I. Public Comment:

II. Action Items:
   1. Approval of minutes from the May 15, 2020 Operations, Planning and Safety Committee meeting.
   2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Luminator Technology Group to purchase vehicle video systems for 272 revenue vehicles over an 18-month term, in an amount not to exceed $2,968,870.
   3. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Center for Transportation and the Environment (CTE) for technical assistance in support of electric bus implementation at Capital Metro and the FTA No and Low Emission Bus Grant awarded to Capital Metro in 2019 for a term ending September 30, 2021 with one (1) one-year option in an amount not to exceed $169,691.
   4. Approval of a resolution authorizing the President & CEO, or his designee, to approve and execute one-year contract extension with MTM Inc., in an amount not to exceed $339,971 for continued administration of functional assessments for the MetroAccess Eligibility Department.

III. Presentations:
   1. FY 2021 Budget Proposal
   2. Security and Emergency Management Update
IV. Items for Future Discussion:

V. Adjournment

ADA Compliance

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

Committee Members: Jeffrey Travillion, Chair; Delia Garza, Eric Stratton and Ann Kitchen.

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 minutes from the May 15, 2020 Operations, Planning and Safety Committee meeting.
Call to Order: 12:32 p.m.

I. Public Comment:

There was no public comment this month.

II. Action Items:

1. Approval of Minutes from the March 11, 2020 Operations, Planning and Safety Committee meeting.

   Motion to approve by Board Member Stratton. Garza second. Approved 4-0.

2. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Netronix Integration, Inc. for the purchase and installation of 89 cameras and supporting equipment at the Bus Rapid Transit (BRT) Stations in an amount not to exceed $327,965.

   Director of Security and Emergency Management Darryl Jamail presented this item.

   These cameras will assist with both security monitoring and operations management, and allow better decisions to be made in real-time from our Operations Command Center.

   Board Member Garza asked about the type of camera that would be installed -- whether they would be wide-angle and face inward or outward. Darryl responded that the type of camera and view would be determined on case-by-case basis, and that the cameras were interchangeable and could be swapped if operational needs changed.

   Board Member Garza made comments on the great security benefits that this will provide to customers.

   Motion to approve for the consent agenda at the full board by Board Member Garza. Approved 4-0.

3. Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute Multiple Use Agreements with the Texas Department of Transportation (TxDOT) to permit the construction, maintenance, and operation of future Capital Metro bus stops within the right-of-way of U.S. 183, U.S. 290, S.H. 71, I.H. 35, North Lamar (Texas 275), South Congress (Texas 275), Burnet Road (FM1325) and Parmer Lane (FM 734).

   Vice President of Capital Projects Ken Cartwright presented this item.

   This agreement will cover Capital Metro bus stops in TXDOT rights of way. In the past agreements for construction, operations and maintenance of bus stops along these corridors were handled individually. These blanket agreements will streamline the process for both Cap Metro and TXDOT, and allow this type of work to happen anywhere along these corridors.
Board Member Stratton asked if we already had these types of agreements in place for other corridors such as North Lamar and Parmer Lane. Ken said no, that in discussions with TXDOT it was decided to focus on these main corridors and locations first, and then go back and add new roadways as needed. Board Member Kitchen agreed and wondered why we haven't included corridors that we know will be involved in future Project Connect projects. President Clarke commented that these agreements were more intended to cover bus stops, and that for Project Connect there will need to be much more comprehensive agreements in place between the agency, TXDOT, and the City of Austin.

Board Member Stratton also commented that in addition to the Project Connect corridors mentioned, he would love to see us pursue agreements on other major corridors to give the agency even more flexibility in the future. Ken said that TXDOT has been very helpful and easy to work with, and that we will bring these ideas up with them.

Motion to approve for the consent agenda at the full board by Board Member Stratton. Garza second. Approved 4-0.

III. Items for Future Discussion:

Board Member Kitchen asked for an update on the agency's COVID-19 response. President Clarke spoke to some of the current and recent efforts and said that the entire board will receive a comprehensive update at the upcoming full board meeting.

IV. Adjournment

Adjourn: 1:08 p.m.

ADA Compliance

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

Committee Members: Jeffrey Travillion, Chair; Delia Garza, Eric Stratton and Ann Kitchen.

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 finalize and execute a contract with Luminator Technology Group to purchase vehicle video systems for 272 revenue vehicles over an 18-month term, in an amount not to exceed $2,968,870.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Luminator Technology Group to purchase vehicle video systems for 272 revenue vehicles over an 18-month term, in an amount not to exceed $2,968,870.

