MEETINGS OF THE
Boards of Directors

Joint Meeting of Valley Metro RPTA and Valley Metro Rail

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<th>Valley Metro RPTA</th>
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Date
Thursday, September 21, 2017

Starting time
11:15 a.m.

Meetings to occur sequentially

Location
Valley Metro
Lake Powell Conference Room (10A)
101 N. 1st Avenue, 10th Floor
Phoenix

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Joint Meeting Agenda
Valley Metro RPTA
and
Valley Metro Rail
Thursday, September 21, 2017
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

The Pledge of Allegiance will be recited.

1. Items from Citizens Present (yellow card) 1. For information

An opportunity will be provided to members of the public at the beginning of the meeting to address the Board on non-agenda items. Up to three minutes will be provided per speaker or a total of 15 minutes for all speakers.

2. Chief Executive Officer’s (CEO) Report 2. For information

Scott Smith, CEO, will brief the Boards of Directors on current issues.

3. Minutes 3. For action

Minutes from the August 17, 2017 Joint Boards of Directors meeting are presented for approval.

4. Public Comment on Agenda Action Items (blue card) 4. For information

The public will be provided with an opportunity at this time to address the Board on all action agenda items. Up to three minutes will be provided per speaker to address all agenda items unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

CONSENT AGENDA

5A. Website Redesign and Development Contract Change Order 5A. For action

Staff recommends that the Boards of Directors authorize the CEO to make a contract modification with Steer Davies Gleave for additional website and related technology improvements in an amount not to exceed $340,888. The Valley Metro RPTA portion will not exceed $227,259. The Valley Metro Rail portion will not exceed $113,629.
Staff recommends that the Boards of Directors authorize the CEO to execute a Miscellaneous Construction Services Job Order Contract with SDB, Inc. to provide construction services for Valley Metro’s transit capital and operating needs for an amount not to exceed $12,000,000 for a three-year contract period.

REGULAR AGENDA ITEMS

6. Executive Session

The Boards may vote to enter Executive Session for the purpose of obtaining legal advice with regard to any matter on the agenda to discuss and consult with attorney(s) concerning Valley Metro’s position regarding claim(s), federal and state statutory requirements and related issues and to instruct and authorize attorney(s) to proceed regarding claims that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve possible litigation. A.R.S. 38-431.03(A)(3) (Legal Advice) and A.R.S. 38-431.03(A)(4) (Litigation, Contract Negotiations, and Settlement Discussions).

7. Executive Session Action Items

The Boards may take action related to items discussed as part of Agenda Item 6.

8. Travel, Expenditures and Solicitations

The monthly travel, expenditures and solicitations for Valley Metro RPTA and Valley Metro Rail are presented for information.


Chairs Klapp and Glover will request future agenda items from members, and members may provide a report on current events.

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at www.valleymetro.org.
DATE
September 14, 2017

SUBJECT
Items from Citizens Present

PURPOSE
An opportunity will be provided to members of the public at the beginning of the meeting to address the Board on non-agenda items. Up to three minutes will be provided per speaker or a total of 15 minutes for all speakers.

BACKGROUND/DISCUSSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Scott Smith, Chief Executive Officer, will brief the Board on current issues.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
None
Minutes

DATE
September 14, 2017

AGENDA ITEM 3

Minutes of a Joint Meeting of
Valley Metro RPTA
and
Valley Metro Rail
Boards of Directors
Thursday, August 17, 2017
12:15 p.m.

RPTA Meeting Participants
Councilmember Suzanne Klapp, City of Scottsdale, Chair
Councilmember Lauren Tolmachoff, City of Glendale, Vice Chair
Councilmember Mark Stewart for Vice Mayor Kevin Hartke, City of Chandler, Treasurer
Councilmember Eric Orsborn, City of Buckeye
Councilmember Jack Palladino, City of El Mirage (phone)
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Bill Stipp, City of Goodyear
Councilmember Chris Glover, City of Mesa
Vice Mayor Jon Edwards, City of Peoria
Councilmember Thelda Williams, City of Phoenix
Councilmember Skip Hall, City of Surprise (phone)
Vice Mayor Robin Arredondo-Savage, City of Tempe
Councilmember Linda Laborin, City of Tolleson
Mayor Everett Sickles, Town of Wickenburg

Members Not Present
Councilmember Pat Dennis, City of Avondale
Supervisor Steve Gallardo, Maricopa County

Valley Metro Rail Meeting Participants
Councilmember Chris Glover, City of Mesa, Chair
Councilmember Thelda Williams, City of Phoenix, Vice Chair
Councilmember Lauren Tolmachoff, City of Glendale
Vice Mayor Kevin Hartke, City of Chandler
Vice Mayor Robin Arredondo-Savage, City of Tempe

Chair Kalpp called the joint meeting to order at 12:15 p.m. The pledge was recited.

1. Public Comment

Ms. Fields said my name is Susan Fields. I'm from Mesa. And if I could have your attention, I think I can save you some cash. You have a 184 route that goes up to the Red Mountain -- Mesa Community College. You spend about $6.79 a mile.
I figured it out. If we could get an Orbit or a bus to go from the Red Mountain Library up to the MCC College via the Mesa multigenerational -- Red Mountain Multigenerational Center, you can save about $6 million.

Now, maybe that's not anything to anybody else, but I think that's a lot of money that you could put in your coffers and work on your buses and fix them up a little bit, so we have some working fareboxes -- which don't work. I got pictures. And every bus I go on in the Mesa-Tempe area, you've got trouble with those fareboxes.

What happened to all those fareboxes we were supposed to get year ago in May that were all supposed to be re-installed. We haven't seen any out there. They must have gone to La-La Land.

But, primarily, I was concerned about this. In the past we have had surveys. We've had all kinds of things that have been given to the City of Mesa for the transportation. And evidently it has never gone anywhere.

It is not the fact that you have to walk a mile from Abode and Power up to the Red Mountain Multigen Center. What you folks don't realize is we've got people that are up there now that could get to the library, but they cannot get up to the center.

You're cutting revenue for your -- for your buses. You're cutting revenue for the money that would go into the Red Mountain Multigen Center and the help that you would be doing for seniors.

Now, you would still be able to take care of the college. Basically, the college, all you do is you go up to Brown and you cross over to Brown and you're there. You could take those college students.

Now, Sunday and Saturday that schedule could be changed, because on Sunday there's nobody up there at the MCC or the Red Mountain Multigen Center, so you're going to be saving money that way.

You're also going to be saving money in the fact that you're going to save on fuel or gas, whichever you want to call it.

Chair Klapp said thank you, Ms. Fields.

Ms. Hartman said my hope is that there's a lot of seniors and others on Greenfield. The buses run up and down Greenfield going to and from the Mesa yard, why don't we put another bus line in. I know it's, maybe, too late for April, but let's think about it for next October. Also, a lot of the seniors who are winter visitors could use it, too.

And we've had a lot of development north of University. In fact, north of McKellips even on the west side of Greenfield. So let's think about, maybe, adding another bus line to Mesa.
Chair Klapp said thank you, ma'am. Next is Blue.

Mr. Crowley said being that this is the joint meeting -- I want to point out that this is the joint committee, and I'll be bringing up something when it's the agenda items. But part of what I don't see at all and part of the reason you guys exist, is to make things multimodal. That there's a connectivity.

And I understand that infrastructure costs money, a lot of money. I had one of the managers come up to me after the last meeting and say, you know, a bus stop costs $13,000. I know that, but there isn't a stop in any of your communities or potential stop that you don't need to have a shelter there. Because if you're having anybody use that bus and they're going to be out there for over ten minutes -- last June, it was down to seven minutes when it was 119 degrees that it is injurious to their health.

Now, I know that we can come up $191 million for one mile of that Gilbert extension. Infrastructure may cost a lot of money. But at the same time when I see all of the Park-and-Ride lots that you guys pat yourselves on the back for making, that each one of the spots in a Park-and-Ride cost approximately $10,000 to $13,000.

If you've got a 500 space Park-and-Ride at Thunderbird and Scottsdale Road, do you have 500 of the bus stops in concentric circles going out from there shaded and covered?

Because when I look at Thomas -- sorry for picking on you -- that the No. 29 when it goes into Scottsdale there's like five different stops that they're a sign. Now that might be because of a lack of not putting them where they needed to be that there aren't enough people to reach the -- I think it's thirty-two individuals a day coming to a stop -- that they get a shelter and a bench and all the amenities.

But I don't see the managers making the effort to make all of your communities get to a status quo that every one of your bus stops is covered and accessible. Have a pleasant and I made it on the time.

Chair Klapp said thank you. Next item on our agenda is a report from our CEO.

2. **Chief Executive Officer’s Report**

Mr. Smith said thank you, Madam Chair. Mister Chair, members of the Boards, I appreciate the opportunity to talk to you. If I could -- well, I guess I can since I have the microphone right now. I have a point of personal preference. Just after eight this morning, this is Palma Rose Andriesson, grandchild number eight, so, thank you. Daughter and granddaughter are doing great. And it was a pretty exciting time in the Smith household this morning, so we're really appreciative.

Now I get to talk about paratransit. We all know that as of July first we undertook a very significant effort here at Valley Metro and across the region when we did something that's unprecedented, unprecedented in this region and, certainly, at Valley Metro and,
that is, that we transitioned from one service provider to the next while at the same time implementing a new service model.

The service model is intended to accomplish what this Board and your staff have challenged us to do, which is to somehow bring a level of cost certainty to our paratransit services.

Paratransit is a unique endeavor because it is not -- it is on-demand service. And so we've tried to do things that both maximize customer service while also allowing us to control costs as best we can.

When we did this, we understood it would be a challenge. We will admit that, I think, the reality of all of a sudden handling over 10,000 customers per week, which is what we do at Valley Metro, over 1,200 square miles, I think, overwhelmed both, Transdev our provider and Valley Metro, in ways that both were probably foreseeable but many ways that they weren't. We also did not have the benefit of a soft opening. This was really a start now.

So all of the modeling and the changes the first that we did before in the planning, really, when you get into it, it exposed the weakness. And there's no doubt that the first couple weeks there were some serious weaknesses.

I think that most all of you should have gotten the memo that I wrote to you last week. And I have to say that there are no significant updates except for one. And one is that we are out of the crisis mode. Our service levels have stabilized, but they have stabilized at a level that is still below what we -- not would like it to be, but what we expect it to be.

Working with Transdev, we have gone over each of the items and the components of this service, and there are many components: you have vehicles; you have drivers; you have customer service. But you also have a major component which is technology that includes the software in the system of both taking calls and of dispatching and tracking. And, as you can imagine, it's very complex as you're trying to find cars and drivers going to various places. And what we found is that there is definitely -- there are definitely bugs in our software. And we've identified that that is the problem.

We are working now to address those issues. We have put some very -- just so you know just in the last week, we, working with Transdev, have put some very firm deadlines under the software provider to fix certain problems.

We have established a heightened level of performance standards that we'll be working on.

And we are looking for options in case we can't overcome those issues where we could move to an alternative system, if need be.
So we are not where we need to be, but I am -- I feel better that we’re doing better today than we did yesterday. And we’ll do better tomorrow. We still have a ways to go, though, I will tell you that.

Right now we're still pushing, you know, 85 percent on our on time performance, which may sound good in some industries and for us and for what we demand is still well below where we demand.

Until we get above that 90 percent level, we won't even begin being satisfied. So we are working on that.

We appreciate your staff. We have daily conversations with them. We will continue with the updates.

And if you have any questions or whatever, please call me, call Carol Ketcherside, or Ron Brooks, who is managing the program with us, and we'll be more than happy to go over details with you and to talk about specific initiatives and where we are. So we'll continue that as best we can.

Vice Mayor Edwards said thank you. Scott, I have a question for you. So, West Valley, do you have breakdowns as far as the performance improvement by West and East Valley, because I'm still hearing from the West Side that the numbers have not gotten significantly better. And I've received phone calls in my office. I know staff has received phone calls.

And we're trying to reassure the public that things are getting, you know, are improving, and I believe that they are, but I haven't seen facts or figures to show that those numbers are improving.

Mr. Smith said I can get you some numbers by specific areas. And I don't have those at my fingertips. But after the meeting we'll get those for you.

There's no doubt that we had areas where we had more challenges than others. And the Northwest Valley was one of the areas where we did have more challenges. And it was one about asset allocation.

One of the challenges we found out is when you're covering 1,200 miles on a regional service, when there's a glitch, it becomes a big glitch. Because as you reposition assets to try and cover that, if your closest automobile happens to be in east Phoenix or wherever and you're half an hour to forty minutes away -- oh, by the way, the person is already 15, 20 minutes late or half an hour late.

And that's one of the challenges we have. So as we balanced -- and Transdev has balanced their assets. We believe that's getting better, but I'll give you the specific data. My understanding is that it's been pretty much -- there was a bigger problem in the West Valley, which means the improvement is better, but I don't know whether it's still at the level of services as we are in the East Valley and others. I'll get that information to you.
And, by the way, we have been getting a lot of calls from some of you. Please, if you have specific instances with -- names really help us. If you have a constituent who calls and says I -- this happened to me, please give us their name, because then we can track that, and we not only can make it right, if we can, and make sure that person is not overlooked, but we can also identify what happened and help to fix that problem.

That's been essential for us to be able to deconstruct breakdowns and find out -- for example, that's how we found out the software issues.

We had issues -- and just to give you an example, we had issues where the software -- someone scheduled a trip just as they are supposed to. The dispatch to take them to their location got in the system and was done very well. But, for some reason, the software dropped the return trip, and we didn't know why. It was just that happened. It's a little hard to pick somebody up when the software does not have the dispatch. That's obviously unacceptable.

And we look at that and we say, okay, why did it just drop that trip. That's why it helps us when we know a specific name that you have. We can go back and look at the trip, and we can identify what happened, and that's how we found, for example, those problems where we were getting individual calls.

