY23 Plan includes 13 Initiatives as a way to group action items.

- Action items were tied to the various objectives
- Initiatives did *not* correspond directly to one goal or objective.

1. Invest in systems for data analysis that inform agency decision-making.

2. Develop and pilot innovative service models.

3. Refine operational SOPs for Service Standards.

4. Incorporate environmental sustainability into all aspects of agency operations.

5. Transition to battery electric bus fleet.

6. Implement employee retention initiatives.

7. Expand organizational workforce development efforts.

8. Enhance public safety programs.

9. Invest in customer experience and loyalty.

10. Bus service improvements.

11. Enhance DEI program and practices.

12. Strengthen business and financial processes.

13. Continue implementation of Project Connect.

# FY23 Strategic Plan Initiatives

FY23 Plan included 13 Initiatives as a way to group action items.

- Action items were tied to the various objectives
- Initiatives did *not* correspond directly to one goal or objective.

5. Transition to battery electric bus fleet.

Action	Timing	Lead	Supports Objective(s)
5.1 Develop zero emissions (ZEV) fleet plan	Now	Operations	A, B, D, E, F, K, M

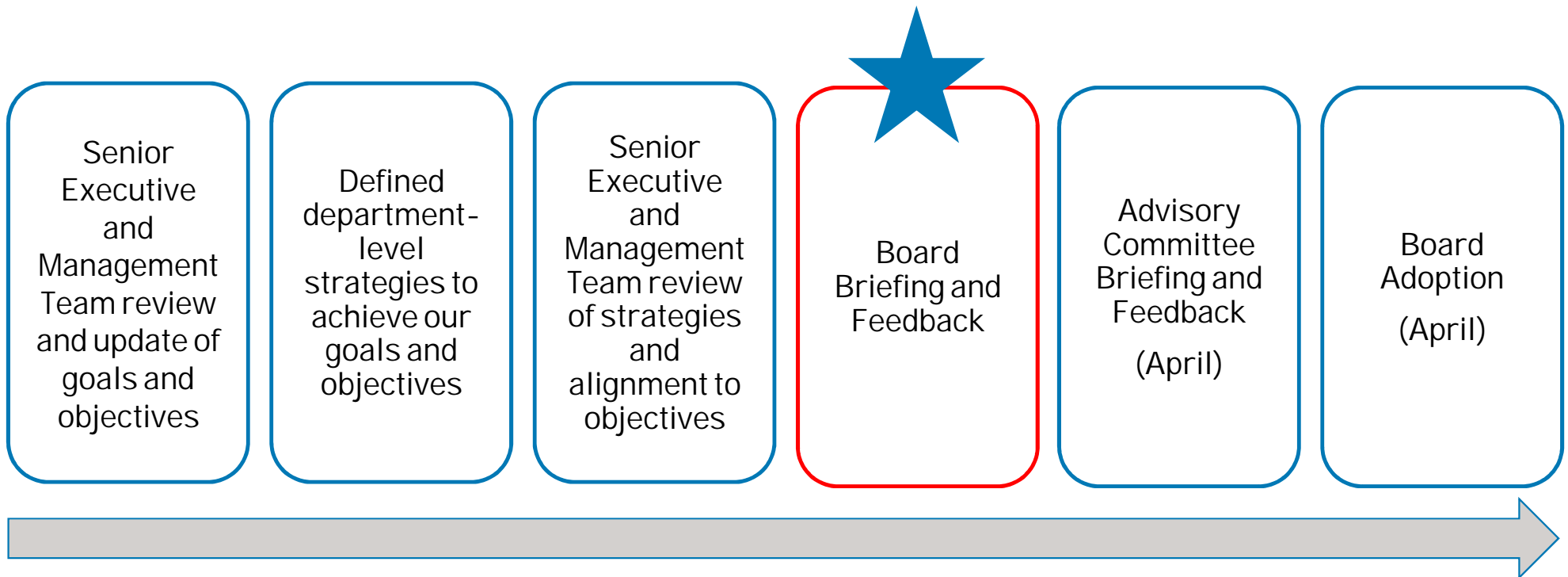
# Highlights of FY23 Strategic Plan Progress

- Initiative 3: Standard Operating Procedures for Service Standards
- Initiative 5: Transition to Battery Electric Bus Fleet
- Initiative 7: Expand Workforce Development Efforts

