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); and
   2. Update on the Access Advisory Committee (AAC).
VI. Board Committee Updates:
   1. Operations, Planning and Safety Committee
   2. CAMPO update
VII. Consent Items
   1. Minutes from the August 6, 2018 Worksession and August 27, 2018 Board Meeting.
   2. Approval of a resolution authorizing the President & CEO, or his designee, to amend the Interlocal Agreement with the City of Round Rock for operation of transit service and to increase the fees for service by $188,905 for a total reimbursement not to exceed $4,858,242.
   3. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Interlocal Agreement with the City of Georgetown for operation of transit service for an amount not to exceed $265,383 in FTA Section 5307 funds and $816,759 in local funds from the City of Georgetown.
   4. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an addendum to the Master Regional Mobility Agreement with Capital Area Rural Transportation Services (CARTS) for the provision of rural transit services to the City of Georgetown for a period of one year in an amount not to exceed $1,082,142.
5. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Agreement for Services with Circuit of the Americas for services to the 2018 Formula One U.S. Grand Prix in an amount not to exceed $170,000.

6. Approval of a resolution giving consent to TxDOT to allow Round Rock to utilize those sections of the MKT right-of-way as shown on Exhibit “A”, attached hereto, to facilitate the extension of Arterial A (Kenney Fort Boulevard) from its current terminus to SH 45.

7. Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with DAMAN for implementation of an Enterprise Data Warehouse and key performance indicator dashboards in an amount not to exceed $245,000.

VIII. Action Items:

1. Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with EAN Holdings, LLC for vanpool services for a three-year base period with two one-year option periods for a total amount not to exceed $26,407,710 which includes a 5% contingency.

2. Approval of the Fiscal Year 2019 Operating and Capital Budget and Five-Year Capital Improvement Plan.

3. Approval of a resolution authorizing free fares on all Capital Metro services on certain special event days.

IX. Presentations:

1. Positive Train Control Update
2. Cap Remap Overview and Next Steps
3. Real Estate & Facilities Overview

X. Reports:

1. President & CEO Report

XI. Items for Future Discussion:

XII. Adjournment

ADA Compliance

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

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

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.
TITLE: Update on the Customer Satisfaction Advisory Committee (CSAC); and
Call to Order:
Vice Chair Betsy Greenberg, CSAC

Vice Chair Greenberg called the meeting to order at 6:00 p.m.

Introductions:

Committee members present were Vice Chair Betsy Greenberg, BJ Taylor, Elizabeth Stehl, Ephraim Taylor, Jeff Lewis, and Lin Rui Li.

Capital Metro staff present were Roberto Gonzalez, Gardner Tabon, Lawrence Deeter, Sam Sargent, Kendall Jackson, and Brian Carter.

Others present were Jean Crawford, Tyler Markham, and Ruven Brooks.

Citizens’ Communication
Members of the public

Jean Crawford: She took her first MetroAccess ride at 5:59 am yesterday. Her very last ride didn’t come to NLTC. Rode Round Rock service on Monday, and creases have been ironed out. She’s experienced 8 MetroAccess calls that were on hold and dropped. It would be good if the 335 had a stop by the Performing Arts Center.
Lawrence: We’re actually working on that stop.
Elizabeth Stehl: The 335 needs to make better connections North-South. What about the 5 routing across the river? Also, will bus to airport have luggage racks?

Ruven Brooks: Wants to talk about former 240 boardings. Showing a map that includes former 240 stops that don’t have a route now. Wishes more ridership data was published. Not concerned about loss of service, but why doesn’t the City of Austin or St. David’s have a shuttle? We could look at how people are getting by without CM? July ridership report looks very good.

Ephraim: Trips on the 10 have not been showing up on trip planner?

Betsy: Why does countdown not work?
Lawrence: system checks for GPS, updates every 2 minutes. Soon, it will update every minute so hopefully that will help.

Title VI Overview
Sam Sargent, Deputy Chief of Staff

Defined Title VI. Relates to Capital Metro since we’re a recipient of federal funds. Equitable distribution is what we’re aiming for. Equity analysis every time there’s a change. Cap Metro has
two separate policies: one for disparate impact on minority populations, disproportionate burden for impact on low-income. For service changes, we don’t analyze every single change we make. Analyze major service change: when changing more than ¼ of routes. Elimination of any route and creation of any route also trigger Title VI analysis. When there are impacts/burdens, will consider modifying proposed changes.
Betsy: What about Zenobia’s concerns?
Sam: Will send FTA response letter. None of these decisions are taken lightly.
Lawrence: Analysis was done by a consultant.
Ruven: Looked at 392 on Braker. Used to go all the way across Braker, now stops at Burnet. But now you can transfer.
Betsy: What about time that buses are operating?
Lawrence: That’s more during Service Monitoring. There we use a random sample of routes.

**January 2018 Service Changes**
_*Lawrence Deeter, Principal Planner_*

It’s still very early in Remap so we’re only just now looking at July ridership. UT swells ridership, and we know that the 7, 10, and 20 are dealing with overcrowding. For January: reviewing 13 routes to continue to tweak schedules. Also changes due to construction, and inserting trips to help with heavy loads. ACC Pinnacle: Committee has heard that CM is going to a closed campus. ACC announced change in March and it was supposed to just be for the summer. Changes go to board on 10/22 (if there any changes before that meeting he will come back). Changes to 315 and 333 because of ACC Pinnacle change.
BJ: Do these changes go to drivers?
Lawrence: Roberto goes to union leadership and Lawrence goes to drivers. 315 change was coming from driver comments.
Roberto: Operator open houses starting next week.
Betsy: on-time performance for buses that don’t have schedules. Should those buses have schedules?
Lawrence: Looking into the gapping and bunching issue. Assistance from Transit Center. Not having timepoints allows for flexibility.
BJ: Two 171 buses next to each other at UT Stadium.
Roberto: We’d have to look into that issue.

**Update on App Release**
_*Kendall Jackson, Community Engagement_*

A signup sheet was circulated for Beta testing of the new app release.

**Approval of August 2018 Minutes**
_*CSAC_*

Jeff Taylor moved to approve the June minutes, and Betsy Greenberg seconded. The motion carried unanimously.

The meeting was adjourned at 7:25 p.m.
TITLE: Update on the Access Advisory Committee (AAC).
Call to Order:
Chairman Chris Prentice, Access Advisory Committee

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

Introductions:
Committee members present were Chair Chris Prentice, Vice Chair Paul Hunt, Glenda Born, Estrella Barrera, Molly Birrell, Mike Gorse, and Pat Thomas.

Capital Metro staff present were Martin Kareithi, Suzie Edrington, Chad Ballentine, Brian Carter, Gardner Tabon, Jeff Dennin, and Kendall Jackson.

Others present were Katherine Rutledge.

New Senior Staff Introductions
Gardner Tabon and Brian Carter

Citizens’ Communication
Members of the public

Katherine Rutledge: MV 1 drivers should assume customers want ramp. And, for Ride Right – as long as the vehicles that have bench seats are in operation, the driver should tell the passenger what vehicle it is before they get in.

Glenda Born: what is the progress update for swapping out the vehicles?
Nate D: 5 left to swap out. 2 in September, 2 in October, 1 in November unless parts come in earlier.

Glenda: Let drivers know to tell passengers what kind of vehicle.

Hunt: Could bench seats vehicles be the last vehicles dispatched?
Nate: Will pass on both suggestions.

Mike Gorse: Reporting back from the National Federation of the Blind Meeting. On the #5 on North end of line, there aren’t audible announcements. In Boston, every stop was announced.

Martin: We announce major destinations, transfer points, and intervals sufficient to orient blind persons. With Cap Remap, reverted mostly to timepoints. Between June and August, we’ve been adding announcements to stops.

Hunt: #5 should’ve been in first round since there are a lot of blind and vision impaired folks that use that route.
Paul Hunt: Operators of Ride Right are not using the tablets correctly. I know it’s covered in training so am not sure what to do to fix it.
Chad: service providers have regular meetings with drivers. We can talk about this at the next meeting, and will have it come up every six months.

Statistics / Tech Update
Chad Ballentine, VP of Demand Response and Innovative Mobility

Chad will distribute the statistics update to the Committee after the meeting. We are going through transition in service providers, which has caused on time performance to suffer. We’re shifting a lot of service to the North.

Pilot Projects Update / Innovation Zones Update
Chad Ballentine, VP of Demand Response and Innovative Mobility

We’re moving forward in purchasing software for Pickup. Hoping to start with new Pickup zones in June. Working on procurement to expand TNC pilot project. Our Exposition pilot hasn’t been extremely popular, but, there are other neighborhoods where this service could work well. We’re getting moving on rolling out the new app.
Autonomous vehicle testing: the federal government is scaling back permits. Hopefully moving forward with the vehicles in a different location.
Molly: Will Pickup be the same?
Chad: Same branding, but different areas.

Recap: Capital Metro ADA 28th Anniversary Commemoration
Martin Kareithi, Program Manager in Systemwide Accessibility

We had a Cap Metro employee event to commemorate 28 years of ADA. We wanted to do something different for staff. Literature / education, Braille demo, screen reader demo. Low vision assimilator: what it’s like to have different eye conditions. 36 staff members participated with blindfold and cane.

Agency Reorganization of System-wide Accessibility
Martin Kareithi, Program Manager in Systemwide Accessibility

Cap Metro has undergone an accessibility realignment: Martin met with Randy, who shared thoughts on accessibility. We should see it as a value: something we consider just like safety. To elevate the topic, we hired a new VP and grouped Safety, Risk, and Accessibility.

Update on App Release
Kendall Jackson, Community Engagement

A signup sheet was circulated for Beta testing of the new app release.

Approval of August 2018 Minutes
Access Committee
Paul Hunt moved to approve the minutes, and Chris Prentice seconded the motion. The motion carried unanimously. The committee adjourned at 6:17 pm.
Minutes from the August 6, 2018 Worksession and August 27, 2018 Board Meeting.
I. Presentations:

   1. Project Connect Update and Federal Funding Process
   The Board of Directors met with the Austin City Council in attendance for a joint worksession to discuss Project Connect. Included in the discussion were a discussion of existing and future partnerships; a Project Connect status and timeline; and a discussion of current federal transit funding opportunities including the Capital Investment Grant (CIG) program.

II. Items for Future Discussion:

III. Adjournment

ADA Compliance

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

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

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

II. Safety Briefing

Donna Simmons, Chief Safety Officer, presented her report. Gardner Tabon will be taking over giving this report in the future. Donna's message this month focused on back-to-school safety.

III. Public Comment:

State Senator Kirk Watson addressed the board on the importance of addressing our region's growth and traffic issues. Defining our shared purpose should be the first step. We must resist falling into a "my way or the highway" mentality. Central Texans deserve access to safe, affordable, reliable, frequent, cost-effective mobility options, and it needs to be done in as rapid a manner as practical. People are prepared for a big, positive vision that addresses our problem.

Former Austin Mayor Lee Leffingwell spoke on the importance of identifying funding sources for the vision articulated by Senator Watson. He thanked the board for their service and in trying to address what he feels is our region's biggest problem.

Board member Renteria asked to be recognized and spoke to the program that allowed K-12 students to ride transit for free over the summer. He was impressed in the number of kids he saw downtown and on the bus. He asked if it might be possible to extend the program in some fashion to see if young people might continue to ride transit. President Clarke responded by thanking Board members Renteria and Garza, who have both taken an interest in this program. He said that the program can be extended as it is until December 10th, but the extending it beyond that will require an FTA fare equity analysis. He would also like to identify partners who might help Capital Metro fund these free fares and possibly free fares for others. The sentiment on the dais was that the board would like to see the pilot extended.

Mona Mehdy, citizen, spoke to Action Item 1. She feels that the money being used for Travis County transit could be better used improving safety and frequency within the service area, particularly Route 237. This route ends too early in the evening and forces residents of the Community First development to walk a long distance.

Ruven Brooks, citizen, spoke on the problems he perceives with Capital Metro's Customer Satisfaction Advisory Committee (CSAC). Getting effective public input is important. The meeting room given to the committee is too small and is not wheelchair-accessible. The committee would be better served if they could meet at the Travis County building across the street.

Lynn Boswell from the Austin Council of PTAs spoke in support of extending the free K-12 program, and in making it permanent. She relayed a story of her daughter's improved mobility since the bus was made free.

