



**Agenda - Final revised**  
**Capital Metropolitan**  
**Transportation Authority**  
**Board of Directors**

2910 East 5th Street  
Austin, TX 78702

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**Monday, May 18, 2026**

**12:00 PM**

**Rosa Parks Boardroom**

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

**I. Call to Order**

**II. Safety Briefing:**

**III. Public Comment:**

**IV. Advisory Committee Updates:**

1. Customer Satisfaction Advisory Committee (CSAC)
2. Access Advisory Committee
3. Public Safety Advisory Committee (PSAC)

**V. Board Committee Updates:**

1. Operations, Planning and Safety Committee
2. Finance, Audit and Administration Committee
3. CAMPO update
4. Austin Transit Partnership Update

**VI. Consent Items:**

1. Approval of minutes from the April 8, 2026 public hearing and April 20, 2026 board meeting.
2. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a Memorandum of Understanding with the City of Round Rock authorizing Round Rock to be a Direct Recipient of a suballocation of the Austin Urbanized Area's FY2027 and FY2028 Federal Section 5307 and 5339(a) funds.

**VII. Action Items:**

1. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Convergent Technologies, Inc. for maintenance and repair services by an Embedded Technician - Physical Security Technology for facility camera and access control systems for a 1 (one) year base contract, with 1 one-year option, for a total contract not to exceed amount of \$692,800.
2. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with the State of Texas Department of Information Resources for telecommunications data services, for a term of three (3) years, in a total amount not to exceed \$1,016,460.
3. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Unicare Building Maintenance, Inc. for janitorial services at CapMetro Facilities, including Administration and Operation Facilities, Park and Ride Facilities, and Rail Stations, with a two (2) year base period and three (3) one-year option periods, in an amount not to exceed \$7,502,685.
4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Rio Grande Pacific Corporation for contracted Commuter Rail Maintenance of Way and Signal Systems services for a base period of five (5) years, plus two (2) two-year options, for a total contract amount not to exceed \$145,826,753.  
  
Memo: Internal Audit Observation of Procurement Selection Process for Commuter Rail Operations (May 11, 2026)
5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with ABB Inc. for the upgrade of the propulsion control units on the Stadler Diesel Multiple Units (DMUs), in a total amount not to exceed \$3,140,192, which includes 10% contingency.
6. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Modern Railway Systems (MRS) for Indefinite Delivery, Indefinite Quantity (IDIQ) Railroad Construction and Rehabilitation Services, for a base period of three (3) years, plus two (2) one-year options in a total not to exceed amount of \$26,356,804.

**VIII. Discussion Items:**

1. Discussion regarding changes to CapMetro commuter rail management and structure.  
  
Memo: CapMetro Commuter Rail Operations (May 8, 2026)
2. Update on CapMetro’s Battery Electric Bus Fleet

**IX. Items for Future Discussion:**

**X. 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.*

*BOARD OF DIRECTORS: Jeffrey Travillion, Chair; Paige Ellis, Vice Chair; Becki Ross, Secretary; Eric Stratton, Matt Harriss, Dianne Bangle, Chito Vela and Zo Qadri.*

*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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Board of Directors

**Item #:** AI-2021-189

**Agenda Date:** 3/28/2022

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Customer Satisfaction Advisory Committee (CSAC)



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2021-190

**Agenda Date:** 3/28/2022

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Access Advisory Committee

**Capital Metropolitan Transportation Authority**

**Access Advisory Committee**

**Wednesday, May 6, 2026**

**5:30 PM**

***Virtual Presentation***

**CapMetro Employees:** Peter Breton, Licelda Briones, Sylvia Butanda, Linda English, Art Jackson, Martin Kareithi, Julie Lampkin, Cynthia Lucas, Sara Sanford, Randy Slaughter, Kris Turner.

**Committee Members:** Andrew Bernet, Glenda Born, Audrea Diaz, Mike Gorse, Paul Hunt, Ricardo Leon, Bart Williamson.

**Guests:** Shawna Barnes, Lisa Lanai Cordeiro, Roberto Velasquez.

***Meeting called to order at 5:32 PM***

**Welcome / Introductions / Call to Order**

*Chair Hunt*

**Approval of the April 2026 – Glenda Born / 2<sup>nd</sup> by Bart Williamson – passes unanimously.**

**Public Communications**

**Shawna Barnes, Glenda Born, Audrea Diaz, Paul Hunt, and Art Jackson** provided public communications.

**Staff Updates**

*Systemwide Accessibility*

Participated in Discussion / Q&A:

**Glenda Born and Peter Breton.**

**Customer Experience Plan**

*Cynthia Lucas, Director of Marketing*

Participated in Discussion / Q&A:

**Glenda Born, Peter Breton, Lisa Cordeiro, and Paul Hunt.**

**Addition of July 2026 Meeting Date**

*Committee Discussion*

Participated in Discussion / Q&A:

**Glenda Born, Peter Breton, Mike Gorse, Paul Hunt.**

**Motion to add an official meeting date of July 1, 2026 – Bart Williamson / 2<sup>nd</sup> by Mike Gorse – passes unanimously.**

***Meeting adjourned at 6:34 PM***



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2022-329

**Agenda Date:** 1/24/2022

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Public Safety Advisory Committee (PSAC)



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2026-1812

**Agenda Date:** 5/18/2026

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Approval of minutes from the April 8, 2026 public hearing and April 20, 2026 board meeting.



**Minutes**  
**Capital Metropolitan**  
**Transportation Authority**  
**Board of Directors**

2910 East 5th Street  
Austin, TX 78702

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Wednesday, April 8, 2026

12:00 PM

Rosa Parks Boardroom

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**Public Hearing on the Proposed August 2026 Service Changes**

**I. Call to Order**

12:03 p.m. Public Hearing Called to Order

<b>Present:</b>	Travillion, Stratton, Harriss, Bangle, Qadri, Ellis, and Vela
<b>Absent:</b>	Ross

**II. Presentation:**

1. Proposed August 2026 Service Changes Presentation

**III. Public Comment:**

Zenobia Joseph provided public comments.

**IV. Adjournment**

12:27 p.m. Public Hearing Adjourned

**ADA Compliance**

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# Minutes

## Capital Metropolitan Transportation Authority

### Board of Directors

2910 East 5th Street  
Austin, TX 78702

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Monday, April 20, 2026

12:00 PM

Rosa Parks Boardroom

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#### I. Call to Order

12:00 p.m. Meeting Called to Order

**Present:** Travillion, Stratton, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

#### II. Safety Briefing:

#### III. Public Comment:

Brent Payne from ATU Local 1091 provided public comments.

#### IV. Advisory Committee Updates:

1. Customer Satisfaction Advisory Committee (CSAC)
2. Access Advisory Committee
3. Public Safety Advisory Committee (PSAC)

#### V. Board Committee Updates:

1. Operations, Planning and Safety Committee

No meeting was held in April so no report was given.

2. Finance, Audit and Administration Committee

No meeting was held in April so no report was given.

3. CAMPO update
4. Austin Transit Partnership Update

#### VI. Action Items:

1. Approval of minutes from the March 11, 2026 public hearing and the March 23, 2026 board meeting.

A motion was made by Board Member Bangle, seconded by Vice Chair Ellis, that this Minutes be adopted. The motion carried by the following vote:

**Aye:** Travillion, Stratton, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

2. Approval of a resolution authorizing the President & CEO, or her designee, to implement the August 2026 Service Changes, and accepting the results of the Title VI Analysis.

