MEETINGS OF THE
Boards of Directors

| Joint Meeting of Valley Metro RPTA and Valley Metro Rail | Valley Metro RPTA | Valley Metro Rail |

Date:
April 19, 2018

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

If you require assistance accessing the meetings on the 10th floor, please go to the 13th floor or call 602.262.7433.
Joint Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, April 19, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

1. Public Comment On Agenda Action Items (yellow card)

The public will be provided with an opportunity at this time to address the committees 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. Chief Executive Officer’s Report

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

3. Minutes

Minutes from the February 22, 2018 Joints Boards of Directors meeting are presented for approval.

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

The public will be provided with an opportunity at this time to address the Joint Boards of Directors 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.

Action Recommended

1. For Information
2. For information
3. For action
4. For information
5. **Financial Audit Services Contract Extension**

Scott Smith, CEO, will request that the Board of Directors authorize the CEO to execute an extension with CliftonLarsonAllen LLP for Financial Audit Services until December 31, 2018, utilizing a Cooperative Agreement extension (16031-FAS) through the State of Arizona. The period of service will cover the fiscal year 2018 audit for an amount not to exceed $108,570.

6. **Information Technology Solutions**

Scott Smith, CEO, will introduce Phil Ozlin, Manager, Information Technology, who will request that the Board of Directors authorize the CEO:

A. To allocate $1,373,900 to purchase additional hardware, software, licensing, and professional services.

B. To execute a five-year contract with Mosaic451 for 24x7 security monitoring with incident response services and onsite staff in an amount not to exceed $2,076,000 plus an additional $208,000 (10%) contingency for the period of July 1, 2018 to June 30, 2023.

C. To execute a five-year contract with Imagine Technologies for managed printing services for our large MFP printers in an amount not to exceed $475,000 plus an additional $95,000 (20%) contingency for the period of July 1, 2018 to June 30, 2023.

D. To execute a two-year contract with Alesig Consulting, LLC for maintenance and upgrades for our Customer Assistance System (CAS) in an amount not to exceed $220,000 plus an additional $44,000 (20%) contingency for the period of July 1, 2018 to June 30, 2020.
7. Executive Session

The Boards may vote to enter Executive Session for discussion or consultation for legal advice with the attorney or attorneys of the public body and to consider its position and instruct its attorneys regarding the public body’s position regarding personnel matters and contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation; all as authorized by A.R.S. Sections 38-431.03 A.1, A.3., and A.4.

8. Executive Session Action Items

The Boards may take action related to items discussed as part of Agenda Item 7.

9. Travel, Expenditures and Solicitations

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

10. Future Agenda Items Request and Update on Current Events

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.
Information Summary

DATE
April 12, 2018

SUBJECT
Items for Citizens Present

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

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
Information Summary

DATE
April 12, 2018

AGENDA ITEM 2

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Scott Smith, Chief Executive Officer, will brief the Boards 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

April 12, 2018

Agenda Item 3

Board of Directors
Thursday, February 22, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

RPTA Meeting Participants
Councilmember Suzanne Klapp, City of Scottsdale (Chair)
Vice Mayor Lauren Tolmachoff, City of Glendale (Vice Chair)
Councilmember Kevin Hartke, City of Chandler (Treasurer)
Councilmember Pat Dennis, City of Avondale
Councilmember Eric Orsborn, City of Buckeye
Councilmember Nick DePorter for Councilmember Cecil Yates, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Chris Glover, City of Mesa
Vice Mayor Thelda Williams, City of Phoenix
Councilmember Skip Hall, City of Surprise
Vice Mayor Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown

Members not present
Vice Mayor Bob Jones, City of El Mirage
Councilmember Bill Stipp, City of Goodyear
Supervisor Steve Gallardo, Maricopa County
Vice Mayor Jon Edwards, City of Peoria
Councilmember Linda Laborin, City of Tolleson
Mayor Everett Sickles, Town of Wickenburg

VMR Meeting Participants
Scott Butler for Councilmember Chris Glover, City of Mesa (Chair)
Vice Mayor Thelda Williams, City of Phoenix (Vice Chair)
Councilmember Kevin Hartke, City of Chandler
Vice Mayor Laruen Tolmachoff, City of Glendale
Vice Mayor Robin Arredondo-Savage, City of Tempe (phone)

Chair Klapp called the meeting to order at 12:15 p.m. The Pledge was recited.
1. **Items for Citizens Present**

For the record, is there anyone on the phone for this meeting? Okay. Thank you. Okay. So we'll begin with Public Comment cards. I have one yellow card. So if there were any others to be turned in, please do so now.

And this is an opportunity to speak on non-agenda items. You have up to three minutes. Please give your name and city for the record. We will begin with Blue.

Mr. Crowley said well, it's not on your agenda, but it is a part of your packet what I'd like to cover for the open part of what I can discuss is the legislative review where it has the update saying, well, the counties can progress with trying to put together Prop 500 and that the coalition of business and community leaders continue to meet to discuss statewide transportation needs and remedies, does that mean they're writing the prop 500 part of it?

I asked at the manager's meeting where this was, because with you now having lobbyists at both the legislature and at the Congress. At the legislature they closed the hopper just recently, so if there was anything that you needed your people to be doing to get stuff in there that was back then. And I asked what was being done and was not given an answer because there wasn't one.

And then also I pointed out that if we were using federal funds to lobby them that was a violation of the code. And according to Mr. Smith, he was hanging out with the lobbyists and our congressional delegation to get that done and accomplished.

During the next part I'll do an action item getting into the specifics of that, but as I was trying to inquire from this Board and from managers what are the marching orders that you are giving our lobbyists to get the job done.

Because when I look at the document that says these are all the projects that we're looking for in the federal agenda, I didn't see a bunch of bus stops in your areas, and I didn't see a bunch of your cities getting federal funding to do the transit part of it as in the rubber tire. I did see a lot of rail, but then that will be discussed in a moment. Before that, what is it that you have told Mr. Coughlin to do down there at the legislature. And if you haven't done instructions why not, because there needs to be more involved in what they're doing in getting this job done and accomplished. Thank you for your time.

Chair Klapp said thank you. We have one more person that wants to speak and that is Jeff Hall.

Mr. Hall said hello, my name is Jeff Hall. I'm a resident of the City of Phoenix. Recently moved to Phoenix, I was previously in Tempe and I'm having a hard time seeing tags,
but if you're a representative from the City of Tempe we probably spoke last year about the same issue.

But the short version of it is that there is a serious problem with what was formerly known as Dial-A-Ride and now known as paratransit services that people don't seem to be aware of and it doesn't seem to be getting addressed.

I would hazard that that service works the way that it's intended to work roughly 70 percent of the time. I'm really here speaking on behalf of my wife Patricia who is permanently disabled. She's not able to drive. She relies on that service to get out of the house to make it to her doctor's appointments.

And she ends up missing doctor appointments or being stranded in various places around town because paratransit isn't able to do what it is that they say they're going to do. They're not able to show up at her residence on time to pick her up or they're not able to show up at a doctor's office on time to pick her up.

Now Patricia, compared to some people who rely on that service, is relatively fortunate. She has me, she has other family members where if that service falls through, she can get a ride from somebody else. She has more resources than other people in her situation do. She can call Uber. She can call a cab.

A lot of the people who are members of the organizations that we work with, organizations that represent disabled people around Phoenix, they don't have those resources. They're completely dependent on the service and it doesn't work.

A service like this that works even if it was working 90 percent of the time is unacceptable. If the buses only ran 90 percent of the time nobody here would be satisfied with that. If the train's only ran 90 percent of the time nobody here would be satisfied with that.

But when we call paratransit and say, hey, this is yet another circumstance where they were supposed to pick her up at a doctor's office and she got stranded outside in the rain because you couldn't do your job correctly, no one responds. Nobody thinks it's a crisis.

It is a crisis for the people who rely on that service, absolutely a crisis a lack of service. I do not understand why it is not being addressed by the people who are in this room on a consistent basis until you have a service that operates at the same reliability with the same level of customer service that the light rail systems and the bus systems do. I think that's what we're required to have under the law. I think that's what we should have regardless of the law. And it's a disappointment that we are effectively not able to use that service anymore because it can't be relied on to provide what she needs. Thank you.
Chair Klapp said thank you. Okay. We'll move on to report from Scott Smith.

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

Mr. Smith said thank you, Madam Chair, Mr. Hall, Ron Brooks is our -- Ron, raise your hand over there. And I'd love for you to be able to sit down with him and follow up on what you were talking about, okay, because we're interested in what you have to say about that service; okay?

Thank you very much for being here and for the opportunity to give you an update about what's going on in Valley Metro.

I'd like to start out by thanking our two chairs, Councilmember Klapp and Councilmember Glover. In front of you is a copy of an op-ed they penned for running in the Phoenix Business Journal. Thank you very much for spreading the gospel as it relates to the changing world that we're involved in.

I had the opportunity to speak to Friends of Transit last Friday and I was reminded of an old Chinese adage and I finally -- I looked into it a little bit and realized that it's actually a curse, although it isn't Chinese, but somewhat of a curse. And slowly we've always heard about living in interesting times. And it explained why that's a curse.

Because if you think about it, there's not a whole lot of pages in history books devoted to non-interesting times. When everything's going well and there's no wars or anything, they don't write about that. History is written about turmoil and disruption and change and all of those times.

And we are in that time in transit. We're looking for new ways to meet ever-expanding demands and technology and things like that.

And I appreciate that our two chairs addressed that issue because we will have to take the leadership role as we move into the future as it relates to better ways to provide services, as you just heard, where we're struggling right now.

There's other areas where we will be meeting new expectations with ride share and with autonomous vehicles. And we are dedicated, our staff is, and the Board has given us the charge, thank you very much, to be leaders in this area. So this op-ed was a good sort of a call out to the community that we will take the leadership, so thank you about that.

Next, I'd like to make you aware that our internal auditor -- Mary, raise your hand over there -- she's been busy establishing her department, and she presented her first two audit reports to the Audit and Finance Subcommittee last week, I think it was.
Those audits relating to hardware and software management, non-revenue fleet management were new experience for us because we have not been used to internal audits, so it's very good to have someone in here helping us to better ourselves.

And you can actually find those audits posted -- those audit reports posted on our Website at valleymetro.org/internalaudit, so anyone in the public or on the Board can find those audit reports that came out. And we’re excited about the opportunity we have to use Mary as a tool in bettering our operations.

Over the last month we've had meetings on South Central with art and with other public meetings where we've introduced to the public our design, which is at about almost 40 percent now, 40 percent you sort of have the layout and then you get more detailed, so we're at that critical stage. And we also introduced art work to the public and have started a series of meetings on that, which was also held a couple weeks ago here in February.

We're moving right along with construction on Tempe Streetcar and Gilbert Road extension. If you drive through downtown Tempe or in east Mesa, you'll see actually piles of rail that have been loaded onto streets. And it's an exciting time, and we're moving ahead with that construction. They're actually welding some of the rails together and are pretty close to installing rail in Mesa. We're a little bit further away in Tempe, but hope to begin that later this spring.

Coming up in March Valley Metro, once again, will be a sponsor with the City of Phoenix with Sky Harbor Airport and the city and ADOT with our DBE small business expo. We co-sponsor this every year. It's a great opportunity for our smaller businesses and DBEs, which are disadvantaged business enterprises, to get together and really introduce themselves to us.

We do a very aggressive outreach program to get as many people as we can involved in our projects. These are projects that are voted upon and paid for by our community, and our goal is to include as many as we can into the projects themselves because these are their projects.

We also would like to update you on where we are with Respect the Ride. These Boards approved the new Code of Conduct back in October, and we told you starting the first year we would see some physical changes.

Over the last couple three weeks, we have been installing the paid fare zone lines. We're looking at those to make sure that they're in right places. Sometimes they're not, sometimes they are. Most of the time they are. And we're installing signage. This work will continue on all the platforms, all thirty-five of them, on our 26-mile system through about the middle of March.
We also updated the training to our security personnel. The idea, once again, is that this is not an enforced program. We hope this is a positive, educational program, and a behavioral change, a cultural change. We want people to understand that, first of all, there are expectations in our system. Number two, that riders, the vast majority, which are there to enjoy a ride, have rights. And we want to let those know who are wanting to misbehave on our system that there are now standards, and we're going to enforce those standards.

But the idea is to be one that's positive in nature. We're not about heavy handedness, but we are serious about making sure that people have a safe and secure ride.

We like to celebrate achievements by our staff and let you know good things our staff are doing. And this month is sort of interesting. John Williams works as a Facility Maintenance Coordinator, works out at our Operations and Maintenance Center.

And, as you know, if you've driven where it is, it's sort of isolated there by the 202 and the 143 and there's a lot of industrial and everything around there. And John noticed that there was on our property -- you may not recall, but about a year and a half ago, the Boards actually approved the construction of a security fence around this facility. We didn't have any fencing around the facility before that.

And as John was going around, he noticed there was an encampment, a large encampment, and actually this encampment under the bridges and around our property that were leaving garbage and everything. And one of the interesting things is the encampment had taken over a large storm sewer vault and had created sort of a cave out of this, put a ladder down in it, and created a real safety hazard, a safety situation.

John took it upon himself to make everyone aware of that. We brought our safety and security team in there, worked with ADOT on whose property that is, the Phoenix Cares project, which is a project, an outreach project for homeless and other at-risk people, and did a really good job where we could go in and address this issue and create -- avoid a safety and security issue.

So we'd like to recognize John. John, you want to take a stand up for taking the safety and security team and public seriously, willing to assist, and be one of those employees that, like I said, whatever it takes, goes the extra mile to create a safe and secure one.

So, thank you, John, and if you could get a picture with the two chairs, come on up.

We'd like to recognize a few of our other staff who have gone beyond the call of duty, so to speak, and have really embraced a program that we partner with Cox Communications. You know, we have a large organization like your cities and we go through a lot of computers. And our policy is when those computers meet the end of their life, we usually sell them off for scrap and other things.
Well, we joined with Cox Communications a couple years ago to start refurbishing and giving those computers to people who, believe it or not, do not have a connected home. They don't have computers in their homes. And as we know now in school, if you don't have a computer and aren't connected, you're at a great disadvantage. As most of -- I was amazed to see my junior high granddaughter doing every bit of her work on her iPad and on a laptop.

Cox helps provide connectivity at no cost and even greatly reduced rates. And we have members of our team who come together in working both with us and we also use interns from ASU. They clean up the computers, you know, wipe the data and set them up so they can be given and donated and given to families.

We partnered with both Cartwright School District and more recently Mesa School District. As a matter of fact, we have another event, I believe tonight or next week -- tonight, tonight at Holmes School in Mesa. These are of course lower income areas where the families are just amazing.

We'd like to show you a little video that Cox prepared -- or I don't know if Cox prepared it, but a little video program like it was last year at Cartwright.

(A video was played.)

And you saw Darrel there with also like Wes and Jason, I think you're out there also, the three of them stand. And Corrine. These four lead our effort. And, once again, if I can have the board chairs come on up, because we'd like -- they said their life desire after doing this was to get a picture with you.

And tonight, we're going to be at Holmes Elementary giving seventy computers. So these are things that we would send off to scrap, and I think we'd probably get maybe ten dollars a computer for scrap, so it's a great program.

And finally, we've been talking to you the last couple months about our Shifting Gears program, where we're really trying to focus as a team on to building a team and creating a core value. Our core purpose, as we've defined it, is connecting communities and enhancing lives. And we talk about our core values as being whatever it takes team work, customer focus. And part of that as we look at the undertaking, we want to focus on was in building our staff and creating opportunities.

Believe it or not, Valley Metro did not have a formal or has not had a formal training in personal, professional development program. We have been sort of mix and match as we've sent people outside to personal training courses and other things, but we've never had anything formally.
For an organization our size and with a critical mission, we felt this was very important. Well, within the last month we have -- and thank you very much, Vice Mayor Peterson. We've added Julie Landspurg who used to work for the Town of Gilbert, Julie, where are you -- oh, she's not here today.

She's gone today on your one time to shine. And Julie is added as our Training and Development Administrator, and her primary job is to really bring into line our Shifting Gears and to create a consolidated and coordinated personal and professional development program. And we're happy she's on board and confident that she can help elevate our performance and make Valley Metro a place where people want to be, so we can truly play out our core values and our mission, which is to serve you and our community. And that is my report.

Chair Klapp said thank you. I did want to note one item that you had in the report. And for the people who are new to this Board or new to the audience, we didn't have an auditor until this last year, so I think it's particularly important that we have audit reports that are on the Website.

And I encourage people to read them. This is an effort to find efficiencies and improvements in the organization as well as to be more transparent to the community, so I think it's a great thing we're doing to put the reports on the Website.

Mr. Smith said and thank you for mentioning that. This was one of the initiatives that these boards, a couple years ago, asked us to undertake, and we've done so, so thank you.

3. Minutes

Chair Klapp said the minutes from the January 19, 2018 Joint Board meeting are presented for approval.

IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE JANUARY 19, 2018 JOINT BOARD MEETING MINUTES.

