I. Pledge of Allegiance

II. Safety Briefing

III. Recognition

IV. Public Comment:

V. Advisory Committee Update:
   1. Update on the Access Advisory Committee (AAC)

VI. Board Committee Updates:
   1. Finance, Audit and Administration Committee; and
   2. CAMPO update

VII. Consent Items
   1. Minutes for the May 22, 2017 Board Meeting.
   2. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract amendment with DuBois, Bryant & Campbell, LLP for legal services related to the Saltillo Property Project for a total not to exceed amount of $630,000.

VIII. Action Items:
   1. Approval of a resolution authorizing the President/CEO, or her designee, to execute a contract with Indra USA Inc. to provide maintenance and support of the TVM (Ticket Vending Machine) system in the amount of $436,197 for the base year with 3 one-year options in an amount not to exceed $1,495,824.
   2. Approval of a resolution authorizing the President/CEO or her designee, to finalize and execute a contract with C.D.L. Electric Co., Inc. to furnish and install a grade crossing warning system with bells, flashing lights and gate arms at the Fricke Road private crossing located approximately one mile south of the Howard Station for an amount not to exceed $195,623.
3. Approval of a resolution authorizing the President/CEO, or her designee, to negotiate, finalize and execute an Interlocal Agreement with the City of Austin in order to design and build a 12” water line betterment on behalf of the Austin Water Utility as part of the Downtown Rail Station Improvements project for which the City of Austin will reimburse Capital Metro a proportionate share.

4. Approval of a resolution authorizing the President/CEO, or her designee, to authorize the Project Connect Team - staff and consultants - to initiate Phase 2 (Real Solutions for Real Problems) by approving the list of Investment Corridors and Enhancement Projects selected during the development of Phase I (Big Ideas – Bold Starts) of Project Connect.

IX. **Presentations:**

1. Transit Empowerment Fund

X. **Reports:**

1. Operations Report
2. President's Report

XI. **Items for Future Discussion:**

XII. **Adjournment**

**ADA Compliance**

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

**BOARD OF DIRECTORS:** Wade Cooper, chair; Beverly Silas, vice chair; Juli Word, board secretary; Rita Jonse, Delia Garza, Ann Kitchen, Terry Mitchell and Pio Renteria. 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 Access Advisory Committee (AAC)
Access Advisory Committee
June 7th, 2017
2910 E. 5th Street, Austin, Texas 78702
5:30 – 6:36 p.m.

Call to Order:
Chairman Chris Prentice, Access Advisory Committee

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

Introductions:

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

Capital Metro staff members present were Chad Ballentine, Martin Kareithi, Jeff Denning, Sam Sargent, and Mark Herrera. Service provider representatives included Joel Peres, Brenda Fernandez, and Angelo Rivera with LeFleur, MV, and RideRight, respectively.

Citizen and Committee Communication:

There were no citizens present for the June meeting of the Access Advisory Committee.

Chairman Chris Prentice, Access Advisory Committee

Chairman Prentice reiterated to staff that the external annunciators on fixed route vehicles were not occurring as they should, nor were driver’s calling out stops if the speakers weren’t working.

Mr. Kareithi replied that staff has done field work related to this issue and has not observed similar issues with the speakers or driver’s not calling out stops. He will continue to follow up on this item to ensure that it is resolved.

MetroAccess Statistics & Technology Update
Chad Ballentine, Director of Paratransit, Capital Metro

Mr. Ballentine reported that there are no new statistics since the committee received the most recent information at the last meeting. He stated that there should be new statistics in the coming days.

Mr. Ballentine also provided a report on the start of Capital Metro’s new on-demand Pickup service in the former Upper East Side Flex service zone. He stated that staff are looking for any and all feedback on the Ride with Via app, telephone booking, and trips.

Capital Metro staff discussed the possibility of the committee touring the MetroAccess dispatch office to get a better understanding of the day-to-day operations there.
New Business

Capital Projects and Bus Stop Accessibility Update
Mr. Mark Herrera, Capital Projects, Capital Metro

Mr. Herrera provided a regular update on the Authority’s ongoing construction and accessibility projects. On the capital projects side, an update on the new Downtown Station was provided, along with federal grant-funded TIGER V railroad infrastructure improvements. Mr. Herrera continued, giving an overview of eight future MetroRapid stop pairs, the new Westgate Park & Ride facility, and park and ride expansions at SCTC, Lakeline and Howard Stations.

As of November 2016, 96.5 percent of bus stops are accessible with a goal of 99 percent accessibility by the end of FY2017. For the coming year, 70 project stops have been identified, with a focus on East MLK, Barton Springs Road, Oak Hill, Central Austin, and new bus stops related to service changes and Connections 2025.

Mr. Herrera recapped the agency’s thresholds for bus stop amenities and stated that the Authority hopes to place new shelters at 100 percent of stops qualifying for one by the end of FY21. In the coming fiscal year, Capital Metro has set 25 shelters installed as the goal.

As it relates to new bus stop signage, Chairman Prentice stated that he believes the color blends in with bus stop surroundings at many locations. Mr. Sargent will schedule a briefing from the Marketing department for August to discuss the new signage again.

Mobile Pass Timeout Issues
Chairman Chris Prentice, Access Advisory Committee

Chairman Prentice stated that when a mobile ticket is brought up on the mobile app, it only remains on the screen for 20 minutes before going away. This means that a customer would have to “re-up” their pass if it isn’t activated within the 20 minute timeframe.

Vice Chairman Hunt stated that it would be ideal if the MetroAccess passes (or any other Capital Metro fare) could be found in an Apple Passbook so that it works on an iPhone or iWatch. Mr. Kareithi recommended a presentation from IT at the next committee meeting in August.

Action Items

Approval of the May 2017 Minutes
The committee unanimously approved the May 2017 meeting minutes on a motion from Vice Chairman Hunt, seconded by Ms. Barrera.

Adjournment
The committee adjourned at 6:45 p.m. The Access Advisory Committee will be in recess during July and will reconvene on Wednesday, August 2nd at 5:30 p.m. in the Board Room.
Minutes for the May 22, 2017 Board Meeting.
I. Pledge of Allegiance

II. Safety Briefing

Donna Simmons, Risk and Compliance Officer, gave the monthly safety briefing. She highlighted that transit is one of the safest modes of transportation. The fatality rate is less than half of that for traveling in an automobile.

III. Public Comment:

Zenobia Joseph, citizen, spoke on Action Item 1. She asked who writes the language for Capital Metro Interlocal Agreements with the City of Austin. Chief Counsel Kerri Butcher replied that Capital Metro and City legal staff work together. Joseph is concerned about the word “generally” in the agreement. Butcher replied that there may be other items included that are not listed. Capital Metro Project Manager Marcus Guerrero explained that the language about public restrooms has changed from the document she is referencing. Joseph noted that in the document she holds, the city has said it will pay for restrooms. Vice Chair Silas added that the bathrooms will be under more specific ILAs that will follow this one, and that today's Action Item is just an "umbrella" ILA.

IV. Advisory Committee Updates:

1. CSAC Minutes

Jordan Smith, Community Involvement Specialist, gave the Advisory Committee updates. CSAC met earlier this month and heard about the new pilot pickup program, among other updates.