A motion was made by Board Member Vela, seconded by Board Member Harriss, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Stratton, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

Memo: Updates on the Proposed August 2026 Service Changes (April 13, 2026)

Memo: Proposed August 2026 Service Changes (March 18, 2026)

3. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Shelton-Keller Group, Inc. to provide and install furniture for the 3100 East 5th Street Administration Building in an amount not to exceed \$2,538,792, which includes 20% contingency.

A motion was made by Vice Chair Ellis, seconded by Board Member Stratton, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Stratton, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with the Texas Department of Information Resources, to renew Salesforce Service Cloud Licensing, for a term of one (1) year, in a total amount not to exceed \$500,305.

A motion was made by Board Member Bangle, seconded by Secretary of the Board Ross, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Stratton, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute an ILA amendment with the City of Austin to reimburse CapMetro an additional \$5,000,000 for circulator services as part of the Climate Pollution Reduction Grant (CPRG), for new total reimbursable amount for the ILA to \$15,000,000 for five years.

A motion was made by Board Member Vela, seconded by Board Member Stratton, that this Resolution be adopted. The motion carried by the following vote:

**Aye:** Travillion, Stratton, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

## VII. Discussion Items:

1. Public Safety and Security Initiatives Update

## VIII. Report:

1. President and CEO Monthly Update - April 2026

## **IX. Items for Future Discussion:**

### **ADA Compliance**

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## **X. Adjournment**

1:11 p.m. Meeting Adjourned

- X. Adjournment

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Board of Directors

Item #: AI-2026-1807

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a Memorandum of Understanding with the City of Round Rock authorizing Round Rock to be a Direct Recipient of a suballocation of the Austin Urbanized Area’s FY2027 and FY2028 Federal Section 5307 and 5339(a) funds.

**FISCAL IMPACT:**

This action has no fiscal impact.

**STRATEGIC PLAN:**

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** CapMetro coordinates with non-members in the Austin urbanized area to meet transit needs in their communities and build a regional system. These efforts will result in a more robust transit network that can eventually be brought together through regional planning efforts.

**BUSINESS CASE:** As the Designated Recipient of the Urbanized Area Formula Grants Program (Section 5307) and Formula Grants for Buses and Bus Facilities Program (Section 5339(a)), CapMetro is responsible for administering and apportioning the federal funds within the Austin urbanized area (UZA), which extends beyond CapMetro’s service area. CapMetro’s goal is to collaborate with non-member communities in the UZA to meet their transit needs now and in the future. By receiving a suballocation of Section 5307 and 5339(a) funding, the City of Round Rock will be able to continue its on-demand service and fixed-route service, plan for future transit needs, and fund its bus and bus facility needs.

**COMMITTEE RECOMMENDATION:** The item was presented and recommended for approval by the Finance, Audit and Administration Committee on May 6, 2026.

**EXECUTIVE SUMMARY:** CapMetro is the Designated Recipient of Federal Section 5307 and 5339(a) funds for the Austin urbanized area (UZA). Per Federal Transit Administration (FTA) guidelines, Section 5307 funds can be used for transit capital and operating assistance in urbanized areas and transportation planning, and 5339 (a) funds can be used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Prior to FY2013, CapMetro subawarded a portion of Section 5307 funds to Round Rock and

administered the funds as part of a pass-through arrangement outlined in an interlocal agreement (ILA). The FY2011 and FY2012 ILA that authorized this arrangement was not renewed, and Round Rock elected to become a Direct Recipient so it could apply for and receive a suballocation of the formula program funds directly from FTA.

In FY2013, an agreement was signed for FY2013 and FY2014 Section 5307 funds to be suballocated to Round Rock to apply for as a Direct Recipient. This agreement has been renewed on a biennial basis since that time. The FY2025 and FY2026 agreement also included a suballocation of Section 5339(a) funds.

The FY2027 and FY2028 Memorandum of Understanding (MOU) with the City of Round Rock will permit Round Rock to apply for its suballocation of the UZA's FY2027 and FY2028 Section 5307 and 5339(a) funds. CapMetro is not required to provide technical support or assistance beyond any that may be required by the FTA when a Designated Recipient authorizes another public entity to be a Direct Recipient.

The suballocation of any 5307 and 5339(a) funds to Round Rock will be contingent upon the apportionment of 5307 and 5339(a) funds to the UZA. If the FTA does not apportion or distribute 5307 and 5339(a) funds to the UZA, Round Rock would not be eligible to receive a suballocation of 5307 or 5339(a) funds as a Direct Recipient. If the FTA reduces the amount of 5307 or 5339(a) funds available to the UZA, Round Rock's share of funding would be based upon the reduced amount.

These terms are included in the attached MOU between CapMetro and Round Rock. The MOU expires on September 30, 2028, and applies only to Section 5307 and Section 5339(a) funds apportioned in FY2027 and FY2028.

SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Finance

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2026-1807**

WHEREAS, Capital Metropolitan Transportation Authority is the Designated Recipient of the Urbanized Area Formula Grant (Section 5307) and the Formula Grants for Buses and Bus Facilities Program (Section 5339(a)) funds apportioned by the Federal Transit Administration for the Austin urbanized area (UZA); and

WHEREAS, the City of Round Rock is a local government that operates fixed route bus service in the Austin UZA, and is seeking a suballocation of Section 5307 and Section 5339(a) funds in order to support the planning, capital development and operation of transit services for the Round Rock community, including demand response bus service, express bus service and reverse commute bus service.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or their designee, is authorized to finalize and execute a Memorandum of Understanding with the City of Round Rock that authorizes Round Rock to continue to be a Direct Recipient of its suballocation of the Austin UZA's FY2027 and FY2028 Federal Section 5307 and Section 5339(a) funds.

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

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

**Memorandum of Understanding between the  
Capital Metropolitan Transportation Authority and the City of Round Rock  
Regarding the Provision of Federal Transit Administration  
Section 5307 and Section 5339(a) Program Funds**

This Memorandum of Understanding (“MOU”) regarding the provision of Federal Transit Administration Section 5307 and Section 5339(a) Program Funds is executed by and between the City of Round Rock (“City”) a local government public entity and the Capital Metropolitan Transportation Authority (“CapMetro”), a political subdivision of the State of Texas organized under Chapter 451 of the Texas Transportation Code, each a “Party” and collectively referred to as “the Parties.” Accordingly, the Parties set forth their intent and understandings as follows:

**I. PURPOSE**

CapMetro is the designated recipient (“Designated Recipient”) of funding under the Urbanized Area Formula Funding program (49 U.S.C. 5307 or Section 5307) and the Bus and Bus Facilities Funding program (49 U.S.C. 5339(a) or Section 5339(a)) apportioned by the Federal Transit Administration (“FTA”) for the Austin urbanized area. This MOU outlines the Parties’ mutual intent and understanding with respect to CapMetro’s authorization of City as a direct recipient of FTA Section 5307 and Section 5339(a) funds. City and CapMetro agree to work cooperatively and in good faith in the manner set forth herein.