4. Public Comment on Agenda Action Items

Chair Klapp said next we move on to Public Comment, which is on the blue card, for the joint meeting. So if anybody else wants to submit a card, this is what it's for, and this is to make a comment on all action agenda items. The speaker has up to three minutes to provide any comments that they'd like, and, again, give their name and city. So we have one card from Blue.
Mr. Crowley said on the Federal Transportation Agenda, as I said before, where it shows that there are a lot of rail projects there, but I don't see where we're trying to get it to done and accomplished the parts that should be done for the bus and all other alternatives to rail.

On the Transit Asset Management Plans and showing that you're trying to do things cost-effectively and that I know that it's probably because I get mine the old-fashioned way, I come down here and pick it up. I don't have the electronics.

But it did need to be printed on both sides of the paper because it would have been a lot smaller and just as effective because I don't need that many blanks to do notes and such.

Also, in here you've got the travel and expense thing. And there's a Mr. Gallagher who is listed about twelve times on a bunch of different stuff. It comes to multiple millions of dollars that were given to him in risk management services. If you could have staff explain that to me, I'd really appreciate it.

Lastly on being that this is the joint agenda, the action items, the Fiscal Year Transit Performance Report and how the percentages have gone down.

I don't understand with, unless we've gone through some extensive labor negotiations, how the cost from one year to the next has gone to the extent that it has to where it's saying we're only getting a dollar fifty-something from each boarding that where is it that in the continuance is it that we've got ridership that's gone down that much or what, because I look at those numbers and I go what are we doing here and how is it being done.

And when it comes to farebox recovery on the bus is what, a hundred percent, because you can't get on the bus without a ticket so, thank you.

5. Consent Agenda

Chair Klapp said the next item is the Consent Agenda. There are two items. And the first question would be does anyone want to remove anything from the consent agenda?

Okay. Then we do have a report on Item 5A that's going to be provided. It will remain on the consent agenda. We just want to provide some information for the Board.

Mr. Smith said Madam Chair, I'd like to introduce John Farry, our Intergovernmental Relations Director, who will talk a little bit about the Federal Agenda that you have in front of you.
Mr. Farry said thank you, Scott. Madam and mister chair, members of the Board, we decided to talk about this. There's been a lot of activity recently within the last couple of weeks at the federal level and we wanted to bring you up to date.

So earlier this month, Congress actually passed the bipartisan budget act. It did two things. It provided continued funding for the operation of the government through March 23rd, and more importantly, it provided spending caps for both defense and non-defense activities of the government for both fiscal years '18 and fiscal year '19.

What that basically allows is between now and March 23rd, the appropriations committees can get together and actually provide the long-term funding for this fiscal year. The good news is those spending caps were increased both for defense and non-defense. That's good news for public transportation. That looks like the funding levels at the FAST Act levels will be held true.

Also last week, the President introduced his fiscal year '19 budget. As was the case last year, that budget includes funding for transit for the formula funding for those federal funds that come to the bus program. What it does not include is federal funding for the Capital Investment Grant for the rail program, the New Starts program. That happened last year.

We'll see what happens in the fiscal year '18 appropriations. As I said, that budget act Congress passed looks like it will provide enough money to do that for fiscal year '18. So the other thing that he did is introduced his infrastructure program which has been long awaited. He's been talking about it for a long time. That proposal calls for one and a half trillion in dollars and investments. It actually -- doesn't really identify, it just says there will be 200 billion dollars in federal funding for that program.

It doesn't identify the source of where that funding comes from. In fact, some people believe that the President is using some of this Capital Investment Grant money to provide some of that $200 billion. I should also mention that $200 billion is over a 10-year period, so that's basically $20 billion a year over the next ten years.

Transit is not specifically mentioned in the infrastructure program. But one thing it does do is it calls for project permit streamlining. So some of the environmental processes it's asking for a streamlining to go forward so that those projects can be funded faster. So, as I said, the domestic spending levels are good news for us. It looks like it will fund the Capital Investment Grant program.

We still have our Federal Valley Metro Agenda to provide to you to take back to the National League of Cities. I think some of you will be going back there next weekend.

And to give you some information, there's really two or three messages. One is to fully fund the FAST Act. Congress overwhelmingly passed the FAST Act in fiscal year 2015.
It provided funding levels or authorized funding levels for all the programs we need. So if Congress follows through on funding what was authorized in the FAST Act, we’re going to be in good shape.

We want to maintain funding for that Capital Investment Grant program, remind our delegation members that the President is not looking favorably on that program and we need that program.

The other important thing that you can talk to our delegation members is that voters in this region provided the federal and local and regional funding necessary to pursue our public transportation programs, so here in this region we’ve stepped up to the plate and now we’re looking to our federal partners to front their share of it.

Real quickly, one item I’d like to address at the state level is Senate Bill 1147. It was mentioned earlier. Blue mentioned it. It’s legislation that allows the County to call for elections to fund transportation plans. In Maricopa County that means that a plan could be developed and the County Board of Supervisors would basically approve us to go to the voters with that plan for Prop 500.

This authority used to exist for Maricopa County, but it was taken away, which meant for Prop 400 we had to go to the state legislature to get that approval. This would circumvent that process and let us go directly to the county supervisors. The bill passed the Senate earlier this week with a vote of 24 to 6. We had strong Republican support. It now goes to the House. So if you get an opportunity to let your state legislators know in the House that this is a good bill for us that would be great. And that completes my report, if there are any questions.

Chair Klapp said thank you. Any questions? Thank you. Anything else on the Consent Agenda?

Mr. Smith said no. I'd just like to echo on Senate Bill 1147, it is something that is very important to all your cities because it basically returns to the cities through the MAG process and other things the ability to shape our future.

Thanks to Senator Bob Worsley in the Senate and broad-based support 24 to 6. And now it’s in the House where it can be a little bit rockier, but if we can get over this hump it will go a long way toward helping us in our efforts to really get a plan that works for all of the cities in the entire region in Maricopa County.

Chair Klapp said thank you. Could I have a motion for approval of Consent Agenda Items 5A and 5B.
IT WAS MOVED BY MOVED BY VICE MAYOR TOLMACHOFF, SECONDED BY COUNCILMEMBER GLOVER AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

6. Transit Asset Management Plan – Policy and Goals

Chair Klapp said we'll now move on to the regular agenda and beginning with Transit Asset Management Plan, Policy and Goals with a report from Mr. Smith.

Mr. Smith said thank you, Madam Chair. I know all of you just couldn't wait to hear about the Transit Asset Management Plan. This is a big deal. It's required by federal law. And as you can well imagine, we have a lot of money invested in a very large bus fleet, vanpool fleet and rail fleet. And not to mention all the physical, whether it be bus maintenance and all those kind of things.

The federal government now requires us, through the FAST Act, which you've heard about, to prepare a Transit Asset Management Plan. And our success in this is necessary because future federal funding will be required will be judged or will be measured based on our ability to implement this plan.

So we have Wendy Platanitis who is our Senior Management Analyst, and who has taken over the leadership in this, from our Operations and Maintenance Department who's going to give you a brief overview of exactly what this is, what it entails and to ask for you approval of this plan.

Ms. Platanitis said thanks, Scott. Good afternoon. As Scot mentioned, I am Wendy Platanitis. I work in Operations and Maintenance under the direction of Ray Abraham, and I'm here today to give you a brief overview of Valley Metro's Transit Asset Management Plan.

So transit asset management began back with MAP-21. It was legislation that was approved in 2012 and at that time there were several larger, older transit asset agencies that had some accidents as a result of faulty equipment. And MAP-21 assigned FTA to come up with a transit asset management plan as well as a reporting process to bring greater accountability to the nation's public transit assets.

FTA came out with their final rule in October of 2016. And it is a requirement to have a plan in order to continue to receive FTA funding and also, where applicable, we are in coordination with MAG and ADOT on our plan.

So there are nine elements that FTA would like us to have in our plan. The majority of these elements are already items that Valley Metro has undertaken. There is a process underway of compiling and gathering a large quantity of data which may result in us needing additional resources in the future.
My presentation here will be mainly on performance measures. Well, you have a memo where we’re asking you to approve Valley Metro’s Asset Management Policy as well as the goals which tie to our strategic plan.

So part of the asset management plan is for Valley Metro to come up with a state of good repair definition. So this is the definition that Valley Metro's team has come up with which is basically to keep the assets in a safe and good state of repair by regular maintenance and replacement programs.

So the first performance measure is for rolling stock, and it's an age-based measurement where FTA would like us to identify the particular asset classes that fall within these useful life benchmarks.

The useful life benchmark is something that FTA has identified for the TAM plan's only. It is not the same year or measurement used in finance for depreciation or grant programs. So we will be reporting not only on the rolling stock, but as well as on the non-revenue vehicles and the entire fleet there.

The second measurement is performance based and that deals with rail only where FTA would like us to look at the percentage of our track segments that are under a performance restriction. And a performance restriction for the light rail would be where it is going at a speed that is reduced from the normal revenue speed in a particular section.

And then the third measurement is condition based and that is for our facilities and facilities by their particular sub asset class. And we are reporting on those facilities that have a condition rating below a three on the FTA term scale.

So what does that mean? The next slide identifies FTA’s Transit Economic Requirement’s Model and it is a scale they’d like us to use for the condition assessments with a five being excellent and a one being poor. So we will report on those that are under a three or adequate.

So some examples of what it looks like to be rated three or below, we have a Park-and-Ride asphalt which was rated at a three as well as some concrete out at the bus operations and maintenance center in Mesa where there was lots of cracking near the drain and that was rated at a two and that has since been repaired.

The next slide is for a passenger station canopy where the right is in good condition. The one on the left has a large tear in the center here, which was rated at a two. And that has since been repaired as well.

So, again, these performance measures were identified by FTA. We will report a target as well as the actual performance measurements. The target will be done at the
beginning of the fiscal year followed by reporting the actual performance measure in October following the fiscal year. At this time these performance measures are only for reporting purposes, and we are not penalized if we do not reach our target performance measure.

So that concludes my presentation on the performance measures, and you have a memo in front of you on the asset management policy and our goals which we are asking for approval on.

Are there any questions?

Chair Klapp said could I have a motion, please, related to this agenda item?

**IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY VICE MAYOR WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE ASSET MANAGEMENT POLICY AND GOALS.**

7. Executive Session
8. Executive Session Action Items

**These items were not heard.**

9. Fiscaly Year 2017 (FY17) Transit Performance Report

Chair Klapp said we will move on to Item No. 9 Fiscal Year Transit Performance Report. And, Mr. Smith, would you like to start this out?

Mr. Smith said thank you, Madam Chair. Every year our staff prepares and is required to prepare a transit performance report. This is for the fiscal year ’17, that's the fiscal year ended last June 30th. So this data is for the previous year, not the current year. I'd like to introduce Tyler Olson, who is our Budget and Operations Financial Control Manager, who is going to give a brief overview of this transit performance report.

Mr. Olson said good afternoon, Chair, members of the Board. I'll be presenting this item for information today.

On an annual basis we gather service data from transit providers in the region. This includes data from the City of Phoenix, Glendale, Scottsdale, Peoria, and Valley Metro. All data collected conforms to National Transit Database Standards.

The database is used to support planning -- service planning analysis, as a reference doc for various reports, including the agency fact sheet, and also shows a transparent view of public service transportation service in the valley.
This is a systemwide summary review. You'll see on the left side the performance indicators and then across the top each of the routes that we operate. I'm just going to hit a few of the high notes throughout this presentation.

The fixed route bus boardings accounted for approximately 72 percent of all boardings. Light rail moved the most passengers per revenue mile coming in at almost five boardings per mile. Paratransit provided a total of 9.6 million revenue miles. It's almost three times the amount of rail revenue miles delivered. Vanpool collected the highest average fare at $2.90 per boarding.

These next few slides are going to be a historical view of service that we've provided. Four-year review of bus decreasing ridership has been a challenge for us. Many agencies across the country are experiencing this.

Contributing factors include increased automobile ownership, lower gas prices and increases in telecommuting, as well as increased number of Transit Network Companies, TNC, such as, Uber and Lyft. For FY17 we had a total of 49.4 million boardings for bus.

On light rail we saw an increase in revenue miles delivered in FY17. This is primarily due to the twelve months of operating the 26-mile alignment. If you remember, we brought on Central Mesa Extension in August of 2015, followed by Northwest Extension in March of 2016, so you see that jump there.

Our significant change for FY17, as you know, was the delivery of the regional Dial-A-Ride service. That increased our revenue miles delivered significantly.

Although you can't see it in the slide, in FY16 we had 8.1 million revenue miles delivered. In FY17 it's 9.6 million. That's an increase of one and a half million, so we're up 18 percent on the service that we provided. Average trip length was at 8.4 miles per boarding. And then average fares of 2.69 flat from '16.

The next two slides, this is a peer comparison using National Transit Database information for some other agencies in the country. Valley Metro -- although, I want to note that these are in 2016 dollars at the time that was available. So you'll see on the right side of the screen Valley Metro and FY17. So Valley Metro operated at $5.02 operating cost per boarding. And our fare recovery was slightly lower than our peers. Valley Metro is at 15 percent versus 18 percent.

The light rail comparison shows that we were close to our peers for cost per mile at 12.48 versus 12.32. And our fare recovery is slightly higher than our peers at 32 percent versus the peer average of 27 percent.
Paratransit system I want to note that paratransit business models vary greatly throughout the country. Many agencies own their operations and maintenance facility vehicles staffed to provide the service many don't, so you can see some capital costs reported within some of the cost depending on the business model.

Our average trip length for FY17 was 8.42 miles. And total ops cost per mile was 5.18, so it was slightly higher than the peers, but, again, the peers are also in 2016 dollars, so we'd expect that number to be a little bit higher.

Thank you. That concludes my presentation. I'd be happy to answer any questions that you may have.

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

Councilmember Hall said thank you, Madam Chair. We're about eight months into this fiscal year and we're just getting last fiscal year's report. I was just wondering if there is any way we can get this sooner.

Mr. Olson said our goal is to tie it to NTD standards. Typically most cities in the region don't have their NTD data submitted until October 31st when it's due, getting all their books closed out and collected. We could certainly ask for it sooner. I just can't promise that through the NTD validation process that the FTA might ask them to change some numbers or maybe they don't have final numbers yet at the time.

Councilmember Hall said okay. And then why is our fare recovery under the bus system falling so much since fiscal year '14? It's gone from 22 percent to 15 percent. Why is that?

Mr. Olson said well, we definitely haven't had a fare increase since, I believe, March of 2013, so that's going into part of it. You know, operational costs go up each year. We aren't seeing the ridership that we normally do, so it's a combination of those things.

We also know that we have some potentially -- potential improvements that we need to make on reduced fare point of sale of reduced fare passes that could assist in driving that up.

Councilmember Hall said so, our farebox recovery when it's peer, when we match ourselves against peer, we got that here?

Mr. Olson said so Valley Metro's at 15 percent.

Councilmember Hall said so that peer is almost at 18 percent and we're at 15?
Mr. Olson said that's correct.

Mr. Smith said farebox recovery is a function of costs obviously and revenue. The number of miles, if you look over the last five miles has increased while the number of riders has decreased. Just that combination of more miles and less riders, it takes your operations higher than what they were and creates revenue potential that's lower.

We do have an issue with our reduced fare, and both Phoenix and Valley Metro are working with this since they obviously run the huge bus system to correct that.

We run only 50 percent right now on reduced fare on our system. The national average is somewhere between 25 and 30 percent. We believe one of the reasons for that is that we don't require -- we don't have the capability right now through our system to provide as ambitious of a certification process to make sure that people who are eligible for reduced fare are the only ones buying reduced fare.

Right now if you walked into one of our vendors and said yes, I qualify, the odds are they'll probably sell you one. So we really have to in order to take control of that, we need to change over and update our system, which there's going to be an RFP go out for an updated system sometime in the next few months that will allow us to better control that process that's gotten worse over the last few years.

So the combination of more operating miles which means operating costs, whether we have fifty people on a bus or five people on a bus it costs the same to operate that bus, but more miles, more routes that we're operating, we have fewer passengers and our average fare has gone down partially because of that reduced fare issue will mean our fare recovery is going to do down also. Those are the primary reasons for the reduction in the last four years.

And we're addressing, once again, the fare revenue aggressively working with the City of Phoenix to deal with that.

Councilmember Hall said and then I was surprised by the average fare under paratransit $2.69; is that right? That just seems low to me.

Mr. Smith said once again, federal law requires that we provide paratransit anywhere where we provide bus service. And then cities have chosen to provide service beyond that. Our paratransit rates can be no more than twice the bus rate the transit rate. So on a rack rate four dollars -- since two dollars is our bus and our rail, four dollars is the most we can spend.

Councilmember Hall said charge.
Mr. Smith said charge, most people charge. I'm sorry. Because of reduced fares and things like that, it does lower the average fare down below that four dollars. There are those who don't, you know, they don't pay the full amount because they get discounts for other things. And also we encourage some on some paratransit, especially if they're on RideChoice or something like that to put less in. So our actual fare will always be lower than what our so-called our rack rate is because not everyone pays that same fare.

But we're limited to four dollars on paratransit. And that's one of our challenges. We're going to be coming back to you in the next few months because with paratransit being an on-demand service, many communities have different qualifications, have different service models, allow different things. We are basically required by federal law to provide paratransit within three-quarters of a mile of an established regularly scheduled bus route.

