~ NOTICE OF MEETING ~
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
2910 East Fifth Street Austin, TX  78702

~ Agenda ~

Executive Assistant/Board Liaison Gina Estrada
512-389-7458

Monday, August 28, 2017  11:00 AM  Capital Metro Board Room

I.  Pledge of Allegiance

II.  Safety Briefing

III.  Public Comment:

IV.  Public Comment on President/CEO Candidate Profile

V.  Advisory Committee Updates:
   1.  Update on the Customer Satisfaction Advisory Committee (CSAC)
   2.  Update on the Access Advisory Committee (AAC)

VI.  Executive Session of Chapter 551 of the Texas Government Code:
   Section 551.072 for real property issues - Real Estate - Lakeline Development and Facilities.

VII.  Board Committee Updates:
   1.  Operations, Planning and Safety Committee
   2.  Finance, Audit and Administration Committee; and
   3.  CAMPO update

VIII. Consent Items
   1.  Approval of Board Minutes for the July 11, 2017 Worksession and July 31, 2017 Board Meeting.
   2.  Approval of a resolution authorizing the President/CEO, or her designee, to amend an existing Interlocal Agreement (ILA) with Travis County for employee transit passes to align with Travis County’s fiscal year and extend the term of the Agreement for a period of October 1, 2017 through September 30, 2018, and set the contract amount at $87,000 for the term of the agreement
3. Approval of the execution of an extension and amendment to the President/CEO Employment Agreement extending the term of the agreement to December 31, 2017.

IX. Action Items:

1. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a Design-Build contract with Modern Railway Systems, Inc. for finalizing the design, installation, testing and commissioning of the Positive Train Control System (PTC) and its supporting Fiber Optic Communication System on Capital Metro’s Commuter Rail Corridor in an amount not to exceed $65,675,000.

2. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a modification of the contract with Verizon Wireless telecommunications services for cellular data service in an amount not to exceed $840,346 for the remaining months of the base year through April 1, 2018 and four option years.

3. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with GTS Technology Solutions in an amount not to exceed $1,470,190 for the implementation of hardware upgrades to Capital Metro’s existing bus fleet and upcoming vehicle purchases.

4. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with Conduent Transport Solutions, Inc. (formerly Xerox Transportation Solutions, Inc.) for the development and implementation of a cellular-based data feed software upgrade for Capital Metro’s Intelligent Transportation Computer-Aided Dispatch/Automated Vehicle Location system (CAD/AVL) in an amount not to exceed $603,696.

5. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract modification with Watco Companies, L.L.C. to allow Watco to expand the freight service area to utilize the track from the Giddings Industrial Lead at MP 27.20 Elgin, TX to MP 0.00 Giddings, TX, under the Contract No. 137737 for Freight Operations and Maintenance services on the Capital Metro Railroad.

X. Discussion:

1. President/CEO Search and Selection Process

XI. Presentations:

1. Legislative Update
2. Sustainability Report

XII. Reports:

1. Quarterly Planning/Ridership Report
2. Quarterly Finance Report
3. President's Report
XIII. Items for Future Discussion:

XIV. Adjournment

ADA Compliance

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BOARD OF DIRECTORS: Wade Cooper, Chair; Beverly Silas, Vice Chair; Juli Word, Board Secretary; Terry Mitchell, Pio Renteria, Delia Garza, Ann Kitchen and Rita Jonse. Board Liaison: Gina Estrada (512)389-7458, email gina.estrada@capmetro.org if you need more information.

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TITLE: August 2017 CSAC Minutes
Call to Order:

Chairman Foster called the meeting to order at 6:00 p.m.

Introductions:

Committee members present were Chairman David Foster, Rich MacKinnon, B.J. Taylor, and Oscar Gaytan.

Capital Metro staff members present were Jackie Nirenberg, Kevin Conlan, and John Andoh.

Citizen Communication:

There were no citizens present to provide public comment.

Mr. Rich MacKinnon, Customer Satisfaction Advisory Committee

Mr. MacKinnon informed the committee of a complaint he received from a customer who claims an operator was reckless and speeding, leading to an injury. Mr. Sargent is handling this matter with Customer Service and BPS.

New Business

FY 2018 Budget
Mr. Kevin Conlan, Director of Financial Planning, Capital Metro

Mr. Conlan presented on the FY2018 budget, including upcoming capital projects, and informed the committee of the upcoming public meetings, public hearing, and webinars in September.

Connections 2025: Route 5 Resolution Discussion

The committee discussed a proposed resolution on an alternate solution for the southern leg of Route 5, as part of the Connections 2025 plan. The committee recommends that the proposed Route 105 be replaced with all day service on the southern leg of the new route, terminating at the Westgate Park and Ride.

Action Items

Upcoming Agenda Items
The committee will receive presentations on the proposed June 2018 Service Changes and has requested updates on UT/ACC ridership, including the UT promotional campaign, and the new MetroRapid frequency increases. Mr. Sargent will coordinate these agenda items with staff.

Adjournment

The committee adjourned at 7:00 p.m.
TITLE: August 2017 ACCESS Minutes
Access Advisory Committee  
August 2nd, 2017  
2910 E. 5th Street, Austin, Texas 78702  
5:30 – 6:30 p.m.

Call to Order:  
Chairman Chris Prentice, Access Advisory Committee

Chairman Prentice called the meeting to order at 5:30 p.m.

Introductions:

Committee members present were Chairman Chris Prentice, Vice Chairman Paul Hunt, Estrella Barrera, Molly Birrell, John McNabb, Tom Turner, and Glenda Born.

Capital Metro staff members present were Chad Ballentine, Sam Sargent, Martin Kareithi, Kevin Conlan, and Jeff Denning.

Capital Metro contractor staff present were Nate Degrafenfriend and Joel Perez.

Citizen and Committee Communication:

Members of the public present included Katherine Rutledge and Cheryl Hunt.

Ms. Katherine Rutledge

Ms. Rutledge said that she has had issues with phone reservations using home telephones. Mr. Ballentine said that he would look into it and discuss with MetroAccess staff.

Mrs. Cheryl Hunt

Ms. Hunt said that she has had issues with the online reservation system, specifically confusion over “User Name” for customers not used to using Capital Metro. She stated that if the reservation agent wants an ID number, they should specifically state that. Ms. Hunt said that the system is good overall, but needs to be fine-tuned.

MetroAccess Statistics & Technology Update

Chad Ballentine, Director of Paratransit, Capital Metro

Mr. Ballentine presented the July MetroAccess statistics to the committee and updated them on Capital Metro President and CEO Linda Watson’s recent retirement announcement. He also informed the committee that the replacement for the Trapeze software will go to bid in 2018. Vice Chairman Hunt asked that the committee be updated when the scope of work is ready.
New Business

**Proposed FY2018 Budget**
*Mr. Kevin Conlan, Director of Financial Planning, Capital Metro*

Mr. Conlan presented the proposed FY2018 Budget, including upcoming capital projects, to the committee. His presentation is available to the public and will be used in the upcoming September budget public meetings, public hearing, and webinars. Vice Chairman Hunt asked about the timing for the three new passing points that are being constructed on the Red Line and whether they were included in the budget. Mr. Sargent informed the Vice Chairman that construction was slated for 2018 and is being funded through the TIGER V grant funds.

**Pickup Pilot Project Update**
*Mr. Chad Ballentine, Director of Paratransit, Capital Metro*

Mr. Ballentine provided a regular update on the Pickup pilot project in the Mueller, Coronado Hills, and Windsor Hills areas, including ridership statistics. Mr. McNabb asked how the pilot project was being funded and Mr. Ballentine explained that the software was being provided for free by Ride with Via as part of the pilot, but the vehicles are being paid for by Capital Metro. He continued, explaining that the service is not more expensive than existing paratransit service in the area and the project team is continuing to look for efficiencies in the service.

Mr. Ballentine continued, stating that staff was working to expand the market for Pickup to younger people, especially AISD students at Reagan High School. The current average wait time is 9 minutes, which is below the advertised 15-minute goal. On the mobile app, the Pickup service currently has a rating of 4.75 out of 5.

Mr. Sargent provided an update on the extensive outreach efforts being done for the Pickup service, including presentations to HACA and senior apartment facilities. This work is ongoing.

**Action Items**

**Future Agenda Items**

The committee asked that the June and August meeting minutes be added to the September agenda, along with a presentation on adding tickets into iPhone passbooks. Mr. Sargent will invite IT staff for this agenda item.

**Adjournment**

The committee adjourned at 6:30 p.m.
Approval of Board Minutes for the July 11, 2017 Worksession and July 31, 2017 Board Meeting.
I. Presentations:

1. FY2018 Proposed Budget

President Watson thanked the board for being present and mentioned we had to cancel both the Administration & Operations Committee meetings this month because of quorums. Those items will be presented to the Board at the next Board meeting scheduled for July 31. Next, she introduced the two items on today’s Board agenda.

Kevin Conlan, Director, Budget and Financial Planning, presented the FY2018 Proposed Operating and Capital Budget as well as the Five-Year Capital Improvement Plan (CIP) for Fiscal Years 2018 to 2022. The presentation included an overview of the budget process. Highlights included:

- **Budget Development Calendar**
  - July 31 - Budget proposal presented to Board of Directors
  - August - Board’s advisory committees review and public meetings
  - September - Public meetings across Capital Metro’s service area and report public feedback to Board committees, followed by public hearing on September 14
  - September 29 - Board considers adoption of Proposed Budget and Five-Year CIP

- **Budget Highlights**
  - Proposed budget is structurally sound and balanced
  - Sales tax growth trend is slowing down to more moderate (2018 budget grown of 3.5%)
  - Budget meets operating reserve requirements
  - Overall decrease in expense spending of $1.7 million from FY2017 Budget to FY2018 Budget
  - Lower diesel costs will fund our service expansions
  - New Services - MetroRapid, Express, MetroRail, Connections 2025
  - Capital Investment Program will significantly carry forward FY2017 Projects & Funding

- FY2018 Operating Budget Summary - we're heavily dependent on sales tax revenue & federal grants for annual funding. Majority of budget pays for transit services delivered by contractors.

- Operating Cost Drivers
Operating Expense Comparisons - overall decrease of $1.7 million from FY2017 budget to FY2018 budget

Operating Expense Summary

Growth in FY2018 Services - we have budgeted for the following services: More frequent and weekend service for MetroRapid 801 and 803; MoPac Express System, MetroRail expansion; Connections 2025 series of route and schedule adjustments, RideShare; and MetroAccess.

Employee Pay & Benefits, Proposed Staffing Changes, Personnel Schedule

Operating Revenue - Sales Tax Revenue has a projected growth of 3.5% for FY2018 and is in line with the COA Financial Forecast & Economic Outlook for Fiscal Years 2018-2022; Fare Revenue - no fare increase in 2018 due to decreasing ridership, Federal Grants - approximately $28 million annually in Section 5307 Funds

List of Capital Investment Highlights

Proposed 5-Year Capital Plan 2018 includes projects & funding carryforward from 2017 of $57.5 million; Comprehensive close-out of FY2017 capital spending will be presented in October; 2019 funding will require financing or deferral of some projects to 2020

Fund Balance & Reserves
- Projected Beginning Balance: $159,560,825
- Projected Ending Balance: $76,143,624
- Total Commitments and Obligations: $76,143,624

Next Steps

Challenges Beyond FY2018 and List of Unfunded Capital Projects
- Funding for $18M Right of Way for I-35 transit services project and heavy cost burden for I-35 and Positive Train Control
- Only $40M available annually for Capital 5 yr forecast - for State of Good Repair
- Facilities - Most facilities are currently at maximum capacity - with Paratransit facility most urgent need
- Additional Bus facilities needed

Comments and Questions from Board members included:

Board Member Silas:
- Asked for an explanation regarding MetroRail FRA requirement mentioned on Slide 13 - re: 2 person crew.
- Asked for clarification regarding the $28M in Section 5307 funds on Slide 17.