**II. KEY TERMS**

- A.** The Parties will comply with the requirements of the Urbanized Area Formula Funding Program (49 U.S.C. 5307 and 49 U.S.C. 5339(a)).
- B.** Since City is not a member city of the CapMetro transit system, City intends to be a direct recipient (“Direct Recipient”) of a share of the Section 5307 and Section 5339(a) funding apportioned to the Austin urbanized area (“FTA Section 5307 and Section 5339(a) Program Funds”).
- C.** During the term of this MOU, City is authorized to apply for a share of Section 5307 and Section 5339(a) Program Funds apportioned and distributed to CapMetro as Designated Recipient for the Austin urbanized area, based upon the distribution formula established by the FTA for fiscal years 2027 (October 1, 2026 – September 30, 2027) and 2028 (October 1, 2027 – September 30, 2028) (each an “FTA Fiscal Year”).
- D.** The distribution of any amounts payable to City as a Direct Recipient is contingent upon the successful apportionment and distribution of Section 5307 and Section 5339(a) funds to CapMetro as the Designated Recipient for the Austin urbanized area for FTA Fiscal Years 2027 and 2028. If the FTA does not apportion or distribute Section 5307 or Section 5339(a) Program Funds to CapMetro as the Designated Recipient, City will not be eligible to receive Section 5307 or Section 5339(a) Program Funds as a Direct Recipient. If the FTA reduces the amount of Section 5307 or Section 5339(a) Program Funds available to CapMetro as the Designated Recipient, City’s

share of funding will be based upon the reduced amount. CapMetro will not be liable to City for any damages, which are caused or associated with any FTA changes to the amounts apportioned or distributed to the Austin urbanized area under Section 5307 or Section 5339(a).

- E. CapMetro is not obligated to provide any technical assistance or technical support to City beyond the requirements of FTA Circular 9030.1E.
- F. City's designation as a Direct Recipient requires approval by the CapMetro Board of Directors and the Round Rock City Council.

**B. CapMetro's Responsibility:**

- A. CapMetro will remain the Designated Recipient of Section 5307 and Section 5339(a) Program Funds apportioned by the FTA for the Austin urbanized area;
- B. CapMetro authorizes City to be a Direct Recipient of a share of the Section 5307 and Section 5339(a) Program Funds apportioned to the Austin urbanized area based on the distribution formula established by the FTA for FTA Fiscal Years 2027 and 2028; and
- C. CapMetro authorizes this designation once to include all grant applications for FTA Section 5307 and Section 5339(a) Program Funds submitted by City to FTA during the term of this MOU.

**C. Round Rock Responsibility:**

- A. City will remain an eligible FTA grantee for the provision of transit services and construction of transit facilities throughout the term of this MOU;
- B. As a Direct Recipient, City will use FTA Section 5307 and Section 5339(a) Program Funds to support the planning, capital development, and operation of transit services for the Round Rock community in accordance with the terms of this MOU;
- C. City shall comply with all provisions of FTA Circular 9030.1E, Urbanized Area Formula Program: Program Guidance and Application Instructions, Chapter II, Section 8, Applicants Other than Designated Recipients, including but not limited to providing its local share of matching, as amended; and
- D. City shall comply with all applicable requirements set forth in state or federal law, regulations, policies, and administrative practices.

**III. TERM OF MOU**

This MOU will be executed and effective as of the date of the last Party to sign (the "Execution Date") and expire on the last day of the FTA Fiscal Year 2028. The Parties may mutually agree, in writing, to extend the term of this MOU. This MOU may be terminated or modified by thirty (30) days advanced written notice by either Party. In the event that either Party shall be in default of its material obligations under this Agreement and shall fail to remedy such default within thirty (30) days after receipt of written notice thereof,

this MOU may be terminated at the option of the Party, not in default upon expiration of the thirty (30) day period.

**IV. INCORPORATION OF DOCUMENTS**

This MOU incorporates by reference the following attachments:

- A. Attachment A, resolution of the CapMetro Board of Directors approving this MOU.
- B. Attachment B, Resolution of the Round Rock City Council approving this MOU.

**V. MISCELLANEOUS**

- A. This MOU constitutes the entire agreement between CapMetro and City. No other terms and conditions are applicable, unless amended and agreed to in writing by both Parties.
- B. By execution of this MOU, neither Party waives or relinquishes any sovereign immunity rights available to it by law except as otherwise stipulated by applicable laws.

**VI. SIGNATORY**

This MOU is hereby accepted and agreed to by the following individuals or officers who are duly authorized to bind the Parties as set forth above:

**Capital Metropolitan  
Transportation Authority**

**City of Round Rock**

By: \_\_\_\_\_  
 Dottie Watkins  
 President & CEO  
 Date: \_\_\_\_\_

By: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

Approved as to form:  
 \_\_\_\_\_  
 CMTA Legal Department

**Attachment A**  
**CapMetro Board of Directors Resolution No.**

**Attachment B**  
**Round Rock City Council Resolution No.**

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Board of Directors

Item #: AI-2025-1701

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Convergent Technologies. Inc. for maintenance and repair services by an Embedded Technician - Physical Security Technology for facility camera and access control systems for a 1 (one) year base contract, with 1 one-year option, for a total contract not to exceed amount of \$692,800.

**FISCAL IMPACT:**

Funding for this action is available in the FY2026 Operating Budget.

**STRATEGIC PLAN:**

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** Equipping the CapMetro transit system and support facilities with video cameras and access control systems enhances the safety and security for customers and employees and serves as a deterrent to criminal activity. This project focuses on promoting a safe customer experience and organizational effectiveness in alignment with the CapMetro strategic plan. Maintaining video cameras and access control systems demonstrates to customers and employees that CapMetro is deploying the resources necessary to mitigate risk and continually improve safety and security. Video cameras add business value by providing real time and recorded information that allows CapMetro to make critical decisions to positively impact operations. This information also helps the CapMetro Operations Control Center and Public Safety Department make effective decisions that improve service efficiency and customer experience. This project also aligns with the objectives of maintaining a culture of safety and adhering to a state of good repair.

**BUSINESS CASE:** Over the past seven years CapMetro has continually added video systems and access control systems. These additional assets were needed to support operations like equipping all CapMetro Rapid stations with video, installing access control systems in new buildings, and equipping the Expo and Pleasant Valley CapMetro Rapid Park and Rides with video. The day-to-day maintenance that is needed for these systems has surpassed the ability of CapMetro staff to keep up. To prevent down time that could negatively impact the effectiveness of these critical systems, additional maintenance resources are needed. It was determined that an Embedded Technician (a dedicated contractor technician) is the most effective way to maintain these systems. The Embedded Technician services are for 40 hours every week. Logistics and

equipment such as vehicles, tools, and parts will be provided by the contractor. The Embedded Technician will ensure that CapMetro does not have to wait for service calls or suffer downtimes for critical equipment failures. The other benefit of contracting this service is the cost savings in overhead cost such as personnel management, tools, and fuel.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on May 18, 2026.

EXECUTIVE SUMMARY: CapMetro serves thousands of customers daily who use our Service. CapMetro maintains numerous facilities critical to supporting transit operations. The timely operation of the CapMetro system, and safety and security of our customers and employees is a priority. The video and access control systems provide real-time information to maintain safe efficient operations and facilities. The contracted Embedded Technician will be responsible for maintaining, repairing, replacing, installing, testing, and cleaning all equipment associated with the video and access control systems inside and outside of the facilities. CapMetro strives to enhance the benefits of the video and access control systems by ensuring all equipment is in a state of good repair and downtime is minimized when normal wear and tear causes failures.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract opportunities.

PROCUREMENT: CapMetro will utilize the Sourcewell cooperative, Contract No. 121024, held by Convergent Technologies, Inc. for Facility Security Systems, Equipment, Software and Related Services, to provide CapMetro with an embedded technician for maintenance and repair of facility camera and access control systems.

Sourcewell 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 Sourcewell contracts satisfy otherwise applicable competitive bidding requirements.