Patricia Crow, citizen, spoke on ongoing issues with service to her apartment complex near Springdale and Rogge. There have been two meetings with Planners and so far the residents have seen no
progress. It is a long, hot walk to the bus stop with the current service and it can be dark and unsafe in the evening.

Cristial Anderson, citizen, is new to Austin and also lives near Springdale and Rogge. She is an amputee and the walk is too far to catch the 300. She would like some sort of service closer to her apartment complex -- the Reserve.

Ruby Tyrone, citizen, is also affected by the change to the 300. It no longer goes by her workplace. She also has concerns about operator courtesy. Operators make rude comments to her. She would like to see the 300 and 37 restored.

Sonya Kaleel is also with the Austin Council of PTAs. She is excited to hear about the extension of the K-12 program, and offered help in trying to make it permanent.

Lucious Davis, citizen, spoke about his continuing issues with operators not putting the wheelchair ramp down for him. He has nearly been injured several times. Nobody seems to want to listen. Staff member Marcella Wood has been great in listening to my concerns, but others have not.

Ashkan Jahangiri, citizen, relayed that dockless scooters and bicycles have been a great and affordable option in Austin recently. He believes that a publicly operated system would be of even greater benefit for even more people and should be considered.

Nailah Sankofa, citizen, attended the meeting at the Reserve Apartments. She agrees that it is too long a walk to get to the 300. She feels there have been disparate impacts on minority populations with recent changes and that Capital Metro should restore this service. She would like to do some after-school and senior programs at this location and lack of transportation has an effect.

Zenobia Joseph, citizen, spoke about the lack of east-west connectivity. Money is being spent on other areas to improve service in areas that have fewer riders. Capital Metro has obligations under Title VI, and has an obligation to do a re-analysis of route changes. Customers are having to walk long, unsafe routes to get to bus service. Board member Travillion responded by commenting on some of the recent mobility enhancements that are being made in northeast Travis County and asking that we look at some of the other areas that have been mentioned. President Clarke responded that when we do our initialCap Remap review we can look a little more deeply at some of the areas mentioned: the Reserve, St. David's North, and Govalle.

Chair Cooper closed Public Comments by offering that, in light of some of the comments today, the agency takes our responsibilities and adherence to Title VI very seriously. Ms. Joseph filed a complaint specifically related to our Title VI adherence with the FTA's Office of Civil Rights with respect to Cap Remap. He read the closing paragraphs from the response Ms. Joseph received from the FTA's Dawn Sweet noting the overall increase in nearby service to minority populations, and finding no violations of Title VI requirements in implementing the Connections 2025/Cap Remap transit plan.

IV. Advisory Committee Updates:

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

Kendall Jackson, Community Involvement Specialist, provided the update.

The committee met August 8th and heard reports on the FY2019 budget plan and an overview from the Planning Department of the proposed August 2018 service changes.

2. Update on the Access Advisory Committee (AAC)

Kendall Jackson, Community Involvement Specialist, provided the update.

The committee met August 1st. Chair Prentice commemorated the 30th anniversary of the Americans with Disabilities Act, and the committee heard reports on the FY2019 budget plan and recent bus stop construction. They also heard an overview of the proposed August 2018 service changes.
V. Board Committee Updates:

1. Operations, Planning and Safety Committee

Chair Jonse provided the report.

The committee approved 4 items for the Consent Agenda today and heard a presentation on today's ILA with Travis County item. There were presentations on both the proposed FY2019 budget, and the upcoming fixed-route service provider solicitation.

2. Finance, Audit and Administration Committee

Chair Mitchell provided the report.

The committee approved two items for the consent agenda today: an ILA with Travis County for employee transit passes and an MOU with the City of Round Rock for Federal 5307 funds.

3. CAMPO update

Board member Mitchell provided the report.

CAMPO met this month on Monday, August 13th. Chair Mitchell was re-appointed to our board. There was also discussion about Title VI issues. There were minor changes to CAMPO policies and programs.

President Clarke added that he had been in touch with the Executive Director of CAMPO and plans were underway to give CAMPO an update at a future meeting on Cap Remap.

VI. Consent Items

1. Approval of Minutes from the July 30, 2018 Board Meeting.

2. Approval of a resolution authorizing the President & CEO, or his designee, to execute an Interlocal Agreement (ILA) with Travis County for employee transit passes for a period of one year from October 1, 2018, to September 30, 2019, for an amount of $87,000, and which includes an option to extend the ILA for three additional one-year terms.

3. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a Memorandum of Understanding with the City of Round Rock authorizing Round Rock to be a direct recipient of a portion of Capital Metro’s FY2019 and FY2020 Federal Section 5307 Program funds.

4. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with AgH2O Holdings, LLC for construction of a new bus farebox probe station and two vestibules for the exterior elevator at the North Operations Facility in an amount not to exceed $202,834.

5. Approval of a resolution authorizing the President & CEO, or his designee, to execute an Interlocal Contract with the Texas Department of Information Resources (DIR) relating to the use of the DIR Shared Services Master Service Agreements.

6. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an agreement for Services with Transco Livery Services, Inc. for special event services to the 2018 Austin City Limits (ACL) Music Festival in an amount not to exceed $275,000.
VII. Action Items:

1. Approval of a resolution authorizing the President & CEO, or his designee, to negotiate and execute a three-year Interlocal Agreement (ILA) with Travis County to implement the Travis County Transit Development Plan in an amount not to exceed $221,422 in FTA Section 5307 funds and $332,133 in local funds from Travis County per year.

Michelle Meaux, Regional Coordination Manager, presented this item.

Michelle gave a brief overview of Capital Metro's Service Expansion Policy, which provides a mechanism for us to provide service in areas outside the Capital Metro service area. Having a Transit Development Plan (TDP) in place is the first step toward accessing federal 5307 funding for transit service. Michelle reviewed some of the local jurisdictions that have or are planning to implement these types of plans. She also discussed the development of the Travis County plan, including the public input process.

Board member Garza asked Michelle to clarify which projects would be funded by this agreement. Travis County will be providing matching funds to cover the cost of adding service in future years. Board member Kitchen asked for further clarification of the breakdown between capital and operating costs. Scheleen Walker, long-range planner for Travis County, explained that the ILA is written to give maximum flexibility between the two. She also reviewed a map showing several areas of the county where service could be tied in to existing Capital Metro service. Board member Kitchen asked if staff could follow up with the specifics on several of these areas.

Executive Vice President Todd Hemingson clarified that by law the Federal 5307 money is the only funding that we can use for service in areas that are outside the Capital Metro service area. Chair Cooper gave kudos to these regional municipalities who are now recognizing the importance of transit in their communities.

RESULT: ADOPTED [6 TO 0]
MOVER: Jeffrey Travillion, Board Member
SECONDER: Juli Word, Secretary
AYES: Mitchell, Word, Cooper, Garza, Kitchen, Travillion
AWAY: Jonse, Renteria

2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Amendment Two to the Interlocal Agreement (ILA) for Regional Mobility and Transportation Projects with the City of Austin to reduce the total reimbursement by Capital Metropolitan Transportation Authority to the City of Austin by $6,000,000 and to redirect those funds for the development of Project Connect.

Executive Vice President Todd Hemingson presented this item.

This agreement would reduce the reimbursement owed to the City of Austin by Capital Metro by $6 million in order to help fund Project Connect. Chair Cooper thanked the board members who serve on the Austin City Council for their help in getting this agreement in place. President Clarke added that he also wanted to thank the Mayor and City Manager for their assistance.
3. Approval of a resolution authorizing the President & CEO, or his designee, to approve the August 2018 Service Changes beginning Sunday, August 19, 2018.

Executive Vice President Todd Hemingson presented this item.

This item was presented and approved last month, but it was realized after the fact that one of the changes approved - adding the grant-funded Route 493 Eastview - required an equity analysis. The analysis has now been performed and no disparate or disproportionate impact to minority populations was found. Board member Travillion indicated that he wished to abstain and wanted to follow up with staff for more information.

RESULT: ADOPTED [6 TO 0]
MOVER: Sabino Renteria, Board Member
SECONDER: Juli Word, Secretary
AYES: Mitchell, Word, Cooper, Garza, Kitchen, Renteria
ABSTAIN: Travillion
AWAY: Jonse

4. Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with INFOR for implementation of an Enterprise Asset Management System in an amount not to exceed $4,840,141.

This item was pulled from the Consent Agenda at the request of Chair Cooper. Vice President and Chief Information Officer Joe Iannello presented this item.

This system would assist us in maintaining all of the agency's physical assets, the total value of which exceeds $420 million. Chair Cooper asked if we would own the software, but Joe clarified that this service was cloud-based and a subscription service.

RESULT: ADOPTED [6 TO 0]
MOVER: Jeffrey Travillion, Board Member
SECONDER: Juli Word, Secretary
AYES: Mitchell, Word, Cooper, Kitchen, Renteria, Travillion
AWAY: Garza, Jonse

VIII. Presentations:

1. Capital Metro Technology Update

Vice President and Chief Information Officer Joe Iannello presented this item.

Joe previewed several new system-wide projects that are on the horizon, including a new major release of our ticketing app with many new multi-modal features. He also reviewed improvements to our fare collection systems to bring them up to date and make processing fares easier. Other enhancements include the new Operations Control Center, enhanced on-board video capability, new dispatch software, an updated data warehouse that will assist with analytics, and a refresh of our financial systems.
Joe summarized these efforts as improving customer services and increasing ridership. They will also allow us to collaborate more effectively. In many ways Capital Metro can be seen as a technology company, particularly as we move more toward fully autonomous vehicles in the future.

President Clarke thanked Joe and acknowledged that this will be his last board meeting as he heads off into retirement.

2. Capital Metro Diversity and Workforce Report

Executive Vice President of Administration Donna Simmons and Executive Vice President and Chief Counsel Kerri Butcher presented this item.

The current strategic plan calls out diversity as one of our major strategic goals and we are constantly monitoring our workforce data to ensure that we work towards this goal. Donna presented a brief overview of our workforce diversity, including our service providers. She also reviewed our Affirmative Action goals, which are being updated for 2019. Kerri then reviewed some highlights and statistics for our Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) programs. We currently host several networking events each year to meet with firms that might qualify and give them more information, and participate in events sponsored by area minority chambers of commerce.

IX. Reports:

1. President & CEO Update

President Clarke presented his report. Items that he highlighted this month included:

- receipt of a $5.65 million grant from DOT for Positive Train Control
- the first Project Connect worksession with Austin City Council. Second one is September 14th.
- the possibility of an additional worksession on the Strategic Plan refresh
- an internal newsletter highlighting some recent positional realignments within the agency
- a MetroRapid tour of the Austin Energy utility boxes that have been decorated by local artists
- the Capital Metro Employee Summer Celebration at the Millennium Youth Complex
- a video featuring the recent electric bus pilot

X. Items for Future Discussion:

XI. Adjournment

ADA Compliance

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

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

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.
Approval of a resolution authorizing the President & CEO, or his designee, to amend the Interlocal Agreement with the City of Round Rock for operation of transit service and to increase the fees for service by $188,905 for a total reimbursement not to exceed $4,858,242.
SUBJECT: Approval of a resolution authorizing the President & CEO, or his designee, to amend the Interlocal Agreement with the City of Round Rock for operation of transit service and to increase the fees for service by $188,905 for a total reimbursement not to exceed $4,858,242.

FISCAL IMPACT: Refer to executive summary for clarification.

STRATEGIC PLAN: Strategic Goal Alignment: 2. Ridership

Strategic Objectives: 2.3 Pursue service expansion opportunities

EXPLANATION OF STRATEGIC ALIGNMENT: Through this ILA, Capital Metro demonstrates regional leadership and implements service expansion opportunities through the operation of Round Rock’s transit services. This project also supports implementation of the Capital Metro Service Expansion Policy.

BUSINESS CASE: This ILA will reimburse Capital Metro for operation of Round Rock’s transit services.

COMMITTEE RECOMMENDATION: This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY: Since August 2017, Capital Metro has operated Routes 50, 51, 52 and 980 in the city of Round Rock. The city of Round Rock is outside the Capital Metro service area and Round Rock is a direct recipient of FTA Section 5307 funds. Provision of service is guided by a 5-year ILA between Capital Metro and Round Rock which reimburses Capital Metro for all services provided.

