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

~ Agenda ~

Executive Assistant/Board Liaison Gina Estrada
512-389-7458

Monday, June 25, 2018  12:00 PM  Capital Metro Board Room

I. Pledge of Allegiance
II. Safety Briefing
III. Recognition
IV. Public Comment:
V. Advisory Committee Updates:
   1. Update on the Customer Satisfaction Advisory Committee (CSAC)
   2. Update on the Access Advisory Committee (AAC)
VI. Board Committee Updates:
   1. CAMPO update
VII. Action Items:
   1. Minutes from the May 21, 2018 Board Meeting and May 25, 2018
      Worksession
   2. Positive Train control (PTC) Contract Modification with Modern Railway
      Systems, Inc. (MRS)
VIII. Presentations:
   1. Innovative Mobility Update
   2. Bus Customer Service Enhancement Plan
   3. Positive Train Control (PTC)
   4. Initial Review and Discussion of FY2019 Budget
IX. Reports:
   1. President's Report
X. Items for Future Discussion:
XI. Adjournment
ADA Compliance

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

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

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.
TITLE: June 2018 CSAC Minutes
Call to Order:
Chairman Chris Prentice, Access Advisory Committee

Chairman Foster called the meeting to order at 6:00 p.m.

Introductions:

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

Capital Metro staff members present were Chad Ballentine, Sam Sargent, Kendall Jackson, Joe Ianello, Jonathan Tanzer, and Javier Arguello.

Others present were Zenobia Joseph and Ruven Brooks.

Citizens’ Communication
Members of the public

Zenobia Joseph: She recently presented before Zoning and Platting Commission, and Betsy invited her to come tonight. She wants to share the perspective of people who live North of North Lamar Transit Center. Over ½ mile to the 803. Ask for bus to go to Arboretum. Traffic and accidents, goes against Vision Zero. 315 and 339 have very low boardings. She shared a handout with statistics and Title VI comments with the committee.

Chair Foster: He attended and would like to report on Access Committee. No citizens present, and the meeting was very similar to ours.

Innovative Mobility Update
Chad Ballentine, Director of Paratransit, Capital Metro

The purpose of innovative mobility zones is to connect innovation zones to fixed route. Map of potential innovation zones. Jeff: Are pilots connected to circles on map? Chad: No, this is rough general concept that represents density and geographic size. Brooks: 5,000 below poverty line in Austin’s Colony. Chad: Looking into cost-sharing so that they can be connected to service. Committed to working within framework of accessibility, response time, drug/ alcohol testing requirements, title VI (smart phones, unbanked), sharing data with partners, shared rides. Pickup: TNC on-demand. 100% wheelchair accessible, smartphone usage.
RideAustin pilot. Goal is to connect customers to 18 and 335. RideAustin can’t provide accessibility. Phone number to call for booking and accessibility. TNC is low cost, Pickup is higher cost. Autonomous circulator is next. RideAustin pilot for six months. Moving forward with software for Pickup-style procurement. Lin Rui: high cost / low cost? Chad: Pickup paid for itself with MetroAccess trips. High-cost because putting driver out for eight hour shift.

**Solar DMS Pilot**

*Jonathan Tanzer, Tech Project Manager, Capital Metro*

Dynamic Message Signs: all rail stations have these. They are hard wired for their power. Now, we have a new generation of signs. Same purpose, but solar. Easier and less costly. This is a six month demo through end of 2018. Installed at the 4 stops where we are doing shade improvements. Speakers as well. Solar and battery. On separate pole from signage. Uses cellular data. ADA text to speech and ADA compliant text. Also service alerts. Chair Prentice: is there anything that would make it not talk? Jonathan: It’s a pilot, so we will figure it out. Asking for feedback. Prentice: probably more useful where there are multiple buses. Somewhere like Republic Square, where so many buses coming through causes confusion.

**CapMetro App and Traveler Tools – June 2018 Release**

*Jonathan Tanzer, Tech Project Manager, Capital Metro*

More accurate Next Departure and Arrive By, also it’s faster, better auto-refresh. Improved accessibility. Martin has been participating in testing, also a third party tester for accessibility. Will be released in late June. Foundation for multi-modal trip planning. Park + ride, bike + ride. Allows for customer feedback. Frenchie: how is accuracy better? Jonathan: getting GPS data every 45 seconds -> now every 10 seconds. Lin Rui: Do you check with Transit app for next departures? Jonathan: we do QA checks with Transit, these should now be more accurate.

**CapMetro App and Traveler Tools – November 2018 Release**

*Jonathan Tanzer, Tech Project Manager, Capital Metro*

Late fall app release. 4.0 app. Less clicks, more streamlined activation. Add multi-modal trip planning + ticketing. Combining Cap Metro services with third parties. Rounds of testing including accessibility, UX, and CSAC.

**Performance Dashboard**

*Sam Sargent, Deputy Chief of Staff*

There is a lot of info on the website, but it’s static and buried. There are other transit agencies throughout the country that have dashboards like this. Things like ridership, financial goals, on-time performance, etc. Peer agencies like MTA, UTA, MBTA (show examples). Ridership, Finance, Safety, Customer Service, Sustainability. Ridership and on-time performance per route. (All categories per route). Future dashboards: Safety, capital projects, technology, paratransit.
Testing and implementing summer + fall. Show board in November. Ephraim: could we do a starred rating system on the app? Fuel consumption, CO2 emissions / passenger mile, recycling. Foster: can there be a comparison of emissions to the car? Next steps: test and implement in summer and fall.

**Kramer Station Update**
*Javier Arguello, Director of Long Range Planning, Cap Metro*

This has been initiated by private sector. Original desired site of station was purchased, now the developers want the station there. From a multimodal perspective, the new location is better. We’re studying the new location. Private sector will pay for the station. Foster: 400 parking spots are free? How do we know that people aren’t using it for offices? Javier: Not sure yet, only at 10% design. Zoning approval expected early fall. Foster: where is McKalla stadium? Arguello: 1.1 miles south of new stadium. 85% of funds from private sector, or else it’s not built.

**Agenda for August Meeting**

Title VI process / reviews AND how it’s implemented.
Cap Remap retrospective
Travis County Transit Development Plan
PTC
Street teams and what we learned
Dashboard monthly update?
Action item for KJ: Get minutes up to date on website.

**Adjournment**
The committee adjourned at 8:09 p.m.
TITLE: June 2018 ACCESS Minutes
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 Pat Thomas, Estrella Barerra, Mike Gorse, Glenda Born, Paul Hunt, Molly Birrell, Chair Chris Prentice, and John McNabb.

Capital Metro staff members present were Chad Ballentine, Martin Kareithi, Kendall Jackson, Joe Iannello, Jonathan Tanzer, Raoul, and Julie Lampkin.

Capital Metro contractor staff present were Regina Marshall and Nate D.

Others present were David Foster, Chair of CSAC, Katherine Rutledge, and Linda Front.

Citizens’ Communication
Members of the public

Glenda Born: She requested ride to new Apple store. Designated dropoff points were at old Domain location. Wanted to bring this up now, but knows it’s on the agenda for later in the meeting.