And there is no requirement to provide paratransit outside of that. Some communities that's the level. And only to certified basically ADA.

Customers, people. Many communities provide service beyond that physical location and also provide service to seniors and others who are not ADA.

And as opposed to being a regularly scheduled, where we can define what our costs are, paratransit is an on-demand service; so, if somebody calls and they're within our service area, whatever that city may define as their service area, we will go pick them up, whether it's two miles away or fifteen miles away. So it's a lot harder to control that. And when someone calls we have to go pick them up.

Since we've established the regional service, it's been more difficult for us to control trip lengths, and it's harder to be efficient with allocation of your resources because now someone can literally get in a Mesa Dial-A-Ride and go to north Phoenix. And, guess what, they pay four dollars. If they go from downtown Mesa to Fiesta Mall, it's four dollars.

So you can understand the challenge that we have with regional service and everything to controlling the costs.

We'll be talking with your staffs in great detail. We put a task force together inside to really understand the cost model since we went to regional service, because it definitely has been thrown upside down. We figured that when we went into the regional service that there would be a lot of shifting from local routes to regional routes. That has happened but not to the extent that we imagined. And this is human behavior.

You can't tell what's going to happen. So we've established an internal task force. We hope that within this budget process to get back to you with some very specific data as
it relates to who's riding, where they're going, why is it costing what it costs, because I think that your cities and this body are going to have to make some if they -- unless they choose to keep spending, are going to have to address or at least consider some policy issues as it relates to what kind of service we're going to provide, to whom we're going to provide it, and what we're willing to charge for that service.

There are some flexibilities you can give as far as zoning, things like that. But before we want to go down that route, we want to have the data for you. So we'll be back to you before by about within two or three months with that information.

Councilmember Hall said and then, as you know, Scott, we just got to do a better job at delivering. You know, we just got to. And hopefully that's going to be what you talk about, too.

Mr. Smith said we agree with you. Part of that is, once again, how we better allocate resources to get it where it is. The one thing that we'll be honest with you on is expectations. High-level service is not cheap. And that's not an excuse. I'm just telling you we're going to hopefully have a very, very honest discussion as to what do we need to provide, what do we want to provide, and what can we afford to provide. And those are not fun discussions.

Because we recognize that it impacts people, but, you know, in many ways we've created expectations that outstrip our financial resources, and so we're struggling with finding that balance. So we'll include that discussion when we come back to you.

Councilmember Stipp said thank you, Madam Chair. I want to caveat my question before. The work that I do outside of being a council member is I work with military and general officer staff. And one of the things that they bring forward in their decision-making process is don't just give us information, give me knowledge. And there's a difference between information and knowledge.

So having said that, and I think, Scott, you may have addressed it, but there's a lot of information in all of these slides. And there's trends within these slides that we just kind of glance over. And I'm looking for the staff analysis of this. What does this really mean. Tell me what -- and as the general's say, "so what?" Tell me "so what?". What's the so-what part?

And I think you may be getting at that with the task force that that might bring the "so what?" to the rest of this conversation. Because right now there's twenty-five slides that are just data, it doesn't mean anything to me. And as a representative of the, you know, of the West Valley, we've got our own unique challenges out there as well.

So, help me, how do I engage the rest of the conversation? I guess I'm looking for a "so what?" And is that going to come from this task force?
Mr. Smith said well, it will come from the task force. The task force is specifically paratransit, but also through this budgeting process we'll be talking about some of those trends.

And I'll give you a very brief overview. Bus ridership, even though we extend routes, continues to drop. When bus ridership drops, it costs more to transport each person. We still need to provide coverage, but we're having fewer people ride our buses.

Light rail ridership continues to expand. And so we're doing a little bit better there. We have challenges with our fare collection, which I addressed. We have challenges with our paratransit with our cost control and asset allocation.

One of the challenges that we're going to have as we go forward with our -- the new technology is what is the impact things like ride share has had on our ridership and our financial.

I'll give you something that we found out that you wouldn't expect where Uber and Lyft, for example, have impacted our paratransit. We find that the impact that Uber and Lyft have had on taxi services has been significant to the point where we're finding it hard to find taxi cab drivers who will provide paratransit services in some of our far reaches of our valley. We didn't anticipate that.

But when you think about it, you know, the model of taxi cabs has changed. And so there's fewer cabs available for us to call upon, which is one reason we're talking to Uber and Lyft to see how can we incorporate them into our services to where we can gain those resources back. That's also changed. It's becoming harder and harder to place resources in places where you can get.

Those are just an overview of some of the trends that we have. There's a study that came out just recently which gave us a little bit more, maybe, insight. I'm not saying it's definitive, but there was a study in Los Angeles because their bus ridership has gone way down. And so I think it was UCLA chose a couple of periods to try and understand why that was. And they chose a period of fifteen, twenty years ago where the population in metro LA went up by 300,000 people.

And then what they did is during that same period they checked the number of new car registrations and there was just over a hundred thousand new cars registered during the period that 300,000 people were added, so about a 3 to 1 ratio, three people for every car.

And then they went back to the most recent 300,000 population increase and they looked at auto registrations. Auto registrations were 297,000, so basically one car for every person.
There's no doubt that many of our transit users because of where work is because of travel are now buying cars as opposed to getting on transit and that was new information for us.

We know that Uber and Lyft have some impact but not really in Phoenix because the clientele are where our bus routes run, but that does have an impact, you know, people are choosing to buy a car. We see that every day when you drive on the freeways.

Those are the things we're going to try and understand better because they do have long-term implications as to our ability to provide long-term transit services. And I think that I say about in the next two or three months discussion, I will tell you that next year when we're talking this, it will be a very different discussion because we'll be further along with autonomous vehicles, further along with the shared ride and how that works, and we'll get a little bit idea of what our future is.

As I said, these are interesting times. We're in the middle of upheaval. And frankly, we're trying to get a handle on that trying to figure out how exactly we can provide the best service in the most efficient manner and we're trying to get the data and searching for answers so we can get to the "so what."

So as part of the budget process, I will give you a more detailed or Paul will give you a more detailed "so what" because we need to look and see how it's going to relate not only to fiscal '19 that you'll be approving a budget within the next three or four months, but then we're setting the stage for beyond. But that's really the environment that we're in right now.

Chair Klapp said we have another question from the vice mayor.

Vice Mayor Tolmachoff said thank you, Madam Chair. Mr. Smith, I believe he stated that the bus fares have remained flat for the last five years. Is that a Board policy, or because I haven't been on the Board that long, so I don't know whether that's been a previously established policy that bus fares remain flat.

Mr. Smith said yes and yes. Yes and no. Bus fares are a joint venture basically between the City of Phoenix and Valley Metro, and we coordinate our fares. And so to change fares takes basically a two-pronged approach. City of Phoenix needs to change and that is a council -- City of Phoenix bus fare -- transit fares are an ordinance, so that's a council action, and it would also be a Board action.

And we've generally because, even though we operate two systems, to the public we try to demonstrate that it's one system, so we're consistent with our fares. And that's one reason why we haven't raised it.
The other thing is it's always a touchy subject as to, you know, does raising fares actually create more revenue. And there's arguments right now that you could raise the fares by what, a quarter, what would it get you. And I'm not convinced and there's a lot of transit that in this time of upheaval that raising fares to make a dent on that would do any good. Because we're in a falling ridership because people have options, I'm not sure what it would do.

In order to have a true impact on our overall revenue, we'd have to raise fares significantly, and I don't think there's anyone who would say we're going to raise fares from two dollars to three dollars.

We are looking at some things and, for example, the day pass, and I know the fare committee, which includes a representative of your city and Phoenix and Valley Metro, are looking at changes because we find that our day pass at four dollars is extremely -- it's a good deal, especially at a reduced fare.

So we're looking at some of those things of bringing those into line with how much it costs. And you've acted upon that. We talked about that as far as making some tweaks to it. But there's been no consideration; nor anyone has proposed raising fares overall over the last while.

Chair Klapp said anybody else? Thank you, Mr. Olson.

10. Arizona State University (ASU) Student Intercept Survey Results

Chair Klapp said then next item is the ASU Student Intercept Survey Results. Mr. Smith.

Mr. Smith said a few months ago we talked about ASU and how one of the changes in our ridership has been a significant drop in ridership among ASU students. So our staff went out to survey ASU students about their attitudes and everything. Omar Peters is one of our Planners in our Capital and Service Department and is going to give an abbreviated report on the results of that study.

Mr. Peters said thank you, Scott. Madam chair, members of the Board, good afternoon. I'll jump right into it.

So the goal of the survey was to look at and understand the reasons for the decline in ASU student ridership. And to just gather information from them on their mode choices and their travel preferences.

The method we used for the survey was an intercept survey which means we actually go to location and we ask the questions -- have interviews to ask the questions to the
students. We went to downtown Tempe and to downtown Phoenix campuses, and we gathered about 900 responses about half and half from each campus.

We know that the sample is representative of both of those campus's enrollment based on the race information, age, and income -- sorry, not income -- class level from the students represents what the enrollment on each of those campuses is. So we know there's a margin of error of plus or minus 3 percent.

So going into one of the first questions we wanted to ask students is to get an understanding of their awareness of Valley Metro and the service that we provide. And we made sure that students understood in doing the intercept survey they understood that Valley Metro represents the rail, bus, the EXPRESS buses, and also services like the Orbit and the FLASH.

And what we found was 87 percent of students said yes, they are aware of Valley Metro and they know of the services that we provide for them to connect between the campuses and throughout the region.

We also wanted to know about the U-pass ownership. And we found out that 66 percent of students do know of the U-pass and 17 percent of the students actually have one.

We wanted to further understand the reasons why students who know of the U-pass do not have one. And the top reasons that we found out was that students say they don't see a need for it, that the pass is too expensive, or they would rather drive, or use the ASU shuttle.

The primary mode that students asked was used in the past week -- they know that the top mode's being drive alone and equally Valley Metro, which includes all of our services, and the ASU shuttle, which is a shuttle that connects between the downtown Tempe and the downtown Phoenix campuses, and other modes include carpool, biking, using Uber, Lyft, the ride-sharing companies, and taxis, and the other shuttles that their school provides to connect other campuses.

We also found that the students they're using a vast collection of modes within a week. They're not just using one mode as a primary mode. And that the 76 percent of students say that they used more than one mode in the past week; so they're using, you know, will be biking one day, walking one day, using light rail, or using the ASU shuttle.

So the next few slides we're looking at responses from students who said they primarily rode the Valley Metro services, which again, is all of our services, and then the ASU shuttle, which connects the downtown Tempe and the downtown Phoenix campuses. And everything in purple will be Valley Metro. And then the gold will be the shuttle riders.
So one of the first questions we asked was, what is the primary mode -- the reasons why they chose that mode. So the primary mode being Valley Metro or the ASU shuttle.

And some of the top things we see on that list is that low cost, location of the stops and stations were convenient, and that it works with their schedule. So equally both Valley Metro riders and the shuttle riders say that those are the top things.

Things at the bottom we see safety and security. We see that 27 percent of ASU shuttle riders say that that was important to them. And 12 percent for Valley Metro. And the second thing on low on the list there is Wi-Fi. At Valley Metro we don't have Wi-Fi on any of our services. The ASU shuttle does, but students say that was something low on their reasons why they chose that mode.

We asked students the main reason for their trip purpose, of course, mostly going to school. But you can see that Valley Metro that students are using it for other trip purposes also -- shopping, recreation, and so on.

We asked students the ease of planning, how easy it was to plan the trip on Valley Metro again, in the purple and the ASU shuttle. And we see that this was a ranked question, so it was choose from five to one with five being very easy and one being difficult.

And we see students who said five or four, 88 percent of students who rode Valley Metro said it was easy and then 90 percent on the shuttle, so pretty close.

Looking at safety and security, again a ranked question with five being very safe, one not at all safe. We see that 13 percent of students who primarily rode Valley Metro say that it was unsafe and that is rating it a two or a one. Compared to students who primarily rode the shuttle, 2 percent said they felt unsafe on that service.

We wanted to get an understanding of if this was a perception or if students actually witnessed something on Valley Metro that made them feel unsafe. We found that 49 percent of students said they have seen something on Valley Metro that made them feel unsafe. And then on the right we have some of the top things that they witnessed: public intoxication, people shouting and physical violence.

The next few slides we'll be looking at students who said that they did not ride Valley Metro at all in the past week and that was 59 percent of the surveys. The primary mode those students chose was driving alone, using the ASU shuttle 23 percent, and then the other modes, and this would be carpooling, biking TNCs, Uber, Lyft.

We asked the students what was the reason why they did not ride Valley Metro. And some of the top things there are it takes too long, does not work with schedule, the station stop's too far away.
Some of the bottom items are cost and not safe and secure. Cost being 11 percent and not safe and secure 10 percent of students said that was the reason why did not choose Valley Metro.

We asked students what would encourage you to ride Valley Metro. And again that's one of the opposite of the first slide, so faster trips, shorter waiting times, less expensive transit pass were things on the top of the list.

Things on the bottom of the list were Wi-Fi and more security personnel; 15 percent of students said that if there were more security personnel that they would be encouraged to ride Valley Metro.

Just going to quickly go through these, so we asked students their location, of course, students who ride our service. Valley Metro riders, they are more centrally located along Valley Metro the rail, the yellow line, and the bus service, high-frequency bus service which is the red lines.

Non-riders they're more dispersed across the region, not centrally located, and especially not around -- more dispersed away from our Valley Metro Rail and the high-frequency bus service. And also a high concentration of them are on the downtown campus; see those colors that end at Tempe campus. So those are students who not necessarily are riding to get to campus to get to school.

So some of the key takeaways, again we see that students are using a variety of modes within a week; 2.4 is the average different modes that students use and those modes being driving alone, the ASU shuttle, between the downtown Tempe downtown Phoenix campus, and Valley Metro, with 41 percent of students said they rode that mode or one of those modes at least once in the past week.

We see that cost is a key mode choice factor. Students like that Valley Metro the pass is inexpensive and also the ASU shuttle is free. And the negative we see that students are saying that if the U-pass, the transit pass, was less expensive that they would be encouraged to ride. That was 18 percent of the responses.

We see that students are saying convenience is a key mode choice factor that they like when the stops and stations are close, they like when trips are fast. And the non-riders also say the same things that that those would encourage them to get onto the service.

And then safety and security, we see that there was not a common deciding factor in not choosing Valley Metro and that the perception of safety is lowest among ASU shuttle riders.
So some of the key recommendations that we kind of take away from the data, the survey is the cost. There's an opportunity to review both the pricing structure and the cost of the U-pass, the transit pass.

Convenience, there's some work there to improve the perception of how convenient the service is and that there is some opportunity to target outreach to ASU students to that market and better education about the service that we provide.

That concludes my presentation. I'll take any questions now.

Chair Klapp said are there any questions?

Vice Mayor Tolmachoff said thank you, Madam Chair. How much is the U-pass now?

Mr. Peters said the U-pass is $200 for the academic year, so the fall and the spring semester.

Vice Mayor Tolmachoff said and you have to purchase one for the entire year?

Mr. Peters said yes.

Vice Mayor Tolmachoff said okay. We don't offer an alternative, first or second semester or summer school.

Mr. Peters said I think there might be a separate summer pass. And this pass the students purchase through ASU, not through Valley Metro.

Councilmember Hall said what is the cost of the ASU shuttle?

Mr. Peters said the shuttle for students is free.

Councilmember Hall said it's free. Oh, okay. All right. And then so that answers that question. What's the cost of putting the Wi-Fi on the bus? Have we looked at that? Because kids carry laptops.

Mr. Smith said we have looked at putting Wi-Fi on the light rail. And, as a matter of fact, we had a program in place when we were looking for proposals. And it was about -- Ray, was it $50,000 per car? But it was about two and a half million a year to operate. And what we found and this is one thing that's changed. When we first started doing this a couple years ago, we were told that Wi-Fi was a big deal. And that was one of the main reasons why students weren't riding us.

Well, Wi-Fi on a moving vehicle is basically cell-phone driven. So the speed and everything is about the same of what you get.
Well, I know people used to go looking for Wi-Fi spots, and now we realize that with smartphones almost everybody has unlimited data plans. So, one of the pieces of data that really caused us to sit up and look is that Wi-Fi is no longer listed as a defining factor. And so we have backed off those plans to install Wi-Fi on either bus or on rail.

Councilmember Hall said that's a good point, Scott, thank you. The other thing that I'm concerned about and I don't know what we do about it, but was there a gender leaning in terms of safe, secure on the bus? So it was heavy female?

Mr. Peters said yeah, we do see a discrepancy between male and female in how they feel safe on our service.

Councilmember Hall said and that's a big obstacle. That's a lot of people are saying it's unsafe.

Mr. Smith said it's a big, but it's actually not as big as our initial studies had shown. We are working with ASU. And part of the Respect the Ride is to formalize our efforts with both ASU Police, Phoenix Police, Tempe Police and our own security personnel led by Adrian Ruiz.

You know, we're optimistic that our paid fare, our Respect the Ride, and all that will improve that perception. We're already getting -- here's the interesting thing. We're already getting good comments back from people who say they've noticed a change in behavior. And we haven't even fully implemented.

We're not there yet, but we like the fact that the more we talk about it, I think the more people understand the expectations. And hopefully if we can change those expectations, the perceptions will also change.

