



**Agenda - Final**  
**Capital Metropolitan**  
**Transportation Authority**  
**Operations, Planning and Safety**  
**Committee**

2910 East 5th Street  
Austin, TX 78702

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**Monday, April 14, 2025**

**1:00 PM**

**Rosa Parks Boardroom**

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This meeting will be livestreamed at [capmetrotx.legistar.com](https://capmetrotx.legistar.com)

**I. Call to Order**

**II. Public Comment**

**III. Action Items**

1. Selection of an Operations, Planning and Safety Committee Vice Chair for the remainder of 2025.
2. Approval of minutes from the March 12, 2025 Operations, Planning and Safety Committee meeting.
3. Approval of a resolution approving the August 2025 Service Changes Title VI Equity Analysis and authorizing the President & CEO, or her designee, to implement the August 2025 Service Changes.
4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Modern Rail Systems to purchase, install, test and commission defect detectors on the Central Subdivision, including installing two new locations and upgrading two existing locations, for a base term of one (1) year with a one (1) year option, for a total contract not to exceed \$1,274,174.
5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract by utilizing the Department of Information Resources (DIR), held by The eConsortium Group, for Cisco Branded Products and Related Services, to replace network infrastructure technology, for a term of ninety (90) days from notice to proceed, in a total amount not to exceed \$449,192.
6. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a month-to-month lease with 1303 Properties Ltd. DBA Travis Properties for approximately 7,052 square feet of rentable square feet of office space on the first floor of the Travis Building located at 209 West 9th Street, Austin, TX 78701, extending the month to month lease through September 30, 2026 for a total amount not to exceed \$925,575.

#### **IV. Presentations**

1. Executive Operations, Planning and Safety Update - April 2025  
Update on performance and Expo and Pleasant Valley initial service, personnel changes, communications and public outreach.

#### **V. Items for Future Discussion**

#### **VI. 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](mailto:ed.easton@capmetro.org) if you need more information.*

*Committee Members: Chito Vela, Chair; Jeffrey Travillion, Paige Ellis and Eric Stratton.*

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



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Operations, Planning and Safety Committee **Item #:** AI-2025-1459

**Agenda Date:** 4/14/2025

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Selection of an Operations, Planning and Safety Committee Vice Chair for the remainder of 2025.



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Operations, Planning and Safety Committee **Item #:** AI-2025-1445

**Agenda Date:** 4/14/2025

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Approval of minutes from the March 12, 2025 Operations, Planning and Safety Committee meeting.

**Minutes**  
**Capital Metropolitan**  
**Transportation Authority**  
**Operations, Planning and Safety**  
**Committee**

2910 East 5th Street  
Austin, TX 78702

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**Wednesday, March 12, 2025**

**12:30 PM**

**Rosa Parks Boardroom**

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**I. Call to Order**

12:31 p.m. Meeting Called to Order

<b>Present</b>	Jeffrey Travillion, Chito Vela, and Paige Ellis
<b>Absent</b>	Eric Stratton

**II. Public Comment**

Deb Miller and Zenobia Joseph provided public comments.

**III. Action Items**

1. Approval of minutes from the February 12, 2025 Operations, Planning and Safety Committee meeting.

A motion was made by Travillion, seconded by Ellis, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

2. Approval of a resolution authorizing the President & CEO, or her designee, to implement the June 2025 Service Changes.

A motion was made by Ellis, seconded by Travillion, that this Resolution be recommended for the action item agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

3. Approval of a resolution updating the Charter Statement for the Operations, Planning and Safety Committee.

A motion was made by Travillion, seconded by Ellis, that this Resolution be recommended for the consent agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute an encroachment agreement with the City of Pflugerville on CapMetro-owned property located at 10805 Cameron Road, Austin, Texas, for the purpose of providing new storm water drainage infrastructure related to construction of CapMetro's new North Base Demand Response Facility.

A motion was made by Ellis, seconded by Travillion, that this Resolution be recommended for the consent agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute the granting of a restrictive covenant to the City of Austin on CapMetro-owned property located on 25 acres of land at 10805 Cameron Road, Austin, Texas for the purpose of creating an Integrated Pest Management plan for an onsite stormwater infrastructure.

A motion was made by Travillion, seconded by Ellis, that this Resolution be recommended for the consent agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

6. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Trapeze Software Group, Inc., dba Vontas for replacement of the CapMetro computer aided dispatch / automatic vehicle location (CAD/AVL) system, for a two (2) year base period and three (3) one-year option periods for a grand total not to exceed amount of \$9,190,649 which includes 10% contingency.

A motion was made by Ellis, seconded by Travillion, that this Resolution be recommended for the action item agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

7. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with the Texas Department of Information Resources (DIR) Interlocal Contract No. DIR-SS-ILC0030 held by DIR and CapMetro for Shared Technology Services to renew Salesforce CRM Software licensing for one (1) year for a total amount not to exceed \$435,699.

A motion was made by Travillion, seconded by Ellis, that this Resolution be recommended for the consent agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

8. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute an interlocal agreement (ILA) with the City of Austin to support the connection of public safety dispatch radio consoles and other equipment to the GATRRS Master Site network for an estimated amount not to exceed \$140,000 during the term of the ILA.

A motion was made by Ellis, seconded by Travillion, that this Resolution be recommended for the consent agenda to the Board of Directors, due back on 3/24/2025. The motion carried by the following vote:

**Aye:** Travillion, Vela, and Ellis

#### **IV. Presentations**

1. Executive Operations, Planning and Safety Update - March 2025  
*Update on Q1 agency performance, recent activities, personnel changes, communications and public outreach.*

#### **V. Items for Future Discussion**

#### **VI. Adjournment**

1:34 p.m. Meeting Adjourned

#### **ADA Compliance**

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*Committee Members: Chito Vela, Chair; Jeffrey Travillion, Paige Ellis and Eric Stratton.*

*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.*

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Operations, Planning and Safety Committee **Item #:** AI-2025-1449

**Agenda Date:** 4/14/2025

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**SUBJECT:**

Approval of a resolution approving the August 2025 Service Changes Title VI Equity Analysis and authorizing the President & CEO, or her designee, to implement the August 2025 Service Changes.

**FISCAL IMPACT:**

Funding for this action is available in the FY2025 Operating Budget.

**STRATEGIC PLAN:**

**Strategic Goal Alignment:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> 1. Customer | <input type="checkbox"/> 2. Community                    |
| <input type="checkbox"/> 3. Workforce           | <input type="checkbox"/> 4. Organizational Effectiveness |

**Strategic Objectives:**

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> 1.1 Safe & Reliable Service  | <input checked="" type="checkbox"/> 1.2 High Quality Customer Experience | <input type="checkbox"/> 1.3 Accessible System               |
| <input type="checkbox"/> 2.1 Support Sustainable Regional Growth <input type="checkbox"/> 2.2 Become a Carbon Neutral Agency                                       |  |  |
| <input type="checkbox"/> 2.3 Responsive to Community and Customer Needs <input type="checkbox"/> 2.4 Regional Leader in Transit Planning                           |  |  |
| <input type="checkbox"/> 3.1 Diversity of Staff  | <input type="checkbox"/> 3.2 Employer of Choice                          | <input type="checkbox"/> 3.3 Expand Highly Skilled Workforce |
| <input type="checkbox"/> 4.1 Fiscally Responsible and Transparent <input type="checkbox"/> 4.2 Culture of Safety <input type="checkbox"/> 4.3 State of Good Repair |  |  |

**EXPLANATION OF STRATEGIC ALIGNMENT:** Service changes are in accordance with CapMetro's Service Standards and Guidelines (June 2023). These changes are designed to meet Initiative 10.1 in CapMetro's Strategic Plan: Conduct ongoing service planning to improve reliability and service quality.

**BUSINESS CASE:** Service changes provide CapMetro an opportunity to adjust its services to meet the needs of customers and efficiently use our resources. Service changes occur up to three times a year typically in January, June, and August to coincide with local school and university calendars. In the interim months between service change implementations, CapMetro continuously seeks and invites year-round feedback from the community.

**COMMITTEE RECOMMENDATION:** This agenda item was presented and recommended for approval at the Operations, Planning and Safety Committee meeting on April 14, 2025.



EXECUTIVE SUMMARY: The following is a high-level summary of the proposed service changes for August 2025. Future service changes could include more substantial service adjustments and various scenario options will be considered as part of our ongoing [Transit Plan 2035 <https://www.capmetro.org/transit-plan-2035>](https://www.capmetro.org/transit-plan-2035) process.

- **Extension of Route 483 Night Owl Riverside to the Airport** - The proposed extension to the Austin Bergstrom International Airport (AUS) would improve late-night connections to the airport and the Riverside area, both of which show propensity for late-night ridership. Community feedback has demonstrated strong interest in additional airport connectivity; this extension provides a near-term opportunity to close a gap for late-night travelers, employees and customers.
- **Combination of UT Shuttle Routes 670 Crossing Place and 671 North Riverside** - The proposed combination would maintain full connectivity while increasing frequency. It also would remove a one-way loop with a timepoint that currently delays customers and impedes traffic flow. All existing stops would be served with consistent bidirectional service and only a minimal total travel-time adjustment. The proposed combination builds upon lessons learned from the recent successful combination of UT Shuttle Routes 640/641 and allows for potential savings and resources to improve reliability, frequency, and service delivery.
- **Routine Transition to School Service Level and Minor Adjustment to the UT Shuttle Service Calendar** - Typical transition to normal service levels would occur on UT Shuttle routes and select school-trips on bus routes. To increase access during UT orientation and other prerequisite activities, the transitional period between Summer and Fall would be filled in with the level provided during other transitional periods.
- **Minor Bus and Rail Schedule Adjustments** - To improve on-time performance, reliability and better serve customers, select routes may receive minor adjustments to their schedules and/or bus stop locations. This does not impact route locations.

The above recommendations are “Major Service Changes” as defined by CapMetro’s Title VI Policy, as two fixed-route bus routes will be combined into one route (resulting in the elimination of one route in its entirety) and the extension of Route 483 Night Owl Riverside increases its annual revenue miles by more than 25% of its current revenue miles.

Since these are Major Service Changes, CapMetro conducted a Title VI service equity analysis to analyze any Adverse Effects on Title VI protected populations, along with associated positive impacts. No Disparate Impact or Disproportionate Burden was identified for the proposed extension of Route 483 to the airport. In fact, the change will expand service for late-night customers in the Riverside area, including minority and low-income communities. The combination of UT Shuttle Routes 670 and 671 shows a potential Disparate Impact to minority populations and a Disproportionate Burden to low-income populations. However, while the combination of Routes 670 and 671 is a reduction in total revenue miles, the impact to the customer will be minimal: the extent of the impact on current customers will be an additional three (3) minutes in travel time.

Full connectivity will be maintained, and all existing stops will still have service. CapMetro has considered and analyzed alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color or national origin. CapMetro determined that the proposed change is the least discriminatory.