Convergent Technologies pricing for the embedded technician was determined to be fair and reasonable by the Sourcewell organization during its solicitation and award process. The contract is a fixed price contract in the following not to exceed amount for one (1) base year from notice to proceed with one (1) option year:

DESCRIPTION	NOT TO EXCEED
Base Year Embedded Physical Security Systems Technician	\$341,200.
Option Year Embedded Physical Security Systems Technician	\$351,600.
Grand Total Base and Option Year Inclusive:	\$692,800

RESPONSIBLE DEPARTMENT: Public Safety and Emergency Management.

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2025-1701**

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

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to contract the services of an Embedded Technician to repair and maintain the physical security technology systems.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract with Convergent Technologies for Embedded Technician Physical Security Technology services for a 1 (one) year base contract, with 1 one-year option, for a total contract not to exceed amount of \$692,800.

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

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

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Board of Directors

Item #: AI-2026-1790

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with the State of Texas Department of Information Resources for telecommunications data services, for a term of three (3) years, in a total amount not to exceed \$1,016,460.

**FISCAL IMPACT:**

Funding for this action is available in the FY2026 Operating Budget.

**STRATEGIC PLAN:**

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** This contract is to provide continuing telecommunication services for data circuits that provide connectivity to our facilities through hardwired infrastructure. This connectivity includes services for Internet access and hosted services and applications and communication between buildings and sites. Dependable and effective communication is vital to the successful operation of the agency.

**BUSINESS CASE:** CapMetro employs the State of Texas Department of Information Resources contracts for these telecommunications services. The services provide the majority of CapMetro's communications for our sites and internet access.

**COMMITTEE RECOMMENDATION:** This item will be presented to the full board on May 18, 2026.

**EXECUTIVE SUMMARY:** This is a routine purchase with the State of Texas Department of Information Resources to provide continuing telecommunication services for data circuits that provide connectivity to our facilities through hardwired infrastructure.

**SBE PARTICIPATION:** Does not apply

**PROCUREMENT:** CapMetro will utilize the Department of Information Resources (DIR) Contract No. DIR-TELE-CTSA-004 held by CenturyLink (Level3) Communications, LLC for and Contract No. DIR-TELE-CTSA-002 held by AT&T Corporation for Telecommunications Services billed through DIRs Telecommunications Services Division.

DIR awarded contracts are made available for use by CapMetro via Title 7, Intergovernmental Relations, Chapter 791, Interlocal Cooperation Contracts known as the Texas Interlocal Cooperation Act. Purchases made using DIR contracts satisfy otherwise applicable competitive bidding requirements. Texas Government Code Section 2054.0565 (b) states that DIR Contracts meet competitive requirements for all governmental entities.

The term of the contract is three (3) years, from June 1, 2026, through May 30, 2029. The following are not to exceed amounts for years 1 through 3:

Description	Not to Exceed
Year 1 - Telecommunication Data Services	\$338,820.
Year 2 - Telecommunication Data Services	\$338,820.
Year 3 - Telecommunication Data Services	\$338,820.
Grand Total Not to Exceed Amount for Years 1 Through 3:	\$1,016,460.

RESPONSIBLE DEPARTMENT: Information Technology

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2026-1790**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the importance of providing reliable and secure telecommunications solutions; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to continue to provide telecommunication services for data circuit connectivity to our facilities through hardwired infrastructure.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract with the State of Texas Department of Information Resources for telecommunications data services, for a term of three (3) years, in a total amount not to exceed \$1,016,460.

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

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

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Board of Directors

Item #: AI-2026-1819

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Unicare Building Maintenance, Inc. for janitorial services at CapMetro Facilities, including Administration and Operation Facilities, Park and Ride Facilities, and Rail Stations, with a two (2) year base period and three (3) one-year option periods, in an amount not to exceed \$7,502,685.

**FISCAL IMPACT:**

Funding for this action is available in the FY2026 Capital Budget.

**STRATEGIC PLAN:**

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** These services support Customer, Community, Workforce, and Organizational Effectiveness by maintaining clean, sanitary, and safe environments across CapMetro’s Administration and Operations Facilities, Park and Ride (P&R) Facilities, and Rail Stations.

Providing consistent janitorial services ensures facilities remain clean, functional, and welcoming to employees, customers, and the public. Proper cleaning and sanitation practices reduce health and safety risks, enhance customer experience, and support operational continuity across transit system facilities.

Routine janitorial services also protect public infrastructure investments by preserving facility conditions, reducing deterioration caused by environmental exposure and usage, and supporting long-term asset stewardship.

**BUSINESS CASE:** CapMetro requires professional janitorial services to maintain cleanliness, sanitation, and operational readiness across multiple facility types, including Administration and Operations Facilities, Park and Ride (P&R) Facilities, and Rail Stations. These locations experience high levels of daily use by employees, customers, and the public, making routine cleaning essential to maintaining safe and functional environments.

Consistent janitorial services reduce health risks, improve workplace conditions, and enhance customer experience by ensuring facilities remain clean and presentable. Without contracted janitorial services, facilities

would experience declining sanitation conditions, increased maintenance demands, and potential service disruptions resulting from unsafe or unsanitary conditions.

Establishing a single contract to support these facility groups improves operational efficiency, standardizes cleaning practices, enhances service quality, and provides consistent oversight and accountability across all covered locations.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on May 18, 2026.

EXECUTIVE SUMMARY: The CapMetro Facilities Maintenance Department is requesting Board approval for the award of a contract to provide janitorial services at CapMetro facilities, including Administration and Operations Facilities, Park and Ride (P&R) Facilities, and Rail Stations, in an amount not to exceed \$7,502,684.67.

These services are necessary to maintain sanitary, safe, and operational environments across facilities that support daily transit operations and public access. Approval at this time will allow staff to proceed with establishing consistent janitorial coverage across all designated facilities, ensuring service continuity and maintaining operational standards.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract opportunities.

PROCUREMENT: On January 28, 2026, a Request for Proposal (RFP) was issued and formally advertised for janitorial services. By the due date of March 3, 2026, eleven (11) proposals were received. After a thorough evaluation process which included oral discussions and final proposal revisions (FPRs), the evaluation team determined Unicare Building Maintenance (UBM) to be the best value to CapMetro, price and technical factors considered. The resulting contract is a fixed price contract with a two-year base period and three (3) one-year option periods for a total price of \$7,502,684.67.

RESPONSIBLE DEPARTMENT: Facilities Maintenance

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2026-1819**

**WHEREAS**, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to maintain clean, sanitary, and safe environments across CapMetro facilities to support reliable operations and provide a positive experience for employees, customers, and the public; and

**WHEREAS**, the Capital Metropolitan Transportation Authority Board of Directors recognizes the importance of providing consistent janitorial services across Administration and Operations Facilities, Park and Ride (P&R) Facilities, and Rail Stations to ensure proper sanitation, protect facility assets, and maintain operational readiness; and

**WHEREAS**, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to establish a professional janitorial services contract to ensure consistent service quality, operational efficiency, and long-term facility maintenance support.

**NOW, THEREFORE, BE IT RESOLVED** by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract with Unicare Building Maintenance, Inc. for janitorial services at CapMetro Facilities, including Administration and Operation Facilities, Park and Ride Facilities, and Rail Stations with a two (2) year base period and three (3) one-year option periods, in an amount not to exceed \$7,502,685.

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

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

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Board of Directors

Item #: AI-2026-1821

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Rio Grande Pacific Corporation for contracted Commuter Rail Maintenance of Way and Signal Systems services for a base period of five (5) years, plus two (2) two-year options, for a total contract amount not to exceed \$145,826,753.

**FISCAL IMPACT:**

Funding for this action is available in the proposed FY2027 Operating Budget.

