

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

~ Agenda ~

Board Liaison Ed Easton
512-369-6040

Monday, February 25, 2019

12:00 PM

Capital Metro Board Room

I. Pledge of Allegiance

II. Safety Briefing

III. Recognition

IV. Public Comment:

V. Advisory Committee Updates:

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

VI. Board Committee Updates:

1. Operations, Planning and Safety Committee
2. Finance, Audit and Administration Committee
3. CAMPO update

VII. Consent Items

1. Approval of Minutes from the January 28, 2019 Board Meeting.

VIII. Action Items:

1. Approval of a resolution naming the Capital Metro Boardroom in honor of Ms. Rosa Parks, a lifelong champion of civil rights, American hero and icon of resistance.
2. Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with Whiting Systems for the removal and replacement of two Smart Wash Super Scout gantry wash systems and an option for one Smart Wash Super Scout gantry wash system used for articulated buses, located at North Operations and Maintenance Facility, in an amount not to exceed \$666,399.
3. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Luminator Mass Transit LLC to provide ePaper Dynamic Message Signs (DMS) for a base period of one year with five optional one-year periods in an amount not to exceed \$1,782,333.

4. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Jay-Reese Contractors for the construction of the new MetroRail Downtown Station Project for \$30,720,967, plus \$6,144,193 (20%) contingency, for a total not to exceed amount of \$36,865,160.

IX. Presentations:

1. Cap Remap Service Analysis
2. Project Connect Update and Community Engagement Plan
3. Performance Dashboards

X. Reports:

1. President's Report

XI. Memo

1. Financial Report - December 2018

XII. Items for Future Discussion:

XIII. Adjournment

ADA Compliance

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

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

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.

Capital Metropolitan Transportation Authority MEETING DATE: 02/25/2019

Board of Directors

(ID # 4336)

**Update on the Customer Satisfaction
Advisory Committee (CSAC)**

TITLE: Update on the Customer Satisfaction Advisory Committee (CSAC)

Customer Satisfaction Advisory Committee
Wednesday, February 13, 2018
209 W 9th St., Austin, Texas 78702
6:00 p.m. – 7:10 p.m.

Call to Order:

Chairman David Foster, Customer Satisfaction Advisory Committee

Chairman Foster called the meeting to order at 6:03 p.m.

Introductions:

Committee members present were Elizabeth Stehl, Ephraim Taylor, Michael French, Betsy Greenberg, and Jeffrey Lewis, David Foster, Lin Rei.

Capital Metro staff present were Dottie Watkins, Jackie Nirenberg, Brian Carter, Reinert Marneweck, and Yannis Banks.

Others present were Ruven Brooks and William Shamburg, Joyce Tilng.

Citizens' Communication

Members of the public

None

Customer Satisfaction Survey

Brian Carter, Vice President, Marketing & Communication

- Powerpoint will be attached.
- The survey was for fixed route customers. Access has a separate survey they do.
- 803 surveys were taken.
- 2 surveys in March & Dec. Nearly identical. Customer Satisfaction increased overall. Saw areas where we need to improve & will deep dive into that. Security around stops went down slightly & we want to look into that (tenth of percentage point). Will also look at cleanliness & amenities around stops
- Net Promoter Score (NPS)
 - New for us to look at. Industry average is 30, our score is 59. Equation is complicated but what drives it is promoters (those who would recommend us to friends and families).
 - Whole NPS goes from -100 to 100.
- Will continue to watch our NPS
- Will look to do this kind of survey twice a year
 - Pulse surveys will be done more often starting off with issues that are problematic.
- Service Improvement Rating

- It has either gotten better or stayed about the same.
- Lin Rei asked total number of surveys & by what region. – Brian said the Board asked us to break it down by the different demographics. We will get that by the end of this month.
- David would like to see by route – Brian said it's proportionate by mode but would not be able to speak to everyone who rides a particular route. Would be interesting but nothing statistical you could point to.
- Lin Rei – “Where there any significant questions about Cap Remap changes?” Brian refers to slide with the question about how the service has changed.
- March Sample size was over 1000 people, but he can't remember the exact number.
- Ephraim asked what is the monthly ridership. Reinet say 2.8/2.9 million a month including Metro Access.
- Lin Rei – Was more questions asked about the number of transfers, last miles connections, etc. Basically, service related questions. Brian – there were service related questions asked. We will comb thru the data again to see if anything we need to comb further.
- Jeffery asked about Customer Satisfaction slide.
 - Brian – one is asking about overall satisfaction (safety, stop cleanliness, OTP,) The 2nd question was asking if it got better.
- Brian will doublecheck if the survey results are on the website.
- David – How long have you been doing the survey? Brian – believes since early 2000s. David – What has Cap Metro been doing when looking at crosstabs where people are feeling safe etc. Brian – we are doing different than what we did in the past. We want to look deeper into the issues that people are having. When someone says it is safety, is it about lighting, sidewalk, etc. Dolly – In general over the last decade we get general data but we haven't looked at specific areas
- Lin Rei – What has been the growth rate of ridership – Brian it has varied based via mode
- Reinet – Ridership had declined but since Cap Remap we have seen an increase in ridership

Charter Update

Jackie Nirenberg Community Engagement Manager, Cap Metro

- We want to integrate input earlier on in projects & initiatives, demonstrate an appreciation for your time.
- What's changing
 - Earlier involvement in input
 - More input
 - Senior operations staff in attendance
 - Projects
 - Budget
 - Major service change
 - Customer facing technology
 - Safety & security

- Innovative projects & pilot programs
 - Food & drinks at meetings
- Project Connect office is opening Feb 15th.
 - Possibly explore using PC office as meeting area for CSAC
- What is business hours for PC office?
 - 8:30 – 5:30 MF
- Roles & Responsibilities of Cap Metro Staff
 - Closing the feedback loop
 - Community Engagement staff to handle meeting logistics
- Discussion about streaming meetings?
 - We owe a responsibility to the community to stream/record the meeting – Ephraim
 - Lin Rei – could use the conferencing software for the meetings.
 - Ephraim – use it for the time of citizen communications.
 - David – Would have to look at camera angles when setting up cameras
- Make a topic at the next CSAC to pick a person to address the board

Dashboards Update

Reinet Marneweck, Executive Vice President, CFO

- Sneak preview of the dashboard. It is not ready to be public yet but will be by Feb 25th
- Want to get feedback & recommendations they may have.
- Dashboard will be on the main page of the website
- Goal is to replace some of the existing reporting we provide at the board meetings around ridership, safety, reliability & financial reports. Also improve transparency of data to public.
- Ridership Dashboard
 - There are multiple filters at the top. You can select the day, mode, year.
- It displays information in terms of the fiscal year.
- Can find a link in FAQs to get the data so that you can create your own graphs.
- David – Will it show it by stops? Reinet – No we don't have that data
- Lin – Will it show OTP? Reinet – Yes.
- We report safety incidents to National Transit Database.
- Ephraim – Is there a way to link that way for people know what is a reportable incident & what isn't? Reinet says it is in FAQ
- What is a nonpreventable and preventable accident? – Did a professional driver do everything they could do to stop and incident. Higher that what is at fault.
- Asked about the January bike incident. Has that been reported yet? Dottie – Law enforcement hasn't concluded their investigation yet.
- OTP – If you hover over specific bar it will show the goal for OTP for specific route.
 - What is the window for OTP – Dottie – 0 early to 5 mins late.
- How does it work with high frequency routes?

- Metrorapids are defined by scheduled headway. Are we no more than 50% of the difference.
 - On other high frequency buses, they are measured against timepoints.
- Ephraim – Is Target performance anywhere stated? Reinet – If you hover over it you will see. Ephraim asks if you can display it on the chart. Reinet – It would make the chart too busy.
- Why is OTP goal 84%. Dottie – It was 83% but we increased it to 84%. We are working to get it to 85%. OTP can be expensive, to account for every anomaly you have to put an extra bus out there. Also, customer experience could get really bad. At some point your bus would go from timepoint to timepoint and sit and wait. It's a delicate balance. Once you try to get over 85% anomalies will occur that will make the ride unpleasant.
- 80% OTP is the industry standard for a system at our size. Our goal is to get to 85
- CSAC – Industry standard should be stated somewhere in dashboard so that people would have a better understanding of what our goal is.
- Ruven – Where do software licenses fall? Reinet – Some in professional services, others in other.
- In April we will start phase 2. Our scope is to start a route performance dashboard. A sample of how it will look will be shown at the Feb 25th board meeting. Will provide the Strategic Plan scorecard as well.
- Plan is to build a data warehouse.
- Lin Rei – Will we be able to compare data compared to industry? Now that we have all this, has it changed how we evaluate? Reinet – Once we have warehouse fully built up in phase 3 we will be able to do better service planning. Dottie – All of that data we have had internally but it hasn't been automated, it was done manually and took much longer.
- David Foster – Is there a way you can give members of the committee access to it so that we can road test it? Reinet – There will be a soft launch on Friday, Feb 15th so you can test drive & try it out. We do appreciate all feedback.
- Are we defining ridership now as boarding? Reinet – the transit definition for ridership is boarding. Transfers can play a role in that. We have seen have seen a significant increase on the weekend which shows people are using it more often on weekend also.

Project Connect Update

- RFP for orange line went out. By April we should have people on the ground.
- Blue line contractor should be on board by May
- There is an Orange line meeting on April 8th. The invitation will go out soon. It will be at the Central Library from 3 pm – 7 pm. It is a pre-scoping meeting. An intro to the orange line (environmental & engineering studies)
- 2 levels of engagement
 - On highest level – create awareness about Project Connect, what it means to them, what are the benefits.
 - 2nd level is corridor studies: trade-offs, neighborhood circulators, amenities, etc.
 - Some geographically specific

- Liz –Is there a contractor looking at the effect for the overall system?
 - Jackie – The PMOR. Part of their role is to coordinate with all the moving parts. Every time we have a PC meeting someone from the service team attends.
- David – For CSAC to help it would be good to have a conversation about the nut & bolts of Project Connect. We all have a Facebook account. Staff can share info to social media & we can share that.
 - They want a Project Connect update every month
- Ephraim – With the Central Library meeting, how is it publicize?
 - Jackie - Media advisory, social media, items on community calendars in publications, e-blast.
 - David asked about posting on Nextdoor. Jackie – We aren't allowed to do it. The city can but we aren't able to. We looked at being a sponsored content but it is an very expensive way.
- Ephraim – Any flyers on buses & trains? Dottie – We will do the info-center (the small area behind the drivers). Ephraim – You should get more buy in from current riders. Can you push thru the app alert?

March Meeting

- **Move meeting March 20th**
- **Project Connect update**
- **Park & Ride update maybe???**
- **Amenities Update**
- **Rail trail – Dave Deck**

Approval of January 2018 Minutes

Elizabeth – switch Betsy to Elizabeth & vice versa

Remove Jefferey & change the dates on the minutes.

One e in Betsy.

Correct Seelt team

Betsy – a guy got on with a coffee cup & the operator told him the drink wasn't allowed. Got into a conversation & she told him she won't move until he throws the coffee away. She got another operator to help the operator remove the passenger.

Dottie – We encourage our operators to be consistent with the rules. If the other operator hadn't stepped in they would contact security

Elizabeth – More signage stating what you can bring on the bus.

Michael French second & approve unanimously

Lin & Jeffery abstained

Adjourned 7:42 pm

Capital Metropolitan Transportation Authority MEETING DATE: 02/25/2019

Board of Directors

(ID # 4337)

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

TITLE: Update on the Access Advisory Committee (AAC).

Access Advisory Committee
Wednesday, February 6th, 2018
2910 E 5th St, Austin, Texas 78702
5:30 p.m. – 6:35 p.m.

Call to Order:

Chairman Chris Prentice, Access Advisory Committee

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

Introductions:

Chris Prentice, Molly Birrell, Mike Gorse, Glenda Born, Paul Hunt, Estrella Barrera, Audrea Diaz

Yannis Banks Cap Metro, Raul Vela Ride Right, Jeff Davis Cap Metro, Martin Kareithi Cap Metro, Suzie Edrington Cap Metro, Chad Ballentine Cap Metro, Jack Hempstead Ride Right, Chris Westbrook Ride Right, Julie Lampkin Cap Metro, Ricardo Boulware Ride Right, Reinet Marneweck Cap Metro, Chester Soares Cap Metro

Others present were Cheryl Hunt and Catherine Rutledge

Safety Briefing

Yannis Banks, Community Engagement Specialist, Cap Metro

Citizens' Communication

Members of the public

Glenda: Wanted to follow up on her comments about abuse towards drivers. Suzie: We talked to the contractors about the comments made & training. We have been talking more about sensitivity training. Ride Right is putting together a proposal on what will be in the training. We are looking to do a comprehensive training on sensitivity & diversity.

Charter Update

Jackie Nirenberg, Community Engagement Manager, Cap Metro

Review of objectives, clarify the role of members and staff and how we should work together, other objectives included.

Proposed changes include participation of agency projects, and early involvement in projects to help advise the board.

Food and beverages should be served at meetings as thanks for participation.