This amendment will modify the existing ILA to add additional hours of service on Routes 50 and 980. Two additional hours of evening service are proposed on Route 50. On Route 980, one morning trip and one evening trip are proposed. The amendment also modifies other terms, such as reporting and the holiday schedule. If approved,
route changes will be implemented with the January 2019 service change.

The amendment increases the reimbursement to Capital Metro by $188,905, increasing the total amount reimbursed from $4,669,337 to $4,858,242. Round Rock City Council will consider approval on September 13, 2018.

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-2018-819)
Amendment to City of Round Rock ILA for Service

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to be a regional leader and grow the service and customer base for transit; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to partner with local jurisdictions seeking transit services along with other transit providers in the region.

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 interlocal agreement with the City of Round Rock for operation of transit service and to increase the fees for service by $188,905 for a total reimbursement not to exceed $4,858,242.

________________________
Date: ______________________

Secretary of the Board
Juli Word
Round Rock Service

- Capital Metro operates Routes 50, 51, 52 and 980 for Round Rock through a five-year ILA

- Ridership
  - Average monthly ridership: 4,219
  - Over 48,000 riders since inception (August 2017)
ILA Amendment

• Additional service hours
  - One additional AM trip on Route 980
  - One additional PM trip on Route 980
  - Two additional hours of PM service on Route 50

• Minor modifications to reporting language and holiday schedule
## ILA Budget

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$4,669,337</td>
</tr>
<tr>
<td>Amended Budget</td>
<td>$4,858,242</td>
</tr>
<tr>
<td>Difference</td>
<td>$188,905</td>
</tr>
</tbody>
</table>
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Interlocal Agreement with the City of Georgetown for operation of transit service for an amount not to exceed $265,383 in FTA Section 5307 funds and $816,759 in local funds from the City of Georgetown.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Interlocal Agreement with the City of Georgetown for operation of transit service for an amount not to exceed $265,383 in FTA Section 5307 funds and $816,759 in local funds from the City of Georgetown.

FISCAL IMPACT:
Refer to executive summary for clarification.

STRATEGIC PLAN:
Strategic Goal Alignment:
2. Ridership

Strategic Objectives:
2.3 Pursue service expansion opportunities

EXPLANATION OF STRATEGIC ALIGNMENT:
This ILA will provide for transit services in the City of Georgetown made possible by sharing FTA Section 5307 funding through the Capital Metro Service Expansion Program. The transit services were recommended as part of the Georgetown Transit Development Plan, which is required in the Capital Metro Service Expansion Policy.

BUSINESS CASE:
As the FTA Designated Recipient for transit funding for the Austin Urbanized Area, Capital Metro is responsible for allocating FTA Section 5307 funds within the urbanized area. The 2010 Census designated Georgetown as part of the Austin Urbanized Area and the city desires to use Section 5307 funds to support transit service. Georgetown has met all the requirements to participate in the Service Expansion Program.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY:
Through the Capital Metro Service Expansion Program, the City of Georgetown uses FTA funds to pay for a portion of transit service operated in the city. To use FTA funds, the city completed and adopted a Transit Development Plan (TDP) in 2016 in compliance with the Capital Metro Service Expansion Policy. The TDP recommended that Georgetown transition from demand response service to fixed route service. On August 21, 2017, the city transitioned to fixed route and paratransit service. The service is operated by CARTS through the Master Regional Mobility Agreement between Capital Metro and CARTS.
This ILA outlines the terms for continuation of fixed route service and for distribution of federal funds to Georgetown. Georgetown City Council will consider approval of this ILA on September 11, 2018.

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-2018-818)
City of Georgetown ILA for FY19 Service

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to be a regional leader and grow the service and customer base for transit; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to partner with local jurisdictions seeking transit services along with other transit providers in the region.

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 an Interlocal Agreement with the City of Georgetown for operation of transit service for an amount not to exceed $265,383 in FTA Section 5307 funds and $816,759 in local funds from the City of Georgetown.

________________________
Date: _____________________

Secretary of the Board
Juli Word
Georgetown Service

- CARTS operates fixed route and paratransit service in Georgetown for Capital Metro

- Ridership
  - Average monthly ridership: 2,047
  - Over 24,000 riders since inception (August 2017)
## FY19 ILA Budget

<table>
<thead>
<tr>
<th>Estimated Annual Hours</th>
<th>CARTS Hourly Operating Rate</th>
<th>Total Estimated Cost of Service</th>
<th>Section 5307 Funding</th>
<th>Local Funding from Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>13,698</td>
<td>$ 79</td>
<td>$ 1,082,142</td>
<td>$ 265,383</td>
<td>$ 816,759</td>
</tr>
</tbody>
</table>
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an addendum to the Master Regional Mobility Agreement with Capital Area Rural Transportation Services (CARTS) for the provision of rural transit services to the City of Georgetown for a period of one year in an amount not to exceed $1,082,142.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an addendum to the Master Regional Mobility Agreement with Capital Area Rural Transportation Services (CARTS) for the provision of rural transit services to the City of Georgetown for a period of one year in an amount not to exceed $1,082,142.

FISCAL IMPACT:
Funding for this action is available in the proposed FY19 Operating Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
2. Ridership

Strategic Objectives:
2.2 Lead public transportation and development

EXPLANATION OF STRATEGIC ALIGNMENT:
The Capital Metro/CARTS partnership enables the provision of services to the larger region, including areas not currently in the Capital Metro service area.

BUSINESS CASE:
Capital Metro receives transit services at a reasonable price under this agreement. CARTS currently operates services in the rural areas surrounding Capital Metro’s service area, making them a logical partner geographically.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY:
Capital Metro and CARTS partner to operate transit services within the region. The parties utilize a master interlocal agreement (ILA) for the purposes of outlining terms and conditions which apply to all services. Addenda to the agreement outline each of the services provided and the fees paid for that service.

Supplement No. 9 to the Master Regional Mobility Agreement allows for the provision of transit service for the City of Georgetown. CARTS provides the vehicle, fuel, operations and maintenance for this service. This amendment will increase the service hours to accommodate the contemplated services for FY2019.

This service will be operated at a cost of $79.00 per vehicle hour, consistent with the Schedule of Fees and Payments incorporated into the existing supplement. Service projections for FY2019 are as follows:
<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Annual Hours</th>
<th>CARTS Hourly Operating Rate</th>
<th>Total Estimated Cost of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route and two Paratransit Vehicles</td>
<td>13,698</td>
<td>$79.00</td>
<td>$1,082,142</td>
</tr>
</tbody>
</table>

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Bus and Paratransit Services
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2018-802)

CARTS Supplement for Services in Georgetown

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to be a regional leader and grow the service and customer base for transit; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to partner with local jurisdictions seeking transit services along with other transit providers in the region.

NOW, THEREFORE, BE IT RESOLVED that the President & CEO, or his designee, is authorized to finalize and execute an addendum to the Master Regional Mobility Agreement with Capital Area Rural Transportation Services (CARTS) for the provision of rural transit services to the City of Georgetown for a period of one year in an amount not to exceed $1,082,142.

__________________________________________
Date: ______________________________

Secretary of the Board
Juli Word
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Agreement for Services with Circuit of the Americas for services to the 2018 Formula One U.S. Grand Prix in an amount not to exceed $170,000.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute an Agreement for Services with Circuit of the Americas for services to the 2018 Formula One U.S. Grand Prix in an amount not to exceed $170,000.

FISCAL IMPACT:
This action reimburses CMTA for expenses incurred.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. Customer
3. Community

Strategic Objectives:
1.4 Deliver a customer-friendly experience through our people and systems.
3.1 Educate and inform stakeholders and the community about Capital Metro’s vision and mission and the value public transit brings to a community.

EXPLANATION OF STRATEGIC ALIGNMENT:
Large events provide a unique opportunity to demonstrate the role public transportation can play in supporting a dynamic community. Event service provides an opportunity to provide a customer-friendly experience to people who might not otherwise elect to use public transportation.

BUSINESS CASE:
Capital Metro typically supports event transportation only in situations where the quantity of service required cannot feasibly be provided by charter companies. In such cases, Capital Metro recovers all expenses and charges the fully-allocated rate per vehicle hour for bus service.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY:
Since the inception of the event, Capital Metro has participated in event service to the Formula One US Grand Prix. Capital Metro will enter into a service agreement with Circuit of the Americas (COTA).

The Federal Transit Administration (FTA) regulations 49 CFR Part 604 limits recipients of federal transit funding from providing charter services. These regulations are in place to
prevent federally funded entities from unfairly competing with private/for-profit charter companies for service. Accordingly, the FTA requires that Capital Metro demonstrate that no charter service providers are interested in running a specific event service. This is accomplished by emailing or faxing all charter service providers that have registered with the FTA to give them an opportunity to provide the service. Because of this requirement, Capital Metro typically supports event transportation needs only in situations where the quantity of service required cannot feasibly be provided by charter companies. In such cases, Capital Metro recoups all expenses and charges the fully-allocated operating cost per vehicle hour for bus service.

The charter service notice for 2018 Formula One US Grand Prix service was sent to all registered charter service providers on July 31, 2018. One registered provider indicated an interest in providing the service, but later withdrew their statement.

Under this agreement, Capital Metro will provide the following services:

Friday, October 19, 2018, up to 2 buses from approximately 7:00 a.m. to 7:30 p.m.
Saturday, October 20, 2018, up to 52 buses from approximately 10:00 a.m. to 12:30 a.m.
Sunday, October 21, 2018, up to 52 buses from approximately 7:00 a.m. to 11:30 p.m.

Capital Metro will be paid $116 per vehicle hour for each hour of service provided. This rate is based on the fully allocated cost of bus service in Capital Metro’s cost allocation model. This rate covers the cost of the use of the vehicle, operator and limited Capital Metro and contracted service provider operations staff.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Operations and Maintenance Oversight
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2018-805)
Agreement for Services for US Grand Prix

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to support a dynamic community and promote the use of public transportation; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to provide event service in support of the Formula One U.S. Grand Prix.

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 an Agreement for Services with Circuit of the Americas for services to the 2018 Formula One U.S. Grand Prix in an amount not to exceed $170,000.

________________________________________
Secretary of the Board
Juli Word

Date: ________________________________
Approval of a resolution giving consent to TxDOT to allow Round Rock to utilize those sections of the MKT right-of-way as shown on Exhibit “A”, attached hereto, to facilitate the extension of Arterial A (Kenney Fort Boulevard) from its current terminus to SH 45.
SUBJECT: Approval of a resolution giving consent to TxDOT to allow Round Rock to utilize those sections of the MKT right-of-way as shown on Exhibit “A”, attached hereto, to facilitate the extension of Arterial A (Kenney Fort Boulevard) from its current terminus to SH 45.

FISCAL IMPACT: This action has no fiscal impact.

STRATEGIC PLAN: Strategic Goal Alignment: 3. Community

Strategic Objectives: 3.2 Build Strong Community Partnerships that further Capital Metro’s mission and vision.

EXPLANATION OF STRATEGIC ALIGNMENT: Capital Metro has an interest in assisting our community partners in furthering projects that support their communities while preserving future transit options.

BUSINESS CASE: Capital Metro has, along with other transportation agencies in the region, identified MOKAN as a potential future transportation corridor. While the corridor was not prioritized within the Project Connect development process, it remains a potential corridor for the future and for this reason, Capital Metro has an interest in seeing it preserved to the maximum extent possible. Because the current project under development by the City of Round Rock poses a potential conflict with future development of MOKAN, Capital Metro desires to ensure that the risks are minimized. The stipulation in the agreement that the City of Round Rock must sign with TxDOT to implement its project and to encroach upon the MOKAN right-of-way provides that assurance with the requirement that the city be solely responsible for removing or realigning its roadway to accommodate the development of the MOKAN corridor.

COMMITTEE RECOMMENDATION: This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY: Capital Metro is one of several local governments that participated in the acquisition of the MOKAN right of way in 1990. MOKAN is an unused rail right of way that extends for 28 miles between Austin and Georgetown, east of, and roughly paralleling IH-35. As a part of the agreement that was developed to complete the acquisition, fifty feet of the
right of way "shall be dedicated and used for mass transit purposes." The City of Round Rock is seeking approval to encroach on the right-of-way for their Kenney Fort Boulevard project immediately north of the intersection with SH-45. The incursion into the MKT Right-of-Way is approximately 1.55 acres. While this encroachment could affect the future viability of the MOKAN corridor’s use for high-capacity transit purposes, a clause in the agreement that the City of Round Rock must sign with the Texas Department of Transportation (TxDOT) mitigates that concern. Specifically, the agreement states that "the right-of-way is subject to future modification and that the City shall be solely responsible for removing or re-aligning any City-installed improvements within the encroachments allowed by this Agreement to accommodate the future Mokan transportation corridor facility." This statement includes language that, in the event the MOKAN corridor is developed for high-capacity transit service, the encroachment will not be a detriment to that effort.

