

~ 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, March 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. Finance, Audit and Administration Committee
2. CAMPO update

VII. Consent Items

1. Approval of Minutes from the February 25, 2019 Board Meeting
2. Approval of a resolution authorizing the President & CEO, or his designee, to execute a task order contract with Four Nines Technologies to provide Fare Collection Consulting Services for a base period of five years in an amount not to exceed \$950,000.

VIII. Action Items:

1. Approval of a resolution authorizing the President & CEO, or his designee, to implement the June 2019 Service Changes.
2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Flowbird to provide Ticket Vending Machines (TVMs) for a base period of one year with nine optional one-year periods plus a ten percent (10%) contingency in an amount not to exceed \$4,926,486.

3. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with AECOM to provide Orange Line Preliminary Engineering Design Services and recommendation of the Locally Preferred Alternative in accordance with the NEPA process and FTA requirements. The contract is for a base period of one year with one option period of two years plus one option period of one year in the amount as follows: one (1) base year for a total not to exceed amount of \$5,082,528.34 plus 10% contingency in the amount of \$508,252.83 for a not exceed amount of \$5,590,782 for the base period; and one (1) two-year plus one (1) one-year options with a value not to exceed \$12,048,640.

4. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with CDW Government LLC to acquire workstation technology in an amount not to exceed \$300,000.

5. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Muñiz Concrete and Contracting, Inc. for the installation of shelters, benches, litter containers and related improvements at 125 bus stops for \$2,964,979 plus a 25% contingency for a total amount not to exceed of \$3,706,224.

6. Approval of a resolution authorizing the President & CEO, or his designee, to amend the Muñiz Concrete & Contracting, Inc. contract #200300 to increase contingency funding by \$147,750 for the construction of additional MetroRapid stations for a not to exceed total contract amount of \$1,846,874.

7. Approval of a resolution authorizing the President & CEO, or his designee, to execute a task order contract with McGray and McGray Land Surveyors for Real Property Surveying Services for three (3) base years with two (2) options years in an amount not to exceed \$2,955,000.

8. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Apollo Video Technology for the installation of a High Definition (HD) video system in 16 Capital Metro police vehicles for an amount not to exceed \$168,854.

9. Approval of a resolution to rescind Board Resolution, CMTA 2014-84 Installing or Modifying At-Grade Railroad Crossing Warning Systems Located on Capital Metro Rail which was adopted by a resolution of the Board of Directors as it is an internal operating procedure that does not require approval by the Board of Directors for future actions and amendments.

10. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract for the Printing of System Maps to Richmond Printing in an aggregate not to exceed \$807,500, for one (1) base year plus four (4) one option years.

IX. Discussion Items

1. Project Connect Update

X. Reports:

1. President's Report

XI. Items for Future Discussion:**XII. 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: 03/25/2019

Board of Directors

(ID # 4356)

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

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

Customer Satisfaction Advisory Committee
Wednesday, March 20, 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 6:01 p.m.

Introductions:

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

Capital Metro staff present were Dottie Watkins, Roberto Gonzalez, Katherine Gonzalez, Ora Chisom and Yannis Banks.

Others present were Ruven Brooks.

Citizens' Communication

Members of the public

Ruven presented post Remap map he showed at a previous board meeting about Remap Boarding data – Pre & post Remap. He focused on stops rather than routes. Prepared it at the request of Commissioner Travillion. Increase in ridership were widespread across the stops. Conclusion #1 – Remap was geographically well spread. Conclusion #2 NLTC lost a lot of ridership. Big increase in boarding at corner Runberg & N. Lamar. Cap Metro needs to develop an internal method to do origin/destination studies

Norwood Walmart Project/Cap Remap Feedback

Katherine Gonzalez, PMP Cap Metro and Roberto Gonzalez Sr Long Range Planning

- Want to hear what they think is needed at Norwood
- Operating the stop since 2003. 6 routes (4 terminate): 10, 325, 323, 339, 485, 492
- Currently not enough bus bays, difficult for buses to square up
 - The landing area is too small, customers de-board on dirt, no paved path across the island, customers standing, limited protection from sun, rain and wind. Buses are unable to layover due to fire lane so they layover in different parts of the parking lot.
- Potential Improvements: Mobility Hub (connecting people to other forms of transportation), boarding on both sides of the island, pedestrian connections, better accessibility, shelters and benches, lighting, security camera, signs – Digital Message, safety and informational, adjust fire lane and landscaping. Jeffery – Is this a phased in approach, what are priorities? Katherine – We are working with the COA to get approval but since it is private property owned by Walmart we need an agreement from them

before we can do anything. Example of what it could look like is HEB at Susquehanna & Manor, also Barton Creek Mall. BJ – Across the street from Susquehanna there are two 20s sitting there but if the 337 comes by they aren't able to see passengers waiting for the bus & goes past them. Roberto mentions Sawtooth bays as an idea for Norwood. Roberto says we will continue to work on across from Susquehanna. If there are assign bays there will be signage where they need to be. Michael French – A dynamic real time feedback would be great with the sign messaging. Roberto said when they were surveying riders at Norwood they heard that real time info like the rapids would be great. Michael said an accessible path to Rutherford Lane would be beneficial. Ephraim – With this being a terminal station for four routes, how will you coordinate that with buses going offline or going first? Roberto/Dottie – Operators should announce I'm the first one to leave. Going to try to give them two adjacent bays for routes that do more layover. Dottie – Fundamentally if you're about to leave & you're not the front bus you should check to see if anyone in the front bus wants to leave. David – When you go to redevelop put landscaping like a raingarden/curb cut to help vegetation get the water. He volunteers to help with Cap Metro & Walmart. It's what he does as day job.

- Critical Approvals – We expect the COA site plan correction approval to be (4-6 Months). We are working with Walmart to get a license agreement. It is an ongoing discussion. We are doing customer intercept surveys currently and want to do a similar survey at NLTC. Goal is to have something in place at Norwood within the next year. Roberto – Walmart has been a good partner there, they worked with us in 2003 when they did the remodeling to create that area we use now. We've just outgrown it.
- Cap Remap Feedback
 - How did we do with communicating with the community? How do you think we handled feedback, what do you want to see us do again?
 - The committee said there was a lot of publicity about more connected, better service but maybe communicate better on the negative impacts as well to people.
 - CSAC– Was there any feedback from operators? Roberto – Yes. We continue to listen & hear from operators. One of their concern was having enough running time and buses to do the 15-minute frequency as well as being able to use the bathroom. Dottie – Much of what we heard from customer feedback is what we heard from operators. The most common feedback from operators was their appreciation that we sent all Cap Metro staff in the field to talk to customers. Katherine – Also free fare week helped the operators. It was one less thing for them to worry about so they can focus on helping riders.
 - CSAC – Anything to report about recent hearing on 4 & 300?
 - Roberto – It's one of our biggest routes. Due to length & school zones it is making it hard with OTP. There will be some positive changes for the summer.
 - Katherine – We did a lot of outreach to operators but we heard we could do more

- CSAC – Here’s an example: I take bus x and now it’s going to be gone what am I going to do? The anxiety of not knowing is a stressful thing for people. Maybe have some way of showing what their trip will look like, something more interactive. Maybe something with general examples or some videos online that people can use.
- Katherine – Every single employee was out with the same blue shirt out to help customers. Dottie – We trained staff on how to use the trip planner.
- CSAC – The continual announcements saying Remap is coming was also helpful. Also the branding was very helpful.
- Ruven – Mr. Clark gets a bravery award. He trusted his staff
- CSAC – Kudos with changes to the 5 & 105. He looks forward to numbers to see how gained/loss routes.

Innovative Mobility Project

Ora Chisom, Innovative Mobility Project Manager

Manor, Springdale/Rogge, Exposition, Hornsby Bend, Johnston Terrace, and St David’s North area will be getting a Pick Up type service. Manor service starts in June, the rest is slated for August. We will be working with Springdale/Rogge, Exposition, Johnston Terrace & St David’s communities to help with the design of the service.

Project Connect Update

Yannis Banks Community Engagement Coordinator

April Meeting

- **Try the Project Connect Office for the meeting space**
- **Commissioner Travillion has offered space in Precinct 1**
- **Possible April Meeting topics**
 - **Fleet Purchases maybe???**
 - **Park & Ride update maybe???**
 - **Update on 5th st Bus/bike shared lane.**
 - **Amenities Update**
 - **Rail trail – Dave Deck**

Approval of February 2018 Minutes

Change Betsey to Elizabeth.

Change Dottie to Dolly.

Minutes approve unanimously

Adjourned 7:32 pm

Capital Metropolitan Transportation Authority MEETING DATE: 03/25/2019

Board of Directors

(ID # 4357)

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

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

Access Advisory Committee
Wednesday, March 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, Martin Kareithi Cap Metro, Suzie Edrington Cap Metro, Jack Hempstead Ride Right, Chris Westbrook Ride Right, Julie Lampkin Cap Metro, Ricardo Boulware Ride Right, Ken Cartwright 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.

Stops/Park and Ride Update

Ken Cartwright, Vice President Capital Projects,

Westgate Transit Center – TXDOT is allowing Cap Metro to build transit center beneath the highway. The plan is for it to open for the June Service Change. Routes 105, 30, 238, 311, 300, 315, 803 will utilize the center. There will be 8 bus bays, 2 are for metro rapids. There will be benches & other amenities as well. There will be an operator only bathroom, and plenty of lighting. We will have security cameras as well.

Chris – Will there be security on site especially at night to help keep it clean & safe. Ken – Security will be there 24/7 at the beginning to keep it safe and we will evaluate to see if it is needed to continue. We have been working with the councilmember as well as the neighborhoods in the area.

Chris – Are the buses coming in on the Southside if they are coming eastbound?

Ken – Everyone will come in from the Packsaddle Pass intersection and when they exit they will leave back further west.

Chris – What kind of pedestrian crossing safeties will be there? Ken – Each end has pedestrian crossing signals currently. Probably the safest is the Packsaddle Pass side than Manchaca side due to the u-turn that's there.

Metro Rapid Additional Stations
See attachment

Statistics/Tech Update

Suzie Edrington, Director of Demand Response, Capital Metro

For February we will meet all goals for the 2nd month in the row. Feb to Feb ridership increase 4%. Systemwide performance 92% and productivity has increased. North base met their complaint goal. South base didn't meet goal. Abandonment rate goal was met. No shows/late cancelations are low at 2.9%. Averaging 10 days processing new customers. Goal is 21 days.

Julie – Testing autobatch feature, every couple hours in the backgrounds rebatching the trips, looking for trips that can be optimized

Glenda – Are you building time in for drivers to get food or take a bathroom break. This is something she is very serious about. Suzie – There is a balance and we do schedule the breaks into the trips.

Have there been any thoughts about call center open later than 6 pm. Julie – Right now we haven't talked about that.

Future Innovation Zones Update & Pilot Projects Update

Suzie Edrington, Director of Demand Response, Capital Metro

Pick Up 2.0 – Rebooting the project. Just put out RFP for on-demand software. It will be awarded soon. Four different zones we're running & CARTS running 2 zones. We will be using our own drivers for the project. Each area will have own geofence. We will be working with the community to figure out service name, hours of operation, service areas in zone, etc. It will be designed with the community with certain parameters. Exposition, Johnston Terrace, Springdale/Rogge & St. David are the four areas we are rolling this out in. We are currently mapping the areas & seeing what's in the area. CARTS will be operating in Manor & Hornsby Bend (June). Manor service will start in June, the rest is in August. Funding is still being budgeted for each zone. There will be a dispatch office for those who can't use the App. North base will be operating the service for us. We are looking at different vehicle types & they will all be accessible.

Stop Announcements

Martin Kareithi, Program Manager, Systemwide Accessibility

If you're on the bus & you find the stop announcement system isn't on. Take notice of it & send it to Martin. There is a school of thought that we should announce all bus stops. Some of our stops are too close to each other so that the announcement wouldn't finish before we're at the

next stop. The bus does announce streets every time it makes a turn. We would like to get feedback from Access on stops/landmarks they would like to hear made. Currently routes 1,2,4,7,5,20 announce landmarks and a couple more to tackle (300). Do you have any suggestions on which routes we should consider? Route 3 is the next one we are looking at. We use a professional guy to do the recording.

Chris – Is there something to prevent operators from turning them off. Some drivers had them turned off. Martin – They are supposed to have them on. The training video that we put together touches on stop announcements like making sure they are on. Also, when they replace another operator they are to make sure they are on. Take a quick note & jot down the bus you're on if you notice that the announcements aren't on. Every new hirer on RAPTDV side is trained by Martin to turn it on.