So, while I hate getting calls, because it means we've fallen short, those are learning experiences. And, you know, we're here to make the system work. And so every bit of information that you have, as painful as they are because they indicate we're not there yet, they do get us closer to that, so please, feel free to call. I know many of you have and your staff, certainly, has shared with us that information. So thank you.

As you can see the breakdown, I think, between the number of rides and the change that we have this year, last year. And, once again, paratransit will continue to be an ongoing challenge simply because when we went into the regional service a little over a year ago, one thing we didn't know, and there was no way we could know, was what the behavior would be as far as the switch from regional ride -- local rides to regional rides. We knew that there would be new riders show up. Because now if you have the ability to go from Mesa to Phoenix without changing, you're going to create new rides. What we didn't know was whether that person who now is taking a regional ride was not going to take a local ride.

And I think what you've seen is that where we've seen a significant increase in both our regional rides, it has not been a one-for-one tradeoff. So, we actually have seen, obviously, an increase in regional demand since it didn't exist before last July. But we've also seen either an increase in local demand or else the decrease in local rides, which meant that people were going regional instead of local, has not been as great as the number of regional rides.

So our overall cost is still sort of up in the air as we settle into what appears to be a new norm, and we're just now getting that year's worth of data, which tells us where we can
be, so we can work with your staff to figure out how to allocate resources and what we'll need from you.

The next thing I'd like to talk about is that we have a new member of RPTA, or will have a new member, if things go how we think they'll go tonight. Youngtown has, the Town of Youngtown has approached us and asked to become a member of the RPTA. And under State law, all that's required is that they request membership, and then they pass certain resolutions at their town or city council to become a member.

On the agenda this evening is -- on the Youngtown Town Council is that resolution to ask to join RPTA. And so, with the next meeting we anticipate that Mayor Michael LeVault will join us as the newest member of RPTA, so we'll welcome the Town of Youngtown.

Next thing is we like to talk about that our staff are involved in so you get a good idea of the people that you deal with. And we want you to know that I'm proud of the staff that we have that they do things outside of what they do every day.

And I'd like to turn it over to -- some time over to Mike Minnaugh to tell you a little bit about an experience he had with the Mandela Washington Fellowship Peer Collaborator, which is run out of the Pastor Center for Politics and Public Service at ASU, so Mike.

Mr. Minnaugh said thank you Mr. Smith, chairs, members of the joint Board, this summer Arizona State University's Congressman Ed Pastor Center For Politics and Public Service hosted the Nelson Mandela Washington Fellowship Institute.

This is the flagship international program for exchange students to come to actually Arizona State University and study local government, state regional government, and also national government.

The Executive Director for the Institute at Arizona State reached out to our legal division and asked if we were willing to participate in a mentorship capacity. We accepted the challenge and ended up working with this gentleman on the screen behind me. This is Njogou Jeng.

Njogou Jeng is one of 30 students who studied at ASU this summer from different African countries. Njogou is from The Gambia. And he is a leader and holds many different leadership roles within The Gambia. In particular, he is the program manager for the United Nations World Flood program.

This was a great opportunity this summer to exchange ideas between Valley Metro and Njogou on issues of public transportation, safety and security, and also overall public participation.

This was an exciting opportunity for us and I think also the students participating in the program. We wanted to thank Arizona State University for reaching out to us and giving
us the opportunity to talk about transit and work in this mentorship capacity. And I think I've heard that they will invite us back in coming years. Thank you.

Mr. Smith said thank you, Mike, and for your service.

I'd also like to let you know that, once again, our Finance Department has received the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report, better known as the CAFR.

I'd like to congratulate Paul Hodgins, our CFO, Jane Boyd who runs -- actually, leads the effort of putting the CAFR together. We've consistently been recognized for excellence in our Finance Department for their accomplishments.

The next thing is that our Communications Department, Marketing Department with our alternative mode campaign recently won an award for their Change Your Game Plan -- it won a first place Spotlight Award from the South West Transit Association, which is the entire southwest -- so working to encourage people to look for different ways to travel as opposed to the single occupant car. And they've been successful in getting that message out.

The next thing is that coming up, many of you do participate, and I know your staff participate, in the Clean Air Campaign Awards. This is time again for those nominations. They're due right now, as we speak -- and the event will occur October 31 at JW Marriott Camelback Inn -- basically, and so I know many of your staff are involved in those activities. This is something that Valley Metro has sponsored for many years.

Next thing I'd like to talk to you about is the Northwest Extension. The Valley Metro Northwest Partners won the American Public Works Association 2017 Public Works Project of the Year Award. Congratulations to Wulf Grote, Marty Spong, Bryan Mason, Tony Santana, our contractor, Sundt Stacy Witbeck, for a project, which really was a lot of work. There's no such thing, even though it was basically a straight line, it was a lot of work.

And it brought community involvement to a new level, one that we've learned a lot from and between Mesa extension -- Central Mesa Extension and Northwest. We're being able to put it into play as we go into South Central, Tempe, and places like that. So congratulations to them.

The next one we have is the ESRI Special Achievement GIS Award. GIS and Cory Whittaker, and he actually got a nice little glass thing that we did. It's really nice. And what GIS is you'll see a little example of our GIS coming up.

I knew Cory when he was at the City of Mesa and did great work over there, and he's now come over here and led our ridership data portal project that is capturing national attention from transit agencies. And Cory Whittaker is well learned in, and, once again, you'll see an example of how GIS and other graphics play into it. It's not just simply our GIS, but how that plays into our planning, because the technology is important.
Next one I'd like to make you aware of is Joe Gregory. Joe Gregory is a service analyst at Valley Metro for almost three years. His role is to collect and analyze data in order to build a more efficient and effective transit system. He's been involved with mapping for nearly 20 years.

ESRI is the worldwide leader in geographic information system software. And they named Valley Metro the 2017 Special Achievement in GIS Activities. This is a national award based on innovation and extraordinary use of GIS. The present founder of ESRI, who is viewed as the Steve Jobs of GIS. I guess there is a whole GIS -- GIS are maps and how we use those. And we use those a lot in planning. Your police and fire departments and your planning departments use them. You're very familiar with them. And we have two of the pros. So congratulations to Cory and Joe.

I would also like to recognize another Valley Metro team member. Dennis Harrington. Dennis, I think you're out there somewhere. There's Dennis. On Tuesday, March 28, 2017, Dennis observed a company employee under duress. In rendering assistance, Dennis immediately notified dispatch senior manager, 911. EMS immediately responded and rendered first aid.

On Monday, June 26 of this year, Dennis was operating on a FLASH forward route, and around two o'clock, Dennis was working with Tempe police to respond to a person experiencing extreme duress. It seemed this person was suffering from possible heat stroke or worse. It was unclear if this person was attempting to ride the FLASH or at the onset of the stress. Dennis worked with the police to help move the person to shade, remained there until the ambulance and fire rescue arrived. We'd like to recognize Dennis for his efforts and thank him for his quick actions. So thank you, Dennis. Come on up.

And, once again, as Dennis comes up, you know, our operators on our buses and on our trains, especially our buses and our circulators and our paratransit, you know, they're our connection with the community. And it's not an easy job. And a lot of operators take abuse and are even assaulted. And sometimes it's not the easiest environment. And we have many examples of operators that literally go beyond the call of service.

And we are so fortunate to have Dennis and not only -- Dennis, isn't the only one. We have a lot of examples of operators and other team members that go out to really serve the public. It wasn't his job to do what he did, and he did it, and it was a great accomplishment, so, thank you.

The next thing I'd like to make you aware of is on your desk before you, you have a nice handout. It's a graphic that talks about the progress in transit. Each year Valley Metro takes a look at our collective accomplishments and what happened over the past year. It's a timeline that tells you what's happening.

And the idea is that we talk about one of the big challenges we had the first. And there's no doubt when you're serving between us and Phoenix almost 70 million riders a
year and, for example, over 10,000 riders on our paratransit. Our light rail is up to almost 60,000 riders a day.

Every day nearly a quarter million people ride transit in this Valley. That has a huge footprint and impact on our community. It also means, you know, we're going to have slip-ups. We don't like a single one slip-up, but we're working for literally perfection, because every customer has an important ride that they're on and we take that seriously.

And this gives you an idea of some of the good things that have happened because the type of service that we give consistently doesn't happen without a lot of people doing a lot of good things and that includes you for giving us the tools. So thank you very much for giving us the tools and recognizing the importance of the effort that we're involved in. We appreciate that.

The next thing I'd like to do and would like to -- also, Dennis, by the way, works for First Transit our East Valley bus operator. I forgot to mention them. And I think Roger Chapin is back there. Roger, thank you very much. So I'd like to thank you.

And now I'd like to turn it over to Susan Tierney to wrap up my report. I know this has been lengthy, but a lot's been going on. And I'd like to turn it over to Susan Tierney who's going to tell you about a really fun initiative that our staff undertook to make someone's life a little bit better and connected. Susan.

MS. SPEAKER: Thank you, Scott. Very nice to be with you this morning -- this afternoon. I'd like to introduce a video. We had an opportunity to showcase a person who wanted to take a light rail ride, but she was unable to get on the train.

So Hospice of the Valley reached out to us and said would you be able -- would you have a video where you could show an actual virtual ride on a light rail train. And we said, sure, we'd be happy to come up with something. So we developed a video where it actually was from the perspective of the rider.

And Hospice of the Valley was so pleased with how this turned out that they actually did a video about showing it to this woman who wasn't able to take a ride. She's 103 years old, so she was pleased to be able to have that experience. So this is just a short video about how it was that she was able to take this virtual ride on Valley Metro Rail. Thank you.

(A video is shown.)

Mr. Smith said I just wanted to thank our staff for the good work they did to not only touch, you know, a 103-year-old, who obviously enjoyed it, but it's the people around her who now got a new view and a new feel for how important the role that we are in our community, and it really, you know, stories like that, you know, that help to give a little bit of effort and understanding that we do play a critical role in people's lives. So, Madam and Mister Chair, that is my report. Thank you very much.
Mr. Smith said I have one more thing. I apologize. Well, this isn't about me. I forgot to introduce Councilmember Bill Stipp who is our new Board member representative from the City of Goodyear. And we had a chance to go out and meet with Councilmember Stipp the other day, and then I forgot to welcome him in so, welcome, Bill.

And Councilmember Mark Stewart is here sitting in for the City of Chandler, too.

3. Minutes

Chair Klapp said minutes from the June 22, 2017 Joint Boards of Directors meeting were presented for approval.

IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE JUNE 22, 2017 JOINT BOARDS OF DIRECTORS MEETING.

4. Public Comment on Agenda Action Items

Chair Klapp said the next item we have on the agenda is to ask the public to comment on all agenda items. This is with blue cards that we receive. I have a blue card here that indicates that the speaker wants to talk about paratransit, which was not really on the agenda, but we'll go ahead and let you talk, Ms. Hartman, about the paratransit issues, since it's pretty uppermost in our minds. Thank you.

Ms. Hartman said I think you're all aware in July we started with a new system. And I, for one, am not happy. I spent one hour and twenty minutes outside of a doctor's office waiting to be picked up from an office call.

There is no real shade at that point because the drivers are refusing to come in and, say, call a name out and say we're here to take you home or whatever, and this is very frustrating. Waiting a half hour even at six o'clock in the morning, seven o'clock to get a reservation made is impossible.

How about somebody getting something done about that? We need more dispatch. We need more people in the dispatch and the reservation office or something. It took two calls the day I was at the doctors to finally find out -- and I got the lame excuse, well, you have to understand traffic gets backed up at this time. A darn stupid excuse.

Chair Klapp said thank you, Ms. Hartman. Also, Blue.

Mr. Crowley said I'm going to go off of all three of these items in that when that manager had told me about how expensive the bus stops were that they had just passed this onto all of y'all, and each one of those items, you know, does what for the infrastructure of the federal lobbyists, the state lobbyists for the data collection are a million and a half dollars. And they did that with just dropping an aye.
So when I hear it’s $13,000 for a bus stop and at the same time they just spent the money to do, what, maybe 150, 200 bus stops, because when you’re buying in mass you can sometimes get the price down.

So, I also look at this legislative update and I try to see where in there it has anything to do with, you know, specific in that, and that takes me back to your lobbyists.

Now, your state lobbyist, the last wonderful thing he did was, according to your wishes and demands, was to get it so that adding to the ozone buses can continuously be running like they do in Sunnyslope, like they do here at the Central Station, like they do at Arrowhead.

I don't want to count up how many hours worth I have seen, but I'll just tell you within the last week while on the bus I was able to observe at Sunnyslope Station one bus sitting for forty minutes with the engine running.

Now, a part of their statement is that it's so hard to get the air-conditioning up to par, but the other part of that equation is that you were able to get the State to give you a little waiver that says an operator can sit there with that bus running for a half hour, and then if he just turns it off, he then just turn it back on and keep it running for another half hour. That's not doing anything for air pollution.

Right now we are under an ozone health warning for those sensitive, and we're real close to going the step above. That's our responsibility. That's what you people are supposed to be doing the transit part to make it go away.

So, what is your agenda for these lobbyists? I'd like to know their marching orders on what you're going to be having them do at the State. What is it that you want them to get done? What is it -- what is your agenda for your federal lobbyists? What is it that you're requesting them to do? Because, like I said, the last time you got anything out of the State, it was to add pollution by making it different for the buses. And what are you doing at the federal level?

5. Consent Agenda

Chair Klapp said the next item on the agenda are the three consent agenda Items 5A, 5B, and 5C.

And two are Authorization to Issue a Request for Proposals for Federal and State Legislative Consulting Services. And the third is Purchase of Nimble Storage Solutions. Are we going to have any kind of presentations on these or just ask for?

Mr. Smith said no, Madam Chair. If there's questions on them -- we'll be more than happy to answer the question.