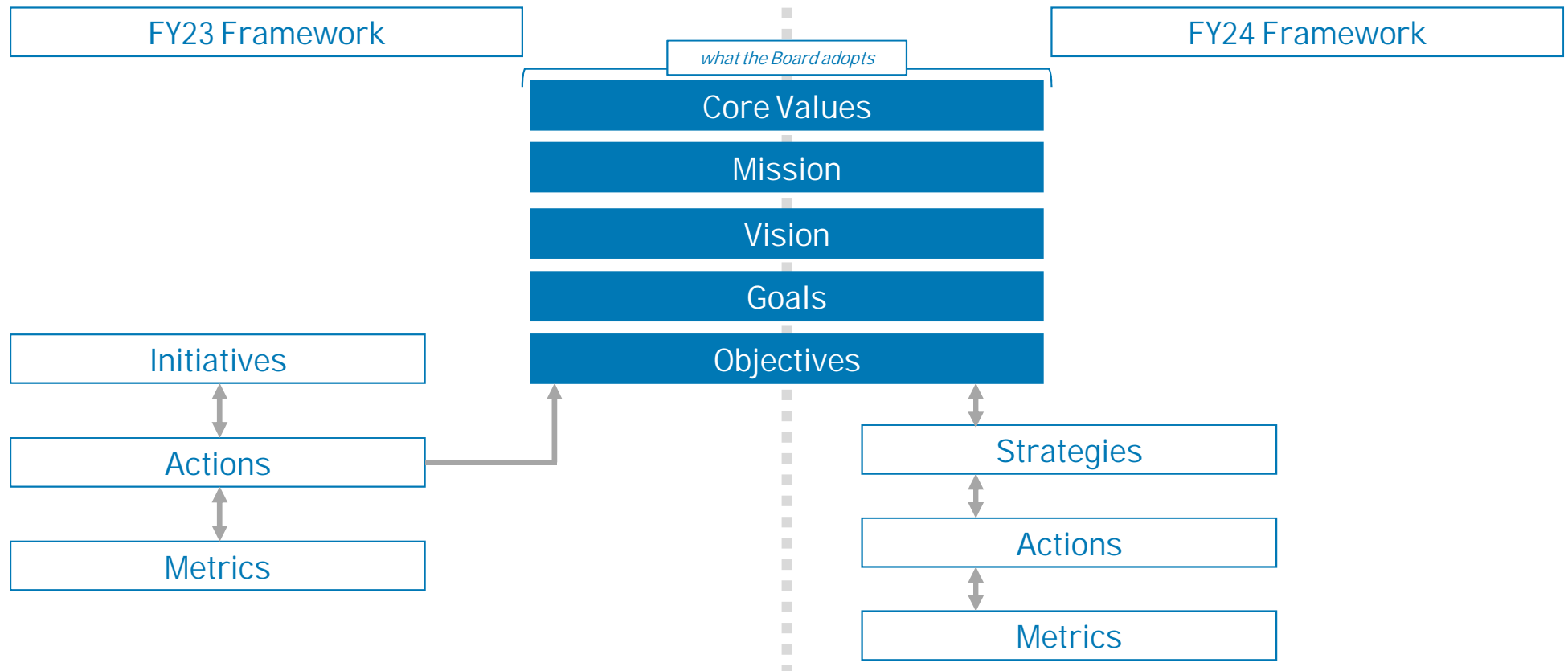




# FY24 Strategic Plan Process



# Framework Update





# Discussion: Proposed Changes to Goals & Objectives

**CapMetro**

# Draft Proposed Fiscal Year 2024 Strategic Plan

CORE VALUES	Safety, Equity, Innovation, Transparency & Sustainability
MISSION	To empower, enhance, and serve the region and its communities through the responsible delivery of high-quality public transportation.
VISION	CapMetro is integral to the region and its communities, providing connectivity, fostering economic activity, and ensuring safe, environmentally sustainable, and equitable access to opportunity.

GOALS	Customer			Community				Workforce			Organizational Effectiveness		
	Provide a convenient, desirable, and accessible option for mobility in the region and its communities.			Demonstrate our value to a growing region by collaborating with partners and communities.				Invest in a productive and valued workforce.			Deliver responsibly and sustainably on the mission.		
OBJECTIVES	A	B	C	D	E	F	G	H	I	J	K	L	M
	Provide a reliable and safe transit service.	Continue to improve the customer experience.	Ensure the system is accessible for everyone in the region.	Support sustainable growth through improved access to jobs, services, and opportunities.	Continue to improve the environment by transforming into a fully carbon-neutral transit agency by 2040.	Engage the community, customers, and stakeholders in a constant process to reflect their input in the transit system and respond to immediate needs.	Foster community conversations to improve regional mobility.	Recruit, hire, and develop an engaged workforce from a diverse talent community.	Foster an inclusive collaborative culture that develops a diverse and engaged workforce.	Expand and develop a highly skilled workforce to meet the changing needs of the agency and community.	Be a fiscally responsible and transparent steward of public funds.	Advance the culture of safety throughout the organization.	Balance investments while prioritizing a state of good repair.