There's no doubt that at some point in time we may have to talk about the number of personnel we have out there because there's no substitute for physical presence. That's one thing we've heard time and again. And this study showed it is that when people see a uniform security officer, that's the mother load. That's what gives them the feeling of safety and security.

There's no doubt that putting a safety -- a security officer on every platform on every train and on bus stops and that costs a lot of money.

So we're trying to do what we can to create a security presence without resorting to that, but, you know, if we have to we'll come back to you and say here's what we need. So far things look pretty good.
Councilmember Hall said the other two things that look curious to me was takes too long. And I don't know what that means. Does that mean that the ASU shuttle is more direct, or what?

Mr. Smith said well, one thing we didn't do here is that we did not drill down specifically to ASU shuttle between downtown Phoenix and downtown Tempe and the light rail between Phoenix and Tempe.

You've brought into it some other spillover experiences with transit. And there's no doubt that our bus when you're only offering twenty-thirty-minute headways, it's not an efficient way to get around.

Light rail is a lot different because we run every twelve minutes. ASU shuttle runs every half hour. And we -- actually, you can get on our light rail between the two downtowns faster on the light rail than you can on the shuttle.

There is a perception, though, for some funny reason we had somebody at one of the officials at ASU and they said our students tell us that they don't like the light rail because they have to stop at every stop and that slows it down too much. And I asked well, does your bus never stop at a stoplight? Well, I hadn't thought of that.

And actually the bus does take longer. So, you know, a lot of it is narrowing down the messages as it relates to light rail. A lot of it is perception. There is the perception out there that the private bus is a more convenient. And it obviously is more secure because you're only among ASU students. So we're working on both those.

Chair Klapp said Councilmember Hartke.

Councilmember Hartke said Scott, thank you for this. I've been waiting for this for, you know, we talked about this a while ago. Good information.

It seems like your information and what we've been talking about so far is how do we, in essence, persuade or entice ASU students to say, hey, this is a good product, this is a good bang for your money. And it seems like there are some things, whether it's restructure the pass that we put more semester based rather than an annual fee. If they're not going to be here, I could see how that would be.

But I guess the heart of my question is going to be, in essence, we have two redundant systems. And when we first put this in, it was the understanding, or so I presume, that this would be great for ASU students and that was part of the model. Then ASU went ahead and put their system in to be able to accommodate their campuses.

So along with the conversations of well, we're faster, we can do these things, we can change your perception, is there any address of just the fact that we have overlapping
redundant systems with ASU that somehow we could say to them, look, we're making these improvements, we're doing all these things, would you -- I mean, I'm sure they would rather not spend money if they're convinced that we have a good product.

But is there any way of that conversation with them rather than alongside of improving the services that will disseminate the objections that we'll just talk to the folks and say why are we doing this.

Mr. Smith said I can't speak on behalf of ASU. I can tell you that we have had those discussions, and obviously there were no commitments or anything made. But it is a question of certainly between downtown Phoenix and downtown Tempe as to why we run overlapping services.

The ASU shuttle is not just between the two cities. They run to Thunderbird; they run to ASU West, ASU Poly, so there's absolutely a need to places we don't run directly. There absolutely is a need.

You know, my guess is that as our ongoing conversations continue with ASU, and we just had a meeting Monday, because it's a much bigger issue. ASU in downtown Tempe is becoming gridlocked. And they're looking at updating their transportation. And downtown Phoenix is not far away around ASU downtown. If you come in in the morning, you know, there's just a lot of cars.

And so we've had some more broad-based discussions with them as what is the long-term transportation plan. And there's no doubt that transit will have to play an integral role in that.

That issue will, I'm sure, come up. We hope to be able to provide a service where it might be an easier decision for them to make. I don't know when that will happen, but it has been discussed with them. And we've just sort of said let's work on each other and let's continue to talk and work on this longer plan and we can address that down the road.

Councilmember Hartke said thank you. And good information again.

Chair Klapp said we have another question.

Vice Mayor Arredondo-Savage said Omar, can you define a little bit about the 900 people that responded, which is almost the same from the Phoenix and the Tempe campus; right? Well, obviously the Tempe campus has about 70,000 kids that go there.

I don't know how you actually reached them and got them to respond. I'm kind of curious about that. And then also was there any information about the ones that
actually do have a U-pass? Are they living on campus, or are they commuting to campus?

Mr. Peters said so the second question, we haven't looked at the location of those students, but we can, we have that data of the students who say they have a U-pass. We can look to see the home location.

The first question, so it was an intercept survey where we were on two locations in the campus for a full week on this day to do random selection of people, ask them if they're a student. It was only on the undergrad students. Am I answering your question or am I off?

Vice Mayor Arredondo-Savage said so, what basically you're saying the respondents are only graduate students?

Mr. Peters said both undergrad and grad students.

Vice Mayor Arredondo-Savage said oh, both. Okay. But you have that divided out; right?

Mr. Peters said yes.

Vice Mayor Arredondo-Savage said you would be able to know the specifics of the 900 that actually responded. I would guess I just would have expected more people in Tempe to have responded just because there's more students that attend that campus, but I know sometimes it's about the access and the methodology of trying to get those survey respondents.

Mr. Peters said yeah, we actually set somewhat of a cap on each campus, so we were trying to have, I think, four hundred on each. So we tried to set a cap. So it wasn't that there were less students who came to us in Tempe. We set a maximum of what we wanted from Tempe.

Vice Mayor Arredondo-Savage said so based on your recommendations you mentioned something about education. What are your thoughts about moving forward to educate more students?

Mr. Peters said Yeah, I think that's something we can work with the marketing team and see how that outreach can be improved.

Mr. Smith said Hillary Foose -- Hillary, do you want to step up here? Hillary Foose is in charge of our ASU relations and our program as it relates to what we're working on. So, Hillary, you might want to give an idea of what we're doing.
Ms. Foose said yes. Thank you, Madam and Mister Chair, members of the Board. We're working with ASU on a variety of initiatives. We do a lot of work usually with the start of the school year. We do a big outreach effort at the start of the school year, participating in all their check-in events, things like that. That's sort of the baseline.

We're also participating more often in some of their student sessions whether they're based on like their forums, whether they're based on safety and security or other kind of "how to travel" type initiatives.

We just connected with them on a Day Without Cars initiative, so they're being very active with us right now as part of these ongoing coordination meetings that Scott mentioned about really trying to put transit forward related to their overall transit master plan and some of the concerns they're seeing about how to manage the amount of people coming into particularly downtown Tempe. So it's ongoing.

And they're really coming to the table with lots of ideas. We'll be meeting with the downtown dean and his faculty and staff on some of the initiatives related to Respect the Ride and some of the larger plans, so it always has been a great partnership, but they're definitely coming forward with a lot more opportunities to engage very directly with their students, faculty and staff.

Vice Mayor Arredondo-Savage said and I think one of the things, too, that we're working on is our Urban Core study, too, which makes perfect sense to make sure that we're incorporating what we're doing with transportation moving forward. And, you know, obviously students play a large role in that and if they're living on campus or around campus or if they're actually commuting to campus. Makes kind of a little bit of difference in how they're getting there, so good to know.

Ms. Foose said yes.

Mr. Smith said one of the things we're also exploring with ASU is we talk about autonomous vehicles and we've been talking with some manufacturers. That obviously would be a place where if we can run a pilot program as it relates to, you know, circulator type of thing that can go places where regular buses can't and everything or that connect to our light rail stations and others, we're actively talking about that. I don't know when that will play out, hopefully sometime this year. We're that close to being able to do things like that, but certainly downtown Tempe and ASU is a focal point of those efforts.

Chair Klapp said we have another question here.

Councilmember Peters said yes, Madam Chair, a comment. Hillary really kind of addressed it. I was going to ask about what the next steps are. So where do we go from here? Are you going to check back in with us? Are we going to do more surveys?
Are we going to drill down into that detailed information? Because I heard a lot of comments and questions here today, so what are our next steps?

Mr. Peters said yes, as Hillary mentioned, we are having ongoing conversations with ASU, so that would be one of the next steps, especially on the list of recommendations. I think one thing that we could further do is, of course, further studies and also drilling down into this data.

One of the upcoming services that we would be doing is the onboard Origin and Destination Survey, which is done -- we'll be doing next spring. The last one was done in April 2015. So we'll be able to get some more information from everyone including ASU students on where the students who are on our service where they're going, just general information on what they need from transit so what are the trip types they're going to be doing.

And also we'll see the actual change in ridership from 2015 to 2019 to see how that has shifted again with ASU students.

Mr. Smith said a couple of other things that have happened, we're working with Hillary to adjust our communications and our outreach to more meet this messaging. We're looking at ways that we can maybe shift some schedules to get people to and from our light rail stations more often.

And one outgrowth, which was unexpected in our meeting with ASU, is we start talking about vanpool service and came to realize that ASU does not participate in our vanpool. It would seem like a natural where you have such a high concentration of employment coming from all over the valley. And so we now have put them together with Angie Wilke who runs our vanpool service.

We have a, as you know, we don't talk a lot about our vanpool. It is one of our more successful, over four hundred vans that are on the streets every day. We actually -- cost recovery is over 100 percent on that.

And now we've actually set up meetings, follow-up meetings, with ASU to start establishing their vanpool service, starting with the staff and faculty. So, you know, if you can put six to eight people in a van, you just took seven cars off the street. So we're excited about that.

So we're building upon our discussions with them and trying to refine how best we can fit what we offer in what they need.

Vice Mayor Arredondo-Savage said and, Hillary, I just wanted to ask you one quick question, and I know you're working with ASU, but I'm wondering are you working with people in administration, or have you tried to really get into like some of the clubs and
organizations on campus? Because I think even from our perspective in Tempe, sometimes it's a little bit easier to have more direct contact with the students and to do that through some of the clubs and organizations on campus is fairly effective.

Ms. Foose said madam Chair, Members of the Board, Councilmember Arredondo-Savage, right now we're primarily working with the ASU Parking and Transit Department within ASU who helps us have tentacles across the ASU organization. But if you or your staff have contacts that we should be working with that gets us in closer proximity to working more directly with students, we would certainly welcome that.

Chair Klapp said okay. Any other questions? Well, we'll look forward to a follow-up report on this. Thank you so much.

11. **Fiscal Year 2018 2nd Quarter Reports**

Chair Klapp said the next item on the agenda is Fiscal Year Second Quarter Reports. I don't think we have a report on this. This is an information only item. Are there any questions? Okay.

12. **Travel, Expenditures, and Solicitations**

We'll move on to Travel Expenditures and Solicitations. Again, this is for information only. Are there any questions or comments?

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

Chair Klapp said the final agenda item would be to see if you have any information you would like to provide to the Board here, or are there any agenda items for future meetings from any of the board members?

Seeing none, we will adjourn.

With no further discussion the meeting adjourned at 1:50 p.m.
DATE
April 12, 2018

SUBJECT
Public Comment on Agenda Action Items

PURPOSE
The public will be provided with an opportunity at this time to address the Boards 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
Information Summary

DATE
April 12, 2018

AGENDA ITEM 5

SUBJECT
Financial Audit Services Contract Extension

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an extension through December 31, 2018 with CliftonLarsonAllen LLP for Financial Audit Services utilizing a Cooperative Agreement extension (16031-FAS) through the State of Arizona. The period of service will cover the fiscal year 2018 audit.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro Rail Inc. (VMR) and the Regional Public Transportation Authority (RPTA) executed a contract with CliftonLarsonAllen LLP (CLA) in May 2016 utilizing the State of Arizona Financial Audit Services Cooperative Agreement Contract ADSP013-046756. CLA was contracted to audit the VMR and RPTA financial statement and Federal Single Audit Act audits for fiscal years ending June 30, 2016 and 2017.

These audits were performed in accordance with generally accepted auditing standards, as set forth in the General Accounting Office’s (GAO) Government Auditing Standards, the provisions of the federal Single Audit Act of 1996 and the U.S. Office of Management and Budget (OMB) Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

The State of Arizona’s Cooperative Agreement Contract with CLA was extended through December 31, 2018. Based on the timing of the Fiscal Year 2018 audit, the need to have one audit firm complete the audit and the timeframe needed to procure a new audit services an extension of the current contract through December 31, 2018 is requested.

COST AND BUDGET
Costs for the Fiscal Year 2018 audit contract with CliftonLarsonAllen LLP on the Cooperative Agreement Contract Extension is $98,700. A 10% contract contingency of $9,870 is recommended for adjustments to scope of work.

VMR share of the Fiscal Year 2018 contract is $47,520. The RPTA share of the contract is $61,020. A portion of the FY 2018 audit is included in the FY 2018 adopted budget and a portion is included in the FY 2019 proposed budget. The costs
for VMR will be city funded in the Agency Operating Budget. The costs for RPTA will be funded through the overhead allocation pool.

**COMMITTEE ACTION**
RTAG: March 20, 2018 for information  
TMC/RMC: April 4, 2018 approved  
Boards of Directors: April 19, 2018 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute an extension with CliftonLarsonAllen LLP for Financial Audit Services until December 31, 2018, utilizing a Cooperative Agreement extension (16031-FAS) through the State of Arizona. The period of service will cover the fiscal year 2018 audit for an amount not to exceed $108,570.

**CONTACT**
Paul Hodgins  
Chief Financial Officer  
602-523-6043  
phodgins@valleymetro.org

**ATTACHMENT**
None
DATE
April 12, 2018

AGENDA ITEM 6

 SUBJECT
Information Technology Solutions

PURPOSE
To request Board authorization for the Chief Executive Officer (CEO) to:

• Purchase hardware, software, licensing, and professional services to improve the information systems and information security of the agency.

• Execute a five-year contract with Mosaic451 for 24x7 security monitoring with incident response services and onsite information security staff in an amount not to exceed $2,076,000 plus an additional $208,000 (10%) contingency for the period of July 1, 2018 to June 30, 2023.

• Execute a five-year contract with Imagine Technologies for managed printing services for our large Multi-Function Printer (MFP) fleet in an amount not to exceed $475,000 plus an additional $95,000 (20%) contingency for the period of July 1, 2018 to June 30, 2023.

• Execute a two-year contract with Alesig Consulting, LLC to continue maintenance and upgrades for our Customer Assistance System (CAS) in an amount not to exceed $220,000 plus an additional $44,000 (20%) contingency for the period of July 1, 2018 to June 30, 2020.

BACKGROUND/DISCUSSION/CONSIDERATION
Management tasked the Information Technology (IT) Manager with reviewing Agency information systems to identify risks and opportunities, and then move to mitigate the former and pursue the latter. The ongoing review is using several IT industry standards and best practice frameworks, with a focus on security and efficiency. The initial actions resulting from the review focus on updating software and systems, improving the Business Continuity Plan (BCP), insuring compliance with relevant security standards, introducing automation where appropriate, developing clear policies and an incident response guide, and implementing a formal approach to information security governance.

Staff is requesting authorization to expend $1,373,900 from the portion of the FY 2018 budget allocated to IT for the following items:
• Storage Area Network (SAN) equipment for the Mobility Center (MOB) and the Operations & Maintenance Center (OMC) to diversify an identified single point of failure in our Backup and Disaster Recovery (BDR) system.

• New network switches for the 101 building to replace critical equipment declared End of Life (EoL) by the manufacturer, which no longer receives security updates for newly discovered vulnerabilities or manufacturer support in the event of failure.

• New software for agent scheduling, quality assurance recording, and performance reporting at the Customer Service call center to replace aging software and mitigate information security risks caused by other systems at EoL that continue interfacing with the current outdated system.

• Oracle Human Resources Information System (HRIS) software and initial implementation professional services to eliminate the risk of exposure of our Personally Identifiable Information (PII) through manual and less secure digital (e.g. email) transmission and allow us to automate a number of core personnel management processes. Completion of this project is scheduled for 2019.

• Extend an existing Purchase Order with Twilio, Inc. for our Short Message Service (SMS) short code to allow continued NextRide service via SMS texting from customers’ mobile devices.

• Additional audiovisual, teleconferencing, and assistive listening equipment for the boardroom to comply with the Americans with Disabilities Act (ADA), improve the board meeting experience for the public, and tie in with the existing teleconferencing systems at the MOB and OMC, thus reducing travel between facilities.

• Professional services to review and improve our existing information security program to reduce the risk of exposure of agency, partner agencies, and ridership PII or interruption of mission-critical systems due to malicious cyber-activity and insure compliance with latest revisions of relevant information security standards.

A detailed cost and sourcing breakdown is in the attached *Purchase Summary*.

Staff is also requesting authorization to execute the following contracts:

• Managed security services providing 24x7 Security Operations Center (SOC) monitoring of our network, instant response to security incidents, and an on-site staff position to handle various cybersecurity situations. This will significantly reduce our risk of malicious network and information system penetration, as well as insure security standards compliance.
• Managed print services for our MFP fleet including maintenance and consumables for our MFPs and plotters, a centralized print management software, and electronic faxing (eFax). This contract will reduce the risk of exposure of confidential HR, Legal, and other information (PII, etc.) when creating physical copies and allow for cost savings through infrastructure consolidation and consumable usage reduction.