**STRATEGIC PLAN:**

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** This action will allow the CapMetro Rail maintenance of way and signal systems contractor to continue to foster a culture of safety, building a sound infrastructure that drives efficiency, resilience, and lasting performance through track and systems which encompass safe, reliable, and convenient rail transportation. The contractor will play a key role in delivering the mission as defined by the strategic plan.

**BUSINESS CASE:** The Rail department is responsible for coordinating the maintenance of way and signal systems activities of all CapMetro contractors for commuter rail services. This includes coordination of contract management, data collection, investigations, analysis and quality assurance activities for maintenance of way and signal.

The current contract that includes signal systems and maintenance of way expires in 2026. As the contract mechanism responsible for CapMetro’s track and signal infrastructure this contractor will play a key role in delivering the mission as defined by the strategic plan. CapMetro staff recommends continuing to provide these functions by contract due to the nature of the services to be provided, which require extensive specialization and equipment.

**COMMITTEE RECOMMENDATION:** This item will be presented to the full board on May 18, 2026.

EXECUTIVE SUMMARY: In March of 2010, CapMetro began commuter rail service on the Red Line between Austin and Leander, TX with our current contractor providing dispatching (commuter and freight), operations, and maintenance on the Red Line. The current contract with Herzog Transit Services, Inc. expires in 2026.

CapMetro completed a competitive procurement process and recommends Rio Grande Pacific Corporation as the vendor for maintenance of way and signal systems. Under this contract, the operation of CapMetro's Commuter Rail is responsible for providing track, signal, bridge, and communications for the commuter section of the railroad which includes freight only trackage and signal equipment located between the Abbott and Robinson control points. The contractor is responsible for providing all non-revenue and support vehicle, equipment, parts, supplies, qualified personnel, administrative, and management services necessary to operate and maintain the commuter railroad. CapMetro's stated goal in this procurement was to identify a partner that will be aggressively focused on ensuring the best possible experience for our customers through safety and data-driven continuous improvement processes. If approved by the CapMetro Board, this contract would commence in calendar year 2027.

The Contractor agrees to use all reasonable efforts to:

- Adhere to financial performance and service quality objectives in the service contract.
- Provide superior customer service.
- Assure the finest public image for the transit system.
- Comply with all relevant Federal Regulation Administration regulations and administrative directives.
- Comply with all relevant Texas Department of Transportation regulations and administrative directives.
- Provide data, analysis, investigations, or support as required to all reporting requirements.
- Manage represented employees in accordance with the collective bargaining agreement.
- Abide by all ADA, FRA, and DOT guidance to appropriately provide Commuter Rail services to Americans with Disabilities.

#### Recommended Firm

The recommended firm is the Rio Grande Pacific Corporation. The Rio Grande Pacific Corporation proposal includes the following elements:

- Experienced Management Team
- Robust Maintenance and Signal Training and Staffing Plan
- Preventative Maintenance/Remediation Plan
- Weather Implementation Plan

SBE PARTICIPATION: To comply with recent changes in federal regulation, CapMetro is pausing setting and enforcing DBE Program goals at this time.

PROCUREMENT: A Request for Proposals was issued on October 21, 2025, and formally advertised. By the closing date of February 2, 2026, three proposals were received.

Technical evaluation factors were used to evaluate and score the proposals. Price was evaluated by a pricing team that was separate from the technical evaluation team. The pricing team also utilized Nancy Edmonson as a cost and price analyst to determine price fair and reasonableness. The proposal from Rio Grande Pacific Corporation was determined to be the best value to CapMetro, price and other factors considered.

The contract is a fixed price contract. The term of the Contract is a five (5) year base with two (2), two (2) year options. In total, there is potential for nine (9) contracted service years under this agreement with Rio Grande Pacific Corporation. The pricing offered is as follows. Service under this contract is anticipated to commence in 2027.

Total Pricing Base Period (Years 1-5)	\$ 76,530,688
Total Pricing Option Period 1 (Years 6-7)	\$ 33,033,070
Total Pricing Option Period 2 (Year 8-9)	\$ 36,262,995
<b>GRAND TOTAL</b>	<b>\$145,826,753</b>

RESPONSIBLE DEPARTMENT: Rail

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2026-1821**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro management endeavor to provide the highest quality Commuter Rail services to the community; and

WHEREAS, through a competitive procurement process, Rio Grande Pacific Corporation was determined to be the firm that offers the best value to CapMetro in providing maintenance of way and signal systems services for Commuter Rail.

NOW, THEREFORE, BE IT RESOLVED that the CapMetro Transportation Authority Board of Directors authorizes the President & CEO, or her designee, to finalize and execute a contract with Rio Grande Pacific Corporation for contracted Commuter Rail Maintenance of Way and Signal Systems services for a base period of five (5) years plus two (2) two-year options for a total contract amount not to exceed \$145,826,753.

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

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



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2026-1830

**Agenda Date:** 5/18/2026

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Memo: Internal Audit Observation of Procurement Selection Process for Commuter Rail Operations (May 11, 2026)

**To:** CapMetro Board of Directors

**CC:** Dottie Watkins, CEO  
Kerri Butcher, Deputy CEO  
Muhammad Abdullah, Vice President of Procurement & Chief Contracting Officer  
Andy Skabowski, Chief Operating Officer  
Muriel Friday, Vice President of Rail Operations  
Brad Bowman, Chief Counsel

**From:** Terry Follmer, Chief Audit Executive

**Date:** May 11, 2026

**Subject:** Internal Audit Observation of Procurement Selection Process for Commuter Rail Operations (Project #26-13A)

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In February 2026, the Procurement team requested Internal Audit's participation as independent observers of the procurement process and since that time, Internal Audit (Valerie Carson and I) served as independent observers of the vendor selection process related to the Rail Operations contract procurement.

The contract consisted of two Request for Proposals (RFPs) with five scopes of services, and vendors were permitted to bid on one or all scopes of services:

1. RFP 812236 (Locally Funded – 3 scopes): Commuter Rail Train Operations, Dispatch, and Vehicle Maintenance Services
2. RFP 812682 (Federally Funded – 2 scopes): Commuter Rail Maintenance of Way (MOW) and Signal Systems

Internal Audit attended key meetings throughout the solicitation and evaluation process, including vendor oral presentations and evaluation team meetings addressing individual technical and pricing reviews and ratings. This memo summarizes our observations regarding the vendor selection process.

Internal Audit's objective as independent observers was to assess whether the vendor evaluation and selection process was clearly defined and executed fairly and equitably, in compliance with CapMetro policies. Internal Audit and Procurement teams met periodically throughout the procurement lifecycle leading up to the presentation for final approval at the upcoming May 18<sup>th</sup> Board meeting.

Based on our observations, we have concluded that the vendor solicitation and evaluation process was planned and executed in a manner that was: 1) thorough and complete; 2) fair and equitable to both the vendors and CapMetro evaluation team members; and 3) provided ample time for all parties to ask questions and respond to inquiries. CapMetro

engaged a consultant, Nancy Edmonson, to provide cost and price analysis support and additional quality control. Throughout the process, Internal Audit was provided access to all relevant records and meetings, and inquiries were appropriately addressed.

During our review, we did not identify any concerns with the vendor selection process or the evaluation team's unanimous recommendation. Following our oversight of the procurement and evaluation process, Internal Audit supports the recommendation of the evaluation team. We conclude that the selected firm represents the best value proposer for CapMetro.

Please let us know if you have any questions or if there are any additional actions you would like for us to take related to this matter.

