

CITY OF BASTROP

RESOLUTION NO. R-2026-100

A RESOLUTION OF THE CITY OF BASTROP, TEXAS, APPROVING PARTICIPATION IN A LIMITED FUTURE LOCAL MATCH AND MATTERS RELATED THERETO FOR THE CAPITAL AREA RURAL TRANSPORTATION SYSTEM ("CARTS") MOBILITY HUB PROPOSAL AT THE BASTROP PUBLIC LIBRARY, AND CLIMATE POLLUTION REDUCTION GRANT ("CPRG") ACTIVITIES; AS ATTACHED IN EXHIBIT A.

WHEREAS, pursuant to the laws of the State of Texas, the City of Bastrop ("City") is authorized to set policies in the public interest, and necessary for the efficient and effective administration of City business, including participation in grant programs related to public funding of infrastructure improvement projects within and around the City; and

WHEREAS, the City is a local government of the State of Texas and is empowered to enter into interlocal agreements with other governmental entities, including regional transit districts, to foster intergovernmental cooperation and funding efforts for local and regional mobility projects; and

WHEREAS, the Capital Area Rural Transportation System ("CARTS") is a subdivision of the State of Texas administering federal Climate Pollution Reduction Grants ("CPRG") funding for the benefit of communities within its jurisdiction and the City is one such community, and CARTS is willing to provide both funding and certain administrative support to ensure grant compliance for the City's participation in the CPRG Program; and

WHEREAS, the City Council deems it to be beneficial and in the interest of local residents to participate in and explore CPRG grant options to assist with proposed funding local infrastructure projects in the public interest for the purposes described herein, including a Mobility Hub Proposal for the Bastrop Park & Ride Station and Bastrop Public Library with a limited local match for cost of software maintenance, which comes to a future estimated cost of \$780.00 per year.

WHEREAS, the City Council is requesting the following conditions be placed upon the project; to include signage at the e-bike pods at both locations specifying what areas are off limits, the e-bikes shall be equipped with license plates on both side of the e-bike for the purpose of identification of the e-bike, CARTS will be responsible for the retrieval of the e-bikes, the e-bikes are to be geo-fenced appropriately to keep them out of designated areas, the e-bikes are only be permitted to be parked at the docking stations and designated bike racks, the e-bikes be prohibited from parking in parking

spaces designated for vehicles, and the e-bikes will only be allowed to traverse where vehicular access is permitted.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, THAT:

- Section 1.** That the foregoing recitals are hereby found to be true and correct and are hereby adopted and made a part hereof for all purposes and findings of fact.
- Section 2.** The City Council of the City of Bastrop hereby authorizes the participation of the City in the CARTS Mobility Hub Proposal for the Bastrop Park & Ride Station and Bastrop Public Library with a limited local match for cost of software maintenance, which comes to a future estimated cost of \$780.00 per year, and may pursue negotiating grant related applications provided that any necessary local match appropriations will be brought back to the City Council for final review and approval prior to proceeding with any project(s).
- Section 3.** Conflicts with Prior Resolutions: Any prior resolutions or parts thereof in conflict with the provisions of this resolution are hereby repealed to the extent of such conflict.
- Section 4. Severability:** Should any portion or part of this Resolution be held invalid for any reason or unenforceable by a court of competent jurisdiction, the same shall not be construed to affect any other valid portion hereof, but all valid portions hereof shall remain in full force and effect.
- Section 5. Effective Date:** This Resolution shall take effect immediately from and after its passage.
- Section 6. Proper Notice & Meeting:** The City Council hereby finds and declares that written notice of the date, hour, place, and subject of the meeting at which this Resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered, and formally acted upon, all as required by the Texas Open Meetings Act, Chapter 551, Texas Government Code, as amended.

(Signature Page to Follow)

DULY RESOLVED & ADOPTED by the City Council of the City of Bastrop, Texas, on this, the 14th day of July, 2026.