Board Member Kitchen:
- How does our budget align with our Strategic Plan? The FY2018 Budget Plan will provide a listing by departments and how their goals tie in with the Strategic Plan.
- Would like to know which Capital Projects are included in the Strategic Plan and "what's out". Staff mentioned the project selection process was done through a "Decision Lens" process and those results will be included in the FY2018 Budget Plan.
Would like to know how much is allocated for public outreach and communication, i.e., staff, resources, etc.

Wants to know if the budget includes money for fleet electrification/autonomous vehicles. Are we buying electric vehicles? Staff indicated diesel vehicles are in the budget and we are having discussions regarding automated vehicles.

Voiced concern regarding bus stops that don’t have bus shelters. Asked for a map of where we currently have bus shelters and where we plan on installing bus shelters. Staff responded that all bus stops that meet our boarding standards will have bus shelters by 2021. However, we could expedite this for 2019 but that will cause a $1.1 million budget impact and other capital projects would have to be deferred.

Board Member Silas:
- Suggested that the map also include where ROW do not allow for bus shelters and where bus shelters are not possible due to infrastructure limitations/barriers.

Board Member Kitchen:
- Acknowledged Board Member Silas’ comment and added she would like that information included in the map along with the barrier. Lastly, she would like all the bus stops that do not meet the boarding standards (50+ boardings per day) identified on the map.
- Asked to be informed about which Mobility innovation zones in Connections 2025 we will be considering. Staff indicated consulting help to identify those zones is already in the budget.

Board Member Jonse:
- Do we have an Emergency Fund? Yes, we have both our reserves and contingency funds.

Board Member Mitchell:
- Commented that we are highly dependent on Sales Tax and Capital grants and stated he hopes the grants continue and the sales tax does not decline. He added that there’s no hidden pocket of money and we have to do better with what we have.

Board Member Cooper:
- How do we assess the possibility of a recession? Staff said we have adequate reserves right now to get us through a recession. We were able to lower the FY2018 budget by $1.7 million and up the contingency to $2 million
- Slide 22 - asked for clarification regarding the Downtown station, Interlocal Agreements, and City of Austin Mobility Programs.
- How can we be more efficient? Slide 16 shows almost 15% of our payroll is dedicated to the Paratransit Control Center

Board Member Kitchen:
- Questioned why the paratransit facility is the most urgent need. Staff communicated that we maintain the paratransit fleet at Thompson Lane and we are out of capacity due to the growth in services.
- Inquired about MetroAccess staffing levels - why do we have 10 employees devoted to doing assessments? Would it be cheaper to just let customers ride? Would like to discuss eligibility requirements and assessments currently being performed. Asked for a cost benefit analysis.

Board Member Silas:
- Commented that she has visited the Paratransit Facility at Thompson Lane and understands the need for expansion. She wanted to know if there's an opportunity to purchase land around the facility or if it is more feasible to look at another location. Staff announced that we have done an analysis/placement and a South location will be best for the paratransit fleet and future fixed route buses.

2. IH-35 Transit Services

Public Comment:

Roger Baker, citizen, provided a handout for the Board's review and had the following comments. Why is Capital Metro funding the I-35 reconstruction cost in its current shortfall? There are 3 bus options shown for I-35 on pages 8, 9, 10. The super BRT concept on page 8 costs the most and there are no I-35 transfer connections near downtown between Oltorf & 51st street. Lastly, how can we predict future suburban bus ridership when Capital Metro ridership is falling?

Steven Knapp, member of the MCAC Advisory Committee, supports Phase 2 of the plan. He wants CM to continue with the study process and not enter into an ILA with TxDOT for IH-35 transit services until the study is complete.

Brennan Griffin, representing AURA, is against Capital Metro entering into an ILA with TxDOT for IH-35 transit services. He is concerned with the operating and capital expenses associated with the project. He feels this is not a good investment.

Heyden Black Walker, with Reconnect Austin, opposes Capital Metro entering into a partnership with TxDOT for IH-35 transit services. She communicated concerns with accessibility of the in line stations and feels the Right-of-Way can be used more effectively. She believes funding for this project will take away from other projects such as bus shelters. She urged the Board not to commit without having all the valuable information.

Jeb Boyt, representing Alliance for Public Transportation, expressed concerns with the proposed IH-35 transit project. He is alarmed with the accessibility of the in line stations, in particular the lack of any in line station between 15th Street and St. Johns/Rundberg area. He is also concerned with the land use. He asked the Board to consider all these matters and recommended a careful approach. Lastly, he suggested that the project not be endorsed.

David King, citizen, voiced concerns with the disparity of providing transportation services to low income families who have moved from the central part of the city to the suburbs due to the high cost of living in Austin. He encouraged the Board to be proactive in identifying means to provide service to those people who are struggling for transportation services to health/medical services, etc.

Alicia Haggerton, also a member of the MCAC Advisory Committee, disagrees with IH-35 transit service concept and expressed her concerns. She believes Capital Metro should continue with Project Connect to decide which corridors are necessary and feasible before approving the recommended operating and capital expenditure for IH-35 transit services.

Zenobia Joseph, citizen had comments regarding the MetroRapid stations that are being proposed under “Unfunded Capital Projects” on page 28 of the Board Agenda packet, specifically Route 820. She asked if Capital Metro could provide a cost benefit analysis for
the express bus routes that we’re adding to the system to show the public what the impact would be. She is particularly concerned that Route 820 will eliminate Route 20 and 37, as well as the night owl service on Riverside.

Presentation
Todd Hemingson, Vice President, Strategic Planning and Development, presented this item. The I-35 corridor through downtown Austin is identified as one of the most congested segments of roadway in Texas. TxDOT is well into planning and environmental studies for a $4 billion overhaul of I-35 through Central Texas, with overall construction estimated through 2025. TxDot has said adding lanes for rapid bus stations would add $123 million to the cost of the I-35 project and would like Capital Metro to fund the full transit package. However, Capital Metro can only participate in the Right-of-Way (ROW) acquisition of $18 million. That amount ($18M) will be paid off in installments - over a 5 year time period. TxDOT wants a decision fairly quickly.

II. Items for Future Discussion:

III. Adjournment

ADA Compliance

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BOARD OF DIRECTORS: Wade Cooper, chairperson; Beverly Silas, vice chair; Juli Word, board secretary; Terry Mitchell, Pio Renteria, Delia Garza, Rita Jonse and Ann Kitchen. Board Liaison: Gina Estrada (512)389-7458, email gina.estrada@capmetro.org if you need more information.

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I. Pledge of Allegiance

II. Safety Briefing

Donna Simmons, Vice President of Administration, provided the safety briefing for this month. The safety message focused on safety around trains and railroad tracks.

III. Public Comment:

David Dobbs, Executive Director, Texas Association for Public Transportation opposes IH-35 transit services. He believes Capital Metro will not see a return on the proposed $18 million investment with TxDOT.

IV. Advisory Committee Updates:

1. Update on the Customer Satisfaction Advisory Committee (CSAC); and
   Kendall Jackson, Community Involvement Team, informed the Board that CSAC and Access Advisory Committees were in recess in July and will reconvene in August. Therefore, there are no updates at this time.

2. Update on the Access Advisory Committee (AAC).

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

Section 551.074 for personnel matters President/CEO - annual performance review.

Went into session at 1:42 PM
Returned at 3:25 PM

VI. Consent Items

1. Minutes for the June 26, 2017 Board of Directors Meeting

VII. Action Items:

1. Approval of a resolution authorizing the President/CEO, or her designee, to extend an Interlocal Agreement (ILA) with Austin Community College for student and employee transit passes for a period of one year from September 1, 2017, through August 31, 2018.

   Greg Buford, Marketing Coordinator, presented this item. He provided an overview of the MetroWorks program and commented that 33% of MetroWorks revenue for the first half of this fiscal year came from ACC. However, there's been a 51% decline in ACC ridership over the last few years and the possible reasons for this include: lower gas prices, inexpensive parking, the $25 Green Pass fee and/or the
pricing structure of our green pass program. Discussion continued regarding the cost of the ACC Green Pass versus the cost of ACC’s parking pass, with Gregg broadly outlining three steps to address the Green Pass’s declining popularity. In conclusion, Board Member Kitchen suggested that Capital Metro Chair Wade Cooper open up a dialogue with ACC Board of Trustees Chair Barbara Mink to address how we can improve the program in a way that benefits everyone.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Rita Jonse, Board Member
SECONDER: Sabino Renteria, Board Member
AYES: Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

2. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute contracts with Andrews Kurth Kenyon; Bickerstaff Heath Delgado Acosta LLP; Greenberg Traurig LLP; Gruber Elrod Johansen Hail Shank; Husch Blackwell LLP; Jackson Lewis PC; Kaplan Kirsch & Rockwell LLP; K&L Gates LLP; Meyertons, Hood, Kivlin, Kowert & Goetzell; Olson & Olson LLP; Thompson Coburn LLP and Winstead PC for outside legal counsel services in the aggregate amount not to exceed $2,400,000 for one (1) base year and three (3) one-year options.

Kerri Butcher, Chief Counsel, presented this item. Capital Metro employs in-house legal counsel to address the need for daily legal advice, counsel and representation of the Authority. In addition to these daily needs, Capital Metro routinely requires the services and expertise of outside legal counsel to supplement the resources of in-house legal staff or to provide services in highly-specialized areas of the law. These will be Task Order contracts and work will be requested and performed as legal needs arise. There is no guarantee that a firm will receive work under these contracts if services in their practice area is not required and no minimum work is guaranteed.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Juli Word, Secretary
SECONDER: Ann Kitchen, Board Member
AYES: Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

3. Approval of a resolution authorizing the President/CEO, or her designee, to negotiate and execute an Interlocal Agreement (ILA) with Travis County for Transit Service and a Transit Development Plan (TDP) in an amount not to exceed $168,789 in FTA Section 5307 funds from Capital Metro and $231,095 in local funds from Travis County.

Approval of a resolution authorizing the President/CEO, or her designee, to negotiate and execute an Interlocal Agreement (ILA) with Travis County for a Transit Development Plan (TDP) in an amount not to exceed $64,000 in FTA Section 5307 funds and $16,000 in local funds from Travis County.

Todd Hemingson, VP Strategic Planning & Development, presented this item. This project will establish a partnership between Capital Metro and Travis County to use Section 5307 funding for a TDP. The TDP will provide service recommendations and a financing plan in order to assist Travis County in making decisions for future transit decisions with Capital Metro. Board Member Kitchen wanted to know the timeline for developing the TDP. The timeline is 6-9 months. Staff provided additional information to Board member Renteria regarding Routes 233 and 237.

Chair Cooper asked for a motion to take action on items 3 and 4.
4. Approval of a resolution authorizing the President/CEO, or her designee, to negotiate and execute an interlocal agreement (ILA) with Travis County to fund a portion of Routes 233 and 237 in an amount not to exceed $104,789 in FTA Section 5307 funds and $215,095 in local funds from Travis County.

This item was discussed and voted on in conjunction with Action Item #3.

5. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute Amendment #1 to the Contracted Service Supplement No. 2 with Capital Area Rural Transportation System (CARTS) for the operation of Route 214 Northwest Feeder for a period of three years in an amount not to exceed $1,760,979.

Dottie Watkins, VP Bus and Paratransit, presented items 5, 6, 7, 8, and 9. All of the items are for supplements to the ILA with Capital Area Transportation System (CARTS) CARTS for contracted services. Dottie briefed the Board on the partnership with CARTS, the Regional Mobility Agreement and the Master Interlocal Agreement (MIA). The MIA identifies general terms and conditions applicable to all services under the partnership. Each service provided is further defined by a service supplement. Approval of this resolution will authorize the amendment to the current contracted service.

Board member Cooper wanted to know how we evaluate CARTS service, routes success and efficiency. Most of them are feeder routes, but those that are not were incorporated into the Connections 2025 study. Enhancements that are envisioned in the Service plan include potential changes to some routes.