Chair Klapp said does anyone have any questions? Does anyone want to remove any of these items from the consent agenda before we vote? Okay. Seeing none, then I need to have someone make a motion for these consent items.
IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY COUNCILMEMBER WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

6. Executive Session

No action was taken.

7. Executive Session Action Items

No action was taken.

8. Fiscal Year 2017 Quarterly Reports

This item was presented for information.

9. Travel, Expenditures and Solicitations

This item was presented for information.

10. Future Agenda Items Request and Report on Current Events

None.

With no further discussion the meeting adjourned at 1:01 p.m.
DATE
September 14, 2017

SUBJECT
Public Comment on Agenda Action Items

PURPOSE
The public will be provided with an opportunity at this time to address the Board on all action agenda items. Up to three minutes will be provided per speaker to address all agenda items unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

SUBJECT
Website Redesign and Development Contract Change Order

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to make a contract modification with Steer Davies Gleave for additional website and related technology improvements in an amount not to exceed $340,888. The Valley Metro RPTA portion will not exceed $227,259. The Valley Metro Rail portion will not exceed $113,629.

BACKGROUND/DISCUSSION/CONSIDERATION
The Website Redesign and Development contract with Steer Davies Gleave (SDG) was executed in September 2016 for up to three years. In the first phase of the contract, SDG focused on extensive research of the current Valley Metro website and its users. User journeys were created to provide guidance in the design phase and to ensure all user types were considered. During this initial research, it was discovered that additional work would be required to provide a truly enhanced customer experience and upgrade the site’s level of functionality and management.

Additionally, to maintain the agency’s commitment to accessibility and adhere to legal requirements, staff would like to leverage the new site’s custom trip planner to also build an ADA-compliant mobile application. The joint Boards emphasized this commitment with their June 22 Board direction to improve accessibility for all ridership, including continued development of the agency’s online and mobile platforms.

Lastly, a contingency has been included to support the technical complexities, testing and training involved in advancing an ADA-compliant mobile application.

See below for the details of the recommended work and associated costs:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced data module supporting schedule and rider alerts data in GTFS</td>
<td>$23,000</td>
</tr>
<tr>
<td>Data integration with ShareTheRide.com to share carpool and vanpool data in trip planning</td>
<td>$10,000</td>
</tr>
<tr>
<td>Enhanced content management functionality</td>
<td>$21,520</td>
</tr>
<tr>
<td>Upgraded website analysis and associated development support</td>
<td>$26,400</td>
</tr>
<tr>
<td>Additional project management, content reviews and technical consulting</td>
<td>$44,968</td>
</tr>
<tr>
<td>ADA-compliant mobile application</td>
<td>$115,000</td>
</tr>
<tr>
<td>Contingency to support ADA testing and compliance</td>
<td>$100,000</td>
</tr>
<tr>
<td>Total</td>
<td>$340,888</td>
</tr>
</tbody>
</table>
**Project Status**
Presently, SDG is in the design phase with project completion expected in late 2017. The aforementioned changes have been factored into the timeline, with a late fall/winter launch plan still being maintained. The mobile application would adhere to a similar timeframe and launch before the end of the 2017 calendar year.

**COST AND BUDGET**
The total cost of the original contract award to Steer Davies Gleave is $396,770, with the RPTA portion totaling $264,513 and VMR totaling $132,257. The change order totals $340,888, with RPTA continuing to support two-thirds ($227,259) and VMR supporting the other one-third ($113,629), amending the overall contract value to $737,658.

In the Adopted FY18 RPTA and VMR Operating and Capital Budgets, $296,770 is allocated for this project. $96,770 is to support the balance of the original contract award. The remaining FY18 dollars ($200,000), plus additional agency budget contingency ($140,888), will support the change order.

The sources of funding are Proposition 400 and rail member city contributions.

**COMMITTEE PROCESS**
RTAG: August 15, 2017 for information
TMC/RMC: September 6, 2017 approved
Boards of Directors: September 21, 2017 for action

**STRATEGIC PLAN ALIGNMENT**
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:

- **Goal 1**: Increase customer focus.
  - Tactic A: Improve customer satisfaction.
  - Tactic B: Improve passenger information systems.
  - Tactic C: Enhance services and facilities for seniors & people with disabilities.

- **Goal 3**: Grow transit ridership.
  - Tactic A: Expand and improve transit services to reach new markets.
  - Tactic C: Communicate availability, attractiveness and safety of transit service.

**RECOMMENDATION**
Staff recommends that the Boards of Directors authorize the CEO to make a contract modification with Steer Davies Gleave for additional website and related technology improvements in an amount not to exceed $340,888. The Valley Metro RPTA portion will not exceed $227,259. The Valley Metro Rail portion will not exceed $113,629.
CONTACTS
Hillary Foose
Director, Communication and Marketing
602-322-4468
hfoose@valleymetro.org

Rob Antoniak
Chief Operating Officer
602-495-8209
rantoniak@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

SUBJECT
Miscellaneous Construction Services Job Order Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a Miscellaneous Construction Services Job Order Contract (JOC) with SDB, Inc. to provide construction services for Valley Metro’s transit capital and operating needs for an amount not to exceed $12,000,000 for a three-year contract period.

BACKGROUND/DISCUSSION/CONSIDERATION
Valley Metro is in need of a construction team to engage in a wide range of small and emergency construction services for bus and rail facilities for a three-year period. Previously, Arcadis, Inc. had a similar five-year contract with Valley Metro for both design and construction services, but it expired in mid-2016. In June 2016, the Board awarded a contract for miscellaneous design services, but the scope did not include construction activities.

During JOC scope development, staff coordinated the parameters for this contract with staff from the Arizona Chapter of the Associated General Contractors (AZAGC). It was agreed that a contract like this would provide an opportunity for construction firms, having little or no past involvement in local transit construction projects, to gain experience with Valley Metro and perhaps provide the contractors with greater opportunities in the future. It was also agreed to limit this contract to only three years to provide more construction teams with similar opportunities in the future.

Task orders for specific projects will be negotiated and assigned to the contractor over the duration of the contract. Individual project task orders will not exceed $2,500,000, with most task orders being significantly smaller than this amount. The prime contractor will be required to self-perform at least 30% of the work over the duration of the contract, and sub-contractors may be utilized to assist as needed.

The JOC’s fee (profit) rates have been negotiated with the contractor in conjunction with award of this contract. The rates were defined based upon project size. They also vary depending upon whether work occurs during normal work hours or after hours (e.g. evenings and weekends). This cost component was included in the evaluation process because federal funds may be used for some of the construction work. In order to be federally compliant, cost had to be a factor in the evaluation.

Examples of projects that the JOC may be asked to perform include:
- Construction of the Peoria Park-and-Ride lot
- Modernization of the Mesa Bus Operations and Maintenance facility, such as HVAC system improvements, remodeling of the existing office and operator
facilities and electrical upgrades.
- Bus and rail operations & maintenance facility upgrades
- Cut and re-facing of buildings
- Demolition work
- Removal and replacement of PCCP and subsurface restoration
- Solar panel installation
- Installation of emergency generator
- Replacement and repair of automated gates
- Electrical upgrades to Valley Metro facilities
- Repair or replace sanitary sewer services
- Remove, repair and/or replacement of switch machines
- Remove and replace existing bridge joints
- Repair roofs at existing facilities
- Install bus bay and shelters
- Emergency service for track repair, switch replacement, traction power, communication or other assistance to rail operations
- Simple projects to install a fence, remove a planter, repair irrigation system, etc.

As individual projects are identified, the following steps will be used to execute a task order:
1. Valley Metro and the JOC will meet to generally define the scope.
2. Valley Metro will prepare a scope of work and issue a task order request.
3. Valley Metro will prepare an independent cost estimate prior to receipt of the JOC’s estimate for the task.
4. The JOC will prepare a task order proposal and cost.
   - The contract requires the JOC to use RS Means Construction Cost Data book as a pricing guideline.
5. Final negotiations occur and the task is initiated
6. If price negotiations are not successful, then Valley Metro reserves the right to advertise via open competition. The JOC will be afforded the opportunity to submit a proposal.

A Request for Proposals (RFP) compliant with FTA Circular C4220.1F and A.R.S Title 34-603 requirements was issued on July 7, 2017. The RFP published evaluation criteria and corresponding point values were as follows:

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Points</th>
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<tbody>
<tr>
<td>Introductory Letter</td>
<td>0</td>
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<tr>
<td>Experience and Reliability</td>
<td>250</td>
</tr>
<tr>
<td>Firms Demonstrated Expertise</td>
<td>200</td>
</tr>
<tr>
<td>Method of Approach</td>
<td>150</td>
</tr>
<tr>
<td>Pricing</td>
<td>400</td>
</tr>
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</table>

Proposals were received on August 2, 2017. A total of five offers were received and deemed responsive from the following firms:
- AJ Roberts Industrial
• Builders Guild, Inc.
• Brycon Corporation
• SDB Contracting Services
• Pulice-Roadway Electric, Joint Venture

The selection committee, comprised of four Valley Metro employees and one City of Peoria employee, evaluated the five (5) responsive offers. Based on the selection committee’s initial scoring it was determined that three (3) of the five (5) firms would be invited to participate in interviews, which occurred on August 22, 2017.

Upon completion of interviews, the selection committee prepared their final scoring and ranking results as reflected below.

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>SDB, Inc</td>
<td>1st</td>
</tr>
<tr>
<td>Brycon Corporation</td>
<td>2nd</td>
</tr>
<tr>
<td>Pulice-Roadway, JV</td>
<td>3rd</td>
</tr>
</tbody>
</table>

The selection committee determined that SDB, Inc. was the most qualified and highest ranked firm to perform the Miscellaneous Construction Services Job Order Contract.

COST AND BUDGET
The JOC contract will not exceed $12,000,000 over the three year contract period. It is estimated that the VMR cost would be roughly 60% percent of the overall contract amount, and that RPTA work would constitute the remaining 40% percent.

Projects proposed for the FY18 fiscal year are included in the FY18 Valley Metro Operating and Capital Budget. Projects in future years will be identified in future year budgets and within the Five-Year Operating Forecast and Capital Program.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
• Goal 2: Advance performance based operation
  o Tactic C: Deliver projects and services on-time/on-budget.
• Goal 3: Grow transit ridership
  o Tactic A: Expand and improve transit services to reach new markets.
  o Tactic B: Improve connectivity of transit services for greater effectiveness.

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
TMC/RMC: September 6, 2017 approved
Boards of Directors: September 21, 2017 for action
RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a Miscellaneous Construction Services Job Order Contract with SDB, Inc. to provide construction services for Valley Metro’s transit capital and operating needs for an amount not to exceed $12,000,000 for a three-year contract period.

CONTACT
Wulf Grote, PE
Director of Capital and Service Development
602-322-4420
Wgrote@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

AGENDA ITEM 6

SUBJECT
Possible Executive Session

PURPOSE
The Boards may vote to enter Executive Session for the purpose of obtaining legal advice with regard to any matter on the agenda to discuss and consult with attorney(s) concerning Valley Metro’s position regarding claim(s), federal and state statutory requirements and related issues and to instruct and authorize attorney(s) to proceed regarding claims that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve possible litigation. A.R.S. 38-431.03(A)(3) (Legal Advice) and A.R.S. 38-431.03(A)(4) (Litigation, Contract Negotiations, and Settlement Discussions)

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Board may vote to enter Executive Session.

CONTACT
Michael Minnaugh
General Counsel
602-262-7433
mminnaugh@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

AGENDA ITEM 7

SUBJECT
Executive Session Action Items

PURPOSE
The Board may take action related to items discussed as part of the Agenda Item 6.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Board may take action related to the items discussed as part of Agenda Item 6.

CONTACT
Michael Minnaugh
General Counsel
602-262-7433
mminnaugh@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

SUBJECT
Travel, Expenditures and Solicitations

PURPOSE
The monthly travel, expenditures and solicitations are presented for information.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Paul Hodgins
Chief Financial Officer
602-262-7433
phodgins@valleymetro.org

ATTACHMENTS
Valley Metro Travel Reimbursement Report
Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over $25,000
Active Requests for Proposals, Qualifications and Invitations for Bids
<table>
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<tr>
<th>Job Title</th>
<th>Purpose of Travel</th>
<th>Location</th>
<th>Dates Traveled</th>
<th>Total Travel Cost</th>
<th>Airfare</th>
<th>Other Transport</th>
<th>Lodging</th>
<th>Meals</th>
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<tbody>
<tr>
<td>Contractor Planning and Accessible Transit</td>
<td>FTA Quarterly Meeting</td>
<td>San Francisco, CA</td>
<td>6/20/17-6/21/17</td>
<td>$636.46</td>
<td>$214.40</td>
<td>$0.00</td>
<td>$311.06</td>
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<td>$0.00</td>
</tr>
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<td>FTA Quarterly Meeting</td>
<td>San Francisco, CA</td>
<td>6/20/17-6/21/17</td>
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<td>Gilbert Road Extension Project Manager</td>
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<td>City of Mesa Transit Services Director</td>
<td>FTA Quarterly Meeting</td>
<td>San Francisco, CA</td>
<td>6/20/17-6/21/17</td>
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<td>Project Control Manager</td>
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<td>6/20/17-6/21/17</td>
<td>$616.01</td>
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<td>Mesa Downtown Cultural Core Strategy Workshop</td>
<td>Salt Lake City, UT</td>
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<td>$544.96</td>
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<tr>
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<td>SWTA Conference and transit agency site visits</td>
<td>Dallas, TX</td>
<td>7/24/17-7/27/17</td>
<td>$407.38</td>
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<tr>
<td>Technical Trainer</td>
<td>LRV Kick-off Meeting</td>
<td>Sacramento, CA</td>
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Report reflects Out of State (AZ) Travel