If approved, these changes would start on Sunday, August 17, 2025, with Night Owl adjustments occurring on Monday, August 18, 2025. The proposed changes are in accordance with CapMetro's proposed FY 2025 operating budget.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Planning and Development

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2025-1449**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro management desire to efficiently distribute limited resources to provide reliable service for our customers, and

WHEREAS, matching service with demand improves service to overall customers, and

WHEREAS, community feedback has demonstrated strong interest in additional airport connectivity and this extension provides an opportunity to close a gap for late-night travelers, employees and customers, and

WHEREAS, an equity analysis, required under the Federal Transit Administration's Title VI Circular 4702.1B, identifies No Disparate Impact (minority) or Disproportionate Burden (low-income) on affected populations for the proposed extension of Route 483 Night Owl Riverside, and

WHEREAS, an equity analysis, required under the Federal Transit Administration's Title VI Circular 4702.1B, shows a potential Disparate Impact (minority) and a Disproportionate Burden (low-income) on affected populations for the combination of UT Shuttle Routes 670 and 671, and

WHEREAS, although the combination of UT Shuttle Routes 670 and 671 is a reduction in total revenue miles, the impact to the customer will be minimal as full connectivity will be maintained, all existing stops will still have service, and frequency will be improved, and

WHEREAS, the University of Texas and CapMetro have an Interlocal Agreement to coordinate on providing transit that meets the needs of students, staff & faculty, and

WHEREAS, the UT Shuttle Route Adjustments were reviewed and approved by the UT Shuttle Bus Committee, and

WHEREAS, a public hearing was held on April 14th, 2025.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that (1) the CapMetro Board of Director hereby approves the Title VI Service Equity Analysis in the attached document, and (2) the President & CEO, or her designee, is authorized to implement the August 2025 Service Changes described in the attached document beginning Sunday, August 17, 2025.

\_\_\_\_\_  
**Secretary of the Board**  
**Becki Ross**

**Date:** \_\_\_\_\_

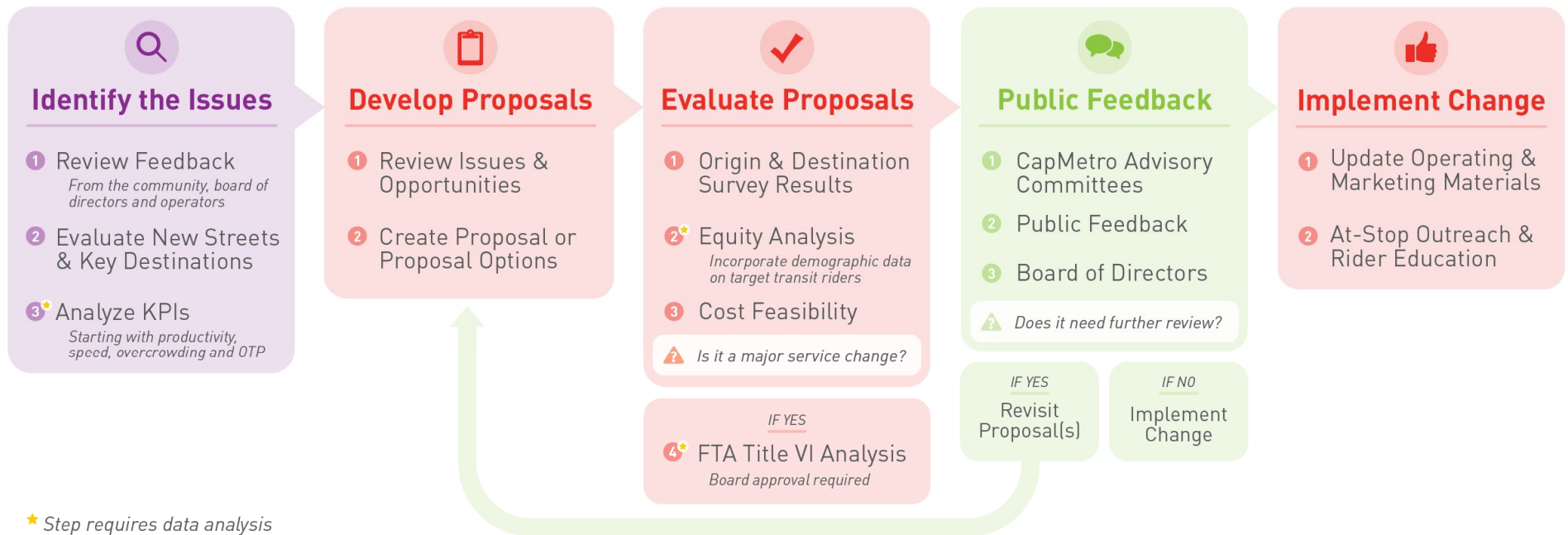


# August 2025 Service Changes

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*April 2025 Board Meeting*

# Service Evaluation Process



# Proposed August 2025 Service Changes - Overview



- Extension of Route 483 Night Owl Riverside to the Airport
- Combination of UT Shuttle Routes 670 Crossing Place and 671 North Riverside
- Routine Transition to School Service Level and Minor Adjustment to the UT Shuttle Service Calendar
- Minor Bus and Rail Schedule Adjustments

If approved, changes would be implemented on Sunday, August 17<sup>th</sup>



# Proposed Extension of Route 483 Night Owl Riverside



- Improved late-night connections to Austin Bergstrom International Airport (AUS)
- Improved late-night connections to Riverside corridor
- Both areas show propensity for late-night ridership
- Near-term opportunity to close a gap for late-night travelers, employees and customers



# Requests for Late-Night Service to AUS



"I use the 20 bus to get to and from the airport. A lot of flights leave very early or arrive very late (near midnight) and it would be helpful if this route had runs earlier in the morning and later at night."

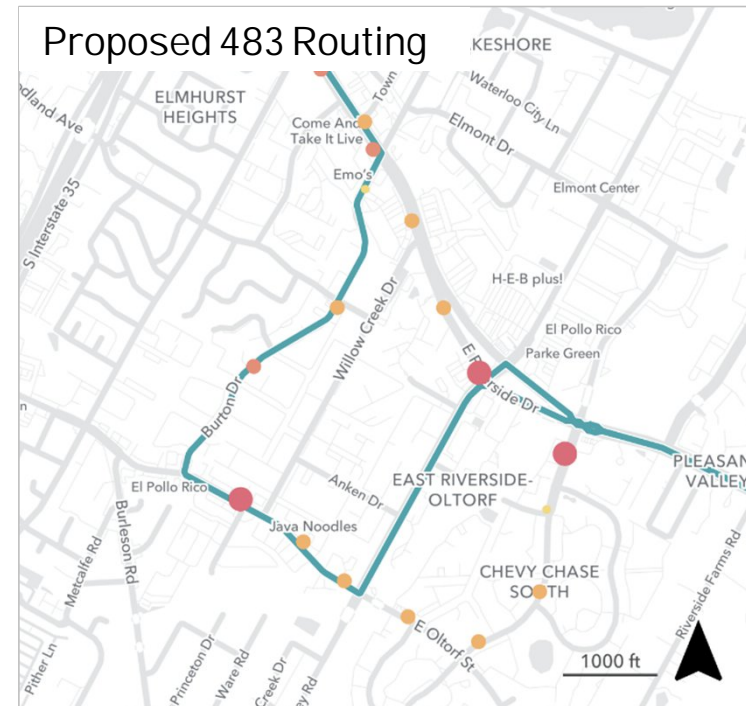
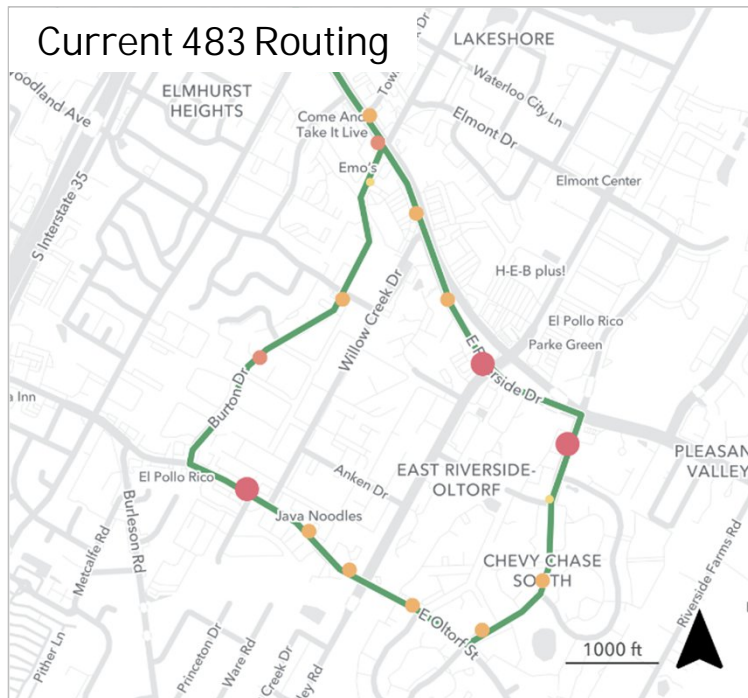


"There's many airport flights that arrive after 11 pm, not including flight delays. It'll be nice if a midnight bus was available from the airport. Alternatively, have a midnight and 12:30am late-night bus that connects to the downtown night-owls."



"We need regular service to the airport at all times. I've had to Uber home from the airport just because I landed after midnight."

# Proposed Service on Pleasant Valley



Proposed routing shifts service from Wickersham to Pleasant Valley, retaining high ridership areas on Oltorf.



## Proposed Route 483 Night Owl Riverside Extension





# Proposed Combination of UT Shuttle Routes 670 and 671

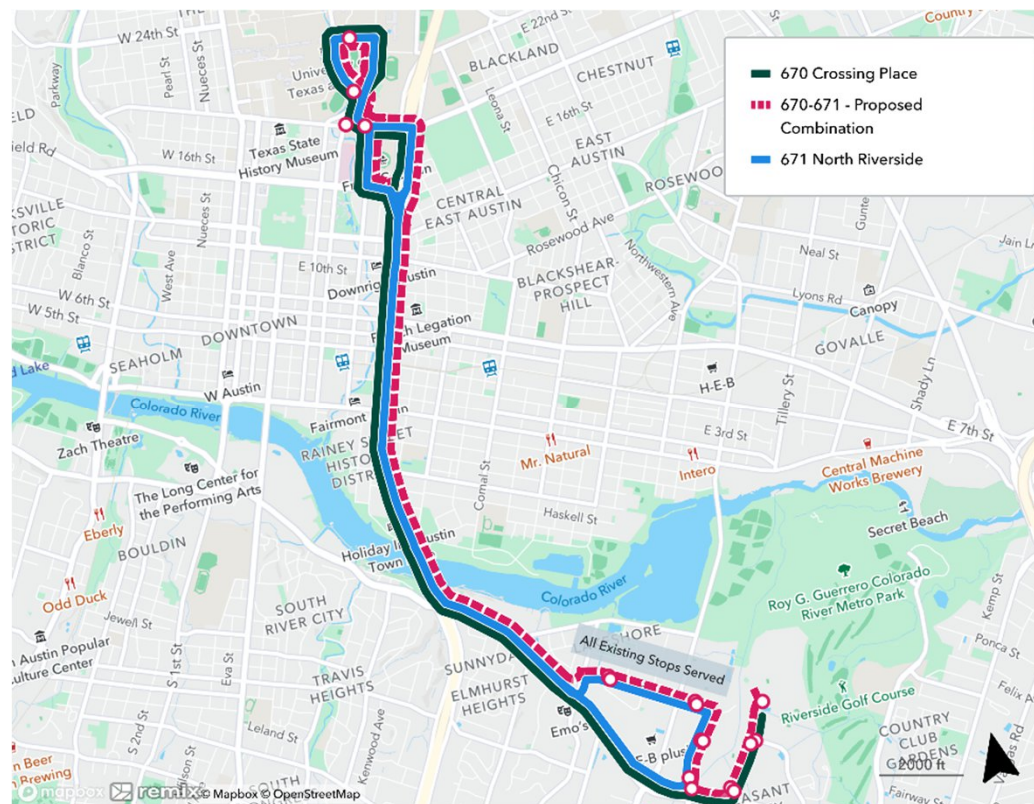
# What is the UT Shuttle System?