APPROVED:

by: 
Ishmael Harris, Mayor

ATTEST:


Michael Muscarello, TRMC, CMC, CPM
City Secretary



APPROVED AS TO FORM:


City Attorney
Denton Navarro Rocha Bernal & Zech, P.C.

EXHIBIT A

Summary

CARTS respectfully requests CPRG funding to implement two mobility hubs in central Bastrop that will reduce emissions, expand low-carbon travel options, and strengthen first- and last-mile connections to transit, downtown destinations, trails, and parks. The project will install a small, docked, self-charging e-bike share pilot and rider amenities at the existing CARTS Bastrop Park & Ride Station and the Bastrop Public Library, creating a highly visible pilot for multimodal connectivity in a growing small city. These hubs will improve access to CARTS Now on-demand service, support safer and more convenient non-auto trips, and provide a scalable model that can be replicated across the 7,400-square-mile CARTS district. The project is also well positioned for implementation because it can be coordinated with the planned expansion of the Bastrop Park & Ride facility, allowing CARTS to leverage existing design, procurement, and construction resources. By building on current city coordination and near-term capital work, the proposal offers both immediate community benefit and long-term regional value.

The updated e-bike share approach uses three Metro Mobility ChargeLock-style 5-dock pods and 15 total e-bikes: two pods at the CARTS Bastrop Park & Ride Station and one pod at the Bastrop Public Library. This modular approach is smaller, more scalable, and easier to right-size than a larger single-station concept. Final equipment selection and pricing will be confirmed through CARTS procurement and applicable grant requirements.

Background on Capital Area Rural Transportation System (CARTS)

CARTS is a Rural Transit District and political subdivision of the State of Texas, authorized under Chapter 458 of the Texas Transportation Code. Created in 1978 through an interlocal agreement, CARTS serves the non-urbanized areas of ten counties in Federal Planning Region VI: Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Llano, Travis, and Williamson. The agency is governed by a Board of Directors with one County Commissioner appointed from each member county and works closely with CapMetro through another ILA, known as the Regional Mobility Agreement, to address shared regional transportation priorities.

CARTS has built a strong record of rural and regional mobility innovation, including a network of locally based transit stations linked by regional routes and connected to the national intercity network through FlixBus and Greyhound. Its intermodal facilities in Bastrop, Elgin, Smithville, Taylor, Georgetown, San Marcos, Marble Falls, and Round Rock help connect local, regional, and long-distance travel. This proposal builds on that experience by advancing a practical, small-city model for integrated mobility hubs.

Why Bastrop Is an Ideal Pilot for Mobility Hubs

Bastrop is a strong location for this pilot because it combines a history of successful collaboration with CARTS, a growing need for multimodal options, and a built environment capable of supporting visible, near-term results. The city has repeatedly served as a testing ground for CARTS innovations, including its first small-city fixed-route service, its first intermodal station, and the original pilot of CARTS Now, which has since expanded to six district cities

EXHIBIT A

Bastrop is also growing rapidly while working to preserve its historic downtown as both a civic center and visitor destination. Together, these conditions make it an ideal place to demonstrate how mobility hubs can expand transportation choice, reduce reliance on single-occupant vehicles, and better connect transit to everyday destinations.

Project Readiness and Local Coordination

CARTS and the City of Bastrop have coordinated the mobility hub concept with the planned Bastrop Park & Ride Expansion Project and with the library hub concept. The updated bike-share approach further reflects CARTS and City of Bastrop coordination after the City of Austin requested additional details on annual operations, 2027 and later funding, provider selection, asset ownership and maintenance, dock and bike costs, and wayfinding signage.

CARTS retained Jana McCann, FAIA, of McCann Adams Studio to lead the design of the first two mobility hubs. Through regular coordination, CARTS, its consultants, and City staff refined a pilot concept with one hub at the Bastrop Public Library and one at the CARTS Bastrop Park & Ride Station. McCann Adams Studio is supported by a consultant team led by Jackson McElhaney Architects, which is on track to complete construction documents for the Bastrop Station Park & Ride Expansion Project by early September 2026, with a general contractor expected to be engaged by December 2026.