1 Airport Parking
2 Rental Car Taxes
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<tr>
<th>Document Number</th>
<th>Name</th>
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<th>Transaction Amount</th>
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<tbody>
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<td>City of Phoenix</td>
<td>PTF Expenditure Reimb Req. #2 April-June 2017</td>
<td>8/14/2017</td>
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<td>20170728W004</td>
<td>FirstGroup America, Inc.</td>
<td>June 2017 Fixed Route Bus Service</td>
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<td>20170814W001</td>
<td>City of Phoenix</td>
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<td>8/14/2017</td>
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<td>37229</td>
<td>City of Phoenix</td>
<td>Aug 2017 Fixed Route Bus Service/Fare Handling Fee</td>
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<td>37194</td>
<td>City of Tempe</td>
<td>April - June 2017 Bus O&amp;M, Fuel</td>
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<td>May 2017 Regional Transportation Services</td>
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<td>City of Glendale</td>
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<td>20170728W008</td>
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<td>Aug. 2017 EE Dental, Medical &amp; Vision Coverage</td>
<td>8/14/2017</td>
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## Valley Metro Regional Public Transportation Authority
### Monthly AP Payments over $25,000
#### July 21, 2017 to August 20, 2017

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## Valley Metro Rail, Inc.
### Monthly AP Payments over $25,000
#### July 21, 2017 to August 20, 2017

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**Total:** 11,170,038.80
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## UPCOMING SOLICITATIONS

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DATE
September 14, 2017

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chairs Klapp and Glover will request future agenda items from members, and members may provide a report on current events.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
Pending Items Request
# Pending Items Request

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Agenda
September 14, 2017

Board of Directors

Thursday, September 21, 2017
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action
Recommended

1. Public Comment on Agenda Action Items (blue card)
   The public will be provided with an opportunity at this time to address the Board on all action agenda items. Up to three minutes will be provided per speaker to address all agenda items unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

2. Minutes
   Minutes from the August 17, 2017 Board meeting are presented for approval.

3. Authorization to Issue a Request for Proposals (RFP) for Paratransit Eligibility Certification and Fixed-Route Travel Training Services
   Staff recommends that the Board of Director authorize the CEO to issue a federally compliant RFP for a total term of six years (three-year base contract, plus one three-year renewal option) to provide paratransit eligibility certification and fixed-route travel training services.

4. Proposed April 2018 Transit Service Changes
   Scott Smith, CEO, will introduce Carol Ketcherside, Deputy Director, Planning and Accessible Services. This item is for information only. Following the public review process and final review by the Service Planning Working Group, proposed service changes operated and/or funded by Valley Metro will be brought before the Board for action. This will include any actions necessary to adjust affected transit service operating contracts and Intergovernmental Agreements with member agencies.
5. **Future Agenda Items Request and Report on Current Events**

Chair Klapp will request future agenda items from members, and members may provide a report on current events.

6. **Next Meeting**

The next meeting of the Board is scheduled for **Thursday, October 19, 2017 at 11:15 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at [www.valleymetro.org](http://www.valleymetro.org)
DATE
September 14, 2017

SUBJECT
Public Comment on Agenda Action Items

PURPOSE
The public will be provided with an opportunity at this time to address the Board on all action agenda items. Up to three minutes will be provided per speaker to address all agenda items unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
None
RPTA Meeting Participants
Councilmember Suzanne Klapp, City of Scottsdale, Chair
Councilmember Lauren Tolmachoff, City of Glendale, Vice Chair
Councilmember Mark Stewart for Vice Mayor Kevin Hartke, City of Chandler, Treasurer
Councilmember Eric Orsborn, City of Buckeye
Councilmember Jack Palladino, City of El Mirage (phone)
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Bill Stipp, City of Goodyear
Councilmember Chris Glover, City of Mesa
Vice Mayor Jon Edwards, City of Peoria
Councilmember Thelda Williams, City of Phoenix
Councilmember Skip Hall, City of Surprise (phone)
Vice Mayor Robin Arredondo-Savage, City of Tempe
Councilmember Linda Laborin, City of Tolleson
Mayor Everett Sickles, Town of Wickenburg

Members Not Present
Councilmember Pat Dennis, City of Avondale
Supervisor Steve Gallardo, Maricopa County

Chair Klapp called the meeting to order at 1:01 p.m.

1. Items for Citizens Present

Mr. Crowley said I would have gotten a bus book up there, but you didn't have any here at the meeting, and I needed this one for show and tell on this.

You did acknowledge to me last time of this printing. If you look on page 5 it has on the tariffs $6 to $4 effective June 1. Not that I'd bang a drum and try to get you to do that and all, but appreciate that that got done and such.

Well, when I was at the Sunnyslope station, I tried to get a bus book. I tried to get four bus books, Thelda. And I did do the call in and complain about it because I was told to get one.

I said, ma'am, the object of those bus books is not to be in a misled information place. Because when is that open, is it open during the time the buses run? Well, you close at 12:00 p.m. to 12:30 p.m., and you stop at five o'clock.
So when I need to get the information from a human being like Central Station et cetera, we don't have that open and aren't doing it.

But what I want to say about the books is I appreciate that we're doing it again that they need to be on the buses in the hands of the ridership and the ones that are out there right now don't need to be at lost and found and information place. They need to be on the buses so that the ridership can be getting them. Another place you might even have distribution would be at the light rail, since it also has their schedule.

And being how much you aren't multimodal in connectivity between the two systems it might be nice that people would be able to get that information from both.

So, as I said, I appreciate that we're still doing this even though you have gone out of your way to make it just electric for those of us not a part of the equation as it is. But, then again, when it comes to what they're doing, this is a bus pass, a weekly pass. And I got it over here at the Transit Center. Why? Because the one that I had bought used on the bus two days beforehand had printed wrong in your machine. It didn't give me the whole week. It gave me two days. Now, how that happened, I don't know, but the system wasn't gonna give it up.

And, in fact, when I called in to complain and say: Where do I go to deal with this? They said: Lost and found.

When I went to lost and found, they said: Come here.

So when there is a mess-up within the system as in it not showing what it's supposed to, I'd like someone to know who it is that's supposed to take that on and do it, because, like I said, as I was with customer service they said to go to the lost and found, and I did keep them on the line for that whole time, and lost and found said come here to Valley Metro.

2.  Minutes

Chair Klapp said the minutes from the August 17, 2017 Board meeting are presented for approval.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER GLOVER AND UNANIMOUSLY CARRIED TO APPROVE THE AUGUST 17, 2017 BOARD MEETING.

3.  Consent Agenda

Chair Klapp said next we have three consent items. Is there any presentation on any of these consent items?
Mr. Smith said no, Madam Chair.

Chair Klapp said we have Item 3A - Contract Options Years for Investment Management Services, 3B - Financial Audit Services Contract Authority and 3C. Transit Book Printing Contract Award. Does anyone want to remove anything on the consent agenda, or do I have a motion to approve all three consents items?

IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY COUNCILMEMBER WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

4. Remix Service Planning Tool Contract Award

Chair Klapp said next is the regular agenda items. We'll begin with Remix Service Planning Tool Contract Award. Mr. Smith.

Mr. Smith said thanks, Madam Chair. Members of the Board, this would normally have just been on consent agenda, but we think that the underlying tool that we're asking you to approve is important enough that we wanted to let you sort of get an eye through the window of how we approach planning.

One of the big questions we get from citizens, your staff, and you are how do we determine where service should go, where service can go, how do we determine when we make changes.

Well, there's a lot of work that goes into this service planning. It isn't just done willy-nilly. And we use software to the best of our ability to help us process the data that is needed to make these decisions.

So you already met -- well, I'm going to turn it over to Carol, then she'll introduce Joe Gregory, our service analyst. Carol is in charge of our planning. And she will talk to you about and will give a demonstration on one of the tools -- actually, this tool that we're asking you to approve and how it plays into the overall planning process. Carol.

Ms. Ketcherside said thank you, Mr. Smith. Yeah, we're going to do a little tag team here. Madam Chair, Members of the Board, we're requesting today authorization to execute a three-year contract with Remix Software in an amount not to exceed $137,000.

The software that we're going to show you is an online web browser-based public transportation planning software that allow us to plan on the fly. This is not stuff that we don't all know how to do, but it just takes a long time.
This, really, is a really handy shortcut that helps us do this fast and we can do it in an active meeting and actually show people their ideas at the time that they dream them up.

So as routes are designed and modified in Remix, you'll see that the software immediately provides updated route maps, draft cost estimates, and estimates the fleet needs for any given thing that we might be looking at. It also will show the impacts on travel time for the customer.

We've been piloting this software since September of 2016. And we've been very pleased with the results. Most of your staff have already seen this in action. And we wanted to give you an opportunity to see it in action today as well. So Joe Gregory is going to run you through a little demo of this so you can see what we're talking about.

(Demonstration of software was given)

Chair Klapp said are there any questions from anyone? Oh, we do. Yes, we have a question.

Councilmember Orsborn said where do you get the data that populates behind that? Is that a function of the stuff that comes from MAG.

Mr. Gregory said yes, a lot of that comes from MAG. The land-use data that you were seeing comes from MAG. A lot of the population data, though, comes from the American Community Survey from the census. And then we've also worked with them to take our own data and populate that, so that's how we got the origin and destination study in there, and we have things from MAG like the -- we have the bike network and all kinds of stuff in there, too.

So they've been working with us the whole time and whenever we see a need of some more data, they'll either find it or we'll be able to provide it for them.

Councilmember Orsborn said so really, this is a planning tool that Valley Metro will use in-house. Does this go on a Website someplace where the public can play with and see if we wanted to extend, you know, we talk about extensions of service all the time. This gives a real time idea of what that extension costs.

Because I think a lot of what the public looks at -- well, I mean, how big a deal is it to just extend that bus another three miles to get to right near my house. Having just a play tool like this online would be dangerous but very interesting to lay that out there just education for the public.

Ms. Ketcherside said Madam Chair, Councilmember Orsborn, this is a licensed based product and we have license for Valley Metro to use it. However, we are able to go to a
public meeting and help people brainstorm and see what their ideas look like on paper -- or on the screen, I should say, not on paper.

Councilmember Orsborn said and the way the video was going, that's kind of real time as that would happen, so as quick as you were describing through that, you're able to click and develop new routes and then on the side determine what the cost of that route is. Who it reaches and all that stuff.

Ms. Ketcherside said yes sir. It updates as you redraw the route, it updates the estimated cost. And it is an estimate. It's a thumbnail kind of estimate. But it gets us started. Estimates the cost and also statements the number of fleet that are needed to run that service because that's also a factor in whether or not we can do something.

Mr. Smith said one of the beauties of, as you mentioned, the cost and one of the dangers is that this is part of the entire life cycle plan. And so when we look at individual routes, we not only can tell not only from the operating costs but also the capital costs, because you can't operate bus routes without buses, and we have to factor that into our capital fleet plan. But also we put it into the big bucket.

And so what may seem like very reasonable on a one-off basis, you realize that there's forty-seven different requests for routes just that length. And so what we try to do is use this software to help prioritize and say okay. We wish we could put all these changes in individually. We simply don't have the overall resource to do that. So how can we bring to you and to the staff something which gets us the most return for the dollar invested. And that's why you really have to look at it on an overall basis in addition to just the single analysis.

Councilmember Stewart said so this software will essentially save us time and money. Do you have any kind of analysis where we could repurpose the dollars that are going to be saved from purchasing this or how much it will be?

Ms. Ketcherside said Councilmember, I would say that it means that we can do more work for you with that. We would invest the savings back into -- we're able to explore more options more quickly.

Mr. Smith said which we hope makes for more efficiency, because as I've said, as we're prioritizing, we can make for a better -- the more information we have and the easier it is to process that information, that's where the savings comes in. So I wish I could tell you, by using new software we save forty-seven man hours, which that's not where the real savings comes in.

As Carol said, we can look at, if we say, hey, we have an extra $.5 million dollars. We could all of a sudden look at 38 different alternatives and then rank those and prioritize
those based on the data we have, so the real savings comes from operating a much more efficient system which has the best plans.

Chair Klapp said other questions? All right. If I could have someone provide a motion to authorize the CEO to execute a three-year contract with Remix Software for transit planning sketch software for an amount not to exceed $137,400.

IT WAS MOVED BY COUNCILMEMBER ORSBORN, SECONDED BY COUNCILMEMBER PETERSON AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A THREE-YEAR CONTRACT WITH REMIX SOFTWARE INC. FOR TRANSIT PLANNING SKETCH SOFTWARE FOR AN AMOUNT NOT TO EXCEED $137,400.

5. Future Agenda Items Request and Report on Current Events

None.

With no further discussion the meeting adjourned at 1:17 p.m.
DATE
September 14, 2017

AGENDA ITEM 3

SUBJECT
Authorization to Issue a Request for Proposals (RFP) for Paratransit Eligibility Certification and Fixed-Route Travel Training Services

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue a federally compliant RFP for a total term of six years (three-year base contract, plus one three-year renewal option) for a firm to provide paratransit eligibility certification and fixed-route travel training services.

BACKGROUND/DISCUSSION/CONSIDERATION
In April 2010 Valley Metro authorized a contract with CARE Evaluators, LLC to provide in-person ADA paratransit eligibility certification and related services for the region. Under the terms of the contract which commenced on October 1, 2010, CARE was responsible for the following:

- Assisted Valley Metro staff with the final design and configuration of the Mobility Center which opened in February 2011
- Conducted in-person physical and cognitive ADA paratransit eligibility assessments
- Developed eligibility recommendations for Valley Metro staff, who make all final eligibility decisions
- Maintained all eligibility-related records
- Provided fixed-route travel training for people with disabilities
- Assisted with the delivery of other related services

In September 2015, the contract was extended for an additional two years, and in June 2017, the contract was again extended until June 30, 2018. At this time, there are no available options to extend the contract.