As a financial contributor to the acquisition of the corridor, TxDOT has requested consent from Capital Metro and the other financial contributors for Round Rock to move forward with the extension of the Arterial A.

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-2018-837)
City of Round Rock Mokan Corridor Agreement

WHEREAS, the City of Round Rock (“Round Rock”) is in the process of designing the extension of Arterial A (hereinafter referred to as the “Extension”) from Forest Creek Boulevard to SH 45; and

WHEREAS, approximately 1.55 acres of the Extension will encroach within state property commonly known as the MKT Right-of-Way (the “MKT Encroachment”); and

WHEREAS, on or around May 22, 1989, Austin, Georgetown, Round Rock, Pflugerville, Travis County, Williamson County and the Capital Metropolitan Transportation Authority (“CapMetro”) entered into an Interlocal Agreement (the “May 22, 1989 ILA”) with the Texas Department of Transportation (“TxDOT”) wherein the parties agreed to share in the costs to acquire the abandoned MKT Right-of-Way; and

WHEREAS, prior to allowing Round Rock’s MKT Encroachment for the extension of Arterial A, TxDOT is requiring the consent of said encroachment from the City of Pflugerville, Williamson County, and Capital Metro; and

WHEREAS, the use of the right-of-way shall be as stated in a Multiple Use Agreement (“MUA”) between the city and TxDOT, including provisions stating that the right-of-way is subject to future modification and that the City shall be solely responsible for removing or re-aligning any City-installed improvements within the encroachments allowed by this Agreement to accommodate the future Mokan transportation corridor facility.

NOW, THEREFORE, BE IT RESOLVED The Capital Metropolitan Transportation Authority Board of Directors hereby gives its consent to TxDOT to allow Round Rock to utilize those sections of the MKT right-of-way as shown on Exhibit “A”, attached hereto, to facilitate the extension of Arterial A from its current terminus to SH 45.
Secretary of the Board
Juli Word
Potential MOKAN ROW Preservation for High-Capacity Transit
MOKAN Right of Way (red line) and area of encroachment (green dot)
Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with DAMAN for implementation of an Enterprise Data Warehouse and key performance indicator dashboards in an amount not to exceed $245,000.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with DAMAN for implementation of an Enterprise Data Warehouse and key performance indicator dashboards in an amount not to exceed $245,000.

FISCAL IMPACT:
Funding for this action is available in the Proposed FY2019 Five-year Capital Improvement Plan.

STRATEGIC PLAN:
Strategic Goal Alignment:
3. Community

Strategic Objectives:
3.1 Educate and inform stakeholders and the community about Capital Metro’s vision and mission and the value public transit brings to a community

EXPLANATION OF STRATEGIC ALIGNMENT:
This project is designed to implement a new Enterprise Data Warehouse to develop organizational key performance indicator dashboards with the objective of continued organizational performance and transparency.

BUSINESS CASE:
Capital Metro intends to collect various types of data generated from various transactional on-premises and cloud-based systems and sources within the agency into a centralized Data Warehouse repository designed for decision support, analytical reporting, ad-hoc queries, and data mining. Capital Metro intends to develop Dashboards from data in the Data Warehouse related to Ridership, Reliability, Finance and Safety and display these dashboards on Capital Metro’s internet at capmetro.org. This is part of the overall effort to be transparent on organizational performance with the Central Texas Region.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY:
Capital Metro intends to develop dashboards from data in the Data Warehouse related to Ridership, Reliability, Finance and Safety and display these dashboards on Capital Metro’s internet at capmetro.org. This is part of the overall effort to be transparent on organizational performance with the Central Texas Region. Capital Metro intends to collect various types of data generated from various transactional on-premises and
cloud-based systems and sources within the agency into a centralized Data Warehouse repository designed for decision-support, analytical-reporting, ad-hoc queries, and data mining. Capital Metro intends to develop dashboards from data in the Data Warehouse related to Ridership, Reliability, Finance and Safety and display these dashboards on Capital Metro’s internet at capmetro.org. This is part of the overall effort to be transparent on organizational performance with the Central Texas Region.

This procurement will provide Capital Metro with the base architecture of a Data Warehouse and set up the configuration and process to drive key performance indicator dashboards. In the future the same Data Warehouse can then be used to add new data sets to develop other key performance indicator dashboards that the agency finds useful.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: The contract will utilize the Department of Information Resources (DIR) contract, #DIR-TSO-3953 with Daman Consulting, Inc.

DIR awarded contracts are made available for use by Capital Metro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act.

Purchases made using DIR contracts satisfy otherwise applicable competitive bidding requirements. The services provided by Daman Consulting Inc. were determined to be the best value by the DIR organization during its solicitation and award process. In addition, a cost analysis was completed using the Authority’s Independent Cost Estimate and a second quote received from Catapult Systems, who is also contracted by DIR. Daman Consulting Inc. pricing for Data Warehouse Development is $245,000. 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-2018-874)
Enterprise Data Warehouse Resolution

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to develop an Enterprise Data Warehouse repository designed for decision-support, analytical-reporting, ad-hoc queries, and data mining; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to develop dashboards from data in the Data Warehouse related to Ridership, Reliability, Finance and Safety and display these dashboards on Capital Metro’s internet at capmetro.org as part of the overall effort to be transparent on organizational performance with the Central Texas Region.

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 DAMAN for implementation of an Enterprise Data Warehouse in an amount not to exceed $245,000.

________________________
Date: ____________________

Secretary of the Board
Juli Word
Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with EAN Holdings, LLC for vanpool services for a three-year base period with two one-year option periods for a total amount not to exceed $26,407,710 which includes a 5% contingency.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to execute a contract with EAN Holdings, LLC for vanpool services for a three-year base period with two one-year option periods for a total amount not to exceed $26,407,710 which includes a 5% contingency.

FISCAL IMPACT:
Funding for this item is pending approval of the FY2019 budget.

STRATEGIC PLAN:

Strategic Goal Alignment:
3. Community

Strategic Objectives:
3.4 Support plans and programs designed to build ridership and increase market share of alternate transit use.

EXPLANATION OF STRATEGIC ALIGNMENT:
The MetroRideShare program provides transit options that are more flexible than traditional bus or rail services and suitable to serve areas of the region which do not currently have other transit services.

BUSINESS CASE:
This procurement was conducted to solicit qualified, professional services to continue to provide a turn-key vanpool program and serve the region. The MetroRideShare program is Austin’s regional vanpool program. The program provides eligible groups of 5-12 riders with a month-to-month vanpool lease agreement including vehicle (7, 8 and 12-seats), insurance, maintenance, 24-hour roadside assistance and an optional fuel purchasing program. The program is operated by a contracted service provider and subsidized by Capital Metro. The goal of the program is to reduce the use of single occupant vehicles during peak travel times to reduce congestion and improve air quality.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee on September 17, 2018.

EXECUTIVE SUMMARY:
Since January 2014, the RideShare program has been operated by a contracted service provider responsible for the provision of vehicles, fleet management, fare collection, sales/outreach, ride matching, National Transit Database (NTD) data collection, and
program administration. The contract is now in its fifth and final year, set to expire January 31, 2019. Over five years, the program has grown from 102 to 253 vanpool groups, with more than 1,345 program participants. The future growth of the program is anticipated to be 20 additional vanpools per year.

Capital Metro offers monthly subsidies to two types of vanpool groups: (1) In-Service-Area (ISA) groups that operate entirely within the Capital Metro service area (2) Out-of-Service-Area (OSA) groups with at least an origin or destination inside the Capital Metro service area. In-Service-Area groups receive a $500 monthly subsidy, while Out-Of-Service-Area groups receive a $450 monthly subsidy. The subsidy is used to help offset the monthly lease cost. Program participants share the cost of the monthly lease, fuel, tolls and any other commute-related expenses. The monthly cost is based on the vehicle type chosen by the group, commute distance and the number of paying riders. Currently, there are 84 ISA groups and 169 OSA groups. EAN Holdings, LLC, a subsidiary of Enterprise Holdings, Inc., has been selected to provide vanpool services. Founded in 1957 in St. Louis, Missouri, EAN is the world’s largest car rental operator and industry leader in mobility and technology. EAN operates Enterprise Rent-A-Car, National Car Rental and Alamo Rent-A-Car. Enterprise Rideshare was founded in 1994 and has become one of the largest vanpool operators in the nation. Enterprise Rideshare is supported by the Enterprise Rent-A-Car neighborhood network which delivers the turn-key vanpool services. EAN is well versed in many types of vanpool programs including urban, rural, public or private programs. Of the more than 12,000 vanpool vehicles on the road today, approximately 8,000 are tied to a public-sector contract.

The term of this contract is a three-year base period, with two one-year option periods, for a total of up to five years. Cost for the five years, inclusive of all options, is included in the not to exceed amount.

SBE PARTICIPATION:
SBE participation is encouraged.

PROCUREMENT:
On May 11, 2018, a Request for Proposal was issued and formally advertised. By the closing date of June 15, 2018, one proposal was received. The proposal was scored based on the following evaluation factors:

- The offeror’s demonstrated understanding of the project undertaking, the proposed plan for the performance of the work, including but not limited to methodology, vehicle
maintenance plan, mobilization, transition, customer outreach efforts, and ability to meet timelines.

- 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.

- Capabilities of the proposed personnel on projects of a similar size, scope, complexity and nature.

- Quality of Training, including the offeror’s approach to training staff and implementing services.

The pricing submitted was determined to be fair and reasonable and based on review of other transit agencies using contracted service providers. Under the terms of this contract, most of the cost is paid for by the Vanpool Groups. Participants share the cost of the monthly lease, fuel, tolls, and any other commute-related expenses. The monthly cost is based on the vehicle type chosen by the group, commute distance and the number of paying riders. Additionally, Capital Metro offers monthly subsidies to help offset the monthly lease cost. Vanpool groups that operate wholly within Capital Metro’s service area receive a monthly subsidy of $500, while groups with at least an origin or destination inside the service area receive a monthly subsidy for $450.

<table>
<thead>
<tr>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Period</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>Base Year 1</td>
</tr>
<tr>
<td>Base Year 2</td>
</tr>
<tr>
<td>Base Year 3</td>
</tr>
<tr>
<td><strong>Est. Total Base</strong></td>
</tr>
<tr>
<td>Opt Year 1</td>
</tr>
<tr>
<td>Opt Year 2</td>
</tr>
<tr>
<td><strong>Est Total Opt</strong></td>
</tr>
<tr>
<td>5%Contingency</td>
</tr>
<tr>
<td><strong>Est Grand Total</strong></td>
</tr>
</tbody>
</table>

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2018-799)

Vanpool Services

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

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

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to execute a contract with EAN Holdings, LLC for vanpool services for a three-year base period with two one-year option periods for an amount not to exceed $26,407,710, which includes a 5% contingency.

__________________________________________
Secretary of the Board
Juli Word

Date: ________________________________
Metro RideShare

Vanpool Program
What is Vanpooling?