• Continued maintenance and upgrades for our Customer Assistance System (CAS) as well as the outgoing SMS texting response portion of our NextRide system. This contract will allow staff to continue networking with our partner agencies to handle customer complaints and providing automated NextRide SMS service to riders.

A detailed cost and sourcing breakdown is in the attached Contract Summary.

COST AND BUDGET
All costs in FY18 are included in the RPTA and VMR Amended FY 2018 Operating and Capital Budgets. Contract Obligations beyond FY18 will be incorporated into the RPTA and VMR FY19 Operating and Capital Budgets and Five-Year Operating Forecast and Capital Program (FY19 thru FY23).

The seven direct purchase items carry a cost of $1,373,900, which includes a contingency amount totaling $124,900. The RPTA portion is $1,069,200 and the VMR portion is $304,700. The majority of funds will be spend in FY2018, though some professional services outlays not anticipated to exceed $250,000 might occur in FY2019.

The Managed Security Services Contract for approval has a total term not to exceed five years. For the total term of the contracts, the award cost is $2,284,000, which includes a contingency amount totaling $208,000 (10%), the RPTA portion is $1,142,000 and the VMR portion is $1,142,000.

The Managed Print Services Contract for approval has a total term not to exceed five years. For the total term of the contracts, the award cost is $570,000, which includes a contingency amount totaling $95,000 (20%), the RPTA portion is $285,000 and the VMR portion is $285,000.

The Customer Assistance System Maintenance Contract for approval has a total term not to exceed two years. For the total term of the contract, the award cost is $264,000, which includes a contingency amount totaling $44,000 (20%), the RPTA portion is $264,000 and the VMR portion is $0.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC/RMC: April 4, 2018 approved
Boards of Directors: April 19, 2018 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 C: Enhance customer service to member cities
  - Tactic E: Enhance services and facilities for seniors and people with disabilities

• **Goal 2: Advance performance based operation**
  - Tactic B: Enhance Valley Metro’s role in sustainability and the environment
  - Tactic D: Maintain a culture to recruit and retain a qualified and diverse workforce
  - Tactic E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability

• **Goal 4: Focus on economic development, regional competitiveness and financial resources**
  - Tactic C: Seek opportunities to increase revenue generation

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO:

A. To allocate $1,373,900 to purchase additional hardware, software, licensing, and professional services.

B. To execute a five-year contract with Mosaic451 for 24x7 security monitoring with incident response services and onsite staff in an amount not to exceed $2,076,000 plus an additional $208,000 (10%) contingency for the period of July 1, 2018 to June 30, 2023.

C. To execute a five-year contract with Imagine Technologies for managed printing services for our large MFP printers in an amount not to exceed $475,000 plus an additional $95,000 (20%) contingency for the period of July 1, 2018 to June 30, 2023.

D. To execute a two-year contract with Alesig Consulting, LLC for maintenance and upgrades for our Customer Assistance System (CAS) in an amount not to exceed $220,000 plus an additional $44,000 (20%) contingency for the period of July 1, 2018 to June 30, 2020.
CONTACTS
Rob Antoniak          Phil Ozlin
Chief Operating Officer Manager, Information Technology
602-495-8209         602-495-8253
rantoniak@valleymetro.org pozlin@valleymetro.org

ATTACHMENTS
Purchase Summary
Contract Summary
# Purchase Summary

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<tr>
<th>Project</th>
<th>Vendor</th>
<th>Procurement Method</th>
<th>Total Cost</th>
<th>Contingency</th>
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*Note: Contingencies of 20% are applied to items that depend on user adoption and may vary widely as usage and headcount changes.
Introduction

Security and Efficiency

• Update software and systems
• Business continuity plan
• Compliance
• Automation
• Incident response playbook
• Clear use policies for new employees and 3rd parties
• Formal information security governance approach
Purchases

Storage Area Network (SAN)

101 Building Network Refresh

- Replace End-of-Life (EOL) switches
- Critical business connectivity

Purchases (cont.)

Customer Service
Call Center Applications
- Customer service
- Workforce management
- Quality assurance
- Security

Human Resources
Information System
- Oracle implementation
  - Completion 2019
- Personally Identifiable Information protection
- Personnel management
Purchases (cont.)

Short Code Extension
- Extend existing relationship
- NextRide service

Board Room Improvements
- Teleconferencing
  - Microphones, display and tech
- Assisted listening system
- Improve accessibility, reduce travel

Purchases (cont.)

- Information Security Program Overhaul
  - Risk assessment process, policies and procedures review and update
  - Security Incident & Event Management system implementation
  - Data breach risk reduction
  - Personal Identifiable Information (PII) protection
### Purchase Summary

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<td>Twilio Short Code Extension</td>
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<td>$66,000</td>
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<td>Information Security Program Overhaul</td>
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<td>State Contract ADSPO16-157083</td>
<td>$143,000</td>
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<td>101 Building Network Refresh</td>
<td>World Wide Technology, Inc.</td>
<td>State Contract ADSPO16-137345</td>
<td>$312,400</td>
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<td>Storage Area Network (SAN)</td>
<td>Nimble Storage</td>
<td>State Contract ADSPO16-112918</td>
<td>$137,500</td>
<td>$6,000</td>
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<td>Customer Service Call Center Applications</td>
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<td>Mohave 16B-EXTR-0723</td>
<td>$286,000</td>
<td>$28,400</td>
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<td>DLT Solutions</td>
<td>US Communities 13120-RFP, Maricopa</td>
<td>$330,000</td>
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**Subtotal $1,373,900**

### Contracts

#### Managed Security Services
- 24x7 monitoring
  - Intrusion detection
  - Instant response
- Protect systems and data

#### Managed Print Services
- Multi-function printer fleet management
- Consolidation of supply and service
- Cost and time savings
Contracts (cont.)

Customer Assistance System Maintenance

• Collaborate with member agencies on customer issues
• Provide Automatic Vehicle Location (AVL) data to SMS text version of NextRide

![NEED HELP?](image)

Contract Summary

<table>
<thead>
<tr>
<th>Project</th>
<th>Vendor</th>
<th>Procurement Method</th>
<th>Total Cost</th>
<th>Contingency</th>
<th>Funding (%RPTA/%VMR)</th>
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<td>Managed Security Services, 5-Year</td>
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<td>$2,284,000</td>
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<td>Alesig Consulting, LLC</td>
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<td>Managed Print Services, 5-Year</td>
<td>Imagine Technologies Group</td>
<td>State Contract ADSPO16-114982</td>
<td>$570,000</td>
<td>$95,000 (20%)</td>
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Subtotal $3,118,000
Recommendations

Staff recommends that the Boards of Directors authorize the CEO:

A. To allocate $1,373,900 to purchase additional hardware, software, licensing, and professional services.

B. To execute a five-year contract with Mosaic451 for 24x7 security monitoring with incident response services and onsite staff in an amount not to exceed $2,076,000 plus an additional $208,000 (10%) contingency for the period of July 1, 2018 to June 30, 2023.

C. To execute a five-year contract with Imagine Technologies for managed printing services for our large MFP printers in an amount not to exceed $475,000 plus an additional $95,000 (20%) contingency for the period of July 1, 2018 to June 30, 2023.

D. To execute a two-year contract with Alesig Consulting, LLC for maintenance and upgrades for our Customer Assistance System (CAS) in an amount not to exceed $220,000 plus an additional $44,000 (20%) contingency for the period of July 1, 2018 to June 30, 2020.
DATE
April 12, 2018

SUBJECT
Executive Session

PURPOSE
The Boards may vote to enter Executive Session for discussion or consultation for legal advice with the attorney or attorneys of the public body and to consider its position and instruct its attorneys regarding the public body’s position regarding personnel matters and contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation; all as authorized by A.R.S. Sections 38-431.03 A.1, A.3., and A.4.

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
Information Summary

DATE
April 12, 2018

AGENDA ITEM 8

SUBJECT
Executive Session Action Items

PURPOSE
The Board may take action related to items discussed as part of the Agenda Item 7.

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 7.

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

ATTACHMENT
None
Information Summary

DATE
April 12, 2018

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>
<thead>
<tr>
<th>Document Number</th>
<th>Name</th>
<th>Transaction Description</th>
<th>Effective Date</th>
<th>Transaction Amount</th>
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**Total** 21,500,121.12
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Report reflects Out of State (AZ) Travel

1 Parking
2 Fuel for Rental Car
3 Baggage
# Valley Metro Regional Public Transportation Authority

**Monthly AP Payments over $25,000**

January 21, 2018 to February 20, 2018

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Report reflects Out of State (AZ) Travel

1 Parking
2 Fuel for Rental Car
## ACTIVE SOLICITATIONS

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<td>TBD</td>
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DATE
April 12, 2018

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
None.

Pending Items Request

<table>
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<th>Item Requested</th>
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<th>Planned Follow-up Date</th>
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Agenda
April 12, 2018

Board of Directors
Thursday, April 19, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

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 February 22, 2018 Board meeting are presented for approval.

CONSENT AGENDA

3A. Authorization to Issue a Request for Proposal (RFP) for Marketing and Advertising Services

   Staff recommends that the Board of Directors authorize the CEO to issue an RFP for marketing and advertising services.

3B. Authorization to Issue a Request for Proposals (RFP) for West Valley Fixed Route Bus Service

   Staff recommends that the Board of Directors authorize the CEO to issue an RFP to perform fixed route bus service in the west valley for a 5-Year base period with one 3-Year Option and one 2-Year Option for a total of 10 Years.

Action Recommended

1. For Information

   - For action
3C. **Authorization to Issue a formal solicitations for Facility Improvements at the Mesa Bus Operations and Maintenance Facility**

Staff recommends that the Board of Directors authorize the CEO to issue formal solicitations for facility improvements at the Mesa Bus Operations and Maintenance Facility.

3D. **Authorization to Issue a Request for Proposals for Facility Maintenance Services**

Staff recommends that the Board of Directors authorize the CEO to issue an RFP to perform Facility Maintenance Services under a 5-year contract.

3E. **Authorization to Issue a Request for Proposal (RFP) for Enterprise Resource Planning (ERP) Consultant Services**

Staff recommends that the Board of Directors authorize the CEO to issue an RFP for ERP Consultant Services.

3F. **City of Phoenix Grant Pass-Through Change Orders**

Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

3G. **Refurbishment of Bus Fareboxes Contract Change Order**

Staff recommends that the Board of Directors authorize the CEO to execute a change order with Scheidt & Bachmann in an amount not to exceed $124,000, with a contract contingency of $103,300 for future expansion buses.

3H. **FY19-23 Short Range Transit Program**

Staff recommends that the Board of Directors accept the FY19-23 SRTP report.
REGULAR AGENDA

4. **Proposed October 2018 Transit Service Changes**

Scott Smith, CEO, will introduce Joseph Gregory, Manager, Service Planning, who will provide an overview of the proposed October 2018 transit service changes and community outreach plan.

5. **Valley Metro Fiscal Year 2019 (FY19) Preliminary Operating and Capital Budget**

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the FY19 Preliminary Operating and Capital Budget.

6. **2018 Transit Life Cycle Program - Bus Update**

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the draft 2018 TLCP Bus Update.

7. **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.

8. **Next Meeting**

The next meeting of the Board is scheduled for **Thursday, May 17, 2018 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
April 12, 2018

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 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.

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

ATTACHMENT
None
Minutes
April 12, 2018

AGENDA ITEM 2

Board of Directors
Thursday, February 22, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

RPTA Meeting Participants
Councilmember Suzanne Klapp, City of Scottsdale (Chair)
Vice Mayor Lauren Tolmachoff, City of Glendale (Vice Chair)
Councilmember Kevin Hartke, City of Chandler (Treasurer)
Councilmember Pat Dennis, City of Avondale
Councilmember Eric Orsborn, City of Buckeye
Councilmember Nick DePorter for Councilmember Cecil Yates, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Chris Glover, City of Mesa
Vice Mayor Thelda Williams, City of Phoenix
Councilmember Skip Hall, City of Surprise
Vice Mayor Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown

Members not present
Vice Mayor Bob Jones, City of El Mirage
Councilmember Bill Stipp, City of Goodyear
Supervisor Steve Gallardo, Maricopa County
Vice Mayor Jon Edwards, City of Peoria
Councilmember Linda Laborin, City of Tolleson
Mayor Everett Sickles, Town of Wickenburg

Chair Klapp called the meeting to order at 1:51 p.m.

We'll move now to the RPTA Board of Directors Meeting. I'd like to convene that meeting. And I don't think we’ve had anybody join us since the joint meeting. So we'll go directly to Public Comment. This is the blue cards for RPTA only. And the only card we have is from Blue.

1. Public Comment on Agenda Action Items

Mr. Crowley said I have in my hand here the bus book. And on the map it shows some of the important assets like it's got Honeywell listed here and the Pointe Tapatio. One of the things I would like the bus book to show is the spring training facilities of -- which if any of you have extra tickets, do get in touch with me. That includes Surprise, I can get out there, Tempe. Chandler, we'll get you a team sooner or later -- Phoenix.
But the part of what this actual agenda item deals with I have real problems with. One, it's a seven-year contract. Two, they're not the ones that are producing the bus book. They're receiving it, which means that we've now just added one more hurdle in getting that distribution to the point where it should be.

I find it fascinating that it shows here that the executive offices have a limited amount of storage and receiving space when you just allocated them to buy another floor.

Also, I don't want the bus books held in other places other than where they should be stored which is at the garages, because it goes from the garage to the bus in that part of the distribution.

So when I see that it's not going to be that way, it's also in here that they're going to be doing the marketing materials, et cetera. I have continuously asked that one of the marketing materials that you put on the buses is when you're going to want to get public input for service changes, route changes, and what they want done. You have the meetings, but you never put that as a part of the marketing on the bus.

So, as I said, they're not the ones that are making it. Why isn't it the way it has been as in if the corporate offices don't have that much storage space, what's happening at your other facilities? What's happening at north garage and south and in Mesa? Don't you have the room in the facilities for it, because that's where they're going to have to be taken, because that's where the buses are and that's where the distribution is.

I don't see that in here. I don't see it happening in a timely manner. And as in it's supposedly going to be another bus book in April because this one is good through April 22nd, but that's not the way you do it.

What you do is you keep this bus book and any of the changes you go, well, they were just minor and we'll put out a little sub thing. How often are you going to be producing the bus book? How often are they going to be putting it on the buses in a timely manner?

2. Minutes

Chair Klapp said Next item is the Minutes from the January 19th Board Meeting. Do I have a motion for approval?

IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY COUNCILMEMBER HARTKE AND UNANIMOUSLY CARRIED TO APPROVE THE JANUARY 19, 2018 BOARD MEETING MINUTES.

3. Consent Agenda

Chair Klapp said next is the Consent Agenda Items 3A, 3B, 3C, and 3D. Is there anything to be changed on this Consent Agenda? Anything to be removed? Do I have a motion for approval?
IT WAS MOVED BY COUNCILMEMBER GLOVER, SECONDED BY VICE MAYOR WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

4. Future Agenda Items

Future Agenda Items. Is there anything that the board would like to see on a future agenda? No comments on that.

So that leads us to the final item which is our next meeting which we will not have a March board meeting. I just want to make sure you take that off your calendar.

With no further discussion the meeting adjourned at 1:55 p.m.
Information Summary

DATE
April 12, 2018

AGENDA ITEM 3A

SUBJECT
Authorization to Issue a Request for Proposal (RFP) for Marketing and Advertising Services.

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue an RFP for marketing and advertising agency support services to create regional awareness, change resident perceptions and promote Valley Metro public transit and Commute Solutions initiatives. The current contract expires December 31, 2018.

BACKGROUND | DISCUSSION | CONSIDERATION
On January 1, 2014, Valley Metro entered into a contract for marketing and advertising services with Moses, Inc. The contract is a five-year agreement that expires December 31, 2018.

Marketing and advertising services are necessary to provide unique support to Valley Metro’s in-house marketing team and help with implementation of strategic marketing campaigns. Support from outside creative firms allows Valley Metro to sustain existing riders, target discretionary riders and develop custom tactics to increase overall system ridership and community support for transit.

Staff is seeking Board authorization to issue a RFP for marketing and advertising services for a three-year period, with two optional renewal years; the contract award will return to the Board this fall for approval.

The contract scope of work will consist of the following categories of services:

- Marketing Campaign Development and Public Relations Services which will include traditional campaign strategy development, creative concepting, campaign implementation, metrics analysis and reporting.

- Digital Marketing Campaign Development with an emphasis on digital strategy development, creative development of digital content, digital campaign implementation, metrics analysis and reporting.

- Media Planning and Buying which will include recommending a multi-media plan to support campaign/agency objectives and effectively reach target audience(s), negotiate costs, purchase approved media plan, provide Return on Investment (ROI) analysis and metrics.
This contract may be awarded as a single or multiple award. The RFP process will be federally compliant and will use the best value selection process. Staff requests the ability to solicit a request for proposals for these services and is seeking a three-year period, with two optional renewal years.

COST AND BUDGET
The present contract with Moses was originally issued in January 2014 with a budget of up to $4,423,434. In FY17, Valley Metro RPTA and Valley Metro Rail spent approximately $882,000 on marketing and advertising services. The new contract would serve the growing needs of Valley Metro’s total program including bus, rail, paratransit and Commute Solution efforts. Valley Metro estimates an initial base year expenditure of $900,000. The remaining contract term is estimated to increase by 2% annually for a total contract value of $4,750,000 over a three-year period, with two optional renewal years.