Estrella would like for the food to be managed to not make the meetings go longer

Pat- It is good to have 15 minutes for members to get to know each other. Eating a sandwich or drinking a cup of coffee can help with this. A lot of Seniors are hesitant to use Public Transit

because they haven't used it since they were young. Praises Lonny Stern and the outreach he has been doing. Had a group using 803 at Republic Square, group of 8 & 5. Looked at board & there wasn't any listing for the 803. Waited 45+ mins. A lot of 801s passed. There weren't any buses to take place of broken 803s. There should be a procedure to get information out to public when situations like that arise. Martin – Call in customer service is the right move. Also, get in contact with one of us & we can follow up on that.

Estrella- inquiring about how we will handle Paul's comments to the charter

Should bring in DMS/E-paper signs PM to Access for next month's meeting

Statistics/Tech Update

Suzie Edrington, Director of Demand Response, Capital Metro

Jan 2019 ridership has grown 9% carrying an additional 4.900 passenger trips compared to Jan 2018.

Productivity & OTP has increased. Still some issues on Saturday with OTP. Looking deeper there to see what we can improve. Julie implemented a task base in dispatch to monitor what people are working on. Did a heavy scrub of subscription trips. Saw a marked increase in OTP after we did that. Paul asks for clarification of scrubbing subscription trips. Julie – What we are doing is taking subscription templates & grouping them together with like areas of start & end before sending 2-3 vehicles to same general area. We are still scrubbing for better productivity. Paul – Basically optimization of the trips. Julie – Once it's cleaned up it will be someone's task to keep it going. Glenda – Is there a way to track turnaround time being implemented? Julie – Yes we are working to bring visibility so supervisors can see what they're doing. John – Any thought of having subscriptions to automated? Chad – Our software isn't capable of doing it.

Pilot Projects Update

Chad Ballentine, Vice President, Demand Response and Innovative Mobility, Capital Metro

Going thru the current iteration of Neighborhood circulator. Going to go back out to those areas to do intense community engagement outreach to hear what they want. We are hearing the TNC isn't working. We want to hear what kind of solutions they would want. It will probably along the lines of the Pickup pilot service we use to provide. We are looking to purchase software to provide that kind of service. It will be over the next several months. We have been reaching out to the dockless companies to help with them staging at our stops. We are planning on replacing our operation software. It will be a much longer process. The plan is to kick it off in probably 3 months. Could take up to 4 years from start to finish. Ora Chisom is the project manager to help work on neighborhood circulator software procurement. We will be doing a Trapeze software update and we will be up to date. Glenda asked what neighborhoods are we looking at for neighborhood circulator. Hornsby Bend, Manor and Rogge, Johnston Terrace, St. David's north. Chad said the current boundaries will probably be expanded to pick up more riders.

Dashboard Update

Chester Soares, Director, Enterprise Application and Data Service

Financial, service and reliability, ridership & safety is what will be displayed on Dashboard. The dashboard will be used to have accessible data. Each dashboard will have tabs on what it is. Martin asked IT to bound the spreadsheet so you know when you get to the data. You will be able to filter for the year that you want to search for. Mike – asked if it for internal or public. Chester – This will be published on our website.

ADA Safety Video

Martin Kareithi

The video will be handed over to service providers to encourage them to do refresher training. We want to build in a sense of empathy. It will be hour long training that will include this video. Some topics from the video we will ask the service providers to drill down with the operators. Then give it some time to see if it made a difference. Molly – Does the training also address different kinds of stops? Martin- This training is to drill down some of the needs we see with individuals in wheel chairs. However, operators get monthly safety trainings. We genuinely leave it up to the service providers to let us know what's on their radar.

Project Connect

Yannis Banks, Community Engagement Coordinator

Will there be courtesy passes be given to people who come by the Project Connect office who may be asking questions about the map – Pat Thomas. Yannis - Not necessarily all the time.

Minutes approval

John moves approval with corrections

Estrella second

Approved Unanimously

***Capital Metropolitan Transportation Authority
Board of Directors***

***MEETING DATE: 02/25/2019
(ID # 4333)***

Approval of Minutes from the January 28. 2019 Board Meeting

Approval of Minutes from the January 28. 2019 Board Meeting

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

~ Minutes ~

Board Liaison Ed Easton
512-369-6040

**Monday, January 28, 2019
12:00 PM**

**12:11 PM Meeting Called To Order
3:00 PM Meeting Adjourned**

I. Pledge of Allegiance

II. Safety Briefing

Vice President of Risk and Safety Gardner Tabon presented his monthly briefing. This month the focus was on pedestrian safety at rail crossings.

III. Public Comment:

Rebecca Hernandez, PTSA President at Eastside Memorial High School, feels that the Cap Remap changes in East Austin have caused a great deal of disruption. She would like the changes on Routes 4 and 17 to be reanalyzed to look at whether these changes created a disproportionate burden on low-income and minority populations.

Ofelia Zapata, Vice President of the PTSA at Eastside Memorial, says that a lack of access to the school is disrupting the education of students, and the lives of seniors in the area of the school. The MetroLink program that was proposed does not work for us. We ask that you reanalyze these changes and not make these types of changes in the area of schools in the future.

Gus Pena, President of Veterans for Progress, feels that autonomous buses are a health hazard. People need buses to be closer than what they have now. Light rail will be a disaster for traffic on Riverside Drive. Also, please consider returning Route 228 to the VA Clinic. Bus operators should be able to take a break at the Crestview Station stop and stretch.

Anthony Walker from the East Austin Coalition complimented the leadership of President & CEO Clarke. He feels that the 2020 bond referendum is crucial. Putting the right team and tools in place is vital -- trust of the agency needs to be rebuilt and bus operators need to be included in this process. Project Connect needs to be "sold" to our community by a coalition. Let's work together.

Yolanda Williams, former MV Transportation employee and bus operator, wants to ensure that the operators are safe. She relayed an incident in which she tried to de-board a sleeping passenger who attacked her. Capital Metro Security did not respond and she was let go because she stood her ground. Operators are told that if they do anything to protect themselves they will be terminated. This should not happen.

LaTorie Williams is also a former MV Transportation who was terminated. She fought back during an assault and was let go. Something needs to be done before someone gets seriously hurt.

Scott Morris from the Austin Coalition for Transit spoke on the changes to Routes 4 and 17 as part of Cap Remap. These changes have disrupted the lives of students and the transit-dependent. He presented to a summary of ridership in the eliminated areas and stops and an overview of the area demographics. He asked that prior routes be restored in the area of Eastside Memorial and Allison Elementary.

Susana Almanza of PODER feels that Capital Metro's new bus services and changes prioritize middle class and suburban riders over lower income residents, the disabled community, and the homeless

Attachment: 190128 Board Meeting Minutes (4333 : Approval of Minutes from the January 28, 2019 Board Meeting)

population. These new goals and changes are creating racial inequalities. Public transit is a civic and social right, providing economic opportunities and access to the transit dependent. We request the restoration of service to the areas around Allison Elementary and Eastside Memorial, and a reanalysis of Routes 4 and 17.

Marcos de Leon, Director of LULAC's National Educational Service Centers, summarized his programs in the area and thanked Capital Metro for making fares free for students. He emphasized the importance of public transportation in getting kids to school and these programs.

Gavino Fernandez represents El Concilio, a coalition of Mexican-American landowners in East Austin, summarized his organization's programs and thanked Capital Metro for their support over the years.

Darrell Sorrells, Bus Operator and Amalgamated Transit Union 1091, discussed inconsistencies in enforcement of the electronic devices policies for bus operators. Fixed-route operators are being held to a higher standard when compared with others who should also be adhering to the policy.

Zenobia Joseph, citizen, highlighted discrepancies in the language used in describing the Title VI Equity Analysis between the November, 2017 board packet and the FTA's 470.1b. She feels that there is language in the board packet that is fabricated. Capital Metro's FTA funding could be in jeopardy. There has not been an equitable distribution of transit resources in Austin. I have sent this language to you via Mr. Easton and the DOT hotline and asked them to suspend Capital Metro's funding. I have also asked that the FTA's response letter to my earlier complaint be rescinded based on this language alteration.

IV. Advisory Committee Updates:

1. Update on the Customer Satisfaction Advisory Committee (CSAC)

Yannis Bank, Community Engagement Coordinator, presented the report. This month CSAC heard presentations on the Transit Speed and Reliability Program; the Transit Empowerment Fund; the January Service Change. The committee also had a discussion of their charter, with an eye toward increasing their engagement in the future.

Board member Kitchen asked for an update about concerns on the committee's meeting location. There had been a previous problem with access to the transit store after hours. She also asked about the possibility of recording or streaming both committee's meetings as a way to increase their visibility.

2. Update on the Access Advisory Committee (AAC)

Yannis Bank, Community Engagement Coordinator, presented the report. This month Access also heard presentations on the Transit Speed and Reliability Program; the Transit Empowerment Fund; the January Service Change. The committee also had a discussion of their charter, with an eye toward increasing their involvement in the future.

V. Board Committee Updates:

1. Operations, Planning and Safety Committee

Chair Jonse gave the report. The Committee met on January 16th and made recommendations on the DMU Safety Upgrade and Serta Demolition items, which are on today's agenda. The Committee also reaffirmed their Charter. It heard one presentation -- a Capital Metro Safety Overview.

2. Finance, Audit and Administration Committee; and

Chair Mitchell gave the report. The Committee took action on the annual performance review for the Vice President of Internal Audit and reaffirmed the Committee Charter.

3. CAMPO update

Executive Vice President of Planning and Development Todd Hemingson presented the report. CAMPO met on January 14th and there were two items of interest to Capital Metro: approval of the

staff recommendation for the FTA Section 5310 project, which included funding for a project that Capital Metro submitted on the Office of Regional Mobility; and the approval of the Transportation Improvement Program, which included elements of Project Connect.

VI. Consent Items

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

1. Approval of Minutes from the December 5, 2018 Public Hearing, Special Board Meeting, and Work Session; and the December 17, 2018 Board Meeting.
2. Appointment of Audrea Diaz to the Access Advisory Committee.
3. Approval of a resolution affirming the Charter Statement for the Finance, Audit and Administration Committee.
4. Approval of a resolution affirming the Charter Statement for the Operations, Planning and Safety Committee.
5. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Apollo Video Technology to update the video capability on the G1 Diesel Multiple Units (DMUs), replacing a total of 144 video units in an amount not to exceed \$271,895.
6. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Total Demolition, Inc. in an amount not to exceed \$157,500 for the demolition of the former Serta warehouse structure located at the North Operations Facility.

VII. Action Items:

1. Approval of a resolution appointing officers of the Capital Metro Board of Directors for 2019.

Board member Jonse nominated Wade Cooper as Chair, Delia Garza as Vice Chair, and Eric Stratton to be the new Board Secretary.

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

2. Approval of a resolution confirming the appointments to the Finance, Audit and Administration Committee and Operations, Planning and Safety Committees for 2019.

Chair Cooper recommended that for 2019 committee chairs and members remain the same as they were at the end of 2018.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jeffrey Travillion, Board Member
SECONDER:	Sabino Renteria, Board Member
AYES:	Mitchell, Cooper, Garza, Kitchen, Jonse, Renteria, Travillion, Stratton

3. Approval of revisions to Capital Metro's Reserves and Budgetary Policy.

Chief Financial Officer Reineta Marneweck presented this item.

This item would allow of the creation of additional reserves at the discretion of the President & CEO to set aside funds for special future purposes; update the language on the budget stabilization fund now that the requirements for this fund have been met; change the reporting interval for reporting budget transfers to the board, and standardize the discretionary use terms between the operating and capital contingency accounts.

Board member Kitchen asked for clarification on the raising and use of the reserves. Reineta clarified the differences between reserve and contingency funds, which are separate. Board member Kitchen suggested that it would be more clear if the language in the policy on the use of additional reserves was more specific. There was further clarification on the reasons for creation of the new reserve funds from Reineta and President Clarke.

Board member Renteria asked about the allocation of additional sales tax revenue received in 2018.

Chief Counsel Kerri Butcher read back the clarified language for the last bullet point in the policy.

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

VIII. Presentations:

1. Downtown MetroRail Station Update

Project Manager Marc Guerrero gave the presentation.

Marc updated the board on updated project designs, recent City Council action on fee waivers and encroachment agreements, and the project timeline. He also mentioned an updated noise study that is being performed.

Board member Stratton asked about progress on water mitigation issues with the City of Austin which had been discussed previously. Marc said that there has been both discussion and correspondence with the City in the past week, but that we are still waiting to hear a final outcome. Board member Stratton expressed a hope that the City will work to remove obstacles for this project given its importance and their support for Project Connect. President Clarke commented that the new City Manager has been great to work with and thanked him and his staff for their cooperation given the complexity of these issues. There was a brief discussion on the challenges City staff faces in interpreting and providing flexibility on development and permitting issues.

Board member Kitchen asked about cost savings from the recent storm drain reconstruction. Marc responded that those savings are being rolled back into the project.

2. Customer Satisfaction Survey Results

Vice President of Marketing and Communications Brian Carter gave the presentation.

Brian summarized the results of 803 recent customer service surveys which were conducted onboard Capital Metro vehicles in March and December, 2018. Surveys were collected proportionate to ridership on each mode. Brian presented an overview of the respondents and a comparison between the March and October data on each question. He emphasized that these results are very new, and that we expect to take a deeper dive into the results in the coming months.