Chris – Went to a meeting at the workforce office where the 320 use to run. The bus stop didn't have any of the numbers on the bus stop sign in raised braille letters. The bus stop sign on Cameron didn't have the braille numbers on them. Martin – Did you feel the sign & feel where there was adhesive? Chris – No, no sign of signs ever being there. Martin – We have faced a few challenges. 1 – How do we get them to stay on thru TX heat. After a period of time they haven't been able to handle TX heat. When we had the plastic kind they were getting plucked off. The steel brailles were more solid but there was an issue with the gravity, heat, & weight. We have met with some manufactures to find another material to use. The steel is good but there has been a problem with it sticking.

Food Allergies

Yannis Banks, Community Engagement Coordinator

There are vegetarians. No tomatoes for Martin.

Minutes approval

Remove Paul & Molly from February minutes

Barrera moved to accept mins

Approved Unanimously

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 03/25/2019
(ID # 4355)

Approval of Minutes from the February 25, 2019 Board Meeting

Approval of Minutes from the February 25, 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, February 25, 2019
12:00 PM**

**12:14 PM Meeting Called to Order
3:13 PM Meeting Adjourned**

I. Pledge of Allegiance

II. Safety Briefing

Vice President of Risk Management and Safety Gardner Tabon gave the monthly briefing. The focus of this month's message was pedestrian safety.

III. Recognition

President Clarke and Board Member Travillion made remarks in support of Action Item #1, the dedication of the Capital Metro Boardroom in honor of civil rights icon Rosa Parks. A mural has been created for the area just outside the boardroom doors. Board Member Travillion recognized and introduced local historian and activist Creola Burns; NAACP Chapter President Nelson Linder; the Austin Urban League's Qunicy Dunlap; and the Honorable Wilhelmina Delco. Ms. Delco, Mr. Linder and Mr. Dunlap each spoke in support of the resolution and gave personal reflections on civil rights in Austin.

IV. Public Comment:

David King, citizen, urged the board to analyze the Cap Remap changes and remedy any disparate impacts on low-income or minority populations. These populations are being displaced from Central Austin. He urged the City to make several policy changes to help mitigate this displacement.

Tom Noonan, President of Visit Austin, spoke in support of the award of the Downtown Station construction contract and thanked President Clarke and Capital Metro for their involvement with his organization.

Gus Pena, President and Co-founder of Veterans for Progress, thanked the Departments of Veterans Affairs and Housing and Urban Development for their support of his organization's work in housing veterans. He also spoke of the difficulty he believes people have in reaching the VA clinic on Capital Metro. The new Municipal Court will also be in this area and there will be more ridership. He spoke of his safety concerns with autonomous buses and the construction disruption there will be when constructing light rail.

Joyce Basciano, resident of Brykerwoods, believes that there may be racial discrimination behind Capital Metro's decision with Cap Remap to increase frequency on several West Austin routes while cutting service to areas of the city where there are more transit-dependent customers. She is also concerned about the service gap that now exists along Exposition Boulevard, where there are several community destinations that are no longer served. She commented on pedestrian safety and sparse amenities along several corridors. President Clarke asked the Planning Department to follow up with Ms. Basciano with more specifics on the overall equity of the Remap changes.

Ruven Brooks, citizen, has done his own analysis of the Cap Remap changes and presented several slides in support of the idea that overall there has been an increase in transit access for minority and low-income populations. Cap Remap clearly benefited the entire city.

Attachment: 190225 Board Meeting Minutes (4355 : Approval of Minutes from the February 25, 2019 Board Meeting)

Zenobia Joseph, citizen, feels that focusing on Rosa Parks as the symbol of bus desegregation in Montgomery eviscerates the history of Ms. Colvin and others from the Women's Political Council who came before her. She recently led a tour of routes in Northeast Austin and in contrast with Mr. Brooks analysis feels that service in this area remains inadequate, unreliable and disconnected.

Ms. Joseph also read comments from Mona Mehdy, who needed to leave earlier in the meeting. In them Ms. Mehdy comments that she is unhappy about services in Northeast Austin that continue to be truncated or infrequent after changes made under Cap Remap, including Routes 392 and 240. She believes there are continuing disparate impacts in violation of Title VI. She also opposes renaming the boardroom in honor of Ms. Parks until these impacts can be fixed.

V. Advisory Committee Updates:

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

Deputy Chief of Staff Sam Sargent gave the report. CSAC met on February 13th and heard updates on the Customer Satisfaction Survey, new website dashboards, and Project Connect. They also did their annual review of the committee charter.

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

Deputy Chief of Staff Sam Sargent gave the report. Access met on February 6th and reviewed their committee charter and bylaws as they do once a year. They also heard reports on ridership and technology, an update on pilot programs/innovation zones, and a presentation on the new website dashboards.

VI. Board Committee Updates:

1. Operations, Planning and Safety Committee

No report was given this month as there was not a February meeting.

2. Finance, Audit and Administration Committee

Chair Mitchell gave the report. The committee's only action was approval of the prior month's minutes. Three presentations were heard: recommendations on the board advisory committees; an update on Internal Audit projects; and the monthly financial report.

3. CAMPO update

Board Member Mitchell reported the CAMPO met on February 11th, and the most significant action was that Mayor Steve Adler was named as the new Chair. Williamson County Commissioner Long was named as Vice Chair. The committee also discussed a public participation agreement for the CAMPO 2025 plan and a discussion of increasing the recognition of Traffic Demand Management tools in traffic analyses.

VII. Consent Items

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

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.

After remarks from President Clarke, Board Member Travillion, the Honorable Wilhelmina Delco, NAACP Chapter President Nelson Linder, and the Austin Urban League's Qunicy Dunlap, Chair Cooper commented on the important reminder that this will send to all who enter the boardroom.

The board then took a brief recess to allow for photographs to be taken.

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

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.

Vice President of Property and Asset Management Shanea Davis presented this item.

These washers are to replace existing equipment which is well past its expected service life.

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

3. 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.

Vice President of Capital Projects Ken Cartwright presented this item.

Ken presented an overview of the proposed project, siteplan, and procurement process. Capital Metro has worked with the proposed contractor in the past and they are currently working with the agency on the Plaza Saltillo double-tracking project. There will be an interruption in train service during construction - a shuttle will provide service from Plaza Saltillo Station for about 5 months. Ken thanked Project Manager Marc Guerrero and then introduced Mr. Ron Albee from Jay-Reese to say a few words.

President Clarke thanked additional staff members who have been part of this project team. This project will help us to fulfill the potential of the Red Line and potential Green Line. Chair Cooper also made comments acknowledging the importance of today's vote.

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

4. 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.

Vice President of Bus Operations and Maintenance Dottie Watkins presented this item.

These signs will replace existing DMS signs, which are being retired partly because they operated on the 3G network.

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

IX. Presentations:

1. Cap Remap Service Analysis

Executive Vice President for Planning and Development Todd Hemingson gave the presentation.

This is a six-month review of the Cap Remap changes, which were implemented with the June, 2018 service change. Since the changes occurred system ridership is up about 3%, including 6% in January compared with January of last year. Todd reviewed the overall goals of Cap Remap and some history leading up to the implementation. He reviewed areas that are currently exceeding expectations, meeting expectations, and not meeting expectations, but stressed the generally it takes about a year of a new service before a full evaluation can be performed. He also reviewed a history and lessons learned from the agency's Mobility Innovation Zones and previewed what future zones are proposed. Finally he gave a summary of the upcoming June 2019 proposed service changes.

Board member Kitchen asked about future Mobility Innovation Zones south and east of the city. She feels we need to be able to show some timelines for these areas in the near future. Board member Travillion expressed support for efforts to find alternative ways to provide transportation services for areas that might have lost frequent transit services.

2. Project Connect Update and Community Engagement Plan

Program Officer Dave Couch gave a brief update on the Blue, Orange, and Bus Rapid Transit lite line procurement processes. Dave then introduced Jackie Nirenberg, Manager of Community Involvement. Jackie then provided an overview of the draft Project Connect Community Engagement Plan. This plan has been put together based on feedback from community members, the Board/Council community engagement work session, and the Multimodal Community Advisory Committee (MCAC). The plan is just a framework and is expected to change over time as we move through the process. Jackie reviewed the goals and strategies for making the engagement plan a substantive, effective process.

The new Project Connect Community Office at 607 Congress Avenue is now open and will be a central place to focus our engagement offices and for the public to learn more. Jackie's team will be reporting back to the board and other stakeholders quarterly and adjusting and adapting the program.

They will also create an online engagement dashboard that will be available to the community with community engagement data and metrics.

Board member Kitchen asked if the board could be involved in the development of the metrics used in the dashboard. There was also a discussion on how the success of the plan will be measured, and on corridor-specific outreach plans.

3. Performance Dashboards

Chief Financial Officer Reinet Marneweck demonstrated the latest iteration of the Performance Dashboards and enterprise data warehouse. These dashboards are now available on the Capital Metro website.

Reinet also previewed several items that are planned to be included when Phase II of the dashboards launch. She thanked several staff members who have been involved in getting this project launched and live on the website.

X. Reports:

1. President's Report

President Clarke gave his monthly report, which this month included reviews and updates on the following: a Saltillo Development construction update; the Project Connect Community Office Opening Open House; a CTRMA/MoPac Express Lanes ride that he took with Mayor Adler; a Best Workplace for Commuters award presented to us by Movability Austin; an a ribbon-cutting at the Fairfield MetroRapid station. President Clarke also thanked staff for all their hard work during his first year at Capital Metro.

XI. Memo

1. Financial Report - December 2018

XII. Items for Future Discussion:

XIII. Adjournment

ADA Compliance

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

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

***MEETING DATE: 03/25/2019
(ID # 4339)***

Contract for Fare Collection Consulting Services

Approval of a resolution authorizing the President & CEO, or his designee, to execute a task order contract with Four Nines Technologies to provide Fare Collection Consulting Services for a base period of five years in an amount not to exceed \$950,000.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-985)
Fare Collection Consultant**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to execute a task order contract with Four Nines Technologies to provide Fare Collection Consulting Services for a base period of five years in an amount not to exceed \$950,000.

FISCAL IMPACT:

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

STRATEGIC PLAN:

Strategic Goal Alignment:

1. High Quality Customer Experience
3. Sustainability

Strategic Objectives:

- 1.3 Net Promoter Score, 1.4 Customer Satisfaction
- 3.6 Adherence to State of Good Repair Program

EXPLANATION OF STRATEGIC ALIGNMENT:

The fare collection consultant will assist Capital Metro in replacing and upgrading its existing fare collection systems. This will improve the customer experience through fast, easy and equitable payment options. It will also replace end of lifecycle fare systems and equipment.

BUSINESS CASE:

The fare collection consultant will provide advice and assistance with fare collection policy, strategy and implementation technical services. Capital Metro plans to upgrade its existing fare collection equipment/systems by implementing an account-based, multimodal fare collection system using open architecture that is scalable to support growth, and capable of accepting a variety of payments, bringing Capital Metro into the next generation of fare payment technology and offerings. This vision will be achieved through the assistance from the consultants to procure and select a series of contracts for hardware, software, and services.

The new fare collection system objectives are:

- Improve the customer experience through fast, easy and equitable payment options,
- Simplify and modernize fare collection operations by offering customers new payment options and new sales channels that reduce the cost of collection,
- Reduce cash in the system to lower equipment maintenance and cash processing costs, while improving on-time performance with faster boardings,
- Implement a flexible payment system to accommodate existing university and business clients, and enable future expansion to neighboring cities and new modes of travel.



COMMITTEE RECOMMENDATION:

This item was presented and recommended for approval at the Finance, Audit and Administration Committee meeting on March 13, 2019.

EXECUTIVE SUMMARY:

The task order contract will provide for fare collection consulting services for a period of five years to assist with the replacing and upgrading of existing fare collection equipment and systems.

DBE/SBE PARTICIPATION:

No SBE goal is assigned to this procurement. The SBE participation is encouraged.

PROCUREMENT:

On October 23, 2018, a request for proposal was issued and formally advertised. By the closing date of November 26, 2018, 6 proposals were received. Proposals were rated based on the following factors:

- (1) 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 understanding of the project undertaking, the proposed plan for the performance of the work and the technical approach proposed by the offeror.
- (3) Methodology and quality of the work plan proposed to meet project objectives.
- (4) The qualifications of the Project Team members.