Chair Prentice: On new Route 20, the stop announcements were not working. If there are no announcements, driver needs to announce.

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

Mr. Ballentine presented the April MetroAccess statistics to the committee. April had consistent ridership, and on time performance was just under goal: 91.74%. We’re trying for 93%. Total registered is passengers still increasing.
The Pickup Pilot program continued to increase in popularity, and Pickup ridership ended very strongly. We were looking to establish benchmarks, such as: Is this something the public wants? Can we operate this internally and take the calls? Over 20,000 rides in one year. Started very slow but ended strong. 1/3 passengers were ADA eligible. 100% accessible vehicles. 4.75 / 5 average rating, and we followed up with passengers who rated 1 or 2 stars. The averages cost was $10-$15 / passenger trip. This is less than the $55 / trip for MetroAccess, but more than $3-$4 for fixed route. By the end, we averaged 4 passengers / hour for Pickup. Less than fixed route, with minimum 12-15 / hour, and more than MetroAccess, with 1.5 / hour. Booking on app vs calling in: in the beginning, half and half. Then, 1/3 called in and 2/3 app. We think this kind of program is best suited for first mile / last mile as a connector. We don’t want to compete with fixed route. Pilot in Mueller, then fed in to new fixed route service. It’s suited for the growing / contracting areas of the city too. Katherine Rutledge: Wasn’t asked for rating on Pickup. Chad: If you called and we didn’t have email on file, you can still fill out a survey. Mike Gorse: Pickup to ADA isn’t apples to apples, since paratransit could be traveling much farther. And, is it a shared service? Chad: Yes, it was shared. Worked like a flexible fixed route. Sometimes it made you walk a block if that was more efficient. Did a lot of work on ride sharing back end to tweak software.

Ride Austin pilot to replace the 21/22 bus that used to go on Exposition. #18 and #335 in that area, but there is one mile that is no longer serviced. Still a concern about taking that service out. Can call Ride Austin. Molly: are those trips ADA? Chad: there is an ADA vehicle on call, you have to call in. Glenda Born: Is Ride Austin pilot only in that one area? Chad: Yes. We’d like to offer Pickup or TNC type service in many areas.

Solar DMS Pilot
Jonathan Tanzer, Tech Project Manager, Capital Metro

Dynamic Message Signs: all rail stations have these. They are hard wired for their power. Now, we have a new generation of signs. Same purpose, but solar. Easier and less costly. This is a six month demo through end of 2018. Installed at the 4 stops where we are doing shade improvements. Speakers as well. Solar and battery. On separate pole from signage. Uses cellular data. ADA text to speech and ADA compliant text. Also service alerts. Chair Prentice: is there anything that would make it not talk? Jonathan: It’s a pilot, so we will figure it out. Asking for feedback. Prentice: probably more useful where there are multiple buses. Somewhere like Republic Square, where so many buses coming through causes confusion.

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CapMetro App and Traveler Tools – June 2018 Release
Jonathan Tanzer, Tech Project Manager, Capital Metro

Late fall 2018 release. All new interface, less clicks, streamlined activation. Multimodal trip planning and ticketing. Accessibility testing. Paul: Will schedules be accessible in new app? Also, activating ticket is enough to make him switch to paper tickets. Martin: If you’re trying to get schedules, trip planning function is giving you those times. Paul: That’s working very well. Jonathan: We’ll look at that again. When you buy a monthly pass, it’s active. Should at least be active for 1.5 hours.

Performance Dashboard
Sam Sargent, Deputy Chief of Staff

There is a lot of info on the website, but it’s static and buried. There are other transit agencies throughout the country that have dashboards like this. Things like ridership, financial goals, on-time performance, etc. Peer agencies like MTA, UTA, MBTA (show examples). Ridership, Finance, Safety, Customer Service, Sustainability. Ridership and on-time performance per route. (All categories per route). Future dashboards: Safety, capital projects, technology, paratransit. Testing and implementing summer + fall. Show board in November. Glenda: sometimes if things are too “pretty,” it’s hard for low-vision. Martin: use the gold standard.

Pickups / Dropoffs at the Domain
Raoul ____, Ride Right

Apple store site evaluation. Safety, vehicle clearance. Determined that we will create another pickup / dropoff point at the Domain. But, we will evaluate others too. Glenda: Concerned because whole area is developed. Shouldn’t we be proactive about new developments? It took people calling to complain. Chad: paratransit is different because it covers every address in the city. If people request it, we’ll go there. Domain is purposefully built to have narrow roadways. Not sure if we should look at every store there, or just blocks. Apple store important because there’s a high demand to go there because their products are very accessible.

Approval of May Minutes

Mr. Hunt motioned to approve the minutes. Ms. Born seconded the motion. The motion to approve the minutes was approved 7-0.

July Meeting

Ms. Born moved to skip the July meeting as usual. Ms. Barrera seconded the motion. The motion to was approved 7-0.

Adjournment

The committee adjourned at 7:00 p.m.
Minutes from the May 21, 2018 Board Meeting and May 25, 2018 Worksession
I. Pledge of Allegiance

II. Safety Briefing

Donna Simmons, Executive Vice President and Chief Safety Officer, provided her monthly safety briefing. Her emphasis this month was on pedestrian safety.

III. Public Comment:

Mona Mehdy, citizen, stated her continuing opposition to the Cap Remap changes. She feels the changes and loss of service places an inequitable burden on certain members of our community. She urges the board to take a time out and suspend the changes.

Mike Burnett, citizen, gave comments regarding transparency and productivity of business operations involving contractor payments and workflows.

Karen Flannagan, citizen, spoke on behalf of her neighbor C.J. Johnson. His medical issues do not allow him to get around and he has tried to obtain MetroAccess service. Unfortunately, he lives just outside the MetroAccess service area because of the 3/4 mile corridor. Mr. Johnson would be eligible if he lived in other Texas cities. Capital Metro could and should do more to help in this circumstance.

Ruven Brooks, citizen, gave input on the Capital Metro citizen advisory committees. He believes they could be improved and used the City of Austin boards and commissions as an example. He feels their input would become more useful by capturing it at the formative stage. He used mobility innovation zones and the new dashboard as examples of initiatives that would have benefited from this type of input.

Bay Scoggin, Director of Texas Public Information Research Group, highlighted their group’s release of a report touting the benefits of electric buses. He knows Capital Metro has begun the process of bringing in some electric buses but feels these efforts should be ramped up. Board member Kitchen reminded the board and audience of the recent Smart Mobility roadmap effort that is bringing together the City and other partners including Capital Metro.

Patrick MacKillop, citizen, spoke against the Cap Remap changes. He lives in Gracy Farms and works at home. He is not happy with the loss of Route 240 in these changes, and does not feel that adequate public notice was provided.

Raquel Gudino, citizen, asked that Capital Metro not remove Route 240. It is the only transportation she has as she does not drive. Others agree but they could not attend the meeting today.

Maria Hernandez, citizen, also asked that Capital Metro reconsider removing Route 240.