Board member Jonse asked if CARTS was used mostly for transportation to doctor’s appointments. These are fixed route services, with the exception of Georgetown, who has on demand response services. Georgetown will have fixed route service in August.

6. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute Amendment #1 to the Contracted Service Supplement No. 4 with Capital Area Rural Transportation System (CARTS) for the operation of Route 990 Manor Express for a period of three years in an amount not to exceed $641,756.

This item was discussed and voted on in conjunction with Action Item #5.
RESULT: ADOPTED [UNANIMOUS]
MOVER: Beverly Silas, Vice Chair
SECONDER: Terry Mitchell, Board Member
AYES: Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

7. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute Amendment #1 to the Independently Provided Services Supplement No. 5 with Capital Area Rural Transportation System (CARTS) for provision of CARTS Route 1517/Gold for a period of five months in an amount not to exceed $51,000.

This item was discussed and voted on in conjunction with Action Item #5.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Beverly Silas, Vice Chair
SECONDER: Terry Mitchell, Board Member
AYES: Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

8. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute Amendment #1 to the Contracted Service Supplement No. 8 with Capital Area Rural Transportation System (CARTS) for the Operation of Route 470 - Manor Flex for a three-year period in an amount not to exceed $701,577.

This item was discussed and voted on in conjunction with Action Item #5.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Beverly Silas, Vice Chair
SECONDER: Terry Mitchell, Board Member
AYES: Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

9. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute Amendment #1 to the Contracted Service Supplement No. 9 with Capital Area Rural Transportation System (CARTS) for the operation of GoGeo Transit Services for a period of two years in an amount not to exceed $1,772,387.

This item was discussed and voted on in conjunction with Action Item #5.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Beverly Silas, Vice Chair
SECONDER: Terry Mitchell, Board Member
AYES: Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

10. ILA with SAO for TeamMate License

Paula Bishir-Jensen, Interim VP, Internal Audit, presented this item. This agenda item requests approval of an ILA with SAO for an annual renewal of the TeamMate audit software license for three users. The Interlocal Agreement (ILA) with the Texas State Auditor's Office (SAO) extends a volume discount on the cost of the TeamMate audit software to state agencies, higher education, and political subdivisions of the State. The SAO per seat annual license is $250, a 94% discount from the direct purchase price of $4050 per license. The total cost for three licenses will be $750.00. The licensing period is for September 1, 2017 - August 31, 2018.

Board Member Kitchen wanted to know the purpose of the software. The TeamMate audit software will allow Capital Metro Audit team to organize and store critical audit data. The software is used in the day
to day operations of the Audit Department, with the information accessible to Capital Metro only.

**RESULT:** ADOPTED [UNANIMOUS]
**MOVER:** Rita Jonse, Board Member
**SECONDER:** Delia Garza, Board Member
**AYES:** Silas, Mitchell, Word, Cooper, Garza, Kitchen, Jonse, Renteria

11. Approval of a resolution confirming the evaluation rating for the third year of the President/CEO's Employment Agreement as Amended and Restated of January 1, 2014 and approving the amount of the annual performance award of 3.5 percent increase in base pay and a 8 percent performance bonus. The increases are awarded retroactively to the annual Employment Agreement date of July 26, 2016.

This item was discussed in an earlier Executive Session.

**RESULT:** ADOPTED [UNANIMOUS]
**MOVER:** Beverly Silas, Vice Chair
**SECONDER:** Rita Jonse, Board Member
**AYES:** Silas, Mitchell, Cooper, Jonse, Renteria
**ABSENT:** Word, Garza, Kitchen

**VIII. Presentations:**

1. Proposed FY2018 Budget

Reinet Marneweck, Vice President and Chief Financial Officer, presented the Proposed FY2018 Budget and Five Year Capital Plan. Staff and the Board of Directors discussion included:

- Budget Development Calendar
- Budget Overview
- Operating Budget Highlights - Overall decrease in expense spending of $1.7 million from FY 2017 Budget to FY 2018 Budget
- Capital Budget/Capital Improvement Plan

Board member Cooper asked for clarification regarding - Local Funding under Total Capital Projects - FY2019 (Slide 15).
Staff: We will have the capacity to fund $40 million of the $79 million. We will have to borrow the additional $40 million for those projects in 2019 or defer some projects to 2020.

Lastly, Unfunded Capital Projects were discussed with Board members asking the following questions:

Board member Kitchen: Is the cost for fleet electrification and autonomous vehicles included in the FY2018 budget?
Staff: That project is in the planning stages and is not included in this 5-Year Capital Plan Budget.

Board Member Cooper asked for clarification regarding cost of Total State of Good Repair - $21.4 million.
Staff: This amount - $21.4 million is out of the 5-Year CIP

Board Member Garza: Are routes 804 and 820 funded in this budget?
Staff: Those MetroRapid routes are part of the longer-range Connections 2025 initiative and are not part of this budget.
Board Member Garza: Is there a contingency reserve to fund those routes if we receive overwhelming public outcry for those routes?
Staff: We currently have an operating contingency of $3 million in the budget that can be utilized for that. However, the cost in 2019 becomes heavy when we have 12 months of service related changes.

2. Sustainability Update

This report was postponed due to time constraints and will be presented at next month's Board meeting.

IX. Reports:

1. President's Report

This report was postponed due to time constraints.

X. Items for Future Discussion:

XI. Adjournment

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512)389-7458 or email gina.estrada@capmetro.org if you need more information.

BOARD OF DIRECTORS: Wade Cooper, chair; Beverly Silas, vice chair; Juli Word, board secretary; Terry Mitchell, Pio Renteria, Delia Garza, Rita Jonse and Ann Kitchen. Board Liaison: Gina Estrada (512)389-7458, email gina.estrada@capmetro.org if you need more information.

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.
Approval of a resolution authorizing the President/CEO, or her designee, to amend an existing Interlocal Agreement (ILA) with Travis County for employee transit passes to align with Travis County’s fiscal year and extend the term of the Agreement for a period of October 1, 2017 through September 30, 2018, and set the contract amount at $87,000 for the term of the agreement.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to amend an existing Interlocal Agreement (ILA) with Travis County for employee transit passes to align with Travis County’s fiscal year and extend the term of the Agreement for a period of October 1, 2017 through September 30, 2018, and set the contract amount at $87,000 for the term of the agreement.

FISCAL IMPACT:
This action is revenue generating.

STRATEGIC PLAN:
Strategic Goal Alignment:
2. Increase Ridership,
3. Community

Strategic Objectives:
2.2 Lead public transportation and development,
3.4 Support plans and programs designed to build ridership and increase market share of alternate transit use.

EXPLANATION OF STRATEGIC ALIGNMENT:
The modification has the potential to increase ridership on Capital Metro services and provide additional revenue.

BUSINESS CASE:
The ILA has positively impacted ridership and demand for Capital Metro’s services and has been well utilized by Travis County employees. The proposed modification will allow county employees to continue to make use of our services and increase revenue for the agency.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Finance, Audit and Administration Committee on August 14, 2017.

EXECUTIVE SUMMARY:
As part of Capital Metro’s and Travis County’s continued joint effort to promote sustainability through transportation alternatives, this modification will align the Agreement with Travis County’s fiscal year and extend the term of the Agreement until September 30, 2018, and add funding relative to the demand for services that Travis County has experienced. The contract maximum of $87,000 will ensure sufficient funds to meet demand through September 30, 2018. This extension represents the third of three optional 12-month extensions provided for in an interlocal agreement with an
original term of January 1, 2014 to September 30, 2015.

DBE/SBE PARTICIPATION:  Does not apply

PROCUREMENT: Does not apply.

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-519)
Travis County ILA Extension

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to demonstrate the value of public transportation in a dynamic community; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to develop new ridership markets and actively engage the communities we serve.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to amend an existing Interlocal Agreement (ILA) with Travis County for employee transit passes to align with Travis County’s fiscal year and extend the term of the Agreement for a period of October 1, 2017 through September 30, 2018, and set the contract amount at $87,000 for the term of the agreement.

________________________
Date: _____________________

Secretary of the Board
Juli Word
• Inter-Local Agreements:
  – City of Austin
  – Travis County
  – ACC
  – CAMPO

• Metroworks Partners:
  • Whole Foods Market
  • Huston-Tillotson University
  • Thinkery
Travis County ILA Modification

- Start: October 1, 2017
- Amount: $87,000
- Expiry: September 30, 2018
- Invoicing: Monthly
- Reporting: Monthly
- Payment: Monthly
Travis County ILA Modification

- Fixed Route Services/MetroAccess: Pay per Ride
- Metro RideShare: County Contribution Per Rider per Month

<table>
<thead>
<tr>
<th>Service</th>
<th>Standard Rates</th>
<th>Current/Proposed Rates</th>
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<tbody>
<tr>
<td>Local</td>
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<tr>
<td>Commuter</td>
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<td>MetroAccess</td>
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<tr>
<td>Metro RideShare</td>
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<td>$50</td>
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Approval of the execution of an extension and amendment to the President/CEO Employment Agreement extending the term of the agreement to December 31, 2017.
SUBJECT:
Approval of the execution of an extension and amendment to the President/CEO Employment Agreement extending the term of the agreement to December 31, 2017.

FISCAL IMPACT:
This item is contingent upon approval of the FY 2018 Operating Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
4. Human Capital

Strategic Objectives:
4.1 Enhance organizational development

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

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Finance, Audit and Administration Committee on August 14, 2017.

EXECUTIVE SUMMARY:

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-2017-545)
President/CEO Employment Agreement Extension

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors entered into an Employment Agreement with Linda S. Watson on July 26, 2010 and Restated the Agreement effective January 1, 2014; and

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

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that it authorizes the execution of an extension and amendment to the President/CEO Employment Agreement extending the term of the agreement to December 31, 2017.

________________________
Date: ____________________

Secretary of the Board
Juli Word
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a Design-Build contract with Modern Railway Systems, Inc. for finalizing the design, installation, testing and commissioning of the Positive Train Control System (PTC) and its supporting Fiber Optic Communication System on Capital Metro’s Commuter Rail Corridor in an amount not to exceed $65,675,000.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a Design-Build contract with Modern Railway Systems, Inc. for finalizing the design, installation, testing and commissioning of the Positive Train Control System (PTC) and its supporting Fiber Optic Communication System on Capital Metro’s Commuter Rail Corridor in an amount not to exceed $65,675,000.

FISCAL IMPACT
Funding is available in the FY2017 Capital Budget.

STRATEGIC GOAL ALIGNMENT:
1. Deliver the best possible customer experience

STRATEGIC OBJECTIVE(S):
1.2 Improve system reliability and convenience
1.3 Promote a culture of Safety

EXPLANATION OF STRATEGIC ALIGNMENT:
Capital Metro’s commuter rail system is regulated by the Federal Railroad Administration (FRA) which, in response to Congress, mandated that all commuter rail systems install a PTC system by December 31, 2018, which reliably and functionally prevents train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the wrong position as part of the 2008 Railroad Safety Improvement Act and the 2015 Positive Train Control Enforcement and Improvement Acts.

BUSINESS CASE:
Capital Metro has competitively procured the services of Modern Railway Systems to finalize the design and to install, test and commission an Enhanced Automatic Train Control (EATC) PTC system. The PTC system legislation was mandated by the FRA in response to numerous railroad accidents which occurred between 1998 and 2002.

COMMITTEE RECOMMENDATION:
This agenda item will be presented to the full Board.

EXECUTIVE SUMMARY:
In 2008, Congress passed the Railroad Safety Improvement Act which required all railroads with regularly scheduled commuter rail passenger service to fully implement a Positive Train Control (PTC) System by December 31, 2015. The purpose of the PTC system is to reliably and functionally prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits and the movement of a train through a main line switch in the wrong position. In late 2015, Congress extended the deadline to December 31, 2018, with the possibility for two additional years to December 31, 2020, under certain conditions by passing the PTC Enforcement and Implementation
Act. Starting with the original passage of the RSIA Capital Metro, Rail Ops and Rail Compliance personnel determined that the Authority could meet the requirements by using an Enhanced Automatic Train Control PTC System.