FISCAL IMPACT:
Funding for this action is available in the FY2021 Capital Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

1. Enhancing Safety and Security
2. High Quality Customer Experience
3. Sustainability

Strategic Objectives:

- Safety
- Increase ridership
- Customer Satisfaction
- State of good repair

EXPLANATION OF STRATEGIC ALIGNMENT:

This agenda item is in alignment with promoting a culture of safety by improving safety for our operators and customers. By updating and replacing the video systems on 272 revenue vehicles this project supports the objective: state of good repair.

BUSINESS CASE:

The vehicle video systems on Capital Metro revenue vehicles are critical for safety and operational support. Adding video to vehicles that do not have it and replacing the end of life video systems on 272 revenue vehicles will equip the Capital Metro fleet 100% with the Luminator vehicle video system. With all Capital Metro vehicles on one vehicle video system this will provide the agency the ability to retrieve video data efficiently, share video footage/feeds easily and enhance integration options.
COMMITTEE RECOMMENDATION:
This item was presented and recommended for approval at the Operations, Planning and Safety Committee meeting on July 15, 2020.

EXECUTIVE SUMMARY:
Approximately 20% of the 272-revenue vehicles that are a part of this project have no video management system (VMS) and the remaining 80% of the revenue vehicles in the project have a VMS that has passed the end-of-life cycle. Currently Capital Metro is capitalizing on the success of the real-time information provided by the on-board Luminator VMS on the rest of our vehicle fleet. Capital Metro seeks to extend the benefits of using the Luminator VMS on the rest of our vehicle fleet as an overall safety and operations support tool which is scalable and will provide business intelligence using video data. Extending the Luminator VMS to 272 revenue vehicles will allow flexible access to real-time information sharing, streamline video data, and increased efficiency.

The contract is structured so that Capital Metro will initially execute two base items for a portion of vehicles for an amount of $557,396.78 in FY2021. The remaining contract value of $2,411,472.49 has executable options during the 18-month term. The contract allows Capital Metro the flexibility to replace the system at a faster rate if budget conditions permit, or to exercise the options within the performance period.

DBE/SBE PARTICIPATION:
No SBE goal is assigned to this procurement. However, the prime contractor as well as a prospective subcontractor (SNG Transportation Solutions) are in the process of being SBE certified.

PROCUREMENT:
The contract will utilize the General Service Administration (GSA), Schedule 84, Contract, #GS-07F-0776X held by Luminator Technology Group for Safety and Security Video Products and Services. GSA awarded contracts are made available for use by Capital Metro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act.

Purchases made using GSA contracts satisfy otherwise applicable competitive bidding requirements. Pricing for the Luminator Technology Group Vehicle Camera System Replacement was determined to be fair and reasonable by the federal GSA organization during its solicitation and award process.

Luminator Technology Group’s Base and Option pricing for the Vehicle Camera System Replacement is as follows:
<table>
<thead>
<tr>
<th>Description</th>
<th>Luminator Technology Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Item 1: Phase One - Test system design and initial installation of a video network in one (1) 60 ft. Nova BRT bus</td>
<td>$13,399.22</td>
</tr>
<tr>
<td>Base Item 2: Phase Two - Installation of the approved HD CCTV system in 21, 60 ft. BRT buses and 18, 40 ft. BRT buses</td>
<td>$543,997.56</td>
</tr>
<tr>
<td></td>
<td><strong>Grand Total for Base Items:</strong> $557,396.78</td>
</tr>
<tr>
<td>Option Item 1: Installation of the approved at minimum of a HD CCTV system in 40 FxRT buses</td>
<td>$377,153.66</td>
</tr>
<tr>
<td>Option Item 2: Installation of the approved at minimum of a HD CCTV system in 62 FxRT buses</td>
<td>$564,823.00</td>
</tr>
<tr>
<td>Option Item 3: Installation of the approved at minimum of a HD CCTV system in 7 FxRT buses</td>
<td>$72,979.82</td>
</tr>
<tr>
<td>Option Item 4: Installation of the approved at minimum of a HD CCTV system in 7, 60 ft. BRT buses and 8, 40 ft. BRTY buses</td>
<td>$192,390.12</td>
</tr>
<tr>
<td>Option Item 5: Installation of the approved at minimum of a HD CCTV system in 20 FxRT Paratransit buses</td>
<td>$181,199.75</td>
</tr>
<tr>
<td>Option Item 6: Installation of the approved at minimum of a HD CCTV system in 88 Paratransit buses</td>
<td>$897,764.35</td>
</tr>
<tr>
<td>Option Item 7: mSet Location Software for 532 buses</td>
<td>$125,161.79</td>
</tr>
<tr>
<td></td>
<td><strong>Grand Total for Base and Options Items:</strong> $2,968,869.27</td>
</tr>
</tbody>
</table>

The contract is a fixed price contract.