Nelson Linder, stated his opposition to the Cap Remap changes on behalf of the Austin chapter of the NAACP. Mobility can help eliminate inequity, but these changes will negatively impact the poor and minorities in East Austin. He encourages the board to come up with a plan that ensures that black and brown people are taken care of.
Artenia Padron, citizen, is concerned about Route 37. She takes this route to UT every morning for work and with the Cap Remap changes she will no longer be able to take it directly. Chair Cooper asked staff to work with Ms. Padron to ensure that she is taking the best route after the changes occur.

Zenobia Joseph, citizen, made comments on Title VI of the Civil Rights Act of 1964. She is opposing Cap Remap and asking the board to delay implementation until August. There has been a loss of east-west connectivity. Mitigation of the disparate impacts on minority populations has been inadequate. She read a statement from the CEO Austin Area Urban League that specifies that the AAUL has not partnered with Capital Metro. She would like Capital Metro to pull its ad off radio station KAZI because it is false advertising.

IV. Advisory Committee Updates:

1. Update on the Customer Satisfaction Advisory Committee (CSAC)
Kendall Jackson, Community Involvement, provided the report.

CSAC met on May 9th and heard updates on the following:
- Cap Remap implementation
- MetroRail schedules
- Performance Dashboard
- Summer pilot programs

2. Update on the Access Advisory Committee (AAC)
Kendall Jackson, Community Involvement, provided the report.

The AAC met on May 2nd and heard updates on the following:
- MetroAccess metrics
- the recent Pickup Pilot.
- beacon wayfinding pilot project.
- Cap Remap implementation.
- New bus stop signage

President Clarke added that he agrees with the earlier comments about how useful these committee's input is, and he will be encouraging senior staff to attend these meetings and will attend himself whenever he can. He wants the committees to become bigger and more active.

V. Board Committee Updates:

1. Operations, Planning and Safety Committee
Chair Jonse provided the report. The committee met on May 9th.

The committee heard a number of action items, all of which are on today's agenda. They also heard three presentations: an update on the FY2019 budget calendar; Cap Remap education and outreach; and the new performance dashboard.

Board member Travillion added some thoughts to follow on to what earlier public commenters have said. If significant changes are being made we have to make an extra effort to reach communities that historically have not been in the room. We need to reach out before change is made and get feedback community by community, and he is not convinced that efforts to receive these communities have been made. People need to feel like they are part of the outcome.

Board member Kitchen spoke up and reminded the board that when the Cap Remap resolution was passed there was an amendment brought forward that named some specific routes and asked for a conversation about those before Cap Remap was put in place. She wants to ensure that the process
we put in place and voted on is done. Would like a timeline of the specific points that we called for in the resolution. President Clarke responded that his understanding was that we would make extra efforts on community engagement in some areas where routes were being modified or adjusted. The Cap Remap will be adjusted in the future when we have good data to base decisions on, as early as January.

Board member Travillion added that he wanted to make sure that we include the community as we design the plans based on their experience. And once a change is planned, ensuring the education and outreach to these communities is thorough and complete. Chair Cooper added that much data and input was considered before Cap Remap was passed, and that adjustments are made three times a year. These are not easy decisions and we should look for ways to systematically get better public feedback. Board member Kitchen said her understanding is that there would be meetings and the board would get a report in June on the progress that had been made on the items in the resolution. President Clarke added comments summarizing some of the outreach efforts around the changes.

2. Finance, Audit and Administration Committee; and

Chair Mitchell was not present so the report was not given. Chair Cooper made comments on the FTA triennial review that was recently completed.

3. CAMPO update

Board member Mitchell was not present so the report was not given.

VI. Consent Items

1. Approval of the Minutes from the April 23, 2018 board meeting.

2. Approval of a resolution appointing Ephraim Taylor to the Customer Satisfaction Advisory Committee.

3. Approval of a resolution appointing Michael French to the Customer Satisfaction Advisory Committee.

4. Approval of a resolution authorizing the President/CEO, or his designee, to exercise option year one for first floor administrative space, in addition to nine months for basement administrative space, with Travis Properties, Inc. for downtown lease space located at 209 W. 9th Street in an amount not to exceed $321,384.

5. Approval of a Resolution authorizing the President/CEO, or his designee, to finalize and execute a modification to AECOM's contract for the development of Project Connect Comprehensive Transit Analysis Study extending the "Period of Performance" from 30 Months to 34 Months with a final date of December 30, 2018 and increasing the existing "Price not to Exceed" of $3,000,000 to $3,600,000.

VII. Action Items:

1. Approval of a resolution authorizing the President/CEO, or his designee, to finalize and execute a contract with Muñiz Concrete & Contracting, Inc. for $1,477,499, for the construction of an additional 16 MetroRapid stations and related infrastructure, with a 15% contingency amount of $221,625 for a total not to exceed amount of $1,699,124.

Vice President of Capital Projects Ken Cartwright presented this item.

Ridership on both MetroRapid lines is up significantly. Additional buses have been purchased and we have identified the need for addition stations. We expect the addition of these stations will grow ridership by approximately 11 percent.
4 of these stations will be impacted by future Mobility Bond improvements, so we will start out with stops that more closely resemble our regular bus stops until the improvements are complete. Further we are working on a plan to place temporary stations in some locations while the permanent stations are under construction in order to start service earlier. Stations are expected to be complete by the end of the calendar year.

Board member Renteria asked if we had consulted with anyone on the design of these stations. Ken answered that there was extensive public input before the two lines opened, and that one of the federal funding requirements for these lines was that they have distinctive branding. President Clarke also followed up and said that he had challenged staff to engage the community if there are unique or local ideas for modifying the design. We will also be making a presentation later in the year on the possibility of advertising at the bus stops and incorporating other mobility options (bikeshare, scooters) into the stations.

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

2. Approval of a resolution authorizing the President/CEO, or his designee, to finalize and execute a lease for office space located at 507 Calles Street, for 12,000 rentable square feet, plus a 12% add on factor for common restrooms and hallways with 3423 Holdings, LLC for a base term of five (5) years for an amount not to exceed $1,844,521.

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

The agency's overall real estate strategy will be presented for discussion in September. This lease addresses a short-term need. This space will be largely to replace leased space that is being given up on the basement level of 209 West 9th Street. This addresses several accessibility issues we currently have at that location.

Board member Renteria asked for more detail on costs. The new space costs slightly more per square foot than the downtown location.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Juli Word, Secretary
SECONDER: Rita Jonse, Board Member
AYES: Word, Cooper, Garza, Kitchen, Jonse, Renteria, Travilllon
ABSENT: Mitchell

3. Approval of a resolution authorizing the President/CEO, or his designee, to finalize and execute a contract with G. Hyatt Construction, Inc. for the construction of the Westgate Transit Center for $3,237,381 plus $323,738 (10%) contingency for a total not to exceed amount of $3,561,120.

Vice President of Capital Projects Ken Cartwright presented this item.

This facility will allow buses that currently lay over on a public street near the Westgate Shopping Center. It will feature 8 bus bays, a driver restroom, and parking for approximately 200 automobiles. It will also have bicycle and motorcycle parking.
Board member Travillion asked if the restrooms would be available to the public. Ken replied that we do not currently provide restrooms for customers. President Clarke added that providing customer restrooms could be a topic when the board discusses real estate in September.