2. Access Minutes

Jordan Smith, Community Involvement Specialist, gave the Advisory Committee updates. The Access Advisory Committee met earlier this month and heard about the new pilot pickup program, among other updates.

V. Board Committee Updates:

1. Operations, Planning and Safety Committee

Chair Silas gave the update. The Operations Committee met on Friday May 12th. Consent items #2, #3, and #4 on today's agenda were the action items at the Committee meeting. Action Items #1 and #2 on today's agenda were also action items for the committee. There was an update on the ridehailing mobility pilot program, a report on performance indicators from Fiscal Year 2016, and an update on the proposed budget calendar.

2. Finance, Audit and Administration Committee

Chair Mitchell gave the Finance Committee report. They met on Friday, May 12th. There was one action item, which is Action Item #3 today. There were presentations on financial performance indicators, the proposed budget calendar, the monthly financial report, and a Project Connect update.
3. CAMPO update

Chair Mitchell also gave the CAMPO update. CAMPO met on May 8th. They approved amendments to the regional Transportation Improvement Program and talked about a unified planning work program over the next two years.

VI. Consent Items

The motion to approve the consent items was made by Mayor Jonse and seconded by Board Member Mitchell. The motion carried 7-0.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Rita Jonse, Board Member
SECONDER: Terry Mitchell, Board Member
AYES: Silas, Mitchell, Word, Cooper, Kitchen, Jonse, Renteria
ABSENT: Garza

1. Approval of Minutes for the April 12, 2017 Public Hearing and April 24, 2017 Board Meeting.

2. Approval of a resolution authorizing the President/CEO, or her designee, to terminate the supplement to the Interlocal Agreement with Capital Area Rural Transportation System (CARTS) for the provision of Route 271.

3. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute an Interlocal Agreement with Capital Area Rural Transportation System (CARTS) for the provision of Route 271 for a period of three years and four months with estimated revenue to Capital Metro of $75,000.

4. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract modification with Netronix Integration, Inc. in the amount of $280,948 for an access control system upgrade and to increase the not to exceed contract amount to $667,508.

VII. Action Items:

1. Approval of a resolution authorizing the President/CEO, or her designee, to negotiate, finalize and execute an Interlocal Agreement with the City of Austin in order to design, build, operate and maintain the Downtown Rail Station and Required Easements.

Marcus Guerrero, Project Manager for the Downtown Station, presented the item. This item was presented to the Operations Committee on May 12th and was recommended for approval. This project has been in the works for three years thusfar and has included considerable outreach and feedback to customers and stakeholders. The site plan is at 60% of design currently. The plaza area will be designed to accommodate many uses. The ILA has been approved by City Council, and the versions are the same. The issue of public restrooms has not been completely resolved due to space constraints, but they are still on the "wish list" for the project. Vice Chair Silas asked for clarification on the potential for the city to waive fees. Guerrero answered that City Council may waive permit fees. Silas answered that if those fees are not waived, those must be paid in addition to any overages the project incurs. Guerrero added that some private property driveways may have to be closed so that they do not cross the tracks.
2. Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract with HNTB Corporation for General Planning Consultant (GPC) services in an amount not to exceed $5.5 million for a base period of three years with two one-year options.

Javier Arguello, Director of Long Range Planning, presented this item. The resolution is for a new contract with a General Planning Consultant. Some important upcoming initiatives that will use these services are Connections 2025 and Project Connect, among others.

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

3. Approval of a resolution authorizing the President/CEO, or her designee, to amend the Capital Metro Procurement Acquisition Policy to ensure compliance with recent Internal Audit recommendations and to update the policy for disposing of Capital Metro surplus and obsolete property.

Anita Deibert, Contracts Administrator, presented this item. There was an internal audit covering this topic in 2016. There were no findings but it was recommended that Capital Metro expand on its investment recovery effort. There has now been a chapter added in the Capital Metro Procurement Acquisition Policy for Investment Recovery. This updates the policy for disposing of surplus property. The resolution was recommended for approval by the Finance, Audit and Administration Committee.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Beverly Silas, Vice Chair
SECONDER: Juli Word, Secretary
AYES: Silas, Mitchell, Word, Cooper, Kitchen, Jonse, Renteria
ABSENT: Garza

4. Approval of a resolution to authorizing the President/CEO, or her designee, to implement the FY2018 Strategic Plan.

Pat Vidaurri, Manager of Performance and Strategic Initiatives, presented this item. The resolution is for the approval of the 2018 Strategic Plan. The goals are to increase ridership, focus on a regional vision, focus on the value of public transportation in the community, and focus on employee engagement. All of these goals encompass objectives, tasks and performance measures. The plan includes feedback and direction from the board given at two recent worksessions.
RESULT: ADOPTED [UNANIMOUS]
MOVER: Juli Word, Secretary
SECONDER: Ann Kitchen, Board Member
AYES: Silas, Mitchell, Word, Cooper, Kitchen, Jonse, Renteria
ABSENT: Garza

5. Approval of a resolution authorizing the President/CEO, or her designee, to develop a plan in coordination with the City of Austin to further the goal of environmentally sustainable transportation solutions and demonstrate support for shared, innovative and autonomous mobility strategies.

Todd Hemingson, Vice President of Planning and Development, presented the resolution. Capital Metro partnered with the City of Austin in the Smart Cities Challenge. The Riverside Corridor was important in that Challenge, in the city's current bond program, and in Connections 2025 and Project Connect. Also important are Capital Metro's efforts in autonomous mobility. This resolution codifies these priorities. Board Member Kitchen added that the resolution is a recognition of things that Capital Metro already is doing well. Vice Chair Silas asked what the urgency of the resolution is, and why it did not go through the committee. Hemingson responded that bringing it forward at this time will align it with what the City Council is doing.

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

VIII. Presentations:

1. MetroArt Committee

Jordan Smith, Community Involvement Specialist, gave an update on the MetroArt Committee. The Metro Art Committee is new and was formed to incorporate art and placemaking at our bus stops. The initiative has kicked off with two immediate projects: the bus stop redesign at 12th and Chicon, and "art boxes", which will cover unsightly electrical boxes along the MetroRapid routes. The new committee includes members from the City of Austin, as well as artists and placemaking consultants.

IX. Reports:

1. Quarterly Planning/Ridership Report

Todd Hemingson, Vice President of Planning and Development, gave the report on ridership for the 2nd quarter of 2017. System ridership is essentially level compared to Q2 of 2016. In January, Premium Fares were eliminated. MetroRapid was up 32.7% in March. For year to date, the total for Fixed Routes as well as for RideShare, MetroRail, and MetroRapid are all positive. Productivity across almost all modes is trending negatively. Hemingson expects this to reverse as ridership increases over the next year or two.

2. Quarterly Financial Report

Reinet Marneweck, Chief Financial Officer, gave the report for the second quarter of 2017. Ridership is slightly below the previous year but slightly ahead of budget. Passenger fares are consistent with the previous year but are tracking slightly below budget, and most other indicators are tracking to budget. There was a slight decline in the sales tax for March. Vice Chair Silas asked about money taken from contingency and if that had any effect on the reserves. Marneweck responded that it did not.