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2019-1006)
Vehicle Video System Replacement

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

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to mitigate vulnerabilities in our system as much as practical to provide the safest possible system for our customers and our employees by ensuring our facilities are safe and secure.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors authorizes the President & CEO, or his designee, to finalize and execute a contract with Luminator Technology Group not to exceed $2,968,870.

________________________
Date: ____________________

Secretary of the Board
Eric Stratton
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Center for Transportation and the Environment (CTE) for technical assistance in support of electric bus implementation at Capital Metro and the FTA No and Low Emission Bus Grant awarded to Capital Metro in 2019 for a term ending September 30, 2021 with one (1) one-year option in an amount not to exceed $169,691.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to finalize and execute a contract with Center for Transportation and the Environment (CTE) for technical assistance in support of electric bus implementation at Capital Metro and the FTA No and Low Emission Bus Grant awarded to Capital Metro in 2019 for a term ending September 30, 2021 with one (1) one-year option in an amount not to exceed $169,691.

FISCAL IMPACT:
This action is supported by the FTA Low and No Emission Grant Award FY 2019.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. High Quality Customer Experience
3. Sustainability

Strategic Objectives:
1.4 Customer satisfaction.
1.6 Capital projects performance.
3.1 Operating cost/Revenue hour
3.5 APTA Sustainability Program Index
3.6 Adherence to State of Good Repair

EXPLANATION OF STRATEGIC ALIGNMENT:
Capital Metro is committed to an “electric first” policy as the first choice for vehicles that meet quality and service standards when funds are available. Electric vehicles have the potential for improved environmental benefits, reduced fueling and operating costs, improved customer experience, and increased reliability. Emissions reductions, carbon reductions/climate benefits, and fuel use reduction are goals embedded in the APTA Sustainability Commitment that Capital Metro has made.

BUSINESS CASE:
Capital Metro requires external expertise to assist with development of plans and strategies related to our “electric first” vehicle policy. CTE can provide this experience and partnered with Capital Metro to apply for the Grant.

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval at the Operations, Planning and Safety Committee on July 15, 2020.

EXECUTIVE SUMMARY:
Capital Metro is committed to an “electric-first” vehicle policy and a preference for low and zero-emission vehicles that meet service, quality, and financial requirements. CTE is a national leader in zero emission bus implementation, and was included in, and assisted Capital Metro with, the successful Low and No Emission Bus Grant applications. This contract will formalize the agreement with CTE and bring them on board for technical assistance as outlined in the scope of work.

CTE will help to answer questions such as:
What is the actual range of the buses?
Are technologies from various manufacturers inter-operable?
What is the optimum charging infrastructure configuration to maximize daily range?

The Contract term will begin immediately and continue through September 30, 2021; with an option period of October 1, 2021 through September 30, 2022; and will not exceed $169,691.

DBE PARTICIPATION:
No DBE goal is assigned to this project due to limited subcontracting opportunity. However, we are working with the prime contractor on the commitment to utilizing DBEs for engineering and environmental assessments and analyses.

PROCUREMENT:
CTE partnered with Capital Metro to apply for the grant that will fund this contract. An agreement with CTE is a condition of the grant. In accordance with FTA’s guidelines, naming CTE as a partner in the grant application meets the competitive requirements. The proposal from CTE was received July 7, 2020. The proposal was reviewed in all aspects of pricing and technical approach. The proposal was determined to be the best value to the Authority, price, and other factors considered. The contract will be a fixed price type contract for one (1) Base year and two (2) Option Years.

RESPONSIBLE DEPARTMENT: Planning and Development
RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1275)
Contract Approval: Center for Transportation and the Environment, Technical Assistance for Electric Bus Implementation

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to reduce its environmental impact and implement best sustainable practices; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize that reduced emissions and clean technologies such as electric buses are critical to meeting the region’s clean air and climate goals.

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 Center for Transportation and the Environment for technical assistance in support of electric bus implementation at Capital Metro and the FTA No and Low Emission Bus Grant awarded to Capital Metro in 2019 for a term ending September 30, 2021 with one (1) one-year option in an amount not to exceed $169,691.