- Provides shuttles around campus and major residential areas
- Service is available when classes are in session
- Levels correspond to the academic calendar (e.g., Full, Finals, Summer)
- Cost share between UT and CapMetro

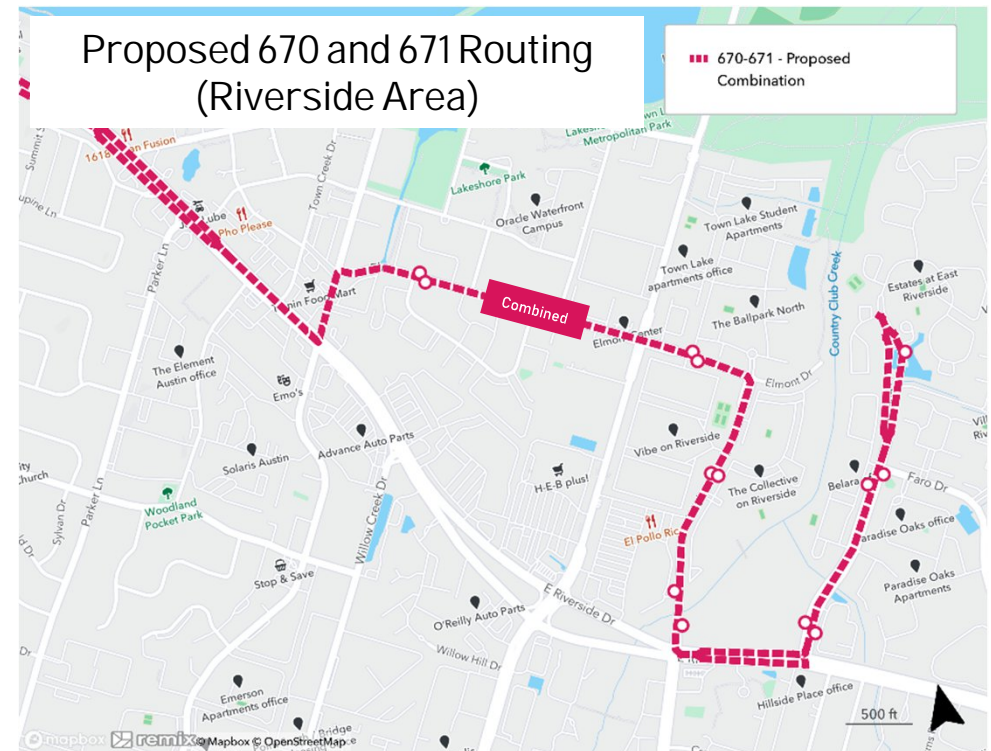
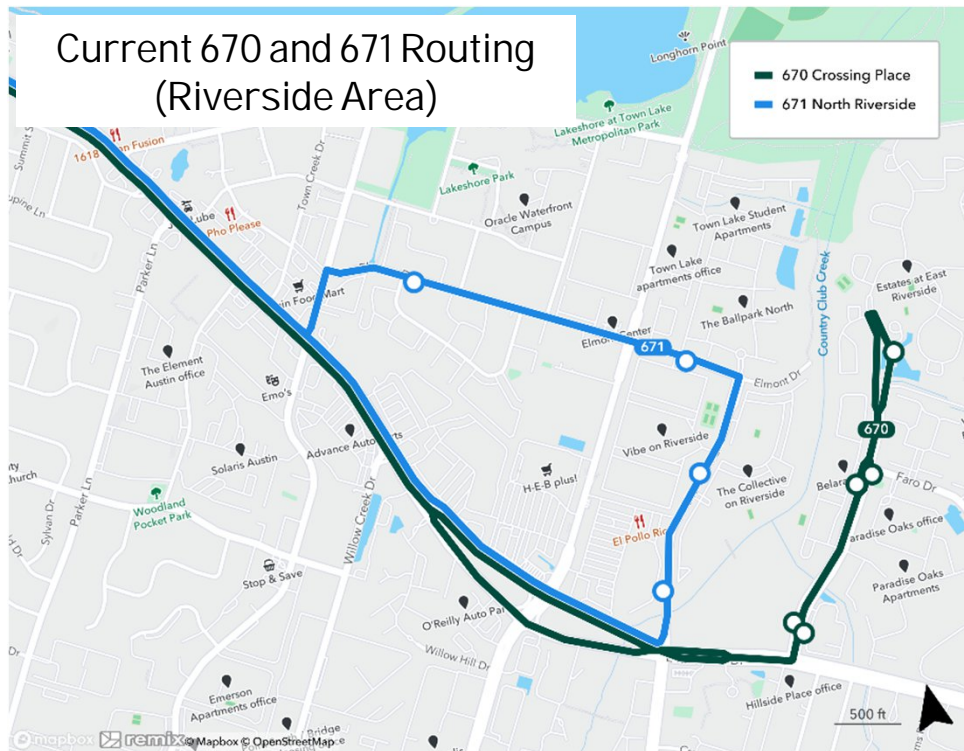
## Proposed Combination of 670 Crossing Place & 671 North Riverside

- Maintains access to all existing stops and improves frequency (every 10-minutes during most of the day)
- Removes a one-way loop with a timepoint that currently delays customers and impedes traffic flow
- Only a minimal total travel-time adjustment (3-4-minutes)
- Matches service with demand and housing trends, and responds to feedback and suggestions





# Proposed Routing for Combined 670 & 671

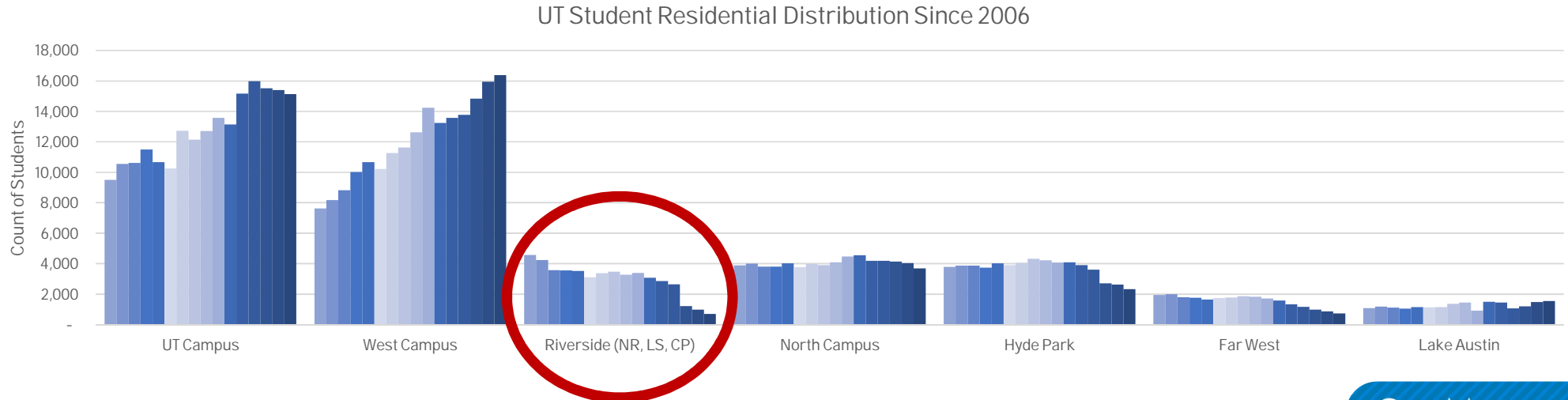


All existing stops served with a minimal total travel-time adjustment (3-minutes)

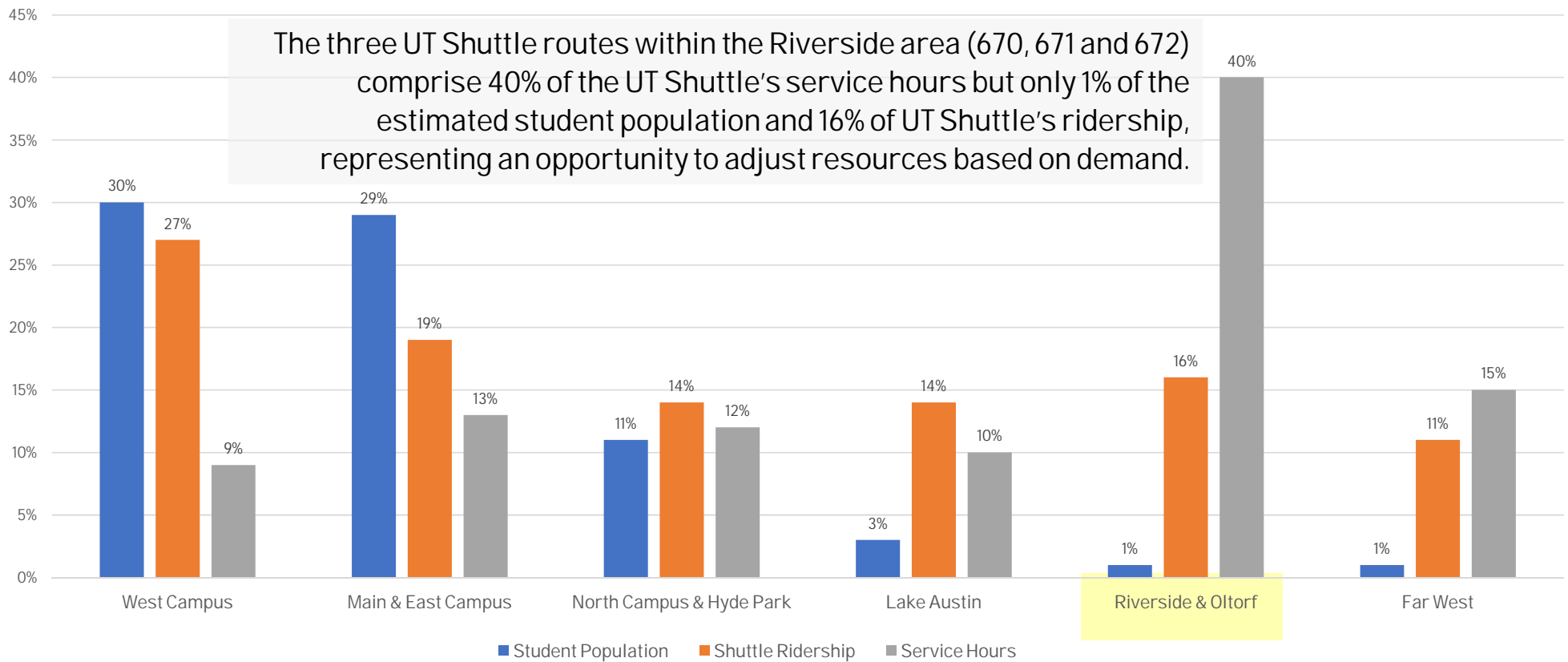


# Changing Student Housing Trends

- Continued trends show **high migration away from Riverside**, with a 74% decrease over the last five years
- Growing **concentration of students in the direct periphery** of campus, especially as West Campus grows
- Rapid and the frequent route network are **drawing some students to relocate along major corridors** with mainline service



# Existing Resource Allocation



# Student Feedback



- Importance of frequency over travel time
- Preference for more stops along UT Shuttles for coverage
- Issue with current Route 671 routing that delays students before drop-off or after pick-up
- High usage of Route 7 and 20 to commute to campus
- Positive feedback from UT Shuttle route combination in August 2024



# Title VI Analyses for Major Service Changes

# Title VI Analysis for Major Service Changes

## Extension of Route 483

+ 20,991 annual revenue miles

No Disparate Impact

No Disproportionate Burden

The change will expand service for late-night customers in the Riverside area, including minority and low-income communities.