On December 5, 2018, the evaluation team came to the unanimous consensus to request Final Proposal Revisions (FPRs) from 4 firms. All 4 firms submitted FPRs by the due date of December 28, 2018. The evaluation team met on January 10, 2019 and came to the unanimous consensus to recommend Four Nines for contract award. The proposal from Four Nine Technologies was rated the highest, all factors considered. Capital Metro negotiated and finalized pricing based on cost and market evaluation of the hourly rates, overhead and profit for similar services. The task order contract was awarded January 30, 2019 for a 5-year base period not to exceed \$140,000 per year, \$700,000 total.

It is now requested to add additional funds to this contract to increase the not to exceed yearly amount from \$140,000 per year to \$190,000 per year, \$950,000 total, for the 5-year base period. This request will be presented to the March 2019 Board of Directors for approval.



RESPONSIBLE DEPARTMENT: Finance



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-985)

Fare Collection Consultant

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

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide customers with fast, easy and equitable payment options.

NOW, THEREFORE, BE IT RESOLVED that the President & CEO, or his designee, is authorized to finalize and execute a task order contract with Four Nines Technologies to provide Fare Collection Consulting Services for a base period of five years in an amount not to exceed \$950,000.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-985 (4339 : Contract for Fare Collection Consulting Services)

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

***MEETING DATE: 03/25/2019
(ID # 4342)***

Approval of Proposed June 2019 Service Changes

Approval of a resolution authorizing the President & CEO, or his designee, to implement the June 2019 Service Changes.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-984)
June 2019 Service Changes**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to implement the June 2019 Service Changes.

FISCAL IMPACT:

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

STRATEGIC PLAN:

Strategic Goal Alignment:

1. High Quality Customer Experience

Strategic Objectives:

1.2 Ridership

1.4 Customer Satisfaction

EXPLANATION OF STRATEGIC ALIGNMENT:

These changes support Capital Metro's Strategic Goals by improving the customer experience while better utilizing our existing resources. These changes also demonstrate our efforts to be a valued community partner.

BUSINESS CASE:

These changes are intended to improve the overall customer experience of recent changes as a part of CapRemap through the minor modification of select services. In addition, select services are adjusted for Summer levels.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

Staff presented these proposed changes to the board prior to the March 13th Public Hearing and based on feedback from the public input process, staff recommends the following for final approval at the March board meeting:

- CapRemap (Minor Schedule Adjustments) – To improve the revised network performance, select routes will receive minor adjustments to their schedules in order to improve on-time performance. Adjustments have already been made in recent months for particular trips on select routes that have experienced overcrowding. Passenger and traffic activity continue to impact certain routes and require adjustments to address. Major construction projects in the city (example US 183 – Ed Bluestein) continue to have an impact on performance of those routes that must traverse these areas.



- Westgate Transit Center – Capital Metro will open its newest facility, designed to replace current on-street operations near Westgate Mall. Adjustments to schedules and route patterns are required for select Local and MetroRapid 803 services that will serve the facility.
- Travis County Transit Development Plan (TDP) – This past year, Travis County adopted its TDP which outlines a phased development of services to serve key portions of the county (Route 470 Manor has been redesigned).
- Summer Service Adjustments – Normal transition will occur on UT routes, E-Bus, and select trips on mainline routes to summer service levels.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Planning and Development



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-984)

June 2019 Service Changes

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to support the recent changes of Cap Remap which were designed to provide cost-effective fixed-route transit services that respond to and build ridership demand while minimizing impacts on current riders; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to consider citizen comments and staff recommendations received during several public meetings and at the March 13, 2019 Public Hearing; and

WHEREAS, an equity analysis, required under the Federal Transit Administration's (FTA) Title VI finds no disparate impact (minority) or disproportionate burden (low-income) on affected populations.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to implement June 2019 Service Changes described in the attached document beginning Sunday, June 2, 2019.

Secretary of the Board
Eric Stratton

Date: _____

Attachment: Resolution-AI-2019-984 (4342 : Approval of Proposed June 2019 Service Changes)

June 2019 Service Changes

March 2019 Board Meeting

CapRemap and Initial Results

- Implemented June 3, 2018
- Largest restructure in agency history
- System ridership up 3% through first six months (eight of nine months to date)
- Fine-tuning continuing to the network



Minor Schedule and Summer Service Adjustments

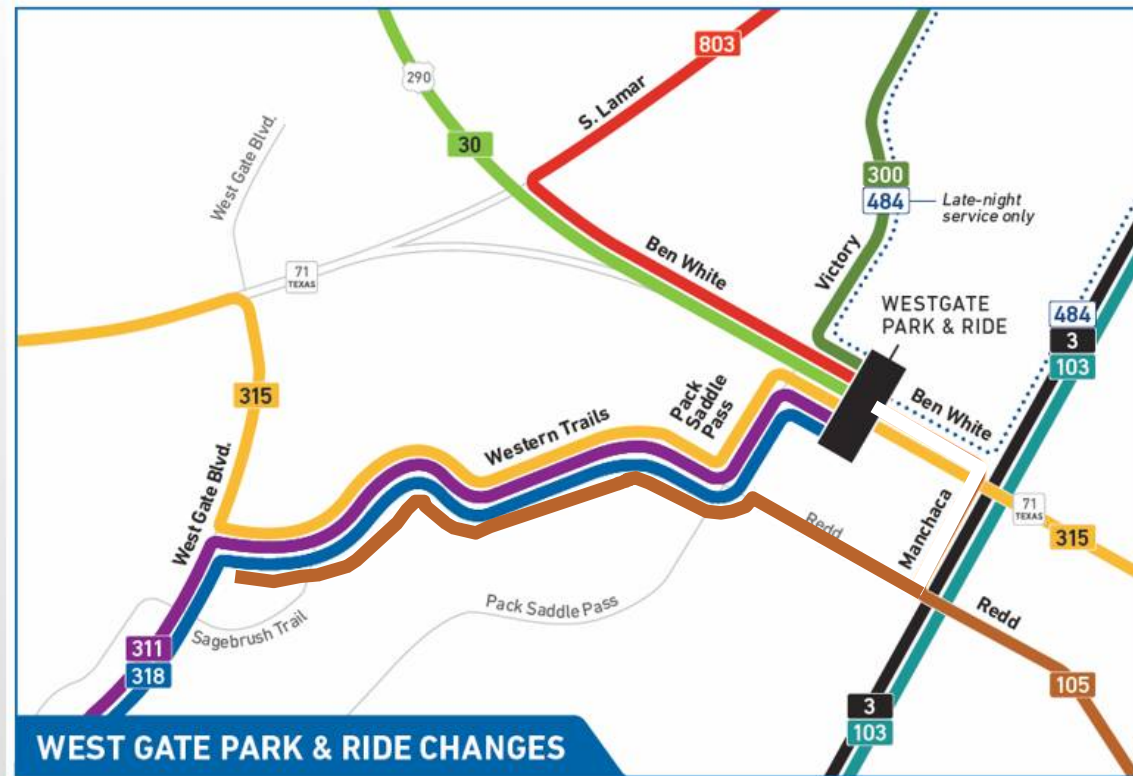
- Minor Schedule Adjustments to address On-Time Performance
- Transition to Summer Levels
 - University of Texas routes
 - E-Bus
 - Select trips on mainline routes



Westgate Transit Center

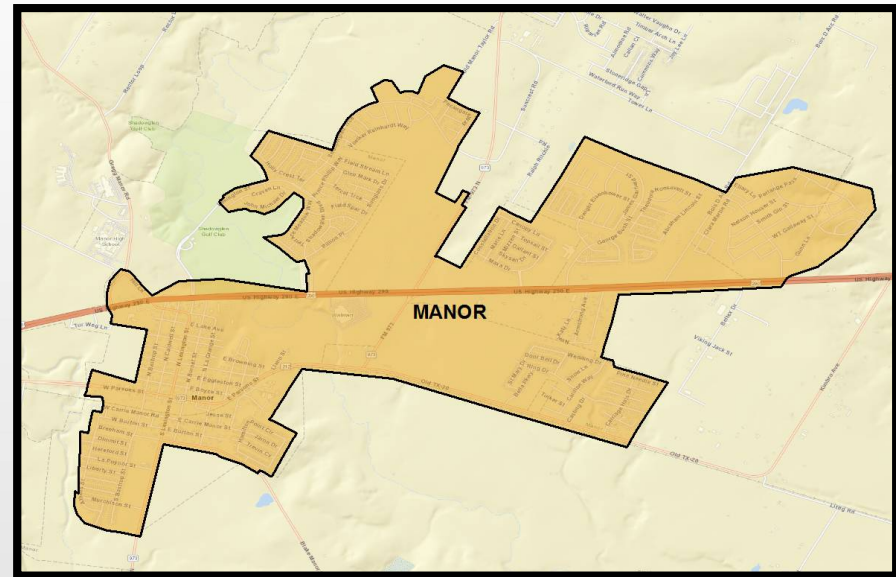
- Transit Hub for six routes
 - 803
 - 315
 - 311
 - 318
 - 300
 - 30
- Dedicated space for bikes, car-share and other modes
- Parking for 200 vehicles

Proposed routing (once facility opens):



Travis County – Transit Development Plan (TDP)

- Recent adoption by Travis County of TDP
- Coordinated effort with City of Manor
- Route 470 Manor replaced with new Pickup style service to serve both Manor and nearby unincorporated Travis County
- Hornsby Bend TDP project forthcoming (August)



Downtown Station (Construction)*

- June-October: Plaza Saltillo to serve as final southbound station during initial construction phase
- Connecting bus service provided



*Concurrent with, but not part of, June Service Change

Feedback

- Ongoing since CapRemap and recent January Service Changes
- Operator Open Houses
- Direct Customer Outreach at specific major stops/transit centers
- Public Hearing
- Final Decision – March Board Meeting

Title VI Service Equity Analysis for June 2019 Service Changes

Office of Diversity
Capital Metropolitan Transportation Authority
Austin, TX



March 2019

Executive Summary

Capital Metropolitan Transportation Authority (Capital Metro) continues to evaluate closely all bus routes throughout the system to ensure maximum efficiency of resources and the riders served. As part of our normal practice each spring, Capital Metro is proposing some minor changes (Attachment 1) as well as one major change for implementation in June 2019 that has triggered the Title VI service change equity analysis.

Capital Metro is cognizant of Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) that states:

“No persons in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”¹

Capital Metro’s responsibility is to guarantee that all transit service, and access to its facilities, are equitably distributed and provided without regard to race, color, or national origin. Capital Metro’s goal is to also ensure equal opportunities to all individuals to participate in all local, sub regional and regional transit planning and decision-making processes.

While the proposed deletion of Route 470 may have an impact on minority or low-income groups within the system, Capital Metro has identified a viable alternative and will work to ensure that these proposals comply with federal mandates. According to the Federal Transportation Authority’s Circular 4702.1B (p. IV-11),

“One purpose of conducting service and fare equity analyses prior to implementing service and/or fare changes is to determine whether the planned changes will have a disparate impact on the basis of race, color, or national origin.”²

As an alternative to Route 470, Capital Metro has proposed a demand response service, Pickup, in partnership with Travis County that will improve access for current and potential transit users of adjacent areas. The proposed June 2019 service changes are in accordance with Capital Metro’s Service Standards and represent an incremental step in implementing Connections2025 which is designed to increase efficiency of the system while improving route directness and connectivity. Connections2025 was a plan developed with much input from the community, riders and members of the Board of Directors for Capital Metro to ensure maximum efficiency of the service provided to the public.

¹ United States Department of Justice. (1964). Title VI of the Civil Rights Act of 1964. Web Site: <https://www.justice.gov/crt/fcs/TitleVI-Overview>

² Federal Transit Administration. (October 1, 2012). Title VI Requirements and Guidelines for FTA Recipients: C 4702.1B. Source: Federal Transit Administration Website: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit>

Methodology

Definition of Minority Populations

Minority populations were considered according to the FTA circular guidelines and follow Capital Metro's approved 2015 Title VI reporting methodology. Groups represented by this definition include:

- *Black or African American*
- *American Indian and Alaska Native*
- *Asian*
- *Native Hawaiian and Other Pacific Islander*
- *Some other race*
- *Two or more Races*
- *Hispanic or Latino (of any race)*

Definition of Low-Income Populations

Low-income persons were considered according to the FTA circular guidelines but are refined to reflect Capital Metro's most recent reporting to the FTA. Thus, we have identified household incomes less than \$29,999* as low-income. The threshold for this is set at 18% which is the reported percentage of Low-Income households for Travis County (of which over 95% of Capital Metro's Service Area encompasses).