Under this contract, the contractor is responsible for installing, testing and commissioning of the PTC system consisting of the wayside and car-borne portion of the cab signal system, the fiber optic communication system, and modifications to the railroad dispatching center, as well as meeting the requirements for Capital Metro to request an extension of the PTC deadline from December 1, 2018, to December 31, 2020. In order to be eligible for a two-year extension to the PTC deadline, Capital Metro (Rail Compliance) will be working with our PTC Contractor to a) define an FRA acceptable revenue service demonstration section which fully demonstrates all of the mandated operational capabilities of the PTC system; b) install all of the PTC wayside equipment on the entire commuter line; c) install all of the PTC on-board equipment for the commuter, freight and excursion DMUs and locomotives; and d) train all personnel who will be working with the PTC system. The PTC contractor understands our need to implement these pre-requisites in order to seek the extension.

DBE/SBE PARTICIPATION: The contractor will exceed the goal utilizing the following DBE/SBE contractors. The goal is 8% (SBE Federal).

<table>
<thead>
<tr>
<th>DBE/SBE Subcontractors</th>
<th>SERVICE/PRODUCT</th>
<th>$</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>Diverging Approach, Inc. (SBE)</td>
<td>Signal Test and Training Support</td>
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<tr>
<td>PK Electrical, Inc. (SBE)</td>
<td>Fiber Ductbank Design and Survey</td>
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<td>D P Directional, LLC (SBE)</td>
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<tr>
<td>D P Directional (Second Tier) (SBE)</td>
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<td>Q N Management Solutions (DBE)</td>
<td>Scheduling Consultant</td>
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<tr>
<td>DDE, Inc. (DBE)</td>
<td>Signal Cable Supply</td>
<td>0.25</td>
<td></td>
</tr>
<tr>
<td>Fortis Networks, Inc. (DBE)</td>
<td>Supply/Install Fiber</td>
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<tr>
<td>Eagle Barricade, LLC</td>
<td>Supply/Install Traffic Control</td>
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<tr>
<td>KLP Commercial (Second Tier) (DBE)</td>
<td>Material Supply</td>
<td>0.57</td>
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</tr>
</tbody>
</table>

PROCUREMENT:
This procurement follows the Design Build process authorized by the Board at the December 2016 meeting to procure design and construction services. On January 9, 2017, a Request for Qualifications (RFQ) was issued and formally advertised. By the closing date of January 31, 2017, two (2) submittals were received from Ansaldo STS and Modern Railway Systems. The evaluation team determined both firms to be qualified.
based on evaluation of submittals and oral discussions.

On March 27, 2017, Request for Proposals (RFP) were issued to only the qualified firms. Both firms submitted proposals by the due date of June 16, 2017, prior to 3:00 p.m. The proposal from Modern Railway Systems was rated highest, based on evaluation of proposals and oral discussions.

The revenue service demonstration section milestone deadline is no later than December 31, 2018. The substantial completion deadline is no later than December 31, 2019.

Total amount of award not to exceed $65,675,000.

RESPONSIBLE DEPARTMENT: Rail Safety Compliance
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-525)
PTC Implementation Project

WHEREAS; the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to comply with mandates from Congress and the regulating agency, Federal Railroad Administration (FRA); and

WHEREAS; the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to provide a safe, efficient, and reliable rail service to our customers; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to finalize and execute a Design-Build contract secured through competitive bidding.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a Design-Build contract with Modern Railway Systems, Inc. for finalizing the design, installation, testing and commissioning of the Positive Train Control System (PTC) and its supporting Fiber Optic Communication System on Capital Metro’s Commuter Rail Corridor in an amount not to exceed $65,675,000.

________________________
Date: ____________________

Secretary of the Board
Juli Word
Positive Train Control System

Capital Metro Transportation Authority
Rail Systems Safety and Regulatory Compliance

August 14, 2017
Positive Train Control (PTC) History

- September 12, 2008 – a head on train collision occurred between a commuter train and a freight train in Chatsworth, CA due to a stop signal violation by the commuter train engineer.

- October 2008 – Congress passed the Rail Safety Improvement Act which mandated PTC on the nation’s freight, intercity and commuter railroads by December 2015.

- October 2015 – Congress passed the Positive Train Control Enforcement and Implementation Act which changed the PTC implementation date to December 2018 and made provisions for an up to 24 month extension to the deadline under certain conditions.

- Capital Metrorail is commuter railroad and as such is required by law to install a PTC system.
PTC Regulatory Requirements

PTC is a train control system which reliably and functionally:

• Prevents train-to-train collisions
• Prevents overspeed derailments
• Prevents trains movement through a main line track switch in the improper position
• Prevents incursions into work zones without appropriate authority and verification
• Enforces mandatory authorities.

The three major PTC Systems in use in the US are I-EMTS, ACSES and EATC.

Capital Metro has chosen the EATC system to fulfill its PTC requirements.
EATC: Cap Metro’s PTC Solution

- EATC Enhanced Automatic Train Control System is an Automatic Train Control System with speed enforcement
- Service Proven in railroad and rapid transit environments since the mid 1960’s
- Installed and in-service or in test on other insular commuter, freight and intercity passenger rail systems such as:
  - Denton County Transit Authority “A Train”
  - Portland Trimet “Westside Express”
  - Salt Lake City “Front Runner”
  - Sonoma-Marin Area Rail Transit “SMART”)
  - Florida East Coast Railroad “Brightline”
- Reduced Regulatory requirements because EATC as a PTC system has received type approval from the FRA
Why EATC for Cap Metro?

- Capital Metro’s Commuter System is insular railroad. Our commuter equipment does not operate on other railroads,

- Capital Metro had not granted track access right to other railroads for them to operate on other railroads

- Therefore, the Capital Metro PTC System does not need to be interoperable with the PTC systems of other railroads such as

  - ACSES Advanced Civil Speed Enforcement System
  - ITCS Incremental Train Control System
  - ITEMS Interoperable Electronic Train Management System
EATC Subsystems

• Office: The equipment inside the Rail Dispatch Center which establishes work zones, temporary speed restrictions and crossing signal malfunction restrictions to the field
• Wayside: The train detection, switch control and cab signal equipment located on the commuter rail right-of-way between Leander and Downtown
• Comm: The fiber optic communication link between all of the wayside equipment housings and the rail dispatch center
• On Board: The cab signal reception, decoding and application equipment located on ten DMUs, six AWRR locomotives and one ASTA locomotive
EATC Subsystems

Dispatch Control System Upgrade to provide temporary speed restriction, work zones, crossing signal malfunction restriction, other mandatory directive, and to support scheduling, and automatic routing.

Wayside Units perform train detection, interlocking switch control, provide speed restriction information via cab signal system.

Locomotive On Board Computer decodes cab signals, display and apply speed restriction when time to penalty expires to ensure compliance.

Fiber Optic is the communication link between all of the wayside equipment and the rail dispatch center.

How PTC improves safety:
- As a train approaches a speed restriction, PTC issues a warning. If the train operator fails to adequately reduce the speed of the locomotive, the system enforces a reduction in speed.
- PTC also enforces braking or speed reductions when a train is approaching a segment of track occupied by another train, a work zone, or a misaligned switch.
An approved PTC System must prevent the following:

- Train-to-train collisions.
- Over-speed derailments.
- Injuries to workers as the result of unauthorized incursions by a train into a work zone.
- Movement of a train through an improperly aligned switch.
Request for PTC Deadline Extension
To December 31, 2020

- Functional Revenue Service Demonstration (RSD) with testing completed on at least one territory (North of Leander Station to North of Lakeline Station)
- All PTC wayside equipment installed from North of Lakeline to Downtown Station and to the commuter freight interface
- All Back Office and dispatch systems operational
- All on-board equipment installed
- All operating and maintenance employees who support PTC are trained
- PTC Safety Plan (PTCSP) Submitted to the FRA
- RSD System is Certified for Operation by the FRA
- Formal Application for extension to December 2020 filed with the FRA
PTC Project Timeline

- **2017**
  - Start PTC Design-Build contract
- **2018**
  - Place RSD in service
  - Complete installation of wayside, onboard and back office equipment to meet request for extension pre-requisites
  - Complete training of operations and maintenance personnel to meet request for extension pre-requisites
  - Apply for 2018 PTC Extension
  - Obtain PTC Extension
- **2019**
  - Continue PTC Installation and Test
- **2020**
  - Complete PTC Project and obtain FRA System Certification
Cap Metro PTC Interfaces

- Commuter Corridor Wayside Signals, Grade Crossing Warning Signals, Interlocking Signals, Dispatch Control System
- Commuter Train Operations
- Freight Train Operations
- Excursion Train Operations
- Commuter DMUs
- Freight and Excursion Locomotives
- TIGER Project
- Plaza Saltillo Grade Crossing Paseo Signaling Project
- Plaza Saltillo Double Track Project
- Downtown Station
PTC Procurement Process Next Steps

- Finalize Negotiations
- Provide Contraction and Price Details at the August 28, 2017 Board Meeting
- Questions?
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a modification of the contract with Verizon Wireless telecommunications services for cellular data service in an amount not to exceed $840,346 for the remaining months of the base year through April 1, 2018 and four option years.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a modification of the contract with Verizon Wireless telecommunications services for cellular data service in an amount not to exceed $840,346 for the remaining months of the base year through April 1, 2018 and four option years.

FISCAL IMPACT:
Funding for this action item is available in the FY2018 Operating Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Deliver the best possible customer experience

Strategic Objectives:
1.1 Promote a culture of safety,
1.2 Improve system reliability and convenience,
1.4 Deliver a customer-friendly experience through our people and systems

EXPLANATION OF STRATEGIC ALIGNMENT:
Maintaining a robust and reliable communication infrastructure ensures reliable access to all Capital Metro systems available to both internal and external customers. Conversion of the Intelligent Transportation System's (ITS) data feed to primarily cellular will allow the vehicle data to be transmitted from a rate of every forty-five seconds to two minutes to a new rate of every ten seconds. This increased data transmission frequency greatly improves the geo-location information for the fleet improving safety as well as a future potential of streaming security video feeds for all vehicles (Strategic Objective 1.1), increasing efficiency with road-call maintenance (Strategic Objective 1.2) as well as near real-time customer-facing information for trip planning, Dynamic Message Signs (DMS) at stations, next departures and passenger counts (Strategic Objective 1.4).

BUSINESS CASE:
With the installation of a unified router for ITS, Ticketing and Security, the use of cellular data is essential. Conversion from using the LCRA OpenSky radio channel as the primary port for the transmission of data from the fleet will allow for the expansion of the amount and frequency of data that may be gathered.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on August 14, 2017.
EXECUTIVE SUMMARY:
Capital Metro employs several telecommunications providers to achieve robust, redundant, and resilient connectivity within our own internal network and to the internet. As more services that Capital Metro provides and obtains become more and more dependent on telecommunication reliant services, it is imperative that we establish a solid platform to enable them.

This modification provides for monthly cellular unlimited data plans required for the routers that will be installed on Capital Metro’s fleet to transmit vehicle information to the Computer Aided-Dispatch/Automated Vehicle Location system (CAD/AVL) and real-time systems such as the mobile app and online trip planner.

This Resolution along with Resolution AI-2017-458 Cellular Data Routers are required components for Resolution AI-2017-455, Cellular Data Upgrade for Intelligent Transportations Systems CAD/AVL, all of which were presented to the Operations, Planning and Safety Committee on August 14, 2017.