________________________
Date: _____________________

Secretary of the Board
Eric Stratton
Approval of a resolution authorizing the President & CEO, or his designee, to approve and execute one-year contract extension with MTM Inc., in an amount not to exceed $339,971 for continued administration of functional assessments for the MetroAccess Eligibility Department.
SUBJECT:
Approval of a resolution authorizing the President/CEO, or his designee, to approve and execute one-year contract extension with MTM Inc. in an amount not to exceed $339,971 for continued administration of functional assessments for the MetroAccess Eligibility Department.

FISCAL IMPACT
Funding for this action is available in the FY2020 Operating Budget and proposed FY2021 Operating Budget.

STRATEGIC PLAN:
Strategic Goal Alignment:
1. High Quality Customer Experience,
3. Sustainability

Strategic Objectives:
1.1 Safety & Risk,
3.1 Resource Optimization

EXPLANATION OF STRATEGIC ALIGNMENT:
This agenda item to extend the contract for third party functional assessments is in alignment with the goal of delivering a high quality customer experience by providing highly skilled professionals trained to effectively administer these objective, yet sensitive, transit functional assessments. The eligibility process is also a cost avoidance mechanism that assists Capital Metro with providing sustainability of our paratransit services.

BUSINESS CASE:
The current 5-year (2 base + 3 option years) contract for the Eligibility Third-Party Functional Assessment is set to expire on October 1, 2020. As we are in the midst of the healthcare crisis related to COVID-19, we are requesting a one year extension as this contract requires the vendor to provide critical healthcare professionals that are considered essential to healthcare organizations during this ongoing crisis. Attempting to procure a contract that specifically requires critical clinical practitioners (OT/PT) such as this contract would produce limited and potentially costly bids during this current healthcare crisis.

COMMITTEE RECOMMENDATION:
This agenda item was presented and is recommended for approval by the Operations, Planning and Safety Committee Meeting on July 15, 2020.

EXECUTIVE SUMMARY:
MTM, the current third-party functional assessment contractor, conducts specialized transit-focused functional assessments used for accurately determining what mobility skills each applicant possesses and what challenges or barriers they may face when utilizing public transportation. Since October 2015, MTM professional staff have provided thorough and objective documentation that allows MetroAccess to determine the most appropriate level of eligibility for each applicant in order to continue to ensure the sustainability of this valuable service for all eligible riders.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT:
On August 25, 2015, Capital Metro awarded a contract to Medical Transportation Management (MTM) in the amount of $1,477,993 following approval by the Board of Directors for a base contract of two years with three one-year options. The contract for these services will expire on October 1, 2020. Capital Metro reached out to the contractor for a proposal to continue the existing services for another one-year term. The contractor provided a price proposal and, following negotiations, Capital Metro deemed their revised proposal in the amount of $339,970.32 to be fair and reasonable. Following approval by the Board of Directors, Capital Metro will modify the contract to incorporate this amount and to extend the contract through October 1, 2021.

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

STATE OF TEXAS
COUNTY OF TRAVIS

RESOLUTION (ID # AI-2020-1282)
MetroAccess Third Party Functional Assessment One Year Contract Extension

WHEREAS, the Capital Metropolitan Transportation Authority has a functional assessment process for MetroAccess eligibility, and is required to maintain an eligibility process by the FTA; and

WHEREAS, the COVID-19 pandemic has prevented staff from procuring a replacement 3rd party functional assessment contract that concludes this fiscal year.

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 one-year contract extension with MTM Inc. in an amount not to exceed $339,971 for continued administration of functional assessments for the MetroAccess Eligibility Department.

________________________________________
Date: ________________________________
Secretary of the Board
Eric Stratton
TITLE: FY 2021 Budget Proposal
FY2021 Budget Proposal

Presented on July 15, 2020
Discussion Outline

• Budget Development Calendar
• Budget Overview
• Operating Budget Highlights
• Capital Improvement Plan Update
FY2021 Budget Development Calendar

- Feb 6  Operating and Capital Budget kick-off meeting with departments
- Apr 15  Capital Budget requests received from departments
- Apr 19  Operating Budget requests received from departments
- May 22  Board reviews proposed budget calendar
- Jun 3   Initial review with Access Advisory Committee
- Jun 10  Initial review with Customer Satisfaction Advisory Committee
- Jun 22  Board initial review and discussion
- Jul 15  Budget proposal presented to Board Committees
- Jul 20  Budget proposal presented to Board of Directors
FY2021 Budget Development Calendar