## Routes 670 & 671 Combo

-84,172 annual revenue miles

Potential Disparate Impact

Potential Disproportionate Burden

Minimal impact on current customers. Some customers can expect an additional three minutes in travel time.

Full connectivity will be maintained, and all existing stops will still have service with improved frequency.







# Minor & Routine Schedule Adjustments

# Transition to School Service

- Typical transition to normal service levels on UT Shuttle routes and school-trips on local routes
  - [Route 4](#) (7th Street) to Austin High School & the Liberal Arts and Science Academy (LASA)
  - [Route 217](#) (Montopolis Feeder) to Allison Elementary
  - [Route 315](#) (Ben White) to Small Middle School
  - [Route 333](#) (William Cannon) to Perez Elementary
  - School trips will not return on Route 337 because Rapid 837 stops at LBJ High School
- To increase transit access during UT orientation and other prerequisite activities, provide UT Shuttle service during the week of transition between the Summer and Fall semesters



# Potential Minor Schedule Adjustments

 Scheduled Time	 Layover or Timepoints	 Additional Trip(s)	 Minor Routing Adjustments & Updated Bus Stops
<ul style="list-style-type: none"><li>• Route 640</li></ul>	<ul style="list-style-type: none"><li>• N/A</li></ul>	<ul style="list-style-type: none"><li>• Route 271 (Evening)</li></ul>	<ul style="list-style-type: none"><li>• Route 490 and 493 (Minor Routing Adjustments)</li></ul>





# Public Engagement

# Outreach & Public Feedback



March

- UT Shuttle Bus Committee
- Board Memo
- At-Stop Outreach on Campus
- On-Board Outreach for Route 483 Night Owl Riverside
- Meetings and Presentations with UT Stakeholders
- Operator Notices
- Service Change Website with Comment Box

April

- Signage at Specific Stops
- Customer Service Advisory Committee
- ACCESS Committee
- UT Shuttle Bus Committee
- On-Bus Brochure
- MetroAlerts & Social Media
- Virtual Presentation
- Public Hearing
- Board Approval

# Regional Coordination



- Collaborating with regional partners and member cities
- Working to create meaningful engagement opportunities and ongoing communication with all cities with CapMetro service area
- Key opportunity for engagement throughout the Transit Service Plan

CapMetro

Thank you!

To: CapMetro Board of Directors  
From: Sharmila Mukherjee, EVP, Chief Strategic Planning and Development Officer  
Date: March 18, 2025  
Re: Proposed August 2025 Service Changes

Service changes provide CapMetro an opportunity to adjust its services to meet the needs of customers and efficiently use our resources. Service changes occur up to three times a year typically in January, June, and August to coincide with local school and university calendars. In the interim months between service change implementations, CapMetro continuously seeks and invites year-round feedback from the community.

The service change process is guided by the Board-approved [Service Standards and Guidelines](#). Additional information about how service changes are developed, evaluated, approved and ultimately implemented is available on our website at [capmetro.org/service change](http://capmetro.org/service-change).

### Summary of Proposed Changes & Process

The following is a high-level summary of the proposed service changes for August 2025. Future service changes could include more substantial service adjustments and various scenario options will be considered as part of our ongoing [Transit Plan 2035](#) process.

- **Extension of Route 483 Night Owl Riverside to the Airport** – The proposed extension to the Austin Bergstrom International Airport (AUS) would improve late-night connections to the airport and the Riverside area, both of which show propensity for late-night ridership. Community feedback has demonstrated strong interest in additional airport connectivity; this extension provides a near-term opportunity to close a gap for late-night travelers, employees and customers.
- **Combination of UT Shuttle Routes 670 Crossing Place and 671 North Riverside** - The proposed combination would maintain full connectivity while increasing frequency. It also would remove a one-way loop with a timepoint that currently delays customers and impedes traffic flow. All existing stops would be served with consistent bidirectional service and only a minimal total travel-time adjustment. The proposed combination builds upon lessons learned from the recent successful combination of UT Shuttle Routes 640/641 and allows for potential savings and resources to improve reliability, frequency, and service delivery.
- **Routine Transition to School Service Level and Minor Adjustment to the UT Shuttle Service Calendar** – Typical transition to normal service levels would occur on UT Shuttle routes and select school-trips on bus routes. To increase access during UT orientation and

other prerequisite activities, the transitional period between Summer and Fall would be filled in with the level provided during other transitional periods.<sup>1</sup>

- **Minor Bus and Rail Schedule Adjustments** – To improve on-time performance, reliability and better serve customers, select routes may receive minor adjustments to their schedules and/or bus stop locations. This does not impact route locations.

If approved, these changes would start on Sunday, August 17, 2025, with Night Owl adjustments occurring on Monday, August 18, 2025. The proposed changes are in accordance with CapMetro's proposed FY 2025 budget.

## Title VI Service Equity Analysis Overview

These recommendations are classified as a Major Service Change, as two operating routes will be combined into one route (resulting in the elimination of one route) and the extension of Route 483 Night Owl Riverside increases its annual revenue miles by more than 25% of its current revenue miles.<sup>2</sup> Since these are Major Service Changes, CapMetro conducted a Title VI service equity analysis to determine whether the planned changes would have a Disparate Impact on the basis of race, color, or national origin, or whether low-income populations will bear a Disproportionate Burden of the changes.

CapMetro proposed an extension to Route 483 Night Owl Riverside to AUS, which amounts to a total increase of 20,991 annual revenue miles. No Disparate Impact or Disproportionate Burden was identified for the proposed extension of Route 483 to AUS. The change will expand service for late-night customers in the Riverside area, including minority and low-income communities.

CapMetro also proposed to combine Routes 670 Crossing Place and Route 671 North Riverside, amounting to a total decrease of 84,172 annual revenue miles. For these proposed changes, the analysis shows a potential Disparate Impact to minority populations and a Disproportionate Burden to low-income populations. However, while the combination of Routes 670 and 671 North Riverside is a reduction in total revenue miles, the impact to the customer will be minimal. The extent of the impact on current customers will be an additional three minutes in travel time. Full connectivity will be maintained, and all existing stops will still have service.

The detailed service equity analysis for both proposed changes is attached in Appendix A.

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<sup>1</sup> The level provided during transitional periods are Winter-Term and Summer-Term Service Levels, where buses depart approximately every 35-minutes on all routes from 8:00 a.m. to 6:00 p.m.

<sup>2</sup> Board Policy "Title VI Major Service Change Policy OOD-103" defines a Major service change as the establishment of new bus routes, a substantial geographical alteration on a given route of more than 25% of its route miles, the elimination of any bus service, or a major modification which causes a 25% or greater change in the number of daily service hours provided.

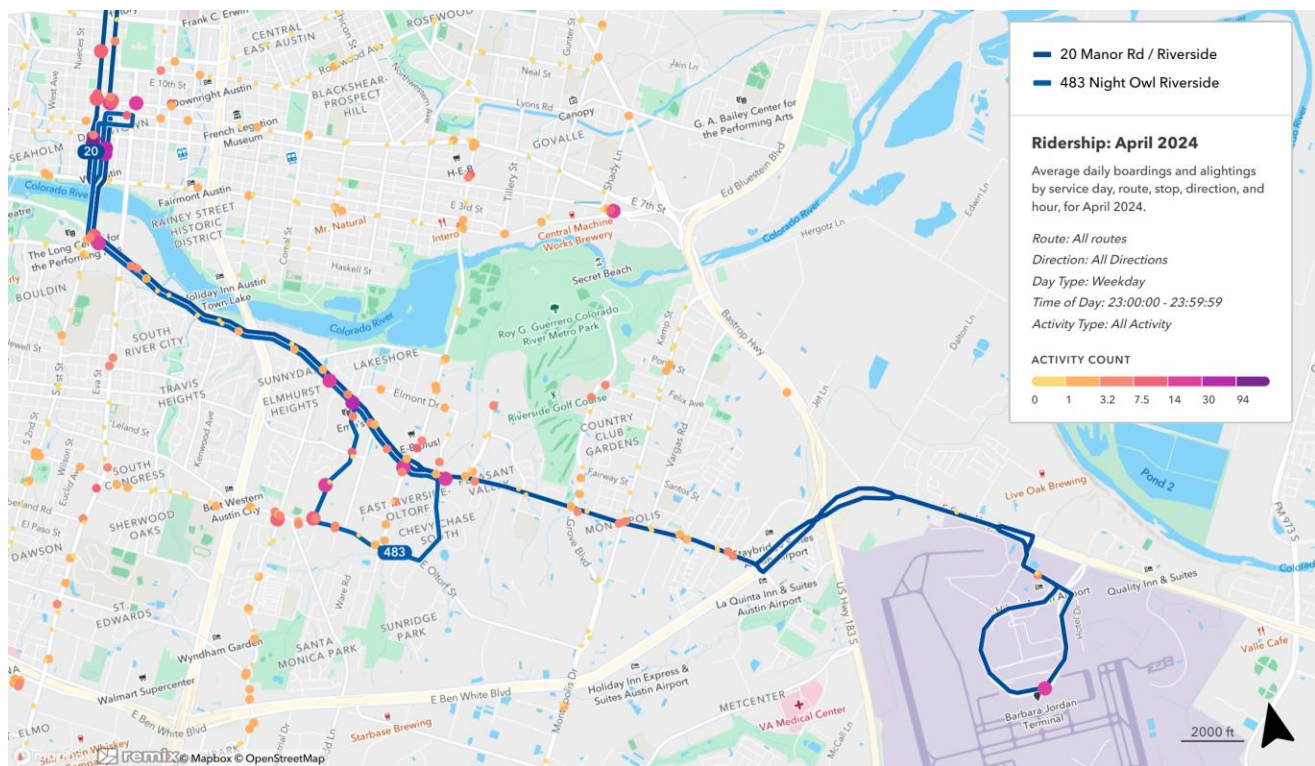


## Detailed Overview of Proposed Changes

### *Extension of Route 483 Night Owl Riverside to the Airport*

As part of the service change process, CapMetro staff reviewed the [Night Owl system](#) to identify potential near-term improvements for customers. Staff reviewed late-night ridership throughout the system between 11:00 p.m. and 12:00 a.m. as an indicator of potential Night Owl ridership in areas that it currently does not serve. The East Riverside corridor demonstrated consistently high late-night ridership via [Route 20 Manor Road/Riverside](#) (operates until 12:00 a.m.) and [Route 483 Night Owl Riverside](#) (operates until 3:00 a.m.). *Figure 1* displays average weekday ridership throughout the system from 11:00 p.m. to 12:00 a.m., demonstrating high usage along these corridors. The airport also emerged as a high-propensity location for Night Owl service, with an average of 16 late-night riders per hour.