- Group of 5 to 12 commuters traveling together to/from work
- Group shares the monthly cost of operating the vanpool
- Meet in a centralized area
- One Volunteer Driver Coordinator and at least one Volunteer Alternate Driver
Program Features

- Capital Metro vanpool subsidies
- Monthly vehicle lease agreement
- Vehicles: 7, 8 or 12-passenger
- Maintenance & Insurance
- Online Driver Approval & Safety Training
- Roadside Assistance
- Online ride-matching
- Optional Fuel Card program
- Optional Guaranteed Ride Home program
Vanpool Growth

FY2018 vanpool numbers from October 1, 2017 to July 31, 2018

Financial Statistics as of Q2 in FY2018 (through March 2018):

- Fare Recovery: 51.4%
- Subsidy per Passenger is $1.55, based on Cost per Passenger of $3.20 and Revenue per Passenger of $1.64
- In comparison, Subsidy per Passenger for Local Bus is $4.74 and Commuter Bus is $11.17
RFP Process & Vendor Experience

- RFP issued May 11, 2018
- 1 bid received
  - EAN Holdings, LLC (a subsidiary of Enterprise Holdings)
    - Founded Enterprise Rideshare in 1994
    - Acquired vRide, a vanpool company, in 2016
    - Largest vanpool operator in the nation
    - Current service provider for Capital Metro’s RideShare program
    - Extensive experience in Texas, operating the vanpool programs of:
      - Dallas Area Rapid Transit (DART)
      - Houston Metro (STAR)
      - San Antonio Metropolitan Transit (VIA)
      - Fort Worth Transportation Authority (The T)
      - Denton County Transit Authority (DCTA)
Vanpool Subsidies

The monthly cost varies per vanpool group and is based on vehicle type, commute distance, and number of paying sharing the monthly lease cost, fuel, tolls and any other commute-related expenses.

Capital Metro offers monthly subsidies to two types of vanpool groups to help offset the monthly vehicle lease cost:

- **In Service Area (ISA):** Groups receive a $500 monthly subsidy for commutes beginning and ending inside the Capital Metro Service Area.

- **Out of Service Area (OSA):** Groups receive a $450 monthly subsidy for commutes beginning or ending inside the Capital Metro Service Area.
# Regional Vanpool Programs

<table>
<thead>
<tr>
<th>Agency</th>
<th>Fare Structure</th>
<th>Subsidy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Metro (MetroRideShare)</td>
<td>Monthly per van/mileage</td>
<td>$500 or $450 per group/month</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit (DART)</td>
<td>Monthly per van</td>
<td>55% of vehicle cost (Approx. $355 per group/month)</td>
</tr>
<tr>
<td>Houston Metro (STAR)</td>
<td>Monthly per van/mileage</td>
<td>Approx. of $35 per person/month</td>
</tr>
<tr>
<td>San Antonio (VIA)</td>
<td>Monthly per van/mileage</td>
<td>$20 per person/month</td>
</tr>
</tbody>
</table>
## Average RideShare Group – In Service Area

### RideShare Fare Change Calculator

<table>
<thead>
<tr>
<th></th>
<th>Current Pricing</th>
<th>Proposed Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Riders</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Daily Commute Miles</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Commute Days</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Vehicle Type</td>
<td>7-passenger</td>
<td>7-passenger</td>
</tr>
<tr>
<td>Average Miles per Gallon</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Average Fuel Cost</td>
<td>$2.50</td>
<td>$2.50</td>
</tr>
<tr>
<td>Estimated Fuel Cost</td>
<td>$190.00</td>
<td>$190.00</td>
</tr>
<tr>
<td><strong>Est. Vehicle Lease Cost</strong></td>
<td>$785.00</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Capital Metro Subsidy</td>
<td>$500.00</td>
<td>$500.00</td>
</tr>
<tr>
<td><strong>Est. Total Monthly Cost for Group</strong></td>
<td>$475.00</td>
<td>$690.00</td>
</tr>
<tr>
<td><strong>Est. Total Monthly Cost for Group</strong></td>
<td>$95.00</td>
<td>$138.00</td>
</tr>
</tbody>
</table>

### How does the cost of the vanpool compare with driving your car?

**Est. Cost to Drive Alone:**
- Cost of a 75 mile commute with 5 riders: $690.00 per group, $138.00 per person
- Cost of the same commute by yourself: $1,228.65

# Average RideShare Group – Out of Service Area

## RideShare Fare Change Calculator

<table>
<thead>
<tr>
<th></th>
<th>Current Pricing</th>
<th>Proposed Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Riders</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Daily Commute Miles</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Commute Days</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Vehicle Type</td>
<td>7-passenger</td>
<td>7-passenger</td>
</tr>
<tr>
<td>Average Miles per Gallon</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Average Fuel Cost</td>
<td>$2.50</td>
<td>$2.50</td>
</tr>
<tr>
<td>Estimated Fuel Cost</td>
<td>$190.00</td>
<td>$190.00</td>
</tr>
<tr>
<td><strong>Est. Vehicle Lease Cost</strong></td>
<td>$785.00</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Capital Metro Subsidy</td>
<td>$450.00</td>
<td>$450.00</td>
</tr>
<tr>
<td><strong>Est. Total Monthly Cost for Group</strong></td>
<td>$525.00</td>
<td>$740.00</td>
</tr>
<tr>
<td><strong>Est. Total Monthly Cost for Group</strong></td>
<td>$105.00</td>
<td>$148.00</td>
</tr>
</tbody>
</table>

### How does the cost of the vanpool compare with driving your car?

#### Est. Cost to Drive Alone:

- Cost of a 75 mile commute with 5 riders: $740.00 per group, $148.00 per person
- Cost of the same commute by yourself: $1,228.65

*Source: http://www.commutesolutions.com/commute-cost-calculator/*
Next Steps

• Board Approval Process
  – Operations, Planning and Safety Committee September 17, 2018
  – Board Action September 28, 2018
• Customer outreach with vendor
  – October 16 to December 31, 2018
Approval of the Fiscal Year 2019 Operating and Capital Budget and Five-Year Capital Improvement Plan.
SUBJECT:
Approval of the Fiscal Year 2019 Operating and Capital Budget and Five-Year Capital Improvement Plan.

FISCAL IMPACT:
Adoption of the proposed Fiscal Year (FY) 2019 budget will provide an appropriation of $388,049,548 in FY2019 for operating and capital expenses that is supported by projected revenue and other funding sources.

STRATEGIC PLAN:
Strategic Goal Alignment:
5. Finance

STRATEGIC OBJECTIVE:
5.1 Continue improvement of the financial systems of the agency

EXPLANATION OF STRATEGIC ALIGNMENT:
The proposed FY2019 budget includes funding to maintain Capital Metro’s current services while also adding new innovative mobility initiatives, customer service enhancements and building infrastructure needed to support the region’s current and future growth. The five-year capital improvement plan identifies planned projects that support achievement of Capital Metro’s strategic goals, ensures regulatory compliance and maintains assets in a state of good repair.

BUSINESS CASE:
Capital Metro has prepared a structurally-balanced budget that provides the funding needed to continue delivering high-quality and efficient transportation services.

COMMITTEE AND BOARD ENGAGEMENT:
The information contained in this agenda item was presented to the Board of Directors in several forums. On June 25, 2018, an initial review and discussion of the budget was presented to the Board of Directors. The proposed budget was presented to the Finance, Audit and Administration Committee on July 18, 2018, to the Board of Directors at its meeting on July 30, 2018 and to the Operations, Planning and Safety Committee on August 13, 2018, that included an update on community engagement activities. An update on the budget was presented to the Finance, Audit and Administration Committee on August 13, 2018. Additionally, a budget public hearing was held on September 17, 2018.
EXECUTIVE SUMMARY:
The proposed FY2019 budget is structurally sound and balanced. Ongoing revenue is sufficient to fund operations and will also help provide funding for needed capital investments, including replacement of transit assets nearing the end or at the end of life cycles.

Capital Metro proposes to spend $266.1 million for operating expenses, $2.8 million for scheduled loan principal payments and $4.6 million for commitments under interlocal agreements with local government entities for mobility programs.

Funding has been included in the operating budget for full-year service levels of the largest service change in the agency’s history, which was branded Cap Remap, as well as funding for pilot service initiatives that will allow the agency to provide new services and test new ideas in an efficient and cost-effective manner. The budget includes funding for Project Connect, a long-term planning project that will lead to a transformational change in the region’s transportation network and create an all-new culture of transit. Furthermore, the proposed budget responds to increased demand from customers for MetroAccess and MetroRideShare services with additional funding for these modes of service.

Capital Metro prepared a five-year Capital Improvement Plan (CIP) for capital projects that supports its strategic goals. The CIP is updated annually and addresses replacement or “state of good repair”, regulatory compliance and expansionary requirements for public transportation service in Central Texas. Capital Metro plans to invest $114.5 million in capital projects during FY2019.

Significant projects and acquisitions in the proposed FY2019 Capital Budget, including “state of good repair”, regulatory compliance and new investments, are highlighted as follows:

- Accelerating the schedule to improve bus stop amenities throughout the network and dedicating $3.5 million toward the effort. That will include piloting new shelter designs that ensure the protection of customers from the elements, installing solar-powered lighting and implementing enhanced security measures.
- Opening the Operations Control Center, which will better align different departments and service providers and enable the agency to act more quickly to resolve operational issues and communicate more effectively to our customers.
- Continuing improvements of our MetroRail service and continuing work on implementation of the federally-mandated positive train control measures.
- Adding eight pairs of stations along both MetroRapid routes, improving the service and responding to community feedback and requests.
• Completing construction on the Westgate Transit Center, fulfilling requests made by the neighborhood and working with partners at the Texas Department of Transportation.

• Initiating engineering and architectural design for the redevelopment of North Lamar Transit Center.

• Continuing replacement of vehicles, equipment and other assets as part of the on-going and federally required state of good repair program.

The proposed budget reflects the prudent use of a portion of accumulated fund balance to provide funding for capital investments needed to maintain Capital Metro’s transit assets in a state of good repair or to support enhanced services. The proposed, structurally balanced FY2019 budget totals $388 million, and is comprised of the following funding and expense categories:

<table>
<thead>
<tr>
<th>Budget Summary</th>
<th>FY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$245,788,746</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>23,376,944</td>
</tr>
<tr>
<td>Freight Railroad Revenue</td>
<td>4,514,250</td>
</tr>
<tr>
<td>Miscellaneous Revenue</td>
<td>3,295,133</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>30,061,758</td>
</tr>
<tr>
<td>Capital Grants - Federal</td>
<td>19,146,959</td>
</tr>
<tr>
<td>Capital Grants - State</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Other Capital Contributions</td>
<td>4,396,365</td>
</tr>
<tr>
<td>Capital Funding Carried Forward from FY2018</td>
<td>50,807,627</td>
</tr>
<tr>
<td>Fund Balance</td>
<td>1,661,766</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$388,049,548</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenses</th>
<th>FY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Expenses</td>
<td>$266,097,104</td>
</tr>
<tr>
<td>Loan Principal Payments</td>
<td>2,805,668</td>
</tr>
<tr>
<td>Interlocal Agreements</td>
<td>4,616,998</td>
</tr>
<tr>
<td>Capital Project Expense</td>
<td>114,529,778</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$388,049,548</strong></td>
</tr>
</tbody>
</table>

The proposed budget reflects fund balance projections of $143.8 million by the end of FY2019 as outlined in the table that follows. Of this amount, Capital Metro will set aside $44.4 million in reserves for two months of operating expenses, which meets the level set forth by the Texas Legislature, $22 million for the budget stabilization reserve, $1.2 million for a self-insurance reserve, $13.2 million remaining grant funds from Texas Department of Transportation for downtown station construction and rail car acquisition, $7.8 million for city of Austin mobility programs and $9.6 million for a capital expansion fund as we look forward to future needs in the region.
Senate Bill 650 requires Capital Metro to prepare a five-year capital improvement plan, which is included in Appendix A of the budget document. This section provides additional information about each project, including project descriptions, funding sources, project benefits and strategic objectives. The plan is updated annually and addresses replacement and expansion requirements for the delivery of public transportation services. The proposed FY2019 capital budget and capital improvement plan is outlined in the table that follows, summarized by project type and followed by projected funding.