DBE/SBE PARTICIPATION: Does not apply

PROCUREMENT: On April 1, 2017, Capital Metro awarded Contract 200164 to Verizon Wireless for Wireless Cellular Services in an amount not to exceed $373,560 for the base year and a total of $1,494,240 for four (4) option years. The Capital Metro Board of Directors authorized via Resolution #CMTA-2016-322. In order to accommodate additional wireless services under Contract 200164, an increase of $120,050 to the contract value is requested for the remaining months of the base year and $720,296 for the four (4) option years. The following details the modification per base and option years:

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<tr>
<td>Base Year Estimate (Awarded)</td>
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<td>Option Year 1 Estimate</td>
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<td>Option Year 4 Estimate</td>
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<td>$840,346</td>
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RESPONSIBLE DEPARTMENT: Information Technology
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS
STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-459)
Cellular Data Service Plan Expansion

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide reliable telecommunications solutions.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract modification with Verizon Wireless for cellular data services in an amount not to exceed $840,346 through April 1, 2018 and four-option years.

________________________
Date: ____________________

Secretary of the Board
Juli Word
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with GTS Technology Solutions in an amount not to exceed $1,470,190 for the implementation of hardware upgrades to Capital Metro’s existing bus fleet and upcoming vehicle purchases.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with GTS Technology Solutions in an amount not to exceed $1,470,190 for the implementation of hardware upgrades to Capital Metro’s existing bus fleet and upcoming vehicle purchases.

FISCAL IMPACT:
Funding for this action is available in the FY2017 Capital Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Deliver the best possible customer experience.

Strategic Objectives:
1.1 Promote a culture of safety,
1.2 Improve system reliability and convenience,
1.4 Deliver a customer-friendly experience through our people and systems.

EXPLANATION OF STRATEGIC ALIGNMENT:
The purchase and installation of cellular routers onto the fleet is the hardware component of two broader initiatives.

Board Resolution AI-2017-455: Convert the transmission of vehicle data (e.g. GPS and passenger counts) from radio transmission to cellular service. This will allow the polling rate for vehicles to be reduced from between forty-five seconds to two minutes down to ten seconds. This will directly improve customer experience, schedule and route analysis, service provider oversight and security efficiencies.

The second, presented in this Resolution, is to consolidate the number of routers on each vehicle. The installation of these routers will consolidate systems for onboard ticket validation and security camera video recording as well as the upcoming transmission of Intelligent Transportation System (ITS) data via cellular service through one router which will greatly improve the maintenance and monitoring of these functions. These routers will also provide the option to expand into future plans for real-time on board validators for fare collection to the entire fleet (Strategic Objective 1.2).

The routers will allow for an increased transmission rate of data which greatly improves the geo-location information of the fleet, improving safety as well as a future potential of streaming security video feeds for all vehicles (Strategic Objective 1.1), increasing efficiency with road-call maintenance (Strategic Objective 1.2) as well as near real-time customer-facing information for bus arrivals, next departures and passenger counts (Strategic Objective 1.4).
BUSINESS CASE:
The hardware and software upgrades will leverage Capital Metro’s investment in the ITS CAD/AVL system through 2023 by expanding on the tools available to provide data to staff and the public in order to promote safety, as well as improve reliability and convenience for our ridership.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on August 14, 2017.

EXECUTIVE SUMMARY:
Capital Metro contracted with Xerox in September 2006 for the installation of the OrbCAD ITS which provides real-time data, geolocation, computer-aided dispatching and expansive reporting tools for MetroRail, MetroRapid and MetroBus services.

The proposed installation of routers is required for the upgrade to cellular data transmission. The cellular transmission of data allows the polling rate of vehicles to be reduced from a range of 45 seconds to 2 mins down to 10 seconds. GPS-based real-time arrival and next departure information and passenger count data will be fed directly to customer-facing tools such as the mobile app and dynamic message signs (DMS). This upgrade to cellular will also improve efficiency for dispatching service, field maintenance and supervision, along with security support.

This Resolution along with AI-2017-459, Cellular Data Service Plan Expansion, are required components for Resolution AI-2017-455, Cellular Data Upgrade for ITS CAD/AVL.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: The contract will utilize the Department of Information Resources (DIR) contract, DIR-TSO-3652 with GTS Technology Solutions. DIR awarded contracts are made available for use by Capital Metro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act.

Purchases made using DIR contracts satisfy otherwise applicable competitive bidding requirements. The price was determined to be fair and reasonable based on Independent Cost Estimate and Price Analysis. GTS Technology Solutions pricing for Cellular Data Router $1,470,190. The contract is a firm fixed price type contract.

RESPONSIBLE DEPARTMENT: Information Technology
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-458)

Cellular Data Routers

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to supplement and improve its current ITS CAD/AVL system with additional safety, dispatching, reporting and customer-facing functionality; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to finalize and execute a contract with GTS Technology Solutions for the implementation of system upgrades to its current ITS CAD/AVL, ticketing and security systems.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract with GTS Technology Solutions in an amount not to exceed $1,470,190. for the implementation of hardware upgrades to Capital Metro’s existing bus fleet and upcoming vehicle purchases.

________________________
Date: _____________________

Secretary of the Board
Juli Word
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with Conduent Transport Solutions, Inc. (formerly Xerox Transportation Solutions, Inc.) for the development and implementation of a cellular-based data feed software upgrade for Capital Metro's Intelligent Transportation Computer-Aided Dispatch/Automated Vehicle Location system (CAD/AVL) in an amount not to exceed $603,696.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with Conduent Transport Solutions, Inc. (formerly Xerox Transportation Solutions, Inc.) for the development and implementation of a cellular-based data feed software upgrade for Capital Metro’s Intelligent Transportation Computer-Aided Dispatch/Automated Vehicle Location system (CAD/AVL) in an amount not to exceed $603,696.

FISCAL IMPACT:
Funding for this action is available in the FY2017 Capital Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Deliver the best possible customer experience.

Strategic Objectives:
1.1 Promote a culture of safety,
1.2 Improve system reliability and convenience,
1.4 Deliver a customer-friendly experience through our people and systems.

EXPLANATION OF STRATEGIC ALIGNMENT:
Conversion of the Intelligent Transportation System’s (ITS) data feed to primarily cellular will allow the vehicle data to be transmitted at a rate of every forty-five seconds to two minutes to a new rate of every ten seconds. This increased data transmission frequency greatly improves the geo-location information for the fleet improving safety as well as a future potential of streaming security video feeds for all vehicles (Strategic Objective 1.1), increasing efficiency with road-call maintenance (Strategic Objective 1.2) as well as near real-time customer-facing information for trip planning, Dynamic Message Signs (DMS) at stations, next departures and passenger counts (Strategic Objective 1.4).

BUSINESS CASE:
The software upgrade will leverage Capital Metro’s investment in the ITS system through 2023 by expanding the tools available which generate data for Capital Metro staff and the public in order to promote safety, improve reliability and convenience for our ridership.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on August 14, 2017.
EXECUTIVE SUMMARY:
Capital Metro contracted with Xerox in September 2006 for the installation of their OrbCAD Intelligent Transportation System which provides real-time data, geolocation, computer-aided dispatching and expansive reporting tools for Rail, Rapid and Fixed Route. The cellular transmission of data allows the polling rate of vehicles to be reduced to ten seconds. This GPS and passenger count information will be fed directly to customer-facing tools such as the mobile app and DMS as well as internal functions for dispatching, field maintenance and supervision, and security services.

This Resolution has required components identified in Resolution AI-2017-458, Cellular Data Routers, and Resolution AI2017-459, Cellular Data Service Plan Expansion which were also presented to the Operations, Planning and Safety Committee on August 14, 2017.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT:
On March 15, 2017, a Notice of Intent to Award Sole Source was published for two weeks on DemandStar as well as in the lobby at 2910 E, 5th Street, Austin TX 78702 and on Capital Metro’s website. This sole source requirement meets the conditions of FAR 130106-1(b) (2) in that only one responsible source has been identified as reasonably available to perform enhancements and upgrades to the proprietary Conduent Transport Solutions, Inc. (formerly Xerox Transportation Solutions, Inc.) software that is part of Capital Metro’s Intelligent Transportation CAD/AVL System.

Conduent Transport Solutions, Inc. submitted its proposal on April 14, 2017. A Final Proposal Revision (FPR) was requested and received on June 8, 2017. A cost analysis of the price proposal was performed and the price has been determined fair and reasonable. The base term of the contract would be from Notice to Proceed through 08/01/2018 for the Not-to-Exceed amount of $603,696. There are no extension options.

RESPONSIBLE DEPARTMENT: Information Technology
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-455)
Intelligent Transportation Systems CAD/AVL

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to supplement and improve its current ITS CAD/AVL system with additional safety, dispatching, reporting and customer-facing functionality; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to finalize and execute a contract with Conduent Transport Solutions, Inc. for the implementation of system upgrades to its current ITS CAD/AVL system.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract with Conduent Transport Solutions, Inc. for the development and implementation of a cellular-based data feed software upgrade for Capital Metro's Intelligent Transportation CAD/AVL System in an amount not to exceed $603,696.

__________________________________________
Date: __________________________
Secretary of the Board
Juli Word
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract modification with Watco Companies, L.L.C. to allow Watco to expand the freight service area to utilize the track from the Giddings Industrial Lead at MP 27.20 Elgin, TX to MP 0.00 Giddings, TX, under the Contract No. 137737 for Freight Operations and Maintenance services on the Capital Metro Railroad.
Capital Metropolitan Transportation Authority               MEETING DATE: 8/14/2017
Board of Directors (ID # AI-2017-514)
Freight Rail Operations and Maintenance Contract Modification

SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract modification with Watco Companies, L.L.C. to allow Watco to expand the freight service area to utilize the track from the Giddings Industrial Lead at MP 27.20 Elgin, TX to MP 0.00 Giddings, TX, under the Contract No. 137737 for Freight Operations and Maintenance services on the Capital Metro Railroad.

FISCAL IMPACT:
This contract is a revenue generating contract.

STRATEGIC GOAL ALIGNMENT:
2. Demonstrate regional leadership

STRATEGIC OBJECTIVE(S):
2.4 Generate funding

EXPLANATION OF STRATEGIC ALIGNMENT:
This action will allow Capital Metro to expand the active service area of the freight line. This contract amendment will include the responsibility for operation and maintenance of the freight subdivisions and is in accordance with our 2012 strategic initiative for our freight business to be financially self-sustainable. In addition to taking responsibility for the operation and maintenance of the line segment from Elgin to Giddings, the freight contractor will provide Capital Metro with a revenue stream based on gross revenues obtained from operating the freight business, as well as fees for operating on the commuter subdivision.

BUSINESS CASE:
Capital Metro’s intent in executing this contract modification is to increase the freight revenue by allowing the contractor to utilize tracks from Elgin to Giddings. Watco will be 100% responsible for operating and maintaining the track, bridges, culverts, grade crossing and warning systems and all related costs. Capital Metro will receive 16.5% of the gross revenue of the freight service as currently identified in the contract.

COMMITTEE RECOMMENDATION:
This agenda item will be presented and is recommended for approval by the Operations, Planning and Safety and Finance, Audit and Administration Committee on August 14, 2017.

EXECUTIVE SUMMARY:
By taking this action, Capital Metro continues the process of ensuring that its freight operations are self-sustainable, the revenues and expenses associated with operating and maintaining the freight business are separate from the revenues and expenses of operating the commuter business.
The contractor can make capital investments in the railroad needed to grow the freight business based on their return on investment. Our contract with Watco provides a revenue stream to Capital Metro based on receiving 16.5% of Watco’s gross revenues and the trackage fees. It is estimated that this contract amendment will generate additional revenues of $13,062,322 million over the base contract period.

<table>
<thead>
<tr>
<th>Item No</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Projected revenue under current contract over the term of the contract</td>
<td>$98,856,339</td>
</tr>
<tr>
<td>2</td>
<td>Additional revenue to add Giddings Industrial Lead over the term of the contract</td>
<td>$13,062,322</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$111,918,661</strong></td>
</tr>
</tbody>
</table>

Key points include:

- Watco Companies, L.L.C. will assume complete operation of the additional services by January 1, 2018.