3. President's Report
President Watson gave her report. She shared that Capital Metro was approved by the FTA to begin submitting Automatic Passenger Counter data to the National Transportation Database. Previously we did this manually. President Watson recognized two graduates of UT and a staff member who will participate in the APTA Emerging Leaders Program. We said farewell to two staff members, Dan Dawson and Christy Willhite.

X. Memos

1. Capital Projects Mid-Year Report
2. FTE Vacancy Report

XI. Items for Future Discussion:

XII. Adjournment

ADA Compliance

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

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Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract amendment with DuBois, Bryant & Campbell, LLP for legal services related to the Saltillo Property Project for a total not to exceed amount of $630,000.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to finalize and execute a contract amendment with DuBois, Bryant & Campbell, LLP for legal services related to the Saltillo Property Project for a total not to exceed amount of $630,000.

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

STRATEGIC PLAN:
Strategic Goal Alignment:
5. Finance

Strategic Objectives:
5.1 Continue improvement of the financial systems of the agency.

EXPLANATION OF STRATEGIC ALIGNMENT:
Proper legal advice and representation on matters related to the Saltillo Property Project will ensure the financial health of the Authority for the future.

BUSINESS CASE:
Appropriate legal services and subject matter expertise are required to ensure the Authority meets all legal needs associated with the Saltillo Property Project.

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

EXECUTIVE SUMMARY:
Capital Metro currently has a contract with DuBois, Bryant & Campbell, LLP to provide legal services related to the transaction for the use of the Saltillo Property. This contract expires on September 30, 2017.

Capital Metro entered into a contract with DuBois, Bryant & Campbell in October 2012 to provide the Board of Directors and staff advice related to the proposed development of Capital Metro’s property adjacent to the Saltillo rail station. In June 2014 the Board of Directors authorized the President/CEO to negotiate a master development agreement with Endeavor Real Estate to develop the property and Capital Metro has continued to utilize the services of DuBois for negotiation of an agreement. Capital Metro and Endeavor finalized and executed the documents associated with the transaction in May 2017.

Capital Metro desires to continue employing the services of DuBois, Bryant & Campbell
on these matters and requests the Board of Directors approve an amendment to the current contract adding $50,000 to the contract to accommodate anticipated needs through post-closing matters and commencement of construction.

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-2017-473)
Contract Amendment for DuBois, Bryant and Campbell, LLC

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors desires to ensure that Capital Metro is adequately represented by outside legal counsel on matters related to the transaction for the Saltillo Property Project and related issues; and

WHEREAS, the law firm of DuBois, Bryant and Campbell, LLP is currently providing such services to Capital Metro and their continued services are required.

NOW, THEREFORE, BE IT RESOLVED NOW, by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract amendment with DuBois, Bryant & Campbell LLP for legal services related to the Saltillo Property Project for a total not to exceed amount of $630,000.

________________________  ______________________
Secretary of the Board       Date: ____________________
Juli Word
Approval of a resolution authorizing the President/CEO, or her designee, to execute a contract with Indra USA Inc. to provide maintenance and support of the TVM (Ticket Vending Machine) system in the amount of $436,197 for the base year with 3 one-year options in an amount not to exceed $1,495,824.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to execute a contract with Indra USA Inc. to provide maintenance and support of the TVM (Ticket Vending Machine) system in the amount of $436,197 for the base year with 3 one-year options in an amount not to exceed $1,495,824.

FISCAL IMPACT:
Funding for this action is available in the FY2017 Operating Budget. Option years will be programmed in subsequent budgets and are contingent on budget approval.

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

Strategic Objectives:
1.2 Improve system reliability and convenience

EXPLANATION OF STRATEGIC ALIGNMENT:
The TVM system is essential for rail passengers and must be maintained and operable at all station locations during the days and hours of rail operation to meet customer needs and ensure customer satisfaction.

BUSINESS CASE:
Customers must have the ability to purchase fare at Rail stations and the TVM system must remain available and operable at all times. The current maintenance contract will expire June 30, 2017, therefore a new contract is required to continue support until new TVMs can be procured. This resolution includes the cost of additional spare parts, licensing, and maintenance for the Base Year, along with the costs for 3 option years.

Total annual costs include:
- On-site Maintenance Support 40 hours per week, Monday-Friday
- Overtime Maintenance Support (bundle of 250 hours per year)
- Repairs and Replacement of Spare Parts
- Other Services (supervision, training, travel)
- Software license

COMMITTEE RECOMMENDATION:
This item will be presented to the full board on June 26, 2017.

EXECUTIVE SUMMARY:
This is a continuation of vendor maintenance and support for the TVM system that supports Rail passenger ticketing. The maintenance includes software licensing and field support of TVMs and validators to ensure consistent availability of the TVMs to our customers.
DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT:
On February 1, 2017, a Notice of Intent to Award Sole Source was published for two weeks on DemandStar, as well as in the lobby at 2910 E. 5th Street, Austin, TX 78702, and on Capital Metro’s website. This sole source requirement meets the conditions of FAR 13.106-1(b)(2); only one responsible source, Indra USA, Inc., has been identified to be reasonably available to perform the services.

Indra is the contractor responsible for Ticket Vending Machine (TVM) maintenance and warranty support and is the manufacturer.

Indra submitted its price proposal on May 5, 2017. A cost analysis of the price proposal was performed and the price has been determined fair and reasonable.

The contract term is one (1) base year with three (3) one-year extension options in the following amounts:

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<tbody>
<tr>
<td>Base Year</td>
<td>$ 436,197</td>
</tr>
<tr>
<td>Option Year 1</td>
<td>$ 335,337</td>
</tr>
<tr>
<td>Option Year 2</td>
<td>$ 352,904</td>
</tr>
<tr>
<td>Option Year 3</td>
<td>$ 371,386</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$1,495,824</td>
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</tbody>
</table>

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-421)

Ticket Vending Machine (TVM) Maintenance

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to ensure that critical enterprise application systems are maintained and supported 24 hours a day, seven days a week; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need and desire to provide reliable systems for its internal and external customers.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract with Indra USA Inc. to provide maintenance and support in an amount $436,197 for the base year with 3 one-year options for a total not to exceed $1,495,824.

________________________
Date: ____________________

Secretary of the Board
Juli Word
Approval of a resolution authorizing the President/CEO or her designee, to finalize and execute a contract with C.D.L. Electric Co., Inc. to furnish and install a grade crossing warning system with bells, flashing lights and gate arms at the Fricke Road private crossing located approximately one mile south of the Howard Station for an amount not to exceed $195,623.
SUBJECT:
Approval of a resolution authorizing the President/CEO or her designee, to finalize and execute a contract with C.D.L. Electric Co., Inc. to furnish and install a grade crossing warning system with bells, flashing lights and gate arms at the Fricke Road private crossing located approximately one mile south of the Howard Station for an amount not to exceed $195,623.