PUBLIC OUTREACH / FEEDBACK PROCESS

- Aug 5  Presentation to Access Advisory Committee
- Aug 12 Presentation to Customer Satisfaction Advisory Committee
- Aug 24 Proposed budget document is published online
- Aug 24 Notice of public hearing on proposed budget and capital improvement plan
- Aug 24-28 Webinars and public outreach
- Sep 16 Update Board Committees
- Sep 16 Public hearing on proposed budget and capital improvement plan at noon
- Sep 28 Board of Directors considers budget proposal
Proposed Budget Overview

• Proposed budget is structurally sound and balanced
  – CARES Act funding of $101.9 million expected to cover sales tax and fare revenue shortfalls and additional pandemic expenses
  – FY2021 Budget goal to stay flat to FY2020 Budget

• Gradual sales tax recovery for FY2020 and FY2021

• Meets operating reserve requirements
  – Capital Expansion Fund additions of $10 million in FY2020 and $10 million in FY2021

• Bus purchased transportation costs in first full year of combined contract

• Investment in customer focused transit infrastructure projects
FY2021 Operating Budget Summary

- Heavily dependent on sales tax revenue and grants for annual funding
- Sales tax estimates are projected to gradually recover from the decline of 19.6% in April 2020

- FY2021 Budget goal to stay flat to FY2020 Budget
- Majority of budget pays for contracted transit services
- Project Connect expenses moving to Austin Transit Partnership (ATP) in FY2021
Operating Cost Drivers

- Project Connect expenses moving to Austin Transit Partnership in Fiscal Year 2021
- Purchased transportation in first full year of the new combined bus service contract
- Continuation of current Pickup innovative mobility zones plus one new zone
- Fuel prices to remain stable over next fiscal year with hedging in place
  - Estimate of $2.05 per gallon, net of hedging activities
  - Fuel hedge is 94% of projected fuel usage
- Capital Metro salary freeze for the FY2021 Budget with flat staffing levels
  - Current staffing levels and benefits have been maintained with no layoffs, furloughs or wage cuts
  - Service provider wages continue to be determined by contracts and bargaining agreements
- Strategic plan initiatives considered in budget preparation
# Operating Expense Comparison

<table>
<thead>
<tr>
<th>Expense Category</th>
<th>FY2019 Actual</th>
<th>FY2020 Forecast</th>
<th>FY2020 Budget</th>
<th>FY2021 Budget</th>
<th>$ Increase / (Decrease)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries and Benefits</td>
<td>$45.8</td>
<td>$47.9</td>
<td>$49.2</td>
<td>$48.9</td>
<td>$(.4)</td>
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<tr>
<td>Professional Services</td>
<td>21.3</td>
<td>39.9</td>
<td>43.5</td>
<td>29.5</td>
<td>(14.0)</td>
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<tr>
<td>Materials and Supplies</td>
<td>1.6</td>
<td>1.3</td>
<td>2.2</td>
<td>2.1</td>
<td>(.1)</td>
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<tr>
<td>Fuel and Fluids</td>
<td>13.4</td>
<td>13.5</td>
<td>13.7</td>
<td>12.2</td>
<td>(1.5)</td>
</tr>
<tr>
<td>Utilities</td>
<td>3.0</td>
<td>3.2</td>
<td>3.2</td>
<td>3.4</td>
<td>.1</td>
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<tr>
<td>Purchased Transportation</td>
<td>158.8</td>
<td>163.3</td>
<td>165.1</td>
<td>168.7</td>
<td>3.5</td>
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<tr>
<td>Lease/Rentals</td>
<td>1.5</td>
<td>2.7</td>
<td>2.0</td>
<td>3.3</td>
<td>1.2</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>4.2</td>
<td>15.1</td>
<td>8.2</td>
<td>7.2</td>
<td>(1.0)</td>
</tr>
<tr>
<td><strong>Total Operating Expense</strong></td>
<td><strong>$249.7</strong></td>
<td><strong>$286.9</strong></td>
<td><strong>$287.1</strong></td>
<td><strong>$275.1</strong></td>
<td><strong>$(12.0)</strong></td>
</tr>
</tbody>
</table>

- Salaries and Benefits – Hiring freeze in place and no new positions
- Professional Services – Project Connect project development and environmental expenses moved to ATP in FY2021
Service Levels