According to the Federal Transit Administration, low income is defined as, a person whose median household income is at or below the Department of Health and Human Services' poverty guidelines. Capital Metro's Planning has referenced poverty as 125% of the federal definition of poverty for a family of four. The poverty level for a family of four is \$21,200 and if a 125% measure is applied, it would equate to a threshold of \$26,500. However because Census Information is collected and reported in \$10,000 increments, low income households are referenced when reporting less than \$29,999.

Definition of Major Service Change

Currently, Capital Metro will consider any service changes that qualify for a public hearing as "major" and in need of analysis under Title VI. Service changes that require a public hearing are currently defined as:

- The establishment of new bus routes
- A substantial geographical alteration on a given route of more than 25% of its route miles
- The elimination of any bus service
- A major modification which causes a 25% or greater change in the number of daily service hours provided

Identification of Impacted Census Tracts

Capital Metro used census data at the tract level to determine potential Title VI impacts. Tracts impacted by the changes have been identified and population demographics within these tracts have been quantified by route change. Census tracts have been identified as follows:

For All Route Changes (Section 1A of FTA Circular 4702.1B Chapter V, Requirement 4) and constituting more than 25% of a particular route receiving a change to its schedule or route alignment:

- Tracts impacted by a routing change were included in the analysis; only tracts where the change occurs are accounted for in the analysis.
- If a significant headway change (more than 25%) is occurring, all tracts traversed by the impacted segments of the route are assessed.
- Where an entire service is being discontinued or added, all tracts traversed by the route are assessed (*note: for June 2019, Route 470 is proposed for elimination*)

Determination of Route-Level Impacts

This report combines information from Census Tract to evaluate impacts on routes to receive major service changes.

To determine disproportionate impacts to population within the Capital Metro service area, minority and low-income populations are quantified by route for all impacted census tracts. For this analysis, Capital Metro used 2010 Census for Minority identification and ACS 2014 Census for Income. To calculate each, we used the following:

Minority Impacts: $\text{Minority Population}^* / \text{Total Population} = \% \text{ Minority Population}$

Low-Income Impacts: $\text{Population with Household Income less than \$29,999} / \text{Total Population of all Household Income levels} = \% \text{ Low-Income Population}$

The quantified population percentages were then compared to the Capital Metro service area threshold designations for each category and which have been previously reported to the FTA as part of recent Title VI assessments:

Category	Threshold
Minority Population	33%
Low-Income	18%

When the percentages for impacted minority and low-income populations were higher than the threshold, impacts were considered disproportionate. Capital Metro then has identified the actions and/or alternatives to minimize, mitigate or offset any adverse effect of these changes on minority and low-income riders.

Minority Route

A route that has at least 1/3 of its total revenue mileage in Census Tract(s) with a percentage of minority population that exceeds the average percentage of minority population in Capital Metro's service area.

Adverse Effect Thresholds (+/- 2)

An adverse effect occurs when minority or low-income population affected by a major service change with greater or less than 2% of the average of minority (33%) or low-income population (18%) thresholds of Capital Metro's service area. Elimination of a route will generally have a greater adverse impact than a change in headways.

Disparate Impact

Adverse effects on minority population that is considered to be significantly disproportionate.

Disproportionate Burden

Adverse effects on low-income population that is considered to be significantly disproportionate.

Analysis of Service Changes

Capital Metro is proposing Route 470 for elimination and introducing a new demand response service, Pickup, in Manor to mitigate lost services to existing riders. Route 470 Manor Circulator began service in June 2016. The route operates once an hour between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 10:00 a.m. and 5:00 p.m. on Saturday. The route serves an urgent care, Walmart, Post Office, City Hall, and a park & ride. In 2018, the average weekday ridership was 7 and the average Saturday ridership was 3. Due to the low ridership, Capital Metro is proposing to replace the fixed route service with a demand response service called Pickup.

Pickup is a mobility on demand service that will allow users to schedule rides within a designated zone through an app or by phone. Users will be picked up within 15 minutes of scheduling the ride. The vehicles will be vans or small buses that are wheelchair accessible. Zones are designed to provide access to Capital Metro bus routes and destinations within the zone.

The Pickup service in Manor will be provided in partnership with Travis County to allow for service outside of Capital Metro's service area. This will allow for links to goods and services from most of the neighborhoods in and around Manor.

Figure 1: Proposed Manor Pickup Service Area

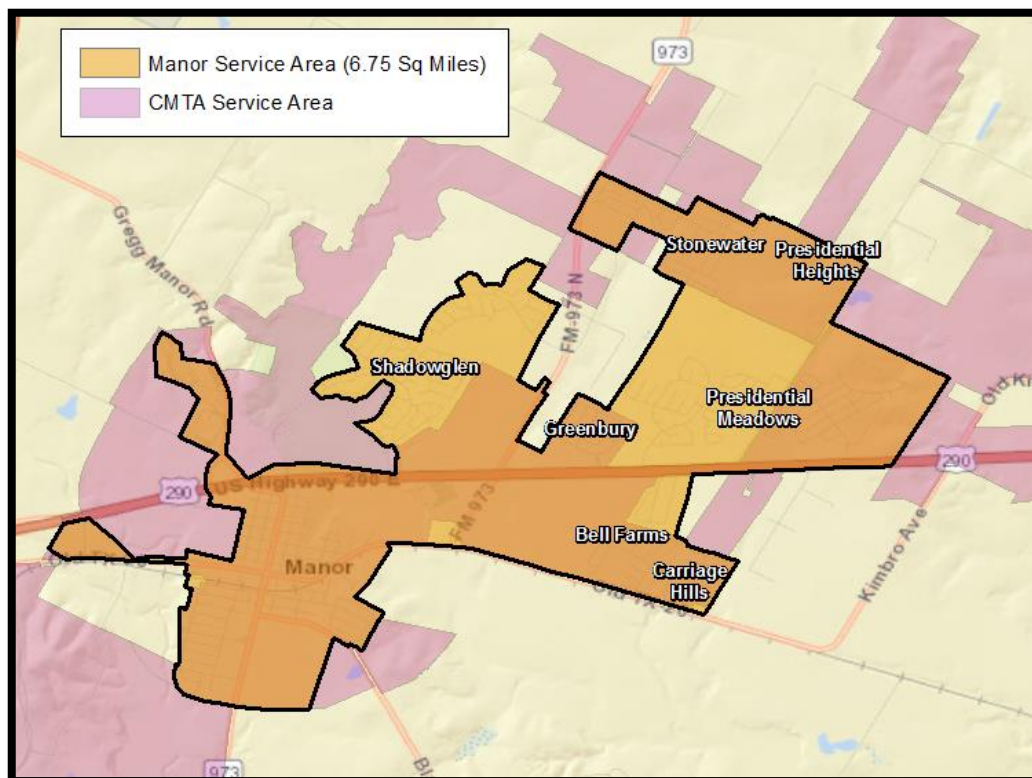


Figure 2 - Proposed Elimination: Route 470 Manor Circulator

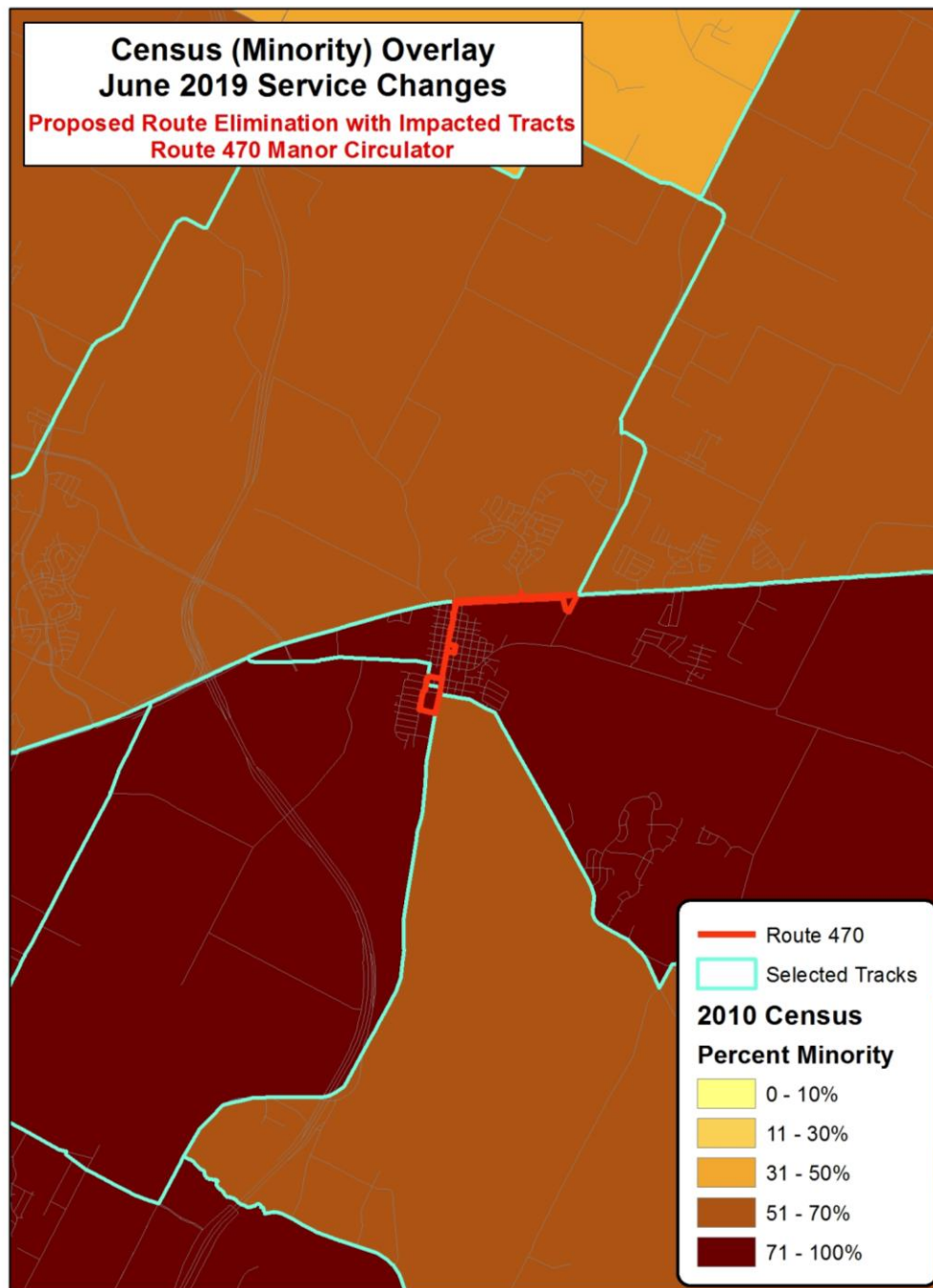


Table 1 - Minority Profile

Tract Served	Total Persons	Minority Persons	Minority (Percent)	Threshold (Minority)	Minority Tract
18.54	4,915	3,410	69%	33%	Yes
18.56	5,308	3,166	60%	33%	Yes
22.09	8,082	5,780	72%	33%	Yes
22.10	3,492	2,068	59%	33%	Yes
22.12	567	451	80%	33%	Yes

Source: U.S. Census 2010

Table 2 - Poverty Level Profile

Tract Served	Total Households	Households Below Poverty Level	Poverty Level (Percent)	Threshold (Poverty)	Poverty Tract
18.54	1,651	439	27%	18%	Yes
18.56	1,863	219	12%	18%	No
22.09	2,788	531	19%	18%	Yes
22.10	1,085	263	24%	18%	Yes
22.12	178	4	2%	18%	No

Source: ACS 2014

The proposed transition of Route 470 to Pickup service creates a potential disparate impact analysis since the population along the route is minority & low-income:

- All census tracts are minority – overall minority population is 66%, well above 33% threshold
- All except two tracts are poverty – overall poverty population is 19%

Capital Metro has determined that the impact to minority and low-income populations will be minimized by providing Pickup service. The Pickup service can be accessed by more residents than Route 470. It will provide access to more locations and the wait to access transit will likely be less. Service will be eliminated on Saturday due to the very low ridership of 3 boardings per Saturday.

Conclusion

The analysis presented herein outlines the factors that staff evaluated for each change to determine whether a disproportionate impact would occur on Minority or Low-Income groups. When staff did find that a change would impact one of these groups, we identified available alternatives (including alternate trips and services) that could provide comparable service. This new Pickup service is designed to improve operating efficiency as well as provide services to minority and low-income population with a greater scope.