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

STRATEGIC GOAL ALIGNMENT:
1. Deliver the best possible Customer Experience

STRATEGIC OBJECTIVE:
1.1 Promote a culture of safety

EXPLANATION OF STRATEGIC ALIGNMENT:
Installing an active grade crossing warning system at the Fricke Road crossing will provide the users of the crossing with an audible and visual warning that a train is approaching. Currently the Fricke grade crossing only uses signs which tell the motorists to stop before crossing the track.

BUSINESS CASE:
In August 2012, Capital Metro’s Board of Directors accepted a plan to add active grade cross warning systems to each private crossing located on the commuter corridor at the rate of one per year.

COMMITTEE RECOMMENDATION:
This item will be presented to the full board on June 26, 2017.

EXECUTIVE SUMMARY:
In August, 2012, the Capital Metro Board of Directors accepted Rail Operations’ plan to signalize each private crossing within the Commuter Corridor at the rate of one per year. Private crossings are at-grade crossings which provide access across the railroad tracks for privately owned roads. These crossings are not regulated by the Federal Railroad Administration (FRA) unless they have active grade crossing warning signal systems. Private crossings on the Capital Metro Railroad are required to have a stop sign, a private crossing railroad crossing sign, an emergency notification sign and a no
train horn sign. Adding an active grade crossing warning system to the Fricke Road crossing will provide users of the crossing with an active grade crossing warning system consisting of bells, flashing lights and crossing gate arms.

DBE PARTICIPATION: The contractor will meet the goal utilizing the following DBE contractor. The goal is 7%.

<table>
<thead>
<tr>
<th>DBE</th>
<th>SERVICE/PRODUCT</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFB Construction Co., Inc.</td>
<td>Dirt and Grade Contractor</td>
<td>7%</td>
</tr>
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</table>

PROCUREMENT:
The IFB was publicly advertised in the Austin American-Statesman on March 6 and March 13, 2017, and was posted on DemandStar on March 2, 2017. Approximately 35 advance notices were issued and 445 suppliers were notified. There were 23 planholders that downloaded documents from Onvia’s DemandStar. A non-mandatory pre-bid conference and site visit was conducted on March 23, 2017. Two Q&As and no amendments were issued. Six (6) bids were received by the due date of April 4, 2017, prior to 3:00 p.m. Gateway Signal Engineering, LLC, was the apparent low bidder. However, Gateway was deemed non-responsible. The next lowest bidder, Progress Rail, was deemed non-responsive. The third lowest bidder, C.D.L. Electric Co., Inc., was deemed to be both responsive to the solicitation requirements and provided evidence that they would be a responsible firm to execute the requirements of the work.

C.D.L. Electric Co., Inc. submitted all the required documents with its bid. C.D.L. Electric's bid was received prior to the established date and time for the receipt of bids. A bid bond for 5% of the total bid amount was submitted as required. Customer references were checked and revealed a positive performance record. A financial analysis was conducted revealing no financial concerns reflecting that the firm has the adequate financial resources and capacity to conduct the work. Additionally, they are not debarred on the Federal or State Debarred vendors lists.

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-437)
Commuter Corridor Private Crossing Signalization – Fricke Road

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and the Capital Metro management team recognize that train speeds and frequencies are higher on the commuter corridor than those on the freight corridors; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management continue to add active grade warning signals consisting of bells, flashing lights and gate arms to each private grade crossing located on the commuter corridor.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to finalize and execute a contract with C.D.L. Electric Co., Inc. to furnish and install a grade crossing warning system with bells, flashing lights and gate arms at the Fricke Road private crossing located approximately one mile south of the Howard Station for an amount not to exceed $195,623.

________________________

Date: ______________________

Secretary of the Board
Juli Word
Fricke Road Private Crossing Signalization
Central Subdivision Milepost 69.16
Example: Signalized Private Crossing
Private Crossing Fricke Road Location

Fricke Road Private Crossing

MoPac Highway
Approval of a resolution authorizing the President/CEO, or her designee, to negotiate, finalize and execute an Interlocal Agreement with the City of Austin in order to design and build a 12" water line betterment on behalf of the Austin Water Utility as part of the Downtown Rail Station Improvements project for which the City of Austin will reimburse Capital Metro a proportionate share.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to negotiate, finalize and execute an Interlocal Agreement with the City of Austin in order to design and build a 12” water line betterment on behalf of the Austin Water Utility as part of the Downtown Rail Station Improvements project for which the City of Austin will reimburse Capital Metro a proportionate share.

FISCAL IMPACT:
This action reimburses CMTA for expenses incurred.

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

Strategic Objectives:
1.2 Improve system reliability and convenience.

EXPLANATION OF STRATEGIC ALIGNMENT:
This is an inter-agency partnership with the City of Austin allowing for utility infrastructure improvement in coordination with the Downtown Station project. This action will benefit the agencies and the public through cost efficiency and construction coordination for utility infrastructure.

BUSINESS CASE:
This Interlocal Agreement between the City and Capital Metro is part of an on-going inter-agency partnership and will allow Capital Metro to be reimbursed by the City of Austin for the requested betterment.

COMMITTEE RECOMMENDATION:
This will be presented to the full board on June 26, 2017.

EXECUTIVE SUMMARY:
The Texas Department of Transportation awarded a $50 million grant to Capital Metro for the purpose of purchasing four new commuter rail vehicles and constructing a permanent Downtown Rail Station. The execution of this Interlocal Agreement with the City of Austin will allow Capital Metro to design and build a 12” waterline betterment (upgraded from an existing 8”) on behalf of the City of Austin Water Utility. The City will reimburse Capital Metro 33% of the design costs and the incremental construction cost difference between an 8” water line and the 12” betterment. The reimbursement to Capital Metro is estimated at approximately $30,000. The Interlocal Agreement generally includes the following terms:
- Identifies the scope and limits of the betterment.
- Defines the roles and responsibilities for design, construction, and management.
- Establishes framework for reimbursement by the City of Austin to Capital Metro.
- References the master Interlocal agreement executed between the City of Austin and Capital Metro.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Capital Projects
RESOLUTION

OF THE

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2017-460)

ILA Downtown Station - 12" Waterline Betterment

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to design, build, operate and maintain a new Downtown Rail Station and partner with the City of Austin to complete beneficial utility upgrades; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to execute an Interlocal Agreement between the City and Capital Metro as part of an on-going inter-agency partnership that will allow Capital Metro to be reimbursed by the City of Austin for the requested betterment.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, is authorized to negotiate, finalize and execute an Interlocal Agreement with the City of Austin in order to design and build a 12" water line betterment on behalf of the Austin Water Utility as part of the Downtown Rail Station Improvements project.

______________________________
Secretary of the Board
Juli Word

Date: ______________________

Attachment: Resolution-AI-2017-460 (3833 : Interlocal Agreement with City of Austin for Downtown Waterline Betterment)
INTERLOCAL COOPERATION AGREEMENT

BETWEEN

THE CITY OF AUSTIN

AND

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

This Interlocal Cooperation Agreement ("Betterment Agreement") is made and entered into by and between the City of Austin, Texas, a home-rule municipal corporation (the "City") and Capital Metropolitan Transportation Authority, a transportation authority organized under Chapter 451 of the Texas Transportation Code ("Capital Metro"), hereinafter collectively referred to as the "Parties."