Board member Kitchen commented that other amenities (mobility, restrooms, lockers) might be added in the future if partners that would assist with the costs could be found.

Board member Garza mentioned an earlier idea that park and ride facilities might be made more family-friendly. Ken replied that we are currently discussing and looking into doing so.

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

4. Approval of a resolution authorizing the president/CEO, or his designee, to finalize and execute contracts with Riata Enterprises and Muñiz Concrete and Contracting, Inc. for transit facility construction projects for a one (1) year base period with two (2) option years for a total amount not to exceed $2,344,927.

Vice President of Capital Projects Ken Cartwright presented this item.

This would be a rotational contract for concrete and installation work at our bus stops. Our current contracts are expiring. Having two contractors helps balance the workload and ensures that we are not dependent on a single entity.

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

5. Approval of a resolution authorizing the President/CEO, or his designee, to execute a modification of the contract with Downtown Gateway Partners to add $370,000 for additional Engineering services work to be performed, plus $500,000 in contingency, for a total revised contract amount not to exceed $4,982,445.

This item was pulled from the consent agenda at the request of Board member Renteria. Project Manager Marc Guerrero presented this item.

The additional money being added to this contract covers design changes that were not anticipated when the original contract was awarded. Several of these have arisen as we have gone through the permitting process.
RESULT: ADOPTED [UNANIMOUS]
MOVER: Sabino Renteria, Board Member
SECONDER: Jeffrey Travillion, Board Member
AYES: Word, Cooper, Garza, Kitchen, Jonse, Renteria, Travillion
ABSENT: Mitchell

6. Approval of a resolution authorizing the President/CEO, or his designee, to negotiate, finalize, and execute a cooperation agreement with Bread and Circus, LLP for the removal and reconstruction of their southern staircase/ramp and associated encroachment application with the City of Austin.

This item was also pulled from the consent agenda at the request of Board member Renteria. Project Manager Marc Guerrero presented this item.

This is for the removal and rebuilding of a staircase at a private event center that encroaches on the rail right of way. This space is needed for work on the nearby bridge.

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

VIII. Presentations:

1. Project Connect Update

Executive Vice President Todd Hemingson presented this item.

The intent is to provide a more in-depth update and discussion to the board in June. This update is largely about public outreach. We have had good attendance at our events and good response rates to our surveys. We have also been out in the community with our "engagement" bus. Efforts are focused on reaching populations that are traditionally underserved. Overall this plan has been very well received.

Board member Travillion commented that he has attended a couple of events and they have been well planned and received. Board member Kitchen asked about scheduling the engagement bus for future events.

2. Rail Customer Service Enhancement Plan

Vice President of Rail Operations Dave Dech presented this item.

This presentation covered a series of customer-facing enhancements for MetroRail, including tweaks to the schedule to remedy on-time issues and improved communication with the public when delays occur. Dave also discussed longer-term enhancements including the double-tracking being done under TIGER V. There will also be pilot starting in several areas which will run through the summer: extended late night service on Fridays and Saturdays, and earlier Saturday service one Saturday per month. Expenses for the summer pilots should not exceed $62,000. We will be working closely with partners to promote these services.

Dave also showed photos of the new solar lighting at the entrance to the Leander MetroRail Station. We may consider the same lights at other locations.

IX. Reports:
1. Quarterly Planning and Ridership Report

Executive Vice President Todd Hemingson presented the quarterly ridership report.

Ridership for the first quarter of calendar 2018 overall was down 5%. One positive was the MetroRapid ridership continues strong, up by about 25% for the quarter. Todd also gave overviews of our ridership compared to transit agencies across the country. Many agencies are also facing ridership declines over the last couple of years. Multiple factors may be driving these declines.

President Clarke added that one factor he believes may be affecting Austin's ridership is the availability of free and inexpensive parking. Secondarily local development without consideration of transit in the early planning stages is a factor.

2. Quarterly Operations Report

Vice President of Bus Operations Dottie Watkins presented the quarterly report.

Our combined rating for overall bus operations for the 2nd quarter of FY2018 was the highest ever: 9.37. Dottie thanked our service providers for their help in reaching this number.


Chief Financial Officer Reinet Marneweck presented the quarterly report.

Halfway into our FY2018 budget overall our revenue is very close to budget, with favorable growth in sales tax revenue. We are 2% above budget in sales tax receipts. Annual growth of sales tax is at about 4.2% currently. Job growth has also increased recently.

Overall our Operating Expenses are below budget, mostly due to salaries and benefits for vacancies. Fuel and purchased transportation are also tracking below estimates. Reinet reviewed some of the other budget variances. On the Capital Budget we are also slightly below estimated expenses.

4. Performance Dashboard

Manager of Performance and Strategic Initiatives Pat Vidaurri presented this item.

Under development is a series of transparency and performance dashboards which will present key performance indicators for the agency in a central location. These metrics would be available to the public, board, and stakeholders. Pat displayed several examples of what the dashboard might look like. These dashboards would present in a more integrated way some of the same performance information that currently gets presented in individual monthly and quarterly reports.

5. President/CEO Report

President and CEO Randy Clarke presented his report. He included:

- kudos to Dave Dech and Rail Operations on their efforts to improve on-time performance and in getting the summer pilots off the ground.
- information on a pilot program for the Exposition Boulevard area.
- a summary of recent employee town halls and information on a new employee newsletter.
- highlights of the ceremony unveiling updated historical plaques at the East 12th and Chicon bus stop.
- a mention of Caitlin D'Alton's recent graduation from APTA's Emerging Leaders program.
- Capital Metro's recognition as a gold star employer for our efforts in reducing cancer and promoting cancer prevention
- the launch of the Cap Remap outreach teams, which started this morning.

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

This item was postponed until a later date.
Section 551.504 for Personnel Matters regarding President/CEO Performance Metrics.

XI. Items for Future Discussion:

XII. Adjournment

ADA Compliance

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

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

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

David King, citizen, remains concerned about some of the changes that took place with Cap Remap. He urges the board and agency to continue to monitor the changes and make adjustments as necessary, especially in areas where they may be affecting low-income populations and communities of color. Transit dependent customers should be the priority. These people need to get the service they need.

Mona Mehdy, citizen, urged the board to think about people whose service is being cut or diminished -- those people will face stress economically and with their well-being. This stress will have effects. Please try to minimize this harm. Change the plan to make it more cost-neutral with cutting service to other folks.

Zenobia Joseph, citizen, gave comments related to the Civil Rights Act of 1964. Changes at the North Lamar Transit Center are a major service change. Those changes were never brought before the board for approval and are not in the Title VI service equity analysis. Board member Kitchen is quoted as saying that she wanted the changes brought before they board and they never were. Recognize that in some areas of the city, the southwest in particular, service standards are not being met, while in other areas service is being cut -- which is a violation. Please comply with the Civil Rights Act of 1964.