This RFP will solicit proposals to provide paratransit eligibility certification and fixed-route travel training services using the “best value” selection method. Firms will be evaluated based on technical merit and the reasonability of the total six-year price. Staff plans to release the RFP in late September 2017 with a contract award recommendation anticipated for board approval in February of 2018.

COST AND BUDGET
Contract obligations will be incorporated into the FY19 Valley Metro Operating and Capital Budget and the Five-Year Operating Forecast and Capital Program. At this time the six-year cost and budget is an order of magnitude estimate of $6.1 million.
STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016-2020:

- **Goal 1: Increase customer focus**
  - Tactic A: Improve customer satisfaction.
  - Tactic C: Enhance customer service to member cities.
  - Tactic E: Enhance service and facilities for seniors and people with disabilities.

- **Goal 2: Advance performance-based operations**
  - Tactic A: Operate an effective, reliable, high performing transit system.

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
TMC: September 6, 2017 approved
Board: September 21, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to issue a federally compliant RFP for a total term of six years (three-year base contract, plus one three-year renewal option) to provide paratransit eligibility certification and fixed-route travel training services.

CONTACT
Carol Ketcherside
Deputy Director – Service Planning and Accessible Transit
602.523.6040
cketcherside@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

SUBJECT
Proposed April 2018 Transit Service Changes

PURPOSE
To provide an update on the proposed April 2018 transit service changes and community outreach plan.

BACKGROUND/DISCUSSION/CONSIDERATION
Transit service changes are scheduled twice each year in April and October. In preparation for these service change dates, Valley Metro staff works closely with the Service Planning Working Group (SPWG), comprising representatives from Valley Metro member agencies, to determine needed changes and to coordinate across jurisdictions; the SPWG meets monthly. The changes work in coordination with the five-year Short Range Transit Program (SRTP) as well as the Board-adopted Transit Standards and Performance Measures (TSPM) performance quartiles.

Changes have been proposed and continue to be discussed with the SPWG. Valley Metro staff is analyzing the proposed route changes in terms of the Board-adopted TSPM, Title VI impacts, defining possible fleet needs and all costs involved. The following is a preliminary list of all changes currently being analyzed for possible modification. More information about each potential route change will be provided on the Valley Metro website throughout the public outreach process. Overall the proposed changes include route extensions, route modifications, service optimization and schedule adjustments.

Proposed Route and Schedule Changes:

- Route 1 – Washington St.: In Phoenix, reroute to stay on Washington St. between 40th St. and 44th, eliminating deviation to Phoenix Sky Train 44th St. Station.
- Route 3 – Van Buren St.: In Phoenix, increase mid-day frequency.
- Route 19 – 19th Ave.: In Phoenix, increase mid-day frequency.
- Route 32 – 32nd St., or Route 44 – 44th St./Tatum: In Phoenix, extend one of the routes from 44th St. and Washington St. to 48th St. and Baseline Rd, potentially extend into Tempe on Baseline Rd. to Arizona Mills Mall.
- Route 51 – 51st Ave.: In Phoenix, extend service on 51st Ave. from Lower Buckeye Road. to Baseline Road. Possibly combine service with Route 251 – 51st Ave./Baseline, and eliminate the section of Route 251 that currently operates on Baseline Road.
- Route 59 – 59th Ave.: In Glendale, eliminated route deviation on Union Hills Dr./Utopia Rd.; keep route on 59th Ave.
- Route 70 – 24th St./Glendale Ave.: In Glendale, eliminate deviation loop on Maryland Avenue that currently runs during peak times.
• Route 81 – Hayden Rd / McClintock Dr.: In Scottsdale, possible modification to serve Mustang Transit Center.
• Route 106 – Peoria Ave.: Extend 10:45AM Westbound trip to at least 67th Ave. in Glendale, possibly continue into Peoria.
• Route 112 – Arizona Ave/Country Club Dr: Modify north end of line of short trip.
• Route 184 – Power: In Mesa and Gilbert, eliminate peak trips from Superstition Springs Transit Center to ASU Polytechnic Campus. Route 184 would still maintain 30 minute service all day.
• Route 514 – Scottsdale Express: In Fountain Hills, modify route to serve new accessible bus stop and PnR; in Scottsdale, eliminate deviation from Shea Blvd onto Via Linda, possible modification to serve Mustang Transit Center.
• Optimize service for Express Routes 571 – Surprise Express, 573 – Northwest Valley Express, 575 – Northwest Valley Express, and GL – Grand Avenue Limited in order to more effectively serve commuters in the Northwest Valley.
• In Phoenix, alter Route 30 - University and Route 77 – Baseline Rd.: Depending on decision from South Mountain Community College based on consultation and public feedback, alter routes to no longer enter the SMCC campus or serve with only limited trips.
• Initiate limited service in south Phoenix to serve 24th St. and Francisco Dr. Route and routing to be determined.
• Central South Mountain East RAPID: Reroute Central South Mountain East Rapid to service 24th Street /Baseline Park & Ride and Downtown Phoenix via 24th Street instead of Central Avenue. Routing in Downtown Phoenix will follow current SR51 routing until I-10 Ramp then use 24th Street to access 24th Street/Baseline P&R.
• Scottsdale Downtown Trolley: Reroute to serve 5th Ave. shopping area and no longer travel across Marshall Way bridge.
• Scottsdale Camelback Trolley: Adjust frequency to provide better connectivity to Route 50 – Camelback Rd.

Public Outreach
Valley Metro is conducting community outreach beginning in October to notify the public and solicit input on the proposed service changes. Comments will be accepted through November 17, 2017. Customers can provide feedback through the following channels:
- On-site region-wide information sessions (based on service change impacts)
- Webinar (November 7, 2017)
- Social media
- Via email at input@valleymetro.org
- Public hearing (November 14, 2017)

Valley Metro communicates these input opportunities through newspaper advertising (30 days in advance – English and Spanish publications), news release(s), website, email, social media, city publications and targeted outreach at key locations.
COST AND BUDGET
The estimated costs of the proposed service changes and adjustments are still under evaluation. Once the list of service changes is finalized, staff will define the impact on bus service operating contracts and member agency Intergovernmental Agreements.

STRATEGIC PLAN ALIGNMENT
This item addresses three goals in the Board-adopted FY16-20 Strategic Plan:
- Goal 1: Increase customer focus
  - Tactic A: Improve customer satisfaction
- Goal 2: Advance performance based operations
  - Tactic A: Operate an effective, reliable, high-performing transit system
- Goal 3: Grow transit ridership
  - Tactic A: Expand and improve transit services to reach new markets
  - Tactic B: Improve connectivity of transit services for greater effectiveness

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
TMC: September 6, 2017 for information
Board of Directors: September 21, 2017 for information

RECOMMENDATION
This item is for information only. Following the public review process and final review by the Service Planning Working Group, proposed service changes operated and/or funded by Valley Metro will be brought before the Board for action. This will include any actions necessary to adjust affected transit service operating contracts and Intergovernmental Agreements with member agencies.

CONTACT
Wulf Grote, P.E.
Director, Planning and Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
Appendix A – Proposed Regional Services Regardless of Funding Source
Appendix A – Proposed Regional Services Regardless of Funding Source

Proposed April 2018 Service Changes

Proposed Changes

Increased Service
Optimization of Service
Route Extension
Reduced Service
Elimination

Legend
Proposed April 2018 Transit Service Changes

September 2017

Proposed Changes

- Service Improvements
- Route Extensions
- Route Modifications
- Route Optimization
- Service Decrease (Modification)
Proposed Changes

• Service Improvements
• Route Extensions

Proposed Changes

• Route Modifications
• Service Decrease (Modification)
Proposed Changes

• Route Modifications

Public Outreach Plan

• October through November 17, 2017
• Notify the public and solicit input
• Provide feedback through the following channels:
  – On-site region-wide information sessions (based on service change impacts)
  – Webinar (November 7, 2017)
  – Social media
  – Email at input@valleymetro.org
  – Public hearing (November 14, 2017)
DATE
September 14, 2017

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chair Klapp will request future agenda items from members, and members may provide a report on current events.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
Pending Items Request
Pending Items Request

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1. **Public Comment on Agenda Action Items (blue card)**

The public will be provided with an opportunity at this time to address the Board on **all action agenda** items. Up to three minutes will be provided per speaker to address all agenda items unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

2. **Minutes**

Minutes from the August 17, 2017 Board meeting are presented for approval.

### CONSENT AGENDA

3A. **South Central Light Rail Extension Project Design and Construction Agreement with City of Phoenix**

Staff recommends that the Board of Directors authorize the CEO to execute a Design and Construction agreement with the City of Phoenix for the South Central Light Rail Extension.

3B. **Systems Design Services Contract Award**

Staff recommends that the Board of Directors authorize the CEO to execute a seven-year contract for Systems Design Services with PGH Wong Engineering Inc. for an amount not to exceed $30,000,000, plus an additional $3,000,000 (10%) contingency.
3C. **Motor and Center Truck Overhaul Program**

Staff recommends that the Board of Directors authorize the CEO to execute a contract with Kinkisharyo, Inc. in an amount not to exceed $351,395 to provide parts necessary for a Motor and Center Truck overhaul program for the Light Rail Vehicles.

### REGULAR AGENDA

4. **Northwest Phase II Light Rail Extension Project Overview**

Scott Smith, CEO, will introduce Abhishek Dayal, Capital Development Manager, who will provide an informational overview of the Northwest Phase II Light Rail Extension.

5. **Northwest Phase II Light Rail Extension Construction Management at Risk Contract Award**

Scott Smith, CEO, will introduce Wulf Grote, Director, Capital and Service Development, who will request that the Board of Directors authorize the CEO to execute a contract for the Northwest Phase II Light Rail Extension CM@Risk contractor for pre-construction services, with Kiewit-McCarthy for an amount not to exceed $1,600,000 plus an additional $160,000 (10%) contingency.

6. **Office Space Lease – 14th Floor**

Scott Smith, CEO, will introduce Rob Antoniak, Chief Operating Office, who will request that the Board of Directors authorize for the CEO to execute an 8.5-year lease agreement for the 14th floor in the 101 North First Avenue Building with USBC Real Estate, LLC at an average rate of $403,668 per year, excluding taxes and authorization for the CEO to issue procurements and enter into agreements for staff relocation, furnishings and equipment not to exceed $500,000 in total.

7. **Future Agenda Items Request and Report on Current Events**

Chair Glover will request future agenda items from members and members may provide a report on current events.
8. **Next Meeting**

The next meeting of the Board is scheduled for **Thursday, October 19, 2017 at 11:15 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at [www.valleymetro.org](http://www.valleymetro.org)
DATE
September 14, 2017

AGENDA ITEM 1

SUBJECT
Public Comment on Agenda Action Items

PURPOSE
The public will be provided with an opportunity at this time to address the Board on all action agenda items. Up to three minutes will be provided per speaker to address all agenda items unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
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ATTACHMENT
None
Meeting Participants
Councilmember Chris Glover, City of Mesa, Chair
Councilmember Thelda Williams, City of Phoenix, Vice Chair
Councilmember Lauren Tolmachoff, City of Glendale
Vice Mayor Robin Arredondo-Savage, City of Tempe
Councilmember Mark Stewart for Vice Mayor Kevin Hartke, City of Chandler

Councilmember Glover called the meeting to order at 1:17 p.m.

1. Public Comment

Mr. Crowley said thank you for the time. And I’m going to very broadly deal with the all action on the agenda items because I’m gonna come out of the minutes. I’ve been bringing up before the behavior of your police force and the use of the light rail. Over this past weekend twice I saw the, as I call them, Nazis accosting a passenger.

He had paid his fare, but they were objecting to what they said was we had dealt with you earlier in the day, and it’s not an all-day pass for the homeless or those that are challenged. But it didn't just happen once. It happened twice. And the second time we were at the Camelback and 19th Avenue station. There were about twelve of the Nazis there.

Chair Glover said Blue, please don't reference the security officers as Nazis. That's inappropriate.

Mr. Crowley said well, I'm calling them that because they're acting like a police state enforcing social things on the individuals. And it upset me that much that it was there, they were acting as a constabulary.

It took 10 minutes of the rail being stopped at 19th Avenue. They then got onto my -- two of them got on the car that I was in. And I thought that their main job was to check to see if you were on the train and that your pass was right.
Well, like I said, ten minutes there to get somebody off, because they said that he had been riding too long. The second time I'd seen that in a day. And what they did from Camelback all the way down to Oak was nothing. They just stood there.

So if their job is to check passes, they need to do that. They don't need to be doing social engineering.

Also, with your different ones that we're doing, one of the things that the citizenry has requested is that you put in a stop at 16th Street. And I don't see where that has been going or collecting.

Also, when you guys were putting that thing together, I know this citizen kept on telling you: when you build it, build it so that you can add stops. And what's happened with 52nd? We're adding a stop, but it's like pulling hen's teeth.

And also, I just don't understand why that Tempe Streetcar is going to take as long as it's going to take, because I can see you do a mile worth of light rail in a year. And this is taking four. Is it because of a lack of money going to it or what that it ain't getting done? Thank you for your time. And I saw the red light.

Mr. Espinosa said good afternoon, everybody. My name is Javier Espinosa. I am a south Phoenix -- well, I should say, I was born and raised in South Phoenix, and I help to lead a small group of business owners, community members, and residents in South Phoenix with regard to the South Central light rail extension.

We are -- our main focus is the five stops south of the river: Pioneer, Broadway, Roeser, Southern, and Baseline. And our main focus is to -- well, we have a mission statement: protect, preserve, and unify the culture commerce and community of South Phoenix.

So we meet every other week, every other Thursday on the South Central light rail to discuss, you know, some of the pros, some of the cons, and just kind of solutions to any issues there are, and also work with Valley Metro or the City of Phoenix for the work. And I must say thus far, it's been a great experience. Valley Metro staff, City of Phoenix staff has been very open to our comments, to our suggestions. When we see any issues they're very quick to respond. They've been very engaged and show up to all of our meetings whenever we requested. So I just had to throw that in there.