# Discussion: Proposed Goal Changes

Customer	Community	Workforce	Organizational Effectiveness
FY23 - Provide a convenient, desirable, and accessible option for mobility in the region and its communities.	FY23 - CapMetro is the leader in supporting a growing region, collaborating with partners and communities.	FY23 - CapMetro has a productive, invested, and valued workplace.	FY23- CapMetro responsibly and sustainably delivers on its mission.
FY24 - <i>No Change.</i>	FY24 - <i>Demonstrate our value to a growing region by collaborating with partners and communities.</i>	FY24 - <i>Invest in a productive and valued workforce.</i>	FY24 - <i>Deliver responsibly and sustainably on the mission.</i>

# Proposed Customer Objective Changes

## Customer Objective A

FY23- Provide a reliable and safe transit service.

FY24- No change.

## Customer Objective B

FY23 - Maintain a high-quality customer experience.

FY24- Continue to improve the customer experience.

## Customer Objective C

FY23- Ensure CapMetro has a system that is accessible for everyone in the region.

FY24- Ensure the system is accessible for everyone in the region.

# Proposed Community Objective Changes

## Community Objective D

FY23- Be a regional leader in supporting sustainable growth through expansion of access to jobs, services, and opportunities.

FY24- Support sustainable growth through improved access to jobs, services, and opportunities.

## Community Objective E

FY23 - Continue to improve the environment by transforming into a fully carbon-neutral transit agency.

FY24- Continue to improve the environment by transforming into a fully carbon-neutral transit agency by 2040.

## Community Objective F

Engage the community, riders, and stakeholders to be responsive to their needs.

FY24- Engage the community, customers, and stakeholders in a constant process to reflect their input in the transit system and respond to immediate needs.

## Community Objective G

Be a regional leader in collaborating with communities to develop regional transit plans and opportunities.

FY24- Foster community conversations to improve regional mobility.

# Proposed Workforce Objective Changes

## Workforce Objective H

FY23- Recruit and develop a full complement of diverse staff to meet CapMetro's growing needs

*FY24-* Recruit, hire, and develop an engaged workforce from a diverse talent community.

## Workforce Objective I

FY23 - Be an employer of choice that proactively retains a diverse and engaged workforce aligned with the agency's mission and guiding principles.

FY24- Foster an inclusive collaborative culture that develops a diverse and engaged workforce.

## Workforce Objective J

FY23- Expand a highly skilled workforce to meet the changing needs of the agency and community

FY24 - Expand and develop a highly skilled workforce to meet the changing needs of the agency and community.



# Proposed Organizational Effectiveness Objective Changes

## Organizational Effectiveness Objective K

FY23- Be a fiscally responsible and transparent steward of public funds.

FY24 - No change.

## Organizational Effectiveness Objective L

FY23- Instill a culture of safety in all staff throughout the organization.

FY24- Advance the culture of safety throughout the organization.

## Organizational Effectiveness Objective M

FY23- Balance investments while prioritizing a state of good repair.

FY24- No change.

# Draft Proposed Fiscal Year 2024 Strategic Plan

CORE VALUES	Safety, Equity, Innovation, Transparency & Sustainability
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## Next Steps

- Advisory Committee Briefing and Feedback – April
- Board Adoption – April
- Create system to track progress and provide updates to the Board
- Integrate Strategic Plan into budget process & employee performance review