RECITALS

WHEREAS, Capital Metro operates a commuter rail system commonly known as the Red Line that runs between Leander, Texas and the City of Austin Convention Center;

WHEREAS, Capital Metro is planning to remove the existing temporary Downtown Station located on Fourth Street at the Austin Convention Center and replace it with a multi-modal downtown transit station, hereinafter referred to as the “CM Project”;

WHEREAS, the City and Capital Metro executed an Interlocal Agreement ("Interlocal Agreement") for the CM Project, dated _____________, 2017;

WHEREAS, the CM Project includes the abandonment and/or relocation of the City’s water and wastewater facilities with “similarly sized” utilities to accommodate the CM Project at Capital Metro’s expense;

WHEREAS, Austin Water (the City’s department for water, wastewater, and reclaimed water service) desires a betterment to increase the size of a section of a water line to be relocated in Fourth Street from minimum main size of 8 inches to 12 inches depicted on Exhibit “A”, attached and incorporated herein for all purposes, hereinafter referred to as “AW Betterment”;

WHEREAS, for the purposes of cost efficiency and project expediting, Capital Metro has agreed to construct the AW Betterment with reimbursement from the City for the betterment as set forth hereinafter and detailed in Exhibit “B”; and

WHEREAS, the Parties intend to enter into this Betterment Agreement pursuant to the Interlocal Cooperation Act, Texas Government Code Section 791.001, et seq.

NOW, THEREFORE, the Parties agree as follows:

1. Project Management, Design, Permitting, and Bidding

Page 1 of 10
a. Capital Metro will have project management responsibility for AW Betterment from initiating the scope of work to completion of construction and conveyance of the AW Betterment to the City.

b. Capital Metro, in accordance with the terms and provisions of this Betterment Agreement, shall prepare engineering design, standards, specifications, and plans, including the traffic control plan, erosion control plan, and any other documents required to construct the CM Project including the abandonment and relocation of various Austin Water utilities and the AW Betterment (collectively, the “CM Project Plan Set”) and shall deliver the CM Project Plan Set to the City for construction plan and permitting review and approval.

c. Capital Metro is responsible for participating in the Austin Utility Location and Coordination Committee (“AULCC”) process and adhering to clearance requirements from other infrastructure.

d. Capital Metro shall prepare the construction plans for the CM Project Plan Set, in accordance with the terms of the Interlocal Agreement and this Betterment Agreement. Capital Metro will be responsible for any required modifications to the engineering design, standards, specifications, and plans for the AW Betterment, during the design and construction phase of the CM Project, including those related to any change orders requested by the City, as set forth in the Interlocal Agreement and this Betterment Agreement.

e. The engineering design documents shall be prepared by a professional engineer licensed in the State of Texas. The engineering plans and specifications shall comply with all applicable state and city laws and regulations, standards, and specifications.

f. Capital Metro will provide construction plans, specifications, standards, and bid documents for the AW Betterment at 60% progress set, 90% completed design, and 100% completed design for City’s review and approval. Capital Metro shall submit the AW Betterment plans to the City for review, approval, and permitting as part of the CM Project Plan Set prior to beginning construction of the CM Project.

g. Capital Metro will be responsible for all bidding and procurement of contracts for the purchase of materials and labor for construction of the AW Betterment in accordance with state law. Capital Metro will award and construct the AW Betterment as part of the CM Project in accordance with the final engineering plans and specifications approved by the City.

h. Austin Water will be responsible for the review and approval of the engineering design, standards, specifications, and plans for abandonments and relocations of water and wastewater infrastructure and the AW Betterment, and any modifications thereof within fifteen (15) business days for initial review, ten (10) business days for subsequent resubmittals, and seven (7) business days for permit corrections associated with change orders, however, major permit revisions require fifteen (15) business days for review.
2. **Construction and Final Acceptance**

   a. Capital Metro will be responsible for all aspects of the construction of the AW Betterment in accordance with the engineering plans and specifications approved by the City.

   b. Capital Metro will deliver to the City Construction Manager, as defined in the Interlocal Agreement, change order requests related to the AW Betterment, for the City’s review and approval. Change orders shall be jointly approved by Austin Water and Capital Metro, in an expedited manner.

   c. Capital Metro will provide timely advance notification when inspection or testing services related to the AW Betterment is required. The City will be responsible for the timely inspection, testing, and acceptance of the AW Betterment.

   d. Capital Metro will require, during construction of the AW Betterment, its general contractor to promptly take any appropriate remedial action to correct any deficiencies in the work done by the contractor identified by the City with respect to the AW Betterment.

   e. Capital Metro will promptly report in writing any deficiencies in the contractor’s work observed during the construction of the AW Betterment to the City Construction Manager.

   f. Capital Metro will provide the City with a copy of Capital Metro’s contract with its general contractor for the construction of the CM Project in regards to the AW Betterment.

   g. The City will accept conveyance of the AW Betterment upon satisfactory completion of construction and Capital Metro’s delivery to the City of:

      1. the infrastructure is in compliance with City approved plans,
      2. three (3) sets of as-built drawings with information provided in a format acceptable to Austin Water’s Infrastructure Management Division,
      3. evidence that all contractors and subcontractors involved in the construction of the City Project have been paid in full,
      4. final cost and quantities,
      5. engineer’s concurrence letter that the work has been substantially completed and in service in accordance with the construction plans and specifications to and approved by the City and that installation of all components is completed,
      6. assignment of the general contractor’s standard 1-year warranties relating to Austin Water facilities, and
      7. all other reasonable and necessary documents required by Austin Water for project acceptance and close-out.

   h. City will assume responsibility for all post-construction operation and maintenance of the AW betterment upon final acceptance by the City.
3. **Other Coordination Between Capital Metro and the City**

   a. The Parties will participate in joint review meetings with representatives from all affected City and Capital Metro departments in order to avoid and resolve conflicts in the development and construction of the AW Betterment.

   b. The City will participate with Capital Metro in the oversight of the construction of the AW Betterment.

   c. Capital Metro’s Vice President of Capital Projects (“Capital Metro’s VP”) will act on behalf of Capital Metro with respect to the AW Betterment. Capital Metro’s VP will coordinate with the City, receive and transmit information and instructions, and will have complete authority to interpret and define Capital Metro’s policies and decisions with respect to the CM Project. Capital Metro will designate a Capital Metro project manager to provide project management, including construction oversight, of the CM Project (“Capital Metro’s Project Manager”) and may designate other representatives to act on behalf of Capital Metro with respect to the CM Project.

   d. The City’s Austin Water department director (the “City’s Director”) will act on behalf of the City with respect to the AW Betterment, coordinate with Capital Metro, receive and transmit information and instructions, and will have complete authority to interpret and define the City’s policies, design criteria, standards, specifications, and other decisions with respect to the AW Betterment. The City will designate a construction manager to provide construction oversight of the AW Betterment (the “City’s Construction Manager”) and may designate other representatives to act on behalf of the City with respect to the AW Betterment.

   e. If a disagreement between the Parties arises regarding engineering design, design and construction standards, plans and specifications, inspection and testing, deficiencies and remedial action, change orders, or any other requirement or provision of this Betterment Agreement, and the disagreement is not resolved by the City’s Construction Manager and Capital Metro’s Project Manager, it shall be referred as soon as possible to Capital Metro’s VP and the City’s Director for resolution. If these parties are unable to resolve the matter, it shall be referred as soon as possible to the Assistant City Manager responsible for the Austin Water department and the Deputy Chief Executive Officer/Chief Operating Officer of Capital Metro for resolution.