But our focus on this project is to make sure that it's an equitable development for our community. Thus far it has been. Again, staff of Valley Metro, City of Phoenix were gracious enough and with the help of the Board to add language to the RFQs that basically embedded language that whoever is selected for the design, construction, and later on the art RFQ had a heavy engagement with the community and to make sure
that the community’s educated, but also included in some of the opportunities that come as a result of this project. So, again, thank you for adding that language.

Specific to what we’re here for today which is the art review, right, to see, you know, to approve the artists that are going to be selected. That was a great process as well. Word on the street is about 90 percent of the artists that were selected for the art review were all local, which is important to us. It’s very important that our community benefits from this, as I already said before.

And ownership on both sides, City of Phoenix, Valley Metro, but also with the community as a great model that joint ownership of driving this project and driving the outcome of it is really important. I think a model that should be replicated as the different extensions move forward. But, again, thank you to all the entities involved. I'd like to let you know about something that happened as a result. There's a young lady that's part of our group and, you know, she's been meeting with us, didn't go for the art review committee or didn't go for any of the public art, but as a result of our meetings and as a result of this process, decided that she was going to go for her own RFQ in Tempe. She was able to get that job.

And it was all as a result of this project. So already it’s an equitable project. And I’m here to encourage what’s already happened, but also encourage to speed the motion going forward. Thank you.

Chair Glover said thank you, Mr. Espinosa.

2. Minutes

Minutes from the August 17, 2017 Board meeting were presented for approval.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE AUGUST 17, 2017 BOARD MEETING MINUTES.

3. Consent Agenda

Chair Glover said next are the items on the consent agenda. They are listed there for approval. Do any Board members want to remove an item from the agenda?

Mr. Smith said Mr. Chair, if I could just make one comment on that following up on Mr. Espinosa’s. I just want to point out, you got a schedule which came late on agenda Item 3A, because we moved this up on your agenda because of the timing. And each of those artists went through an extensive process as Mr. Espinosa talked about.
And I just want to recognize MB Finnerty who -- I don't know if MB is here. There she is, back there -- who did a yeoman's job with every one of these basically had a different committee that was chosen to select these. And MB coordinated all of that and did a great job.

And as Mr. Espinosa talked about, we -- one reason we delayed it is we wanted to open it up to more local activity and involvement. And, as you can see, it was a great success. We had more artists apply than we ever imagined. And there were a lot of local artists selected. That may seem normal, but actually they're artists who basically their entire living is they go around the country giving proposals on public arts and especially transit. And so for the local artists to rise above what is very tough competition really makes us feel good. And also the story about the photographer. One thing that he gave a much more detailed report yesterday in a meeting we were in, but I'd like to point out that she not only got the job in Tempe, but the comment she made was by learning the RFQ process, she now has opened up a whole new career path for her, because she said I can do this on other jobs. I can be successful.

The entire community outreach is to not only give people work for that time but to give them skills and to give them a base where they can work from to basically provide opportunities going forward. I just wanted to point that out it's a point of pride for, I think, us at Valley Metro and the City of Phoenix we've worked very, very diligently together to try and set this tone. And so far things are going well. We got a long way to go, but we like how it's started out. So it was good. So thank you, Mr. Espinosa, for the comments. Thank you, Mister Chair.

Chair Glover said thank you, Mr. Smith. Can I get a motion and a second to approve the consent agenda?

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

4. Light Rail Collision Analysis

Chair Glover said the next item on the agenda is Light Rail Collision Analysis. Mr. Smith, if you'd like to introduce this item

Mr. Smith said Mr. Chair, thank you very much. Nearly, it seems like recently, almost every day we hear a report of an accident that blocks light rail. Most of the time those accidents don't actually involve light rail, thank heavens, but once in a while they do. And because of the ongoing questions we have from you and from the community, we thought we'd give you -- do an analysis, first of all, and give you a report as to really what -- where we stand as far as these accidents go.
I'd like to introduce Omar Peters, who is one of our planners, who will give us a short presentation regarding the light rail collisions.

Mr. Peters said good afternoon, thank you, Mr. Smith. Good afternoon, Board and Mister Chairman. So, as Mr. Smith mentioned, this item is for information. I'm going to present a summary of findings from analysis of all the collisions on the light rail system since the opening year 2009, first count in the opening year. As I mentioned, this is just a summary. There's more information located in your packets.

Mr. Peters provided a presentation which included the following:

- Collison Definition
- Eight Years of Collisions
- Uptick in 2016 Collisions
- Collisions in 2016 (2 slides)
- More Roadway Crashes
- Types of Collisions
- Contributing Factors – Autos
- Contributing Factors – Pedestrian
- Persons Injured
- Costs of Damages to Valley Metro
- Making Safety Improvements
- Houston METRO (3 slides)
- Lessons Learned
- Next Steps

Councilmember Tolmachoff said thank you, Mr. Peters. Were you able to get any data from -- you used Houston. It looked to me, and just looking at the graph, the increases when there’s added miles of rail. Were you able to find that, you know, in the subsequent years as the motorists and the pedestrians are trained to become used to the light rail that that tapers off? Is that -- were you able to determine that by the analysis?

Mr. Peters said we certainly do see that, too, with our system as in, you know, 2009 afterwards it did taper off. It did not speak to Houston specifically about as they also made extensions, opened extensions, if there were seeing an increase in activity due to those extensions.

But, as we can see in our example, there is an increase in activity, but it's not necessarily because of the extensions. But it is something that we can look further into especially, with our peers, as they open. What measures they're taking especially, for
the campaigns, what are they doing specifically when they have an extension to counter that.

Councilmember Tolmachoff said people, commuters especially, I think, become creatures of habit and they just, you know, focus on where they're trying to get, and when things change it's sometimes they don't even see it. So, maybe, I don't know, front end as far as the changes and that. Every one of them is probably a really good idea. Is it working?

Mr. Peters said that's one of the things they're moving forward with. So they tried it as a pilot. They just did a couple vehicles, I believe, and they noticed that that just made sense, so they're moving forward and getting all of their vehicles rewrapping those vehicles also.

Mr. Smith said I would like to note that Houston from the day they've opened has had a much higher incident of accidents than we have which goes to prove that for all the complaints about Arizona drivers, we do know that we are smarter than in Houston.

Councilmember Stewart said Mr. Peters, how many of those accidents have happened were preventable? And if so, have any of them evolved into lawsuits against Valley Metro? And what kind of insurance policy do we have that covers that? I'm just asking for our community.

Mr. Peters said the first part of that question, I don't know from safety and security if we have the information about specifically, if they're preventable. From the information that I receive the data that I went through, it's not possible to kind of parse that information out. And the second part, I think I will defer to Mike Minnaugh if he has any comment.

Mr. Minnaugh said yes, Chair, Councilmember, of those incidents I believe there is one over the last -- of the time frame of the presentation one perhaps, two, that resulted in lawsuits that have either been resolved or settled over the last few years.

One of the interesting factors there is, as you noticed, there was a damage report of $2.9 million which equates to about a little over $300,000 per year.

The general scenario that's involved there is where a vehicle will be at fault, hit one of our light rail vehicles and cause damage. Now the hopeful and often scenario is where the owner of that vehicle will have an insurance policy that covers this type of property damage. Usually the insurance that will cover the damage -- not usually, sometimes is less than the amount of the damage.
So, I'll give you a scenario. If you hit the -- if a vehicle hits a light rail vehicle, generally
the minimum number I see is about between four and seven thousand dollars in
damage. Typical driver will have at least ten thousand of coverage. We'll work with
their insurance company and we'll get the funds.

There is this scenario sometimes where they have ten thousand dollars of coverage
and we have fourteen thousand or sometimes more dollars' worth of damage. And so
we will get the insurance, but we do not go out -- we'll do a credit report and credit -- a
report for the driver, but we have not gone after the driver for the additional couple
thousand dollars.

Of those incidents, I believe approximately one, maybe, two a year will result in an
amount over a hundred thousand dollars. That's an important figure because $100,000
is our deductible. And the amounts over one hundred thousand would only be
between one hundred five and one hundred fifteen, so that's just to add some light on
those areas.

Chair Glover said are there any other questions? Thank you, Mr. Peters.

5.  Tempe Streetcar Vehicle Paint Scheme
6.  Light Rail Vehicle Paint Scheme

Chair Glover said the next item on the agenda, Item 5. Tempe Streetcar Paint Scheme.
Mr. Smith, if you'd like to introduce this item.

Mr. Smith said thank you, Mr. Chair. I'd like to introduce Hillary Foose, who will talk to
you about both, the short-term and long-term plan for painting. And this sort of really
ties in to Omar, because there are some components that are going to be taken care of
as it relates to safety in our light rail paint scheme, and I'll turn it over to Hillary to talk
about both.

Well, we have two items here:  Tempe Streetcar and Light Rail, and it will be in one
presentation, but we'll cover both items, even though they're separate items on the
agenda.

Ms. Foose said yes, thank you, Scott. Chair, members of the Board, thank you for your
time. It's an exciting time at Valley Metro Rail as we are expanding. With your actions
earlier this year, we're buying fleet. We're buying six streetcar vehicles and up to
seventy-eight new light rail vehicles to help with all of our expansion plans. And so we
had some big decisions ahead of us about paint scheme: what are these going to look
like.
I'm going to start talking about Tempe streetcar for a moment and I wanted to give you just a couple notes before I get into the very visual presentation.

For the last several decades, we've been working as a region to unify our paint scheme. We've made a lot of strides and there's still more strides to come. You'll certainly see that represented when we showcase our entire fleet. You'll see still a little diversity and we're all working together to better create that brand cohesion across all the fleet.

This discussion in particular we had several meetings with member city staff, your staff. We appreciate their time and intensity in their know-how around this subject.

We also deployed research of our peers, our peers nationally and internationally, about how do they execute a regional fleet and a paint scheme. And we also relied on resources internal to Valley Metro as well as our branding consultant, who helps us make sure that we're making sure the brand lives in a variety of different capacities.

So, our primary objectives, both in this discussion and related to the light rail vehicle, was that we wanted to continue to create brand cohesion, we wanted to strengthen the brand and better connect our services as well as safety.

Omar did a great job in presenting some of the challenges that we have working in a very -- operating in a very urban environment, and we wanted to make sure we were putting forward a very highly visible paint scheme to help us in this operating environment.

I'm going to show you some visuals as it relates to the Tempe Streetcar paint scheme proposal that's in front of you. Again, just to remind you of some of these objectives: We wanted to make sure that, again, we're unifying the brand. We're sticking to our brand standard palette. It's highly visible. We operate, as you well know, 26 miles of very busy streets and intersections.

We also wanted to create that family of services that helps us as we want to grow ridership and generate even more than we have today. And we also wanted a paint scheme that was sensitive to operational and maintenance concerns. We don't want overly complex paint schemes that can't be maintained. And so that was certainly part of our objectives.

I'm going to show you, this is our current fleet today. There is maybe a couple others that aren't represented, but this is the large -- as a large sample of our fleet. You can see there's still some diversity, but there is also some continuity. And we've come a long way in the last ten years.
For streetcar, what we are proposing is the vehicle in front of you that really has prominent green, which is our Valley Metro green. It does tie-in the purple which is another very prominent Valley Metro color. What you may not be able to tell there, it is a silver body. It is a metallic silver body.

We did some renderings to put it, sort of, as best as we could in a real-life scenario. So this is the streetcar vehicle as proposed in downtown Tempe. Another rendering also in downtown Tempe. And now I'm going to show you the light rail design, unless you have any questions on streetcar that you'd like me to get into.

The one thing I'd like to mention related to light rail, I mentioned that we're ordering up to seventy-eight vehicles. It's a large order. We have a lot of miles yet to build.

And so the same goals apply: we wanted to connect the brand; we wanted to and also consider safety; as well as we are repainting our fleet as part of the standard life cycle.

The idea of painting our existing fleet to match the proposed new paint scheme is a cost-neutral activity, and so I wanted to emphasize that on the front end.

So here's the light rail vehicle proposal. Again, it flip-flops where the purple is more prominent, green is still a highlight color, and a metallic silver body. We wanted to, again, put it in real life. It's one thing to see a flat rendering. This is still 2-D, but at least it puts it in downtown Mesa, beautiful downtown Mesa.

And this is our current light rail vehicle. The body styles are slightly different, if you'll notice. This is the current light rail vehicle and the new paint scheme. This is obviously in downtown Phoenix. This is our Siemens light rail vehicle in downtown Mesa. And our Siemens vehicle in downtown Phoenix. And so you can see the full proposal there.

And with that, I know that was brief, but I'm happy to answer any questions.

Councilmember Williams said Hillary, when you said "cost-neutral" on repainting the old fleet, could you explain what you mean?

Ms. Foose said yes. So as part of our vehicle's life span, these vehicles are intended to last about thirty years. At about the midlife, we are scheduled to, which is coming up in the next couple years, we are scheduled to repaint the bodies of our existing 50-car fleet. And that's because we want to make sure it lasts the balance of the years.

We also operate in a very hot, very sun-driven environment, so to make sure that we're protecting our fiberglass car bodies, we need to repaint them. So with the opportunity of repainting them on the horizon, that's really what helped propel this discussion about
now is an opportune time to talk about if we want to put forward a new paint scheme and we have this opportunity to repaint and make consistent our current fleet.

Councilmember Williams said so are you saying that as needed you will repaint them, or you're not going to ship them all in to get all painted at once?

Ms. Foose said they will be painted over a couple fiscal years. It will be a programmed effort to repaint them.

Councilmember Arredondo-Savage said Hillary, I really appreciate the information. I'm wondering and people ask this all the time, the difference between painting them and wrapping them.

Ms. Foose said what we're proposing here today is the paint. It's actually on the fiberglass body of these vehicles.