Board member Garza commented that these comments are not falling on deaf ears. She is supportive of what we can do to continue to monitor and make adjustments. Her main concern is minority and low income populations. Board member Travillion stated that he is working with President Clarke to find a way to make more direct comparisons when routes are being changed, which will help explain and analyze the change. President Clarke added that a memo is being prepared for the board covering the specifics of the Cap Remap outreach, and that while we will monitor and make adjustments there are many low income and minority customers that are going to see big benefits of the new routes and frequencies. Board member Renteria made additional comments on housing density and gentrification.
II. Executive Session of Chapter 551 of the Texas Government Code:

Section 551.072 for real property issues - Real Estate - Downtown Rail Property.
Section 551.071 for legal advice - Labor Structure and pending litigation.

Went into executive session at 2:17 PM
Returned from session at 3:00 PM

III. Presentations:

1. 60 Day Status Report

President and CEO Clarke presented an overview of his first 60 days with the agency and in Austin.

The discussion included a review of feedback from President Clarke's customer and stakeholder "listening tour". He also reviewed what he sees as the Agency's strengths and opportunities and led a discussion of board involvement and policy issues. He went through the agenda and outcomes from a recent senior staff retreat. The board then moved into a discussion of priorities and strategic planning, including funding and sequencing for Project Connect, leveraging board relationships, and internal/external focus. Finally, President Clarke asked the board a series of questions of the board as a way of soliciting ideas on their ideas of a future vision for the Agency. Chair Cooper then asked for thoughts and ideas from each of the board members and further discussion was held on ideas put forth around the table.

IV. Items for Future Discussion:

V. Adjournment

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Approval of a resolution authorizing the President & CEO, or his designee, to execute a modification of Contract No. 200230 - Positive Train Control (PTC) with Modern Railway Systems, Inc. (MRS), for additional PTC Engineering services in the amount of $947,933, for a total revised contract amount not to exceed $67,022,866.
SUBJECT:
Approval of a resolution authorizing the President & CEO, or his designee, to execute a modification of Contract No. 200230 - Positive Train Control (PTC) with Modern Railway Systems, Inc. (MRS), for additional PTC Engineering services in the amount of $947,933, for a total revised contract amount not to exceed $67,022,866.

FISCAL IMPACT:
Funding is included in the FY2018 Capital Budget.

STRATEGIC PLAN:
1. Customer;
   1.1 Promote a culture of safety.

EXPLANATION OF STRATEGIC ALIGNMENT:
This agenda item is in alignment with Capital Metro’s commitment to provide a safe and reliable transportation system to its customers, to comply with a congressional mandate, and to comply with the rules and regulations of federal and state regulating agencies.

BUSINESS CASE:
Executing this contract modification will allow Capital Metro to cover unforeseen scope requirements and conditions related to the design and implementation of the Positive Train Control System on its signalized territory as per the congressional mandate.

COMMITTEE RECOMMENDATION:
This agenda item will be presented at the Board of Directors Meeting on June 25, 2018.

EXECUTIVE SUMMARY:
In September 2017, Capital Metro awarded Contract No. 200230 to Modern Railway Systems for an amount not to exceed $65,675,000 to design and build a Positive Train Control System on the signalized section of the commuter line. The original amount did not include a contract contingency. In February 2018, the board approved the first contract increase in the amount of $399,933 for the migration of the RailComm Dispatch System, from a local server to SaaS cloud hosting. Additional changes in scope due to unforeseen requirements and conditions have now been identified as the project progresses. These include:

(1) Survey of PTC territory to generate a new Track Chart and a new Plan and Profile drawing at a cost of $147,933,
(2) Integrate TIGER V project locations with PTC technology and safety features at an estimated cost of $800,000.
DBE/SBE PARTICIPATION:

Does not apply.

PROCUREMENT: On August 28, 2017, Capital Metro awarded a Design-Build contract to Modern Railway Systems, Inc., for finalizing the design, installation, testing and commissioning of the Positive Train Control System (PTC) and its supporting Fiber Optic Communication System on Capital Metro’s Commuter Rail Corridor in an amount not to exceed $65,675,000.

The Contract provides all necessary services to upgrade the four (4) major segments of the existing Train Control system: the Wayside Signal segment, the Control Office segment, the Data Communications segment, and the Rail Vehicle Onboard Segment.

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

STATE OF TEXAS
COUNTY OF TRAVIS

Resolution (ID # AI-2018-826)
Positive Train Control Contract Modification with Modern Railway Systems (MRS)

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management strive to comply with Federal Railroad Administration (FRA) mandates of Title 49 CFR Part 236, Subparts H and I, and to improve the overall safety of the transit services by implementing a Positive Train Control (PTC) System; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to execute this contract modification to allow Capital Metro to complete the implementation of the Positive Train Control (PTC) on its signalized territory.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or his designee, is authorized to execute a modification of Contract #200230 for additional PTC engineering services in the amount of $947,933, for a total revised contract amount not to exceed $67,022,866.

________________________
Date: ____________________
Secretary of the Board
Juli Word
TITLE: Innovative Mobility Update
Innovative Mobility Update

Capital Metro Board of Directors

June 2018
Mobility Innovation Zones

Premise:
Fixed route services will not meet service standards in these areas, but transit demand still exists.
Innovative Mobility Update

Mobility Innovation Zones

1) First mile, last mile

2) Developing areas not yet ready for high capacity transit

3) Low productive service replacement
Innovative Mobility Update

Federal Compliance:
• Accessibility (Wheelchairs & mobility devices)
• Equivalent response times
• Drug and alcohol testing requirements
• Title 6 considerations (Smart phones + fares)

Capital Metro Values:
• Comprehensive sharing of data with partners
• Shared rides
• Driver training
• Peak availability
• Driver background checks
Innovative Mobility Update

Studying many areas around the region to determine potential locations for future innovative pilots.

- Community Demand
- ADA Customers
- Travis County Needs
- Developing Areas
- Affordable Housing
- CapRemap Feedback
Innovative Mobility Update

Currently evaluating small scale pilots through year’s end

+ working with consultants to develop a comprehensive implementation strategy
Innovative Mobility Update

Pickup Pilot Project Conclusion
June 2017 – June 2018

Pilot Project Startup
Launched June 4th, 2018

Innovative Mobility Framework
Report August 2018

Electric Autonomous Circulator Pilot
Launching Late Fall 2018

Dockless Bike & Scooter Corrals
Summer 2018

Mobile App Integration
Late Fall 2018
Pickup by Capital Metro powered by Via

On-demand + App-based

CMTA Vehicles, Drivers & Dispatch

Pickup App by Via
Pickup by Capital Metro powered by Via

How did it go?