Two Hub Sites That Expand Access and Connectivity

Bastrop is retaining its small-town character while accommodating rapid growth. To manage that growth and protect the historic downtown, the city is directing development westward and maintaining strong standards for its old town district, which serves as both a local activity center and a visitor destination. The proposed hub locations respond to that context by linking transit, walking, and bicycling to the places residents and visitors most need to reach.

The city was an active partner in shaping this proposal and worked closely with CARTS staff and consultants to refine the hub concept, site priorities, and implementation approach.

Bastrop Station Park & Ride Expansion Site

The proposed mobility hub improvements at Bastrop Station are organized around the existing Terminal Building and are designed to be delivered alongside the broader park-and-ride expansion. That larger project includes new parking spaces, public sidewalks, street trees, tree preservation measures, and other site improvements. Together, these investments will make the station safer, more functional, and more welcoming for riders while strengthening multimodal connections to downtown and the surrounding trail network.

Key mobility hub improvements include:

CARTS and the City of Bastrop have refined the bike-share approach to a **three-pod** Metro Mobility ChargeLock pilot serving both proposed hub locations.

EXHIBIT A

There will be **two 5-dock pods** at the Bastrop Park & Ride Station and **one 5-dock pod at the Bastrop Public Library**, with 15 total e-bikes. The Park & Ride Station would normally include eight docked bikes and two rotation/backup bikes, **while the Library location would include five bikes.**

Accommodation will be made (power and slab) to add another 5-bike pod at the Library site once demand warrants it. The City of Bastrop prefers this approach.

Bike-share operations, funding, provider selection, ownership, and maintenance

The known recurring technology operating cost for the 15-bike system is currently estimated at \$13 per bike per month, or \$195 per month / \$2,340 per year for the full pilot. The City of Bastrop would be limited to an annual contribution for the five Library bikes only, **estimated at \$65 per month / \$780 per year**, with CARTS addressing the remaining \$130 per month / \$1,560 per year technology balance for the Park & Ride bikes through CARTS resources, user fees, sponsorships, or other eligible operating support. CARTS will continue to refine the full annual operations budget before launch, including routine maintenance, insurance, electricity, rebalancing, replacement parts, staff time, and recovery needs.

Metro Mobility ChargeLock is the preferred platform because it is modular, docked, self-charging, GPS/IoT-enabled, scalable, and affordable for a small-city pilot compared with the other vendors CARTS reviewed. CARTS will include the bikeshare equipment and other program-related items in the bid process for the overall Bastrop Park & Ride Expansion Project, consistent with requirements from CARTS funding partners, including the Texas Department of Transportation (TxDOT) and the Federal Transit Administration (FTA). Assets purchased with grant funds will be owned and managed in accordance with applicable grant and procurement requirements. CARTS will manage the program framework, final vendor coordination, user agreement, inspection schedule, maintenance plan, recovery and replacement fee structure, and performance evaluation. Routine local maintenance will be coordinated with Mike's Bikes, a local shop located adjacent to the Fisherman's Park and the riverside trail system with overall system maintenance overseen by the CARTS Maintenance department.

Bastrop Public Library Site

The Bastrop Public Library site sits at the western edge of the city's historic downtown, at the west end of Spring Street, overlooking Fisherman's Park on the Colorado River. Shared-use paths begin at the library's front door and connect directly to the park. Because it is a popular destination for CARTS Now service, the site plays an important role in linking Bastrop's walkable, bikeable downtown with its recreational and natural assets. As a mobility hub, the library offers high public visibility, everyday utility, and a strong opportunity to connect transit, bicycling, and walking at one of the city's most active civic destinations

EXHIBIT A

In collaboration with the City's Library Director and City staff, CARTS developed a more aspirational concept that includes a landscaped Community Terrace outside the Library's Community Room. This amenity may exceed the current mobility hub budget, but CARTS hopes to allocate some design and planning resources from the park & ride Expansion Project to support future implementation. The paved terrace would connect directly to the Mobility Hub Plaza immediately west of the library entrance and would add value for both CARTS riders and the broader community.

