



City of Austin

Recommendation for Action

File #: 25-1537, Agenda Item #: 92.

8/28/2025

Posting Language

Authorize negotiation and execution of an interlocal agreement with the Capital Metropolitan Transportation Authority for the operation, maintenance, evaluation, and optimization of transit signal prioritization to improve travel time and schedule reliability. Funding: This action results in a total revenue reduction of \$60,300 annually to the Transportation and Public Works Department's Operating Budget.

Lead Department

Transportation and Public Works Department.

Fiscal Note

Aligning with each agencies core services, Transportation and Public Works will assume responsibility for all equipment and software connected to the traffic control system and mobility management center. The Capital Metropolitan Transportation Authority will be responsible for all transit signal priority equipment and software attached to their transit apparatus. This action results in a total revenue reduction of \$60,300 annually to the Transportation and Public Works Department's Operating Budget.

Prior Council Action:

May 26, 2011 - Resolution No. 20110526-067 authorizing negotiation and execution of an interlocal cooperation agreement with the Capital Metropolitan Transportation Authority to accept up to \$285,000 to be used to provide for priority operation of traffic signals for buses operated on a Bus Rapid Transit route, to improve travel time and schedule reliability, was approved on a 7-0 vote.

May 26, 2011 - Ordinance No. 20110526-065 accepting funds in the amount of \$285,000 from the Capital Metropolitan Transportation Authority to be used to provide priority operation of traffic signals for buses operated on a Bus Rapid Transit route to improve travel time; amending the Fiscal Year 2010-2011 Austin Transportation Department Operating Special Revenue Fund to appropriate \$285,000; and amending the Fiscal Year 2010-2011 Austin Transportation Department Capital Budget to transfer in and appropriate \$285,000 for traffic signals, was approved on a 7-0 vote.

For More Information:

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Council Committee, Boards and Commission Action:

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Additional Backup Information:

In 2013, the City and the Capital Metropolitan Transportation Authority (CapMetro) implemented a GPS-based Transit Signal Priority (TSP) system for the 801 and 803 MetroRapid routes. This system was designed to improve transit efficiency by giving transit vehicles longer green lights at certain traffic signals along these routes. Recently, this system was retired and replaced with a next-generation centralized TSP system

designed to work city-wide, not just for those two routes.

In collaboration with CapMetro, the Transportation and Public Works Department (TPW) expanded transit signal priority to the Pleasant Valley (800) and Expo Center (837) MetroRapid routes. This expansion is required by CapMetro's Federal Transit Administration grant for the service. The new centralized TSP system is scalable across the city and can prioritize transit vehicles, including future light rail vehicles, at any traffic signal operated by the City of Austin.

As part of the 2011 Interlocal Agreement (ILA), CapMetro reimbursed the City for TSP at \$300 per intersection per year. TSP for the 801 and 803 included 129 signals which totaled \$38,700 annually. Based on the terms of the 2011 ILA, CapMetro would also reimburse the City an additional \$21,600 annually for an estimated 72 signals along MetroRapid routes, 800 and 837. The combined annual reimbursement would total \$60,300. Through recent discussions, the City and CapMetro have agreed that each agency will focus on their respective infrastructure moving forward. TPW assumes responsibility for all equipment and software connected to the traffic control system and mobility management center. Capital Metropolitan Transportation Authority will be responsible for all transit signal priority equipment and software attached to their transit apparatus.

By eliminating the reimbursement requirement in the proposed 2025 ILA, the City will forgo the existing \$38,700 in annual revenue and will not receive the projected \$21,600 in additional annual revenue, resulting in a total annual revenue reduction of \$60,300.