The estimated $900,000 for first-year contract costs are included in the FY19 Valley Metro RPTA and Valley Metro Rail budgets with funding supported by a combination of federal, regional and local funding sources. All future year costs will be reflected in the annual Valley Metro RPTA and Valley Metro Rail budgets.

STRATEGIC PLAN ALIGNMENT
FY 2016 – 2020:
- Goal 1: Increase customer focus
  - Tactic A: Improve customer satisfaction
- Goal 3: Grow transit ridership.
  - Tactic A: Expand and improve transit services to reach new markets
- Goal 5: Advance the value of transit
  - Tactic A: Communicate and inform public on value of transit

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 approved
Board: April 19, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to issue an RFP for marketing and advertising services.

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

ATTACHMENT
None
DATE
April 12, 2018

AGENDA ITEM 3B

SUBJECT
Authorization to Issue a Request for Proposals (RFP) for West Valley Fixed Route Bus Service

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue a Request for Proposals (RFP) to perform Fixed Route Bus Service in the West Valley for a 5-Year base period with one 3-Year Option and one 2-Year Option for a total of 10 Years.

BACKGROUND/DISCUSSION/CONSIDERATION
Valley Metro’s current contract for west valley fixed route bus service expires June 30, 2019. The current contractor, Total Transit Enterprises, LLC, provides fixed route bus operation for the following routes:

- Express Routes 562, 563, 571, 573, 575
- Grand Avenue Limited
- Avondale Zoom circulator routes

Valley Metro staff is seeking permission to issue an RFP to solicit a contractor to operate fixed route bus service in the west valley. The contract term will be for a 5-Year base period with one 3-Year option and one 2-Year option for a total of 10 years beginning July 1, 2019. This RFP will include operating bus routes, maintaining Valley Metro owned buses and providing an operations & maintenance facility in the west valley.

The contractor shall be responsible for all facets of provision of services including selection and hiring of personnel qualified for the operation and maintenance of equipment and services.

COST AND BUDGET
The cost to Valley Metro for the first year of the contract is estimated to be $4,120,000. For the 5-Year base period the cost is estimated to be $21,875,000. Funds are accounted for annually in the agency’s operating budget.

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 operations
  o Tactic A: Operate an effective, reliable, high performing transit system.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to issue an RFP to perform fixed route bus service in the west valley for a 5-Year base period with one 3-Year Option and one 2-Year Option for a total of 10 Years.

CONTACT
Ray Abraham
Chief Operations Officer
602-652-5054
rabraham@valleymetro.org

ATTACHMENT
None
DATE
April 12, 2018

AGENDA ITEM 3C

SUBJECT
Authorization to Issue a formal solicitations for Facility Improvements at the Mesa Bus
Operations and Maintenance Facility

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue formal
solicitations for facility improvements at the Mesa Bus Operations and Maintenance
Facility.

BACKGROUND | DISCUSSION | CONSIDERATION
The Mesa Bus Operations and Maintenance facility was constructed in 2003. Over time,
the maintenance shop floor, inground lifts, and two bus washers have reached the end
of their useful lifecycle and to maintain in a state of good repair are in need of
refurbishment or replacement.

The maintenance shop floors including eight maintenance bays are in need of
resurfacing, polishing, sealing and striping. In addition, the inground lifts are inoperable
and need to be replaced with more modern lifts that provide greater reliability and lower
maintenance costs. Lastly, the wash equipment in the two wash bays and the reverse
osmosis water system are beyond their usefull life expectancy and need to be replaced.

Three solicitations will be conducted in the second quarter of the calendar year and
contract award recommendations will be brought back for Board approval in the third or
fourth quarters of calendar year 2018.

COST AND BUDGET
The preliminary estimates to repair, refurbish or replace these items are as follows:

- $100,000 for the maintenance shop floor refurbishment project
- $750,000 for replacement of three inground post lifts & one parallelogram lift
- $500,000 for the bus washer equipment project

The costs for these projects are included in the RPTA Proposed FY 2019 Operating and
Capital budget.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action
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

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to issue formal solicitations for facility improvements at the Mesa Bus Operations and Maintenance Facility.

CONTACT
Ray Abraham
Chief Operations Officer
602-652-5054
rabraham@valleymetro.org

ATTACHMENT
None
Information Summary

DATE
April 12, 2018

AGENDA ITEM 3D

SUBJECT
Authorization to Issue a Request for Proposals for Facility Maintenance Services

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue a Request for Proposals (RFP) to perform Facility Maintenance Services under a 5-year contract.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro’s current contract for Facility Maintenance Services expires October 31, 2018. Valley Metro continues to have a need for maintenance of facilities, park-and-rides, and passenger stations along the light rail alignment. This RFP also includes preventative maintenance services at the Mesa Bus Operations and Maintenance Facility.

The contractor shall provide all necessary vehicles, tools, supplies, materials and other related equipment required to perform the facility maintenance services defined in the RFP.

COST AND BUDGET
The cost to RPTA is estimated at $700,000 over the 5-year term of the contract. Funds are accounted for annually in the agency’s operating budget.

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 operations
  - Tactic A: Operate an effective, reliable, high performing transit system.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to issue an RFP to perform Facility Maintenance Services under a 5-year contract.
CONTACT
Ray Abraham
Chief Operations Officer
602-652-5054
rabraham@valleymetro.org

ATTACHMENT
None
Information Summary

DATE
March 28, 2018

AGENDA ITEM 3E

SUBJECT
Authorization to Issue a Request for Proposal (RFP) for Enterprise Resource Planning (ERP) Consultant Services

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue an RFP for ERP Consultant Services.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro currently has multiple financial systems that are not integrated and/or unable to integrate with each other. Certain aspects of these systems have been in use for more than ten years. Valley Metro staff has begun to evaluate the various systems in use, however the time and knowledge needed to fully evaluate these systems is not currently available to perform the comprehensive evaluation that is needed.

Valley Metro desires to issue a RFP for ERP Consultant Service to assist in the comprehensive evaluation of the various applications currently in use throughout Valley Metro against business needs and best practices for transit agencies. The objectives of the evaluation are to:

- Understand the current system capabilities and compare those against business needs and best practices/current software functionality available in the today’s market;
- Identify areas where the current application is capable of meeting needs, but additional staff training is needed to utilize the application to its potential;
- Identify if there is a need for Valley Metro to replace its current systems and prepare a work scope for potential new systems.

COST AND BUDGET
The cost for the ERP Consultant Service would be funded equally by RPTA and VMR. Funds available in the Fiscal Year 2018 Budget for RPTA and VMR are $50,000 each for a total of $100,000.

COMMITTEE ACTION
RTAG: March 20, 2018 for information
TMC/RMC: April 4, 2018 for action
Board of Directors: April 19, 2018 for action
RECOMMENDATION
Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to issue a RFP for ERP Consultant Services.

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

ATTACHMENT
None
DATE
April 12, 2018

SUBJECT
City of Phoenix Grant Pass-Through Change Orders

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute contract change orders with City of Phoenix extending the term of grant pass-through intergovernmental agreements.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro has requested extensions to the pass-through IGAs for four existing grants. The extensions are needed to allow additional time to complete the projects identified in the grants. The table below summarizes the requested changes:

<table>
<thead>
<tr>
<th>Grant</th>
<th>Source</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ-16-X005</td>
<td>5310 – Enhanced Mobility</td>
<td>December 31, 2018</td>
</tr>
<tr>
<td>AZ-90-X136</td>
<td>5307 – Formula</td>
<td>June 30, 2019</td>
</tr>
<tr>
<td>AZ-90-X137</td>
<td>5307 – Formula</td>
<td>June 30, 2019</td>
</tr>
<tr>
<td>AZ-95-X111</td>
<td>STP Flex</td>
<td>September 30, 2018</td>
</tr>
</tbody>
</table>

- Grant AZ-16-X005 includes additional funding which City of Phoenix has reprogrammed from other projects to support the paratransit program. This new funding for Valley Metro requires an extension to the existing IGA to allow time to draw the funds.
- Grant AZ-90-X136 includes funds awarded through the Section 5307 Urbanized Area Formula Program for replacement and expansion fleet and design for the Peoria Park-and-Ride. The extension is required to allow additional time to draw the funds.
- Grant AZ-90-X137 includes funds awarded through the Section 5307 Urbanized Area Formula Program for operating assistance on several routes in the Southwest Valley. The extension is required to allow additional time to purchase vans and draw the funds.
- Grant AZ-95-X111 include funds from the Surface Transportation Program flexed from the Federal Highways Administration for replacement and expansion fleet for the vanpool program. The extension is required to allow additional time to purchase vans and draw the funds.

The City of Phoenix is the designated recipient for all FTA grant funds for the region. Valley Metro undertakes projects approved for FTA grant funding, then submits
requests to Phoenix for reimbursement of actual expenses incurred. Phoenix then executes a drawdown of funds from FTA to pass-through the reimbursement to Valley Metro. The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

COST AND BUDGET
All expenses are in the approved budget for FY18 and 5-Year Capital and Operating Forecast. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action

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 E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability

- **Goal 4: Focus on economic development, regional competitiveness and financial resources**
  - Tactic B: Pursue all available funding opportunities for transit projects and services
  - Tactic C: Seek opportunities to increase revenue generation

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

CONTACT
Paul Hodgins
Chief Financial Officer
602-523-6043
phodgins@valleymetro.org

ATTACHMENT
None
DATE
March 28, 2018

AGENDA ITEM 3G

SUBJECT
Refurbishment of Bus Fareboxes Contract

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Scheidt & Bachmann, Inc. for the supply of components to refurbish 22 farebox units in an amount not to exceed $227,500.

BACKGROUND | DISCUSSION | CONSIDERATION
The Scheidt & Bachmann farebox was implemented as part of the regional fare collection system in 2007 as a means to improve revenue handling, provide detailed back-end ridership reports and allow agencies throughout the region to implement upgraded fare media.

In January 2017, Valley Metro issued Scheidt & Bachmann a contract to supply components to refurbish farebox units in the East Valley. The program upgraded several key modular components within the farebox, including ticket units, customer interfaces, farebox PC’s, cash modules and software updates. This project was completed in October 2017 and all of the equipment was used to upgrade fareboxes for the existing fleet.

Valley Metro is in the process of ordering 12 expansion buses for delivery in October 2018 and the possibility of additional 10 expansion buses in the near future. Due to the current age of the Scheidt & Bachmann fare collection system, the new buses are not being ordered with new fareboxes. Valley Metro has elected to put spare fareboxes that are in stock in these buses. These spare fareboxes need to be refurbished with upgraded components to match the existing fareboxes being used in Valley Metro’s East Valley contract. The modules will be delivered by September 2018, which will allow for efficient implementation, reducing vehicle downtime without impacting service.

COST AND BUDGET
Scheidt & Bachmann is the sole source provider for regional fare collection equipment as the hardware is proprietary in nature and is the only available solution for integration with the existing on-board fare collection equipment. An independent cost estimate and a sole source justification including a cost comparison and price analysis have been completed. The cost of a new farebox is estimated at $22,000 so the proposed price to refurbish the current farebox at $10,330 has been deemed fair and reasonable.
For the Fiscal Year 2019, the RPTA obligation is $124,000, which will be funded as part of the RPTA Proposed FY 2019 Operating and Capital Budget. The source of funding is Prop 400. The remaining $103,500 will only be used if additional expansion buses are purchased before the fare collection system is replaced.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 for action
Board of Directors: April 19, 2018 for action

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

RECOMMENDATION
Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to execute a contract with Scheidt & Bachmann, Inc. for the supply of components to refurbish 22 farebox units in an amount not to exceed $227,500.

CONTACT
Ray Abraham
Chief Operations Officer
602-652-5054
rabraham@valleymetro.org

ATTACHMENT
None
DATE
April 12, 2018

AGENDA ITEM 3H

SUBJECT
FY19-23 Short Range Transit Program

PURPOSE
The purpose of this memo is to provide an update on the Short Range Transit Program (SRTP). The SRTP documents potential transit service modifications for the next five years.

BACKGROUND | DISCUSSION | CONSIDERATION
The SRTP identifies transit service improvements needed during the next five years and builds upon previous and ongoing Valley Metro efforts. The SRTP identifies regional and local transit service improvements programmed in the Transit Life Cycle Program (TLCP) and local operating budgets. The SRTP is based on input submitted by individual member agencies, as well as concepts developed by Valley Metro staff in conjunction with the Board approved Transit Standards and Performance Measures (TSPM).

The SRTP is divided in two planning periods, the short-term (one to two years), known as production years, and the long-term (three to five years), known as the development years. Service improvements listed under production years must have committed funding sources and an implementation schedule. Service improvements under development years may require further analysis. For the production years, the SRTP analyzes all potential regionally funded modifications through a set of guiding principles and member agency feedback; the recommendations are shared with the TLCP update process.

Guiding Principles:
The performance-based guiding principles were developed to prioritize the regionally funded production years in the SRTP. The guiding principles are built around the TLCP and Board adopted TSPM effort. In December 2014, the RPTA Board adopted five performance measures to evaluate existing transit services:

- On-Time Performance
- Boardings per revenue mile
- Boardings per revenue hour
- Boardings per revenue trip\(^1\)
- Farebox Recovery

\(^1\) For commuter express and limited stop peak service only
Based on the FY18 Transit Performance Report (TPR), routes that were within the top 25% or bottom 25% on any two of the five performance measures were identified for further evaluation (those are listed in Appendix 1 for reference) and potential inclusion in the SRTP. The quartiles are embedded in the SRTP guiding principles and are considered when prioritizing improvements by fiscal year. The principles are used in significant service changes such as route extensions or new routes. The principles are not meant to analyze minor modifications such as trip modifications or weekend adjustments. For the complete list of production and development year improvements regardless of funding source see Appendix 1.

**SRTP Process:**
Staff worked with member agencies to document service modification requests and analyzed, if applicable, the service requests using the guiding principles described above. Analysis included committed funding, fleet needs and assessment of services in terms of Board adopted TSPM efforts.

Service improvements indicated in the production years of the SRTP will serve as an input into the bi-annual service change process as well as the annual TLCP updates. For the FY19-23 SRTP update, discussions were held at several Service Planning Working Groups (SPWG) and three sub-regional SRTP meetings.

**COST AND BUDGET**
Costs for proposed service changes identified in the SRTP will be vetted through the appropriate TLCP or service change processes and will be included within the agency budget starting with the year that the change is implemented.

**COMMITTEE PROCESS**
RTAG: March 20, 2018 for information
TMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action

**STRATEGIC PLAN ALIGNMENT**
This item addresses three goals in the Board-adopted FY16-20 Strategic Plan:
- 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
- Goal 4: Focus on economic development, regional competitiveness and financial resources
  - Tactic B: Pursue all available funding opportunities for transit projects and services
RECOMMENDATION
Staff recommends that the Board of Directors accept the FY19-23 SRTP report.