We do have an advertising program on Valley Metro Rail where we can have outside entities, advertisers advertise with us and that is a vinyl adhesive wrap material that wraps the outside of the body of the vehicle.

And so that is a consideration that we need to talk about related to streetcar, and that's largely a discussion we need to have with Tempe about whether or not we would allow that at all. And then related to light rail, it is also a strong revenue generator.

So, it's a, we want to balance the brand needs as well as the revenue needs of the organization, so our plan, at least as our policy exists today that the Board adopted, we will continue with the Valley Metro Rail advertising program that consists of full and center section vinyl wraps.

Councilmember Arredondo-Savage said okay. No, that's good. That's really good information, because people are always asking, and when you were saying painting, I wasn't really sure exactly what, you know, we were going to do moving forward. So I appreciate the information. And, I think, just from the Tempe's perspective, I'm more excited to be able to see this come to fruition because then it really does start to seem real.

It will be exciting to start sharing some of these images, I think, with our community so they can really get on board.

Mr. Smith said and just to follow up on that, when we say "paint the cars" it's actually like an automobile. There's a base paint which will be the silver, the purple, the green, whatever it is. And then there obviously some of those stripes are decals like you see in
a car, they're used on decals and so they'll wear a little different. And then we put the wrap, the advertising wraps on to the paint.

Now, one of the areas of discussion is, while we make money on that on the wraps, what does it do to the underlying paint, and so far our experience has been very, very good. Even though we use a metallic paint on our light rail, I mean, it's really a nice metallic all the way across. We have not seen a degradation or an additional degradation in the paint due to the wraps.

The technology and the type of adhesive they use now and the company we use, it seems to be very paint friendly. And going forward that's important because the question is: can you use it on metallic paint; can you use on it others.

Our experience has been that it does not -- you don't trade one for the other. You don't put the wrap on and then when you take it off, it rips off the paint; they can co-exist very well.

Chair Glover said can I get a motion for items 5 and 6?

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE PAINT SCHEMES FOR TEMPE STREETCAR AND LIGHT RAIL VEHICLES.

7. Future Agenda Items Request and Report on Current Events

Councilmember Glover said Item 6 is Future Agenda Items Request and Report on Current Events. Are there any agenda items that anyone would like to put on for the future?

Hearing none our next meeting will be Thursday, September 21, 2017 at 11:15 a.m.

With no further discussion the meeting adjourned at 1:51 p.m.
South Central Light Rail Extension Project Design and Construction Agreement with City of Phoenix

To request authorization for the Chief Executive Officer (CEO) to execute a Design and Construction agreement with the City of Phoenix for the South Central Light Rail Extension.

The South Central Light Rail Extension, a five mile project extending south from downtown Phoenix along Central Avenue, is moving forward towards construction completion in 2023. Recent progress includes receipt of environmental clearance from the Federal Transit Administration (FTA) and completion of preliminary engineering. The design phase of the project was initiated in June 2017 after Board approval of contracts with a design team (AECOM) and Construction Manager at Risk contractor (Kiewit).

Given that the design phase was recently initiated, it is necessary for Valley Metro and Phoenix to formalize a Design and Construction agreement, similar to those prepared and approved by the Board, for previous Valley Metro rail projects. The agreement defines the relationship between Phoenix and Valley Metro regarding the design and construction of the project. Specifically, Valley Metro and Phoenix have determined roles, responsibilities, expectations and obligations pertaining to key project elements. This agreement will terminate upon the completion of the project. Having this agreement in place is also one of many FTA requirements to demonstrate project readiness to enter into a New Starts grant agreement for the project.

A copy of the table of contents for the agreement is attached. This describes specific items that are more fully addressed in the document.

The Phoenix City Council is anticipated to take action on the agreement in September 2017. Pending Phoenix’s approval, the Valley Metro Board will also need to approve execution of this agreement.

The Design and Construction agreement only defines project responsibilities. A separate funding agreement, approved by the Board in February 2017, identifies specifics about costs and funding for completion of the FTA New Starts Project Development phase, the project design phase and for pre-construction activities. The funding agreement will be amended near the completion of design to include costs related to the construction phase of the project.
COMMITTEE ACTION
RTAG: August 15, 2017 for information
RMC: September 6, 2017 approved
Board of Directors: September 21, 2017 for action

RELEVANCE TO STRATEGIC PLAN
This item addresses three goals in the Board-adopted FY16-20 Strategic Plan:
  • Goal 2: Advance performance based operation
    o Tactic C: Deliver projects and services on time/on budget
  • Goal 3: Grow transit ridership
    o Tactic A: Expand and improve transit services to reach new markets

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a Design
and Construction agreement with the City of Phoenix for the South Central Light Rail
Extension.

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ATTACHMENT
Design & Construction Agreement Table of Contents

A copy of the full agreement is available upon request.
Agreement No. 140604-- DCA

Design and Construction Agreement

For The

South Central LRT Project

By and Between

Valley Metro Rail, Inc.

and the

City of Phoenix

August 2017
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</tr>
<tr>
<td></td>
<td>3.3 Adjacent Projects</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>3.4 Construction Phasing and Access</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>3.5 Temporary Traffic Control</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>3.6 Contractor Coordination</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>3.7 Public Notification</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>3.8 Water Service Shutdowns</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>3.9 Permits</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>3.10 Construction Inspection and Material Testing</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>3.11 Construction Acceptance</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>3.12 Testing and Startup</td>
<td>10</td>
</tr>
<tr>
<td>4.0</td>
<td>REAL ESTATE</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>4.1 Right of Way Clearance and Site Restoration or Cost to Cure</td>
<td>11</td>
</tr>
</tbody>
</table>
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   3.1 Valley Metro Invoices ......................................................................... 3
   3.2 City Monthly Reports ................................................................. 4
DATE
September 14, 2017

SUBJECT
Systems Design Services Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a seven-year contract for Systems Design Services with PGH Wong Engineering Inc. for an amount not to exceed $30,000,000, plus an additional $3,000,000 (10%) contingency. The contract will include three one-year extension options, which will require future Board approval.

BACKGROUND/DISCUSSION/CONSIDERATION
The Systems Design Services contract will provide systems support for rail capital projects. This could include South Central Extension, Northwest Extension Phase II, Capitol/I-10 West Extension, Operations and Maintenance Center Expansion, state-of-good repair enhancements and other rail systems design support needed during the term of the contract.

The Systems Design Services contract will include all design elements required to build the projects. Potential design items may include but are not limited to:

- Traction power
- Communications
- Overhead contact system
- Corrosion control
- Signaling for rail vehicles
- Gated crossings
- Fare collection

During the project design period, the consultant will collaborate with the civil design consultant, CM@Risk contractor, artists, and Valley Metro to determine the best means and methods for design and construction of the project. This consultant will also provide design services needed during the construction period.

A Request for Qualifications (RFQ) for Systems Design Services was issued on May 18, 2017. Statements of Qualifications were received on June 27, 2017. Four submittals were received and deemed responsive. The selection committee was comprised of two City of Phoenix employees and three Valley Metro employees. The committee short-listed four firms and held interviews with each on August 7, 2017.

Upon completion of interviews, the selection committee completed their final scoring and the ranking results as reflected as follows:

<table>
<thead>
<tr>
<th>Proposers in Ranked Order</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PGH Wong Engineering Inc.</td>
<td>1</td>
</tr>
<tr>
<td>Parsons Transportation Group</td>
<td>2</td>
</tr>
<tr>
<td>WSP USA Inc.</td>
<td>3</td>
</tr>
<tr>
<td>LTK Engineering Services</td>
<td>4</td>
</tr>
</tbody>
</table>
PGH Wong Engineering Inc. was the highest ranked firm and selected for this process in accordance with state and federal procurement procedures. This contract will be for an initial seven-year period. Three one-year extension options are also provided and will require future Board approval.

COST AND BUDGET
The Systems Design is funded by a combination of federal, regional and local funds. The cost for the initial seven-year contract with PGH Wong Engineering Inc. for Systems Design Services is for an amount not to exceed $30,000,000 plus an additional $3,000,000 (10%) contingency for unforeseen circumstances. The amount for future contract extensions will be determined at the time they are executed.

All costs identified herein are within the Systems Design’s cost forecast and are included in the Valley Metro Rail adopted FY18 Operating and Capital Budget. Contract obligations beyond FY18 are incorporated into the Five-Year Operating Forecast and Capital Program (FY18 thru FY22).

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan:

- Goal 2: Advance performance based operation
  - Tactic C: Deliver projects and services on-time/on-budget.
- Goal 3: Grow transit ridership
  - Tactic A: Expand and improve transit services to reach new markets.
  - Tactic B: Improve connectivity of transit services for greater effectiveness.

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
RMC: September 6, 2017 approved
Board of Directors: September 21, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a seven-year contract for Systems Design Services with PGH Wong Engineering Inc. for an amount not to exceed $30,000,000, plus an additional $3,000,000 (10%) contingency.

CONTACT
Wulf Grote, PE
Director, Capital and Service Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

AGENDA ITEM 3C

SUBJECT
Motor and Center Truck Overhaul Program

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Kinkisharyo, Inc in an amount not to exceed $351,395 to provide parts necessary for a Motor and Center Truck overhaul program for the light rail vehicles.

BACKGROUND/DISCUSSION/CONSIDERATION
The current age of the light rail vehicles is nine years in revenue service with an average mileage of each vehicle being approximately 470,000 miles. There are currently 50 light rail vehicles (LRVs) in the total fleet and have been in revenue service for nine years. The purpose of the overhaul is to keep the equipment in a state of good repair and to maintain safe and reliable operation.

The contractor will provide parts to overhaul components of the motor and center trucks that include motor and center truck frame components, motor truck bolster components including anchors, check valves, and levelling valves. The contractor will provide all the necessary parts and materials to complete this portion of the overhaul program. Additional parts for these overhauls that include the primary and secondary suspension will be brought before the Board of Directors in the following months once the competitive procurement process is completed.

This is a materials/parts only requirements contract. All labor will be done in house by Valley Metro Rail staff.

The recommended vendor is Kinkisharyo, Inc., the original equipment manufacturer (OEM). This is a sole source procurement because Kinkisharyo is currently the only provider of these parts.

An independent cost estimate and a sole source justification including a cost comparison and price analysis have been completed. The cost comparison and price analysis were completed by comparing pricing from other transit agencies that have procured similar parts. The proposed price has been deemed fair and reasonable based on the price analysis.

COST AND BUDGET
The cost for the parts being purchased from Kinkisharyo is $351,395. The current lead time for delivery of the parts is six months from the receipt of order. The cost for the purchase of the parts is included in the Valley Metro Rail Adopted FY 2018 Operating and Capital Budget.
This project is being funded with a combination of federal grants and Prop 400 funds.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:

- Goal 2: Advance performance based operation
  - Tactic A: Operate an effective, reliable, high performing transit system

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
RMC: September 6, 2017 approved
Board of Directors: September 21, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract with Kinkisharyo, Inc in an amount not to exceed $351,395 to provide parts necessary for a Motor and Center Truck overhaul program for the Light Rail Vehicles.

CONTACT
Ray Abraham
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602-652-5054
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ATTACHMENT
None
Subject: Northwest Phase II Light Rail Extension Project Overview

Purpose: To provide an informational overview of the Northwest Phase II Light Rail Extension.

Background/Discussion/Consideration:
The Northwest Light Rail Extension in Phoenix includes two phases. The first 3.2 mile segment along 19th Avenue, from Bethany Home Road to Dunlap Avenue, was completed in March 2016. Phase II is in preliminary engineering and includes a 1.6 mile segment extending west on 19th Avenue to 25th Avenue, then northward to Mountain View Road, then to a terminus west of Interstate 17 adjacent to the Metrocenter Mall.

Phase II will include three new stations, potentially two park-and-ride lots and a relocated and expanded Metrocenter transit center. The project will include an elevated structure over Interstate 17 and will terminate just west of the freeway.

In January 2016, the Phoenix City Council approved accelerating segments of the future high capacity/light rail transit system. With this acceleration, Northwest Phase II is scheduled to open in 2023, three years earlier than previously planned. In June 2017, Federal Transit Administration (FTA) approved Valley Metro’s request to enter Project Development phase under the New Starts Capital Investment Grant (CIG) program.

Valley Metro is currently engaged in several procurement processes for the Northwest Phase II Light Rail Extension including design, construction manager at risk (CM@Risk) contractor, a systems design consultant (for multiple projects) and artists. Award of the artist contracts are scheduled for October 2017 and the other three are on the Board agenda for action in September 2017.

Staff will provide a brief overview of the Northwest Light Rail Extension Phase II project at the Board meeting.

Cost and Budget: Not applicable

Strategic Plan Alignment: Not applicable

Committee Process:
RTAG: August 15, 2017 for information
RMC: September 6, 2017 for information
Board of Directors: September 21, 2017 for information
RECOMMENDATION
This item is for information only.

CONTACT
Wulf Grote, PE
Director, Capital and Service Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
Project Map
Northwest Phase II
Light Rail Extension
Project Overview

September 2017

Future Transit System
Previous Board Actions

March 2005
Approved the Locally Preferred Alternative

April 2007
Recommended split into two phases

Feb 2015
Amended LPA to extend west of I-17

Locally Preferred Alternative - Feb 2015
Phase II – 2023 completion
**Project Funding**

- Regional: Proposition 400 (2004)
- Local: Phoenix Transportation 2050
- Federal: FTA New Starts & CMAQ

**Project Status**

- 15% design
- FTA approved entry to New Starts Project Development
- Preparing Environmental Assessment (EA)
- Procurements:
  - Final design
  - Construction Manager at Risk
  - Artists
  - Rail systems design
  - Light rail vehicles – Siemens
Northwest Phase II LRT Extension

Dunlap/25th Avenue Station
25th Avenue Station

Metrocenter Station
Project Design Considerations

• Utilities
  – SRP high voltage lines
  – APS high voltage line
  – ADOT 60" storm drain

• Bridges
  – Arizona Canal
  – Az Canal Diversion Channel
  – I-17 crossing

• Access to properties

End-Of-Line Configuration
Next Steps

• Award Contracts/Notice to Proceed
  – Fall 2017/Early 2018
• Complete Environmental Assessment
  – Early 2018
• Complete Preliminary Engineering
  – Spring 2018
• Continued community and stakeholder engagement
DATE
September 14, 2017

SUBJECT
Northwest Phase II Light Rail Extension Construction Management at Risk Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract for the Northwest Phase II Light Rail Extension Construction Manager at Risk (CM@Risk) contractor, for pre-construction services, with Kiewit-McCarthy, Joint Venture for an amount not to exceed $1,600,000 plus an additional $160,000 (10%) contingency.