There was a discussion of the Net Promoter Index (NPI) metric. Several board members inquired about the methodology and requested further breakdowns of the data by demographic groups and topic. Board member Kitchen requested a future presentation when more analysis has been done to either the board or a committee.

IX. Reports:

1. Project Connect Update

Project Connect Program Officer Dave Couch gave the update.

Milestones this month included issuance of a notice to proceed on the PMOR contract, evaluation of the Orange Corridor NEPA/Preliminary Engineering Statements of Qualifications received, and upcoming issuance of a similar SOQ package for the Blue Corridor.

Board member Kitchen asked about the process and timeline for corridors beyond the Orange and Blue.

2. President & CEO Report

President Clarke presented his monthly report. He covered the free fare for federal employees during the government shutdown; a recent "We're On It/Meet the Team" event at Republic Square; an invitation for everyone to join Capital Metro at the upcoming local bus rodeo; and some recent positive ridership trends.

Board member Travillion asked President Clarke about the possibility of incorporating important historical figures like Rosa Parks in our communication strategies and messaging. President Clarke responded that Ms. Parks was an important icon and while he was at the American Public Transportation Association their boardroom was named in honor of Ms. Parks, and that was something he and the staff would be pleased to make happen here at Capital Metro.

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

Section 551.074 for personnel matters - President & CEO Performance Metrics.

Into Executive Session: 2:42 p.m.

Returned: 3:00 p.m.

XII. Items for Future Discussion:

XIII. Adjournment

***Capital Metropolitan Transportation Authority
Board of Directors***

***MEETING DATE: 02/25/2019
(ID # 4334)***

Dedication of Rosa Parks Board Room

Approval of a resolution naming the Capital Metro Boardroom in honor of Ms. Rosa Parks, a lifelong champion of civil rights, American hero and icon of resistance.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 2/25/2019
(ID # AI-2019-980)
Rosa Parks Boardroom Dedication**

SUBJECT:

Approval of a resolution naming the Capital Metro Boardroom in honor of Ms. Rosa Parks, a lifelong champion of civil rights, American hero and icon of resistance.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 2. Engaged Workforce
- 4. Valued Community Partner

Strategic Objectives:

- 2.1 Staff Engagement
- 4.1 Brand Reputation
- 4.4 Organizational Partner Satisfaction

EXPLANATION OF STRATEGIC ALIGNMENT:

We choose to honor Ms. Rosa Parks, a civil rights icon who made a stand on public transit, recognizing the courage of an American hero as well as the values of equality and justice for which she stood.

BUSINESS CASE:

Capital Metro seeks to honor partners who contribute to our community. Though Ms. Rosa Parks was not the first to take a stand against segregation, her act of civil disobedience sparked the Montgomery Bus Boycott leading to the beginning of the modern civil rights movement. Others, including Mrs. Howellen Bunton Taylor, who was arrested in November 1955 for refusing to move to the back of the bus in Austin, had that same courage to fight that ultimately led to the desegregation of public spaces nationwide.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full board on February 25, 2019.

EXECUTIVE SUMMARY:

Capital Metro seeks to rename the boardroom to the Rosa Parks Boardroom, enhancing it with a mural and biography of Ms. Parks outside the room.

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-2019-980)
Rosa Parks Boardroom Dedication**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to serve as a valued community partner demonstrating the value of public transportation; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to honor heroes in community and transit such as Ms. Rosa Parks and her courageous stand against segregation and injustice when she was arrested in December 1955 for refusing to relinquish her seat in the “colored section” to a white passenger, sparking action leading to the modern civil rights movement; and

WHEREAS, we also honor local heroes such as Mrs. Howellen Bunton Taylor, who took a brave and important step forward for Austin civil rights when she was arrested in November 1955 for also refusing to move to the back of a bus taking a stand for civil rights.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metro Board of Directors hereby change to name of the Capital Metro Boardroom to the Rosa Parks Boardroom in honor of Ms. Park’s contributions.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-980 (4334 : Dedication of Rosa Parks Board Room)

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 02/25/2019
(ID # 4326)

Purchase of Bus Washers at North Ops Facility

Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with Whiting Systems for the removal and replacement of two Smart Wash Super Scout gantry wash systems and an option for one Smart Wash Super Scout gantry wash system used for articulated buses, located at North Operations and Maintenance Facility, in an amount not to exceed \$666,399.

**Capital Metropolitan Transportation Authority
Board of Directors**

MEETING DATE: 2/25/2019

(ID # AI-2019-965)

Purchase of Bus Washers at North Operations Facility

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with Whiting Systems for the removal and replacement of two Smart Wash Super Scout gantry wash systems and an option for one Smart Wash Super Scout gantry wash system used for articulated buses, located at North Operations and Maintenance Facility, in an amount not to exceed \$666,399.

FISCAL IMPACT:

Funding for this action is available in the FY2019 Capital Budget and the five-year CIP.

STRATEGIC PLAN:

Strategic Goal Alignment:

1. Deliver the best possible customer experience
5. Finance

Strategic Objectives:

- 1.3 Ensure an attractive and accessible transit environment
- 5.3 Continue commitment to State of Good Repair (SOGR) and transit asset management

EXPLANATION OF STRATEGIC ALIGNMENT:

The purchase of replacement bus wash systems in accordance with Capital Metro's State of Good Repair program.

BUSINESS CASE:

The agency's ability to respond to present and future bus service demand is dependent on environmental compliance and efficient, vehicle and bus cleaning operations.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full board on February 25, 2019.

EXECUTIVE SUMMARY:

Two of the three existing bus wash systems located at the North Operations and Maintenance Facility will be removed and replaced in 2019, and the third bus wash system will be removed and replaced in 2020 with a washer long enough to wash articulated buses.

The bus wash systems improve the customer experience and improve the agency's image by cleaning the exterior of each vehicle prior to pull-out. In addition to creating a favorable impression within the community, this helps Capital Metro keep its fleet in a state of good repair. The existing bus wash units are fifteen years old and are at the end of their useful life cycle. The wash systems are being replaced with similar type gantry



wash systems that are equipped with modern controls and features. The new wash systems will reduce equipment down time and operate using less energy and less water. The bus wash systems allow Capital Metro to re-use the majority of the water used to wash buses. They will meet the City of Austin's Water Vehicle Equipment evaluation for compliance and efficiency.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT:

The contract will utilize a Houston-Galveston Area Council (H-GAC) Contract with Whiting Systems for Fleet Services and Equipment. The contract will not be active until after March 1, 2019.

H-GAC 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 H-GAC contracts satisfy otherwise applicable competitive bidding requirements. Pricing for the Bus Wash System was determined to be fair & reasonable by the H-GAC organization during its solicitation and award process.

Whiting Systems pricing to deliver and install (3) Bus Wash Stations for our North Operation Maintenance Facility:

Description	Quantity	Per Unit	Total Amount
Bus Wash Station for Articulated Buses	1	\$212,772.35	\$212,772.35
Bus Wash Station for 40 Foot Buses	2	\$221,889.19	\$443,778.38
1.5% HGAC Fee:			\$9,848.27
Grand Total:			\$666,399

The contract is a fixed price type contract.

RESPONSIBLE DEPARTMENT: Property and Asset Management



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-965)

Purchase of Bus Washers at North Operations Facility

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to maintain Capital Metropolitan Transportation Authority equipment and assets in the state of good repair; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to maintain revenue equipment in a clean condition.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to execute a contract with Whiting Systems for the removal and replacement of two Smart Wash Super Scout gantry wash systems and an option for one Smart Wash Super Scout gantry wash system used for articulated buses, located at North Operations and Maintenance Facility, in an amount not to exceed \$666,399.

Date: _____

**Secretary of the Board
Eric Stratton**

Attachment: Resolution-AI-2019-965 (4326 : Purchase of Bus Washers at North Ops Facility)

Replacement of Dynamic Messaging Signs

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Luminator Mass Transit LLC to provide ePaper Dynamic Message Signs (DMS) for a base period of one year with five optional one-year periods in an amount not to exceed \$1,782,333.

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 2/25/2019
(ID # AI-2018-921)
Replacement of Dynamic Message Signs

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Luminator Mass Transit LLC to provide ePaper Dynamic Message Signs (DMS) for a base period of one year with five optional one-year periods in an amount not to exceed \$1,782,333.

FISCAL IMPACT:

Funding for this action is available in the FY2019 Capital Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1.High Quality Customer Experience,
- 3.Sustainability

Strategic Objectives:

- 1.3 Net Promoter Score /Customer Satisfaction
- 3.6 Adherence to State of Good Repair Program

EXPLANATION OF STRATEGIC ALIGNMENT:

This project will install new ePaper DMS to replace the LED DMS at the MetroRapid and MetroRail stations. It also contains options for indefinite delivery/indefinite quantity (IDIQ) so we can acquire additional solar powered DMS at bus stops that did not previously utilize digital signage. The ePaper DMS will provide more accurate real time information, enhanced graphics for displaying system maps or other rider information, as well as public service announcements.

BUSINESS CASE:

This is a state of good repair project for ePaper DMS to replace the LED DMS at the MetroRapid and MetroRail stations that have imbedded operating systems that have passed end of useful life as well as cellular 3G which will sunset as of December 31, 2019. The ePaper DMS will provide additional features to enhance the customer experience. As standards for bus stops are modified to include enhanced amenities, the contract will provide options to acquire solar ePaper DMS that can be easily and quickly deployed at bus stops without the need to build costly infrastructure for power.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full board on February 25, 2019.

EXECUTIVE SUMMARY:

The contract will provide for ePaper DMS to replace the end of life MetroRapid and MetroRail DMS, installation of ePaper DMS at bus stops, and the ability to provide more accurate real time information, graphic information such as system maps and public



service announcements previously not available at the stations and stops. The contract will have a one-year base with five optional one-year terms for maintenance and support as well as acquiring additional ePaper DMS as needed.

DBE/SBE PARTICIPATION:

The SBE participation is encouraged.

PROCUREMENT: The RFP was issued on November 6, 2018, on PlanetBids after review and approval from the Contracts Administrator, Project Manager, Procurement Manager, Procurement Director, and Deputy Counsel. It was advertised in the *Austin American-Statesman* on November 12 and 19, 2018.

Three (3) proposals were received by the due date of December 10, 2018, prior to 3:00 p.m. The proposals were evaluated using the following three evaluation factors listed in descending order of importance:

1. Demonstrated understanding of the requirements in the Technical Specifications and Work Plan, and Scope of Work as described in Exhibit F and the applicable Exhibit H-1 and Exhibit H-2. The offeror's demonstrated, relevant work experience and capabilities of the firm as a whole, and of the proposed project personnel on projects of a similar size scope, complexity and nature.
2. The offeror's demonstrated, relevant work experience and capabilities of the firm as a whole and of the proposed project personnel on projects of a similar size, scope, complexity and nature.
3. Methodology and quality of the work plan proposed to meet project objectives.

The proposal from Luminator Mass Transit LLC was determined to be the best value to the Authority, price and other factors considered. The contract is a fixed price for the Base Year and five (5) optional years for hosting, maintenance and support.

Description	Amount
Base Year – Acquisition, Licensing, Hosting, Maintenance & Support	\$1,388,753
Option Year 1 – Hosting, Maintenance & Support	\$77,585
Option Year 2 – Hosting, Maintenance & Support	\$78,150
Option Year 3 – Hosting, Maintenance & Support	\$78,580
Option Year 4 – Hosting, Maintenance & Support	\$79,280
Option Year 5 – Hosting, Maintenance & Support	\$79,985
Total Award	\$1,782,333

Luminator Mass Transit LLC was found to be a responsive and responsible offeror and submitted all the required documents with their proposal. Luminator Mass Transit LLC is not debarred on the Federal or State Debarred vendor lists. The firm has adequate funds to complete the contract. The price was determined to be fair and reasonable based on adequate competition.



RESPONSIBLE DEPARTMENT: Information Technology



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

**STATE OF TEXAS
COUNTY OF TRAVIS**

**RESOLUTION (ID # AI-2018-921)
Replacement of Dynamic Message Signs**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to maintain equipment in the state of good repair.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to finalize and execute a contract with Luminator Mass Transit LLC to provide ePaper Dynamic Message Signs (DMS) for a base period of one year with five optional one-year periods in an amount not to exceed \$1,782,333.

Date: _____

**Secretary of the Board
Eric Stratton**

Attachment: Resolution-AI-2018-921 (4328 : Replacement of Dynamic Messaging Signs)

Replacement of Dynamic Message Signs

Board of Directors Meeting
February 25, 2019
AI-2019-921

1

capmetro.org | AI-2019-921 Replacement of Dynamic Message Signs



Scope

Background

Existing Dynamic Message Signs (DMS) at MetroRapid and MetroRail stations have:

- 3G which will sunset 12/31/19 – need upgrade to 4G
- Legacy Windows OS that require upgrade

Contract

- Replace DMS with ePaper Signs
- Options for maintenance and support
- Options to acquire additional solar ePaper DMS

Example of Existing LED DMS - MetroRapid



3

capmetro.org | AI-2019-921 Replacement of Dynamic Message Signs



Example of 32" ePaper DMS - MetroRapid



Example shows removal of LED DMS

OMO and IT are determining value of keeping the LED DMS enclosure to reuse for other purposes such as station camera equipment

Example of 32" ePaper DMS - MetroRail



Examples of ePaper Display Information

Real-time Departures



Advertisements



Wayfinding



PSAs



Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 02/25/2019
(ID # 4329)

Contract for Construction of Downtown Station

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Jay-Reese Contractors for the construction of the new MetroRail Downtown Station Project for \$30,720,967, plus \$6,144,193 (20%) contingency, for a total not to exceed amount of \$36,865,160.