A construction cost estimate for the Community Terrace is included as a Phase Two item, based on the assumption that grant awards in this round will be capped at \$150,000. This phased approach keeps the core mobility improvements affordable and ready for near-term implementation while preserving a strong long-term vision for a more welcoming, community-centered downtown hub.

Phase One improvements at the Library include:

- One modular 5-dock e-bike share pod located near the Library hub area, with five assigned e-bikes serving Library users, downtown, Fisherman's Park, community events, CARTS Now activity, and the riverside trail network.
- Two landscaped planters framing the library's front entry sidewalk, helping screen the parking area while removing unattractive pipe-rail barriers.
- A paved Trailhead Plaza at the junction of the site's two existing trails - one with stairs and one accessible - connecting westward across the refurbished historic trestle bridge to a new shared-use path and extending east and north into the downtown sidewalk network.
- A relocated, more visible and wider segment of the accessible shared-use path that leads directly into the Mobility Hub / Trailhead Plaza.
- A wayfinding sign at the junction of the two shared-use paths/trails.
- A bus canopy and seating for CARTS passengers.
- Permanent bike racks along the south wall of the library, between the Community Terrace and the front entrance.

Together, these two mobility hubs will help CARTS and the City of Bastrop deliver a practical, visible investment in low-carbon transportation that improves access, strengthens multimodal connections, and supports continued downtown and community development. With strong local coordination, completed concept design work, and a clear opportunity to align implementation with the Bastrop Station expansion, the project is ready to move forward. CPRG funding will allow CARTS to translate this planning effort into a replicable small-city model for emissions-reducing mobility infrastructure across the region.

EXHIBIT A

Updated Bike-share Deployment Plan

Location	Pods	Dock spaces	Bike allocation	Operating note
CARTS Bastrop Park & Ride Station	2	10	8 bikes docked + 2 rotation/backup bikes	Primary transit hub with larger bike inventory while keeping docking spots available for returns.
Bastrop Public Library	1	5	5 bikes	Downtown, civic, and trail access point.
CARTS station rotation/backup	-	-	2 bikes included in station allocation	Maintenance rotation, balancing, or replacement needs; not additional bikes beyond the 15-bike total.
Total system	3	15	15 total bikes	15 total bikes, including 8 normally docked at the CARTS station, 2 held in rotation/backup for the CARTS station, and 5 at the Library.

Updated Capital and Recurring Cost Summary

Item	Unit cost	Quantity	Cost	Funding / responsibility note
ChargeLock 5-dock pod/station	\$6,550 each	3 pods	\$19,650	Capital equipment in CARTS project/grant budget, subject to procurement.
Segway B100 ChargeLock e-bike	\$2,650 each	15 bikes	\$39,750	Capital equipment in CARTS project/grant budget, subject to procurement.
Estimated equipment subtotal	-	3 pods + 15 bikes	\$59,400	Excludes shipping, installation, taxes, site prep, electrical, permitting, insurance, maintenance, branding/wraps, parts, staff time, and rebalancing.
Total system software + IoT connectivity	\$13/bike/month	15 bikes	\$195/month / \$2,340/year	Recurring known technology operating cost for all bikes.
Proposed City of Bastrop software contribution	\$13/bike/month	5 Library bikes	\$65/month / \$780/year	Separate City contribution for Library pod software/ connectivity only.

EXHIBIT A

Remaining software/connectivity balance	\$13/bike/month	10 CARTS station/rotation bikes	\$130/month / \$1,560/year	To be addressed by CARTS resources, user fees, sponsorships, or other eligible support.
---	-----------------	---------------------------------	----------------------------	---

Important note: The City of Bastrop contribution is separated from the capital equipment purchase. The proposed City role is limited to the Library bike software/connectivity cost and local coordination for the Library site, unless separately approved. Final capital and operating costs remain subject to procurement, vendor coordination, site conditions, installation requirements, insurance, and maintenance planning.