- Capital Metro’s 16.5% revenue share will not be paid to Capital Metro, on Giddings Industrial Lead traffic only, until a total of $3 million has been accumulated and retained by Watco.
  - Watco estimates approximately $568,000 per year would be the normalized 16.5% revenue share due to Capital Metro on the new Giddings Industrial Lead traffic.
  - This estimate indicates it will take 5.5 years for Watco to accumulate Capital Metro’s contribution of the $3 million.
  - Once the $3 million has been accumulated by Watco, the full 16.5% share is paid. Capital Metro is projected to collect approximately $853,000 per year, on Giddings Industrial Lead traffic, in additional revenue share and trackage rights fees.

- The new Giddings Industrial Lead trackage rights fees to be assessed on 6,000 carloads per year which would equate to approximately $265,000.

- Watco is responsible for rehab of the Giddings Industrial Lead infrastructure, maintenance components of the Giddings Industrial Lead infrastructure, and operating risks associated with the Giddings Industrial Lead.

- Watco agrees to contribute labor costs, design, and equipment associated with building a siding.
  - Siding location in the E. Subdivision at MP 43.40 to MP 43.90.
  - Capital Metro will provide all material for the siding.
  - Siding will be built no later than 18 months after signing of the contract modification.

In support of the service implementation, Capital Metro staff will develop and implement a significant public outreach plan that will include presenting the Operation Lifesaver
program to the schools, meeting with businesses, residents, school bus operators, local emergency response agencies (Police, Fire and EMS), neighborhood associations and land owners. The timeline to initiate the public outreach is August 21, 2017, with completion planned for October 1, 2017. The information we gather will assist in finalizing the operating implementation plan.

The implementation of the additional freight service will not preclude future passenger/commuter service. The current contract includes several provisions establishing that commuter services take precedence over freight service, including:

- the operations of the freight services in the Central Subdivision are scheduled around the Capital Metro Commuter Rail Services
- freight trains that transit the Central Subdivision are operated at night or on weekends, or within a limited freight “window” during the Monday through Friday mid-day.
- The Freight Services Contractor must request from Capital Metro the use of any midday freight window in advance
- The current FRA required temporal separation of commuter rail and freight operations requires that the commuter rail and freight rail operators coordinate, with the commuter rail service windows having precedence.

A contract modification is required to expand the geographic limits of Watco’s freight services on the rail line. Language has been included in the contract modification that ensures that the current precedence for commuter service extends to the newly active portion of the rail line.

The original request for the contract was presented to the Board on August 14, 2017. The pricing was determined to be fair and reasonable based on adequate competition. The contract is a fixed price/percentage revenue contract. The term of the contract is twenty (20) year base period with six (6), five (5) year renewal options.

At the time of the award Watco had projected the revenue to be at $75,817,503 for base term. Since then Watco has revised the projection to be at $98,856,339.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Rail Operations
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS
RESOLUTION (ID # AI-2017-514)
Freight Rail Operations and Maintenance Contract Modification

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management realize their responsibility as the owners of the Capital Metro Railroad to fulfill their Common Carrier Obligations by providing rail freight service; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management have determined that the freight operation must cover its expenses and generate revenue for the Authority; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize that the Capital Metro freight railroad provides economic and environmental benefits to the region.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract modification with Watco Companies, L.L.C. to allow Watco to utilize the track from the Giddings Industrial Lead at MP 27.20 Elgin, TX to MP 0.00 Giddings, TX, under the contract for Freight Operations and Maintenance services on the Capital Metro Railroad which has a base period of twenty years with six (6), five year options.

_______________________
Date:____________________
Secretary of the Board
Juli Word
TITLE: President/CEO Search and Selection Process
TITLE: Legislative Update
TITLE: Sustainability Report
Sustainability Update: August 2017
Planning to Conserve

Materials, Energy, Water
Natural Resource Management at Facilities

- Collecting utility usage data
- Trends and projections
- Utility cost and ROI projections
- Setting goals
- Integrating into policies
- Strategies and tactics
Electricity Use (2010-2016)

Electricity Consumption & Forecast

Estimated Savings:
10% Reduction: $76,783.24
20% Reduction: $153,566.49
50% Reduction: $383,916.20

Electricity Consumption (kwh)

0 1000000
100000 200000
300000 400000
500000 600000
700000 800000
900000 1000000


Past Electricity Use  Future Forecast  10% Reduction  Linear (10% Reduction)
Electricity Use by Facility

Electricity Consumption Across Major Cap Metro Locations

- 2910 E 5th
- 505 PV
- 624 PV
- 9315 McNeil #1
- 9315 McNeil #2
- 9315 McNeil #3
- 9313 McNeil
- 509 Thompson
Water Use (2010-2016)

Water Consumption & Forecast

Estimated Savings:
- 10% Reduction: $11,383.40
- 20% Reduction: $22,766.80
- 50% Reduction: $56,917.00

Packet Pg. 78
Water Use by Facility

Water Consumption Across Major Cap Metro Locations

Water Consumption (gal/sq. ft.)

- 505 PV
- 624 PV
- 9315 McNeil #1
- 909 Thompson

Packet Pg. 79
Attachment: Sustainability Update_AUGUST_2017 (3887 · Sustainability Report)
Natural Gas Use (2013-2016)

Natural Gas Consumption & Forecast

Estimated Savings:
10% Reduction: $6,152.72
20% Reduction: $12,305.44
50% Reduction: $30,763.59
Natural Gas Use by Facility

Natural Gas Consumption Across Major Cap Metro Locations

Natural Gas Consumption (ccf/sq. ft.)

- 505 PV
- 624 PV
- 9315 McNeil #1
- 9315 McNeil #2
- 9315 McNeil #3
- 509 Thompson
Energy Use Intensity (EUI) from Source Energy Generation

Source EUI Trend

- 2910 E 5th
- 505 Pleasant Valley
- 524 Pleasant Valley
- 9515 McNeil #1
- 9315 McNeil #2
- 9315 McNeil #3
- 9313 McNeil
- 509 Thompson
Greenhouse Gas Emissions (Facilities)

**Total GHG Emissions Trend**

- **Metric Tons CO2e**
  - 0
  - 200
  - 400
  - 600
  - 800
  - 1000
  - 1200
  - 1400
  - 1600
  - 1800


- **Facilities:**
  - 2010 E 5th
  - 509 Pleasant Valley
  - 524 Pleasant Valley
  - 9315 McNeil #1
  - 9315 McNeil #2
  - 9315 McNeil #3
  - 9313 McNeil
  - 509 Thompson
Goals

• Benchmark and Align
  – Peer agencies
  – Local/Regional Agencies (CoA, ACC, UT, AISD, etc.)
  – Local/Regional Plans/Programs (Austin Community Climate Plan, Austin Zero Waste Plan, Austin 2030 District Energy Efficiency Plan, etc.)
• Integrate into CMTA Strategic Plan
• Adopt and approve conservation policy through CMTA and Board
Current Activities

• Participating in Austin Energy Load Coop Program
• Installing solar lighting at bus stops
• Integrating zero waste strategies into procurement policy revision
• Working with contractors to implement recycling/zero waste program upgrades
• Purchasing electric fleet vehicles—with electric charging stations
Next Steps

• Collect and analyze fuel, waste and recycling data
• Collect and analyze data from transit facilities (park and ride, stations, transit centers)
• Schedule Austin Energy conservation and solar audits
• Schedule Austin Resource Recovery Zero Waste Audits
• Develop and adopt energy, water and materials conservation policies, plans and (design, management and procurement) guidelines
• Use to guide annual facilities improvements, capital projects, and future facility planning
TITLE: Quarterly Planning/Ridership Report
Quarter Two Ridership

- Highlights
- Summary by Mode
- Business Partnerships
- Systemwide View
Ridership Quarterly Summary

- System ridership up 0.7% Q3 2017 compared to Q3 2016
  - April 2017
    • Normal service levels
  - May 2017
    • Normal service levels
  - June 2017
    • June Service change
    • MetroAccess VIA pickup service starts
  - Fuel prices up 7.5% from Q3 2016
- Staff preparing for major service changes in FY2018
## Ridership By Mode – Q3 2017

### Q3 2017 Ridership Data

<table>
<thead>
<tr>
<th>Category</th>
<th>Q3 2016</th>
<th>Q3 2017</th>
<th>Q3 16 to Q3 17</th>
<th>YTD 2016</th>
<th>YTD 2017</th>
<th>YTD Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Fixed Route</td>
<td>5,354,534</td>
<td>5,286,853</td>
<td>-1.3%</td>
<td>16,258,624</td>
<td>16,219,891</td>
<td>-0.2%</td>
</tr>
<tr>
<td>Total Express</td>
<td>133,154</td>
<td>132,038</td>
<td>-0.8%</td>
<td>406,884</td>
<td>399,714</td>
<td>-1.8%</td>
</tr>
<tr>
<td>Total Special Events/Charter</td>
<td>5,309</td>
<td>5,402</td>
<td>1.8%</td>
<td>201,623</td>
<td>149,355</td>
<td>-25.9%</td>
</tr>
<tr>
<td>Total MetroAccess</td>
<td>168,558</td>
<td>172,232</td>
<td>2.2%</td>
<td>505,034</td>
<td>503,435</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Total UT Shuttle</td>
<td>617,588</td>
<td>480,833</td>
<td>-22.1%</td>
<td>2,650,225</td>
<td>2,035,686</td>
<td>-23.2%</td>
</tr>
<tr>
<td>Total RideShare</td>
<td>111,911</td>
<td>120,427</td>
<td>7.6%</td>
<td>315,092</td>
<td>344,306</td>
<td>9.3%</td>
</tr>
<tr>
<td>Total MetroRail</td>
<td>187,741</td>
<td>195,052</td>
<td>3.9%</td>
<td>612,555</td>
<td>634,664</td>
<td>3.6%</td>
</tr>
<tr>
<td>Total MetroRapid</td>
<td>641,821</td>
<td>876,114</td>
<td>36.5%</td>
<td>2,033,744</td>
<td>2,461,797</td>
<td>21.0%</td>
</tr>
<tr>
<td>Total System</td>
<td>7,220,616</td>
<td>7,268,952</td>
<td>0.7%</td>
<td>22,983,781</td>
<td>22,748,848</td>
<td>-1.0%</td>
</tr>
</tbody>
</table>
Ridership By Mode – Q3 2017
Fixed Route w/o Express

- Fixed Route down 1.3% from Q1 2016
- Riders moving to Rapid with Premium Fare eliminated

Fixed Route Ridership - Quarterly

<table>
<thead>
<tr>
<th></th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2014</td>
<td>6,695,353</td>
<td>6,072,152</td>
<td>6,036,100</td>
<td>6,144,539</td>
</tr>
<tr>
<td>FY2015</td>
<td>6,077,961</td>
<td>5,193,215</td>
<td>5,411,851</td>
<td>5,707,898</td>
</tr>
<tr>
<td>FY2016</td>
<td>5,511,303</td>
<td>5,392,787</td>
<td>5,354,517</td>
<td>5,542,674</td>
</tr>
<tr>
<td>FY2017</td>
<td>5,566,609</td>
<td>5,366,429</td>
<td>5,286,853</td>
<td>-</td>
</tr>
</tbody>
</table>
Ridership By Mode – Q3 2017

Express Service

- Express down 0.8% from Q3 2016
- Changes to Express services coming in Connections2025 Plan
Ridership By Mode – Q3 2017
MetroRail

- MetroRail up 3.9% from Q3 2016
- Additional rail service coming online soon
Ridership By Mode – Q3 2017
MetroRapid

- MetroRapid up 36.5% from Q3 2016
- Elimination of Premium fare
Ridership By Mode – Q3 2017

UT Shuttle

- UT Shuttle down 22.1% from Q3 2016
Ridership By Mode – Q3 2017
MetroAccess

- MetroAccess up 2.2% from Q3 2016
- MetroAccess continues making efforts to manage ridership on this high cost service through eligibility evaluations, travel training, and pathway assessment
Ridership By Mode – Q3 2017

RideShare

- Rideshare ridership up 7.6% from Q3 2016
- Continued success of RideShare program
## Ridership By Mode – Q3 2017