**Capital Metropolitan Transportation Authority
Board of Directors**

MEETING DATE: 2/25/2019

(ID # AI-2019-972)

Construction of Downtown Station Improvements Project

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Jay-Reese Contractors for the construction of the new MetroRail Downtown Station Project for \$30,720,967, plus \$6,144,193 (20%) contingency, for a total not to exceed amount of \$36,865,160.

FISCAL IMPACT:

Funding for this action is available in the FY2019 Capital Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

1.High Quality Customer Experience, 4.Valued Community Partner

Strategic Objectives:

1.2 Ridership, 4.4 Organizational Partner Satisfaction

EXPLANATION OF STRATEGIC ALIGNMENT:

Executing this contract will allow Capital Metro to construct the a new, permanent MetroRail Downtown Station project which will assist in increased rider capacity and frequency of the MetroRail system, plus greater access to a safe, accessible, and customer friendly environment.

BUSINESS CASE:

The Downtown Station is being developed to increase commuter rail service frequency and capacity. Executing this contract will allow Capital Metro to construct a new, permanent MetroRail Downtown Station. Funding for these services is included in the FY 2019 budget and five-year capital improvement plan.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full board on February 25, 2019.

EXECUTIVE SUMMARY:

The Texas Department of Transportation awarded a \$50 million grant to Capital Metro for the purpose of purchasing four new commuter rail vehicles and constructing a permanent Downtown Rail Station. The execution of this contract will allow Capital Metro to construct the new Downtown Rail Station within the 4th Street right-of-way between Trinity Street and Interstate Highway 35. The construction project will include new:

- Track infrastructure, train signal system, and improved safety features



- Station platforms, custom canopies, digital message signs, and passenger amenities
- Public plaza
- Street trees, landscaping, street lighting, sidewalks, and amenities
- Subsurface utility relocations and roadway surfaces
- Utility betterments as partnered with City of Austin and private development
- Bridge over Waller Creek

DBE/SBE PARTICIPATION: The SBE goal is 10%. The contractor will exceed the goal utilizing the following SBE subcontractors.

SBE Subcontractors	Services/Products	SBE Responsive
ABC Erosion Control (SBE)	Install Erosion Control	.09%
Eastern Bridge Works (DBE)	Supply and Install Waterproofing	.11%
Jag Trucking Inc. (DBE)	Hauling/Trucking Services	.49%
Alpha Paving Industries LLC (DBE)	Striping, Relocate Signs, Delineators	.09%
Capital Architectural Signs Inc. (WBE)	Provide & Install New Signs	.26%
Alpha and Omega Industries LLC (DBE)	Electrical Work	18.15%
White Photographic Service (DBE)	Construction Photography	.03%
XEVEX Construction LLC (DBE)	Sidewalk Repairs	.02%
All Points Inspection Services (DBE)	Televising of Chilled Water Use	.01%
Casto Lopez Concrete LLC (HUB)	Platform Turnkey Concrete Work	.69%
Rangeline Tapping Services Inc. (SBE)	Tapping Material	.07%
Roadway Specialties, Inc (DBE)	Pedestrian Railing	.28%
		20.29%



PROCUREMENT: On August 16, 2018 a Request for Proposals was issued and formally advertised. By the closing date of November 13, 2018, three proposals were received. Proposals were ranked based on the following factors:

- (1) Demonstrated, relevant work experience and capabilities of the firm, 40%
- (2) Demonstrated understanding of the project undertaking, the proposed plan for the performance of the work, and the technical approach, 35%
- (3) Schedule Options & Innovations, 25%

The proposal from Jay-Reese Contractors was ranked highest, all factors considered. The contract is a fixed lump sum contract as follows:

Contract Cost Summary – Per Jay-Reese Final Proposal, 2/21/19	
Base Bid amount	\$ 32,875,967
Option 2: Omit two Canopies	\$ (430,000)
Option 3: Omit two Kiosks	\$ (300,000)
Option 4: Double Crossover Change	\$ (400,000)
Option 5: Stop train service at I-35 for five months	\$ (1,050,000)
Option 10: Early opening of partial station	\$ 25,000
Options Subtotal	\$ (2,155,000)
Base Contract Award	\$ 30,720,967
20% Board contingency	\$ 6,144,193
Total Board Award Amount	\$ 36,865,160

RESPONSIBLE DEPARTMENT: Capital Projects



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-972)

Construction of Downtown Station Improvements Project

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to design, build, operate and maintain a new Downtown Rail Station within the 4th Street right-of-way between Trinity Street and Interstate Highway 35; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to construct this Downtown Station Improvements Project to serve the MetroRail demand.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or his designee, is authorized to finalize and execute a contract with Jay-Reese Contractors for the construction of the new MetroRail Downtown Station Project for \$30,720,967, plus \$6,144,193 (20%) contingency, for a total not to exceed amount of \$36,865,160.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-972 (4329 : Contract for Construction of Downtown Station)









Capital Metro New MetroRail Downtown Station

Board Briefing
Construction Contract Award
February 2019

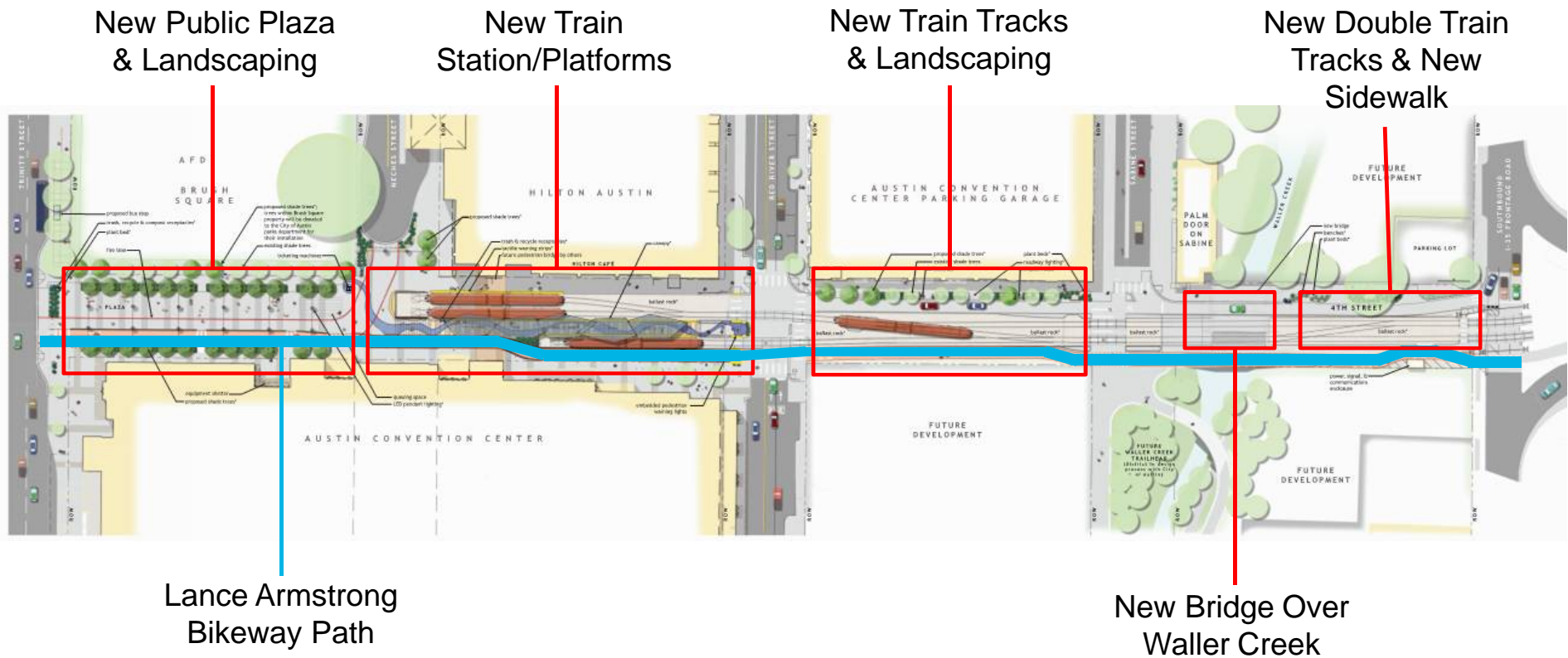


Agenda



-  **Project Overview**
-  **Introduction of Contractor**
-  **Construction Cost Summary**
-  **Temporary Station Platform & Bikeway Detour**
-  **Temporary Interruption of Train Service**
-  **Construction Schedule**

Project Overview – Site Plan

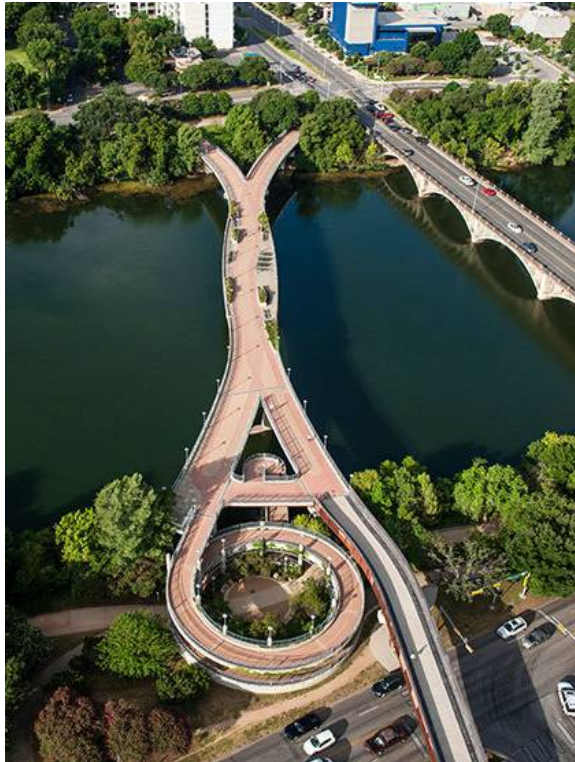


Design Updates Address:

- Safety: Pedestrian, Auto, Construction
- Neighbor Concerns
- Cost Mitigation

Introduction of Jay-Reese Contractors

"BUILDING INTEGRITY" - "Founded in 1990, Jay-Reese Contractors, Inc. is a premier contracting firm located in the Austin, Texas area, with experience in various areas of construction and the ability to work throughout the United States. Jay-Reese has a distinct history of completing projects on-time and built with high quality."



Pflueger Bridge, Lamar Blvd.



Butterfly Bridge, Shoal Creek



Seaholm Development

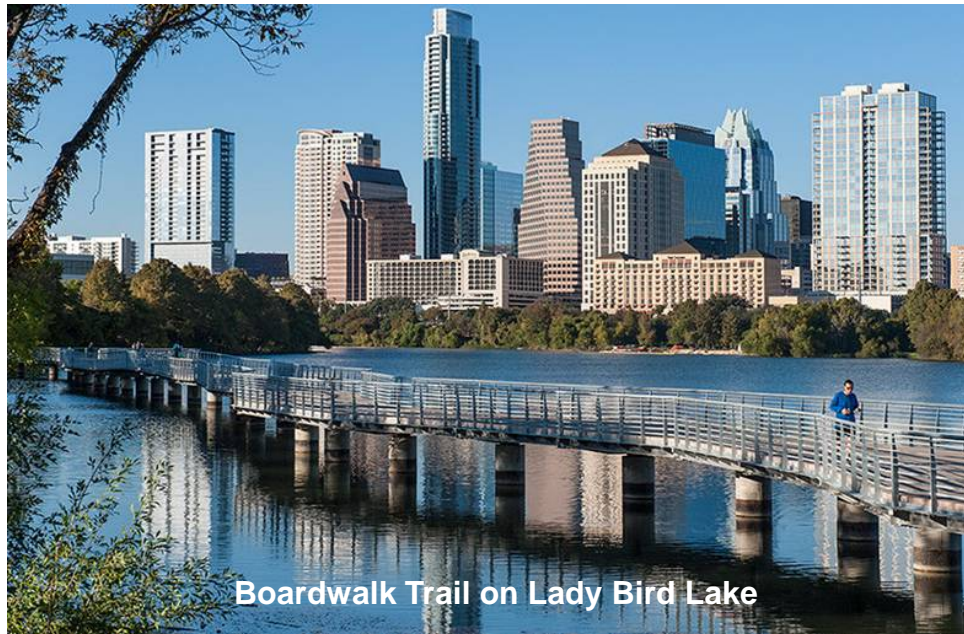


Utility Projects, Austin

Introduction of Jay-Reese Contractors

Other Jay-Reese Benefits:

- Local company with local and in-state subcontractors
- Relationships with City inspectors; experience with City processes
- 20% SBE exceeds 10% goal (includes DBE, HUB & WBE)
- Parking Mitigation Plan for construction crews
- Extensive outreach during construction with adjacent property owners



Boardwalk Trail on Lady Bird Lake



Union Pacific, Fort Worth TX

Current Capital Metro Rail Construction Projects:

- Plaza Saltillo Double Track
- Tiger V Track Sidings

Construction Cost Summary



Construction Contract	
Base Contract Award Amount	\$30.72M
Board Resolution with 20% Contingency (\$6.14M)	\$36.86M
City of Austin and Private Development Reimbursements for Utility Betterments:	\$2.03M
CMTA Cost After Reimbursements (before contingency):	\$28.68M

Temporary Station & Bikeway Detour



Proposed Bikeway Detour to
5th Street During Construction



New Station & Plaza Under
Construction

Temporary Station
Platform

Current Bikeway Path

Temporary Interruption of Train Service

5-month duration



Description:

Trains will be stopped at Plaza Saltillo Station, from June 2019 to October 2019 (5 months). Downtown rail service resumes at conclusion of 5 months.