4. **Reimbursement to Capital Metro**

   a. The City shall reimburse Capital Metro for: 1) the cost difference associated with the upsizing the water line from 8 inches to 12 inches as determined by actual accepted bided construction cost differential between the two sizes, including change orders; and 2) 33% of the actual design cost for the AW Betterment (collectively, “AW Betterment Cost”). The design cost does not include any other soft costs such as, but not limited to, preliminary engineering reports, surveying, geotechnical studies, project management, accounting, and legal which are excluded from reimbursement.
b. City Council has authorized up to $30,000 for reimbursement to Capital Metro for the City’s proportionate share as described in subsection a) as detailed in Exhibit “B”. Any costs above that amount will require City Council authorization, at its sole discretion, for reimbursement.

c. The City will reimburse Capital Metro within thirty (30) calendar days from the date of receiving Capital Metro’s request for payment that includes all reasonable and necessary information requested by the City. Capital Metro may request payment for the design costs upon permitting approval of the AW Betterment; and Capital Metro may request reimbursement for the construction costs upon the City’s final acceptance of the AW Betterment.

5. **Bond and Warranty**

Capital Metro will require a payment and performance bond from the contractor in the form and in the amounts required by Chapter 2253 of the Texas Government Code for the CM Project which shall include coverage for the for the full amount of AW Betterment and other Austin Water relocations and abandonments. The City and Capital Metro will be named as co-obligees on the bonds. The warranty as to the AW Betterment will be assigned to the City upon completion and acceptance of the CM Project by the City. In no event, shall Capital Metro provide any warranties to the City. Capital Metro shall provide the City with copies of all executed bonds and warranties.

6. **Insurance**

Capital Metro is responsible for requiring appropriate insurance for contractors for the AW Betterment, and naming the City as an additional insured.

7. **Term and Termination**

The term of this Betterment Agreement commences on the Effective Date and terminates on completion and conveyance of the AW Betterment by Capital Metro to the City; provided either party may terminate this Betterment Agreement in the event of default hereunder by the other party.

8. **Miscellaneous**

a. **Force Majeure.**

In the event that the performance by the City or Capital Metro of any of its obligations or undertakings are interrupted or delayed by any occurrence not occasioned by its own conduct, whether such occurrence be an act of God, or the common enemy, or the result of war, riot, civil commotion, sovereign conduct, or the act of conduct of any person or persons not a party or privy hereto, then it shall be excused from such performance for
such period of time as is reasonably necessary after such occurrence to remedy the effects hereto.

b. **Notice.**
Any notice given hereunder by either party to the other shall be in writing and may be effected by personal delivery in writing or by registered or certified mail, return receipt requested when mailed to the proper party, at the following addresses:

**CITY:**
Greg Meszaros, Director
Austin Water
625 E. 10th Street
Austin, Texas 78701

**WITH COPY TO:**
Maria Sanchez
Assistant City Attorney
City of Austin Law Department
301 W. 2nd Street
Austin, Texas 78701

**CAPITAL METRO:**
Kenneth Cartwright
Vice President
Capital Projects
624 N. Pleasant Valley Road
Austin, Texas 78702

**WITH A COPY TO:**
Kerri L. Butcher, Chief Counsel
Chief Counsel
2910 E. 5th Street
Austin, Texas 78702

c. **Default.**
A Party shall be in default under this Betterment Agreement if it fails to fully, timely and faithfully perform any of its obligations which are expressly stated in the Betterment Agreement.

d. **Number and Gender Defined.**
As used in this Betterment Agreement, whenever the context so indicates, the masculine, feminine, or neuter gender and the singular or plural number shall each be deemed to include the others.

e. **Entire Agreement.**
This Betterment Agreement and the Interlocal Agreement contain the complete and entire agreement between the Parties respecting the matters addressed herein, and supersedes all prior negotiations, agreements, representations, and understanding, if any, between the parties respecting the construction of the AW Betterment. The recitals set forth above and the attached exhibits are incorporated into this Better Agreement.
f. **Amendment.**
This Betterment Agreement may not be modified, discharged, or changed in any respect whatsoever except by a further agreement in writing duly executed by authorized representatives of the Parties, expressly subject to the terms of subsection j.

g. **Effective Date.**
This Betterment Agreement takes effect upon the last date of execution of the Agreement by the City and Capital Metro.

h. **Other Instruments.**
The Parties covenant and agree that they will execute other and further instruments and documents as may become necessary or convenient to effectuate and carry out the purposes of this Betterment Agreement.

i. **Invalid Provision.**
Any clause, sentence, provision, paragraph, or article of this agreement held by a court of competent jurisdiction to be invalid, illegal, or ineffective shall not impair, invalidate, or nullify the remainder of this Betterment Agreement, but the effect thereof shall be confined to the clause, sentence, provision, paragraph, or article so held to be invalid, illegal, or ineffective.

j. **Authority.**
The City’s City Manager (or City’s Manager’s designee) and Capital Metro’s President/CEO will have the authority to negotiate and execute amendments to this Betterment Agreement without further City Council action or action from the Capital Metro Board of Directors, but only to the extent necessary to implement and further the clear intent of the respective City Council and Capital Metro Board of Directors’ approval, and not in such a way as would constitute a substantive modification of the terms and conditions hereof or otherwise violate Chapter 791 of the Texas Government Code. Any amendments that would constitute a substantive modification to the Agreement must be approved by the governing bodies of the Parties.

k. **Current Funds.**
The party or parties paying for the performance of governmental functions or services shall make payments therefore from current revenues available to the paying party.

l. **Conflict.**
If there are any conflicts between this Betterment Agreement and the Interlocal Agreement, this Betterment Agreement shall prevail.

[Signatures on Next Page]
CITY OF AUSTIN, TEXAS

By: ______________________________
   Robert E. Goode, P.E.
   Assistant City Manager

Date: _____________________________

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By: ______________________________
   Linda Watson
   President/CEO

Date: _____________________________
**Exhibit “B”**

**Basis for AW Betterment Cost**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design fee for 12”</td>
<td>$25,925</td>
</tr>
<tr>
<td>33% of design fee</td>
<td>$8,555</td>
</tr>
<tr>
<td>8” water line construction cost estimate</td>
<td>$81,000</td>
</tr>
<tr>
<td>12” water line construction cost estimate</td>
<td>$95,000</td>
</tr>
<tr>
<td>Betterment Cost Difference</td>
<td>$14,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$22,555</td>
</tr>
<tr>
<td>33% Contingency (approximate %)</td>
<td>$7,445</td>
</tr>
<tr>
<td><strong>Total Estimated Reimbursement by City to Capital Metro</strong></td>
<td><strong>$30,000</strong></td>
</tr>
</tbody>
</table>

Note: The construction estimates noted above are based on the Engineer’s preliminary estimates. The final cost reimbursed to Capital Metro will be based on the actual accepted bid costs from the contractor and City-approved change orders for the AW Betterment.
Approval of a resolution authorizing the President/CEO, or her designee, to authorize the Project Connect Team - staff and consultants - to initiate Phase 2 (Real Solutions for Real Problems) by approving the list of Investment Corridors and Enhancement Projects selected during the development of Phase I (Big Ideas – Bold Starts) of Project Connect.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or her designee, to authorize the Project Connect Team—staff and consultants—to initiate Phase 2 (Real Solutions for Real Problems) by approving the list of Investment Corridors and Enhancement Projects selected during the development of Phase I (Big Ideas – Bold Starts) of Project Connect.