**CapMetro**  
**THANK YOU!**



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2023-753

**Agenda Date:** 3/27/2023

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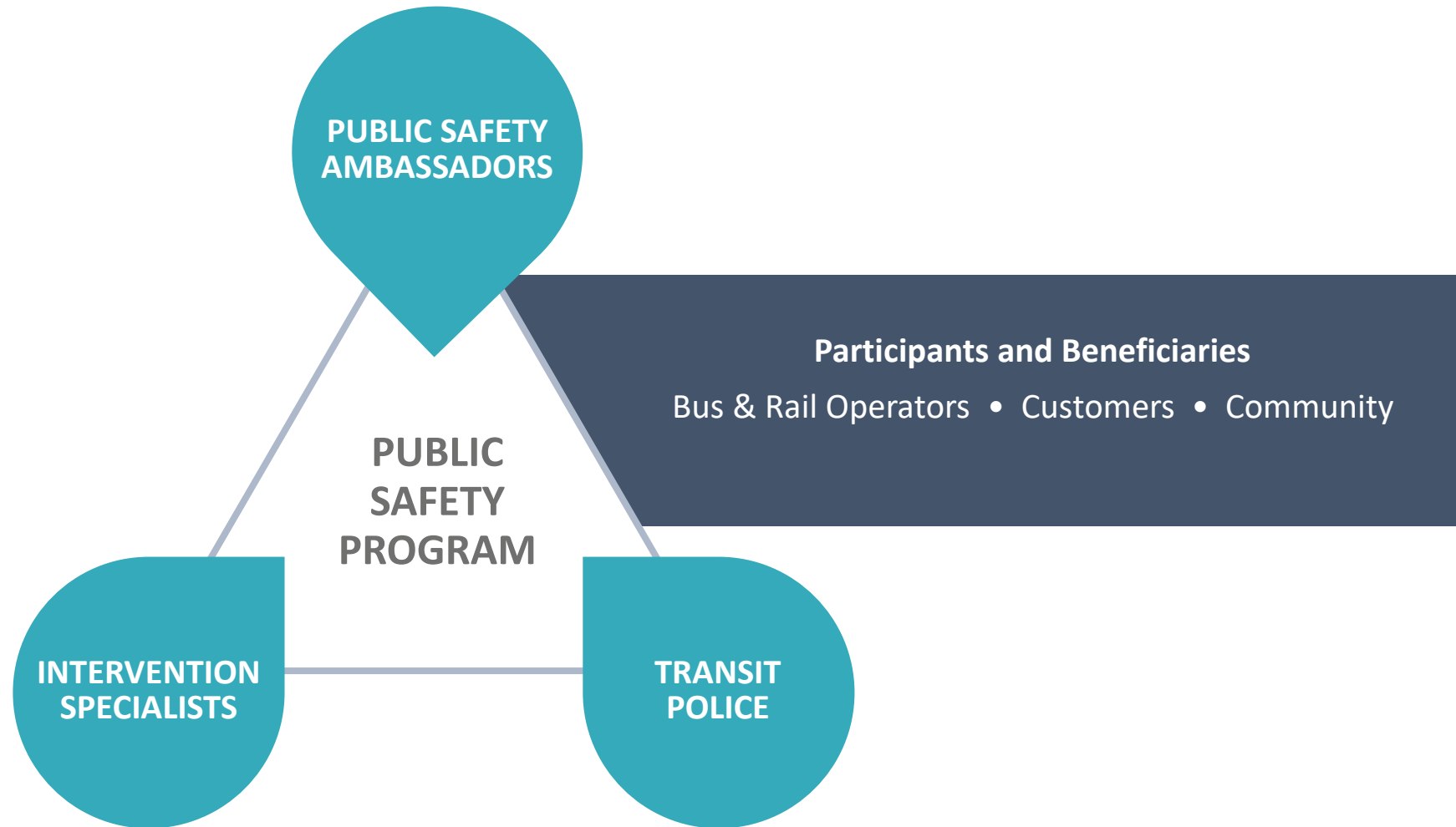
Update on CapMetro Public Safety Program