Benefits:

- Customer & Worker Safety
- Provide for increased contractor productivity
- Shorter construction period
- Lower construction & consultant costs



View looking East from Trinity

Temporary Interruption of Train Service

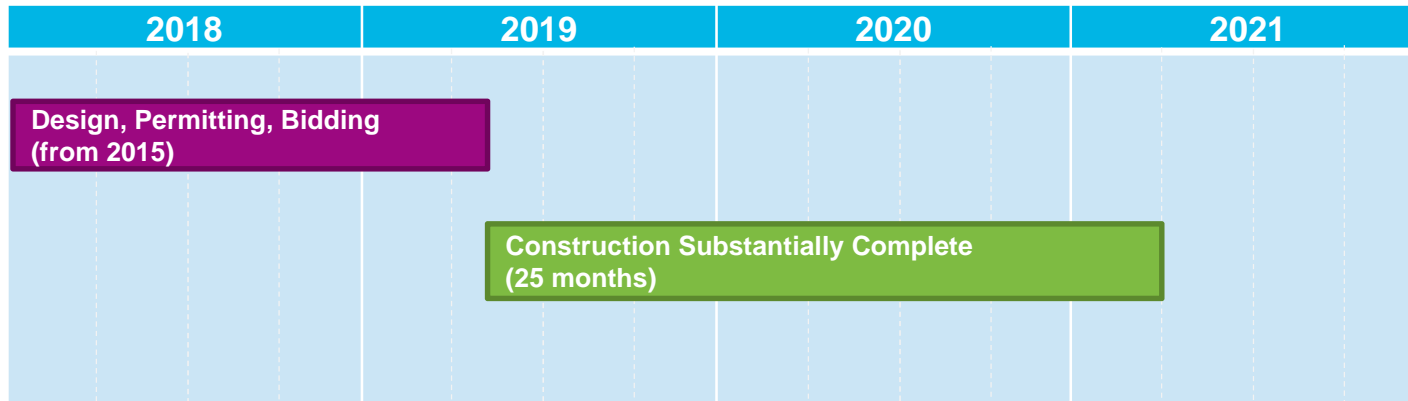
Customer & Community Outreach Plan



- Outreach collateral and train signage
- Social media and website updates
- Media information at station groundbreaking
- Information in all June collateral, at stations and on the website
- Downtown shuttle information on rail ad space
- Station ambassadors and trip planning at platform
- Paid print and social media
- Key partner outreach
- News Media Advisories



Construction Schedule



View looking West from Red River



Thank you.

For more information visit:

<https://www.capmetro.org/plans-development/>

New MetroRail Downtown Station



Capital Metropolitan Transportation Authority **MEETING DATE: 02/25/2019**
Board of Directors **(ID # 4330)**
Cap Remap Service Analysis

(ID # 4330)

Cap Remap Service Analysis

TITLE: Cap Remap Service Analysis



Six-Month Review

*Presented to the Capital Metro Board of Directors
February 2019*

Presentation Overview



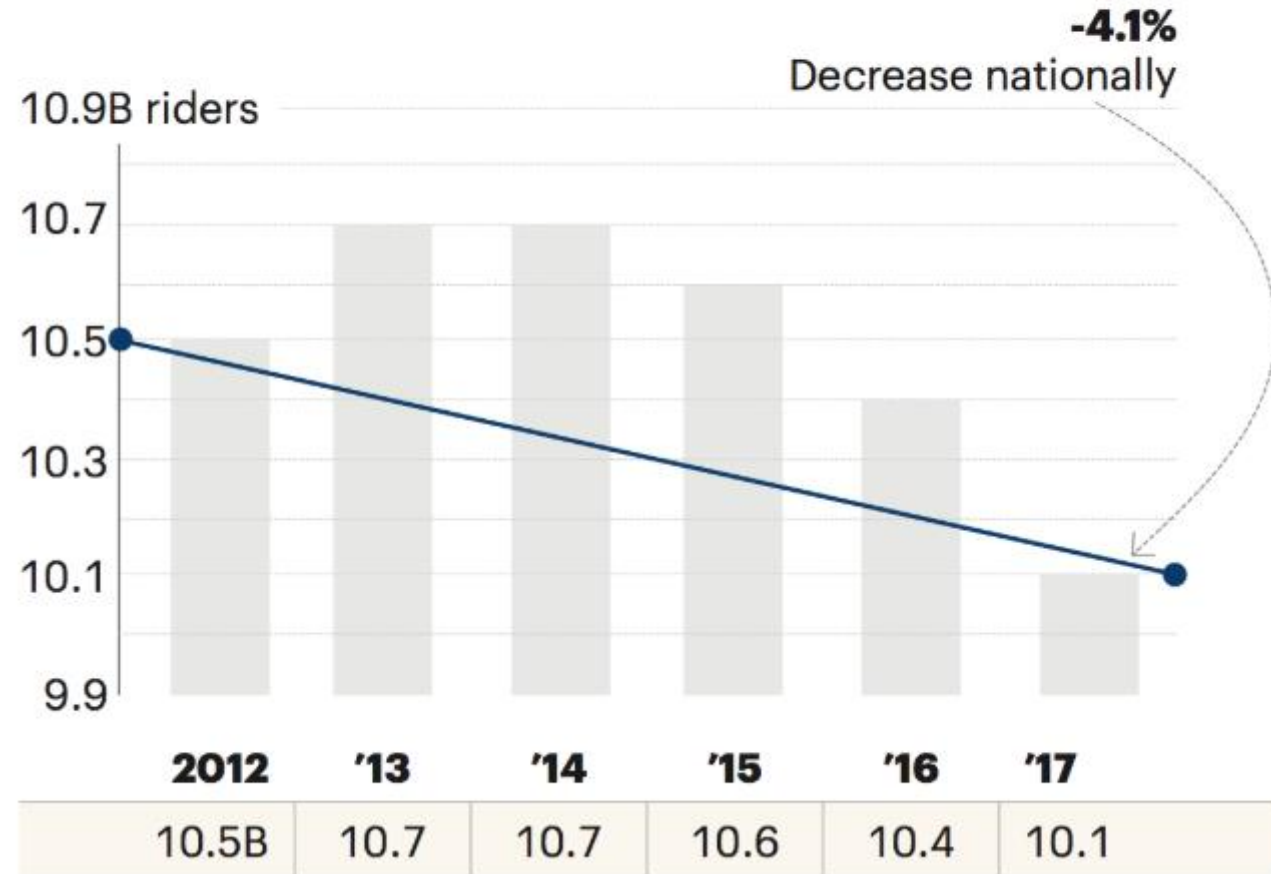
- Objectives:
 - Assess Cap Remap after first six months
 - Present revised approach to Mobility Innovation Zones
 - Preview June 2019 service changes (action scheduled in March)

National Context

9.1.a

NATIONAL RIDERSHIP

Ridership on the nation's buses, subways and trains fell to 10.1 billion unlinked passenger trips in 2017, off by 430 million trips from 2012's total.



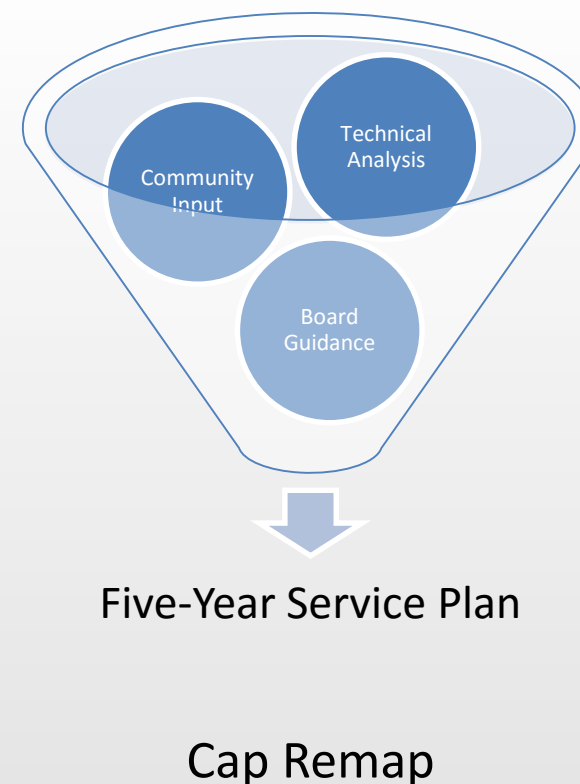
Six-Month Results and Next Steps

- Cap Remap implemented June 3, 2018
- Largest route restructure in agency history
- System ridership up 3% through first six months; seven of eight months to date
- Fine-tuning continuing
- Emphasis today is on network, route level details also provided, but more time needed



How We Got Here

- Five-Year Service Plan established service framework
 - Emphasis on local, express and MetroRapid
 - Two-year development process
 - Extensive community engagement + technical analysis
- Cap Remap (June 2018) constituted majority of changes
- Each phase worked through the agency service change process with Board of Directors Approval



Cap Remap Goals



Build Ridership



Match Service to Markets



Enhance the Customer Experience

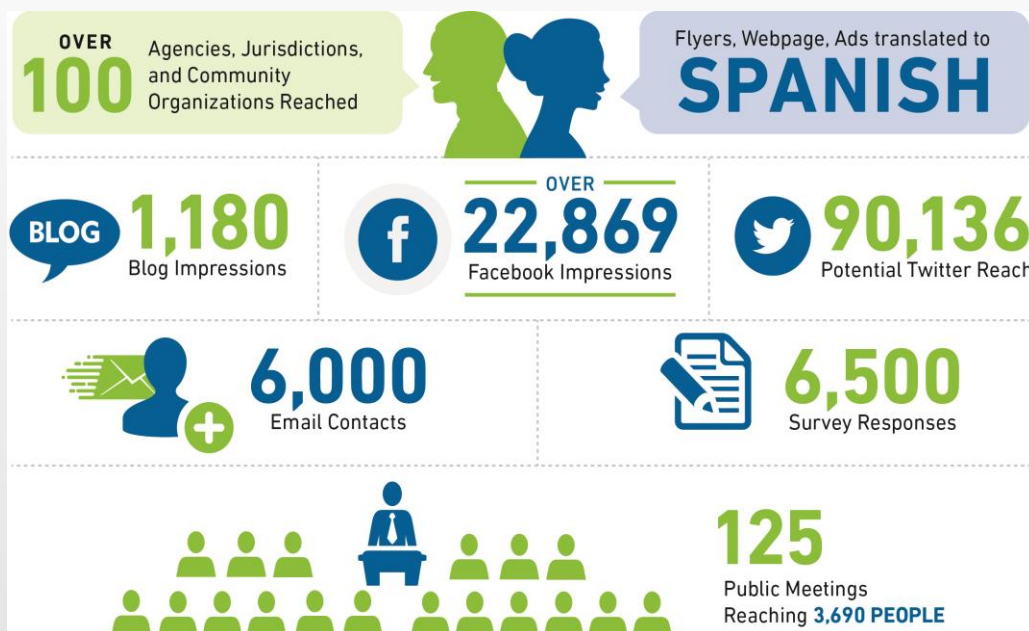


Ensure Financial Sustainability

Approved by
Board of
Directors
during plan
development

Community Engagement

- Major community involvement effort
- Feedback throughout planning process
- Many elements of plan shaped by input
- Much more community engagement occurred in implementation phase



How to Gauge Success?

- Not simply quantitative or solely about ridership
- Alignment with Capital Metro Strategic Plan
- Adherence to Service Guidelines and Standards
- Connecting people to their daily lives is the ultimate measure!



Service Guidelines and Standards

- Current Guidelines and Standards adopted by Board of Directors in 2015
- Service Productivity:
 - 15 Passengers Per Hour weekdays
 - 12 Passengers Per Hour weekends

“New services should meet minimum standards within one year.”