<table>
<thead>
<tr>
<th>Capital Project Type</th>
<th>FY2019</th>
<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus and Paratransit</td>
<td>$29,623,190</td>
<td>$18,371,000</td>
<td>$7,515,000</td>
<td>$25,977,000</td>
<td>$27,470,216</td>
<td>$108,956,406</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>22,380,399</td>
<td>13,032,433</td>
<td>650,000</td>
<td>250,000</td>
<td>250,000</td>
<td>36,562,832</td>
</tr>
<tr>
<td>Facilities</td>
<td>37,294,608</td>
<td>23,821,287</td>
<td>18,165,556</td>
<td>6,903,168</td>
<td>4,878,046</td>
<td>91,062,665</td>
</tr>
<tr>
<td>Freight Railroad</td>
<td>1,907,000</td>
<td>1,250,000</td>
<td>250,000</td>
<td>250,000</td>
<td>250,000</td>
<td>3,907,000</td>
</tr>
<tr>
<td>Information Technology</td>
<td>11,665,437</td>
<td>12,442,601</td>
<td>4,400,000</td>
<td>3,950,000</td>
<td>7,000,000</td>
<td>39,458,038</td>
</tr>
<tr>
<td>Other</td>
<td>2,756,832</td>
<td>2,624,170</td>
<td>2,142,000</td>
<td>2,043,500</td>
<td>2,213,150</td>
<td>11,779,652</td>
</tr>
<tr>
<td>Property and Asset Mgmt</td>
<td>2,430,312</td>
<td>1,775,400</td>
<td>1,083,919</td>
<td>583,000</td>
<td>1,059,000</td>
<td>6,931,631</td>
</tr>
<tr>
<td>Real Estate</td>
<td>-</td>
<td>-</td>
<td>7,426,300</td>
<td>-</td>
<td>-</td>
<td>7,426,300</td>
</tr>
<tr>
<td>Strategic Planning</td>
<td>6,472,000</td>
<td>8,500,000</td>
<td>4,269,000</td>
<td>-</td>
<td>-</td>
<td>19,241,000</td>
</tr>
<tr>
<td><strong>Total Capital Projects</strong></td>
<td><strong>114,529,778</strong></td>
<td><strong>81,816,891</strong></td>
<td><strong>45,901,775</strong></td>
<td><strong>39,956,668</strong></td>
<td><strong>43,120,412</strong></td>
<td><strong>325,325,524</strong></td>
</tr>
</tbody>
</table>

**Funding Sources**

| Grants/Contributions       | 28,543,324 | 23,139,983 | 10,228,976 | 14,763,449 | 6,967,745 | 83,643,477  |
| Local Funding              | 85,986,454 | 58,676,908 | 35,672,799 | 25,193,219 | 36,152,667 | 241,682,047 |
| **Total Funding Sources**  | **114,529,778** | **81,816,891** | **45,901,775** | **39,956,668** | **43,120,412** | **325,325,524** |
Over recent months, Capital Metro provided information regarding the budget process and the proposed FY2019 budget in a variety of formats for the public and sought feedback using online engagement tools, as well as traditional methods like public meetings. These outreach efforts included the following:

**Presentations to Board of Directors and its Committees**
- June 25, 2018, Board of Directors
- July 18, 2018, Finance, Audit and Administration Committee
- July 30, 2018, Board of Directors
- August 13, 2018, Finance, Audit and Administration Committee
- August 13, 2018, Operations, Planning and Safety Committee

**Board and Committee Meetings at**
- Board Room, 2910 East 5th Street, Austin, TX 78702
  - Served by routes 4, 300

**Presentation to ACCESS Advisory Committee**
- August 1, 2018, 5:30 - 7:00 PM
  - Board Room, 2910 East 5th Street, Austin, TX 78702
  - Served by routes 4, 300

**Presentation to Customer Satisfaction Advisory Committee**
- August 8, 2018, 6:00 - 7:30 PM
  - Capital Metro Transit Store, 209 West 9th Street, Austin, TX 78701
  - Served by downtown routes

**Proposed FY2019 Budget Document Available and Posted Online**
- August 24, 2018

**Public Open Houses**
Information made available to the public regarding the proposed FY2019 budget and five-year capital improvement plan.

- September 4, 2018, 5:30 PM – 6:30 PM
  - Spicewood Springs Branch Library
  - Served by route 383

- September 5, 2018, 5:30 PM – 6:30 PM
  - Pleasant Hill Branch Library
  - Served by routes 1, 201, 333, 801

- September 13, 2018, 1:00 PM – 3:00 PM
  - Austin City Hall
  - Served by downtown routes
Online Meeting
September 10, 2018, 11:00 AM

Public Hearing on Proposed FY2019 Budget
September 17, 2018, 12:00 PM
Board Room, 2910 East 5th Street, Austin, TX 78702
Served by routes 4, 300

Board of Directors Considers Adoption of Budget Proposal
September 28, 2018, 12:00 PM
Board Room, 2910 East 5th Street, Austin, TX 78702
Served by routes 4, 300

DBE/SBE PARTICIPATION: Does not apply.

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2018-782)
Approval of the Fiscal Year 2019 Operating and Capital Budget and Five-Year Capital Improvement Plan

WHEREAS, pursuant to Section 451.102 of Chapter 451 of the Texas Transportation Code, the budget for Fiscal Year 2019 was made available to the public on August 24, 2018, and a budget public hearing was held on September 17, 2018; and

WHEREAS, pursuant to Section 451.132(c), the Board of Directors has reevaluated the five-year capital improvement plan.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the Fiscal Year 2019 budget in the amount of $388,049,548 is adopted.

BE IT FURTHER RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the five-year Capital Improvement Plan for capital projects is amended.

BE IT FURTHER RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors hereby requires the President/CEO to report at least quarterly on the operating expenses and capital project expenses of each major department in a financial report.

________________________
Date: ______________________

Secretary of the Board
Juli Word
Approval of the Fiscal Year 2019 Operating and Capital Budget and Five-Year Capital Improvement Plan

Presented on September 28, 2018
FUNDING TO ENHANCE CUSTOMER SERVICE

300,000
Additional hours of service compared to FY2017 ($10.6m)

$2.7m
Westgate Transit Center Park & Ride

$3.6m
Bus stop enhancements ($6m over 5 years)
370% increase over FY2018

$6m
North Lamar Transit Center

$15.5m
Downtown Station improvements
$35.7m including grants and contributions

$16.4m
Rail Positive Train Control
$26.9m including grants

$1.1m
Additional MetroRapid stations

Safety
Additional $715k in FY2019 for APD officers, safety and risk management
INNOVATIVE MOBILITY INITIATIVES

Electric
Bus purchases and infrastructure construction $32.8m, $17.4m net of grants

Innovative
Mobility projects and innovation zones $11.8m over 3 years
PLANNING FOR THE FUTURE

**Project Connect**
Preliminary engineering and environmental study $13.8m

**Expansion**
Started a $9.6m Capital Expansion Fund for high-capacity transit improvements
Questions/Discussion
Approval of a resolution authorizing free fares on all Capital Metro services on certain special event days.
SUBJECT: Approval of a resolution authorizing free fares on all Capital Metro services on certain dates.

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

STRATEGIC PLAN: Strategic Goal Alignment: 1. Customer
Strategic Objectives: 1.4 Deliver a customer-friendly experience through our people and systems

EXPLANATION OF STRATEGIC ALIGNMENT: Providing access for all citizens to the polls on Election Day, July 4th and New Year’s Eve supports a positive customer experience.

BUSINESS CASE: Waiving the cost of a fares on these days does not significantly impact financial resources.

COMMITTEE RECOMMENDATION: This agenda item will be presented to the full board on September 28, 2018.

EXECUTIVE SUMMARY: Capital Metro has historically had a practice of waiving fares for customers on certain days in order to facilitate access to the polls for all citizens and an efficient transit service during certain events. There has never been a formally adopted internal policy or resolution by the board memorializing this practice.

Capital Metro’s national and Texas transit peers offer free services for a variety of dates to meet the individual needs of each system and community. Based on Capital Metro’s past practice and operating environment, staff recommends a free, open system without fares on the following dates:

- National general Election Days in November of even numbered years
  - July 4th after 5:00 p.m.
  - New Year’s Eve after 5:00 p.m.
DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2018-867)
Free Fares on Election Day

WHEREAS, Capital Metro has a past practice of providing free public transportation on certain days and desires to memorialize its past practice; and

WHEREAS, providing free public transportation on these dates facilitates access to the polls for all citizens and an efficient transit service; and

WHEREAS, the financial impact of lost revenue associated with providing free service on these dates can be accommodated within the budget; and

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors approves free public transportation service on all modes on the following days:

National general Election Days in November of even numbered years
July 4th after 5:00 p.m.
New Year's Eve after 5:00 p.m.

________________________
Date:
____________________
Secretary of the Board
Juli Word
TITLE: Positive Train Control Update
Positive Train Control (PTC) Update

Board of Directors
September 28, 2018
## PTC Federal Mandate

<table>
<thead>
<tr>
<th><strong>Federal regulation passed in 2008</strong></th>
<th><strong>Initial deadline of December 31, 2018</strong></th>
<th><strong>Completion of initial work, 2-year extension</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Safety system designed to stop trains to avoid hazards</td>
<td>• Equipment installed, tested on all vehicles</td>
<td>• Equipment installed, <strong>tested</strong> on 32-miles of Red Line</td>
</tr>
<tr>
<td>• Extension passed by Congress in 2015</td>
<td>• Revenue demonstration 10-mile segment between Leander and Lakeline</td>
<td>• Completion by <strong>December 31, 2020</strong></td>
</tr>
</tbody>
</table>
PTC Implementation Timeline

**Planning & Design**
- Develop PTC Implementation Plan
- Find Contractor

**Installation & Testing**
- Install PTC equipment
- System Testing
- Continuing FRA updates

**Certification**
- FRA grants certification
- Test Remaining Sections

**Project Close Out**
- Documentation
- Improvements

- **Key Activities**
  - **Planning & Design**
    - Notice to Proceed (9/08/2017)
    - Today (6/25/2018)

- **Installation & Testing**
  - Deadline Extension (12/31/2018)

- **Certification**
  - (2019)

- **Project Close Out**
  - Project Completion (6/2020)
PTC Critical Elements - Documentation

- Implementation Plan (PTCIP) Approved
- Reporting On-going
- Test Plan / Procedures Approved (4/25)
- Development Plan Complete
- Safety Plan Underway
- Service Demonstration Application October
PTC Critical Elements - Vehicles

Commuter and Freight Locomotives

- Pilot Vehicle Testing  
  Complete

- G4’s (4 units)  
  Complete

- G1’s (5/6 units)  
  Underway
# PTC Critical Elements - Communication

## Wayside
- Track Wire Installation: Complete
- Signal Houses (3): Complete

## Non-Wayside
- Fiber Optic Line: Complete
- Dispatch System Cutover: Complete
- System Design and Programming: Complete
# PTC Critical Elements - Training

<table>
<thead>
<tr>
<th>Element</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Syllabus</td>
<td>Approved</td>
</tr>
<tr>
<td>Development of Manuals</td>
<td>Complete</td>
</tr>
<tr>
<td>Cutover Training</td>
<td>Complete</td>
</tr>
<tr>
<td>In-Service Training</td>
<td>Complete</td>
</tr>
</tbody>
</table>
PTC Critical Path

- **CTC Cutover** (hardware)  Complete
- **PTC Cutover** (software)  Complete
- Service in Leander will be suspended
- Service options have been developed
- Communications plan is in place
PTC Project Challenges

- Projects Currently on the Line
  - TIGER V
  - Plaza Saltillo Redevelopment
  - Downtown Station

- Drawings and Survey: Complete
# PTC Project Funding

**Grant:**
- FTA = $9.762 M
- FRA = $3.0 M
- FRA = $5.65M
- FTA = $3.2M

**Costs**

<table>
<thead>
<tr>
<th>Expense Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenses FY11-FY17</td>
<td>$725,753</td>
</tr>
<tr>
<td>PTC Contractor - Modern Railway Systems (MRS)</td>
<td>$65,675,000</td>
</tr>
<tr>
<td>Roadway Workers In-Charge (Herzog)</td>
<td>$1,037,444</td>
</tr>
<tr>
<td>Mod Change to EIC (Herzog)</td>
<td>$311,413</td>
</tr>
<tr>
<td>Supplemental Project Management (LTK Eng. Service)</td>
<td>$73,801</td>
</tr>
<tr>
<td>Supplemental Project Management (LTK Eng. Service)</td>
<td>$50,801</td>
</tr>
<tr>
<td>Technical Consultant (Hatch Mott MacDonald)</td>
<td>$134,737</td>
</tr>
<tr>
<td>Signal Drawing Update (Hatch Mott MacDonald)</td>
<td>$458,275</td>
</tr>
<tr>
<td>Technical Consultant (Hatch Mott MacDonald)</td>
<td>$409,316</td>
</tr>
<tr>
<td>Dispatch System Local to Cloud Hosting upgrade (MRS)</td>
<td>$399,933</td>
</tr>
<tr>
<td>Segment 1, AC Power Upgrade (MRS)</td>
<td>$19,707</td>
</tr>
<tr>
<td>Segment 2, AC Power Upgrade (MRS)</td>
<td>$75,000</td>
</tr>
<tr>
<td>PTC – TIGER V</td>
<td>$400,000</td>
</tr>
<tr>
<td>DT Station – Drawings –</td>
<td>$57,580</td>
</tr>
<tr>
<td>Survey for New Track Chart, &amp; Plan and Profile Drawing (MRS)</td>
<td>$147,933</td>
</tr>
<tr>
<td>Miscellaneous Support</td>
<td>$288,457</td>
</tr>
</tbody>
</table>

**Total = $70,265,150**

**Grants = $21,612,000**
PTC Project Management and Support

- **Project Manager** – Ted Uwagne

  - Rail Operations
  - IT
  - Security
  - Finance
  - Procurement
  - Bus Operations
  - Marketing / Communications / Community Involvement
  - Modern Railway Systems (MRS)
  - Herzog
  - FRA – Headquarters (DC), Regional (Fort Worth)
Positive Train Control (PTC) Update

Questions?