>20,000 rides  
99.4% OTP  
35% ADA eligible

Customers feedback:  
4.9 of 5 stars
Pickup by Capital Metro powered by Via

By The Numbers:

* Went from 3 days per week to 6 days per week - October
Pick up by Capital Metro powered by Via

By The Numbers:

* Went from 3 days per week to 6 days per week - October

Booking Method - App vs. Phone Call

* Went from 3 days per week to 6 days per week - October
Pick up by Capital Metro powered by Via

Lessons Learned

• We can do this!
• 100% Federal compliance
• Intuitive customer interface is vital
• Staff dedicated to oversight & constant improvement
• Scalable size and geographic flexibility
• Extension of the high-capacity transit network

Costs:

  o Month #1 @ $34/pax
  o Now benchmarked at < $11 pax
• Dynamic: response timeframe, density within zones, size of zone, ridership, hours of operation, etc.
Pickup by Capital Metro powered by Via

Best Uses:
• First/Last Mile
• Growing Areas Not Ready for Bus Yet
• Low Productive Service Replacement

Conclusions:
• A service solution that can meet specific agency needs.
• Expands the reach of the high-capacity transit system.
• Meets all current Federal compliance requirements.

Next Steps:
• Procurement of Software
• Public outreach & planning to ID future zones
Innovation Zone Pilot powered by Ride|Austin

CapMetro has partnered with RideAustin to help bring forward the future of mass transit. In this initial pilot stage, CapMetro will be offering free rides to/from the Exposition/Chicon bus stops to the surrounding community.

The CapMetro Innovation Zone Pilot will run from Monday to Friday from 7am to 7pm.

To qualify for a CapMetro Innovation ride, you must be:

- Picked up from either the Exposition or Chicon bus stop and dropped off within the Innovation Zone (see map) or
- Picked up from within the Innovation Zone and dropped off at either the Exposition or Chicon bus stop or
- Picked up at either the Exposition or Chicon bus stop and dropped off at the other bus stop (Exposition or Chicon)

Any qualifying rides will be free of charge.

RIDEAUSTIN
A nonprofit rideshare built for Austin
Innovation Zone Pilot powered by Ride|Austin

First/Last Mile TNC Pilot

Goal:
Connect Customers to Routes 18 & 335

Fare:
Included in Fixed Route Bus Fare

Examining TNC use in context of Federal regs
Innovative Mobility Solutions Framework

• General Planning Consultant assisting with analysis and development of implementation framework

  Dra• report due July 16, comple•on by early August

• Report to include:
  • Assessment of state of practice with peer review
  • Detailed analysis of travel patterns by MIZ
  • Metrics & benchmarks for determining and measuring future zones
  • Mobility Innovation Zone implementation framework

• Public engagement process coming late summer

• Implementation (pending board approval) in 2019
Electric Autonomous Circulator Pilot

Autonom Shuttle by Navya
Electric Autonomous Circulator Pilot

Pilot with 6 autonomous vehicles in Downtown Austin
ADA accessible vehicles

Serving:
Downtown MetroRail, City Hall, Republic Square & Downtown Library

Partnerships:
Capital Metro + City of Austin + RATP Dev USA + vehicle manufacturers + business partners

Service to begin late fall 2018
Duration: 12 month pilot operating with passengers
TBD: Operating hours + Specific route to be established
Electric Autonomous Circulator Pilot

Operational Milestones and Startup Activities

- Decision
- Manufacture(s)
- Post Testing
- Technology Integration Work
- Train/Test Operators w/o Riders
- Test w/ Customers
- Fully Operational
## Innovative Mobility Lessons, So Far

<table>
<thead>
<tr>
<th>TNC/Microtransit Solutions</th>
<th>“Pickup” Service</th>
<th>Autonomous Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Advantages:</strong></td>
<td><strong>Advantages:</strong></td>
<td><strong>Advantages:</strong></td>
</tr>
<tr>
<td>Low cost</td>
<td>Accessibility</td>
<td>Drug &amp; Alcohol</td>
</tr>
<tr>
<td><strong>Challenges:</strong></td>
<td>Data Ownership</td>
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</tr>
<tr>
<td>Accessibility</td>
<td>Title VI</td>
<td>Shared Rides</td>
</tr>
<tr>
<td>Drug &amp; Alcohol</td>
<td>Shared Rides</td>
<td>Developing Technology</td>
</tr>
<tr>
<td>Title VI</td>
<td>Drug &amp; Alcohol</td>
<td><strong>TBD:</strong></td>
</tr>
<tr>
<td>Shared Rides</td>
<td>Driver Training</td>
<td>Cost</td>
</tr>
<tr>
<td>Data sharing</td>
<td></td>
<td>Accessibility</td>
</tr>
<tr>
<td>Driver training</td>
<td></td>
<td>Title VI</td>
</tr>
<tr>
<td></td>
<td><strong>Challenges:</strong></td>
<td>General Public Acceptance</td>
</tr>
<tr>
<td></td>
<td>Higher Cost</td>
<td></td>
</tr>
</tbody>
</table>

**TBD:**
- Cost
- Accessibility
- Title VI
- General Public Acceptance
Dockless Bike & Scooter Corrals
Mobile App Integration

Coming Late Fall 2018

+ Multi-modal transportation integration
  Bikeshare
  Carshare
  Rideshare

+ Real-time data from other transportation providers
Innovative Mobility Update

Questions?
TITLE: Bus Customer Service Enhancement Plan
Bus Customer Service Enhancement Plan
Bus Customer Service Enhancement Plan

• Focusing operational efforts on continuous improvement in key areas
  • Customer Experience
  • Service Timeliness
  • MetroRapid Services
  • At-Stop Experience
  • Customer Information
Enhanced Focus on Customer Experience

• Increased staff available to provide customer responses on social media platforms
• Increased security presence on buses
• Consistent curriculum for customer service training for bus operators
• Operational adjustments
  – Layover announcements
• Operations Control Center
  – Centralized dispatch of all modes
Enhanced Focus on Service Timeliness

• New schedules
• More responsive when issues arise
  – Example: Route 350 tweak implemented 6/24
• Ongoing coordination with City of Austin
• Ongoing analysis of layovers, recovery time and comfort stop availability
• Researching schedule analysis software offerings
Enhancements to MetroRapid Services

- Analysis of bus bunching, schedule and operational improvements
- Ongoing coordination with City to identify transit priority treatments to improve reliability
- Eight station pairs (16 total) being added
  → Opened 4 station pairs (8 total) as temporary stops on June 17th (31st Street, Fairfield, Broken Spoke, St. Elmo)
  → Construction to continue through November 2018
  → Revisiting naming of stations
Enhancements to the At-Stop Experience

• Shade improvement pilots
  – Anderson at Northcross, Stop ID 5855
  – 8th at Trinity, Stop ID 5949
  – Pleasant Valley at Riverside, Stop ID 5779
  – Guadalupe St. at 21st, Stop ID 498
Enhancements to the At-Stop Experience

• Solar real time information sign pilots
• Installation of amenities
• Kiosk pilots
• Beacon pilot
  – Blind Square pilot
  – IDEA grant with Texas A&M Transportation institute
• Exploring potential for mobility hubs at “super stops”
Enhancements to Customer Information

• Upgraded neighborhood signage
  – Roll out began with Cap Remap and will continue in FY19

• Analyzing potential wayfinding and route maps at stops

• Final steps of vehicle re-branding project
TITLE: Positive Train Control (PTC)
Positive Train Control (PTC) Update