*Figure 1: Late-Night Ridership (11:30 p.m. to 12:00 a.m.)*



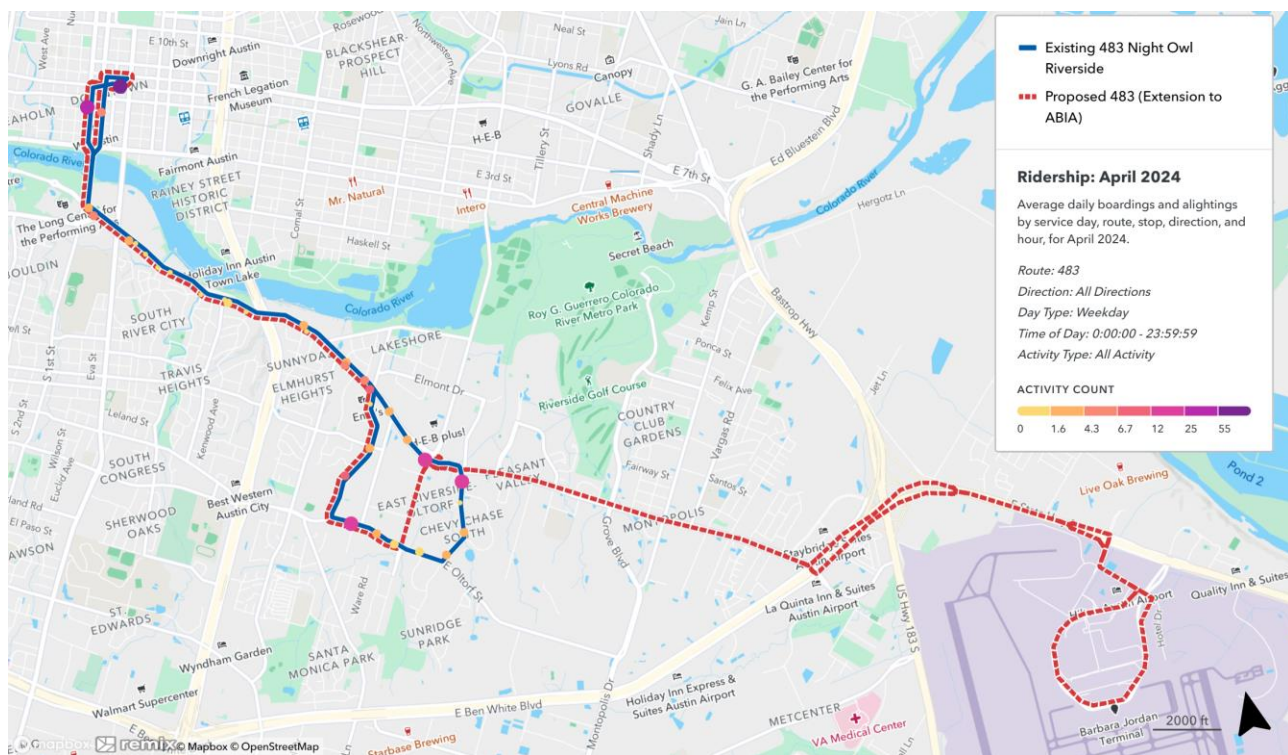
CapMetro staff also reviewed community feedback and requests for late-night service. The feedback demonstrated strong interest in improving late-night connections to the airport. There are currently no transit options to or from AUS between approximately 12:00 a.m. to 5:00 a.m. However, there are more than a dozen flights typically [arriving daily at AUS after 11:30 p.m.](#) and TSA security checkpoints open at 3:00 a.m. to accommodate early morning flights. Below are some comments we received from the public requesting improved late-night service to the airport:

- “I use the 20 bus to get to and from the airport. A lot of flights leave very early or arrive very late (near midnight) and it would be helpful if this route had runs earlier in the morning and later at night.”

- “There’s many airport flights that arrive after 11 pm, not including flight delays. It’ll be nice if a midnight bus was available from the airport. Alternatively, have a midnight and 12:30am late-night bus that connects to the downtown night-owls.”
- “We need regular service to the airport at all times. I’ve had to Uber home from the airport just because I landed after midnight.”

Based on the community feedback and ridership data, CapMetro staff propose extending Route 483 Night Owl Riverside to AUS as a near-term opportunity to close a gap for late-night travelers, employees and customers. The extended Route 483 would operate between approximately 12:00 a.m. to 3:00 a.m., Monday through Saturday. Route 20 Manor Road/Riverside would continue providing daily high-frequency service to AUS from approximately 5:00 a.m. to midnight. The proposed alignment, shown in *Figure 2*, maintains connectivity for current users, serves existing ridership hotspots, and provides additional service to AUS. A minor realignment through the Riverside area is proposed to provide connectivity to the Riverside and Pleasant Valley intersection, a key location for transit usage.

*Figure 2: Proposed Extension of Route 483 Night Owl Riverside to AUS*



### *Combination of UT Shuttle Routes 670 Crossing Place and 671 North Riverside*

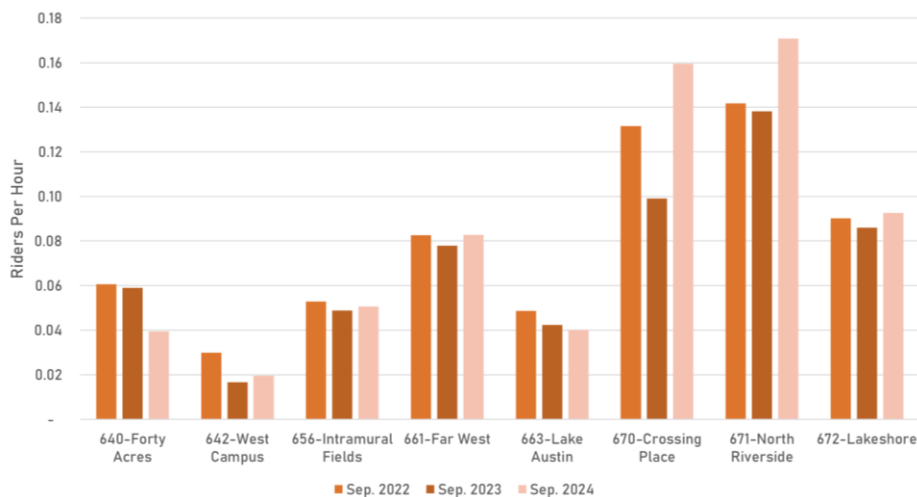
As part of the service change process, CapMetro staff reviewed the [UT Shuttle system](#) to identify potential near-term improvements for customers. Staff reviewed ridership trends, community feedback, student address distribution data and other criteria. UT Shuttle [Routes 670 Crossing Place](#) and [671 North Riverside](#) emerged as an area of focus due to continued declines in ridership, resource efficiencies, and number of students living within the area. Below summarizes the findings from our analysis.



### Changing Ridership Levels and Resource Needs

UT Shuttle Routes 670 Crossing Place and 671 North Riverside continue to experience long-standing declines in ridership and resource efficiency. Among the UT Shuttle system, these routes require the most service hours to gain each rider, as represented in *Figure 3*. They operate with 8-12-minute peak frequencies and averaged less than 500 weekday riders in Fall 2024. Historically, this level of service was warranted due to ridership trends and the high number of students living within the area. However, ridership for Route 670 and 671 have significantly declined in recent years; since Fall 2019, ridership for Route 670 and 671 has declined by 80% and 47%, respectively.

*Figure 3: UT Shuttle Service Hours Per Rider*

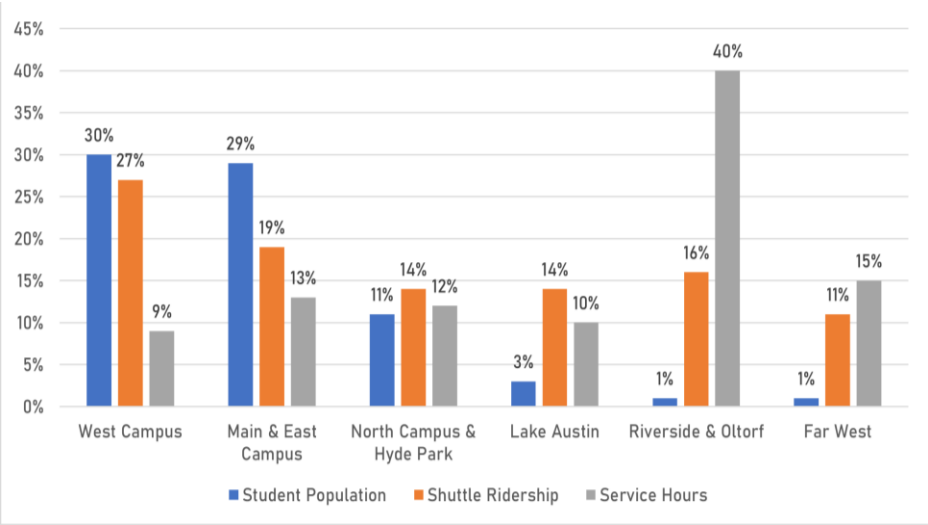


### Changing Student Population in the Riverside Area

Continued trends show high migration of UT students from the Riverside area, with an estimated 74% decrease over the last five years.<sup>3</sup> These trends are expected to continue due to the closure or turnover of student housing complexes in the area and continued concentration of students in the direct periphery of campus. Overall, the three UT Shuttle routes within the Riverside area (670, 671 and 672) comprise 40% of the UT Shuttle's service hours but only 1% of the estimated student population and 16% of UT Shuttle's ridership, representing a mismatch of resources.

<sup>3</sup> In connection with the performance of the UT Shuttle system and the ILA between the University of Texas and CapMetro, UT provides access to anonymized student distribution data. The information is protected under the federal laws known as FERPA and is only used in the performance of the UT Shuttle services and for no other purposes whatsoever. In 2024, approximately 68% of students provided an address, of which 70% were within the Austin area. The local addresses are geocoded and projected to the enrollment level. Since some students do not provide an address and some report their family's home address, this process is not a perfect science but provides insight into student residential trends.

Figure 4: UT Shuttle Resource Allocation



Community Feedback

CapMetro staff also reviewed community feedback and requests for the UT Shuttle system. The feedback reflected the importance of frequency over travel time and preference for higher stop coverage along UT Shuttle routes. Customers and operators also reported concerns about Route 671’s timepoint that currently delays customers before drop-off and after-pick up and presents conflicts with vehicular traffic.

Recommendation

Based on the analysis, CapMetro staff propose combining UT Shuttle Routes 670 Crossing Place and 671 North Riverside while maintaining full connectivity and improving frequency. All existing stops would be served with consistent bidirectional service and only a minimal total travel-time adjustment (approximately 3 minutes). The combination would also allow for the removal of a one-way loop with a timepoint that currently delays Route 671 customers and impedes traffic flow. It builds upon lessons learned and feedback from the recent successful combination of 640/641 and allows for potential savings and resources to improve reliability, frequency and service delivery.