What's Exceeding Expectations

- MetroRapid continues to see double-digit ridership growth
- MetroExpress has boomed since overhaul and opening of Mopac Express Lanes
- Frequent Service Routes, with few exceptions, performing very well
- Saturday and Sunday service seeing double-digit growth

What's Meeting Expectations

- System as a whole- network emphasis showing promise
- System level On-time performance
- Vast majority of new routes and alignments
- New and upgraded stops and connections
- Customer information systems

What's Not Meeting Expectations

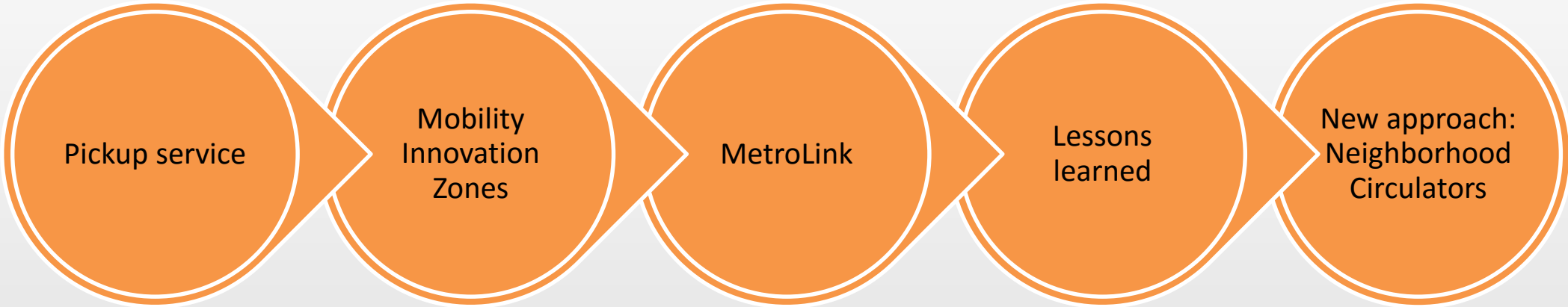
- Minor schedule adjustments required for many routes
- Improved connections between routes under evaluation
- Routes not meeting productivity standards
 - Eight routes have weekday productivity between 10-15 passengers/hour
 - Six routes below 10 passengers/hour

What's Next for Cap Remap



- Sustain ridership gains!
- Continue to gather input
- Continue monitoring and fine-tuning
 - June 2019 service change
 - August 2019 service change
- Evaluate routes on review list
 - focused public awareness and outreach to boost ridership
 - 'deep dive' analysis for potential route adjustments

Building on Mobility Innovation Zones



The Neighborhood Circulator Concept



A community-based service



Broad parameters established by agency



Service designed in cooperation with stakeholders and customers



Trade-offs an explicit part of service design



Clear and transparent metrics are key



One-year pilots with potential for continuation

New Approach to Defining Service



Initiate discussion with local elected officials to help identify stakeholders



Form workgroup to shape service plan



Provide broad parameters and collaborate on details



Establish performance measures and desired outcomes



Continue engagement during pilot period

Neighborhood Circulator Service Zones*

Exposition



Johnston Terrace



Springdale / Rogge

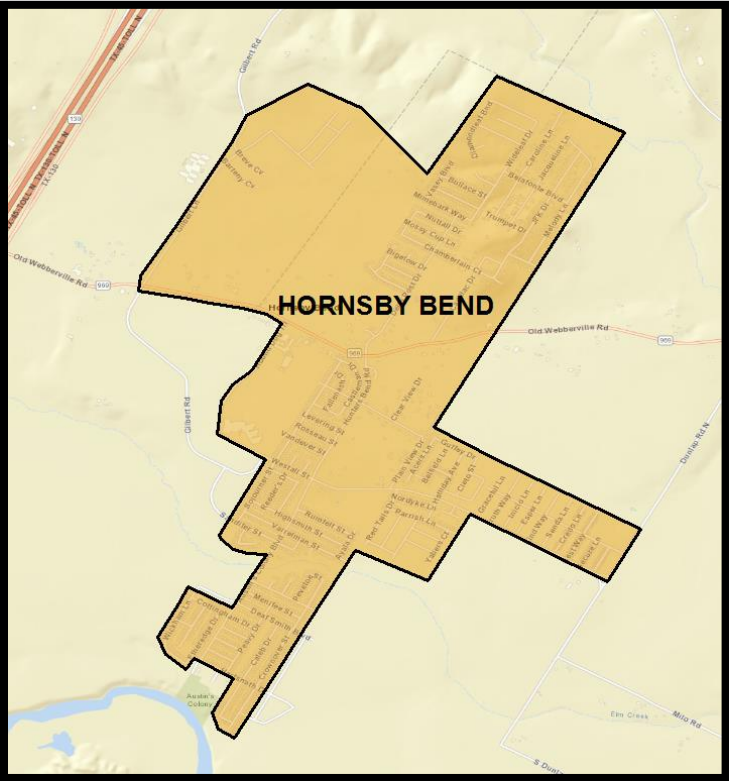
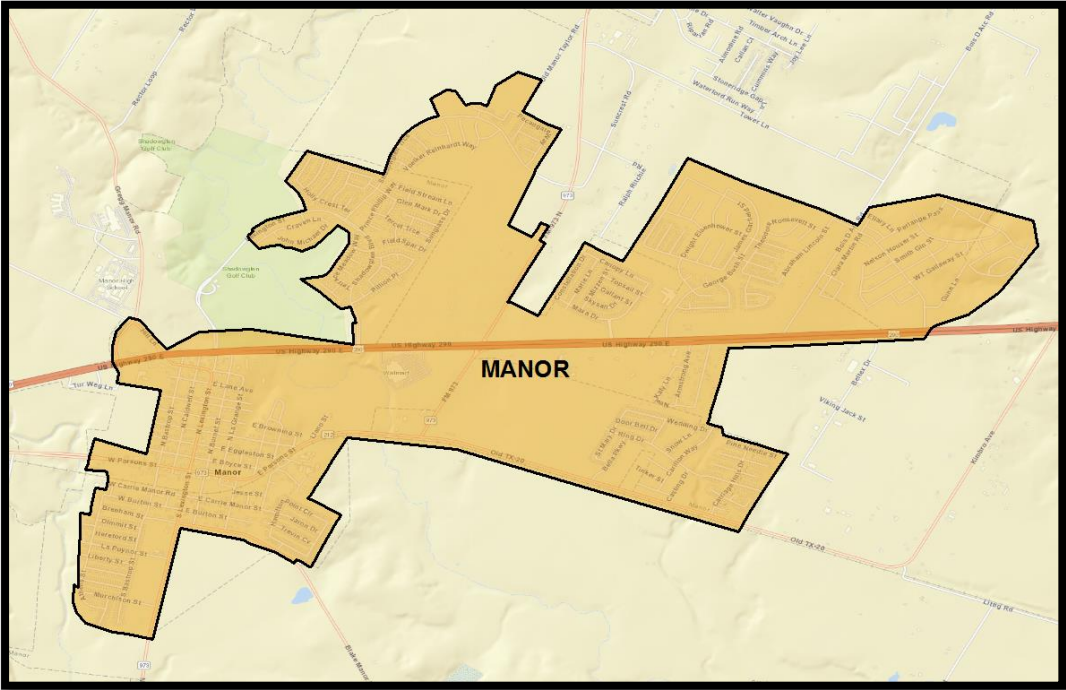


St. David's



*Initial draft, subject to revisions during development process

CARTS Partnership Service Zones*



*Initial draft, subject to revisions during development process

Neighborhood Circulator Final Thoughts

- Policy approach needed to balance service coverage and equity issues with efficiency and effectiveness
- Managing expectations while meeting community needs
- Adaptable service to fit changing needs and support Project Connect high-capacity corridors
- Seek opportunities for public and private partnerships to address mobility needs



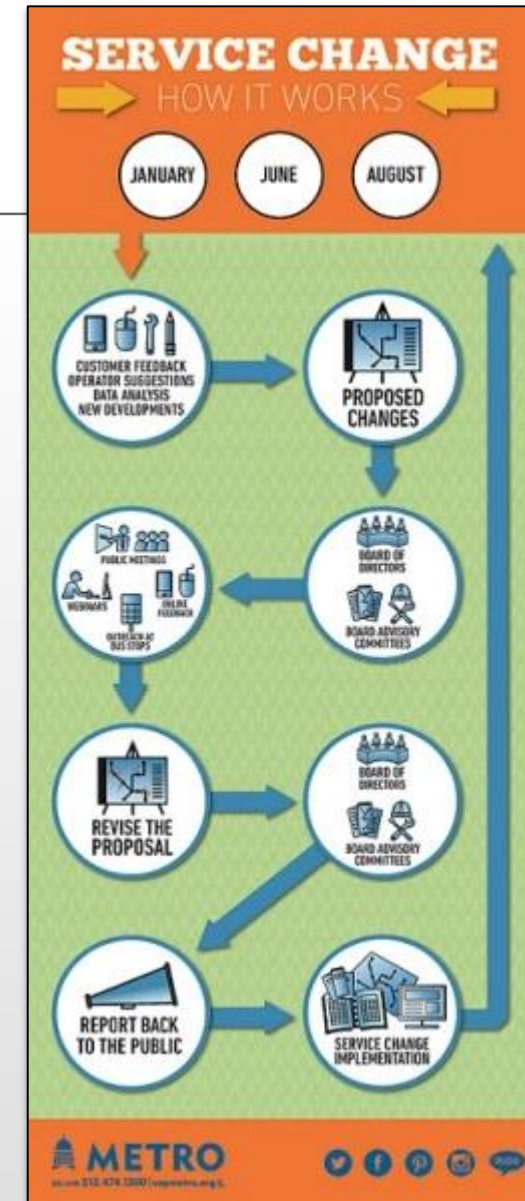
Preparing for June 2019 Service Changes

- Building on many adjustments to Cap Remap routes made in January 2019
- Based on:
 - Bus Operator input
 - Customer/Community input
 - Ridership and other data
- Overall approach: Cap Remap still maturing; no major changes; continued refinements



Initial June Service Change Proposals

- Additional fine-tuning to address
 - On-time performance
 - Overcrowding
 - Schedule reliability
- CARTS-operated demand-response service in Manor and surrounding area
- MetroRail Red Line schedule improvements



Summary



- Restructured bus network improved service and increased access to opportunity for vast majority of community
- Ridership trending positively
- Further refinements based on community input underway
- Need for transit continues to grow in Central Texas
- Project Connect is next major step

Capital Metropolitan Transportation Authority MEETING DATE: 02/25/2019

Board of Directors

(ID # 4332)

**Project Connect Update and Community
Engagement Plan**

TITLE: Project Connect Update and Community Engagement Plan



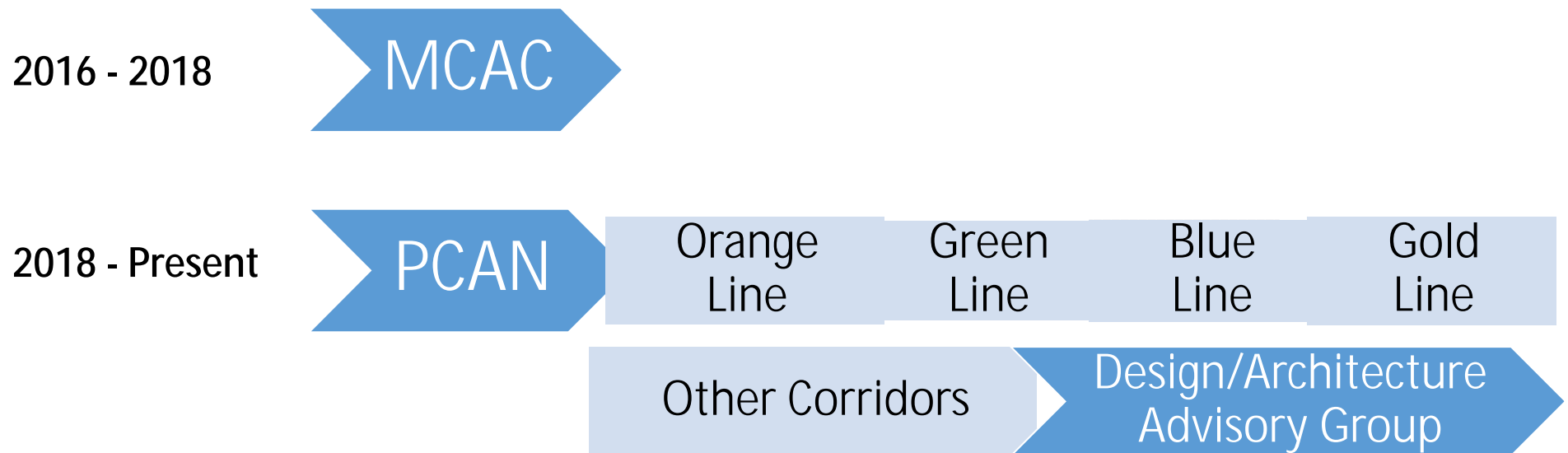
Project Connect Community Engagement Plan

Where We've Been

- Shared information, received feedback, and collaborated with more than 1,200 Central Texans
 - Traffic Jams and Mini-Jams
 - Pop-In Meetings
 - Tabling
 - Transit Engagement Events
- Capital Metro Board/Austin City Council Engagement Work Sessions
- Multimodal Community Advisory Committee (MCAC)



Advisory Committee Timeline & Structure



Joint Board/Council Work Session Feedback

- Clearly communicate the process and the community's role, including what feedback is needed and how that feedback will be used.
- Provide multiple and meaningful feedback opportunities with ample notice at locations where stakeholders are already frequenting.
- Share information in all major languages spoken in the Central Texas area in traditional and non-traditional ways.
- Engage stakeholders not traditionally reached by using a variety of tools.