Board of Directors
June 25, 2018
TITLE: Cap Remap Overview and Next Steps
Overview and Next Steps
TODAY’S AGENDA

1. What Was the Plan?
   - Major changes
   - Other items of note

2. What Have Been the Results?
   - Ridership
   - Customer feedback
   - Key Issues

3. What’s Next?
   - Addressing needs
   - Timelines
What is CapRemap?

Biggest changes ever to Capital Metro’s bus service
  • Over half of routes changed

Focused on creating a more frequent, reliable & better connected transit system
  • Increased from 6 to 14 frequent routes (15-min)
  • Added 9 new routes

Changes were the result of over two years of planning and community input
  • Connections2025
Why Did We Make Changes?

- Ridership in decline for several years
- Need a system that can address future needs
- Modernize service to meet changing community needs (for example, equalizing weekend service levels)
What Do We Know So Far?

- Ridership is up compared to this time last year (initial signs show this trend will continue into the Fall)
- Prior major service investments to MetroRapid, MetroExpress and MetroRail all designed to work in unison with the June changes
- Regular work and school schedules have returned - some issues (overcrowding/traffic) need to be addressed
- Continue to hear community input on ways to improve service - continue to evaluate and respond
Annual Ridership Patterns

Fall period brings the return of regular work/school schedules, favorable weather, major events, etc.

- Highest ridership period

Fall ridership typically +20% over summer and +5% over spring levels
Recent Improvements from Connections2025 and CapRemap

- **MetroRapid**: Major Frequency Improvements Daily / Late Night
- **MetroRail**: Additional Peak Trips / Summer Family
- **MetroExpress**: Additional Trips (MoPac Lanes)
- **MetroBus**: June 2018 Service Change

Highest period for Ridership still to come
How has CapRemap Performed?

Disclaimer: these are “first look”, high-level results...

- Changes have only been in place for 3 months - it is still very early
- Fall is a major influence on ridership
- Customers still adjusting to new system and travel patterns
- Changes designed as a network with over half of all routes seeing some change
- A more detailed evaluation will be forthcoming in early 2019
System Ridership Trends: 2014-2018

Before CapRemap

After CapRemap

FY2015  FY2016  FY2017  FY2018
Initial Results - System Level (Daily)

*June-August*

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>85,638</td>
<td>49,964</td>
<td>37,180</td>
</tr>
<tr>
<td>2018</td>
<td>89,494</td>
<td>55,625</td>
<td>43,620</td>
</tr>
<tr>
<td></td>
<td>5%</td>
<td>11%</td>
<td>17%</td>
</tr>
</tbody>
</table>
Initial Results - Frequent Network

Frequent Route Network - carries more than half of all daily ridership

Before
6 Routes
Daily Ridership
(Weekdays – 30%)
(Saturdays – 12%)
(Sundays – 13%)

After
14 Routes
Daily Ridership
(Weekdays – 53%)
(Saturdays – 63%)
(Sundays – 67%)
**Initial Results - Highest Performers (Weekday)**

Top Six (6) Routes carry **40%** of daily ridership

<table>
<thead>
<tr>
<th>Route</th>
<th>Weekday</th>
</tr>
</thead>
<tbody>
<tr>
<td>801 - MetroRapid (N Lamar/S Congress)</td>
<td>9,392</td>
</tr>
<tr>
<td>300 - Springdale/Oltorf (Frequent)</td>
<td>6,825</td>
</tr>
<tr>
<td>7 - Duval / Dove Springs (Frequent)</td>
<td>6,350</td>
</tr>
<tr>
<td>10 - South 1St/Red River (Frequent)</td>
<td>6,304</td>
</tr>
<tr>
<td>20 - Manor Rd/Riverside (Frequent)</td>
<td>5,683</td>
</tr>
<tr>
<td>803 - MetroRapid (Burnet/S Lamar)</td>
<td>5,516</td>
</tr>
</tbody>
</table>

[Map Image]
### Initial Results - Highest Performers (Sat/Sun)

Top Six (6) Routes carry almost **50%** of daily ridership

<table>
<thead>
<tr>
<th>Route</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>801 - MetroRapid (N Lamar/S Congress)</td>
<td>6,181</td>
<td>4,495</td>
</tr>
<tr>
<td>300 - Springdale/Oltorf (Frequent)</td>
<td>5,095</td>
<td>4,309</td>
</tr>
<tr>
<td>10 - South 1st/Red River (Frequent)</td>
<td>3,984</td>
<td>3,428</td>
</tr>
<tr>
<td>7 - Duval / Dove Springs (Frequent)</td>
<td>3,960</td>
<td>3,316</td>
</tr>
<tr>
<td>20 – Manor Rd/Riverside (Frequent)</td>
<td>3,835</td>
<td>3,179</td>
</tr>
<tr>
<td>803 - MetroRapid (Burnet/S Lamar)</td>
<td>3,486</td>
<td>2,694</td>
</tr>
</tbody>
</table>

48% 49%
Results of Recent Initiatives - MetroRapid

- Pre-2017 - Ridership relatively flat
- Recent (2017) - Ridership increased by 38% (+1 million more riders over 2016) after two major changes in service (Jan - equalization of fares and Aug - improved frequency)
- Current (2018) - Through August, ridership up an additional 34% over 2017
Results of Recent Initiatives - MetroExpress

- **Pre-2017** - Ridership relatively flat
- **Recent (2017/2018)** - MoPac Express lanes open in late 2017, new services introduced to corridor - increased trips, hours and frequency
- **Current (2018)** -
  - Express services up >20% YTD
  - MoPac routes up 72% in August
  - Routes benefitting from MoPac Express lanes up by 93% in August
Student Fare Program

• Pilot program provides opportunity to attract new market of transit users
• Results of program positive (ridership and community support)
• Initially scheduled to end September 1st (now extended to December 10th)
• Based on peer experience, ridership estimated to be 35%* higher among students

*From Seattle (King County Metro) program, Summer 2017

<table>
<thead>
<tr>
<th>Period</th>
<th>Jun-18</th>
<th>Jul-18</th>
<th>Aug-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riders</td>
<td>77,168</td>
<td>121,777</td>
<td>141,165</td>
</tr>
</tbody>
</table>
Family Saturday Rail Program

- Pilot program encourages use of system by families and other community members
- Results of program positive (up to 100% increase over regular Saturdays)
- 1st Saturday of each month (June, July, August)
- Possible future reinstatement (based on PTC / Downtown Station construction and other factors)

<table>
<thead>
<tr>
<th>Period</th>
<th>Jun-18</th>
<th>Jul-18</th>
<th>Aug-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riders</td>
<td>2,990</td>
<td>1,861</td>
<td>2,898</td>
</tr>
</tbody>
</table>
Late Night MetroRail

- Pilot program offers late-night options for customers and visitors Friday and Saturday from June to end of August
- One additional trip added on Fridays and four on Saturdays (per direction)
- Analysis underway to determine effectiveness and customer response
- Recommendation regarding future extension of service forthcoming
What are we Hearing?

Customers

• Initially - Questions on the new system
• Consistent - Concerns in specific areas now unserved - opportunity for Innovation Zone service
• Recent - Overcrowding on select Local and Express Routes (ongoing review and some targeted assistance)
• Future - When will new or major changes occur and what will those entail?

9/18/18, 9:11 PM
@CapMetroATX® Thank you. And by the way, I was so wrong about capremap. It’s not perfect but @CapMetroATX® is so much better than before. But please get that stop installed for the #18!
What are we Hearing?

Operators

• Initial - Questions on the new system and schedules (including recovery)

• Current - Observations of overcrowding and need for targeted assistance to improve on-time performance

• Future - Continued dialogue and monitoring of service
What are we Hearing?

CapRemap (Before and After) - Northeast

- Concern Raised - Changes in Service resulted in less service
- Staff Evaluated Area of Concern
Northeast Austin

- Fourteen routes in area changed
- Frequent routes increased
  Formerly two (2) / After CapRemap six (6)
- Investment in service hours resulted in increase in ridership
### System (NE)

**Service Hour Increase +13 to 58%**

<table>
<thead>
<tr>
<th>Daily Hours</th>
<th>2017</th>
<th>2018</th>
<th>Change</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>1,245</td>
<td>1,409</td>
<td>164</td>
<td>13%</td>
</tr>
<tr>
<td>Saturday</td>
<td>968</td>
<td>1,209</td>
<td>241</td>
<td>25%</td>
</tr>
<tr>
<td>Sunday</td>
<td>716</td>
<td>1,127</td>
<td>411</td>
<td>58%</td>
</tr>
</tbody>
</table>

**Ridership Increase +8 to 22%**

<table>
<thead>
<tr>
<th>Daily Riders</th>
<th>2017</th>
<th>2018</th>
<th>Change</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>28,199</td>
<td>30,344</td>
<td>2,135</td>
<td>8%</td>
</tr>
<tr>
<td>Saturday</td>
<td>19,758</td>
<td>21,448</td>
<td>1,690</td>
<td>9%</td>
</tr>
<tr>
<td>Sunday</td>
<td>14,941</td>
<td>18,267</td>
<td>3,326</td>
<td>22%</td>
</tr>
</tbody>
</table>

### Frequent Routes + Rapid

<table>
<thead>
<tr>
<th>Ridership</th>
<th>Daily Riders</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>7,765</td>
<td>23,079</td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>14,668</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>12,578</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Frequent NE Services (2017) – with MetroRapid 801  
(Frequent Service was Available Only on Weekdays)

Frequent NE Route Services (2018) – with MetroRapid 801  
(Frequent Service – 7 Days)

*note: Route 337 = Frequent on Weekdays*
Changes in Service

β Segment Removals

- Limited Trips (Merrilltown and Collinwood) - *MetroAccess and Private Transportation (Merrilltown) remains*

- Smaller Segments (Coronado Hills, Craigwood, IH-35 Frontage, ACC Eastview) - *Walking distance with sidewalks to Local and/or Frequent Network*

- Larger Segment (Rogge Ln) - *Longer walking distance with sidewalks to Frequent Network*

β Segment Additions

- New Areas (Mearns Meadow, St Johns, Berkman Dr, E. 51st St, ACC Eastview)
What Did We Find?