### Productivity – Riders per Hour

<table>
<thead>
<tr>
<th>Mode</th>
<th>Q3 2014</th>
<th>Q3 2015</th>
<th>Q4 2016</th>
<th>Q3 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>System</td>
<td>21.1</td>
<td>18.1</td>
<td>16.6</td>
<td>16.5</td>
</tr>
<tr>
<td>MetroBus</td>
<td>27.3</td>
<td>23.8</td>
<td>22.1</td>
<td>21.6</td>
</tr>
<tr>
<td>Express</td>
<td>15.4</td>
<td>14.4</td>
<td>13.7</td>
<td>12.9</td>
</tr>
<tr>
<td>Special Events</td>
<td>11.4</td>
<td>10.2</td>
<td>21.9</td>
<td>9.8</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>1.9</td>
<td>1.8</td>
<td>1.8</td>
<td>1.8</td>
</tr>
<tr>
<td>UT Shuttle</td>
<td>36.2</td>
<td>34.1</td>
<td>27.9</td>
<td>21.9</td>
</tr>
<tr>
<td>Rideshare</td>
<td>6.0</td>
<td>5.1</td>
<td>5.0</td>
<td>4.6</td>
</tr>
<tr>
<td>MetroRapid</td>
<td>21.4</td>
<td>17.4</td>
<td>16.8</td>
<td>23.1</td>
</tr>
<tr>
<td>MetroRail</td>
<td>66.5</td>
<td>63.2</td>
<td>61.9</td>
<td>64.3</td>
</tr>
</tbody>
</table>

### Riders per Rev. Hour

The chart above compares the ridership productivity per revenue hour across various modes of transportation for different quarters of 2014, 2015, and 2017. The data shows variations in productivity, with the highest productivity observed in Q3 2017 for most categories except for System and MetroBus, which show higher productivity in Q3 2015.
System Ridership – Q3 2017
Compared to Budget

- Actual ridership is 0.1% below Q3 budgeted ridership
Business Partnerships – Q3 2017
Austin Community College

- Q3 boardings down 5.7%
- Community Involvement & Marketing are working with ACC to promote Capital Metro services
Business Partnerships – Q3 2017
City of Austin

- Q3 boardings up 12%
- Community Involvement Team has increased outreach efforts
Business Partnerships – Q3 2017
Travis County

• Q3 boardings up 4.2%

![Travis County Card Usage Chart]

- Q1: FY2014 - 8,413, FY2015 - 18,769, FY2016 - 17,758, FY2017 - 19,068
- Q2: FY2014 - 16,004, FY2015 - 16,654, FY2016 - 14,654, FY2017 - 16,041
System Summary – Q3 2017

- System ridership up 0.7% from Q3 2016
- Other Texas transit agencies see signs of uptick
TITLE: Finance Report
Financial Report - FY 2017
Year to Date June 30, 2017

August 28, 2017
**Major Highlights**

**Revenue**
- Sales tax remittances received YTD June 2017 are 3.16% higher than YTD June 2016
- Plaza Saltillo lease income budgeted for $1.6M and will not realize in FY 2017
- Capital Grants are below budget due to delayed spending on Downtown Station and Rail Tiger projects

**Operating Expenses**
- $163.9 million expended to date, or 66% of full year budget
- Favorable variances in salaries, wages & benefits due to vacancies ~$1M favorable to budget
- Delayed timing of professional services
- Lower diesel cost per gallon and usage ~ $5.7M favorable to budget

**Capital Projects**
- Capital project spending is below budget with 55.4% of budget expended or committed
- FY 2017 Capital spending forecast of $101M; Below budget by $57.5M
  - FY 2017 delayed spending for TIGER Grant Project, Downtown Station Improvements, Central Subdivision Quiet Zone, Westgate Transit Center Park & Ride and Private Crossing Signalization
# Revenue

## Through Jun 30, 2017

<table>
<thead>
<tr>
<th>Category</th>
<th>FY17 Jun YTD Actual</th>
<th>FY17 Full Year Budget</th>
<th>% of Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>22,743,583</td>
<td>30,565,742</td>
<td>74.4%</td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$172.9</td>
<td>$231.1</td>
<td>74.8%</td>
<td>Oct - Apr actual receipts; May and Jun accrued</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Free ride days during 2 elections and New Year;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Elimination of Premium fare not budgeted</td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>12.9</td>
<td>18.4</td>
<td>69.9%</td>
<td></td>
</tr>
<tr>
<td>Third Party Fares</td>
<td>5.3</td>
<td>6.6</td>
<td>80.3%</td>
<td></td>
</tr>
<tr>
<td>Freight Railroad Revenue</td>
<td>3.4</td>
<td>4.3</td>
<td>78.2%</td>
<td>Plaza Saltillo lease income of $1.6M budgeted and will not realize in FY17</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>2.9</td>
<td>4.7</td>
<td>61.9%</td>
<td>Variance due to timing; Grant is typically fully drawn by July</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>28.6</td>
<td>30.0</td>
<td>95.5%</td>
<td>Projected $11.0M variance due to delayed projects:</td>
</tr>
<tr>
<td>Capital Contributions and Grants</td>
<td>18.3</td>
<td>41.4</td>
<td>44.1%</td>
<td>Downtown Station and Rail TIGER projects</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$244.4</strong></td>
<td><strong>$336.6</strong></td>
<td><strong>72.6%</strong></td>
<td></td>
</tr>
</tbody>
</table>

Fare Revenue per Passenger $0.80 $0.82
Actual Sales Tax Receipts

Total $210.4M $221.3M $172.2M
Growth Rate Trends

Year-over-Year Sales Tax Growth Rates

Year-over-Year Job Growth Rates

Year-over-Year Population Growth Rates

* Cap Metro  ** Austin Round Rock Metropolitan Statistical Area
## Operating Expenses

Through
Jun 30, 2017

<table>
<thead>
<tr>
<th>$' Million Category</th>
<th>FY17 Jun YTD Actual</th>
<th>FY17 Full Year Budget</th>
<th>% of Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Hours</td>
<td>1,339,100</td>
<td>1,947,446</td>
<td>68.8%</td>
<td></td>
</tr>
<tr>
<td>Revenue Miles</td>
<td>18,459,767</td>
<td>26,083,768</td>
<td>70.8%</td>
<td></td>
</tr>
<tr>
<td>Salaries and Benefits</td>
<td>$28.1</td>
<td>$39.3</td>
<td>71.5%</td>
<td>Favorable variance of $1 million due to vacancies not budgeted</td>
</tr>
<tr>
<td>Professional Services</td>
<td>12.2</td>
<td>21.6</td>
<td>56.3%</td>
<td>Multiple contracts with delayed spending</td>
</tr>
<tr>
<td>Materials and Supplies</td>
<td>0.6</td>
<td>1.7</td>
<td>32.6%</td>
<td></td>
</tr>
<tr>
<td>Fuel and Fluids</td>
<td>8.4</td>
<td>20.4</td>
<td>41.3%</td>
<td>$3.5M favorable due to lower than budgeted diesel cost; $2.2M favorable usage variance to budget</td>
</tr>
<tr>
<td>Utilities</td>
<td>1.9</td>
<td>3.1</td>
<td>63.0%</td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td>0.4</td>
<td>0.9</td>
<td>47.5%</td>
<td></td>
</tr>
<tr>
<td>Taxes</td>
<td>0.8</td>
<td>0.0</td>
<td>0.0%</td>
<td>$2.2M favorable for Rail DMU overhaul shift to FY18 and 2-person crew cancellation; $800K favorable due to lower MetroExpress hours</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>108.5</td>
<td>154.0</td>
<td>70.4%</td>
<td></td>
</tr>
<tr>
<td>Lease/Rentals</td>
<td>1.2</td>
<td>2.3</td>
<td>50.9%</td>
<td></td>
</tr>
<tr>
<td>Other Expenses</td>
<td>1.8</td>
<td>4.9</td>
<td>36.9%</td>
<td>Delayed timing of advertising expense and $800K contingency</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$163.9</strong></td>
<td><strong>$248.2</strong></td>
<td><strong>66.0%</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Cost per Revenue Hour**  
$122.38  $127.45
Budget Transfers
Consistent with Capital Metro's financial policies, there were 4 budget transfers to report for Quarter 3 for the period ending June 30, 2017 that cumulatively exceeded $150,000

<table>
<thead>
<tr>
<th>April-17</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer #1</td>
<td></td>
</tr>
<tr>
<td>From: RRC1705</td>
<td>To: CPG1713</td>
</tr>
<tr>
<td><strong>Double Tracking Design</strong></td>
<td><strong>Double Tracking-NBFR to Plaza Saltillo</strong></td>
</tr>
<tr>
<td>$ (675,000)</td>
<td>675,000</td>
</tr>
<tr>
<td><strong>Double Tracking project recoded from Rail Commuter group to Capital Project group</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>May-17</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer #2</td>
<td></td>
</tr>
<tr>
<td>From: 510-5090702-220</td>
<td>To: 510-5030302-150</td>
</tr>
<tr>
<td><strong>Contingency Reserves</strong></td>
<td><strong>Legal Services</strong></td>
</tr>
<tr>
<td>$ (200,000)</td>
<td>200,000</td>
</tr>
<tr>
<td><strong>Contingency fund to be used for unbudgeted legal services</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>June-17</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer #3</td>
<td></td>
</tr>
<tr>
<td>From: 510-5080200-544</td>
<td>To: 510-5039960-542</td>
</tr>
<tr>
<td><strong>Commuter Rail Services</strong></td>
<td><strong>Row Herzog Transit Services</strong></td>
</tr>
<tr>
<td>$ (1,274,741)</td>
<td>1,274,741</td>
</tr>
<tr>
<td><strong>Transfer rail maintenance cost attributable to the freight business from Commuter Rail to Freight Rail</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>June-17</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer #4</td>
<td></td>
</tr>
<tr>
<td>From: 510-5030303-320</td>
<td>To: 510-5030309-331</td>
</tr>
<tr>
<td><strong>Strategic Planning &amp; Development</strong></td>
<td><strong>Community Involvement</strong></td>
</tr>
<tr>
<td>$ (150,000)</td>
<td>150,000</td>
</tr>
<tr>
<td><strong>Transfer Smart Trip program funds from Strategic Planning &amp; Development to Community Involvement</strong></td>
<td></td>
</tr>
</tbody>
</table>
Cash, Investments and Reserves

Through
Jun 30, 2017

Note:

- Additional funding was allocated to the statutory operating and budget stabilization reserves based on the Board approved funding formula. The statutory operating reserve equals two months of FY 2016 operating expenses. Contributions to the budget stabilization reserve began in February 2016 and $7 million was reserved in FY 2016, with an additional contribution of $3 million budgeted for FY 2017 in quarterly installments of $750,000.

- Funds for future capital investment will be required to help address extensive 2017 capital needs. The capital budget for 2017 is $158 million, with $69 million funded by FY 2017 Income and $89 million from reserves. These capital improvements are needed to get caught up with the state of good repair of the community's transit infrastructure and to be in compliance with Federal regulations.