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

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

Strategic Objectives:
2.1 Foster a new regional vision,
2.2 Lead public transportation and development,
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:
Project Connect is a long range high capacity transit development plan, currently finalizing the first phase of a 30-month development process. Soon it will be commencing Phase 2 which focuses on initiating the development of a locally preferred alternative, a set of enhancement projects and investments corridors. Project Connect supports Capital Metro’s regional leadership by continuing the process of developing future transit solutions for our region. Project Connect is focused on defining the system, the funding, and the implementation approach through collaboration and input from the public and regional stakeholders. The project team worked in Phase 1 by analyzing all previous efforts (studies and reports) focused on travel corridors. Phase 2 will evaluate transportation alternatives that would address the needs of those corridors advancing from Phase 1. Project Connect will work with the community to obtain their input and to develop support to implement a comprehensive high-capacity transit system for Central Texas.

BUSINESS CASE:
Retaining and attracting existing new employers is key in maintaining a sustainable growth in our region. Many recent survey results highlight the region’s mobility challenges as one of the biggest concerns in our region. Current relocation criteria for corporations include ample workforce connections along with evidence that regional leadership is doing everything possible to improve mobility. The lack of mobility
alternatives is threatening the future growth of our region and Project Connect is directly responding to this threat. Project Connect’s purpose and need focuses on the selection of high capacity transit solutions for travel into, out of, and within central Austin from surrounding metro area. Project Connect’s regional approach is key in setting the future mobility options for our region and was created by project partners in Central Texas to coordinate and create transportation options for our growing community. The Project Connect High-Capacity Transit System Plan will provide a balanced set of high capacity transit investments responding to the different market trips in our region: commuter trips, connector trips and circulator trips.

COMMITTEE RECOMMENDATION:
This item will be presented to the full board on June 27, 2017.

EXECUTIVE SUMMARY:
This action will allow the Project Connect Team to move forward with Phase 2 of the development strategy of Project Connect. Phase 2 will commence a detailed technical evaluation of each one of the recommended investment corridors and enhancement projects to define the best system of solutions with the most effective strategy for implementation.

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-2017-464)
Project Connect

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 strive to plan and develop high quality public transportation services and facilities directly and in cooperation with other entities.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President/CEO, or her designee, to authorize the Project Connect Team - staff and consultants - to initiate Phase 2 (Real Solutions for Real Problems) by approving the list of Investment Corridors and Enhancement Projects selected during the development of Phase I (Big Ideas – Bold Starts) of Project Connect.

________________________
Date: ____________________

Secretary of the Board
Juli Word
Capital Metropolitan Transportation Authority
Board of Directors
Phase 1 - Resolution
June, 2017
What are we doing?

• Refine Project Connect Plan

Why?

• Select high-capacity transit solutions for travel into, out of, & within central Austin from surrounding metro region
Phased Approach to Project Development

**Phase 1**
**BIG IDEAS, BOLD STARTS**
(Mar ’16 – April ’17)
- **IDENTIFY Top Performing Projects & Corridors**
  - Mode neutral
  - Narrow Project & Corridor lists
  - Set the stage for detailed analysis
- **Public Involvement**

**Phase 2**
**REAL SOLUTIONS FOR REAL PROBLEMS**
(May ’17 – Apr ’18)
- **DETAILED ANALYSIS of Projects & Corridors**
  - Options for the mode, alignment, termini and potential station locations.

**Phase 3**
**PATH TO IMPLEMENTATION**
(May ’18 – Oct ’18)
- **SELECT** Locally Preferred Alternatives (LPAs)
  - Advanced planning / NEPA (if necessary)
  - FTA Project Development Application -- local funding and policy adoption
- **Public Involvement**
Phase 1:
Preliminary Results
(Investment Corridors) –
Region

- **COMMUTERS**
- **CONNECTORS**
- **CIRCULATORS**
- **POTENTIAL EXPRESS**
Preliminary draft Phase 1 Recommendations
Investment Corridors

- IH 35
- Red Line (double track)
- Green Line
- N Lamar/Guadalupe
- Highland/Red River/Trinity
- Congress
- Riverside
- Martin Luther King Jr
- Airport Blvd
- 7th/Lake Austin
- Manor/Dean Keeton
- 45th/Burnet
- S Lamar
- Downtown Circulator
- Red River Circulator
- S Congress Circulator
Preliminary draft Phase 1 Recommendations
Enhancement Projects

- Guadalupe/Lavaca - transit signal priority
- Guadalupe/Lavaca - extend existing transit priority lanes
- S 1st St - priority treatments
- W MLK Jr Blvd (Guadalupe/Lavaca) - intersection upgrades

- W 5th St & W Cesar Chavez, Mopac to Guadalupe
- 183 N

- Rail station capacity projects

- W 4th St (Republic Square)
- W 4th Street
- North Lamar Transit Center
- W 4th St (DT MR Station)
- Leander Station
- Crestview
- Westgate
Approval of Phase 1 Results & Recommendations

- Project Connect TAC and MCAC Meetings
  Preliminary results
  April 26, 2017

- Capital Metro Board subcommittee briefings
  Preliminary results
  May 12, 2017

- Online Engagement Survey closes
  Final Community Support ratings will be determined
  May 30, 2017

- Partner Agency briefings
  Preliminary results
  May/June 2017

- Capital Metro Board resolution approving Phase 1 recommendations
  June 26, 2017
Staff Request

• Endorse Phase One findings
• Approve initiation of Phase Two

Next Steps

• Initiate Phase Two
• Begin detailed analysis of Investment Corridors and Enhancement Projects
TITLE: Transit Empowerment Fund
Transit Empowerment Fund

MISSION: TO ENHANCE ACCESS TO TRANSPORTATION FOR LOW-INCOME, TRANSIT-DEPENDENT INDIVIDUALS IN THE AUSTIN AREA.
Background

• The Transit Empowerment Fund was established with an allocation of funding from CapMetro in 2011 to address the needs of low income transit dependent riders by providing support to nonprofits who serve them.

• An independent volunteer board representing nonprofit agencies, the business community, and Capital Metro oversees the work of the Fund.

• The board is charged with ensuring accountability and stewardship of funds.
History of Funding

- **October 2011**: Fund established at Austin Community Foundation with initial contribution of $250,000 from Capital Metro. Additional $250,000 awarded in 2012. In 2013, Capital Metro annual contribution increased to $350,000.