As outlined in the FTA Circular 4702.1B (p. IV-16):

“If a transit provider chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if the transit provider finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service change, the transit provider may implement the service change *only* if:

- the transit provider has a substantial legitimate justification for the proposed service change, **and**
- the transit provider can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider’s legitimate program goals.

Maps and tables provided before detailed information on population characteristics of the service area of Routes 470. This analysis confirms that there may be a disparate impact on minority or the classes protected by Title VI. However, it is minimized and mitigated by a new Pickup service that provides transit access to more people. Additionally, disproportionate burden may exist on low-income riders, however, it is too mitigated by the new Pickup service. This new Pickup service is the best alternative to minimize the impact to minority and low-income riders. In fact, this service will encompass greater number of minority and low-income riders than the existing Route 470. So, there is no additional mitigation required for minority or low-income riders at this point.

ATTACHMENT 1

The following list of proposed service changes for June 2, 2019 that do not meet the definition for major service change and consequently do not require a Title VI Analysis. The proposed changes are minor in nature and consist of the following themes:

CapRemap (Minor Adjustments)

Services	Concept	Service Levels	MetroAccess
<u>Minor Schedule Adjustments (Overcrowding)</u> Route (271) Express Route (985)	Minor Schedule Adjustments to Select Periods to Address Overcrowding	Weekdays	No Impact
<u>Minor Schedule Adjustments (OTP/Transfers)</u> Frequent Routes (2, 4, 7, 10, 17, 18, 20, 300, 311, 325, 335, 337, 801, 803) Local Routes (Various Routes)	Minor Schedule Adjustments to Address Potential Issues related to On-Time Performance or Transfer Needs.	All Days	No Impact

Summer Service Adjustments

Services	Concept	Service Levels	MetroAccess
School Timed Trips - Suspended (4, 7, 10, 17, 333)	Select trips timed for school loads suspended during the summer.	Weekdays, Saturday	No Impact
Select Routes – Suspended (EBus 410, 411, 412)	Select routes operating during school period suspended.		
UT Routes – Summer Mode (640, 621, 642, 656, 661, 663, 670, 671, 672, 680, 681, 682)	Select University routes to operate on reduced summer levels.		

Contract for Purchase of Ticket Vending Machines

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Flowbird to provide Ticket Vending Machines (TVMs) for a base period of one year with nine optional one-year periods plus a ten percent (10%) contingency in an amount not to exceed \$4,926,486.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/13/2019
(ID # AI-2018-920)
Ticket Vending Machine Replacement**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Flowbird to provide Ticket Vending Machines (TVMs) for a base period of one year with nine optional one-year periods plus a ten percent (10%) contingency in an amount not to exceed \$4,926,486.

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, 1.4 Customer Satisfaction, 3.6 Adherence to State of Good Repair Program

EXPLANATION OF STRATEGIC ALIGNMENT:

This project will install new TVMs to replace out of lifecycle and unreliable equipment. It also contains options for indefinite delivery/indefinite quantity (IDIQ) to allow for the purchase of additional TVMs at new locations, including offboard ticket sales at bus mobility hubs. These TVMs will improve customer satisfaction by accepting not only cash but also credit cards and smart cards, and are technology ready for the future account based fare system.

BUSINESS CASE:

This is a state-of-good-repair (SOGR) project for TVMs to replace the existing equipment that has passed the end of useful life and is a component of the fare strategy plan that been developed and presented to the Board of Directors in October 2018. The new TVMs will enhance the customer experience by accepting credit card payments as well as providing an improvement in up-time over the existing equipment. As standards for stations and stops are modified to include additional amenities, the contract will provide options to acquire TVMs that may be deployed and easily integrated into the fare management system.

COMMITTEE RECOMMENDATION:

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

EXECUTIVE SUMMARY:

The contract will provide for TVMs to replace those at end-of-life. The contract will have a one-year base with nine optional one-year terms for maintenance and support as well as acquiring additional TVMs as needed.



DBE/SBE PARTICIPATION:

No SBE goal is assigned to this procurement. SBE participation is encouraged and the prime contractor is committed to use the following subcontractor.

SBE Subcontractor	Services/Products	SBE Responsive
JM Engineering, LLC (DBE)	Equipment Installation	1.87%

PROCUREMENT: On September 7, 2018, a Request for Proposals was issued and formally advertised. By the closing date of November 5, 2018, three (3) proposals were received. The evaluation team used the following factors in the evaluation of proposals:

- (1) Demonstrated understanding of the requirements in the Technical Specification, Work Plan, and Scope of Work and Compliance Matrix as described in Exhibit F.
- (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, and complexity nature.
- (3) Methodology and quality of the work plan proposed to meet project objectives.

The proposal from Flowbird was determined to be the best value to the Authority, price and other factors considered. The contract is a fixed price contract. The term of the Contract is a one (1) year base with nine renewable option periods of one (1) year each, for pricing offered as follows.

Base Period (Year 1)	\$1,289,332
Option Periods (Years 2 – 10)	\$1,736,706
Optional Functionality and Hardware/Services	\$1,452,586
Sub-Total Base + Options	\$4,478,624
10% Board Contingency	\$447,862
Total Board Award Amount	\$4,926,486

RESPONSIBLE DEPARTMENT: Information Technology



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

STATE OF TEXAS

COUNTY OF TRAVIS

**RESOLUTION (ID # AI-2018-920)
Ticket Vending Machine Replacement**

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.

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide customers with fast, easy and equitable payment options.

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 Flowbird to provide Ticket Vending Machines (TVMs) for a base period of one year with nine optional one-year periods plus a ten percent (10%) contingency in an amount not to exceed \$4,926,486.

**Secretary of the Board
Eric Stratton**

Date: _____

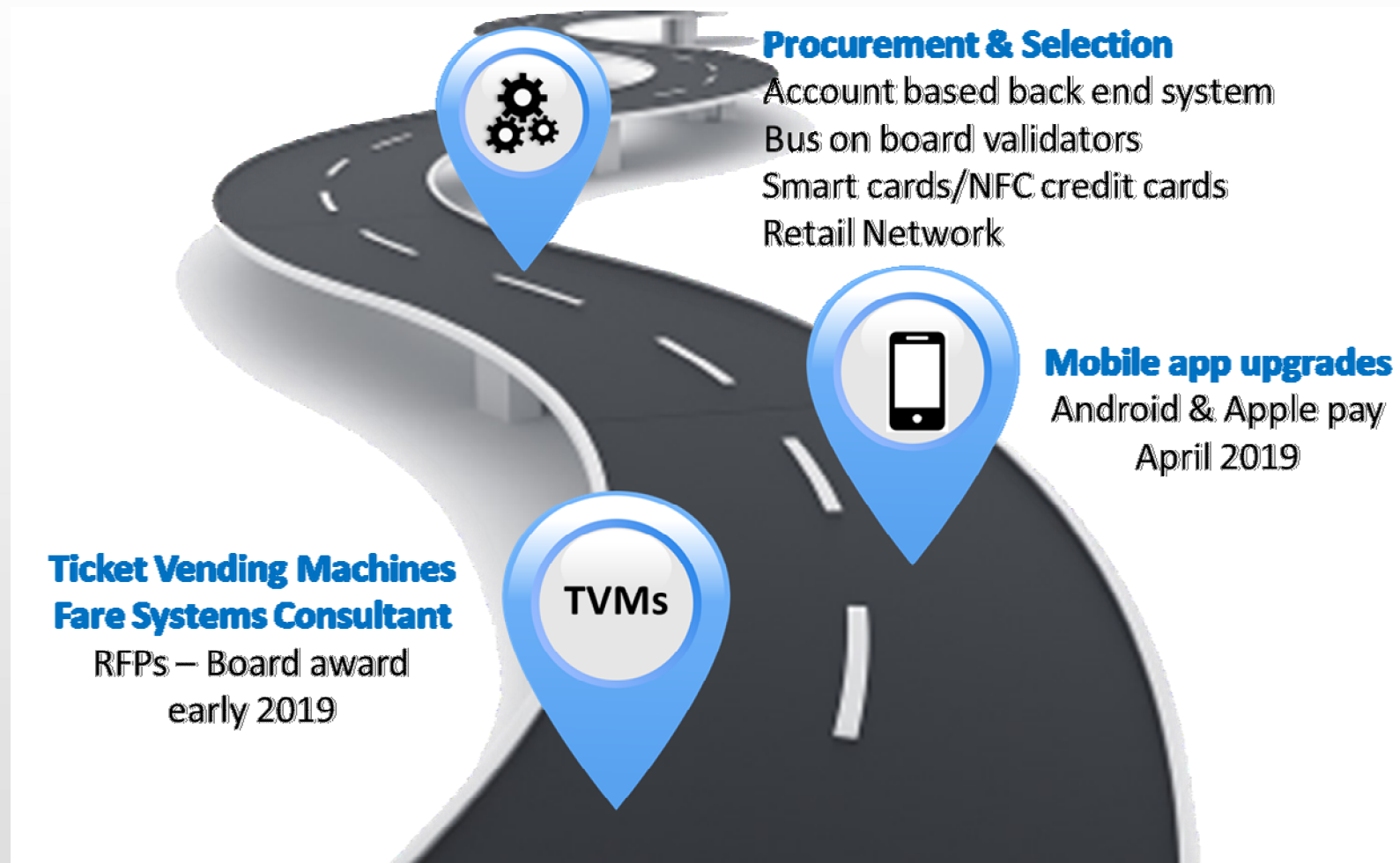
Attachment: Resolution-AI-2018-920 (4340 : Contract for Purchase of Ticket Vending Machines)

Fare Strategy and Ticket Vending Machine (TVM) Replacement

Board of Directors Meeting
March 25, 2019

AI-2018-920

Fare Strategy Plan Roadmap



Background

Existing Ticket Vending Machine system (TVMs) at MetroRail Stations:

- State-of-good-repair (SOGR) project; 12 years old at end of useful life
- Unreliable with frequent outages
- Cash only - Not PCI compliant for credit card purchases

Existing and Proposed TVMs



4

capmetro.org | AI-2018-920 Ticket Vending Machine Replacement



New Ticket Vending Machines

- Stable, modern, feature-rich solution - enhancing customer experience
- Process cash, credit cards, smart cards, Apple/Google pay
- Strada TVM: compact, inexpensive, can use solar, reads & loads smart cards
- Axio Platform Validator: contactless card reader
- Capability to integrate with future customer account based system
- Options for maintenance and support (9 years)
- Options to acquire additional TVMs (expanding to bus)
- Meets fare strategy plan (October 2018)

Parkeon dba Flowbird

- Systems in 60 countries: USA, UK, Spain, Belgium, Italy, France, Australia & more
- Global player in the sector of urban mobility, providing transit and parking solutions to 80 million users each week, with over 80,000 connected transit devices and 125,000 connected parking devices installed worldwide
- More than 40 years' experience in transit and parking systems

NORTH AMERICAN CUSTOMER BASE
Over 300 customers & 23,000 TVMs/pay stations



Strada Streetsmart TVMs



- Black & White Touch Screen Display
- Fully ADA Compliant
- Credit Cards, Apple/Google Pay, Cash (bills/coins), Capital Metro Stored Value Smart card
- Encodes Reloadable Smart cards
- EMV (chip) & NFC (contactless) capable
- PCI Compliant