Cash & Investments

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and cash equivalents</td>
<td>$71.4M</td>
</tr>
<tr>
<td>Investments</td>
<td>$126.7M</td>
</tr>
<tr>
<td>Total</td>
<td>$198.1M</td>
</tr>
</tbody>
</table>
## Statement of Revenue, Expenses and Changes in Net Position

**Through Jun 30, 2017**

<table>
<thead>
<tr>
<th>$ Million</th>
<th>FY17 Jun YTD</th>
<th>FY17 Full Year</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Revenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>$12.9</td>
<td>$18.4</td>
<td>69.9%</td>
</tr>
<tr>
<td>Third Party Fares</td>
<td>5.3</td>
<td>6.6</td>
<td>80.3%</td>
</tr>
<tr>
<td>Freight Railroad Revenue</td>
<td>3.4</td>
<td>4.3</td>
<td>78.2%</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>1.8</td>
<td>3.7</td>
<td>47.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>23.4</td>
<td>33.2</td>
<td>70.6%</td>
</tr>
<tr>
<td><strong>Operating Expenses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries and Benefits</td>
<td>28.1</td>
<td>39.3</td>
<td>71.5%</td>
</tr>
<tr>
<td>Professional Services</td>
<td>12.2</td>
<td>21.6</td>
<td>56.3%</td>
</tr>
<tr>
<td>Fuel and Fluids</td>
<td>8.4</td>
<td>20.4</td>
<td>41.3%</td>
</tr>
<tr>
<td>Utilities</td>
<td>1.9</td>
<td>3.1</td>
<td>62.9%</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>108.5</td>
<td>154.0</td>
<td>70.4%</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>3.6</td>
<td>7.6</td>
<td>47.2%</td>
</tr>
<tr>
<td>Lease/Rental</td>
<td>1.2</td>
<td>2.3</td>
<td>50.9%</td>
</tr>
<tr>
<td>Depreciation &amp; Amortization</td>
<td>25.1</td>
<td>36.4</td>
<td>68.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>188.9</td>
<td>284.6</td>
<td>66.4%</td>
</tr>
<tr>
<td><strong>Operating Income/Loss</strong></td>
<td>(165.5)</td>
<td>(251.5)</td>
<td>65.8%</td>
</tr>
<tr>
<td><strong>Non-Operating Revenue/(Expenses)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>172.9</td>
<td>231.1</td>
<td>74.8%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>1.1</td>
<td>1.0</td>
<td>114.5%</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>28.6</td>
<td>30.0</td>
<td>95.5%</td>
</tr>
<tr>
<td>Capital Contributions and Grants</td>
<td>18.3</td>
<td>41.4</td>
<td>44.1%</td>
</tr>
<tr>
<td>Mobility Interlocal Agreements</td>
<td>(3.2)</td>
<td>(15.9)</td>
<td>20.4%</td>
</tr>
<tr>
<td>Other</td>
<td>.1</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Non-Operating Income/(Loss)</strong></td>
<td>217.8</td>
<td>287.6</td>
<td>75.7%</td>
</tr>
<tr>
<td><strong>Change in Net Position</strong></td>
<td>$52.3</td>
<td>$36.1</td>
<td>144.8%</td>
</tr>
</tbody>
</table>
# Budget Variances by Department

## Through Jun 30, 2017

<table>
<thead>
<tr>
<th>Department</th>
<th>FY17 Jun YTD Actual</th>
<th>FY-2017 Budget</th>
<th>YTD % of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 - Non-Allocated Benefits</td>
<td>$7,220</td>
<td>$10,268</td>
<td>70.3%</td>
</tr>
<tr>
<td>102 - Wellness Center</td>
<td>167</td>
<td>276</td>
<td>60.5%</td>
</tr>
<tr>
<td>103 - Child Care Center</td>
<td>615</td>
<td>832</td>
<td>73.9%</td>
</tr>
<tr>
<td>105 - Business Center</td>
<td>175</td>
<td>354</td>
<td>49.5%</td>
</tr>
<tr>
<td>110 - Executive Staff</td>
<td>519</td>
<td>873</td>
<td>59.4%</td>
</tr>
<tr>
<td>115 - Communications</td>
<td>540</td>
<td>769</td>
<td>70.2%</td>
</tr>
<tr>
<td>118 - Government Relations &amp; Compliance</td>
<td>627</td>
<td>1,237</td>
<td>50.7%</td>
</tr>
<tr>
<td>120 - Board Of Directors</td>
<td>194</td>
<td>303</td>
<td>63.9%</td>
</tr>
<tr>
<td>125 - Internal Audit</td>
<td>281</td>
<td>414</td>
<td>67.7%</td>
</tr>
<tr>
<td>130 - Strategic Oper Mgt. &amp; Administration</td>
<td>559</td>
<td>788</td>
<td>70.9%</td>
</tr>
<tr>
<td>141 - Security</td>
<td>3,046</td>
<td>4,002</td>
<td>76.1%</td>
</tr>
<tr>
<td>150 - Legal</td>
<td>859</td>
<td>1,135</td>
<td>75.6%</td>
</tr>
<tr>
<td>220 - Finance</td>
<td>2,497</td>
<td>3,989</td>
<td>62.6%</td>
</tr>
<tr>
<td>230 - Information Technology</td>
<td>5,955</td>
<td>9,112</td>
<td>65.4%</td>
</tr>
<tr>
<td>250 - Procurement</td>
<td>922</td>
<td>1,312</td>
<td>70.3%</td>
</tr>
<tr>
<td>275 - Rideshare</td>
<td>1,768</td>
<td>2,740</td>
<td>64.5%</td>
</tr>
<tr>
<td>320 - Planning</td>
<td>1,742</td>
<td>3,508</td>
<td>49.7%</td>
</tr>
<tr>
<td>330 - Marketing</td>
<td>1,822</td>
<td>3,757</td>
<td>48.5%</td>
</tr>
<tr>
<td>331 - Community Involvement</td>
<td>439</td>
<td>1,297</td>
<td>33.8%</td>
</tr>
<tr>
<td>332 - Customer Service</td>
<td>910</td>
<td>1,675</td>
<td>54.3%</td>
</tr>
<tr>
<td>340 - Human Resources</td>
<td>1,180</td>
<td>1,725</td>
<td>68.4%</td>
</tr>
<tr>
<td>420 - Risk Management And Safety</td>
<td>1,100</td>
<td>2,172</td>
<td>50.7%</td>
</tr>
<tr>
<td>457 - Public Facilities</td>
<td>2,985</td>
<td>4,953</td>
<td>60.3%</td>
</tr>
<tr>
<td>530 - Capital Projects</td>
<td>921</td>
<td>2,097</td>
<td>43.9%</td>
</tr>
<tr>
<td>540 - Real Estate And Property Mgt.</td>
<td>1,202</td>
<td>1,874</td>
<td>64.1%</td>
</tr>
<tr>
<td>542 - Freight Rail Management</td>
<td>1,069</td>
<td>1,521</td>
<td>70.3%</td>
</tr>
<tr>
<td>544 - Commuter Rail Operations</td>
<td>12,491</td>
<td>19,916</td>
<td>62.7%</td>
</tr>
<tr>
<td>550 - Real Estate and Facility Planning</td>
<td>2,088</td>
<td>3,654</td>
<td>57.2%</td>
</tr>
<tr>
<td>600 - Bus And Paratransit Services</td>
<td>2,371</td>
<td>3,914</td>
<td>60.6%</td>
</tr>
<tr>
<td>610 - Bus Contract Operations</td>
<td>83,524</td>
<td>122,571</td>
<td>68.1%</td>
</tr>
<tr>
<td>620 - Paratransit Contract Operations</td>
<td>21,308</td>
<td>30,565</td>
<td>69.7%</td>
</tr>
<tr>
<td>630 - Paratransit Administration</td>
<td>210</td>
<td>360</td>
<td>58.3%</td>
</tr>
<tr>
<td>640 - Paratransit Reservation &amp; Control</td>
<td>1,229</td>
<td>1,804</td>
<td>68.1%</td>
</tr>
<tr>
<td>650 - Paratransit Eligibility</td>
<td>605</td>
<td>947</td>
<td>63.9%</td>
</tr>
<tr>
<td>920 - Central Corridor Development</td>
<td>737</td>
<td>1,558</td>
<td>47.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$163,877</strong></td>
<td><strong>$248,272</strong></td>
<td><strong>66.0%</strong></td>
</tr>
</tbody>
</table>
### Capital Projects Summary

Through Jun 30, 2017

<table>
<thead>
<tr>
<th>$'000 Project Category</th>
<th>Expended</th>
<th>Outstanding Commitments</th>
<th>Budget</th>
<th>Expended &amp; Committed as % of Budget</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>$18,343</td>
<td>$15,559</td>
<td>$63,550</td>
<td>53.3%</td>
<td>Payment on 4 New Trains, Tiger Grant Project and Rail Replacement</td>
</tr>
<tr>
<td>Vehicles</td>
<td>37,271</td>
<td>2,784</td>
<td>57,055</td>
<td>70.2%</td>
<td>Bus Replacements, 6 Commuter Buses, 15 Rapid Buses and 19 Paratransit Vans</td>
</tr>
<tr>
<td>Information Technology</td>
<td>2,576</td>
<td>1,117</td>
<td>8,287</td>
<td>44.6%</td>
<td>Intelligent Transportation Systems Project</td>
</tr>
<tr>
<td>Real Estate</td>
<td>36</td>
<td>11</td>
<td>344</td>
<td>13.5%</td>
<td>Lakeline Parking, Downtown Station and Bus Stop Accessibility</td>
</tr>
<tr>
<td>Facilities</td>
<td>4,859</td>
<td>4,058</td>
<td>20,645</td>
<td>43.2%</td>
<td></td>
</tr>
<tr>
<td>Freight Railroad</td>
<td>178</td>
<td>97</td>
<td>3,680</td>
<td>7.5%</td>
<td></td>
</tr>
<tr>
<td>Property and Asset Mgmt</td>
<td>358</td>
<td>616</td>
<td>2,583</td>
<td>37.7%</td>
<td></td>
</tr>
<tr>
<td>Contingency</td>
<td>-</td>
<td>-</td>
<td>1,500</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Security</td>
<td>14</td>
<td>8</td>
<td>897</td>
<td>2.4%</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$63,635</strong></td>
<td><strong>$24,252</strong></td>
<td><strong>$158,541</strong></td>
<td><strong>55.4%</strong></td>
<td><strong>Outstanding commitments are for the purchase orders that have been issued.</strong></td>
</tr>
</tbody>
</table>

Outstanding commitments are for the purchase orders that have been issued.
CMTA Sales Tax Trend

6 Month Annual Growth
6.7% or 6.23%

6 Month Annual Growth
3.8% or 4.0%

6 Month Annual Growth
2.57% or 2.0%
Surrounding Cities Sales Tax Growth

- Austin
- Bee Cave
- Buda
- Round Rock
- Georgetown
- Pflugerville
- Kyle
- Leander
- Cedar Park

Sales Taxes

- 8 months YTD Aug-16
- 8 months YTD Aug-17
- % Change
# FY2018 Budget Sales Tax Growth Rate Update

<table>
<thead>
<tr>
<th>Projected Beginning Balance</th>
<th>3.5% Sales Tax Growth</th>
<th>2.5% Sales Tax Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$159,560,825</td>
<td>$159,560,825</td>
</tr>
</tbody>
</table>

FY 2018 Projected Activity:
- Revenue: 340,576,346
- Operating Expenses: 249,989,532
- Interlocal Agreements: 12,402,876
- Rail Car Lease Principal Payment: 2,917,311
- Bus Loan Principal Payment: 2,020,000
- Capital Projects: 156,663,828

= Projected Ending Balance: 76,143,624

<table>
<thead>
<tr>
<th>Breakdown of Commitments and Obligations</th>
<th>3.5% Sales Tax Growth</th>
<th>2.5% Sales Tax Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statutory Operating Reserve Requirement</td>
<td>41,665,000</td>
<td>41,665,000</td>
</tr>
<tr>
<td>Self-Insurance Reserve</td>
<td>1,108,000</td>
<td>1,108,000</td>
</tr>
<tr>
<td>City of Austin Mobility Programs</td>
<td>12,632,308</td>
<td>12,632,308</td>
</tr>
<tr>
<td>Budget Stabilization Reserve</td>
<td>11,000,000</td>
<td>11,000,000</td>
</tr>
<tr>
<td>Rail Car and Station Improvements</td>
<td>9,738,316</td>
<td>9,738,316</td>
</tr>
</tbody>
</table>

= Total Commitments and Obligations: $76,143,624

- FY 2018 sales tax growth rate assumption has been updated from 3.5% to 2.5%
- FY 2018 budgeted sales tax receipts updated from $239.2 million to $234.1 million
Questions/Discussion