- One Voice members met to discuss transportation challenges for their clients.

- **Three primary program areas:**
  - Distribution of bus passes for low income clients through area agencies
  - Demonstration projects that address transit needs in the region
  - Microgrants
Survey Findings

Primary needs:

• bus passes
• volunteer drivers
• taxi cards
• gas vouchers
• access in underserved areas
Impact

• **465,451 passes** have been distributed to **71 organizations**.

• **54,729 unique clients** have received TEF passes since September 2013.

• Types of passes distributed include:
  - 1-Day passes
  - 7-Day passes
  - 31-Day passes
  - Premium Passes
  - Commuter Passes
  - Reduced Fare ID passes
  - MetroAccess Ten Ticket booklets

• **Results:** Over **3,100,000 rides**, with an average of **over 87,000 rides per month in 2016** and **111,000 rides in the first quarter of 2017**.
Primary Purposes of Passes

• Access to Healthcare
• Education/Training
• Employment
• Social Services
Rider Eligibility for Passes

• 150% or below of Federal Poverty Income Level

• Target Population:
  • Seniors over the age of 65
  • People with a qualifying disability
  • Youth under the age of 18 years
  • Medicare card holders
  • Medicaid recipients
  • Refugees
  • Individuals who are homeless
  • Veterans
Pass Process

• Annual RFP Application for Agencies

• Applicants must be a nonprofit or governmental entity, provide most recent audit, and sign non-discrimination policy

• Recipients must sign an MOU and provide monthly report of pass distribution

• TEF Board reviews monthly provider reports and Capital Metro ridership reports
Board Considerations when making Awards

• Target population

• Primary use of passes

• Previous history of pass distribution & ridership

• Quality of application

• Accuracy and timeliness of previous reporting
<table>
<thead>
<tr>
<th>Recipients Currently Distributing Bus Passes</th>
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<tbody>
<tr>
<td>126th District Court (Travis County)</td>
</tr>
<tr>
<td>AIDS Services of Austin</td>
</tr>
<tr>
<td>All Saints Church Loaves and Fishes Ministries</td>
</tr>
<tr>
<td>Any Baby Can</td>
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<tr>
<td>ARCIL, Inc.</td>
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<tr>
<td>Austin Children’s Shelter</td>
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<td>AISD Family Education Department</td>
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<tr>
<td>Boys and Girls Club</td>
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<tr>
<td>Caritas of Austin</td>
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<td>Catholic Charities of Central Texas</td>
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<td>Central Presbyterian Church</td>
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<td>City of Austin Public Health</td>
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<tr>
<td>Communities in Schools</td>
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<tr>
<td>CommUnityCare</td>
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<tr>
<td>Department of Veterans Services</td>
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<tr>
<td>Family Eldercare</td>
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<tr>
<td>First Baptist Church</td>
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<tr>
<td>Friends of McCallum Students</td>
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<tr>
<td>Front Steps</td>
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<tr>
<td>Goodwill Industries of Central Texas</td>
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<td>H.A.N.D.</td>
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<td>Housing Authority of the City of Austin</td>
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<td>LifeWorks</td>
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Gender of Pass Recipients

Total Served, May 2016-May 2017

- Male: 12519, 39%
- Female: 19267, 61%
Gender of Pass Recipients

Gender of Pass Recipients
Monthly Averages, May 2016-May 2017

Female: 963
Male: 1482
Age of Pass Recipients

Totals, May 2016-May 2017

-<17: 951, 3%
-18-64: 25890, 82%
-65+: 4923, 15%
Age of Pass Recipients

Average Number Served Per Month, May 2016-May 2017

- <17: 379
- 18-64: 1992
- 65+: 73
Primary Purpose for TEF Passes Distributed

Primary Purpose for TEF Pass Distribution
Average Per Month, May 2016-May 2017

Health: 717
Education: 858
Social Services: 1485
Employment: 946
Pass Recipients with a Qualifying Disability

Number of Pass Recipients with a Qualifying Disability
Monthly Average, May 2016-May 2017

279
Demonstration Projects

- TEF also funded four projects designed to address needs of low-income, transit dependent individuals or transit ‘deserts’.
  
- **February 2017:** Approved Community Care Collaborative and RideAustin partnership to pilot a program through which eligible Travis County residents below 150% of the Federal Poverty Level can request a ride to and from a medical clinic.

- **February 2017:** Supported HACA Austin pathways Mobility Ambassadors Program that uses a peer to peer approach to train residents how to use various forms of transportation.

- **January 2014:** Approved demonstration planning project with AGE of Central Texas to identify options for senior transportation – report provided February 2015.

- **October 2012:** AVANCE award provided transportation for families in Del Valle and Northeast Austin.
Microgrants

In 2016, TEF began offering $1,000 microgrants to agencies to support an event or short-term innovative project that advances the TEF mission and assists individuals to access education, employment, healthcare, or social services. Microgrants have been awarded to support:

• Homeless Point in Time Count
• Afterschool Program
• Transportation Literacy
• Access to Schools for Displaced Youth
• Workforce Pilot
• Summer Youth Program
• Peer to Peer Mental Health Support
Other Accomplishments

• Rebranded with new name and website.

• Received corporate sponsorships from Jay Reese Contractors, MWM DesignGroup and Huitt-Zollars.

• AVANCE demonstration project resulted in additional funding from school districts for transportation.

• Added new Board Members.
Future Plans

- Support innovative projects that increase access to transportation for low-income transit-dependent individuals

- Explore partnerships with local and national partners to support innovative programs

- Research and access additional funding opportunities for future sustainability

- Continue to provide oversight to ensure accountability

- Evaluate impact and adjust future funding accordingly
TEF Volunteer Board Membership

Chair: Janet Allen, owner of Dynamic Coaching

Vice-Chair: Thomas Butler, Program Manager, Movability Austin

Treasurer: Michelle Meaux, Regional Coordination Planner at Capital Metro

John-Michael Vincent Cortez, Special Assistant for the Office of Mayor Steve Adler

Ray Anne Evans, Executive Director of the Breast Cancer Resource Center (BCRC)

Stevie Greathouse, Acting Division Manager of the City of Austin Planning and Zoning Department

Katy Manganella, Director of Homeless Management Information Systems at ECHO, the Ending Community Homelessness Coalition
Questions and Discussion
Contact

Janet Allen, Board President
janet@achieveitfast.com

Or

Sam Woollard, Coordinator
sam@successfulgiving.com

512-217-6862
TITLE: Operations Report
Operations Report
2nd Quarter FY 17
## Bus

### Q2 Score 5.51

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**Vehicles:** 404  
**Avg. Fleet Age:** 10.3
## MV– MetroRapid

### Q2 Score
5.71

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**Vehicles: 40**

**Avg. Fleet Age: 1.4**
## Paratransit

### MV Paratransit

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Vehicles: 116
Avg. Fleet Age: 1.7
Paratransit
Commuter Rail

Herzog

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# Overall Score Customer Satisfaction Index

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<td>5.51 MV BRT</td>
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