Next Phase Engagement Goals

- Create community understanding of Project Connect and how it benefits all
- Ensure those with the greatest need have easy access to information and convenient ways to be heard.
- Continuously close the feedback loop with the public
- Receive clearance on environmental impact studies and successfully complete preliminary engineering



Stakeholder Groups

- Identify stakeholder groups and “see the project through their eyes”
- Uncover issues and values that matter to them
- Develop relevant programming, messaging and techniques



Hearts and Minds Approach

- Keep messaging simple and values-oriented
- Data and technical analysis should **not** drive outreach
- Create buzz and excitement in the community



Project Connect Community Office

- Centralized and coordinated Project Connect program management
- Benefits:
 - Improved communication across the team
 - Easy coordination between environmental and engagement team members
 - Improved time-utilization
 - Central location for two-way communication with stakeholders
 - Engagement meeting/event space



Outreach Techniques

- Presentations and Updates to Capital Metro Board and PCAN
- "Meet the Team" Customer Engagement Events (At-Stop / At-Station)
- Elected Official and Community Leader Briefings
- Public Meetings
- Virtual (Online) Public Meetings
- Stakeholder Meetings
- Pop-In Meetings
- Community Fairs
- Guerrilla/Experiential Marketing
- Door-to-Door Outreach
- Field Trips/Tours
- Engage Trusted Community Leaders
- Ongoing Communication with Local Agencies
- Informational Brown Bag Lunch Sessions for Major Employers
- Facilitated Workshops
- Special Events
- Promotions and Incentives
- On-Transit/Station Engagement
- Partnerships with Colleges, Universities, Schools and School Districts, small businesses, healthcare, etc.



Partner Agency Engagement

- Opportunities to hold joint work sessions and receive feedback from partner agencies:
 - CAMPO
 - Travis County
 - Williamson County
 - AISD
 - ACC
 - University of Texas
 - Others
- Additional joint work sessions with the City of Austin

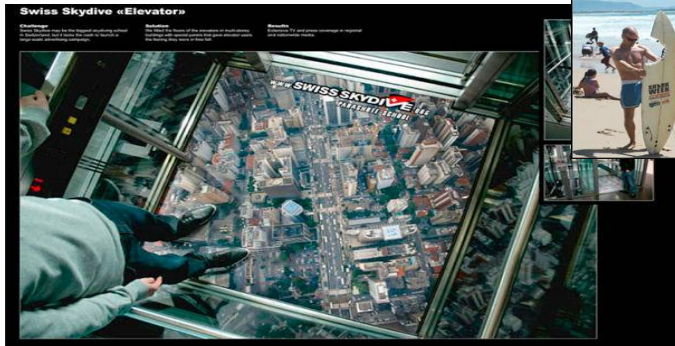


Tools

- Brand Refresh
- Printed and Electronic Materials
- Diverse Public Input Collection Methods
- Mailers
- Public Service Announcements
- Information Distribution via Third Party Groups and Organizations
- SWAG
- Bus Advertising
- Digital Outreach
- Earned Media



Guerrilla Engagement



Reporting

- Track community engagement qualitatively and quantitatively
- Report quarterly to Capital Metro Board, PCAN and other interested stakeholders
- Publish results online and through social media to report to the community at large
- Use results to adjust and adapt engagement program to better reach and accommodate stakeholders
- Engagement dashboard



Engagement Dashboard*



*Numbers are for example only!



Questions?

Capital Metropolitan Transportation Authority **MEETING DATE: 02/25/2019**
Board of Directors **(ID # 4335)**
Performance Dashboards

(ID # 4335)

Performance Dashboards

TITLE: Performance Dashboards

Capital Metropolitan Transportation Authority MEETING DATE: 02/25/2019
Board of Directors (ID # 4338)

Financial Report - December 2018

(ID # 4338)

Financial Report - December 2018

TITLE: Financial Report - December 2018

Financial Report – Fiscal Year 2019

Year to Date December 31, 2018

Major Highlights

Revenue

- Sales tax remittances received YTD November 2018 are 8.5% higher than YTD November 2017
- Capital contributions and grants are below budget due to timing of processing eligible paid expenses

Operating Expenses

- \$61.1 million expended to date, or 23% of full year budget
- Year to date diesel cost of \$1.97 per gallon is below the budgeted rate of \$2.10 per gallon

Capital Projects

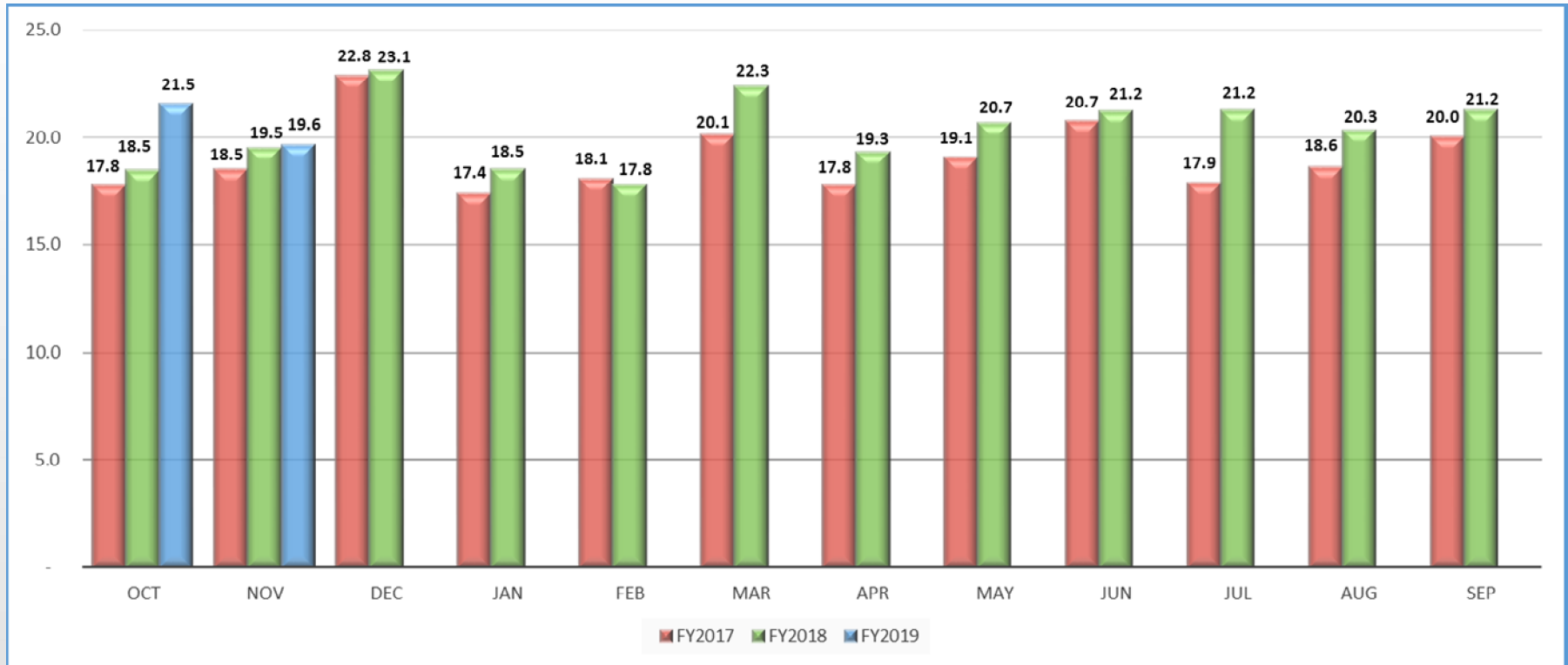
- FY2019 capital project budget of \$114.5 million
- \$10.4 million expended to date, or 9.1% of full year budget
 - Positive Train Control
 - TIGER Grant Project
- \$33.8 million outstanding commitments have been issued, or 29.5% of full year budget
 - Positive Train Control, TIGER Grant Project, MetroRapid and 28 Commuter Coaches

Revenue

\$' Million Category	FY18 Dec YTD Actual	FY19 Dec YTD Actual	FY19 Full Year Budget	% of Budget	Comments
Sales Tax	\$61.3	\$64.5	\$245.8	26.2%	October actual receipts, November and December accrued
Passenger Fares	5.9	5.8	23.4	24.8%	
Freight Railroad Revenue	1.2	1.3	4.5	27.9%	
Other Revenue	1.4	1.6	3.3	49.1%	Investment income above budget
Operating Contributions and Grants	7.0	7.8	30.1	25.9%	
Capital Contributions and Grants	.2	1.1	28.5	4.0%	Timing of processing eligible paid expenses
Total	\$77.1	\$82.1	\$335.6	24.5%	

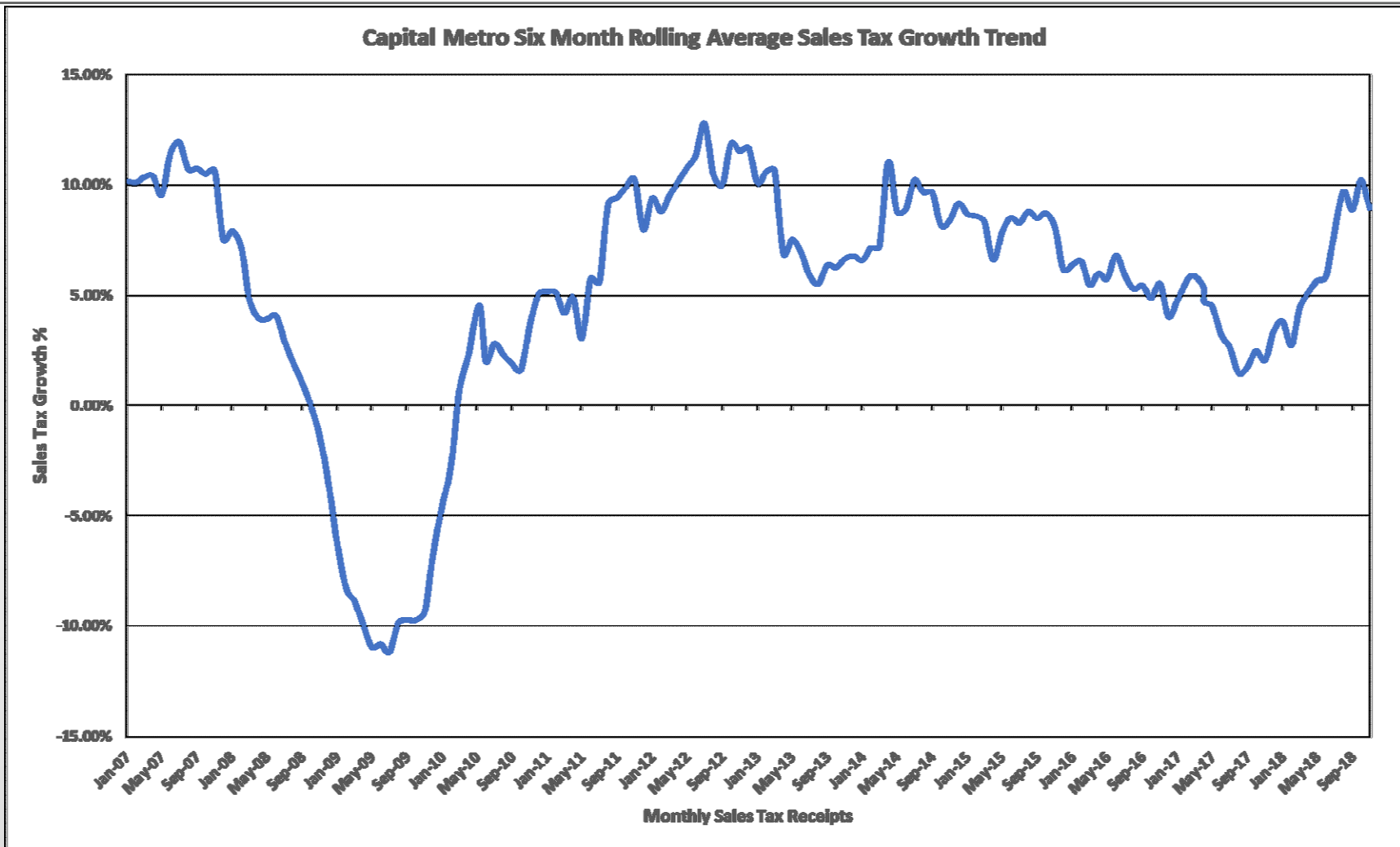
Actual Sales Tax Receipts

\$'M



Total \$228.7M \$243.6M \$41.2M

Sales Tax Rolling Average Trend



Operating Expense

\$' Million Category	FY18 Dec YTD Actual	FY19 Dec YTD Actual	FY19 Full Year Budget	% of Budget	Comments
Salaries and Benefits	\$10.1	\$10.1	\$44.4	22.8%	Vacancy savings
Professional Services	3.0	3.9	27.2	14.5%	Timing of consultation and other professional fee payments
Materials and Supplies	0.1	0.1	1.1	11.4%	
Fuel and Fluids	2.8	3.0	12.8	23.3%	\$330K favorable variance - \$1.97 per gallon actual cost
Utilities	0.5	0.7	3.2	22.1%	
Insurance	0.3	0.3	0.9	38.3%	Timing of insurance premium payments
Purchased Transportation	38.1	41.9	165.4	25.3%	
Lease/Rentals	0.4	0.4	3.0	12.5%	
Other Expenses	0.6	0.7	8.0	8.8%	Unspent contingency
Total	\$56.0	\$61.1	\$266.1	23.0%	