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

ATTACHMENT
Appendix 1 - SRTP Database
### Appendix 1: SRTP Database

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route Index</th>
<th>Service Type</th>
<th>Impacted City/Town</th>
<th>Operator</th>
<th>Change Type</th>
<th>Change Month</th>
<th>Change Year</th>
<th>Fiscal Year</th>
<th>Potential Service Change Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Modification</td>
<td>April</td>
<td>2019</td>
<td>FY19</td>
<td>After GRE goes online, add a deviation to the LRT end of the line from Gilbert Rd.</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Modification</td>
<td>April</td>
<td>2019</td>
<td>FY19</td>
<td>After GRE goes online, remove the Sycamore Station deviation. And add a deviation from Gilbert Rd. to serve the end of the line. Dependent on development of Sycamore.</td>
</tr>
<tr>
<td>Peoria Circulator</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Proposed Peoria Circulator to Connect to Arrowhead.</td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Tempe</td>
<td>Valley Metro</td>
<td>Cost Allocation</td>
<td>July</td>
<td>2019</td>
<td>FY20</td>
<td>City of Tempe requests that the entire cost for the Tempe segment of this route to be funded using Tempe's PTF allocation.</td>
</tr>
<tr>
<td>Baseline</td>
<td>77</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Cost Allocation</td>
<td>July</td>
<td>2019</td>
<td>FY20</td>
<td>Begin PTF funding of Route 77 in Mesa.</td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Cost Allocation</td>
<td>July</td>
<td>2019</td>
<td>FY20</td>
<td>Begin PTF funding of route in Mesa.</td>
</tr>
<tr>
<td>Indian School</td>
<td>41</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.</td>
</tr>
<tr>
<td>Baseline</td>
<td>77</td>
<td>Local</td>
<td>Mesa, Gilbert</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Extend to Gilbert Rd. in connection with GRE and keep at current weekday level of service, remove existing end-of-line loop. Implement 30 min Sat and Sun service.</td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Chandler, Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Add Saturday service and some weekday evening trips.</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
</tr>
<tr>
<td>------------------------</td>
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<td>----------------------------------</td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Add evening trips until 11:30PM from Alma School to Baseline; improve weekend frequency to 30 minutes and extend evening service.</td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Increase Peak frequency to 15 minutes Riverview to Elliot Rd.</td>
</tr>
<tr>
<td>Mesa Dr</td>
<td>120</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Connect to Baseline Rd. WKDY service (both directions) start at 5am and end at 10PM. Improve Saturday service to match weekday service. Implement Sunday service from 6am to 9pm at 30 min frequency.</td>
</tr>
<tr>
<td>Stapley</td>
<td>128</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Weekday service (both directions) start at 5am and end at 10pm. Improve Saturday service to match weekday service. Implement Sunday service from 6am to 9pm at 30 minute frequency. Will go online when GRE is complete.</td>
</tr>
<tr>
<td>Power Rd</td>
<td>184</td>
<td>Local</td>
<td>Mesa, Gilbert</td>
<td>Valley Metro</td>
<td>Modification</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Streamline north end route deviation by removing deviation to RMCC; Streamline south end to enter/exit Phoenix Mesa Gateway Airport via Chandler Blvd.</td>
</tr>
<tr>
<td>Union Hills</td>
<td>186</td>
<td>Local</td>
<td>Glendale, Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>All trips go to Arrowhead.</td>
</tr>
<tr>
<td>Northwest Valley Express</td>
<td>573 &amp; 575</td>
<td>Express</td>
<td>Glendale, Peoria, Phoenix</td>
<td>Valley Metro</td>
<td>Route Modification</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Depending on timing of new Glendale PNR routes may change.</td>
</tr>
<tr>
<td>Hayden/McClintock or Dobson</td>
<td>81/96</td>
<td>Local</td>
<td>Chandler</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Explore options to serve Price Corridor.</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
</tr>
<tr>
<td>-----------------------</td>
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<td>-------------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Zoom - North &amp; South</td>
<td>ZOOM - North &amp; South</td>
<td>Circulator</td>
<td>Avondale, Goodyear</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2019</td>
<td>FY20</td>
<td>Match Sunday to frequency to current Saturday service.</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Cost Allocation</td>
<td>July</td>
<td>2020</td>
<td>FY21</td>
<td>Begin PTF funding of route in Mesa.</td>
</tr>
<tr>
<td>Indian School</td>
<td>41</td>
<td>Key Local</td>
<td>Avondale</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>From Avondale mid-term Transit Plan, extend to Litchfield Rd.</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase frequency on Saturday and Sunday.</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Match Tempe and Phoenix 15 minute frequency.</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Reduction</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Remove duplication of service along Power Rd. south of Broadway.</td>
</tr>
<tr>
<td>59th Av</td>
<td>59</td>
<td>Local</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase peak frequency to 15 minutes. Increased frequency will be determined for up to 3 routes, and the final routes may be different than the routes identified here (59, 60, &amp; 67)</td>
</tr>
<tr>
<td>Bethany Home</td>
<td>60</td>
<td>Local</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase peak frequency to 15 minutes. Increased frequency will be determined for up to 3 routes, and the final routes may be different than the routes identified here (59, 60, &amp; 67)</td>
</tr>
<tr>
<td>67th Av</td>
<td>67</td>
<td>Local</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase peak frequency to 15 minutes. Increased frequency will be determined for up to 3 routes, and the final routes may be different than the routes identified here (59, 60, &amp; 67)</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
</tr>
<tr>
<td>------------</td>
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<tr>
<td>75th Av</td>
<td>75</td>
<td>Local</td>
<td>Peoria, Glendale</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Extend 75 to Arrowhead Town Center.</td>
</tr>
<tr>
<td>Northern/Shea</td>
<td>80</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Match Phoenix service weekdays 30 minute; service span expansion 5AM-Midnight Weekends; add hourly trips to Mayo Clinic off-peak.</td>
</tr>
<tr>
<td>Dobson</td>
<td>96</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Improve peak weekday frequency to 15 minutes from Riverview to Elliot Rd.</td>
</tr>
<tr>
<td>Mesa Dr</td>
<td>120</td>
<td>Local</td>
<td>Gilbert</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Extend to Warner Road in Gilbert.</td>
</tr>
<tr>
<td>Mesa Dr</td>
<td>120</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Extend route to McKellips Rd.</td>
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<tr>
<td>ALEX</td>
<td>ALEX</td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase frequency to 30 minutes.</td>
</tr>
<tr>
<td>MARY</td>
<td>MARY</td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase frequency to 30 minutes.</td>
</tr>
<tr>
<td>Phoenix Circulator</td>
<td>New Circulator</td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>New neighborhood circulator (ca. 10 linear miles).</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
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<tr>
<td>56th St</td>
<td>Route 56A</td>
<td>Local</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>New Route 56A from Shea Blvd to Deer Valley Road (Desert Ridge Mall area).</td>
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<td>SMART</td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Increase frequency to 30 minutes.</td>
</tr>
<tr>
<td>Gilbert Rd</td>
<td>136</td>
<td>Local</td>
<td>Mesa, Gilbert, Chandler</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2020</td>
<td>FY21</td>
<td>Improve peak weekday frequency in Gilbert and Mesa (Main to Elliot), add some evening trips. Improve Saturday service in Mesa to 30 minutes and add Sunday service in Mesa and Gilbert at 30 minute frequency, extend span of service by adding some night trips. (In TLCP for FY2019).</td>
</tr>
<tr>
<td>Hayden/McClintock</td>
<td>81</td>
<td>Local</td>
<td>Chandler, Tempe</td>
<td>Valley Metro</td>
<td>Service</td>
<td>April</td>
<td>2021</td>
<td>FY21</td>
<td>Weekday, improve service in Chandler by extending current service to add two evening round trips.</td>
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<td>Dobson</td>
<td>96</td>
<td>Local</td>
<td>Chandler, Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>April</td>
<td>2021</td>
<td>FY21</td>
<td>Weekday, improve service in Chandler by extending current service to add one evening round trip.</td>
</tr>
<tr>
<td>Thomas</td>
<td>Thomas Rd BRT</td>
<td>BRT</td>
<td>Phoenix</td>
<td>Phoenix</td>
<td>Service</td>
<td>April</td>
<td>2021</td>
<td>FY21</td>
<td>Thomas Road BRT/Limited Stop Service from Desert Sky Transit Center to 44th St. Peak service only.</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
</tr>
<tr>
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<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Cost Allocation</td>
<td>July</td>
<td>2021</td>
<td>FY22</td>
<td>Begin PTF funding of Route 30 in Mesa.</td>
</tr>
<tr>
<td>Van Buren</td>
<td>3</td>
<td>Key Local</td>
<td>Goodyear</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Extend Route 3 West and North to Estrella Pkwy and McDowell.</td>
</tr>
<tr>
<td>Thomas</td>
<td>29</td>
<td>Key Local</td>
<td>Avondale, Phoenix</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>From Avondale mid-term Transit Plan, extend to Avondale Civic Center.</td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Improve weekend frequency in Mesa only.</td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Extend route to Ellsworth Rd.</td>
</tr>
<tr>
<td>48th St/Rio Salado</td>
<td>48</td>
<td>Local</td>
<td>Tempe, Mesa</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Extend to Mesa Riverview along Rio Salado.</td>
</tr>
<tr>
<td>Scottsdale/Rural</td>
<td>72</td>
<td>Key Local</td>
<td>Scottsdale</td>
<td>Valley Metro</td>
<td>Route Extension</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Implement Pinnacle Extension.</td>
</tr>
<tr>
<td>Gilbert Rd</td>
<td>136</td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Modification</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Analyze and streamline north end route deviation either by potentially removing deviation or finding a better service connection for Boeing.</td>
</tr>
<tr>
<td>Chandler Blvd/Williams Field Rd</td>
<td>156</td>
<td>Local</td>
<td>Chandler</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>15 minute peak frequency from Kyrene to Gilbert Road.</td>
</tr>
<tr>
<td>Bell</td>
<td>170</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.</td>
</tr>
<tr>
<td>Avondale/Buckeye Express</td>
<td>563</td>
<td>Express</td>
<td>Buckeye</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Add one additional trip to Buckeye PNR.</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
</tr>
<tr>
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<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Buckeye Circulator</td>
<td></td>
<td>Circulator</td>
<td>Buckeye</td>
<td>Valley Metro</td>
<td>New Route</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>New, ca. 10 mile circulator in Buckeye. From Buckeye Transit Plan.</td>
</tr>
<tr>
<td>Greenfield</td>
<td></td>
<td>Local</td>
<td>Mesa</td>
<td>Valley Metro</td>
<td>Service</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>Add new route on Greenfield from 202, southern terminus TBD.</td>
</tr>
<tr>
<td>Val Vista</td>
<td></td>
<td>Local</td>
<td>Gilbert</td>
<td>Valley Metro</td>
<td>New Route</td>
<td>October</td>
<td>2021</td>
<td>FY22</td>
<td>New local route on Val Vista Dr. from Greenfield on Baseline Rd. to south of Pecos Rd. to Gilbert Mercy Hospital, replacing deviation of Route 156.</td>
</tr>
<tr>
<td>Northern/Shea</td>
<td>80</td>
<td>Local</td>
<td>Glendale</td>
<td>Phoenix</td>
<td>Service</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend weekend 30 minute service to 59th Ave.</td>
</tr>
<tr>
<td>Northern/Shea</td>
<td>80</td>
<td>Local</td>
<td>Peoria, Glendale</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend route 80 to 99th avenue. Option considered in consort with Route 90 extension.</td>
</tr>
<tr>
<td>Dunlap/Cave Creek</td>
<td>90</td>
<td>Local</td>
<td>Peoria</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend route 90 to 99th Avenue. Option considered in consort with Route 80 extension.</td>
</tr>
<tr>
<td>Mesa Dr/ McQueen</td>
<td>120</td>
<td>Local</td>
<td>Chandler, Mesa</td>
<td>Valley Metro</td>
<td>Extension</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend to Chandler Blvd in Chandler.</td>
</tr>
<tr>
<td>Thunderbird</td>
<td>138</td>
<td>Local</td>
<td>Surprise, El Mirage</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend service to Surprise Civic Center.</td>
</tr>
<tr>
<td>Bell Rd</td>
<td>170</td>
<td>Local</td>
<td>Surprise, Glendale, Peoria, County</td>
<td>Phoenix</td>
<td>Extension</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend service to Surprise Civic Center.</td>
</tr>
<tr>
<td>Ray</td>
<td>140 (Ray Road)</td>
<td>Local</td>
<td>Chandler, Phoenix, Gilbert</td>
<td>Valley Metro</td>
<td>New Route</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Extend 140 from Gilbert Rd to Power Rd on Warner; Add Sunday service. (?)</td>
</tr>
<tr>
<td>Route Name</td>
<td>Route Index</td>
<td>Service Type</td>
<td>Impacted City/Town</td>
<td>Operator</td>
<td>Change Type</td>
<td>Change Month</td>
<td>Change Year</td>
<td>Fiscal Year</td>
<td>Potential Service Change Concept</td>
</tr>
<tr>
<td>------------------</td>
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<tr>
<td>Surprise Circulator</td>
<td>New</td>
<td>Circulator</td>
<td>Surprise</td>
<td>Valley Metro</td>
<td>New Route</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Develop a new circulator route for downtown Surprise.</td>
</tr>
<tr>
<td>McDowell</td>
<td>17</td>
<td>Local</td>
<td>Avondale, Phoenix, Goodyear</td>
<td>Phoenix</td>
<td>Service Change</td>
<td>October</td>
<td>2022</td>
<td>FY23</td>
<td>Add Sunday service beyond 99th Ave. into Avondale &amp; Goodyear.</td>
</tr>
<tr>
<td>Gilbert Express</td>
<td>New</td>
<td>Express</td>
<td>Gilbert, Phoenix</td>
<td>Valley Metro</td>
<td>New Route</td>
<td>October</td>
<td>2023</td>
<td>FY24</td>
<td>Add new commuter Express from Williams Field Rd. and Greenfield Rd. to Downtown Phoenix.</td>
</tr>
</tbody>
</table>
Short Range Transit Program
FY19-23 Update

April 2018
Why?

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Short Range Transit Program (SRTP)

- Identifies regionally and locally funded transit service change concepts for the next five years
- In accordance with Transit Life Cycle Program (TLCP) policies
- Based on input from member agencies and VM staff
Short Range Transit Program (SRTP)

Provides input to:

• Transit Life Cycle Program
• Fleet Management Plan
• Bi-annual service change process
• Transportation Improvement Program

SRTP Workflow
SRTP Process

• Develop service concepts with member agencies
• Prioritize service concepts for “production” years
• Review performance

SRTP Process

• Use guiding principles for Prop. 400 service
• Document final list of TLCP and locally funded service concepts for “production” years
• “Production” and “Development” phases:
  o List proposed changes identified
  o Fleet prioritization applied, if applicable
## FY18 TSPM Quartiles

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Measure 1</th>
<th>Measure 2</th>
<th>Measure 3</th>
<th>Measure 4</th>
<th>Measure 5</th>
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<td>Local Routes</td>
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<td>Local Routes</td>
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<td>Local Routes</td>
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<td>Local Routes</td>
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</tbody>
</table>

### Transit Service Thresholds

- Developed during the Transit Standards and Performance Measures (TSPM) effort
- Rank each service within their respective service type
- Services performing above/below two or more of any measure will be further evaluated

Multi-Level Thresholds

- **Bottom**: 25%
- **Performing**: 50%
- **Top**: 25%
TSPM Quartiles: Express / RAPID Routes

Guiding Principles

<table>
<thead>
<tr>
<th></th>
<th>Financially Sustainable (Operations)</th>
<th>Financially Sustainable (Capital)</th>
<th>Current Transit Performance Threshold Quartiles</th>
<th>Route in Original Prop. 400 Plan</th>
<th>Supports Major High Capacity Transit Investment</th>
<th>Future Performance</th>
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<tbody>
<tr>
<td>Existing Service</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>New Service</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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Based on TLCP policies and TSPM efforts
## Service Standards

### Recommended Service Standards by Transit Service Type

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Minimum Headway or Daily Trips</th>
<th>Minimum Span Week / Sat / Sun</th>
<th>Minimum Operating Days</th>
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</thead>
<tbody>
<tr>
<td>Dial-a-Ride (ADA)</td>
<td>NA</td>
<td>ADA service shall be available throughout the same hours and days as fixed route service.</td>
<td></td>
</tr>
<tr>
<td>Rural Connector</td>
<td>4 trips inbound / 4 trips outbound</td>
<td>NA</td>
<td>Mon – Fri</td>
</tr>
<tr>
<td>Community/Circulator</td>
<td>30 min</td>
<td>12 hrs / 0 hrs / 0 hrs</td>
<td>Mon – Fri</td>
</tr>
<tr>
<td>Local Bus</td>
<td>30 min*</td>
<td>16 hrs / 14 hrs / 12 hrs</td>
<td>Mon – Sun</td>
</tr>
<tr>
<td>Key Local Bus</td>
<td>15 min peak / 30 min base*</td>
<td>16 hrs / 14 hrs / 12 hrs</td>
<td>Mon – Sun</td>
</tr>
<tr>
<td>Limited Stop Peak</td>
<td>4 trips AM / 4 trips PM</td>
<td>NA</td>
<td>Mon – Fri</td>
</tr>
<tr>
<td>Limited Stop All-Day</td>
<td>Headways same as LRT, up to 2X Peak</td>
<td>16 hrs / 14 hrs / 12 hrs (Same as LRT)</td>
<td>Mon – Fri</td>
</tr>
<tr>
<td>Commuter Express</td>
<td>4 trips AM / 4 trips PM</td>
<td>NA</td>
<td>Mon – Fri</td>
</tr>
<tr>
<td>Light Rail Transit</td>
<td>12 min peak / 20 min base</td>
<td>18 hrs / 14 hrs / 12 hrs</td>
<td>Mon – Sun</td>
</tr>
</tbody>
</table>

*60 min early morning and late night service

Based on TLCP policies and TSPM efforts

### Route Analysis Tool

#### Service Type
- Fiscal year of service
- Peak and off-peak frequency
- Span of service
SRTP Workflow

Production Years Fleet Prioritization

<table>
<thead>
<tr>
<th>Service Adjustment</th>
<th>Purpose</th>
<th>Rank Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement TLCP-programmed service as scheduled</td>
<td>Implement TLCP-programmed service</td>
<td>1</td>
</tr>
<tr>
<td>Early implementation of programmed service as scheduled in TLCP</td>
<td>Addresses performance-based fleet need (high ridership or running-time adjustment)</td>
<td>2</td>
</tr>
<tr>
<td>Implement TLCP-planned service</td>
<td>Addresses performance-based fleet need (high ridership or insufficient schedule)</td>
<td>6</td>
</tr>
<tr>
<td>Locally funded expansion of an existing route funded through the TLCP</td>
<td>Will enhance regional transit connectivity (connect one or more routes)</td>
<td>3</td>
</tr>
<tr>
<td>Implementation of service adjustment on existing locally funded service</td>
<td>Will reach potential ridership generator</td>
<td>7</td>
</tr>
<tr>
<td>Implementation of new locally funded service</td>
<td>Will enhance regional transit connectivity (connect one or more routes)</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Will reach potential ridership generator</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Will enhance regional transit connectivity (connect one or more routes)</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Will reach potential ridership generator</td>
<td>12</td>
</tr>
</tbody>
</table>
Development Years Fleet Prioritization

<table>
<thead>
<tr>
<th>Category</th>
<th>Metric</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Characteristics</td>
<td>Is there between 2 and 3 years of funding committed for the service improvement?</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>OR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Is there more than 3 years of funding committed for the service improvement?</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Is the service improvement a TESP-planned service?</td>
<td>1</td>
</tr>
<tr>
<td>TSPM Compliance</td>
<td>Does the service improvement meet weekday service standards?</td>
<td>0.5</td>
</tr>
<tr>
<td></td>
<td>Does the service improvement meet Saturday service standards?</td>
<td>0.25</td>
</tr>
<tr>
<td></td>
<td>Does the service improvement meet Sunday service standards?</td>
<td>0.25</td>
</tr>
<tr>
<td></td>
<td>Does the service improvement meet the current transit properly threshold? (Note: only applicable to locak local service improvements greater than 1 mile)</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Does the service improvement remove/modfy an under-performing route deviation, thereby requiring at least one less vehicle for operation?</td>
<td>1</td>
</tr>
<tr>
<td>Regional Connectivity</td>
<td>Does the service improvement serve multiple jurisdictions?</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Does the service improvement connect to other transit route alignments?</td>
<td>0.25 per connection (2 points maximum)</td>
</tr>
</tbody>
</table>

Five-Year SRTP Concepts

Region-wide service change concepts in report:

- Cost allocation (change in funding source)
- Route extensions
- Service enhancements
- Span of service
- Route modifications
- New services
- Service reduction (e.g., duplicate service segments)

Board action taken on final recommendations through biannual service change process
Recommendation

Staff recommends that the Board of Directors accept the FY19-23 SRTP report and direct the CEO to share the report with the Maricopa Association of Governments to support the Transportation Improvement Program process.
Information Summary

DATE
April 12, 2018

AGENDA ITEM 4

SUBJECT
Proposed October 2018 Transit Service Changes Public Outreach Plan

PURPOSE
Provide an update on the community outreach plan for proposed October 2018 transit service changes.