Axio Platform Validator

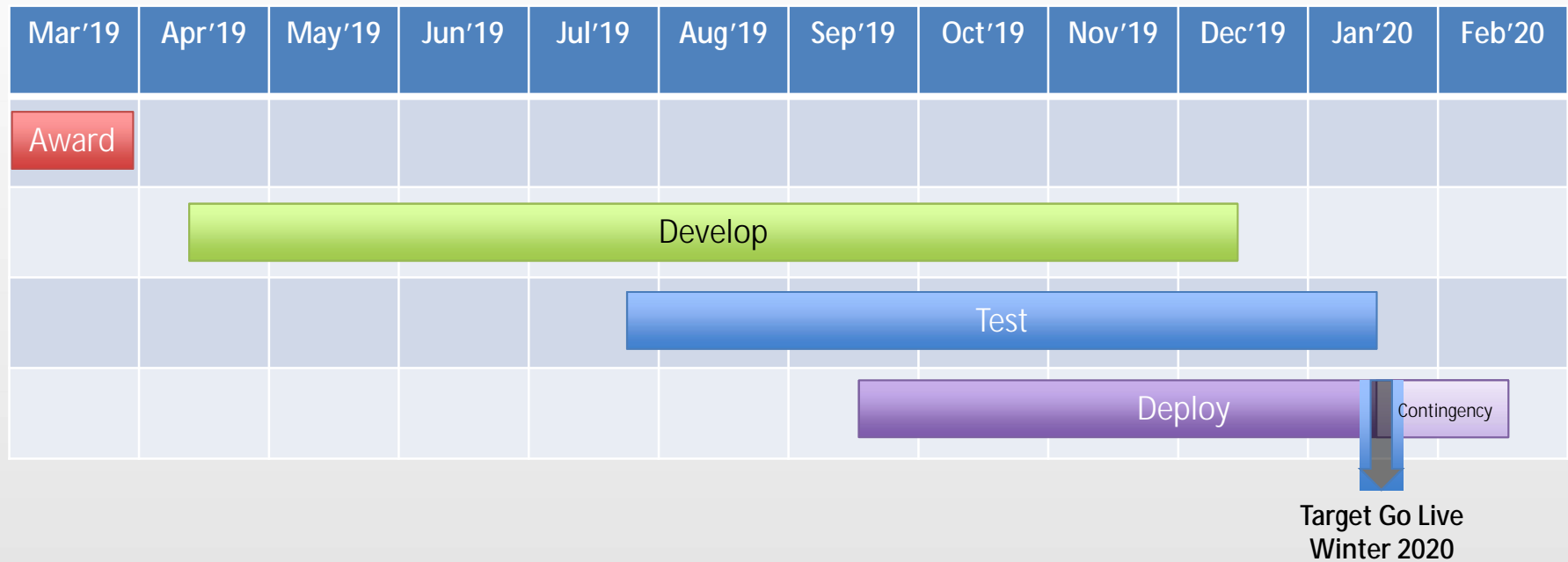


- Supports all smart cards/tags technologies, including:
 - NFC contactless
 - 2D barcodes,
- Can integrate with customer account based system

Pricing

Description	Qty	Unit Price	Extended Price
Ticket Vending Machines	21	14,286	300,000
Validators	21	7,408	155,566
Spare parts			46,004
Hardware			\$ 501,570
Hardware Installation			170,382
Software Implementation			389,954
Project Management			207,104
Training			20,321
Other			\$ 787,761
Base Period (Year 1)			\$ 1,289,332
Warranty and Support Option Periods (Years 2 - 10)			1,736,706
Optional Functionality and Additional Hardware/Services			1,452,586
Base + Options			4,478,624
10% contingency			447,862
Total Award Amount			4,926,486

Implementation Timeline



Contract for Orange Line Environmental and Engineering Services

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with AECOM to provide Orange Line Preliminary Engineering Design Services and recommendation of the Locally Preferred Alternative in accordance with the NEPA process and FTA requirements. The contract is for a base period of one year with one option period of two years plus one option period of one year in the amount as follows: one (1) base year for a total not to exceed amount of \$5,082,528.34 plus 10% contingency in the amount of \$508,252.83 for a not exceed amount of \$5,590,782 for the base period; and one (1) two-year plus one (1) one-year options with a value not to exceed \$12,048,640.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-988)
Orange Line Contract Award**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with AECOM to provide Orange Line Preliminary Engineering Design Services and recommendation of the Locally Preferred Alternative in accordance with the NEPA process and FTA requirements. The contract is for a base period of one year with one option period of two years plus one option period of one year in the amount as follows: one (1) base year for a total not to exceed amount of \$5,082,528.34 plus 10% contingency in the amount of \$508,252.83 for a not exceed amount of \$5,590,782 for the base period; and one (1) two-year plus one (1) one-year options with a value not to exceed \$12,048,640.

FISCAL IMPACT:

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

STRATEGIC PLAN:

Strategic Goal Alignment:

4. Valued Community Partner

Strategic Objectives:

4.3 Project Connect Program Progress

EXPLANATION OF STRATEGIC ALIGNMENT:

The Orange Line consultant will be an member of team to advance the implementation of the Project Connect program. They will provide expertise in developing and screening alternatives and advancing environmental documentation and clearance for the proposed Orange Line.

BUSINESS CASE:

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

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

Capital Metro has embarked on an update to the long-term vision for the agency through Project Connect since 2016. Over the past two years, corridors have been identified to create a high-capacity transit system and numerous projects have been



identified to help improve existing services and create new services. To advance the proposed Orange Line through Preliminary Engineering/NEPA the AECOM team will provide national expertise in similar programs and provide staff resources to execute selection of a Locally Preferred Alternative and Environmental documentation and clearance. Elements of work include: community engagement, environmental analysis, preliminary engineering, and locally preferred alternative selection.

DBE/SBE PARTICIPATION:

The DBE goal is 10%. The contractor will exceed the goal utilizing the following DBE subcontractors.

DBE Subcontractors	Services/Products	DBE Responsive
Alliance Transportation Group, Inc.	Engineering Support	5%
McGray & McGray Land Surveyors, Inc.	Surveying/Mapping	5%
MWM Design Group	Utility Coordination	5%
The Rios Group	Subsurface Utility Engineering	3%
		18%

PROCUREMENT:

On December 12, 2019, a Statement of Qualifications was issued and formally advertised. By the closing date of January 25, 2019, three (3) submittals were received. The submittals were rated based on the following factors:

- ☐ The qualifications, experience and past performance of the firm.
- ☐ The qualifications of the Project Team members.
- ☐ The offeror's references for similar projects and any national recognitions on Environmental Impact Statement (EIS) quality and/or streamlining from APTA or federal agencies (FHWA/FTA).
- ☐ The offeror's creative solution and demonstrated ability in addressing necessary scope items and proposing an achievable schedule to complete the EIS between Notice of Intent and Record of Decision in two years.
- ☐ The offeror's creative solution and demonstrated ability in addressing necessary scope items and proposing an achievable schedule to obtain a locally preferred alternative by Spring 2020 .

The submittal from AECOM was rated the highest qualified, all factors considered, and pricing was requested. Negotiations were held with AECOM and a second price proposal was received on March 11, 2019. This pricing proposal was negotiated and final pricing was agreed which will reflect one year base pricing of \$5,082,528.34 plus a 10% contingency of \$508,252.83 for a total amount not to exceed \$5,590,781.17 for the base period.



RESPONSIBLE DEPARTMENT: Project Connect



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-988)

Orange Line Contract Award

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

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

WHEREAS, the options shall not be exercised unless projects included in the Project Connect program are approved.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors authorizes the President & CEO, or his designee, to enter into a contract with AECOM as the Orange Line Preliminary Engineering and Environmental work to be done on Project Connect for one (1) base year for a total not to exceed amount of \$5,082,528.34 plus 10% contingency in the amount of \$508,252.83 for a not exceed amount of \$5,590,782 for the base period; and one (1) two-year plus one (1) one-year options with a value not to exceed \$12,048,640.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-988 (4343 : Contract for Orange Line Environmental and Engineering Services)



projectconnect

New Transit Options for a Greater Austin





Reboot Project Connect 2016- 2018

February 2018 Draft System Map

Joint Capital Metro City Council Work Sessions

- August 2018
 - Project Connect and the Federal Process
- September 2018
 - Modes and Dedicated Pathways
- October 2018
 - Presentation of Draft Vision Map
- November 2018
 - Community Engagement

Capital Metro Board – December 2018

- Updated Vision Presentation with Community Suggestions
- Adoption of Long Term Vision
- Award of Program Management
- Advertise Orange Corridor NEPA and PE contract
- Blue Line – February 2019
- BRT Light – April 2019
- Green Line TOD – April 2019

ORANGE LINE CORRIDOR PE / NEPA CONTRACT

SCOPE OF SERVICES

- Orange Line Public Involvement and Outreach
- Develop NEPA Purpose and Need
- Alternatives Analysis and LPA Selection
- Utilize Planning and Environmental Linkage Data and Analysis
- Conceptual/Preliminary Engineering
- FTA Capital Investment Grant Evaluation
- NEPA Environmental Impact Statement and Record of Decision
- Project Management

ORANGE LINE CORRIDOR PE / NEPA CONTRACT

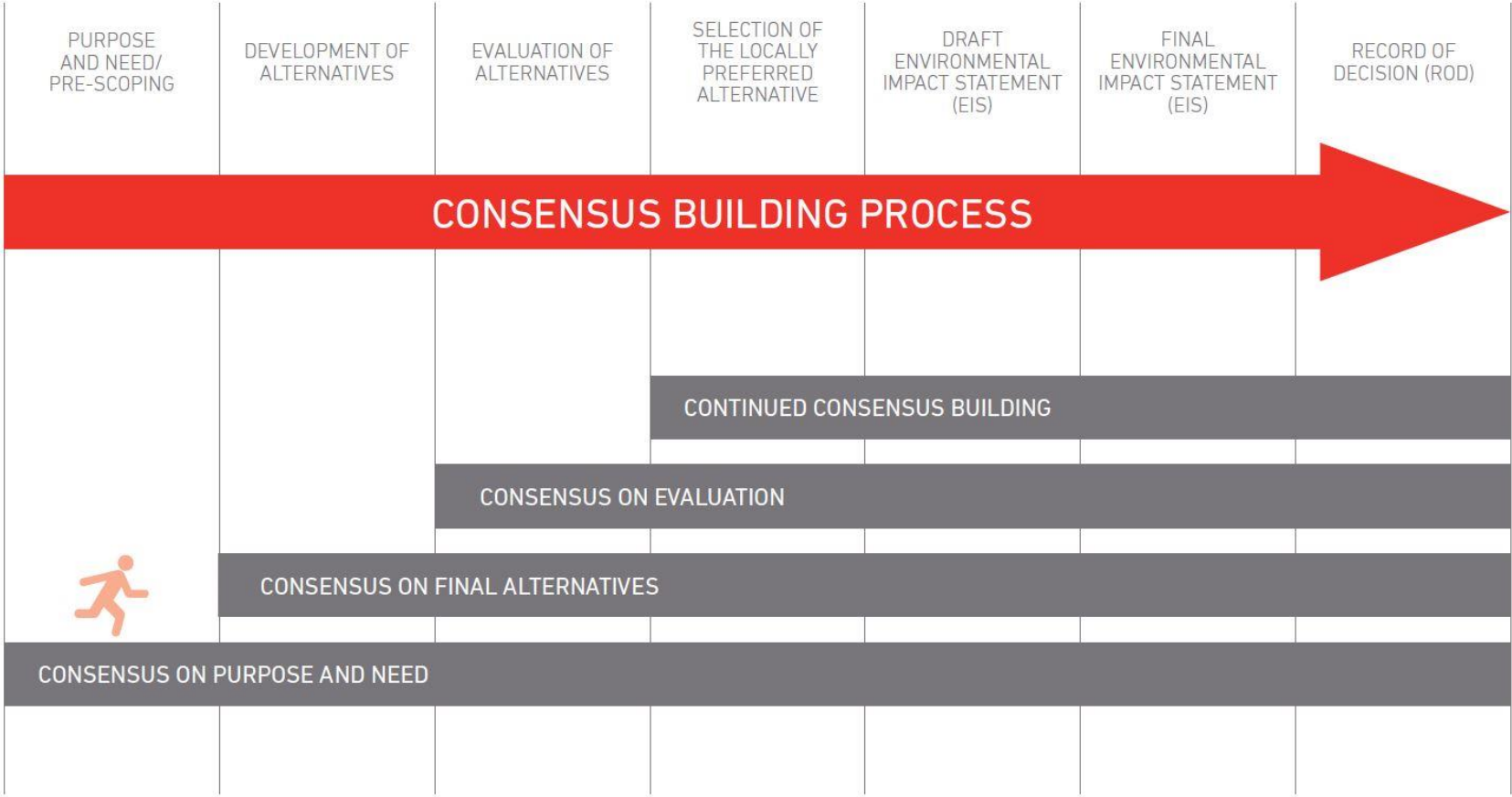
- Solicitation Issued on: 12/18/2019
- Submittals received: 01/25/2019
- Oral Discussions held: 02/08/2019
- Final Submittals Received: 02/19/2019
- Negotiations Began: 03/07/2019
- **Request Board Approval to Award Contract 03/25/2019**

ORANGE LINE CORRIDOR PE / NEPA CONTRACT

Contract Scope is divided into two parts:

- **Part 1** – Selection of Locally Preferred Alternative (LPA) and Preliminary Engineering (PE)
 - Level of effort associated with selection of preferred alignment and mode
 - Negotiated lump sum price: \$5,082,528.34
- **Part 2** – Environmental Impact Statement and PE
 - Level of effort associated with preparing National Environmental Policy Act (NEPA) documentation and receiving a Record of Decision.
 - Completion of PE to 30%
 - Final level of effort of Part 2 will be driven by the selection of the LPA in Part 1
- Total Contract Value with 10% contingency not to exceed: \$12,048,639.60

NATIONAL ENVIRONMENTAL POLICY ACT PROGRESSION



Orange Line Pre – Scoping Open House

Austin Central Library
701 W Caesar Chavez Street

April 8, 2019
3:00 pm – 7:00 pm



BLUE LINE CORRIDOR PE / NEPA CONTRACT

- Solicitation Issued on: 2/14/2019
- Submittals received: 3/14/2019
- Oral Discussions: On-going
- Final Submittals due: 4/01/2019
- Negotiations: 4/11/2019
- Request Board Approval to Award Contract 4/22/2019

PROJECT CONNECT COMPONENTS

- Start Green Line TOD Study April 2019
- Request Proposals - BRT Light Contracts April 2019
- Request Proposals - Metro Express / Park-n-Rides Summer 2019
- Request Proposals - Red Line Enhancements Summer 2019
- Request Proposals - Mobility Hubs Fall 2019

PUBLIC INVOLVMENT PLAN

- Distributed to Board Members on February 25th
- Community Engagement Dashboard under development
 - Metrics:
 - Engagement events including location and number of participants
 - Number of comments and surveys received
 - Database contacts
 - Social media engagement
 - Draft available in April
 - Included in May Community Engagement update presentation

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

***MEETING DATE: 03/25/2019
(ID # 4344)***

Contract for Purchase of Replacement Computer Workstations

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with CDW Government LLC to acquire workstation technology in an amount not to exceed \$300,000.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-976)
Acquisition of Workstation Technology**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with CDW Government LLC to acquire workstation technology in an amount not to exceed \$300,000.