Figure 5: Existing Route 670 and 671

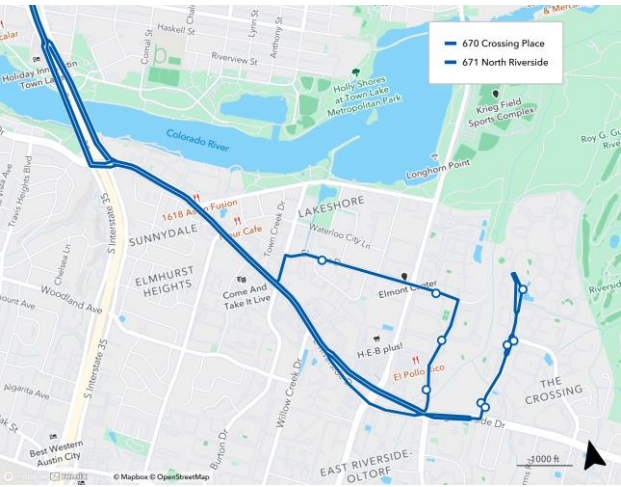
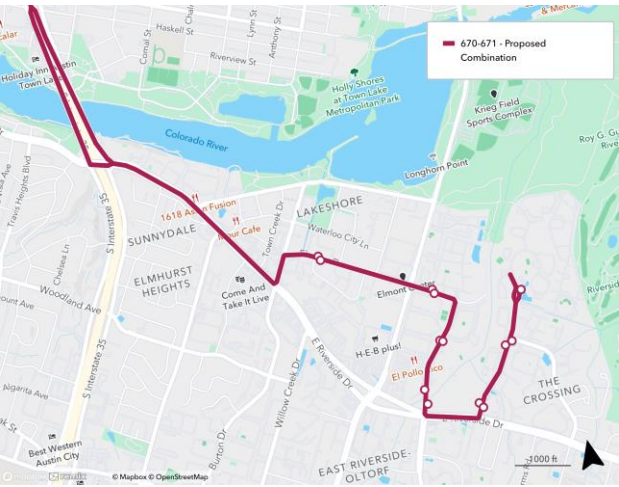


Figure 6: Combined Route 670 and 671



The proposed UT Shuttle adjustments are subject to review and approval by the UT Shuttle Bus Committee, as per the Interlocal Agreement between CapMetro and the University of Texas.<sup>4</sup> On February 28, 2025, CapMetro presented the recommended adjustments to the committee. The committee recommended that CapMetro proceed with public engagement on this matter. Once the feedback from the public has been reviewed, the UT Shuttle Bus Committee will conduct a formal vote before considering this proposed service change item in April.

### Engagement

The proposed August 2025 Service Changes process includes a public involvement plan to notify key stakeholders and communities and solicit input from potentially impacted riders. Community engagement will kick off on March 17 and will coincide with the engagement for the proposed Bikeshare fare updates. Input will also be solicited from advisory committees, customers, school communities, operators, among others. As part of our commitment to public involvement, the community will have an additional opportunity to engage by providing a formal comment opportunity on the proposed service changes during a scheduled public hearing on April 14, 2025, before the board considers action on this item. Engagement efforts will be summarized, and community feedback will be reviewed prior to bringing the service change proposal to the board for approval on April 21, 2025. Once the proposed changes are finalized after board review, we will promote final decisions on service through communications and marketing materials.

### Regional Coordination

Collaborating with regional partners and member cities is essential to achieving CapMetro's vision. Together, we address concerns, assess service effectiveness, and work toward shaping a prosperous transit landscape for our region. The proposed August 2025 Service Changes may include minor schedule adjustments to regional service to improve day-to-day service.

The CapMetro Government Affairs and Regional Planning team, in close coordination with Planning and Development staff, continues to facilitate engagement opportunities and ongoing communication with all municipalities within CapMetro's service area. CapMetro staff are actively evaluating potential enhancements to Pickup zones within our member cities based on customer feedback and input from our respective elected official and intergovernmental staff leadership in CapMetro's member cities. These service adjustments could occur as part of a finalized set of service change proposals; any change will be informed by CapMetro's ongoing analysis, the Transit Plan 2035 process, and/or any new data resulting from comprehensive planning efforts or customer travel trends within the region.

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<sup>4</sup> The UT Shuttle Bus Committee solicits input from students, staff and faculty, and recommends plans for improvement of the safety, scheduling, routing and overall performance of the UT Shuttle services. It also serves as a formal channel of communication and an outlet for action on transportation issues and recommendations. Per the Interlocal Agreement between CapMetro and the University of Texas, Major changes for the UT Shuttle Services must be presented to the University of Texas at least one month in advance of any public presentation on the change proposal. In addition, advance written approval of the University is required for major service changes.

In addition, staff recently engaged with our regional partners and member cities to discuss scheduling and service planning needs in the near term and the longer term through Transit Plan 2035. We continue to work with each jurisdiction to understand their feedback, evaluate existing and future services, model any potential service adjustment scenarios, and address issues as part of the Service Changes and Transit Plan 2035 processes. Looking ahead, CapMetro staff will coordinate to meet with each member city to discuss near-term considerations for proposed service changes and upcoming Transit Plan 2035 progress.

Should Board Members have any questions regarding the proposed changes, they should contact [Ed.Easton@capmetro.org](mailto:Ed.Easton@capmetro.org).

## Appendix A: Title VI Analysis

### Guidance for Title VI Compliance

In accordance with the requirements of Title VI of the Civil Rights Act of 1964, and FTA Title VI Circular 4702.1B (2012), CapMetro, as a recipient of federal funds, must ensure that services provided are conducted in a manner that does not discriminate on the basis of race, color, or national origin. To this end, FTA Title VI Circular 4702.1B requires CapMetro to evaluate proposed service and fare changes to determine whether the planned change will have a Disparate Impact on the basis of race, color, or national origin, or whether low-income populations will bear a Disproportionate Burden of the changes. The following analyses were conducted in accordance with Title VI policies adopted by the Board in May 2024.

### Major Service Change Methodology

The Major Service Change policy requires CapMetro to conduct a service equity analysis whenever there is a “Major service change” as defined in the policy. “Major service change” is defined to include “the establishment of a new fixed-route bus route, elimination of any fixed-route bus or rail route in its entirety, a geographic change on a given transit route of 25% or more of its annual revenue miles or hours.” Both of the following analyses have qualified under these standards.

### Title VI Service Equity Analysis Methodology

CapMetro’s Title VI goal is for minority and low-income populations to receive at least their share of the benefits in the case of a net service increase, and no more than their share of the adverse effects, in the case of net service reductions. For Service Equity Analyses, a Disparate Impact threshold of 2% will be used to determine if minority riders are more adversely affected or less positively affected by the proposed change.

Service changes are determined to have a Disparate Impact on minority populations if the adverse impacts experienced by minority riders is greater than 2% when compared to the adverse impacts experienced by non-minority populations. Additionally, if benefits associated with service or fare changes accrue to non-minority populations greater than 2% when compared to minority populations, then this change will be determined to have a Disparate Impact.

For example, assume CapMetro’s overall ridership is 68 percent minority and that CapMetro proposed a Major service increase. Minority populations would be expected to consume 68 percent of the new service, measured in revenue miles. Deviations from this goal exceeding the Disparate Impact threshold of 2% (see below) would be considered statistically significant. Therefore, if minority populations received less than 66% of the benefits, this would constitute a potential Disparate Impact. If a Disparate Impact or Disproportionate Burden were to occur, planners would work with the community to identify what actions would best mitigate negative impacts.

### Baseline Data

#### Census Data

When proposing to provide new service to a neighborhood or corridor not served by CapMetro, staff compare the population served by the proposed routes with the population in the service area using

Census data. Based on Census data, the population in CapMetro’s service area is 51.7% minority and 14.0% people with low incomes.

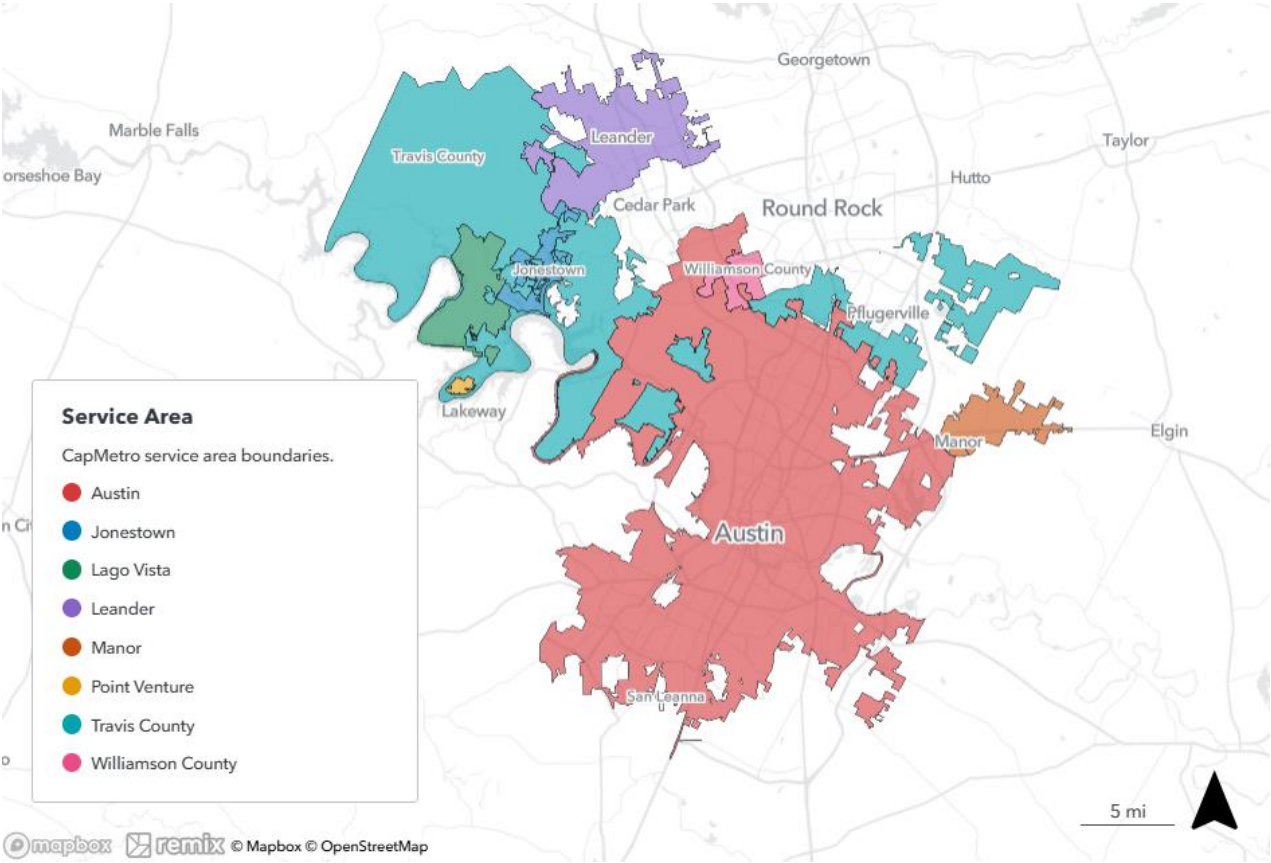
Onboard Surveys

For changes that predominantly affect existing riders, CapMetro utilizes on-board survey data. On-board surveys are completed every 5 years, most recently in 2023. The survey provides a statistically significant snapshot of CapMetro riders and their demographics. Based on the on-board survey data, CapMetro riders are 67.7% minority and 49.5% people with low incomes.

Table 1: CapMetro Demographics

	Service Area	Actual Customers
Minority	51.7%	67.7%
Low-Income	14.0%	49.5%
Source	5 Year ACS Data (2019– 2023)	2023 Onboard Surveys

Figure 7: CapMetro Service Area





## Demographics

Table 2: Demographics of Proposed Routes (ACS 5-year, 2023-2019)

Route	Minority (Census)	Low-Income (Census)	Minority	Low-Income
Route 483	54.0%	20.0%	Yes	Yes
Route 483 with Proposed Extension	56.0%	23.0%	Yes	Yes
Service Area Comparison	<b>51.7%</b>	<b>14.5%</b>		

**483 - Night Owl Riverside**

**483 - Night Owl Riverside with Extension**

**Minority**

People per square mile who are non-White or of Hispanic / Latino origin, by block group.