CapRemap (Before and After) - Northeast

• Concern raised - changes reduced access to transit in some areas

• Current result - evaluation finds that new and additional service have increased ridership

• Future - continue to evaluate the area and consider opportunities for innovative service options for particular areas affected to connect to fixed route services
<table>
<thead>
<tr>
<th>Service Area</th>
<th>Route Number</th>
<th>Service Type</th>
<th>Start Time</th>
<th>End Time</th>
<th>Ridership</th>
<th>Revenue</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>325 Crosstown</td>
<td>1,220.2</td>
<td>35.6</td>
<td>35.2</td>
<td>49</td>
<td>7:20 AM</td>
<td>10:03 PM</td>
</tr>
<tr>
<td>2017</td>
<td>323 Crosstown</td>
<td>964.9</td>
<td>61.0</td>
<td>15.8</td>
<td>54</td>
<td>5:10 AM</td>
<td>11:44 PM</td>
</tr>
<tr>
<td>2017</td>
<td>320 Crosstown</td>
<td>2,146.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>300 High Frequency Crosstown</td>
<td>5,428.3</td>
<td>196.3</td>
<td>27.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>325 High Frequency Crosstown</td>
<td>1,776.9</td>
<td>105.0</td>
<td>16.9</td>
<td>120.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>243 Feeder</td>
<td>228.3</td>
<td>19.8</td>
<td>11.5</td>
<td>48.0</td>
<td>6:00 AM</td>
<td>10:33 PM</td>
</tr>
<tr>
<td>2018</td>
<td>243 Feeder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>233 Feeder</td>
<td>54.8</td>
<td>10.8</td>
<td>5.1</td>
<td>22</td>
<td>8:00 AM</td>
<td>6:48 PM</td>
</tr>
<tr>
<td>2018</td>
<td>233 Feeder</td>
<td>42.8</td>
<td>10.8</td>
<td>4.0</td>
<td>22.0</td>
<td>8:00 AM</td>
<td>6:48 PM</td>
</tr>
<tr>
<td>2017</td>
<td>37 Local</td>
<td>1,431.9</td>
<td>81.0</td>
<td>17.7</td>
<td>62</td>
<td>4:36 AM</td>
<td>12:52 AM</td>
</tr>
<tr>
<td>2018</td>
<td>337 Crosstown</td>
<td>1,212.6</td>
<td>69.3</td>
<td>17.5</td>
<td>70.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>20 Local</td>
<td>2,488.4</td>
<td>115.0</td>
<td>21.6</td>
<td>88</td>
<td>5:51 AM</td>
<td>12:40 AM</td>
</tr>
<tr>
<td>2018</td>
<td>20 High Frequecy Local</td>
<td>3,518.9</td>
<td>165.4</td>
<td>21.3</td>
<td>124.0</td>
<td>5:54 AM</td>
<td>12:37 AM</td>
</tr>
<tr>
<td>2017</td>
<td>324 Crosstown</td>
<td>925.7</td>
<td>52.6</td>
<td>17.6</td>
<td>62.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>324 Crosstown</td>
<td>1,086.0</td>
<td>57.6</td>
<td>18.8</td>
<td>66.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>339 Crosstown</td>
<td>343.1</td>
<td>31.8</td>
<td>10.8</td>
<td>31.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>339 Crosstown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Daily Hours | | | | | | |
| Sundays | Start to 6:00 am | 6:00 -9:00 am | 9:00 am -3:00 pm | 3:00 pm - 6:00 pm | 6:00 pm - 8:00 pm | 8:00 pm to end |
| 2018 | 10 High Frequecy Local | 3,106.2 | 201.3 | 15.4 | 120.0 | 5:00 AM | 12:36 AM | 30 |
| 2018 | 10 High Frequecy Local | 3,677.2 | 210.7 | 17.5 | 124.0 | 5:00 AM | 12:36 AM | 30 |

| Notes | Service Early AM AM Midday PM Evening Night Period Route Type Daily Ridership Daily Revenue |

| Major Changes | | | | | | |
| No Change in Routing. Frequency expanded 7-days to 15 minutes most all day. |
| No Change in Routing, Span or Frequency of Operation |
| Route Replaced portion of former 323 |
| Route 322 replaced portions of Route 320 |
| Route 322 replaced portions of Route 320 |
| Route Replaced portion of former 323 |
| Route 300 interlined with former Route 331 |
| Route Adjustment. Service on its western portion ends at Kramer Station (service formerly extended to Balcones Road. Frequency improved All Day |
| Route Realignment north of N Lamar Transit Center (replacing former Route 275 Feeder). Route travels along Metric Blvd and Rundberg Lane. Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |
| Service continues on Rundberg Lane to Cameron Road and ends at Norwood Park. Frequency expanded 7-days to 15 minutes most all day. Evening service ends later. |

| Packet Pg. 127 |

Attachment: 2018_CapRemap Overview_Jan 2019 Service Changes_091924 (4224 : Cap Remap Oveview
Following Up

August 2018
• Minor adjustments made to system

January 2019
• Minor route adjustments (e.g. ACC Pinnacle)
• Schedule adjustments to address on-time performance
• Specific trips added to address overcrowding
• Travis County TDP (first phase of TDP and adjustments to 233/237)
• Innovation Zones (implement additional pilots prior to January 2019)

June 2019
• Pflugerville & Travis County TDP
• Additional Route/Schedule adjustments as needed
Why Expand the Mobility Innovation Zone Pilot Project?

- Community input regarding areas without service
- Concept recommended under Connections 2025 for areas with low ridership potential
- Ongoing partnership with RideAustin (current piloted along Exposition)
- Service can be scaled to meet demand
- Cost Effective Solution

Conceptual Cost Comparison

- Fixed-route option
  - $300K+ for each zone
  - Assumes cost $75 per hour
- Mobility zone option
  - $30-50K for each zone
  - Assumes cost of $6 per passenger & 30 passengers per day
Three Additional Zones

St. David’s North Medical Center
Formerly served by Route 240

Rogge/Springdale (The Reserve at Springdale)
Formerly served by Route 300

Johnston Terrace / Lott & Chico
Formerly served by Routes 2 & 17
# Zone Characteristics

<table>
<thead>
<tr>
<th>Zone Characteristics</th>
<th>Customer Feedback</th>
<th>Zone Size</th>
<th>Freq. Rt. within walking distance</th>
<th>Former Service</th>
<th>Major Activity Center</th>
<th>Minor Activity Center</th>
<th>Density</th>
<th>Connect to Freq. Route</th>
<th>Walkability</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. David's North</td>
<td>High</td>
<td>1 sq mile</td>
<td>Yes</td>
<td>Yes</td>
<td>St. David's</td>
<td>HEB</td>
<td>Med</td>
<td>325</td>
<td>Low</td>
</tr>
<tr>
<td>Rogge/ Springdale</td>
<td>High</td>
<td>1 sq mile</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Small Retail</td>
<td>Low</td>
<td>20, 300</td>
<td>Medium</td>
</tr>
<tr>
<td>Johnston Terrace / Lott &amp; Chico</td>
<td>Medium</td>
<td>1 sq mile</td>
<td>Yes</td>
<td>Yes</td>
<td>None</td>
<td>Eastside Memorial</td>
<td>Low</td>
<td>4, 17 2, 300</td>
<td>Low</td>
</tr>
</tbody>
</table>
Timeline to Implement

- Approximately 1 month

Tasks Remaining
- Work with community to refine outreach and communication
- Assess implementation and ongoing performance
- Report back to Board regarding initial findings
Proposed Characteristics & Measures

Hours: 7am to 7pm

Days: Weekdays

Goal: Connect to Frequent Network

Evaluation: Ongoing

- Based on initial ridership and cost estimates

- Initial Measures:
  - Ridership
  - Cost
    - Subsidy/trip
    - Total cost per zone
  - Customer satisfaction
  - Operating standards

- Report back to Board of Directors in early 2019
Questions?
Radials

- Services operating to/through Downtown

- System of 13 routes - (previously 16 routes)

- Serve approximately 41-43% of Daily ridership - (previously 45%)

- Seven (7) routes are part of the frequent network
Crosstowns

Part of agency goal (Connections 2025) to create more East/West connections

System of 17 routes - (previously 11 routes)

Serve approximately 30%-34% of Daily ridership - (previously 25%)

Six (6) routes are part of the frequent network
Feeders

- Services at edge of Service Area connecting to major routes/transfer points

- System of 7 routes - (previously 10 routes)

- Serve approximately 2-3% of Daily ridership - (previously 4-5%)

Packet Pg. 137
Flyers

- Limited Stop services connecting to Downtown during Weekday Peak hours

- System of 6 routes - (previously 6 routes)

- Serve approximately 1% of Daily ridership - (previously 1-2%)
Express

- Limited Stop services connecting to Downtown from Park & Rides

- System of 7 routes - (previously 8 routes)

- Serve approximately 3% of Daily ridership - (previously 2%)

- Service redesign as a result of MoPac lanes in January 2018 (up 64%)

- Partnership with CARTS to serve Elgin
Special

- Special routes serving particular needs (e.g. Seniors, Night Owl, Ebus, Rail Connectors, etc)

- System of 15 routes - (previously 14 routes)

- Serve approximately 1% of Daily ridership - (previously 1%)

- Future transition in Manor (Route 470) as part of Travis County TDP
TITLE: Real Estate & Facilities Overview
Real Estate and Facilities

Capital Metro Board of Directors Meeting
Friday, September 28, 2018
Capital Metro Properties

[Map showing various properties and facilities]
MetroRail

Nine Stations
Leander
Lakeline
Howard
Kramer
Crestview
Highland
MLK Jr.
Plaza Saltillo
Downtown
MetroRapid

Weekdays:
5 AM – 7 AM 15 MIN
7 AM – 6 PM 10 MIN
6 PM – 8 PM 15 MIN
8 PM – 12:30 AM 20 MIN

Thursday Friday only
12:30 AM – 2:30 AM 20 MIN

Saturday
6 AM – 8 PM 15 MIN
8 PM – 2:30 AM 20 MIN

Sunday
6 AM – 7 PM 15 MIN
7 PM – 11:30 PM 20 MIN
Operations and Maintenance Facilities

- The Long Range Financial Plan does not include new operations and maintenance facilities

- Project Connect will help define the expansion of the fleet and possible future operations and maintenance facilities

- There is no room for rail expansion at North Ops – a Project Connect rail option would require an additional operations and maintenance facility for rail cars
Operations and Maintenance Facilities

• The fleet plan which drives the need for a facility is flat and current fleet at all bus facilities is 423

• With the expansion of the parking lot at North Operations and Maintenance Facility to be complete in 2019 we will have capacity between all facilities for 470 buses

• Project Connect plans which result in the expansion of bus facilities will require an additional operations and maintenance facility.

• We continue to assess land opportunities that we are made aware of to hold for future operations and maintenance facilities.
Administration Facilities
Major Transfer Points
Raised Platform – Level Boarding
North Lamar Transit Center

- Project included in CIP to move bus service to the front of the property and provide pedestrian access across North Lamar.
- Expect to use ~4 or more acres for bus and parking.
- No plans for remainder of property as Project Connect could have a required use.
Plaza Saltillo

Future Plans
• CARTS complete build out
• Rehabilitate
• Governance
• HOPE Market
Westgate Park and Ride

• Currently planned to open January 2019 service change
Park and Rides and Transit Centers – Public Restrooms

- Capital Metro has operator restrooms at all owned Park and Rides and Transit Centers other than:
  - Pavilion Park and Ride
  - Howard Station and Park and Ride

Public restrooms at Park and Rides and Transit Centers?
Benefits

• Amenity for our customers
• Enhance transit experience
Challenges

- Security – inappropriate use – safety and liability
- Maintenance - vandalism
- Cleanliness
- Associated cost for above
## Potential Public Restroom Locations and Cost

<table>
<thead>
<tr>
<th>Possible Locations</th>
<th>Restroom</th>
<th>Design &amp; Installation</th>
<th>Video and Access Control</th>
<th>Janitorial and Maintenance</th>
<th>Security</th>
<th>Staffing</th>
<th>Total Annual Cost Per Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Congress Transit Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td>$12,453</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td></td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Plaza Saltillo</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td>$12,453</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td></td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Westgate Park and Ride</td>
<td></td>
<td>$95,000 - $150,000</td>
<td>$200,000</td>
<td>$12,453</td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td>$12,453</td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>North Lamar Transit Center</td>
<td></td>
<td>$95,000 - $150,000</td>
<td>$200,000</td>
<td>$12,453</td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td>$12,453</td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Tech Ridge Park &amp; Ride</td>
<td></td>
<td>$95,000 - $150,000</td>
<td>$200,000</td>
<td>$12,453</td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td>$12,453</td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Lakeline Park &amp; Ride</td>
<td></td>
<td>$95,000 - $150,000</td>
<td>$200,000</td>
<td>$12,453</td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td>$12,453</td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Leander Park &amp; Ride</td>
<td></td>
<td>$95,000 - $150,000</td>
<td>$200,000</td>
<td>$12,453</td>
<td></td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td>Unit Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Cost</td>
<td></td>
<td>$12,453</td>
<td>$27,600</td>
<td>$8,333</td>
<td>$110,000</td>
<td></td>
<td>$145,933</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$800,000</td>
<td>$87,171</td>
<td>$193,200</td>
<td>$58,331</td>
<td>$770,000</td>
</tr>
<tr>
<td>TOTAL INSTALLATION COST</td>
<td></td>
<td>$1,275,000 - $1,550,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL ANNUAL COST</td>
<td></td>
<td>$1,021,531</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Discussion