<table>
<thead>
<tr>
<th></th>
<th>FY2017 Actual</th>
<th>FY2018 Actual</th>
<th>FY2019 Actual</th>
<th>FY2020 Budget</th>
<th>FY2021 Budget</th>
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<tbody>
<tr>
<td>Special Events</td>
<td>7,069</td>
<td>4,125</td>
<td>3,365</td>
<td>7,195</td>
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<tr>
<td>Innovative Mobility</td>
<td>-</td>
<td>7,813</td>
<td>5,254</td>
<td>69,232</td>
<td>59,334</td>
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<td>MetroRail</td>
<td>34,843</td>
<td>19,939</td>
<td>22,193</td>
<td>29,490</td>
<td>27,466</td>
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<tr>
<td>CARTS</td>
<td>23,492</td>
<td>21,110</td>
<td>17,389</td>
<td>16,349</td>
<td>16,503</td>
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<tr>
<td>Rideshare</td>
<td>101,556</td>
<td>116,479</td>
<td>119,948</td>
<td>130,919</td>
<td>118,992</td>
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<tr>
<td>UT Shuttle</td>
<td>106,250</td>
<td>103,799</td>
<td>93,336</td>
<td>92,747</td>
<td>90,654</td>
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<tr>
<td>MetroAccess</td>
<td>466,098</td>
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<td>MetroExpress</td>
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<td>67,965</td>
<td>71,266</td>
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<tr>
<td>MetroRapid</td>
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<td>209,115</td>
<td>211,186</td>
<td>211,930</td>
<td>211,047</td>
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<tr>
<td>Fixed Route</td>
<td>1,019,982</td>
<td>1,078,000</td>
<td>1,202,489</td>
<td>1,205,414</td>
<td>1,231,420</td>
</tr>
</tbody>
</table>
Employee Pay and Benefits

• Staffing levels remain flat with no additional FTEs
• Wage freeze implemented for the FY2021 Budget
• Employee insurance costs of $4.7 million
  – Increase of 6.4% based on recent trend
• Continues level expense for closed bargaining (StarTran) pension plan of $4.0 million
• Employer expense for administration pension plan of $5 million
THANK YOU!

FY2021 BUDGET REVENUES
Operating Revenue

• Fare Revenue
  – No fare increase proposed for FY2021
  – Fare revenue decline projected through FY2021

• Federal Grants
  – Approximately $33.1 million annually in Section 5307 funds
    o Primarily dedicated to “capital cost of contracting” for agencies that contract for transit services
  – CARES Act funding of $101.9 million awarded in May 2020

• Freight Railroad Revenue
  – Mainline Revenue projected to remain flat in FY2021
  – Section 45G Railroad Track Maintenance Tax Credit of $544 thousand in FY2021
## Revenue Comparison

<table>
<thead>
<tr>
<th>$' Million</th>
<th>FY2019 Actual</th>
<th>FY2020 Forecast</th>
<th>FY2020 Budget</th>
<th>FY2021 Budget</th>
<th>$ Increase / (Decrease)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$261.5</td>
<td>$253.9</td>
<td>$265.7</td>
<td>$251.7</td>
<td>$(14.0)</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>22.3</td>
<td>14.0</td>
<td>22.5</td>
<td>15.0</td>
<td>(7.5)</td>
</tr>
<tr>
<td>Freight Railroad Revenue</td>
<td>5.1</td>
<td>6.0</td>
<td>5.2</td>
<td>5.6</td>
<td>.3</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>9.9</td>
<td>7.4</td>
<td>7.8</td>
<td>5.6</td>
<td>(2.1)</td>
</tr>
<tr>
<td>Operating Contributions and Grants</td>
<td>40.8</td>
<td>127.9</td>
<td>32.3</td>
<td>43.2</td>
<td>10.8</td>
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<tr>
<td>Capital Grants and Contributions</td>
<td>19.2</td>
<td>36.2</td>
<td>27.7</td>
<td>10.5</td>
<td>(17.2)</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$358.9</strong></td>
<td><strong>$445.3</strong></td>
<td><strong>$361.2</strong></td>
<td><strong>$331.6</strong></td>
<td><strong>$(29.7)</strong></td>
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</tbody>
</table>

- Sales Tax – Projected 5.3% decline for Fiscal Year 2021 Budget over Fiscal Year 2020 Budget
- Passenger Revenue – Projected 33.3% decline for Fiscal Year 2021 Budget over Fiscal Year 2020 Budget
- Operating Contributions and Grants – $101.9 million CARES Act awarded in May 2020
- Capital Grants and Contributions – Completion of PTC, Downtown Station, VW, and Electric Vehicle grants in FY2020
Sales Tax Revenue