Sincerely,

Terry Follmer, Chief Audit Executive

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Board of Directors

Item #: AI-2026-1813

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with ABB Inc. for the upgrade of the propulsion control units on the Stadler Diesel Multiple Units (DMUs), in a total amount not to exceed \$3,140,192, which includes 10% contingency.

**FISCAL IMPACT:**

Funding for this action is available in the FY2026 and proposed FY2027 Capital Budget.

**STRATEGIC PLAN:**

**Strategic Goal Alignment:**

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** This project supports CapMetro’s strategic priorities by strengthening reliability, safety, and overall customer experience. Replacing obsolete propulsion control equipment with modern technology reduces the risk of service disruptions and improves fleet availability, helping ensure the delivery of reliable and safe transit service. The upgrade also advances the organization’s culture of safety by incorporating updated components, improved diagnostics, and enhanced system performance. By minimizing unplanned downtime and improving operational consistency, the project contributes to a better customer experience while supporting long-term operational stability and asset management goals.

**BUSINESS CASE:** CapMetro’s Stadler DMU fleet relies on obsolete propulsion controllers that are no longer supported, creating increasing risks to reliability and fleet availability. Limited replacement parts and aging equipment raise the likelihood of extended downtime, service disruptions, and higher maintenance costs. Without proactive replacement, these risks will continue to grow and impact safe, reliable operations.

To address this, CapMetro will upgrade the affected DMUs with next-generation propulsion control modules. This modernization will restore long-term supportability, reduce operational risk, improve reliability, and extend the fleet’s service life to meet its intended lifecycle.

**COMMITTEE RECOMMENDATION:** This item will be presented to the full board on May 18, 2026.

EXECUTIVE SUMMARY: CapMetro's Stadler DMU vehicles are currently operating with aging propulsion control technology that has surpassed its supported lifecycle. As component availability declines and technical support becomes limited, the potential for service interruptions and reduced fleet performance increases. To proactively address these challenges, CapMetro will replace the existing propulsion control units with modern, next-generation equipment. This initiative will enhance system performance, improve maintainability, and support long-term operational stability. Implementing these upgrades will help ensure continued dependable service and maximize the useful life of the DMU fleet.

This project represents a proactive investment in fleet reliability, operational continuity, and long-term cost savings.

Approval of this project is recommended to mitigate risks associated with obsolete propulsion control systems and to ensure continued reliable rail service.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract opportunities.

PROCUREMENT: A Sole Source Procurement was conducted with ABB Inc., for the replacement of six (6) obsolete DMU propulsion control units and components. The procurement followed all Federal Acquisition Regulation (FAR) guidelines and CapMetro policies and procedures for Sole Source Purchases. A proposal was received from ABB Inc. on January 28, 2026. The proposal was reviewed in all aspects of pricing and technical approach and was deemed fair and reasonable. The contract is a fixed price contract with a term of two (2) years from the contract notice to proceed.

RESPONSIBLE DEPARTMENT: Capital Construction, Engineering & Design (CCED)

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2026-1813**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize that CapMetro’s Stadler DMU fleet currently relies on obsolete propulsion control units that are no longer supported by manufacturers, creating increased risk to fleet reliability, vehicle availability, and the delivery of safe and dependable transit service; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to modernize the propulsion control systems by upgrading to next-generation technology in order to reduce operational risk, improve reliability, support a strong culture of safety, and enhance the overall customer experience while extending the useful life of the DMU fleet.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract with ABB Inc. for the upgrade of the propulsion control units on the Stadler Diesel Multiple Units (DMUs), in a total amount not to exceed \$3,140,192, which includes 10% contingency.

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

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

# Rolling Stock & Support Equipment (RSSE)

## Stadler Diesel Multiple Units (DMUs)

### - Propulsion Control Unit Replacement



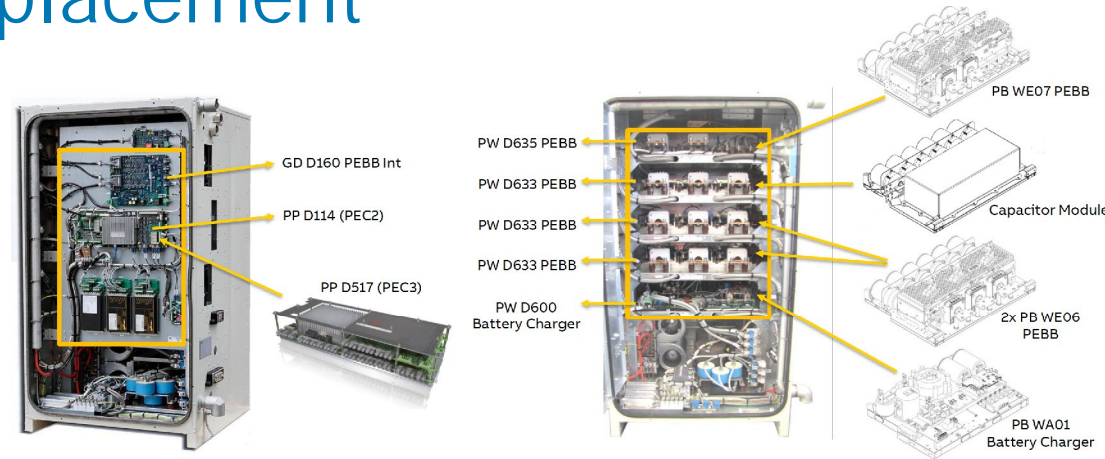
# Propulsion Control Unit Replacement

## Scope of Work

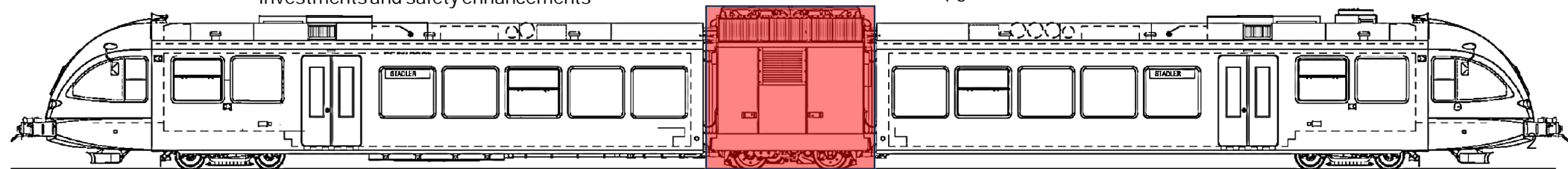
- Upgrade of Propulsion control units for Stadler GTW – Six (6) Gen 1 Series (FY2026 – FY2027)
- Budget - \$3,140,192
- Procurement method/ Project Timeline
  - Sole Source (Asea Brown Boveri - ABB)
  - FY26-27
- Coordination with Rail Operations team to ensure solution aligns with DMU expected lifecycle.

## Strategic Plan Alignment

- Aligns with SP2030
  - Action 1.1 - Increase CapMetro's service reliability by implementing a comprehensive reliability strategy.
  - Action 2.4 - Continue to implement the Sustainability Vision Plan while exploring different paths and technologies of choice to achieve sustainability goals.
  - Action 4.1 Develop and implement a prioritization methodology for state of good repair to inform investments and safety enhancements



- The generation 2 Power Electronics Controllers (PEC2) and Power Electronics Building Blocks (PEBB) were developed in 1998 and are now obsolete, mainly due to electronic sub-supplier products
  - Replacement of Power Modules
  - Replacement of Charger Module
  - Replacement of the Power Electronics Controllers (PEC2)
  - Replacement of the Power Electronics Building Blocks (PEBB)
  - Wiring changes mainly on control frame + optical connections to power modules
  - Replacement of the Capacitor Module
  - Software upgrade for new controller



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Board of Directors

Item #: AI-2026-1816

Agenda Date: 5/18/2026

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**SUBJECT:**

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Modern Railway Systems (MRS) for Indefinite Delivery, Indefinite Quantity (IDIQ) Railroad Construction and Rehabilitation Services, for a base period of three (3) years, plus two (2) one-year options in a total not to exceed amount of \$26,356,804.