FISCAL IMPACT:

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

STRATEGIC PLAN:

Strategic Goal Alignment:
3. Sustainability

Strategic Objectives:

3.6 Adherence to State of Good Repair Program

EXPLANATION OF STRATEGIC ALIGNMENT:

Maintaining and acquiring workstation technology, such as desktops, laptops, tablets and accessories in a state of good repair ensures stable and reliable systems as well as the productivity of employees.

BUSINESS CASE:

This is a state of good repair initiative primarily to replace workstation technology that has exceeded its useful life or to acquire new workstation technology where needs have changed. The lifecycle of the typical workstation is four years. Each year approximately one quarter of the workstations are replaced to maintain a state of good repair.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019..

EXECUTIVE SUMMARY:

This contract will provide for the acquisition of workstation technology to replace those that are past their useful life and will allow for the acquisition of new workstation technology where needs have changed.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT:

The Authority will utilize the following Department of Information Resources (DIR) contracts, held by CDW Government, LLC., Hewlett Packard and SYNEX Corporation for IT Hardware Products and Related Services.



- DIR-TSO-3865 – CDW Government, LLC.
- DIR-TSO-4159 – Hewlett Packard (HP), Inc.
- DIR-TSO-3866 – SYNEX Corporation

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. Pricing for the Workstation Technology Refresh is determined to be fair & reasonable by DIR's organization during its solicitation and award process.

The following is the not to exceed approval amount for the Workstation Technology Refresh project:

Description	CDW Government, LLC.
Workstation Technology Refresh Not to Exceed Approval	\$300,00.00

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-2019-976)
Acquisition of Workstation Technology**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide adequate state of good repair for the workstation infrastructure; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to provide continued Workstation infrastructure performance, reliability and security to its customers.

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 CDW Government LLC to acquire workstation technology in an amount not to exceed \$300,000.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-976 (4344 : Contract for Purchase of Replacement Computer Workstations)

Contract for Installation of Bus Stop Improvements

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Muñiz Concrete and Contracting, Inc. for the installation of shelters, benches, litter containers and related improvements at 125 bus stops for \$2,964,979 plus a 25% contingency for a total amount not to exceed of \$3,706,224.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-982)
Bus Stop Improvements**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Muñiz Concrete and Contracting, Inc. for the installation of shelters, benches, litter containers and related improvements at 125 bus stops for \$2,964,979 plus a 25% contingency for a total amount not to exceed of \$3,706,224.

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, 1.3 Net Promoter Score, 1.4 Customer Satisfaction, 4.2 AllTransit Performance Score

EXPLANATION OF STRATEGIC ALIGNMENT:

The goal of the Bus Stop Improvement Program is to provide amenities that improve the customer transit experience and meet the Board adopted service standards for bus stops.

BUSINESS CASE:

Bus stop improvements, including the addition of shelters, benches and litter containers and related improvements will provide protection from the elements, resulting in increased customer satisfaction and an improved customer experience. The funding for this project is included in the FY 2019 Capital Budget.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

The Bus Stop Improvement Program will provide shelters, benches and litter containers at 125 bus stops that currently lack these improvements. In addition, the project will pilot the installation of solar lights and solar dynamic message signs (e-paper) at 15 locations.

DBE/SBE PARTICIPATION:

The SBE goal is 10%. The contractor will exceed the goal by self-performing most of the contract.

SBE Prime/Subcontractors	Services/Products	SBE Responsive
Prime contractor is a SBE (DBE)	Concrete and other works	97%

Attachment: Resolution-AI-2019-982 (4346 : Contract for Installation of Bus Stop Improvements)



PROCUREMENT: On 02/01/19 an Invitation for Bids was issued and formally advertised. By the closing date of 03/04/19 one (1) responsive and responsible bid was received as follows:

Bidder	Original Amount	Revised Amount
Muñiz Concrete and Contracting, Inc.	\$3,115,085	\$2,964,979

Capital Metro was successful in negotiating pricing with Muñiz Concrete and Contracting. Revised pricing was received and accepted for a grand total amount of \$2,964,979. Muñiz Concrete and Contracting, Inc. was determined to be a responsive, responsible bidder and submitted all the required documents with their bid, which was received prior to the established date and time for the receipt of bids. Muñiz Concrete and Contracting has previously been awarded several construction projects by Capital Metro and is not debarred on the Federal or State Debarred vendor lists. The price was determined to be fair and reasonable based on a cost analysis. The contract is a fixed, unit price contract. The period of performance is from Notice to Proceed to December 31, 2019.

RESPONSIBLE DEPARTMENT: Capital Projects



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-982)

Bus Stop Improvements

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide the best customer service experience and to better serve Central Texas residents; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to acquire general contracting services to complete bus stop improvements.

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 Muñiz Concrete and Contracting, Inc. for the installation of shelters, benches, litter containers and related improvements at 125 bus stops for \$2,964,979 plus a 25% contingency for a total amount not to exceed of \$3,706,224.

Secretary of the Board
Eric Stratton

Date: _____

Attachment: Resolution-AI-2019-982 (4346 : Contract for Installation of Bus Stop Improvements)

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 03/25/2019
(ID # 4345)

Request for Additional MetroRapid Construction Contingency

Approval of a resolution authorizing the President & CEO, or his designee, to amend the Muñiz Concrete & Contracting, Inc. contract #200300 to increase contingency funding by \$147,750 for the construction of additional MetroRapid stations for a not to exceed total contract amount of \$1,846,874.

Capital Metropolitan Transportation Authority**MEETING DATE: 3/25/2019****Board of Directors****(ID # AI-2019-978)****MetroRapid Additional Stations Construction Contract Contingency Request****SUBJECT:**

Approval of a resolution authorizing the President & CEO, or his designee, to amend the Muñiz Concrete & Contracting, Inc. contract #200300 to increase contingency funding by \$147,750 for the construction of additional MetroRapid stations for a not to exceed total contract amount of \$1,846,874.

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:

1.4 Customer Satisfaction, 1.6 Capital Projects Performance, 4.4 Organizational Partner Satisfaction

EXPLANATION OF STRATEGIC ALIGNMENT:

The additional MetroRapid stations placed into service for Route 801 and 803 will provide additional support to an already robust transportation option and these additional infill stations will attract new transit users and improve the customer experience.

BUSINESS CASE:

The additional MetroRapid stations will support Capital Metro's initiatives to increase transit ridership, reduce traffic congestion and improve commuter carrying capacity on Route 801 and 803. The additional service will also improve the operating efficiency of the transit service provided in these corridors.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

The Additional MetroRapid Stations project is currently underway and near completion under contract 200300 with Muniz Concrete and Contracting, Inc. The project includes the development of 16 unique stations and related infrastructure. The original 15% contract contingency was utilized for underground utility conflicts, electrical service re-routing requested by Austin Energy, solar lighting addition, additional sidewalk, irrigation re-routing and additional traffic control. The \$147,750 additional contingency is requested for any remaining unforeseen issues. The funds for this are included in the budget for the MetroRapid Additional Stations project.

Attachment: Resolution-AI-2019-978 (4345 : Request for Additional MetroRapid Construction Contingency)



SBE PARTICIPATION: Muniz exceeds the established SBE goal of 8%.

PROCUREMENT: On February 23, 2018, an IFB was issued and formally advertised. By the closing date of April 25, 2018, three bids were received. Muniz concrete & Contracting was the lowest responsive and responsible bidder and submitted all the required documents with their bid, which was received prior to the established date and time for receipt of bids. The price was determined to be fair and reasonable based on the engineer's estimate and adequate competition.

RESPONSIBLE DEPARTMENT: Capital Projects



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-978)

MetroRapid Additional Stations Construction Contract Contingency Request

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to provide the best customer service experience and to better serve Central Texas residents; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to acquire general contracting services to construct 16 additional stations for Route 801 and 803 bus stations and related infrastructure.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to amend the Muñiz Concrete & Contracting, Inc. contract #200300 to increase contingency funding by \$147,750 for the construction of additional MetroRapid stations for a not to exceed total contract amount of \$1,846,874.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-978 (4345 : Request for Additional MetroRapid Construction Contingency)

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 03/25/2019
(ID # 4347)

Contract for Real Property Surveying Services

Approval of a resolution authorizing the President & CEO, or his designee, to execute a task order contract with McGray and McGray Land Surveyors for Real Property Surveying Services for three (3) base years with two (2) options years in an amount not to exceed \$2,955,000.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-979)
Surveying Task Order Contract**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to execute a task order contract with McGray and McGray Land Surveyors for Real Property Surveying Services for three (3) base years with two (2) options years in an amount not to exceed \$2,955,000.

FISCAL IMPACT:

Funding for each task order will be provided from an approved operating budget line or from a funded capital project.

STRATEGIC PLAN:

Strategic Goal Alignment:

3. Sustainability

Strategic Objectives:

3.4 Financial Diversity

EXPLANATION OF STRATEGIC ALIGNMENT:

It is reasonable to expect recurring needs for Real Property Surveying services and task order contracts offer the most efficient and cost-effective option to respond to such needs.

BUSINESS CASE:

The ability to respond quickly to a business need provides value to the Agency. An active task-order contract allows the agency to respond to that need.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

Capital Metro has maintained task order contracts for Real Property Surveying services, to the benefit of the Agency. Staff expects the need for such services will continue, and that responding to those needs, using task order contracts, offers the best value. Capital Metro conducts surveys for new bus stops locations, railroad right of way, easement surveys, and surveys and chain of title for encroachments into the Railroad Right of Way.

DBE/SBE PARTICIPATION:

The DBE goal is 10%. The contractor will exceed the goal by self-performing and utilizing the following DBE subcontractor.



DBE Subcontractors	Services/Products	DBE Responsive
Prime contractor is a DBE	Land Surveying Services	90%
The Rios Group	Community/Business Outreach	10%
		100%

PROCUREMENT:

On December 5, 2018, a request for Statement of Qualifications was issued and formally advertised. By the closing date of January 7, 2019, three (3) submittals were received. Submittals were rated according to the following factors:

- (1) The offerors 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) Selection of subcontractors and team structure that will best meet the needs of the project;
- (3) Ability and plan to meet project timelines; commitment to the project and a communication plan to keep the Authority's Project Manager informed, resolution of project issues;
- (4) Methodology and quality of the work plan proposed to meet project objectives;

The submittal from McGray & McGray Land Surveyors was rated the highest, all factors considered. Capital Metro will negotiate and finalize pricing based on cost and market evaluation of the hourly rates, overhead and profit for similar services. The contract is a single award task order contract. The term is three (3) base years with two (2) options years. The total aggregate amount for the five years of the contact is not to exceed \$2,955,000.