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue (in $ Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2016</td>
<td>$221.7</td>
</tr>
<tr>
<td>FY2017</td>
<td>$228.6</td>
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<tr>
<td>FY2018</td>
<td>$243.6</td>
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<tr>
<td>FY2019</td>
<td>$261.5</td>
</tr>
<tr>
<td>FY2020 Forecast</td>
<td>$253.9</td>
</tr>
<tr>
<td>FY2021 Budget</td>
<td>$251.7</td>
</tr>
</tbody>
</table>
FY2021 CAPITAL BUDGET
Electric Buses

71 transit bus purchases FY2021 – FY2025
• 5-year spending of $74.7 million

North Operations site expansion
• FY2021 spending of $2.6 million

Charging infrastructure construction
• 5-year spending of $7.5 million
Downtown Station Construction

Construction in progress with estimated completion in FY2021
- On track, on time and on budget
- FY2021 spending of $9.9 million
Bus Stop Enhancements

Continued plan and spending to improve bus stop amenities
- FY2021 spending of $1.1 million

Improved shading, cameras and lighting
Positive Train Control

In progress with estimated completion in FY2021
- FY2021 spending of $3.4 million
# Proposed 5-Year Capital Plan

<table>
<thead>
<tr>
<th>$' Million Project Category</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus and Paratransit</td>
<td>.2</td>
<td>$37.8</td>
<td>$41.1</td>
<td>$11.6</td>
<td>$3.6</td>
<td>$94.2</td>
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<td>Commuter Rail</td>
<td>15.7</td>
<td>11.7</td>
<td>3.3</td>
<td>2.0</td>
<td>.3</td>
<td>33.0</td>
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<tr>
<td>Facilities</td>
<td>23.2</td>
<td>6.5</td>
<td>3.3</td>
<td>4.3</td>
<td>1.6</td>
<td>38.8</td>
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<tr>
<td>Freight Railroad</td>
<td>4.0</td>
<td>0.0</td>
<td>1.5</td>
<td>0.0</td>
<td>0.0</td>
<td>5.7</td>
</tr>
<tr>
<td>Information Technology</td>
<td>11.4</td>
<td>10.7</td>
<td>11.4</td>
<td>9.5</td>
<td>8.0</td>
<td>51.1</td>
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<tr>
<td>Other</td>
<td>8.6</td>
<td>2.6</td>
<td>2.6</td>
<td>2.7</td>
<td>2.5</td>
<td>19.0</td>
</tr>
<tr>
<td>Project Connect</td>
<td>11.8</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11.8</td>
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<tr>
<td>Property and Asset Mgmt</td>
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<td>1.2</td>
<td>1.3</td>
<td>2.9</td>
<td>1.9</td>
<td>8.1</td>
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<tr>
<td><strong>Total Capital Projects</strong></td>
<td>$75.8</td>
<td>$70.5</td>
<td>$64.6</td>
<td>$33.0</td>
<td>$17.9</td>
<td>$261.8</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Funding</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Local Funding</td>
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<td>48.4</td>
<td>58.5</td>
<td>27.0</td>
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<td>210.9</td>
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<tr>
<td>Grants/Contributions</td>
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<td>22.1</td>
<td>6.1</td>
<td>6.1</td>
<td>6.1</td>
<td>50.8</td>
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<tr>
<td><strong>Total Capital Projects</strong></td>
<td>$75.8</td>
<td>$70.5</td>
<td>$64.6</td>
<td>$33.0</td>
<td>$17.9</td>
<td>$261.8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Type</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
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<tbody>
<tr>
<td>Enhancement</td>
<td>57.5</td>
<td>20.9</td>
<td>9.1</td>
<td>7.4</td>
<td>4.0</td>
<td>98.9</td>
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<tr>
<td>Regulatory</td>
<td>3.4</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3.4</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>14.9</td>
<td>49.6</td>
<td>55.4</td>
<td>25.7</td>
<td>13.9</td>
<td>159.5</td>
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<tr>
<td><strong>Total Capital Projects</strong></td>
<td>$75.8</td>
<td>$70.5</td>
<td>$64.6</td>
<td>$33.0</td>
<td>$17.9</td>
<td>$261.8</td>
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</tbody>
</table>
Delayed for Economic Recovery