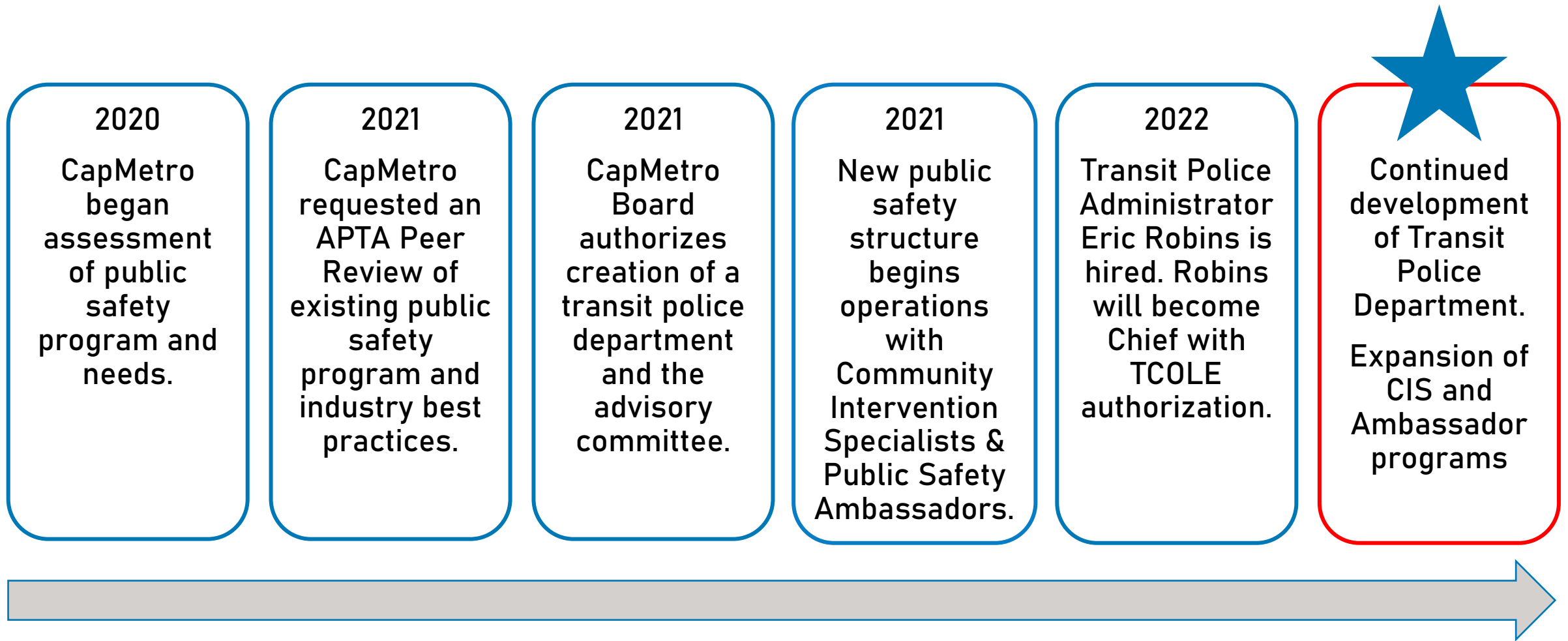
# Public Safety Update

March 27, 2023

# CapMetro Public Safety



# Program Background





# Transit Police - Current Priorities

- Facility - *1<sup>st</sup> Qtr. FY24 expected completion*
- Staffing / Hiring
- Policies
- Dispatch
- Interlocal Agreements
  - Memorandums of Understanding

# Transit Police Policies

## TCOLE Policies

Biased Based Profiling

Response to Resistance/ Use of Force

Code of Conduct

Vehicle Pursuits

Fitness for Duty

Missing Person

Supervision of Part-Time Employees

Domestic Violence(Family Violence)

## Policy Manual

Administration & Organization

Department Records

Professional Standards & Conducts

Response to Resistance

Training

Law Enforcement Operations

Personnel

Unusual Occurrences

## Public Safety Advisory Committee (PSAC) Input

Monthly Discussions

Legal Review

Accreditation

Board Presentation  
& Acknowledgement

# Advisory Committee Policy Review Process

1. Identify policies (those required by TCOLE and recommended as part of industry best practice.)
2. Provide list of policies to advisory committee to identify interests.
3. Bring policy outlines to advisory committee for feedback and discussion.
4. Consider feedback and refine policies, as appropriate, and close feedback loop.
5. Provide final policies to advisory committees.

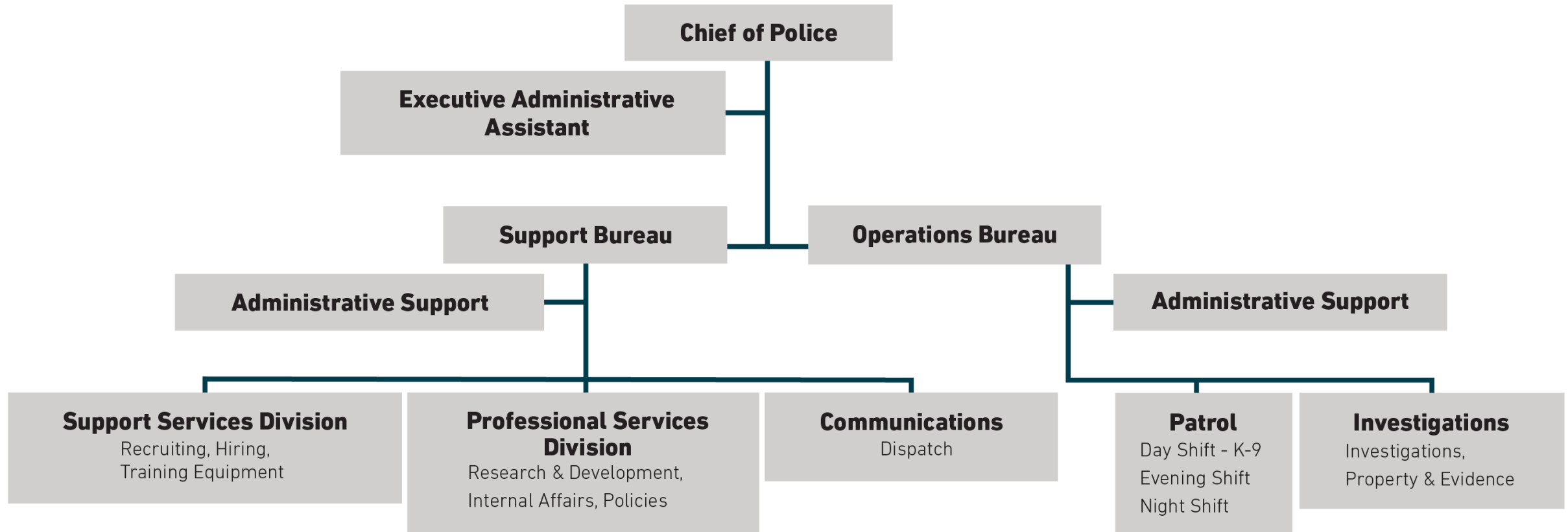
Goal: provide list of policies to advisory committee in April