RESPONSIBLE DEPARTMENT: Real Estate



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

STATE OF TEXAS

COUNTY OF TRAVIS

**RESOLUTION (ID # AI-2019-979)
Surveying Task Order Contract**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro recognize the need for Real Property Surveying services contracts will continue, and a task order contract will allow agency staff to respond to those organizational needs.

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 task order contract with McGray and McGray Land Surveyors for Real Property Surveying Services for three (3) base years with two (2) options years in an amount not to exceed \$2,955,000

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-979 (4347 : Contract for Real Property Surveying Services)

Contract for Purchase of Transit Police Video System

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Apollo Video Technology for the installation of a High Definition (HD) video system in 16 Capital Metro police vehicles for an amount not to exceed \$168,854.

**Capital Metropolitan Transportation Authority
Board of Directors**

MEETING DATE: 1/28/2019

(ID # AI-2018-942)

Video System for Capital Metro Police Vehicles

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Apollo Video Technology for the installation of a High Definition (HD) video system in 16 Capital Metro police vehicles for an amount not to exceed \$168,854.

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:

1.4 Customer Satisfaction, 3.7 Adherence to Safety Management Systems.

EXPLANATION OF STRATEGIC ALIGNMENT:

The new video system for the Capital Metro police vehicles is focused on promoting a culture of safety in alignment with the Capital Metro Strategic Plan. The video system demonstrates to our customers, that Capital Metro is taking the necessary steps to ensure the safety of our customers and our employees by ensuring the Austin Police Department Officers providing security on our system are properly equipped.

BUSINESS CASE:

The new video system for the Capital Metro police vehicles will be purchased through a General Services Administration (GSA) pre-negotiated contract making the system a best value purchase. The purpose of the new video system is to focus on safety and police operations that protect Capital Metro customers, employees, and property. The video system is an enterprise system that will allow for easier access to video feeds and footage by reducing the time required to retrieve relevant information.

The system will also be used by the Operations Control Center (OCC) to provide real-time information from the police vehicles to support operational decisions. In 2017 The Austin Police Department (APD) Chief of Police authorized the branding of Capital Metro police vehicles to match APD's vehicles. In addition to the branding, the vehicles are required to be equipped with video systems configured to operate in the same manner as the Austin Police Department police vehicles.

COMMITTEE RECOMMENDATION:

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

**EXECUTIVE SUMMARY:**

Capital Metro employs 180 Austin Police Department (APD) officers that support Capital Metro's day-to-day operations. The officers drive APD branded police vehicles while patrolling our system and responding to service-related calls. When the Chief of Police authorized APD branding for Capital Metro police vehicles, it was conditioned that the vehicles are required to function as an emergency vehicle in the same manner as APD emergency vehicles. This requirement included an on-board video system. The purchase of the new video system for our police vehicles will meet the requirement for an on-board video system, and help achieve the goal of enhancing a culture of safety for our police officers and our customers.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT:

The contract will utilize the General Service Administration (GSA) contract, #GS-07F-0776X held by Apollo Video Technology, Inc. for safety and security video products and services. GSA 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 GSA contracts satisfy otherwise applicable competitive bidding requirements. Pricing for the Apollo video system was determined to be fair and reasonable by the federal GSA organization during its solicitation and award process.

The following is Apollo Video Technology's pricing to provide and install a video surveillance system on Capital Metro police vehicles:

ITEM #	DESCRIPTION	LUMP SUM
1	Phase I - Surveillance System for One (1) Ford Explorer and One (1) Ford Taurus, as described in Exhibit F-Revised-2, Statement of Work.	\$36,410.03
2	Phase II - Surveillance System for Five (5) Ford Explorers and Nine (9) Ford Tauruses, as described in Exhibit F-Revised-2, Statement of Work.	\$128,112.46
3	Spare Parts as described in Exhibit F-Revised-2, Statement of Work, Section 25, Spare Parts.	\$4,331.46
TOTAL LUMP SUM PRICE FOR ITEM 1 THROUGH 3:		\$168,853.95

The contract will be fixed price.

RESPONSIBLE DEPARTMENT: Security



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2018-942)

Video System for Capital Metro Police Vehicles

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to ensure the safety and security of employees and customers; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to install a video system in the Capital Metro police vehicles to provide the safest possible system for our customers and our employees by ensuring the Austin Police Department Officers who secure our system are properly equipped.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors authorizes the President & CEO, or his designee, to finalize and execute a contract modification with Apollo Video Technology for the installation of a High Definition (HD) video system in 16 Capital Metro police vehicles for an amount not to exceed \$168,854.

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2018-942 (4348 : Contract for Purchase of Transit Police Video System)

Resolution to Rescind Prior Board Resolution CMTA 2014-84

Approval of a resolution to rescind Board Resolution, CMTA 2014-84 Installing or Modifying At-Grade Railroad Crossing Warning Systems Located on Capital Metro Rail which was adopted by a resolution of the Board of Directors as it is an internal operating procedure that does not require approval by the Board of Directors for future actions and amendments.

Capital Metropolitan Transportation Authority**MEETING DATE: 3/25/2019****Board of Directors****(ID # AI-2019-981)****Rescind Board Resolution, CMTA 2014-84 Installing or Modifying At-Grade Railroad Crossing Warning Systems Located on Capital Metro Rail****SUBJECT:**

Approval of a resolution to rescind Board Resolution, CMTA 2014-84 Installing or Modifying At-Grade Railroad Crossing Warning Systems Located on Capital Metro Rail which was adopted by a resolution of the Board of Directors as it is an internal operating procedure that does not require approval by the Board of Directors for future actions and amendments.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:**Strategic Goal Alignment:**

1. High Quality Customer Experience
3. Sustainability
4. Valued Community Partner

Strategic Objectives:

- 1.3 Net Promoter Score, 1.4 Customer Satisfaction
- 3.7 Adherence to Safety Management Systems
- 4.4 Organizational Partner Satisfaction

EXPLANATION OF STRATEGIC ALIGNMENT:

The policies and resolutions adopted by the Board of Directors provide strategic direction to the President/CEO and the Authority with regard to policy and process matters within the purview of the Board.

BUSINESS CASE:

The current resolution is restrictive for both Capital Metro and its regional partners.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

In 2014 Capital Metro Rail Operations determined that it was in Capital Metro's best interest to control the design of and access to Capital Metro safety critical wayside and grade crossing signal systems. The resolution required that Capital Metro procure and manage consultants and contractors to design, install, modify, or test Capital Metro's grade crossing warning systems even when the work was to be performed and paid for by another governmental entity. The resolution was adopted to ensure that Capital Metro was the contracting officer for all consultants and contractors installing, modifying, and testing the grade crossings warning systems located on the Capital Metro railroad.



After implementation of the resolution for four years, it has been determined that an operational change to the process is advisable. The high growth and rapid expansion of the Austin Metropolitan area has increased the number of utility and transportation projects which cross the Capital Metro Rail lines. In order to meet the needs of Capital Metro, municipalities, counties and other jurisdictions, staff recommends that jurisdictions be allowed to contract with Capital Metro preferred contractors or be required to pay for a review and oversight by Capital Metro preferred contractors.

This change will allow jurisdictions to utilize their available funding and to implement their projects without waiting for Capital Metro availability, speeding up implementation of their projects. This will benefit Capital Metro by reducing the staff resources dedicated to procurement and construction management duties, as well as a reduction of liability and risk for the agency while maintaining oversight and accountability.

This is an operating procedure and adoption by the board of directors is not required. Staff recommends rescinding the resolution which requires future consideration and amendment by the board.

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-2019-981)

**Rescind Board Resolution, CMTA 2014-84 Installing or Modifying At-Grade
Railroad Crossing Warning Systems Located on Capital Metro Rail**

WHEREAS, the Capital Metro Board of Directors recognizes Board Resolution CMTA 2014-84 Installing or Modifying At-Grade Railroad Crossing Warning Systems Located on Capital Metro Rail, is an operating procedure, rather than a board action.

NOW, THEREFORE, BE IT RESOLVED NOW, that the Capital Metro Board of Directors rescinds Board Resolution, CMTA 2014-84 Installing or Modifying At-Grade Railroad Crossing Warning Systems Located on Capital Metro Rail as it is an internal operating procedure that does not require approval by the Board of Directors for future actions and amendments.

Date: _____

**Secretary of the Board
Eric Stratton**

Attachment: Resolution-AI-2019-981 (4349 : Resolution to Rescind Prior Board Resolution CMTA 2014-84)

Capital Metropolitan Transportation Authority
Board of Directors

MEETING DATE: 03/25/2019
(ID # 4350)

Contract for Printing of Capital Metro System Maps

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract for the Printing of System Maps to Richmond Printing in an aggregate not to exceed \$807,500, for one (1) base year plus four (4) one option years.

**Capital Metropolitan Transportation Authority
Board of Directors**

**MEETING DATE: 3/25/2019
(ID # AI-2019-977)
Printing Systems Maps Contract**

SUBJECT:

Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract for the Printing of System Maps to Richmond Printing in an aggregate not to exceed \$807,500, for one (1) base year plus four (4) one option years.

FISCAL IMPACT:

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

STRATEGIC PLAN:

Strategic Goal Alignment:

1. High Quality Customer Experience

Strategic Objectives:

1.2 Ridership

EXPLANATION OF STRATEGIC ALIGNMENT:

The availability of printed wayfinding and frequency information that allows customers to successfully navigate the system is a mission critical component of ridership. This is particularly true during the three (3) annual service changes. The System Map and the information it contains help define the success of the customer experience. This contract is responsible for the printing of the System Map, made available on vehicles, at rail stations, on vehicles, transit centers and ticket outlets, and is used for Community engagement activities.

BUSINESS CASE:

The printing of the system map at the three (3) annual service changes is a best practice in the industry. Maps are printed and distributed at key outlets and onboard buses. They provide a picture of the network that assists in trip planning. System maps also contain key information for fares, how to purchase passes, hours of operations, and other key rider information. The system map is one of a suite of tools that have received high marks in customer satisfaction.

COMMITTEE RECOMMENDATION:

This agenda item will be presented to the full Board on March 25, 2019.

EXECUTIVE SUMMARY:

Capital Metro contracts the printing of its System map, which is printed in conjunction with the three (3) annual service changes. This service provides customers with the information they need to successfully navigate the Capital Metro's system.

**DBE/SBE PARTICIPATION:**

The SBE goal is 11%. The contractor will exceed the goal by self-performing the entire contract.

SBE Prime/Subcontractors	Services/Products	SBE Responsive
Prime contractor is a SBE (WBE)	Supply materials and printing maps	100%

PROCUREMENT: On 12/18/18 an Invitation for Bid was issued and formally advertised. By the closing date of 1/18/19 seven bids were received from the following bidders:

No	Bidder	Amount
1	RICHMOND PRINTING	\$807,500
2	AUS-TEX	\$864,052.50
3	AC PRINTING	\$866,025
4	CAPITAL PRINTING	\$1,054,030
5	CLEAR VISION	\$1,317,975
6	CENVEO WORLDWIDE	\$1,516,230
7	MOTR GRAFX	\$1,575,250

Richmond Printing, LLC was the lowest responsive, responsible bidder and submitted all the required documents with their bid, which was received prior to the established date and time for the receipt of bids. Customer references were checked and revealed a positive performance record. A site visit was conducted on 2/26/19 and found the facility to be clean and all updated industry standard printing machines were up and running. Richmond Printing LLC is not debarred on the Federal or State Debarred vendor lists. The price was determined to be fair and reasonable based on adequate competition. The contract is a fixed price contract. The term of the Contract shall be one (1) year from the Contract Notice to Proceed date with Four (4) twelve (12) month renewal options.

Base Year	\$133,050
Option Year 1	\$144,700
Option Year 2	\$159,550
Option Year 3	\$176,450
Option Year 4	\$193,750
5-Year Total	\$807,500

RESPONSIBLE DEPARTMENT: Marketing



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

STATE OF TEXAS

COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-977)

Printing Systems Maps Contract

Whereas, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to make the fixed-route services of the Authority clear, accessible and up-to-date for its customers; and

Whereas, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to ensure customers have up-to-date maps and materials available on our vehicles and throughout our community;

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 for Printing of System Maps with Richmond Printing in an aggregate amount not to exceed \$807,500 for one (1) base year and four (4) one-year options

**Secretary of the Board
Eric Stratton**

Date: _____

Attachment: Resolution-AI-2019-977 (4350 : Contract for Printing of Capital Metro System Maps)

Capital Metropolitan Transportation Authority **MEETING DATE: 03/25/2019**
Board of Directors **(ID # 4351)**
Project Connect Update

TITLE: Project Connect Update