PEOPLE / MI<sup>2</sup>

0 100 500 1k 2k 5k 10k

Austin

WAREHOUSE DISTRICT

RAINEY STREET HISTORIC DISTRICT

SOUTH RIVER CITY

TRAVIS HEIGHTS

SOUTH CONGRESS

SOUTH LAMAR

DAWSON

SHERWOOD OAKS

ST. EDWARDS

PARKER LANE

SOUTHPARK

SOUTHEAST AUSTIN

McKINNEY

METCENTER

MONTOPOLIS

COUNTRY CLUB GARDENS

EAST RIVERSIDE

EAST AUSTIN

BLACKSHEAR-PROSPECT HILL

ROSEWOOD

GOVALLE

ED BLUESTEIN BLVD

US HWY 183 S

3000 ft

mapbox remix © Mapbox © OpenStreetMap

[illegible]

The **percent of minority and low-income populations** served by the proposed changes were compared to the **service area average** to determine whether there is a Disparate Impact, measured in revenue miles (as required by CapMetro policy).

### Minority Results

**Conclusion: No Disparate Impact to minority populations from the proposed changes to Route 483.**



Table 3: Route 483 Extension Revenue Mile Changes and Minority Population

Route	Percent of Minority Residents (ACS, 2019-2023)	Revenue Miles (Current)	Revenue Miles (Proposed)	Revenue Miles Difference	Minority Revenue Miles
Route 483 Night Owl Riverside	54%	15,563	0	-15,563	-8,404
Route 483 Night Owl Riverside + Proposed Extension to AUS	56%	0	36,554	36,554	20,470
Service Area Average	51.7%				
<b>Totals</b>		<b>15,563</b>	<b>36,554</b>	<b>20,991</b>	<b>12,066</b>

#### Low-Income Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 25.2% people with low incomes (11.3 percentage points higher than the service area average).

**Conclusion: No Disproportionate Burden to low-income populations from the proposed changes to Route 483.**

Table 4: Route 483 Extension Revenue Mile Changes and Low-Income Population

Route	Percent of Residents w Low Income (ACS, 2019-2023)	Revenue Miles (Current)	Revenue Miles (Proposed)	Revenue Miles Difference	Low Income Revenue Miles
Route 483 Night Owl Riverside	20%	15,563	0	-15,563	-3,113
Route 483 Night Owl Riverside + Proposed Extension to AUS	23%	0	36,554	36,554	8,407
Service Area Average	14.0%				
<b>Totals</b>		<b>15,563</b>	<b>36,554</b>	<b>20,991</b>	<b>5,295</b>

## Conclusion

Minority and low-income populations will receive their share of the benefit of this increase in service.

## Combination of UT Shuttle Routes 670 and 671

### Demographics

Staff utilized onboard survey data to identify the minority and low-income populations impacted by this change. As shown in the table below, existing Routes 670 Crossing Place and 671 North Riverside serve higher than average minority and low-income populations.

*Table 5: Demographics of Proposed Routes (On-Board Survey)*

Route	Minority (Onboard)	Low-Income (Onboard)	Minority <sup>4</sup>	Low-Income <sup>5</sup>
Route 670 Crossing Place	75.2%	87.3%	YES	YES
Route 671 North Riverside	72.0%	82.6%	YES	YES
Route 670-671 Combination	74.0%	85.6%	YES	YES
<b>System Comparison</b>	<b>67.7%</b>	<b>49.5%</b>		

### Analysis Results

The **percentage of minority and low-income customers** currently served by the proposed changes were compared to the **system average** to determine whether there is a Disparate Impact, measured in revenue miles, as required by CapMetro policy.

CapMetro is proposing the two routes be combined, amounting to a total decrease of 84,172 annual revenue miles. In order to receive no more than their share of the impact, minority populations should receive no more than 69.7% of the revenue mile reduction and low-income populations should receive no more than 51.5% of the revenue mile increase (both percentages 2 percentage points more than the system average, based on onboard survey data).

#### *Minority Results*

Based on the onboard survey data, the reduction in revenue miles will be received by a population that is 70.8% minority (3 percentage points higher than the service area average).

***Conclusion: Results show a potential Disparate Impact to minority populations from the proposed changes to Routes 670 and 671.***

Table 6: Combination of Route 670 and 671 Revenue Mile Changes and Minority Customers

Route	Percent of Minority Customers (Onboard Survey, 2023)	Revenue Miles (Current)	Revenue Miles (Proposed)	Revenue Miles Difference	Minority Revenue Miles
Route 671 North Riverside (Proposed Elimination)	72%	118,202	0	-118,202	-85,127
Combination of Route 670 + Route 671 (Retains all of 670 and adds all other pieces of 671)	75.2%	141,909	175,940	34,031	25,575
System Average, Minority Customers	67.7%				
<b>Totals</b>		<b>260,112</b>	<b>175,940</b>	<b>-84,172</b>	<b>-59,552</b>

#### Low-Income Results

Based on the aggregated on-board survey data for both routes, a reduction in revenue miles will be received by a population that is 80.7% people with low incomes (31.2 percentage points higher than the system average).

**Conclusion: Results show a potential Disproportionate Burden to populations from the proposed changes to Route 670 and 671.**

Table 7: Combination of Route 670 and 671 Revenue Mile Changes and Customers with Low Incomes

Route	Percent of Customers with Low Incomes (Onboard Survey, 2023)	Revenue Miles (Current)	Revenue Miles (Proposed)	Revenue Miles Difference	Low Income Revenue Miles
Route 671 North Riverside (Proposed Elimination)	82.6%	118,202	0	-118,202	-97,620
Combination of 670 + Route 671 (Retains all of 670 and adds all other pieces of 671)	87.3%	141,909	175,940	34,031	29,720
System Average	49.5%				
<b>Totals</b>		<b>260,112</b>	<b>175,940</b>	<b>-84,172</b>	<b>-67,900</b>

## Conclusion

A potential Disparate Impact and Disproportionate Burden was identified through this analysis.

**Though minority and low-income populations will be impacted by this change, the impact to the customer will be minimal;** customers can expect an additional three minutes in travel. Full connectivity will be maintained, and **all existing stops will still have service.** This combined route will continue to provide high quality and frequent service to student apartments on Riverside.

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Operations, Planning and Safety Committee **Item #:** AI-2025-1376

**Agenda Date:** 4/14/2025

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Modern Rail Systems to purchase, install, test and commission defect detectors on the Central Subdivision, including installing two new locations and upgrading two existing locations, for a base term of one (1) year with a one (1) year option, for a total contract not to exceed \$1,274,174.

**FISCAL IMPACT:**

Funding for this action is available in the FY2025 Capital Budget.

**STRATEGIC PLAN:**

**Strategic Goal Alignment:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> 1. Customer | <input type="checkbox"/> 2. Community                    |
| <input type="checkbox"/> 3. Workforce           | <input type="checkbox"/> 4. Organizational Effectiveness |

**Strategic Objectives:**

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> 1.1 Safe & Reliable Service                    | <input type="checkbox"/> 1.2 High Quality Customer Experience | <input type="checkbox"/> 1.3 Accessible System               |
| <input type="checkbox"/> 2.1 Support Sustainable Regional Growth                   | <input type="checkbox"/> 2.2 Become a Carbon Neutral Agency   |  |
| <input checked="" type="checkbox"/> 2.3 Responsive to Community and Customer Needs |   |  |
| <input type="checkbox"/> 2.4 Regional Leader in Transit Planning                   |   |  |
| <input type="checkbox"/> 3.1 Diversity of Staff                                    | <input type="checkbox"/> 3.2 Employer of Choice               | <input type="checkbox"/> 3.3 Expand Highly Skilled Workforce |
| <input type="checkbox"/> 4.1 Fiscally Responsible and Transparent                  | <input checked="" type="checkbox"/> 4.2 Culture of Safety     | <input type="checkbox"/> 4.3 State of Good Repair            |

**EXPLANATION OF STRATEGIC ALIGNMENT:** The overall goal of the project is to establish defect detector sites that will detect and transmit information regarding train-related issues that may encroach on the integrity of CapMetro's alignment and the safety of rail operations. These systems aim to identify small problems before they escalate into major, costly, and potentially dangerous situations.

**BUSINESS CASE:** Investing in standardized, modern railroad Defect Detector sites along CapMetro's alignment will significantly enhance safety, improve operational efficiency, and reduce long-term costs.

**COMMITTEE RECOMMENDATION:** The item was presented and recommended for approval by the Operations, Planning and Safety Committee on April 14, 2025.

**EXECUTIVE SUMMARY:** This resolution is to contract a vendor to purchase and install Defect Detectors (two new detectors, and upgrades to two existing detectors) on the CapMetro Rail Central Subdivision. This will improve operational efficiency, enhance safety and reduce accident and derailment risks by providing real-time early detection of equipment issues.

Certain types of defect detectors identify different types of risks a train might encounter in the right of way, such as clearance/height issues, dragging equipment that has fallen from the train, overheating issues, and more.

The planned install and upgrades align with industry best practices and regulatory recommendations, positioning CapMetro as a leader in rail safety and operational excellence.

**DBE/SBE PARTICIPATION:** An 8% SBE goal was assigned to this procurement. The contractor has committed to 27.96% during the term of the contract and will be monitored.

**PROCUREMENT:**

On December 23, 2024, an Invitation for Bids was issued and formally advertised for Rail Defect Detectors. By the closing date of January 27, 2025, two (2) bids were received. In accordance with the instructions in the solicitation, award will be made to the lowest responsive responsible bidder for the work. Based on the evaluations and cost analysis conducted, the proposal from Modern Railway Systems ("MRS") in the total amount of \$1,274,174.00 is determined to be the responsive responsible bid/bidder for the Rail Defect Detectors. The contract term is one (1) year from the Notice to Proceed with one (1) one-year option period.

**RESPONSIBLE DEPARTMENT:** Rail Department

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2025-1376**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to enhance safety along the Rail Central Subdivision and mitigate the risks of accidents and derailments; and damage to existing CapMetro wayside infrastructure.

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to provide a safe, efficient and reliable rail service to our customers and freight tenants.

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to finalize and execute the purchase and commissioning of Defect Detectors via a contract secured through competitive bidding.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, of her designee, is authorized to finalize and execute a contract with Modern Rail Systems to purchase, install, test and commission defect detectors on the Central Subdivision, including installing two new locations and upgrading two existing locations, for a base term of one (1) year with a one (1) year option, for a total contract not to exceed \$1,274,174.

