

Exhibit A

I. Background – Capital Metro has approximately 2,900 bus stops on the Fixed Route Bus Transportation System (FRS). Capital Metro is in the process of constructing improvements where needed to new and existing bus stops to make them ADA accessible. Contracting with the City of Austin (COA) to manage and construct many of these improvements would provide for timely, efficient, and cost effective completion of projects.

II. Project Determination – Capital Metro will develop and provide the project list that will be utilized for Program Implementation. An overriding principle for development of the project list is to identify major FRS Routes and Corridors and to work sequentially as much as practical to complete projects along these corridors. The projected number of bus stops to receive improvements on these corridors is between 300 and 400. The major corridors to be addressed over the contract period are:

- Airport Blvd.
- Burnet Rd.
- North Lamar Blvd.
- Rundberg Ln.
- Metric Blvd.
- ML King Blvd.
- Stassney Ln.
- William Cannon Dr.
- Manor Rd.
- East 12th St.
- South Congress Ave.
- Braker Ln.
- Slaughter Ln.
- Manchaca Rd.
- Rutland Dr.
- S. 1st St.
- Rapid Bus (Phase I and II) – locales

It is anticipated that additional routes/corridors will be added in the future as the program progresses. The program is designed to be strategic in implementation and at the same time to retain flexibility to provide improvements at specific locations as needs dictate.

III. Project Implementation – Guided by the listing of the Routes/Corridors which contain the bus stops anticipated to need improvement, a Capital Metro project manager will conduct a site visit with the City of Austin Project Manager at each location scheduled to receive improvements. The scope of work required for each bus stop will be jointly established and the COA project manager will document this with field sketches and/or photographs. The City of Austin project manager will subsequently communicate this scope of information to project construction contractor(s) for scheduling and construction of these improvements. During construction, the Capital Metro project

manager may be a limited project resource, as available, to assist with project related issues; however, the primary responsibility for project implementation, management, and completion will be the City of Austin project management team and construction contractor(s). It is a project goal that ample projects are scoped in advance so that there is limited “downtime” for contractor(s) between completion of a given site and start of the next site.

IV. Details of Work – Typical work components for the bus stop improvements are expected to be (but not limited to):

- a. Passenger landing pads
- b. Sidewalks
- c. Curb Ramps
- d. Curb and Gutter Sections
- e. Sidewalk Retaining Walls

All improvements are to be constructed to City of Austin Standard Specifications and Details and in compliance with applicable ADA requirements.

In some cases passenger comfort facilities (such as bus stop shelters) may be required and in these instances the specification/detail for required foundation work will be provided by Capital Metro. The subsequent installation of shelters, benches, and litter containers will be done by Capital Metro unless otherwise provided for.

V. Special Considerations – FRS service will continue to service all bus stops where construction is being conducted. To enable this process, the Capital Metro project manager is to be contacted in advance, and relative to the need, will coordinate the temporarily closure or relocation of the bus stop within close proximity to the area of construction. Attention to excellent customer service and customer safety is of utmost importance and would be major considerations under this process.