# Transit Police Departmental Growth Plan

Staff	FY2023	FY2024	FY2025	FY2026	FY2027	<i>Totals</i>
Sworn	5	17	12	6	6	46
Civilian	3	1	1	2	4	11

Note: Plan may be altered based on current data, stats. budget, etc.

# Transit Police Department Structure



# Transit Police Staffing and Hiring

## Priority Positions – Current Status

Administrative Assistant

Assistant Chief

Administrative Captain

Record's Manager –  
Crime Analyst

Temporary Assistant  
(Currently)

Process on-going

Jeremy Benoit

Kimberly Simpson

# Hiring Process

## In-State

### Background

4 - 8 Weeks

### CapMetro Training

~10 - 12 Weeks

### Available for Duty

~3 Months from  
hire date



Sworn



Non-Sworn

### Background

4 - 8 Weeks

### TCOLE Certified Law Enforcement Police Academy

~12 Weeks

### CapMetro Training

~10 - 12 Weeks

### Available for Duty

~6 - 9 Months  
from hire date

# Police Department - Looking Ahead

- Budget
- Equipment: Radios, Body Cameras, Computers, Cars, etc.
- Marketing - Recruiting
- Move into Police Department Facility
- TCOLE Legitimacy



# Public Safety Ambassadors

On October 18, 2021, we launched our first team with 8 Ambassadors.



# Ambassador Staffing Levels

Current: two shifts of 8 ambassadors

Final staffing plan: three shifts of 8 ambassadors (goal: summer 2023)

- 1 manager
- 3 field supervisors
- 24 ambassadors



# Ambassador – Calls For Service

Ambassadors respond on our system and call other Public Safety resources as needed.

## Types of Calls

1. Check Welfare
2. Lost Child
3. Criminal Trespass
4. Loitering
5. Vandalism
6. Community Intervention Referrals
7. Suspicious Activity
8. Suspicious Package

## October 2021 – October 2022

- Checking Area-Park & Ride-1,640
- Checking Area-Rail Station-1,010
- Checking Area Transit Center- 2,593
- Customer Contacts-39,738
- Employee Contacts-19,744
- Calls for Service – 476
- Community Intervention referrals – 9



# Community Intervention Program

Focus since launching in October 2021:

- Quality over Quantity
- Focus on relationships
- Internal coordination for referrals



# Community Intervention Program

## By the Numbers (October 2021 – October 2022)

Program Year 1 Totals	
Engaged	712
Refused	40
Unable To Locate	196
Referrals	246
Coordinated Assessments	100

# Partnerships & Initiatives

- Collaboration with:
  - Homeless Outreach Street Team (HOST)
  - Downtown Austin Community Court (DACC)
  - Ending Community Homelessness Coalition (ECHO)
  - Street Outreach groups
- National Transit work group
- Mental Health First Aid Training for CapMetro staff



CapMetro

Thank you!



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2022-585

**Agenda Date:** 9/26/2022

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President & CEO Monthly Update





# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2023-765

**Agenda Date:** 3/27/2023

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Memo: 2023 Legislative Session Update (March 23, 2023)

To: Capital Metro Board of Directors  
From: Leroy Alloway, Vice President, Government Affairs  
Date: March 23, 2023  
Re: 88<sup>th</sup> Regular Session Legislative Update

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On March 10, 2023, the deadline to file legislation for consideration by the 88<sup>th</sup> Regular Session of the Texas Legislature, passed. As of this writing, the Legislature has seen 6,266 pieces filed in the Texas House and 3,053 pieces filed in the Texas Senate. These totals include bills, joint resolutions, and ceremonial resolutions in each chamber.

CapMetro is currently monitoring and tracking key pieces of legislation within the process. The list reflected in this memo is not exhaustive of all the pieces of legislation being tracked, and Government Affairs is prepared to provide more in-depth analysis of these and other pieces of legislation upon request.