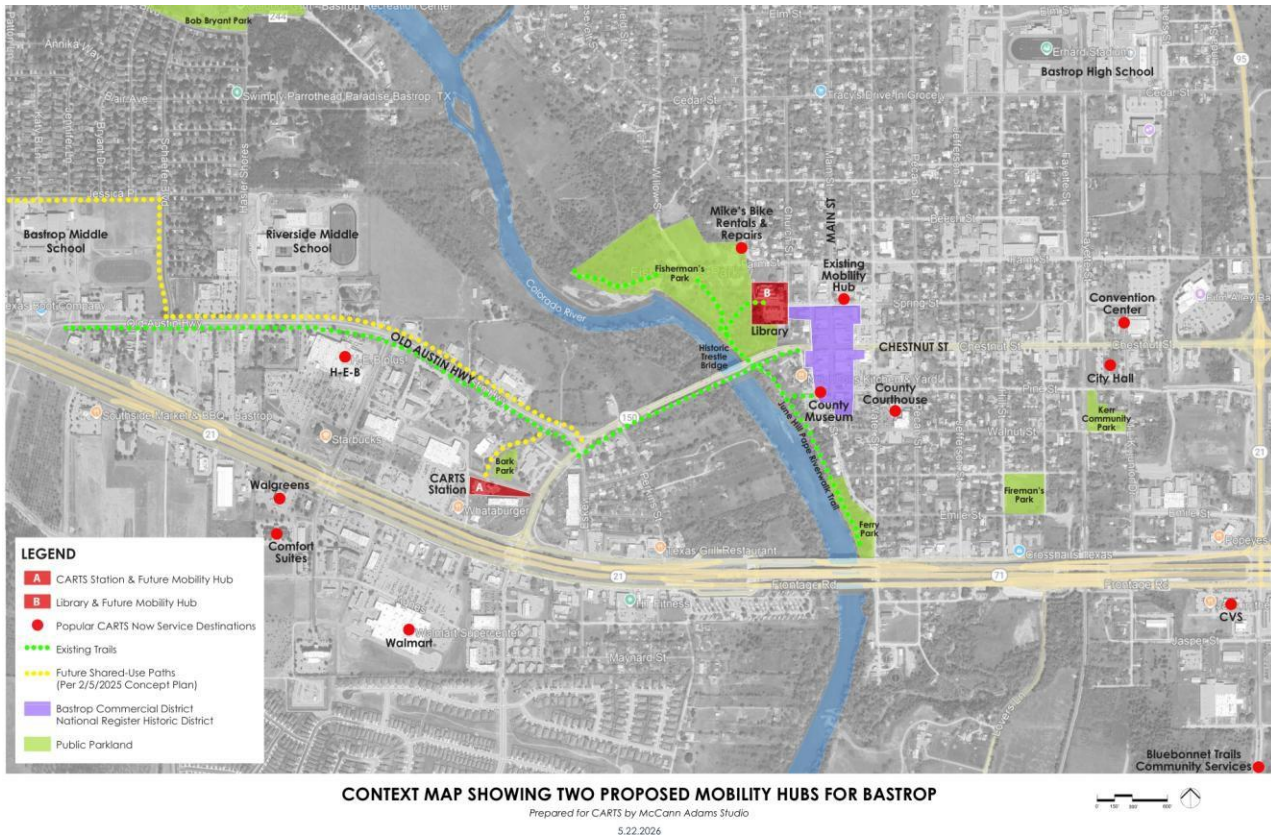
EXHIBIT A

Exhibits

Existing proposal exhibits retained for final formatting:

- City of Bastrop support letter for the Mobility Hubs grant proposal.
- Context map showing two proposed mobility hubs for Bastrop.
- Site plan for Bastrop Park & Ride Expansion Project.
- CPRG Mobility Hub Concept Plan at Bastrop Park & Ride Station.
- Updated cost estimate for Park & Ride Mobility Hub.
- CPRG Mobility Hub Concept Plan at Bastrop Public Library.
- Updated cost estimate for Library Mobility Hub.