BACKGROUND/DISCUSSION/CONSIDERATION
A brief project background for the Northwest Phase II Light Rail Extension is provided in the Project Overview memorandum, which is Agenda Item 4.

CM@Risk contracts involve two phases: the pre-construction phase, which occurs parallel to the project’s design process, and the construction phase. At this time, action is only needed to execute a contract for the pre-construction phase. As the project nears design completion, the CM@Risk contractor, working closely with the design team, will prepare a Guaranteed Maximum Price (GMP) for the construction of the project. At that time staff will seek Board approval to award the construction phase for the GMP amount.

During the pre-construction services phase, the CM@Risk contractor will work closely with the design consultants, Valley Metro and Phoenix staff to participate in design development and reviews. In addition, the CM@Risk will perform constructability reviews of the project’s design and prepare construction cost estimates and schedules in conjunction with milestone design submittals.

A Request for Qualifications (RFQ) in accordance with A.R.S Title 34-603 for this contract was issued on April 27, 2017. The RFQ published evaluation criteria and corresponding point values were as follows:

<table>
<thead>
<tr>
<th>Introductory Letter</th>
<th>0 Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Experience of the Offeror</td>
<td>200 Points</td>
</tr>
<tr>
<td>Understanding of Project and Approach to Performing Required Services</td>
<td>250 Points</td>
</tr>
<tr>
<td>Past Performance for past 10 years</td>
<td>200 Points</td>
</tr>
<tr>
<td>Contractor Project Team</td>
<td>350 Points</td>
</tr>
</tbody>
</table>
Statements of Qualifications (SOQ’s) were received on May 2, 2017. A total of four submittals were received and deemed responsive. SOQ’s were received from the following firms:

- Archer Western
- Kiewit/McCarthy
- Pulice/Stacey & Witbeck
- Sundt

The selection committee, comprised of three Valley Metro employees, three City of Phoenix employees, and one contractor, evaluated the four responsive SOQs. Based on the selection committee’s initial scoring and ranking it was determined that an invitation to provide Request for Proposals (RFP) would be extended to all four firms. The RFP was issued in accordance with A.R.S. Title 34-603 on May 17, 2017. The RFP published evaluation criteria and corresponding point values were as follows:

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introductory Letter</td>
<td>0</td>
</tr>
<tr>
<td>Construction manager/general contractor project team</td>
<td>150</td>
</tr>
<tr>
<td>Project approach and management of the work</td>
<td>100</td>
</tr>
<tr>
<td>Public involvement and community relations plan</td>
<td>100</td>
</tr>
<tr>
<td>Estimating and cost control measures for this project</td>
<td>100</td>
</tr>
<tr>
<td>Design document reviews</td>
<td>100</td>
</tr>
<tr>
<td>Proposed project schedule</td>
<td>100</td>
</tr>
<tr>
<td>Major subcontractor and major supplier selections</td>
<td>50</td>
</tr>
<tr>
<td>Risk management plan</td>
<td>50</td>
</tr>
<tr>
<td>Quality assurance/quality control plan</td>
<td>50</td>
</tr>
<tr>
<td>Safety plan</td>
<td>50</td>
</tr>
<tr>
<td>Project Close Out and Warranty</td>
<td>50</td>
</tr>
<tr>
<td>Price schedule</td>
<td>100</td>
</tr>
</tbody>
</table>

Four proposals were received on June 27, 2017 and all were deemed responsive. The selection committee, comprised of the same members during the Request for Qualification phase, evaluated the four responsive proposals. Based on the selection committee’s initial scoring and ranking it was determined that all four firms would be invited to participate in interviews, which occurred on July 24, 2017.

Upon completion of interviews, the selection committee prepared their final scoring and ranking results as reflected below.

<table>
<thead>
<tr>
<th>CM@Risk Contractor</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kiewit/McCarthy</td>
<td>1st</td>
</tr>
<tr>
<td>Sundt</td>
<td>2nd</td>
</tr>
<tr>
<td>Pulice/Stacey &amp; Witbeck</td>
<td>3rd</td>
</tr>
<tr>
<td>Archer Western</td>
<td>4th</td>
</tr>
</tbody>
</table>
The selection committee determined that Kiewit-McCarthy, Joint Venture was the most qualified and highest ranked firm to perform the CM@Risk services and has entered into contract negotiations for preconstruction services.

COST AND BUDGET
The negotiated price for Northwest Phase II Light Rail Extension preconstruction services is $1,600,000. An additional 10% contingency, to be held by staff, is also needed to address unforeseen changes and circumstances that may arise during the project’s design. Funding for the project will be a combination of federal, regional, and City of Phoenix T-2050 funds.

Project funding is included in the Valley Metro Rail adopted FY18 Operating and Capital Budget. Contract obligations beyond FY18 are incorporated into the Five-Year Operating Forecast and Capital Program (FY18 thru FY22).

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:

- Goal 2: Advance performance based operation
  - Tactic C: Deliver projects and services on-time/on-budget.
- Goal 3: Grow transit ridership
  - Tactic A: Expand and improve transit services to reach new markets.
  - Tactic B: Improve connectivity of transit services for greater effectiveness.

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
RMC: September 6, 2017 approved
Board of Directors: September 21, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract for the Northwest Phase II Light Rail Extension CM@Risk contractor for preconstruction services, with Kiewit-McCarthy for an amount not to exceed $1,600,000 plus an additional $160,000 (10%) contingency.

CONTACT
Wulf Grote, PE
Director, Capital & Service Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
None
DATE
September 14, 2017

AGENDA ITEM 6

SUBJECT
Administrative Office Space Lease – 14th Floor

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an 8.5-year lease agreement for the 14th floor in the 101 North First Avenue Building with USBC Real Estate, LLC at an average rate of $403,668 per year, excluding taxes and authorization for the CEO to issue procurements and enter into agreements for staff relocation, furnishings and equipment not to exceed $500,000 in total.

BACKGROUND/DISCUSSSION/CONSIDERATION
Valley Metro Rail (VMR) entered into a lease for 57,007 square feet (5.5 floors) in the 101 North First Avenue building in June 2005. The lease expires June 30, 2026. During the initial Central Phoenix/East Valley rail line build, VMR occupied all current floors to capacity. When the project finished and the majority of the consultants moved onto other projects, two floors became vacant. At that point Valley Metro RPTA moved to 101 North First Avenue to occupy the vacated space.

Staff and consultant personnel are increasing due to the addition of several new capital projects such as the Operations and Maintenance Facility Expansion, Northwest Extension Phase II, 50th Street Station, Gilbert Road Extension, Capitol/I-10 West, South Central and Tempe Streetcar. With additional staff comes the need for additional office space.

Valley Metro currently occupies part of the 9th floor and all of floors 10 – 13. The 14th floor currently is unoccupied, available, and will accommodate the agency’s need for additional space. In addition to providing space, occupying the 14th floor will also allow the agency to enhance security and improve efficiencies by consolidating departmental offices.

The 14th floor has 13,242 rentable square feet (RSF). The property owner has agreed to pay for all tenant improvement costs. The floor plan will be similar to the other floors, as will the quality and finishes of the improvements and furniture. Buildout will begin immediately upon Board approval with occupancy anticipated by early 2018.
Below is a breakdown of the anticipated division locations by floor:

<table>
<thead>
<tr>
<th>Division</th>
<th>New Floor</th>
<th>Current Floor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety &amp; Security</td>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>Document Control (Records Retention)</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Information Technology</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>Marketing &amp; Commute Solutions</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Capital and Service Development (CSD)</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>*Includes: City Offices, Capital Project Teams, Planning, Design, Construction &amp; Service Planning</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Contracts &amp; Procurement</td>
<td>13</td>
<td>11</td>
</tr>
<tr>
<td>Finance</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Executive &amp; Audit</td>
<td>14</td>
<td>13</td>
</tr>
<tr>
<td>Communications &amp; Public Information</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>Legal</td>
<td>14</td>
<td>13</td>
</tr>
<tr>
<td>Human Resources</td>
<td>14</td>
<td>11</td>
</tr>
</tbody>
</table>

*Board Room and Large Conference Rooms remain unchanged

**Lease terms for current space and proposed space**

<table>
<thead>
<tr>
<th>Term</th>
<th>¹Current Annual Base Rental Rate per RSF for floors 9-13</th>
<th>²14ᵗʰ Floor Base Rental Rate per RSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>07/01/17 – 06/30/18</td>
<td>$24.50</td>
<td>$0.00</td>
</tr>
<tr>
<td>07/01/18 – 06/30/19</td>
<td>$25.00</td>
<td>$28.50</td>
</tr>
<tr>
<td>07/01/19 – 06/30/20</td>
<td>$25.50</td>
<td>$29.00</td>
</tr>
<tr>
<td>07/01/20 – 06/30/21</td>
<td>$26.00</td>
<td>$29.50</td>
</tr>
<tr>
<td>07/01/21 – 06/30/22</td>
<td>$26.50</td>
<td>$30.00</td>
</tr>
<tr>
<td>07/01/22 – 06/30/23</td>
<td>$27.00</td>
<td>$30.50</td>
</tr>
<tr>
<td>07/01/23 – 06/30/24</td>
<td>$27.50</td>
<td>$31.00</td>
</tr>
<tr>
<td>07/01/24 – 06/30/25</td>
<td>$28.00</td>
<td>$31.50</td>
</tr>
<tr>
<td>07/01/25 – 06/30/26</td>
<td>$28.50</td>
<td>$32.00</td>
</tr>
</tbody>
</table>

¹ Base RSF for 57,007 square feet
² Dates are for illustration purposes as the 14ᵗʰ floor rate term will begin September 1 of each year and conclude August 31 of the following year.

**COST AND BUDGET**

The costs associated with this lease are $3.4 million excluding taxes, over the 8.5-year term, which includes a 9-month rent abatement period. The lease term would co-terminate on June 30, 2026 with the existing lease. Lease costs are included in the Fiscal Year 2018 (FY18) budget and are consistent with the five-year operating forecast.
and capital program. The cost allocation for new space will be charged to VMR overhead and projects.

The cost to relocate staff, purchase furniture and equip office space is estimated not to exceed $500,000. The FY18 budget includes $300,000 and additional budget capacity exists in the current fiscal year. These costs will be included in the mid-year budget adjustment.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020.

- Goal 2: Advance performance based operation
  - Tactic C: Deliver projects and services on-time/on-budget
  - Tactic D: Maintain a culture to recruit and retain a qualified and diverse workforce.

COMMITTEE PROCESS
RTAG: August 15, 2017 for information
RMC: September 6, 2017 approved
Board of Directors: September 21, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute an 8.5-year lease agreement for the 14th floor in the 101 North First Avenue Building with USBC Real Estate, LLC at an average rate of $403,668 per year, excluding taxes and authorization for the CEO to issue procurements and enter into agreements for staff relocation, furnishings and equipment not to exceed $500,000 in total.

CONTACT
Rob Antoniak
Chief Operating Officer
602-495-8209
rantiaki@valleymetro.org

ATTACHMENT
Table A – 14th Floor Expansion Cost Analysis
Table A

<table>
<thead>
<tr>
<th>PERIOD From To</th>
<th>SIZE (Square Feet)</th>
<th>MONTHS</th>
<th>RATE</th>
<th>Monthly</th>
<th>BASE RENT</th>
<th>Monthly</th>
<th>PARKING*</th>
<th>Monthly</th>
<th>ESTIMATED OPERATING EXPENSES**</th>
<th>MONTHLY</th>
<th>ANNUALLY</th>
<th>AGGREGATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/01/17 08/31/18</td>
<td>13,242</td>
<td>9</td>
<td>$6.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
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<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>09/01/18 08/31/19</td>
<td>13,242</td>
<td>12</td>
<td>$28.50</td>
<td>$31,449.75</td>
<td>$377,397.00</td>
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<td>$3,375.00</td>
<td>$40,500.00</td>
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<td>$196.44</td>
<td>$2,391.19</td>
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<td>$419,470.15</td>
</tr>
<tr>
<td>09/01/19 08/31/20</td>
<td>13,242</td>
<td>12</td>
<td>$29.00</td>
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Estimated Total Occupancy Cost: $3,431,175.27
Avg. Annual Estimated Occupancy Cost: $403,667.68
Avg. Monthly Estimated Occupancy Cost: $33,638.97
Effective Amortized Rental Rate: $30.48

Total Lease Term Base Rent: $3,098,628.00
Average Annual Base Rent: $364,544.47
Average Monthly Base Rent: $30,378.71
Effective Rental Rate: $27.53

* 3.0/1,000 parking ratio | 40 total parking spaces
$105/mo. for covered reserved | 77 spaces
$90/mo. for unreserved | 93 spaces

** Base Year 2017 Estimated Expense = $8.91/RSF
Assumes a 2% increase in annual expenses
Assumes first assessment is January 1, 2019
DATE
September 14, 2017

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chair Glover will request future agenda items from members, and members may provide a report on current events.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Scott Smith
Chief Executive Officer
602-262-7433
ssmith@valleymetro.org

ATTACHMENT
Pending Items Request
Pending Items Request

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