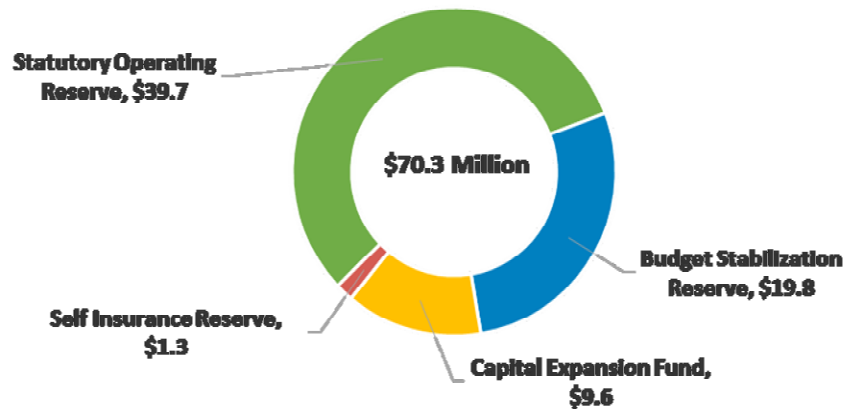
Budget Transfers

Consistent with Capital Metro's financial policies, there was one budget transfer to report for Quarter 1 for the period ending December 31, 2018 that cumulatively exceeded \$150,000

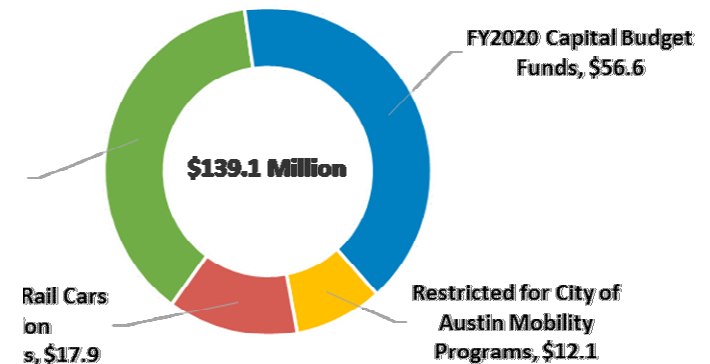
October-18				
Transfer #1				
From:				
To:				
BPS1403	Non-Revenue Vehicle Replacement	325,253	Realign funding between projects with CIP Reforecast	
BPS1901	Commuter Coaches	585,000		
CPG1412	Rail Maintenance Building Drainage	(45,880)		
CPG1501	Bus Stop Improvements - Rebranding Effort Upgrades	(200,000)		
CPG1516	Downtown Station Improvements Funded by TXDOT	1,517,609		
CPG1517	Bus Stop Litter Containers	(63,951)		
CPG1521	MetroRapid Project	780,710		
CPG1602	North Operations SERTA Demolition/Paving	(5,200,000)		
CPG1605	Westgate Transit Center Park and Ride	719,125		
CPG1607	Facility Improvement Projects	110,000		
CPG1704	MetroRapid - Additional Stations for 801 and 803	1,601,894		
CPG1712	DT Station - Storm Water Improvements	(293,939)		
CPG1713	Downtown Station Double Tracking	(517,500)		
CPG1803	Administrative Office Lease Space	337,122		
CPG1805	Connections 2025 - New Bus Stops	(1,323,460)		
CPG1806	North Ops Rail M.O.W. Storage	(116,434)		
CPG1807	Office Space Re-Configuration (Headquarters Facility)	(101,891)		
CPG1808	Operations Control Center	594,958		
CPG1903	North Lamar Mobility Hub - Engineering	(1,252,000)		
CPG1901	Bus Electrification Infrastructure	133,000		
CPG1902	Bus Stop Enhancements	(150,000)		
RRC1407	TIGER Grant Project	8,541,705		
RRC1604	NorthOps improvements to accommodate new Rail cars	25,000		
ITS0402	Intelligent Transportation Systems (ITS) Project	444,373		
ITS1402	Data Warehousing	150,000		
ITS1505	Fare Collection System Rollout to Fleet	(1,800,000)		
ITS1605	Management System/SPEAR Replacement	75,542		
ITS1703	Positive Train Control IT Support	(14,560)		
ITS1704	Scheduling Systems Upgrade	506,680		
ITS1803	Genfare System Upgrades	125,000		
ITS1804	Mobile Ticketing Payment Enhancements	50,000		
ITS1805	Paratransit Technology System Replacement	(160,000)		
PAM1609	Thompson Lane Floor	35,000		
PAM1806	Fuel Monitor Head 2910	22,778		
PAM1807	Fuel Monitor Head 509	12,906		
PAM1808	Fuel Monitor Head 9315	100,431		
PAM1814	Replace UPS (9315)	54,865		
PAM1909	Plaza Saltillo - (Plaza) Revitalization	100,000		
PLN1901	North Lamar/Airport Intersection	(2,372,000)		
PLN1802	MetroRail Red Line Kramer Station Relocation - Broadmoor	(2,250,000)		
RRC1102	Positive Train Control	(2,875,000)		
RRC1701	Laptops - Commuter Rail Vehicle Maintenance	140,000		
RRF1501	East Subdivision Quiet Zone	(140,000)		
SEC1501	Cameras and Access Controls	67,835		
SEC1802	Security Cameras in Capital Metro Police vehicles	162,000		
FIN1902	Capital Project Reforecast	1,557,829		

Reserve, Allocated & Restricted Funds

Reserve Funds



Allocated & Restricted Funds



Notes:

- Additional funding was allocated to the statutory operating and budget stabilization reserves based on the board approved funding formula. The statutory operating reserve equals 2 months of FY2018 operating expenses. Contributions to the budget stabilization reserve began in February 2016 with \$7 million reserved in FY2016 and \$3 million in FY2017. An additional contribution of \$9.8 million was made in FY2018 to fully fund the budget stabilization reserve. The capital expansion fund was established in FY2019 with \$9.6 million reserved as Capital Metro looks forward to future needs in the region.
- Funds for capital investment are required to help address extensive capital needs. The capital budget for FY2019 is \$115 million, with \$63 million funded by FY2019 income and \$52 million from reserves. Due to project delays \$76 million of the FY2018 capital budget was carried forward to FY2019. These capital improvements are needed to maintain the state of good repair of the community's transit infrastructure and to be in compliance with Federal regulations. The City of Austin Mobility Fund was reduced by \$6 million in FY2019 to assist with Project Connect preliminary engineering and environmental analysis.

Statement of Revenue, Expenses and Change in Net Position

\$' Million	FY18 Dec YTD Actual	FY19 Dec YTD Actual	FY19 Full Year Budget	% of Budget
<i>Operating Revenue</i>				
Passenger Fares	\$5.9	\$5.8	\$23.4	24.8%
Freight Railroad Revenue	1.2	1.3	4.5	27.9%
Other Revenue	.8	.7	2.4	28.5%
Total	7.9	7.8	30.3	25.6%
<i>Operating Expenses</i>				
Salaries and Benefits	10.1	10.1	44.4	22.8%
Professional Services	3.0	3.9	27.2	14.5%
Fuel and Fluids	2.8	3.0	12.8	23.3%
Utilities	.5	.7	3.2	22.1%
Purchased Transportation	38.1	41.9	165.4	25.3%
Other Expenses	1.0	1.2	10.1	11.7%
Lease/Rental	.4	.4	3.0	12.5%
Depreciation & Amortization	10.0	10.7	50.7	21.1%
Total	66.0	71.9	316.8	22.7%
<i>Operating Income/Loss</i>	<i>(58.1)</i>	<i>(64.1)</i>	<i>(286.4)</i>	<i>22.4%</i>
<i>Non-Operating Revenue/(Expenses)</i>				
Sales Tax	61.3	64.5	245.8	26.2%
Investment Income	.5	1.0	.9	115.6%
Operating Contributions and Grants	7.0	7.8	30.1	25.9%
Capital Contributions and Grants	.2	1.1	28.5	4.0%
Mobility Interlocal Agreements	(1.1)	(.8)	(4.6)	18.3%
Other	.1	(.1)	-	0.0%
<i>Non-Operating Income/(Loss)</i>	<i>68.1</i>	<i>73.5</i>	<i>300.6</i>	<i>24.5%</i>
Change in Net Position	\$10.1	\$9.4	\$14.2	66.2%

Budget Variances by Department

\$'000 Department	FY18 YTD Actual	FY19 YTD Actual	FY19 YTD Budget	YTD % of Budget	YTD Budget vs. Actual	FY19 Budget Full Year	Comments
100 - Non-Allocated Benefits	\$3,168	\$2,589	\$2,975	87.0%	\$386	\$11,949	Timing of admin healthcare expenses and associated fees
102 - Wellness Center	39	61	70	87.7%	9	277	
103 - Child Care Center	226	309	227	136.2%	(82)	894	Accrual correction to post in January
105 - Business Center	89	91	90	100.2%	0	362	
110 - Executive Staff	117	172	225	76.5%	53	764	
115 - Communications	104	74	118	62.3%	45	414	Timing of Value of Transit Outreach and other programs
118 - Government Relations	173	174	156	111.6%	(18)	1,005	Budget timing of subscriptions
119 - Diversity and Compliance	0	34	54	62.3%	21	215	Vacancy savings
120 - Board Of Directors	55	70	74	95.7%	3	287	
125 - Internal Audit	35	90	94	95.6%	4	371	
130 - Strategic Oper Mgt. & Administration	153	209	297	70.2%	89	747	Timing of professional fees expense
141 - Security	1,065	1,150	1,167	98.5%	17	4,597	
150 - Legal	159	171	288	59.3%	117	1,141	Vacancy savings and timing of general legal services
220 - Finance	825	847	1,815	46.7%	968	6,892	Unspent contingency and timing of audit fees
230 - Information Technology	1,902	2,429	3,716	65.4%	1,287	11,236	Timing of computer software expense and professional fees
250 - Procurement	310	324	363	89.2%	39	1,469	
275 - Rideshare	624	688	707	97.3%	19	3,272	
320 - Planning	626	482	671	71.9%	188	2,737	Vacancy savings and timing of consulting fees
330 - Marketing	538	588	741	79.3%	153	2,613	Vacancy savings and timing of consulting fees
331 - Community Engagement	174	192	282	68.1%	90	1,190	Timing for Smart Trips and other programs
332 - Customer Service	206	232	272	85.3%	40	1,065	Vacancy savings
340 - Human Resources	412	423	533	79.5%	109	2,056	Timing of contracts for consultation fees
420 - Risk Management And Safety	482	637	899	70.8%	262	2,520	Timing of insurance premium payments
457 - Public Facilities	835	924	1,318	70.1%	394	4,989	Lower spending in utilities and timing of sign and amenity installation plan
530 - Capital Projects	364	308	467	65.9%	159	1,932	Vacancy savings and timing of professional services
540 - Real Estate And Property Mgt.	365	310	470	66.0%	160	1,956	Timing of facility condition assessment
542 - Freight Rail Management	425	399	330	121.1%	(70)	1,600	Higher Right of Way Herzog Transit Services due to higher freight volume
544 - Commuter Rail Operations	3,539	5,720	5,982	95.6%	262	19,667	
546 - Rail Compliance	103	0	0	0.0%	0	0	Department 546 merged to department 544
550 - Real Estate and Facility Planning	625	583	751	77.5%	169	2,674	Timing of professional fees and lease expense
600 - Operations and Maintenance Oversight	518	33,050	33,724	98.0%	674	134,080	
610 - Bus Contract Operations	30,308	0	0	0.0%	0	0	Department 610 merged to department 600
615 - Innovative Mobility	0	34	1,316	2.5%	1,283	3,628	Timing of go-live schedule for Innovative Mobility projects
620 - Paratransit Contract Operations	6,741	6,667	6,799	98.1%	132	26,796	
630 - Paratransit Administration	77	0	0	0.0%	0	0	Department 630 merged to department 620
640 - Paratransit Reservation & Control	426	453	479	94.5%	27	1,895	
650 - Paratransit Eligibility	190	206	245	84.2%	39	991	
920 - Project Connect	1	460	1,746	26.4%	1,285	7,812	Timing of corridor analyses and consultation fees
Total	55,999	61,147	69,458	88.0%	8,311	266,094	

Capital Projects Summary

\$'000 Project Category	Expended	Outstanding Commitments	Budget	Expended & Committed as % of Budget	Comments
Commuter Rail	\$6,192	\$3,856	\$22,380	44.9%	Positive Train Control
Vehicles	-	18,090	29,623	61.1%	28 Commuter Coaches
Information Technology	709	3,157	11,665	33.1%	Enterprise Asset Management System; Data Center Modernization
Facilities	3,381	8,505	37,295	31.9%	TIGER Grant Project; MetroRapid Additional Stations
Freight Railroad	-	3	1,907	0.2%	
Property and Asset Mgmt	95	192	2,430	11.8%	
Contingency	-	-	2,000	0.0%	
Strategic Planning	-	-	6,472	0.0%	
Security	22	16	757	4.9%	
Total	\$10,399	\$33,819	\$114,530	38.6%	

Outstanding commitments are for the purchase orders that have been issued.

Questions/Discussion