<table>
<thead>
<tr>
<th>Recovery Budget Projects - Capital</th>
<th>FY2021 Budget</th>
<th>FY2021 5-Year CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Coaches (Diesel to Electric)</td>
<td>$ -</td>
<td>$ 7,042,000</td>
</tr>
<tr>
<td>Small Scale Transit Hubs</td>
<td>2,000,000</td>
<td>6,500,000</td>
</tr>
<tr>
<td>Bus Stop of the Future</td>
<td>1,000,000</td>
<td>4,000,000</td>
</tr>
<tr>
<td>Enterprise Customer Relationship Management System</td>
<td>2,300,000</td>
<td>3,300,000</td>
</tr>
<tr>
<td>Vehicle Camera Systems</td>
<td>1,500,000</td>
<td>1,900,000</td>
</tr>
<tr>
<td>Data Warehouse and Business Intelligence Enhancements</td>
<td>1,324,280</td>
<td>1,324,280</td>
</tr>
<tr>
<td>Onboard Digital Displays</td>
<td>745,000</td>
<td>745,000</td>
</tr>
<tr>
<td>Park and Ride ePaper Installations</td>
<td>385,000</td>
<td>385,000</td>
</tr>
<tr>
<td><strong>Total Recovery Budget Projects - Capital</strong></td>
<td><strong>$ 9,254,280</strong></td>
<td><strong>$ 25,196,280</strong></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Recovery Budget Categories - Operating</th>
<th>FY2021 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Enhancements</td>
<td>$ 3,072,000</td>
</tr>
<tr>
<td>Salary and Position Freeze</td>
<td>1,196,716</td>
</tr>
<tr>
<td>Transit Speed and Reliability - Additional Projects</td>
<td>500,000</td>
</tr>
<tr>
<td>Information Technology Initiatives</td>
<td>206,500</td>
</tr>
<tr>
<td><strong>Total Recovery Budget Categories - Operating</strong></td>
<td><strong>$ 4,975,216</strong></td>
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</table>
Fund Balance and Reserves

<table>
<thead>
<tr>
<th>FY2021 Projected Activity</th>
<th>$’ Million</th>
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<tbody>
<tr>
<td>Projected Beginning Balance</td>
<td>$262.0</td>
</tr>
<tr>
<td>+ Revenue</td>
<td>331.6</td>
</tr>
<tr>
<td>- Operating Expenses</td>
<td>(275.1)</td>
</tr>
<tr>
<td>- Capital Projects</td>
<td>(75.8)</td>
</tr>
<tr>
<td>- Contribution to ATP</td>
<td>(60.0)</td>
</tr>
<tr>
<td>- Interlocal Agreements</td>
<td>(5.7)</td>
</tr>
<tr>
<td>Projected Ending Balance</td>
<td>$177.0</td>
</tr>
</tbody>
</table>

Fund Allocation

- Statutory Operating Reserve: $45.9m
- Budget Stabilization Reserve: $22.9m
- City of Austin Mobility Programs: $4.4m
- Self-Insurance Reserve: $1.3m
- Funding of 5-Year CIP: $102.4m
Long-Range Financial Model

- Ongoing revenue assumption is sufficient to fund operations and provide funds for capital needs
- Budget risk to sales tax if recession recovery is slower than anticipated
Next Steps

• Review budget proposal with Board’s advisory committees
• Publish draft budget document online
• Virtual public meetings across Capital Metro’s service area
• Public hearing on the proposed budget
• Budget updates to Board Committees
• Board update on Long-Range Financial Plan
• Final Board approval scheduled for September 28
THANK YOU!
TITLE: Security and Emergency Management Update
Public Safety Plan

Operations, Planning and Safety Committee
July 15, 2020

Darryl Jamail, Sr. Director of Public Safety & Emergency Management

Attachment: July 2020 Security and Emergency Management Presentation V2.0 (4636 : Security and
Background and Challenges

- Capital Metro Security Department History
  - 1988: 4 part-time APD Officers
  - 2020: Approximately 160 part-time APD Officers

- Challenges
  - Continued growth
  - Availability and Flexibility
  - Capital Metro Service Area
Future Direction

• Capital Metro Police Department
  • Focus on transit system public safety
  • Availability and Flexibility of officers
  • Complete service area jurisdiction
  • Efficient use of resources
  • Growth

• Supported by non-sworn Public Safety staff
Next Steps

• Legislative approval requested in 2021
• FY21 Budget Proposal
  • Reallocate up to $1.1M of current police budget to non-sworn Public Safety Operations and Crisis Intervention.
THANK YOU!

METRO