Context Map Showing Two Proposed Mobility Hubs for Bastrop



Placeholder exhibit image copied from original proposal page 9. Replace with original source graphic during final formatting if needed.

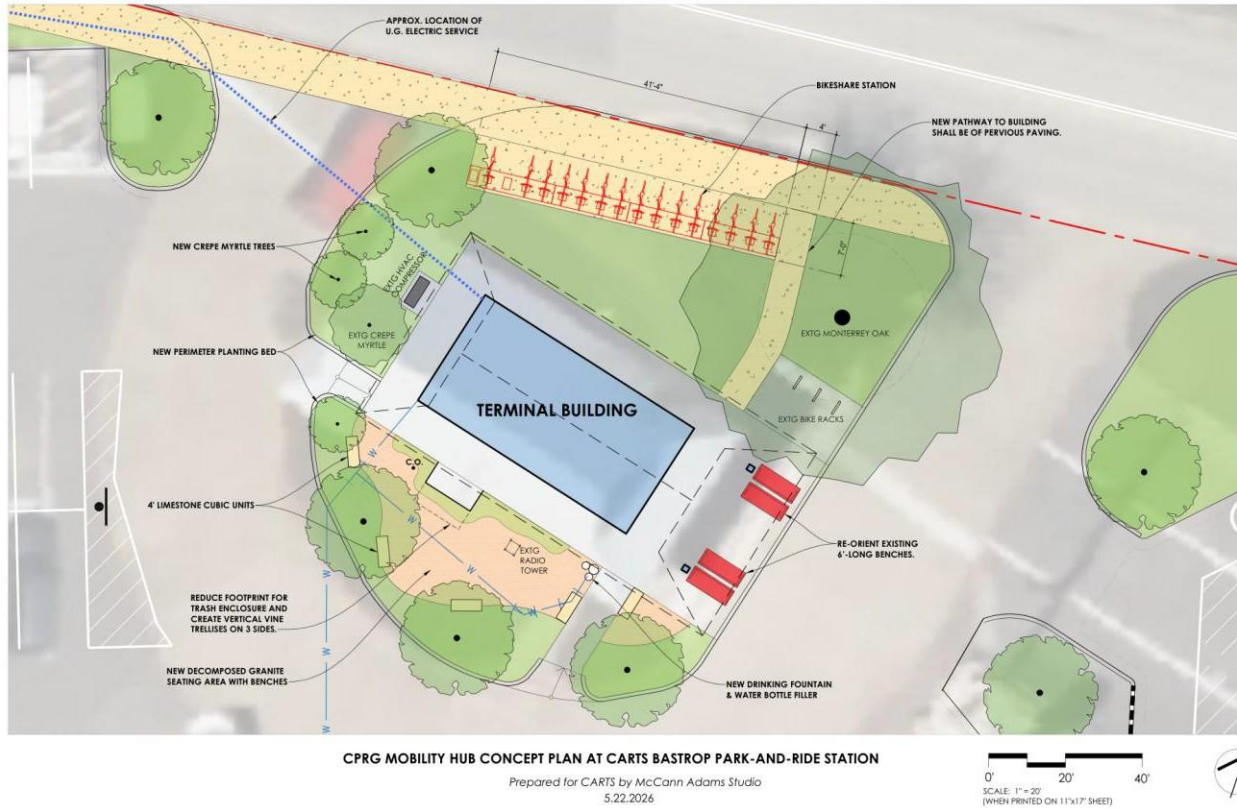
Site Plan for Bastrop Park & Ride Expansion Project



Placeholder exhibit image copied from original proposal page 10. Replace with original source graphic during final formatting if needed.

EXHIBIT A

CPRG Mobility Hub Concept Plan at CARTS Bastrop Park & Ride Station



Placeholder exhibit image copied from original proposal page 11. Replace with original source graphic during final formatting if needed.