Board of Directors
June 25, 2018
<table>
<thead>
<tr>
<th>Federal regulation passed in 2008</th>
<th>Initial deadline of December 31, 2018</th>
<th>Revenue Service Demonstration</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Safety system designed to stop trains to avoid hazards</td>
<td>• Hardware installed across 32 miles and on all vehicles</td>
<td>• Integration and testing of the remaining 3 line segments (22 miles)</td>
</tr>
<tr>
<td>• Extension passed by Congress in 2015</td>
<td>• Software installed and tested</td>
<td>• Completion by December 31, 2020</td>
</tr>
<tr>
<td></td>
<td>• Full system integration on the 10-mile demonstration segment between Leander and Lakeline</td>
<td></td>
</tr>
</tbody>
</table>
PTC Implementation Timeline

**Key Activities**

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

**Installation & Testing**
- Install PTC equipment
- System Testing
- Continuing FRA updates
- Revenue Service Demonstration
- Extension

**Revenue Service Demonstration**

**Certification**
- FRA grants certification
- Test Remaining Sections
- On-going Operations and Maintenance

**Project Close Out**

**Key Activities**

- Documentation
- Improvements
- Project Completion

**Timeline**

- **(9/08/2017)** Notice to Proceed
- **(6/25/2018)** Today
- **(6/31/2018)** Deadline Extension
- **(2019)**
- **(2020)** Project Completion
Passenger Rail Segments

SEGMENT 1 - RSD
(M.P. 77.40 to 88.33)

SEGMENT 2
(M.P. 69.60 to 77.40)

CMTY PTC (E-ATC) PROGRAM

SEGMENT 3
(M.P. 69.36 to 69.60)

SEGMENT 4
(M.P. 55.21 to 60.76)

NOT TO SCALE

NOTE:
ALL SIGNALS ARE STYLE D COLORLIGHT (LED LIGHTS)
PTC Critical Project Elements

- Documentation
- Vehicles
- Communications
- Training
# PTC Critical Elements - Documentation

<table>
<thead>
<tr>
<th>Element</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation Plan (PTCIP)</td>
<td>Approved</td>
</tr>
<tr>
<td>Reporting</td>
<td>On-going</td>
</tr>
<tr>
<td>Test Plan / Procedures</td>
<td>Approved (4/25)</td>
</tr>
<tr>
<td>Development Plan (Functionality)</td>
<td>Approved</td>
</tr>
<tr>
<td>Safety Plan</td>
<td>2020</td>
</tr>
<tr>
<td>Service Demonstration Application</td>
<td>October</td>
</tr>
<tr>
<td>Revenue Service Demonstration Approval</td>
<td>December</td>
</tr>
</tbody>
</table>
Commuter and Freight Locomotives

- Pilot Vehicle Testing  
  June 6 – June 8
- G4’s (4 units)  
  July
- G1’s (6 units)  
  September
## PTC Critical Elements - Communication

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

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Syllabus</td>
<td>Approved</td>
</tr>
<tr>
<td>Development of Manuals</td>
<td>July</td>
</tr>
<tr>
<td>Cutover Training</td>
<td>June – July</td>
</tr>
<tr>
<td>In-Service Training</td>
<td>September</td>
</tr>
</tbody>
</table>
PTC Critical Path

- CTC Cutover - Signal System  
  June 15 – June 29
- PTC Cutover - Software  
  August
  - Service in Leander will be suspended
  - Service options have been developed
  - Communications plan is in place
PTC Project Challenges

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

• Drawings and Survey
## PTC Project Funding

**Grant Funding:**
- FTA = $9.762 Million;
- FRA = $3.0 Million

**Costs**
- PTC Project - (initiation to contract procurement – FY11 to FY17) $1,030,381
- PTC Contractor - Modern Railway Systems (MRS) $65,675,000
- Roadway Workers In-Charge (Herzog) $1,037,444
- Mod Change to EIC (Herzog) $311,413
- Supplemental Project Management (LTK Eng. Service) $73,802
- Supplemental Project Management (LTK Eng. Service) $50,801
- Technical Consultant (Hatch Mott MacDonald) $134,737
- Signal Drawing Update (Hatch Mott MacDonald) $458,275
- Technical Consultant (Hatch Mott MacDonald) $324,905
- Dispatch System Local to Cloud Hosting upgrade (MRS) $399,933
- Segment 1, AC Power Upgrade (MRS) $19,707
- Survey for New Track Chart, & Plan and Profile Drawing (MRS) $147,933
- Miscellaneous Support $218,057

**Total** = $69,828,253
## Project Summary Budget
**RRC 1102 – PTC Project**

<table>
<thead>
<tr>
<th>CMTA PTC FINANCE</th>
<th>FY2011 - FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY11 To FY16 Actuals</td>
<td>$725,753</td>
<td></td>
<td></td>
<td>$725,753</td>
</tr>
<tr>
<td>FY17 Actuals</td>
<td>$6,371,639</td>
<td></td>
<td></td>
<td>$6,371,639</td>
</tr>
<tr>
<td>FY18 Approved Board Budget</td>
<td></td>
<td>$31,648,000</td>
<td>$20,100,000</td>
<td>$51,748,000</td>
</tr>
<tr>
<td>Less: FY17 Actual Over Forecast</td>
<td></td>
<td>($6,158,533)</td>
<td></td>
<td>($6,158,533)</td>
</tr>
<tr>
<td>Plus: Additional Funding – MRS contract</td>
<td></td>
<td>$10,107,787</td>
<td>$3,856,599</td>
<td>$13,964,386</td>
</tr>
<tr>
<td>Plus: Herzog EIC Contract</td>
<td></td>
<td>$1,037,445</td>
<td></td>
<td>$1,037,445</td>
</tr>
<tr>
<td>Plus Mott MacDonald (Technical Consulting)</td>
<td></td>
<td>$134,737</td>
<td></td>
<td>$134,737</td>
</tr>
<tr>
<td>Plus: Mott MacDonald (Drawing Update)</td>
<td></td>
<td>$458,275</td>
<td></td>
<td>$458,275</td>
</tr>
<tr>
<td>Plus LTK Engineering Project Mgmt.</td>
<td></td>
<td>$73,802</td>
<td></td>
<td>$73,802</td>
</tr>
<tr>
<td><strong>Total Revised Budget</strong></td>
<td><strong>$7,097,392</strong></td>
<td><strong>$37,301,514</strong></td>
<td><strong>$23,956,599</strong></td>
<td><strong>$68,355,504</strong></td>
</tr>
</tbody>
</table>

PTC Project Expense as of May 31, 2018: $35,495,470

Remaining Balance = $32,814,966
What is PTC

PTC is a predictive and proactive technology that is designed to help:

1. Prevent train-to-train collisions.
2. Movement of a train through an improperly aligned switch.
3. Prevent over-speed derailments.
4. Injuries to workers as the result of unauthorized incursions by a train into a work zone.
What PTC Will Not Do

• Prevent vehicles or pedestrians from going around the gates of an active rail crossing

• Prevent vehicles or pedestrians from being struck by a train when they are trespassing on the railroad right of way

• Prevent accidents/incidents when railroad employees fail to follow established work and safety procedures
PTC Project Management and Support

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

Questions?