**FISCAL IMPACT:**

Funding for this action is available in the FY2026 Capital Budget.

**STRATEGIC PLAN:**

**Strategic Goal Alignment:**

1. Customer       2. Community  
 3. Workforce       4. Organizational Effectiveness

**EXPLANATION OF STRATEGIC ALIGNMENT:** IDIQ Railroad Construction and Rehabilitation Services is required for the civil infrastructure, bridge, Positive Train Control (PTC) and signalization works throughout the 162 miles of East, West, and Central rail corridors. The scope of work includes new construction as well as rehabilitation works.

**BUSINESS CASE:** This task order-based contract allows CapMetro to retain a qualified rail infrastructure construction contractor who is experienced and has expertise in performing recurring work in a timely manner to meet the project and operational needs of the Agency. The funding for this contract is included in the FY 2026 Capital budget as well as in the five-year capital improvement plan.

**COMMITTEE RECOMMENDATION:** This item will be presented to the full board on May 18, 2026.

**EXECUTIVE SUMMARY:** The existing infrastructure along the three (3) railroad corridor subdivisions includes railroad track infrastructure, signaling systems, Positive Train Control and bridges which require regular rehabilitation. In addition, there is an ongoing need to expand rail infrastructure to support increasing service demands. As such, the services of a competent General Contractor who has expertise in handling these types of improvements is required. The contract period includes a three (3) year base period plus two (2) option years with a total not to exceed amount of \$26,356,804 over the five-year total period.

**SBE PARTICIPATION:** A 13% SBE goal was assigned to this procurement. The contractor has committed to 1.45%

SBE attainment during the term of the contract and will be monitored.

PROCUREMENT: This procurement was conducted in accordance with the Competitive Sealed Proposal Method of the Texas Government Code, Title 10, Subtitle F, Chapter 2269, Subchapter D. On January 16, 2026, a Request for Proposals (RFP) was issued and formally advertised. By the closing date of February 20, 2026, two (2) proposals were received. Both proposals were evaluated, rated, and ranked based on the requirements of Chapter 2269, Subchapter D. Modern Railway Systems (MRS) was determined to represent the best value to CapMetro, price and technical factors considered. The resulting contract will be a fixed price indefinite delivery, indefinite quantity task order contract. The term is a three (3) year base period with two (2) one-year options in an amount not to exceed \$26,356,804.

RESPONSIBLE DEPARTMENT: Capital Construction, Engineering & Design

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

**STATE OF TEXAS  
COUNTY OF TRAVIS**

**AI-2026-1816**

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro management endeavor to pursue the improvement of transportation and operational infrastructure; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to utilize the services of a competent contractor to perform recurring rail infrastructure improvements in a timely manner to meet the project and operational needs of the Agency.

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 Railway Systems (MRS) for Indefinite Delivery, Indefinite Quantity (IDIQ) Railroad Construction and Rehabilitation Services, for a base period of three (3) years, plus two (2) one-year options for a total not to exceed amount of \$26,356,804.

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

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



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2026-1825

**Agenda Date:** 5/18/2026

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Discussion regarding changes to CapMetro commuter rail management and structure.



# CapMetro Rail Operations & Contract for Rail Signal Systems and Maintenance of Way

CapMetro Board  
May 18, 2026

# Why We're Here Today

- CapMetro owns 162 miles of Rail Right of Way consisting of 32-miles of Commuter Rail and Freight Rail between Llano and Giddings, Texas operated by WATCO (Austin Western Railroad – AWRR)
- Current Operations and Maintenance (O&M) Agreement with Herzog Transit Services, Inc. (Herzog) expires December 31, 2026
- CapMetro initiated a review of our rail services and initiated competitive procurement process and is restructuring rail as follows:
  - **Signal Systems & Rail Maintenance of Way** proposed to be managed through new contract with Rio Grand Pacific Corporation
  - **Operations, Dispatch and Vehicle Maintenance** proposed to be brought under CapMetro direct management, effective January 2027
  - **Freight Operations** to remain with Watco (AWRR)

# Operations, Dispatch and Vehicle Maintenance

CapMetro intends to absorb several of the commuter rail delivery and operational functions that are currently provided through Herzog.

CapMetro will have more control over service delivery, positioning the agency to best support **customer experience** and **financial sustainability** over time.

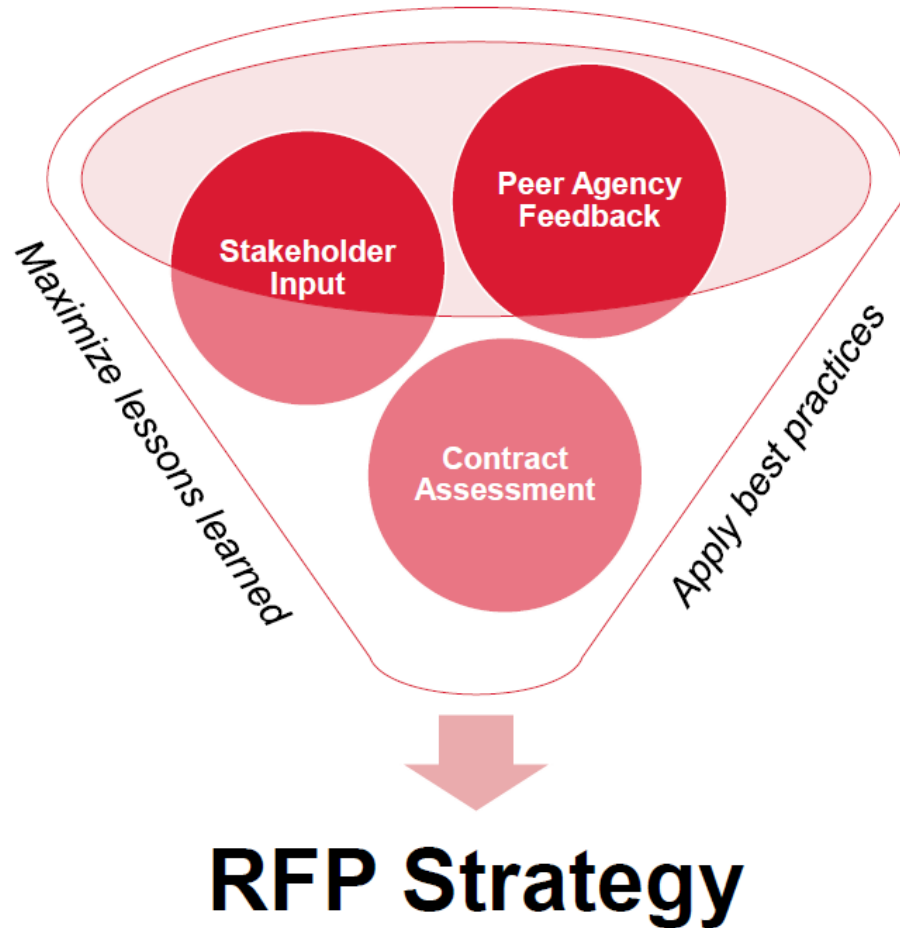
## Transition Activities:

- Direct employment and management of rail dispatch, operations (including train engineers and conductors for commuter rail service), and train vehicle maintenance staff
  - Fewer than 100 full-time equivalent positions to be hired by CapMetro
  - Hiring process and timeline under development
- CapMetro must become authorized by the FRA to provide direct operations of commuter rail
- CapMetro must procure additional support services for vehicle maintenance and insurance and claims handling



# Contract for Signal Systems and Maintenance of Way

# RFP Development Approach & Eval. Factors



EOI Issued March 2025; RFP Issued December 2025

## Evaluation Factors

### Maintenance of Way

1. Experience with Continuous Welded Rail (CWR)
2. Training and Compliance with Standards
3. Approach to Infrastructure Improvements
4. Use of Subcontractors
5. Safety, Accountability, & Continuous Improvement

### Signals and Communications

1. Signal and Communication Technical Functionality and Regulatory Compliance
2. System Architecture and Maintenance Integration Approach
3. Maintenance and Support Service Excellence
4. Work Plan and Regulatory Implementation Understanding
5. Staff Qualifications and Past Performance

# Recommended Firm for Maintenance of Way and Signal Systems



## Rio Grande Pacific Corporation

- Proposal included the following elements:
  - Experienced Management Team
  - Robust Maintenance and Signal Training and Staffing Plan
  - Preventative Maintenance/Remediation Plan
  - Implement Weather Plan
- Current contracted partner for Denton County Transit Authority (DCTA)

# Rio Grande Pacific Corporation Contract Scope

## Maintenance of Way Services

- Track, bridges, and structures, alignment fencing
- Routine cleaning and inspections
- Vegetation management
- Preventive and corrective track and bridge maintenance

## Signal System Services

- Signaling and communications
- Positive Train Control (E-ATC)
- FRA required inspections and testing
- Preventive and corrective signal maintenance

## Additional Services

- Special projects of limited duration
- Modernization efforts
- Minor capital projects
- Construction support

# Next Steps

- Board authorization for Rail Signals Systems and Maintenance of Way contract requested today
- CapMetro Staff's priority is ensuring a seamless transition between existing structure and new structure, effective January 2027



CapMetro

Questions?



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2026-1826

**Agenda Date:** 5/18/2026

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Memo: CapMetro Commuter Rail Operations (May 8, 2026)

**To:** CapMetro Board of Directors  
**From:** Andy Skabowski, EVP – Chief Operating Officer  
**Date:** May 8, 2026  
**Subject:** CapMetro Commuter Rail Operations

The purpose of this memo is to provide information to the CapMetro Board ahead of a board request to authorize the President and CEO to negotiate and execute a contract for rail maintenance of way and signal systems management with Rio Grande Pacific Corporation (Rio Grande). This item will be presented to the Board for consideration during the May 18, 2026, Board Meeting and correlates to other service transitions needed to support commuter rail service, including bringing certain functions into CapMetro direct management.

CapMetro believes these changes are necessary to best support customer experience and long-term financial sustainability of commuter rail service.

### **Overview of Procurement & Service**

CapMetro owns approximately 162 miles of rail right of way, operating commuter rail as CapMetro Rail along the 32 mile-long Red Line, and freight rail operations between Llano and Giddings, Texas. Commuter rail has been operated by Herzog since 2009, through a contract that includes rail maintenance of way (maintaining the right of way and tracks), rail signal systems, operations, dispatch and vehicle maintenance. Freight rail is operated by Watco as Austin Western Railroad (AWRR).

The contract with Herzog expires at the end of calendar year 2026. CapMetro published a solicitation for a new contract in early 2026. The solicitation was structured so that CapMetro could contract for all or some of the needed operational elements based on the needs of the Agency.

### **Changes to Structure of Commuter Rail Service**

#### Maintenance of Way and Signal Systems

On May 18, the CapMetro Board will consider an item authorizing a contract for management of rail maintenance of way and signal systems. These two services require extensive specialized expertise and equipment, and continuing to have these services provided by a vendor with ready access to such equipment and the variety of necessary expertise is in the best interest of CapMetro and the community. Rio Grande has experience providing maintenance of way and signal systems management, and CapMetro is confident in the service they will provide through this contract.

Approximately 30 Herzog employees on the maintenance of way and signal systems teams will be impacted by the transition

### Operations, Dispatch, and Vehicle Maintenance

In January 2027, CapMetro intends to absorb several of the rail oversight and operational functions that are currently provided through Herzog in order to best support service and our customer experience. This will entail direct employment and management of rail dispatch, operations (including train engineers and conductors for commuter rail service) and train vehicle maintenance staff, totaling fewer than 100 full-time equivalent employees. The transition does not affect freight rail operations or those employed by Watco.

By providing direct employment of these critical functions, the Agency will have more control over service delivery, providing CapMetro the opportunity to make more nuanced adjustments to various aspects of service (e.g., schedules, standard operating procedures, training, etc.) without cumbersome contract modification processes required for each change. We expect this flexibility to enable gradual improvements to the customer experience while directly managing the costs associated with each adjustment.

This transition will take time and resources to complete. CapMetro must become authorized by the Federal Railroad Administration (FRA) to provide direct operations of commuter rail, a process that will take several months. Additionally, CapMetro will require additional outside services to further support vehicle maintenance and provide insurance and claims handling for commuter rail operations. Finally, CapMetro will develop a process to hire commuter rail employees, including existing Herzog team members who are interested and meet eligibility requirements and apply. Commuter rail employees hired by CapMetro will be under the same benefit structure as existing CapMetro employees. Initial work on these items is underway to ensure CapMetro is ready to transition by the end of 2026.

Based on response to the open procurement and review of recent industry pricing and our own contract oversight for the last several years, costs for commuter rail service were projected to go up regardless of the outcome of the procurement process. By bringing certain functions into CapMetro, we anticipate these costs increases to be more financially sustainable for the Agency.

Further, as CapMetro manages the next several years of projects with rail impacts, such as the Plaza Saltillo grant-funded project, commissioning the new Uptown ATX/North Burnet station, and I-35-related service disruptions, this direct oversight will allow the agency more flexibility to meet the needs of the community and balance resources internally.

## **Next Steps**

Though some team members wearing the CapMetro uniform are not direct CapMetro employees, we are all one team working to support the community. CapMetro does not believe this change will be noticed by customers on a day-to-day basis but do believe more direct oversight and control of rail operations will provide enhanced customer experience and position CapMetro to make necessary adjustments to maximize the community benefit of our commuter rail system in the years ahead.

CapMetro will continue working through processes to ensure an effective transition ahead of the end of the Herzog contract in December. This includes implementing the steps above related to hiring, solicitations for supplemental services, and engaging with the FRA. Additionally, CapMetro will deploy robust internal communications to support CapMetro and Herzog team members during this transition.

CapMetro will be available to answer questions about the maintenance of way and signal systems contract on May 18 during the Board Meeting. Additionally, there are two additional contracts to support rail service on the May 18 Board agenda; one related to maintaining obsolete components on the DMU fleet, and one related to facilitating CapMetro's long-term right of way maintenance needs. Both contracts are proceeding as part of CapMetro's current rail responsibilities and are not impacted by the proposed contract for maintenance of way and signal systems, nor the planned structural changes to operations, dispatch and vehicle maintenance.

Board Members with questions regarding this information should contact [Ed.Easton@capmetro.org](mailto:Ed.Easton@capmetro.org).



# Capital Metropolitan Transportation Authority

2910 East 5th Street  
Austin, TX 78702

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Board of Directors

**Item #:** AI-2026-1832

**Agenda Date:** 5/18/2026

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Update on CapMetro's Battery Electric Bus Fleet