**HB 485 by Representative Gervin-Hawkins** – This legislation would elevate penalties for offenses committed on public transit vehicles up one level, to the next highest category of offense, if it is able to be shown that the offense occurred on a vehicle operated by an authority operating under Texas Transportation Code Chapter 451, 452, 453, 457, 458, or 460. (CapMetro operates under Chapter 451 of the Tex. Trans. Code.) If the offense would be punishable by a Class A misdemeanor, the minimum term of confinement would be increased to 180 days. If the offense is already punishable as a felony of the first degree, the punishment would not be increased under this section.

This legislation has been carried in past sessions by Representative Gervin-Hawkins and has been referred to the House Committee on Criminal Jurisprudence.

*Potential Impact on CapMetro:* It is hoped that passage of this bill would provide an additional deterrent factor, with awareness of increased penalties, to such actions occurring onboard vehicles. Regardless, CapMetro will continue to take a proactive community focused approach to public safety, including the usage of public safety ambassadors, community intervention specialists and transit police to provide a modern approach to public safety.

**HB 560 by Representative Raymond** – This legislation would require the Texas Department of Public Safety to conduct an analysis of emerging and potential future threats to transportation security in the state. The analysis must include emerging and potential future threats posed by: 1) evolving tactics by terrorist organizations that may post a catastrophic risk to an aviation or surface transportation entity; 2) explosive devices or attacks involving the use of explosives; 3) the release of chemical or biological agents; 4) cyberthreat actors seeking to undermine confidence or cause service disruptions; 5) unmanned aerial attacks with the capability of inflicting harm; 6) individuals or groups seeking to attack soft targets, public areas, or crowded spaces of transportation systems – including attacks against transportation security personnel; 7) foreign actors seeking to exploit vulnerabilities; 8) information-sharing challenges within state government and between state

government and private and governmental entities; and 9) growth in passenger volume in both the aviation and surface transportation sectors in this state. The analysis would be required to be completed by June 1, 2024, and provided to the Director of Public Safety and the Public Safety Commission. By no later than October 1, 2024, the Director would be required to develop a threat mitigation strategy for each of the threats examined in the analysis; and assign appropriate department resources to address those threats or provide recommendations to the appropriate governmental entity responsible for addressing those threats. By December 1, 2024, in advance of the 89<sup>th</sup> Regular Session of the Texas Legislature, the Director shall provide a written report to each legislative committee with primary jurisdiction over transportation on the results of the analysis and the relevant mitigation strategies developed.

This legislation has been referred to the House Committee on Homeland Security and Public Safety and was left pending in committee after being heard on March 14, 2023.

*Potential Impact on CapMetro:* CapMetro, as a surface transportation provider, continually evaluates and responds to potential threats which could impact operations. This legislation would provide an additional evaluation and analysis and is in line with other regulatory structures that seek to harden critical infrastructure in an interconnected world.

**HB 3234 by Representative Troxclair** – This legislation would amend Texas Transportation Code Chapter 451 to: 1) remove the five year time period between elections for units wishing to consider withdrawing from the CapMetro service area – and allow for an election to be held every year if so ordered by the governing body of the member unit; 2) reword the ballot question asked to read “Shall (unit of election) withdraw from the (name of the authority).” Today the language reads “Shall (name of the authority) be continued in (unit of election)”; 3) require the Comptroller of Public Accounts to determine the net financial obligation owed, if a withdrawal is passed, and require the Comptroller to provide for a “reasonable credit in an amount determined by the comptroller if the comptroller finds a disparity in transit services provided by the authority to the unit”; 4) removes any calculations related to inclusion of rail service in the net financial obligation if rail service is not provided to the unit of election and; 5) requires the authority to annually make a good faith estimate of each member unit’s net financial obligations to be reported not later than July 1 of each year.

This legislation is similar in design to legislation introduced on behalf of the City of Lago Vista in the 2017 Legislative Session. At this time, the bill has been referred to the House Committee on Transportation.

*Potential Impact on CapMetro:* Similar legislation has been introduced in past sessions. With three elections on withdrawal (Lago Vista, Leander, and Manor) occurring in 2022, and all three of those ballots reaffirming the electorate wish to remain within the service area, CapMetro is able to provide for a longer-term plan for service in and around the region. Moving to a ballot question being able to be placed before voters on a yearly basis may complicate the ability to do longer-term planning and visioning for mobility in Central Texas. Prior litigation on the Net Financial Obligation calculation have affirmed that CapMetro has correctly and impartially applied the law when municipal government units have withdrawn in the past, and modifications to the process, establishing credits against the overall obligation and proportionality for services to the entire service area, and the requirement of a good faith estimate each year, need further examination in order to determine how the operational aspects may impact the agency.