Board of Directors
June 25, 2018
Initial Review and Discussion of FY2019 Budget
FY2019 Budget Development Update

Presented on June 25, 2018
## FY2019 Budget Development Calendar

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 7</td>
<td>Operating and Capital Budget kick-off meeting with departments</td>
</tr>
<tr>
<td>Apr 13</td>
<td>Capital Budget requests received from departments</td>
</tr>
<tr>
<td>Apr 27</td>
<td>Operating Budget requests received from departments</td>
</tr>
<tr>
<td>May 9</td>
<td>Board Committees review proposed budget calendar</td>
</tr>
<tr>
<td>Jun 25</td>
<td>Board of Directors initial review and discussion</td>
</tr>
<tr>
<td></td>
<td>- Major operating budget assumptions</td>
</tr>
<tr>
<td></td>
<td>- Service priorities and funding</td>
</tr>
<tr>
<td></td>
<td>- Capital improvement plan update</td>
</tr>
<tr>
<td>Jul 18</td>
<td>Budget proposal presented to Board Committees</td>
</tr>
<tr>
<td>Jul 30</td>
<td>Budget proposal presented to Board of Directors</td>
</tr>
<tr>
<td>Aug 13</td>
<td>Budget update presented to Board Committees</td>
</tr>
</tbody>
</table>

[capmetro.org](http://capmetro.org)
FY2019 Budget Development Calendar

PUBLIC OUTREACH / FEEDBACK PROCESS

• Aug 1 Presentation to Access Advisory Committee
• Aug 8 Presentation to Customer Satisfaction Advisory Committee
• Aug 17 Proposed budget document is published online
• Aug 24 Notice of public hearing on proposed budget and capital improvement plan
• Sep 3-7 Webinars and open houses
  – Coordinate with public process for proposed service changes
• Sep 17 Update Board Committees
• Sep 17 Public hearing on proposed budget and capital improvement plan
• Sep 28 Board of Directors considers budget proposal
Discussion Outline

• Key FY2019 Budget Assumptions and FY2018 Reforecast

• Major Operating Budget Assumptions
  – Revenue and Cost Drivers

• Service Priorities and Funding
  – Cap Remap service enhancements at full year of funding

• Capital Improvement Plan Update
  – FY2018 capital projects update
  – Preliminary five-year outlook (FY2019 to FY2023)

• Long Range Financial Model used to balance operating and capital budget requests against estimated available funds over 5-year period and long term outlook
Operating Revenue

• Sales Tax Revenue
  - Growth trend is slowing down to more moderate growth
    - FY2018 – on target to achieve or exceed budget of $234 million at 2.5% growth
    - FY2019 – budgeted growth of 3.0%

• Fare Revenue
  - Most recent increase in 2015; No fare increase proposed for FY2019

• Federal Grants
  - Approximately $28.7 million annually in Section 5307 funds
    - Primarily dedicated to “capital cost of contracting”, for agencies that contract for transit services

• Freight Railroad Revenue on target to budget estimates
  - Mainline Revenue trending slightly favorable to FY2018 Budget
  - Section 45G Railroad Track Maintenance Tax Credit currently not in 2018 tax code
Sales Tax

- Projected growth for FY2019 is 3.0% and is inline with the City of Austin Financial Forecast of 2.5% for Fiscal Years 2019 – 2023
- Represents an expectation of return to more moderate growth and a sustainable growth pattern
Passenger Fare Revenue

<table>
<thead>
<tr>
<th>(in millions)</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
<td>Actual</td>
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<td>$24.1</td>
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<tr>
<td>Total</td>
<td>$24.1</td>
<td>$24.1</td>
<td>$23.3</td>
<td>$23.4</td>
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- Most recent increase in 2015; No fare increase in 2019 due to Cap Remap
- In 2013, the Board of Directors established a fare recovery goal of 20%
  - Current fare recovery ratio = 11%
  - Fare structure, ridership and operating costs all affect fare recovery ratio
- Ridership typically decreases when fares rise and takes time to recover
  - Cap Remap presents future opportunities to increase fare revenue by increasing ridership

FY2019 fare revenue projections to be refined before submitting July Budget Proposal
## FY2018 Operating Revenue Update

<table>
<thead>
<tr>
<th>Category</th>
<th>Budget</th>
<th>Forecast</th>
<th>Variance</th>
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<tr>
<td>Sales Tax</td>
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<td>$2.3</td>
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<tr>
<td>Passenger Fares</td>
<td>25.2</td>
<td>23.3</td>
<td>(1.9)</td>
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<td><strong>Total</strong></td>
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<td><strong>$298.5</strong></td>
<td><strong>$1.5</strong></td>
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- FY2018 Sales Tax receipts through March are $2.3 million higher than FY2018 Budget
- Freight Section 45G Railroad Track Maintenance Tax Credit favorable variance of $570K and additional Mainline Revenue
Operating Cost Drivers

• Reflects purchased transportation contractor pricing under approved agreements
• Bus & Rail purchased transportation costs include full year service levels for Cap Remap
  – With $500K contingency
• Continued moderate growth in paratransit and van pool demand
• Fuel prices to remain stable over next fiscal year with hedging in place
  – Estimate of $2.10 per gallon, net of hedging activities
  – Fuel hedge target is 80% of projected fuel usage
• 3.0% average annualized pay increase for employees
  – Performance based program
  – Budget represents average cost across the agency
• Two new position requests approved by Senior Management Team
FY2018 Operating Cost Update

- Higher forecast for Salaries and Benefits due to Pension plan adjustment, partially offset by vacancy savings
- Purchased Transportation below budget due to $1.4M Rail vehicle overhaul deferred to FY2019 and lower than budgeted vehicle hours Bus and MetroAccess
Proposed Budget Highlights

• Project Connect preliminary engineering
• Electric bus purchases and infrastructure construction
• Innovative mobility projects
• Bus stop enhancements
  - Accelerated plan to achieve service standards for bus stop amenities
  - Improve shading, cameras and lighting
• Downtown Station improvements
• Additional MetroRapid stations
• Westgate Transit Center Park & Ride
• Positive train control
## FY2018 Capital Projects Update

### $' Million

<table>
<thead>
<tr>
<th>Project Category</th>
<th>FY2018 Budget</th>
<th>FY2018 Forecast</th>
<th>Variance</th>
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<tr>
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<td>Information Technology</td>
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<tr>
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<tr>
<td>Real Estate</td>
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<td><strong>$100.7</strong></td>
<td><strong>$50.8</strong></td>
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- Delayed or reduced projects include Downtown Station ($6.75M), I-35 Corridor Right of Way Commitment ($3.6M), Positive Train Control ($3.4M), Downtown Station Double Tracking ($3.3M) and Reserve Contingency ($2.0M)
Preliminary Capital Plan

- FY2019 projections include estimated carryforward of $50.8 million from FY2018
- Senior Management Team used Decision Lens software to prioritize and score Capital Projects based on categories of Safety, State of Good Repair, Regulatory and Enhancement

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<td><strong>$40.0</strong></td>
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Questions/Discussion