\_\_\_\_\_  
**Secretary of the Board  
Becki Ross**

**Date:** \_\_\_\_\_

**CapMetro**

**RRC0299**  
**Defect Detectors**



# Goal of the Project

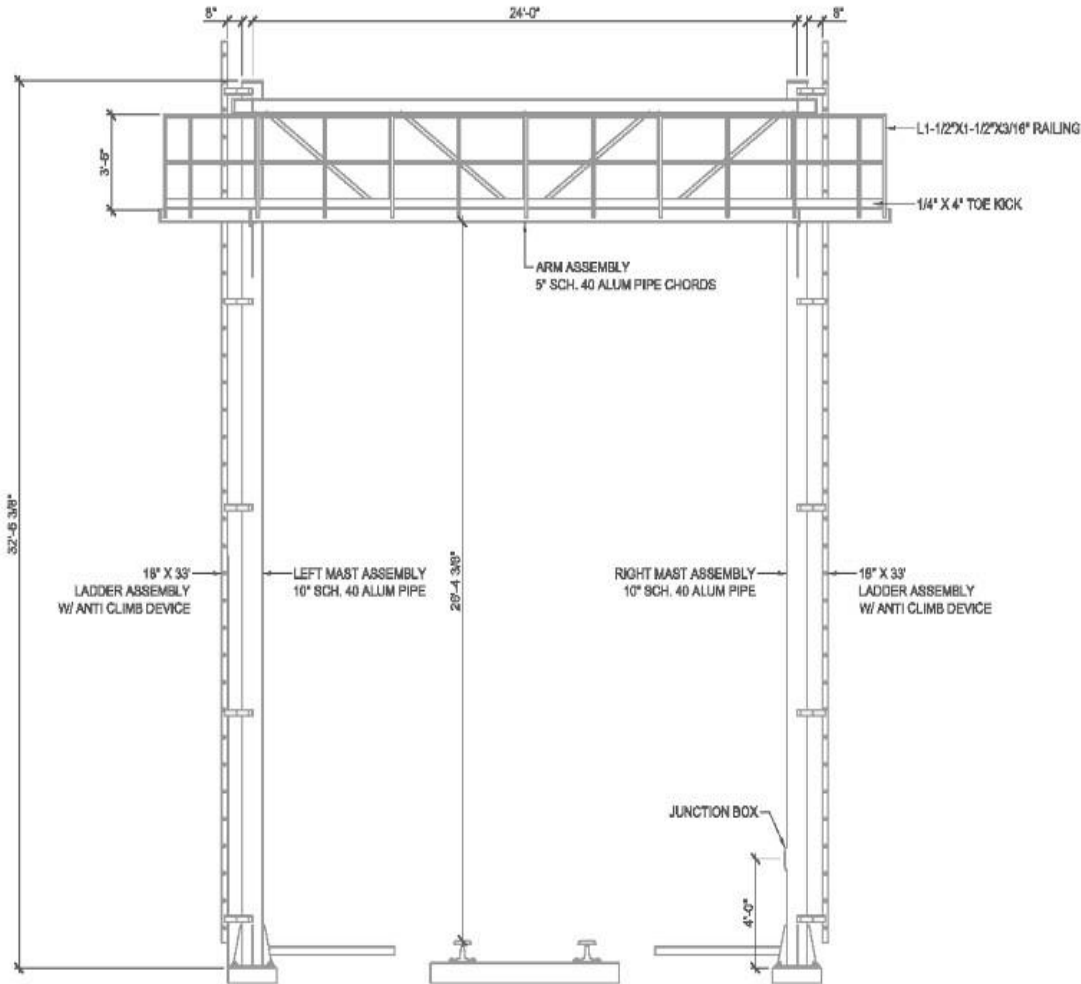
Install 2 new locations enabling CapMetro to have 2 Identical Standardized defect detector sites.

Systems aim to identify small problems before they escalate into major, costly, and potentially dangerous situations.

Systems protect CapMetro's existing platforms and canopies.

Project is guided in anticipation of strengthening regulations in response to the Hazardous Material train derailment in East Palestine, Ohio.

# Shifted Load Detector (High/Wide)



- Safety device designed to protect overhead structures IE: Platform Canopies, bridges, and overpasses.
- Uses laser-based sensors to scan passing trains.
- If loads exceed the safe dimensions or appear shifted, an alert is triggered.
- Notifying dispatchers & control centers.

# Dragging Equipment Detector (DED)

- Device used to identify objects hanging or dragging from passing trains.
- When dragging objects hit the detector an alarm is generated notifying train crew and dispatch.
- Utilizes wheel sensors to match impacts to specific axles, helping pinpoint the location on the train.



# Hot Bearing Detectors (HBD)



- Crucial safety device to identify overheating bearings on passing trains.
- Use infrared sensors to measure the temperatures of passing train wheel bearings.
- Train crews receive an automated message if a problem is detected.

CapMetro

Thank you!

Operations, Planning and Safety Committee **Item #:** AI-2025-1422**Agenda Date:** 4/14/2025**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract by utilizing the Department of Information Resources (DIR), held by The eConsortium Group, for Cisco Branded Products and Related Services, to replace network infrastructure technology, for a term of ninety (90) days from notice to proceed, in a total amount not to exceed \$449,192.

**FISCAL IMPACT:**

Funding for this action is available in the FY2025 Capital Budget.

**STRATEGIC PLAN:****Strategic Goal Alignment:**

- |                                       |   |
|---------------------------------------|---|
| <input type="checkbox"/> 1. Customer  | <input type="checkbox"/> 2. Community                               |
| <input type="checkbox"/> 3. Workforce | <input checked="" type="checkbox"/> 4. Organizational Effectiveness |

**Strategic Objectives:**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> 1.1 Safe & Reliable Service                    | <input type="checkbox"/> 1.2 High Quality Customer Experience    | <input type="checkbox"/> 1.3 Accessible System               |
| <input type="checkbox"/> 2.1 Support Sustainable Regional Growth        | <input type="checkbox"/> 2.2 Become a Carbon Neutral Agency      |  |
| <input type="checkbox"/> 2.3 Responsive to Community and Customer Needs | <input type="checkbox"/> 2.4 Regional Leader in Transit Planning |  |
| <input type="checkbox"/> 3.1 Diversity of Staff                         | <input type="checkbox"/> 3.2 Employer of Choice                  | <input type="checkbox"/> 3.3 Expand Highly Skilled Workforce |
| <input type="checkbox"/> 4.1 Fiscally Responsible and Transparent       | <input type="checkbox"/> 4.2 Culture of Safety                   | <input checked="" type="checkbox"/> 4.3 State of Good Repair |

**EXPLANATION OF STRATEGIC ALIGNMENT:** Maintaining and replacing network infrastructure technology such as routers, firewalls, and switches in a state of good repair ensures stable and reliable systems available to both internal and external customers.

**BUSINESS CASE:** This is a state of good repair initiative to replace network infrastructure technologies that have exceeded their useful life. The lifecycle of the typical network infrastructure technology is four to seven years. Each year out of life cycle network infrastructure technology is replaced to maintain a state of good repair. Failure to act will result in issues with network performance and reliability as well as increasing the risk of outages. Annually, the overall design, security, and roadmap is reviewed for implementation of a long term



secure and robust solution that supports business continuity

**COMMITTEE RECOMMENDATION:** This item was presented and recommended for approval by the Operations, Planning and Safety Committee on April 14, 2025.

**EXECUTIVE SUMMARY:** This contract will provide for the annual replacement of network infrastructure technology that is past its useful life to ensure stable and reliable systems are available to both internal and external customers.

**DBE/SBE PARTICIPATION:** A 0% DBE/SBE goal was assigned to this procurement, which did not include subcontract opportunities and was purchased through a cooperative purchasing agreement.

**PROCUREMENT:** CapMetro will utilize the Department of Information Resources (DIR), Contract Number DIR-CPO-5347, held by The eConsortium Group, for Cisco Branded Products and Related Services, to provide Cisco Network Infrastructure Technology.

DIR awarded contracts are made available for use by CapMetro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act. Purchases made using DIR contracts satisfy otherwise applicable competitive bidding requirements. Pricing for Cisco Network Infrastructure Technology was determined to be fair & reasonable by the DIR organization during its solicitation and award process.

The term of the contract is ninety (90) days from notice to proceed. The total amount for Cisco Network Infrastructure Technology is as follows:

Description	Not to Exceed Amount	
Cisco Network Infrastructure Technology	\$449,192.00	

The contract is a fixed price contract.

**RESPONSIBLE DEPARTMENT:** Information Technology



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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2025-1422**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to provide adequate state of good repair to the network infrastructure technology.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract by utilizing the Department of Information Resources (DIR), held by The eConsortium Group, for Cisco Branded Products and Related Services, to replace network infrastructure technology, for a term of ninety (90) days from notice to proceed, in a total amount not to exceed \$449,192.

\_\_\_\_\_  
**Secretary of the Board  
Becki Ross**

**Date:** \_\_\_\_\_

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Operations, Planning and Safety Committee **Item #:** AI-2025-1454

**Agenda Date:** 4/14/2025

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a month-to-month lease with 1303 Properties Ltd. DBA Travis Properties for approximately 7,052 square feet of rentable square feet of office space on the first floor of the Travis Building located at 209 West 9<sup>th</sup> Street, Austin, TX 78701, extending the month to month lease through September 30, 2026 for a total amount not to exceed \$925,575.

**FISCAL IMPACT:**

Funding for this action is available in the FY2025 Capital Budget.

**STRATEGIC PLAN:**

**Strategic Goal Alignment:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> 1. Customer  | <input checked="" type="checkbox"/> 2. Community                    |
| <input checked="" type="checkbox"/> 3. Workforce | <input checked="" type="checkbox"/> 4. Organizational Effectiveness |

**Strategic Objectives:**

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> 1.1 Safe & Reliable Service                    | <input checked="" type="checkbox"/> 1.2 High Quality Customer Experience | <input type="checkbox"/> 1.3 Accessible System                          |
| <input type="checkbox"/> 2.1 Support Sustainable Regional Growth                   | <input type="checkbox"/> 2.2 Become a Carbon Neutral Agency              |   |
| <input checked="" type="checkbox"/> 2.3 Responsive to Community and Customer Needs |  | <input type="checkbox"/> 2.4 Regional Leader in Transit Planning        |
| <input type="checkbox"/> 3.1 Diversity of Staff                                    | <input checked="" type="checkbox"/> 3.2 Employer of Choice               | <input checked="" type="checkbox"/> 3.3 Expand Highly Skilled Workforce |
| <input type="checkbox"/> 4.1 Fiscally Responsible and Transparent                  | <input checked="" type="checkbox"/> 4.2 Culture of Safety                | <input type="checkbox"/> 4.3 State of Good Repair                       |

**EXPLANATION OF STRATEGIC ALIGNMENT:** This proposed renewal of the month-to-month lease on this space allows MetroAccess Eligibility clients and employees to continue to have easy access to MetroAccess Eligibility until the renovation of their new office space at 624 North Pleasant Valley Road is complete, as there are multiple bus routes that service this location.

**BUSINESS CASE:** Until the renovation of 624 North Pleasant Valley office space is complete, CapMetro does not have adequate administrative office space to house all its services. This existing lease space is located centrally, in Downtown Austin, and is easily accessed by public transportation services, so continuing this existing lease until the new space is ready makes the most business sense.

COMMITTEE RECOMMENDATION: The item was presented and recommended for approval at the Operations, Planning and Safety Committee on April 14, 2025.

EXECUTIVE SUMMARY: CapMetro will continue to house MetroAccess Eligibility in this leased space until build out of the 624 North Valley Road office space is completed. The lease will be a month-to-month lease which can be terminated by either party with sixty (60) days' advance notice. We also request the Board to approve funding to support the lease for a 34-month period ( $35 \times \$26,445.00 = \$925,575$ ) in a not to exceed amount of \$925,575. This lease allows CapMetro to provide continued customer service at a centralized downtown location.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Real Estate

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2025-1454**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management endeavor to conduct required operations in an efficient and economical manner; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and Capital Metro management recognize the need to continue to lease space for administrative and customer services; and

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute an extension of a month to month lease with 1303 Properties Ltd. DBA Travis Properties for approximately 7,052 rentable square feet of office space on the first floor of the Travis Building located at 209 West 9<sup>th</sup> Street, Austin, TX 78701 for a term not to exceed thirty-five (35) months, in an amount not to exceed \$925,575.

**Date:** \_\_\_\_\_

\_\_\_\_\_  
**Secretary of the Board  
Becki Ross**



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Operations, Planning and Safety Committee **Item #:** AI-2025-1444

**Agenda Date:** 4/14/2025

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Executive Operations, Planning and Safety Update - April 2025

*Update on performance and Expo and Pleasant Valley initial service, personnel changes, communications and public outreach.*