**HB 820 by Representative King; HB 960 by Representative Jetton; HB 2028 by Representative Dean; HB 2199 by Representative Canales; SB 505 by Senator Nichols** – These pieces of legislation each seek to increase fees for electric vehicle and/or plug-in hybrid vehicle registration, to help offset the loss of revenue from those vehicles paying less in motor fuel taxes to maintain and expand the state roadway system. While these pieces of legislation would exempt larger scale vehicles (those with a gross weight of 10,000 pounds or more), there is a potential financial impact given the non-revenue fleet operated by CapMetro. The exact fee varies, based on the piece of legislation.

SB 505 was voted out of the Senate Transportation Committee and referred to the Local and Uncontested Calendar on March 22. HB 2199, the companion bill in the Texas House, has been referred to the House Committee on Transportation. HB 820, 960 and 2028 have been referred to the House Committee on Transportation.

*Potential Impact on CapMetro:* While the pending legislation would exclude vehicles over 10,000 pounds of gross weight or more, which would remove our battery electric buses from these fees, the non-revenue fleet utilized by CapMetro may fall under the impact of the increased initial and annual vehicle registration fees. The estimated impact would be under \$100,000 per year, but as the exact thresholds are still under discussion and consideration by the Legislature, a stable fiscal impact is unclear at this time.

**HB 3899 by Representative Troxclair** – This legislation would amend the requirements of a Local Government Corporation (LGC) to require a public vote before any debt could be issued by the LGC backed by property tax revenue, in whole or in part. This legislation would require that: 1) an election be held and that as part of that election; a) the governing body of the municipality or county shall also submit the question of whether to impose a tax on property in the municipality or county to pay interest on the bonds and to provide a sinking fund to redeem the bonds; b) the ballot language must include: i) a plain language description of the single specific purpose for which the bonds are to be authorized; the total principal amount of the bonds to be authorized; and that the principal and interest of the bonds will be wholly or partially paid from property tax revenue.

This legislation is joint authored in the House by Representatives Burrows, Bonnen, Raymond, and Meyer with Representative Dorazio signed on as a coauthor. In the Texas Senate, Senator Bettencourt is carrying the companion bill, SB 1791, which has been referred to the Senate Committee on Local Government. This legislation has been referred to the House Committee on Pensions, Investments & Financial Services.

*Potential Impact on CapMetro:* This legislation seeks to add additional steps into the process of debt issuance and funding for Project Connect activities being pursued by the Austin Transit Partnership as a result of the November 2020 tax rate election authorization. CapMetro is coordinating with the Austin Transit Partnership and other stakeholders on this piece of legislation.

**SB 827 by Senator Hall** – This legislation would allow private driver training for commercial driver's licenses to be authorized, including knowledge or skills tests, as required under Section 522 of the Texas Transportation Code. This would allow, if passed, a private facility to administer the testing for commercial driver's licenses, and issue new and renewal licenses.

This legislation has been referred to the Senate Committee on Transportation.

*Potential Impact on CapMetro:* CapMetro will continue to monitor this legislation for potential impacts as a possible mechanism to help increase available CDL holders in the state.

**SB 1546 by Senator Bettencourt** – This legislation would establish a limit on the ability of a special district to exercise a right or power outside of the district’s boundaries, after September 1, 2023. Under the legislation, as drafted, a special district is defined as a political subdivision of the state with a limited geographic area created for a special purpose by local law or general law, excluding school districts. This legislation would limit the ability of such a special district to exercise any authority outside of the geographic boundary of the district after September 1, 2023.

This legislation has been referred to the Senate Committee on Local Government and is the companion bill to HB 5171 by Representative Wilson. HB 5171, as of this writing, has not yet been referred to a House Committee.

*Potential Impact on CapMetro:* CapMetro is in contact with other transit agencies across the state regarding the potential impact this legislation could have on our ability to provide service to non-member/non-sales tax paying communities.

Aside from these pieces of legislation, staff continues to monitor closely, along with other public entities, other possible operational impact bills. These include restrictions on the use of state legislative advocates and firms, possible pre-emption of a local authority in various pending legislation, and the overall state budget process for the remainder of the current and upcoming biennium.

Government Affairs will provide updates as these bills, and others currently pending, move through the legislative process. The last day for the 88<sup>th</sup> Regular Session, per the Texas Constitution, is May 29, 2023.

If you have any questions regarding this update, please reach out to Ed Easton ([Ed.Easton@capmetro.org](mailto:Ed.Easton@capmetro.org)) and he will coordinate a response or a briefing time.