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.

Several changes have been proposed and continue to be discussed between Valley Metro and the SPWG. Valley Metro staff is analyzing the proposed route changes in terms of the Board-adopted TSPM, Title VI impacts, possible fleet needs, public input and all costs involved. The following is a 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. The proposed changes include one new route, route consolidations, route modifications and service changes.

Proposed Route and Schedule Changes:

- Restore weekday service levels on Light Rail, Local, Key Local, Circulator, and Rural Routes for five holidays:
  - Veterans’ Day
  - Martin Luther King Jr. Day
  - Presidents’ Day
  - Day after Thanksgiving
  - Christmas Eve
- Route 8—7th Avenue: Reroute in Downtown Phoenix.
- Route 41—Indian School Road: Improve midday frequency in Phoenix.
- Route 56—Priest Drive: Eliminate service in Scottsdale; the new end-of-line would be the Desert Botanical Garden from 7:30 a.m. to 7:30 p.m. while maintaining trips that currently end at Priest Drive and Washington.
- Route 72—Scottsdale/Rural Road: Eliminate 10-minute trips between Camelback Road and Tempe Transportation Center, maintain 20-minute service all day for entire route.
- Route 80—Shea Boulevard: Eliminate service east of either Hayden or Scottsdale Road to avoid duplicate service with the re-configured Route 81.
- Route 81—McClintock Drive/Hayden Road: Reroute to stay on Hayden to Shea to access Mustang Transit Center. The portion of the route currently serving north of Shea would be replaced by the new Cactus Trolley.
- Route 104—Alma School Road: Eliminate deviation to Fiesta Mall.
- Route 106—Peoria Avenue: Shift trips to eliminate current 1.5 hour gap of service at western end of line; change routing at MetroCenter Mall.
- Route 140—Ray Road: Schedule adjustment.
- Route 514—Scottsdale Express: Eliminate or reroute service to maximize efficiency.
- Route 562—Goodyear Express: Adjust schedule to alleviate overcrowding on first outbound trip.
- BUZZ—Downtown Mesa Circulator: Add evening service Monday through Saturday.
- Consolidate Scottsdale Circulator Service: Combine Neighborhood, Miller Road, and Camelback Road Trolleys into two new circulator routes, maintaining connections in the community while providing more efficient service.
- Cactus Trolley: New circulator route in north Scottsdale serving areas in the vicinity of Frank Lloyd Wright Boulevard and Cactus Road.

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.

Public Outreach
Valley Metro is conducting community outreach beginning on April 30, 2018 to notify the public and solicit input on the proposed service changes. Comments will be accepted through June 1, 2018. Customers can provide feedback through the following channels:
- On-site region-wide information sessions (based on service change impacts)
- Webinar (May 9, 2018)
- Social media
- Via email at input@valleymetro.org
• Public hearing (May 22, 2018)

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: March 20, 2018 for information
TMC: April 4, 2018 for information
Board of Directors: April 19, 2018 for information

RECOMMENDATION
This item is for information only.

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

ATTACHMENT
None
Proposed October 2018
Transit Service Changes

April 2018

Proposed Service Change Process

• Service Changes Proposed for Public Outreach
• Coordinated through:
  • Service Planning Working Group
  • Individual member agencies
  • Short Range Transit Program
  • Transit Standards and Performance Measures

• Public Outreach
  • April 30 through June 1

• Board action anticipated in June 2018
  • Service contract changes and IGA amendments for PTF funded and RPTA operated service
Proposed Changes

Routes Proposed for Service Changes – October 2018

Weekday Local Service Level Reinstatement on Five Holidays

- Veteran’s Day
- President’s Day
- Martin Luther King Jr. Day
- Day after Thanksgiving
- Christmas Eve

Restoring weekday service for Light Rail, Local, Key Local, Circulator, and Rural services.

Express and RAPID services will not be restored.
Route Modifications

- Route 8 – 7th Ave. in Phoenix
- Route 56 – Priest Drive in Phoenix and Scottsdale
- Route 80 – Shea Blvd. in Scottsdale
- Route 81 – Hayden Rd. in Scottsdale
- Route 104 – Alma School Rd. in Mesa
- Route 106 – Peoria Ave. in Phoenix
- Route 514 – Scottsdale Express

Frequency Modifications

- Route 41 – Indian School Road in Phoenix
- Route 72 – Scottsdale /Rural Rd in Scottsdale and Tempe
Other Changes

• **New Route**
  - Cactus Trolley – North Scottsdale Circulator

• **Schedule Adjustment**
  - Route 106 – Peoria Ave in Peoria, Glendale and Phoenix
  - Route 562 – Goodyear Express in Goodyear and Phoenix
  - Route 140 – Ray Road: Schedule Adjustment

• **Span Increase**
  - BUZZ – Downtown Mesa Circulator in Mesa

• **Consolidation**
  - Scottsdale’s Neighborhood, Miller Rd and Camelback Rd Trolleys will be combined into two new circulators

Scottsdale Routes
Route 8 – in Phoenix

Route 56 – in Scottsdale
Route 80 – in Scottsdale

Route 81 – in Scottsdale
Route 104 – in Mesa

Route 106 – in Phoenix
Scottsdale Circulators

Current Circulators

Proposed Circulators

Scottsdale Cactus Trolley
Public Outreach Plan

Valley Metro is conducting community outreach beginning on April 30, 2018 to notify the public and solicit input on the proposed service changes. Comments will be accepted through June 1, 2018.

• On-site region-wide information sessions (based on service change impacts)
• Webinar (May 9, 2018)
• Social media
• Via email at input@valleymetro.org
• Public hearing (May 22, 2018)

Thank You
DATE
April 12, 2018

SUBJECT
Valley Metro RPTA Fiscal Year 2019 (FY19) Preliminary Operating and Capital Budget

PURPOSE
To provide information regarding the Valley Metro RPTA FY19 Preliminary Operating and Capital Budget.

BACKGROUND/DISCUSSION/CONSIDERATION
The Valley Metro Regional Public Transportation Authority (RPTA) FY19 combined operating and capital budget (the budget) is $319.0 million (M) and includes $60.1M of expenses for light rail/high capacity transit capital.

The preliminary FY19 operating and capital budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards and reserves when needed. The budget was developed in compliance with Board of Directors’ adopted budget, financial and Transit Life Cycle Program (TLCP) policies.

The annual budget is prepared on an accrual basis and adopted by the Board of Directors each fiscal year. The legal level of budgetary control is the total annual appropriated budget. With respect to Capital Budgets, project contingency accounting is used to control expenditures within available project funding limits. With respect to Operating Budgets, encumbrance accounting is not used and all appropriations lapse at the end of the year. Prior to final adoption, a proposed budget is presented to the Board of Directors for review and public comment is received. Final adoption of the budget must be on or before June 30 of each year.

The RPTA budget includes a significant level of expenditures on behalf of Valley Metro Rail (VMR). RPTA is the official employer for all Valley Metro employees therefore all employee related expenses for VMR are included in the RPTA budget. VMR reimburses RPTA for its share of employee expenses. RPTA is also the recipient of all public transportation funds received from Proposition 400. Revenues to support the rail program are passed through to VMR on a reimbursement basis.

The total operating budget of $192.0M represents a $5.9M (3%) increase from the previous year’s operating budget of $186.1M. The total capital budget of $127.1M represents a $17.0M (12%) decrease from the previous year’s capital budget of $144.1M. Details and explanations of the major budget changes are discussed in the Executive Summary on the website.
The RPTA and Valley Metro Rail (VMR) budgets are developed with a unified staff plan, with department managers planning the level of effort required to meet the bus and rail activities. Salary and overhead charges to bus and rail projects are based on actual time worked on each project. For FY19 there are 376 employees budgeted in the integrated agency, with 151 FTE’s budgeted to RPTA activities and 225 budgeted to VMR activities. Compensation budget based on 3.0% increase. For staff salary changes, merit increases are evaluated based on employee performance; division level control to manage total costs within budget.

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 E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.

COMMITTEE PROCESS
Preliminary Budget Review:
Financial Working Group: March 20, 2018 for information
RTAG: March 20, 2018 for information
TMC: April 4, 2018 for information
AFS: April 12, 2018 for information
Board of Directors: April 19, 2018 for information

Proposed Budget Adoption:
TMC: June 6, 2018 for action
AFS: June 14, 2018 for action
Board of Directors: June 21, 2018 for action

RECOMMENDATION
This item is being presented for information only.

CONTACT
Paul Hodgins
Chief Financial Officer
602-523-6043
phodgins@valleymetro.org

ATTACHMENT
None

The Valley Metro RPTA FY19 Preliminary Executive Summary is located on the Valley Metro website: [https://www.valleymetro.org/finance-budget-reports](https://www.valleymetro.org/finance-budget-reports)
RPTA
FY19 Preliminary Budget Overview

Strategic Initiatives

• Continue existing initiatives
  • Respect the Ride
  • Transit Asset Management Plan
    • State of Good Repair
  • Shifting Gears – staff development
  • On-going evaluation of staffing needs

• Currently evaluating and updating the Strategic Plan for FY19-23
Budget Drivers

• **Staffing**
  - 12 new positions for FY19
  - 11 positions funded by Valley Metro Rail projects

• **Operating increases**
  - Gilbert Road Extension opening May 2019
  - 50th Street Station opening May 2019

• **Capital Budget**
  - Northwest Extension Phase II
  - Two new vehicle types

---

Baseline: RPTA Operations

<table>
<thead>
<tr>
<th>Fixed Route Bus</th>
<th>Passengers</th>
<th>Revenue miles</th>
<th>Operating Costs</th>
<th>Fare Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY18 (Forecast)</td>
<td>14,929,000</td>
<td>12,878,000</td>
<td>$82,459,000</td>
<td>$10,693,000</td>
</tr>
<tr>
<td>FY19</td>
<td>15,175,000</td>
<td>12,860,000</td>
<td>$84,807,000</td>
<td>$10,624,000</td>
</tr>
<tr>
<td>Change</td>
<td>2%</td>
<td>0%</td>
<td>3%</td>
<td>-1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Paratransit</th>
<th>Trips</th>
<th>Cost per Trip</th>
<th>Operating Costs</th>
<th>Fare Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY18 (Forecast)</td>
<td>652,000</td>
<td>$34.69</td>
<td>$22,615,000</td>
<td>$2,369,000</td>
</tr>
<tr>
<td>FY19</td>
<td>648,000</td>
<td>$36.79</td>
<td>$23,842,000</td>
<td>$2,371,000</td>
</tr>
<tr>
<td>Change</td>
<td>-1%</td>
<td>6%</td>
<td>5%</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VanPool</th>
<th>Passengers</th>
<th>Revenue miles</th>
<th>Operating Costs</th>
<th>Fare Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY18 (Forecast)</td>
<td>1,252,000</td>
<td>6,735,000</td>
<td>$952,000</td>
<td>$1,122,000</td>
</tr>
<tr>
<td>FY19</td>
<td>1,252,000</td>
<td>6,735,000</td>
<td>$952,000</td>
<td>$1,122,000</td>
</tr>
<tr>
<td>Change</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>
Uses of Funds: Operating & Capital

Total Uses

- Passenger Services: 43%
- Regional Transit Services: 5%
- Agency Administration: 1%
- Capital Activities: 33%
- Debt Service: 7%
- Pass-Through: 11%

Uses of Funds: Operating ($,000,000)

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th>FY18 Revised</th>
<th>FY19 Proposed</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route Operations</td>
<td>$93.3</td>
<td>$94.9</td>
<td>$1.6</td>
<td>2%</td>
</tr>
<tr>
<td>Paratransit Operations</td>
<td>38.8</td>
<td>39.1</td>
<td>0.3</td>
<td>1%</td>
</tr>
<tr>
<td>Vanpool Operations</td>
<td>1.0</td>
<td>1.0</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td>Planning</td>
<td>2.5</td>
<td>3.9</td>
<td>1.4</td>
<td>54%</td>
</tr>
<tr>
<td>Commute Solutions</td>
<td>1.3</td>
<td>1.3</td>
<td>(0.0)</td>
<td>-1%</td>
</tr>
<tr>
<td>Administration and Finance</td>
<td>4.6</td>
<td>4.2</td>
<td>(0.4)</td>
<td>-9%</td>
</tr>
<tr>
<td>Regional Services</td>
<td>11.6</td>
<td>13.0</td>
<td>1.5</td>
<td>13%</td>
</tr>
<tr>
<td><strong>Sub-Total RPTA Operating</strong></td>
<td><strong>$153.0</strong></td>
<td><strong>$157.3</strong></td>
<td><strong>$4.3</strong></td>
<td><strong>3%</strong></td>
</tr>
<tr>
<td>VMR Personnel Costs</td>
<td>21.4</td>
<td>23.0</td>
<td>1.6</td>
<td>7%</td>
</tr>
<tr>
<td>VMR RARF Disbursements</td>
<td>0.5</td>
<td>0.5</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td>AZ Lottery Funds Disbursements</td>
<td>11.2</td>
<td>11.2</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Sub-Total Pass-Through Funds</strong></td>
<td><strong>$33.1</strong></td>
<td><strong>$34.7</strong></td>
<td><strong>$1.6</strong></td>
<td><strong>5%</strong></td>
</tr>
<tr>
<td><strong>Total Operating Uses</strong></td>
<td><strong>$186.1</strong></td>
<td><strong>$192.0</strong></td>
<td><strong>$5.9</strong></td>
<td><strong>3%</strong></td>
</tr>
</tbody>
</table>
### Uses of Funds: Capital ($,000,000)

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th>FY18 Revised</th>
<th>FY19 Proposed</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Fleet</td>
<td>$57.9</td>
<td>$40.8</td>
<td>($17.1)</td>
<td>-30%</td>
</tr>
<tr>
<td>Regional Facilities</td>
<td>6.6</td>
<td>7.3</td>
<td>0.7</td>
<td>11%</td>
</tr>
<tr>
<td>Other Regional Projects</td>
<td>3.6</td>
<td>1.5</td>
<td>(2.1)</td>
<td>-58%</td>
</tr>
<tr>
<td>Member Agency Disbursements</td>
<td>8.3</td>
<td>7.1</td>
<td>(1.3)</td>
<td>-15%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>24.2</td>
<td>23.4</td>
<td>(0.8)</td>
<td>-3%</td>
</tr>
<tr>
<td><strong>Sub-Total RPTA Capital</strong></td>
<td>$100.6</td>
<td>$80.0</td>
<td>($20.6)</td>
<td>-20%</td>
</tr>
<tr>
<td>Rail Program Disbursements</td>
<td>29.8</td>
<td>36.6</td>
<td>6.8</td>
<td>23%</td>
</tr>
<tr>
<td>Reserved for Future Use</td>
<td>13.7</td>
<td>10.4</td>
<td>(3.2)</td>
<td>-24%</td>
</tr>
<tr>
<td><strong>Sub-Total VMR Capital</strong></td>
<td>$43.5</td>
<td>$47.1</td>
<td>$3.6</td>
<td>8%</td>
</tr>
<tr>
<td><strong>Total Capital Uses</strong></td>
<td><strong>$144.1</strong></td>
<td><strong>$127.1</strong></td>
<td><strong>($17.0)</strong></td>
<td><strong>-12%</strong></td>
</tr>
</tbody>
</table>

### Sources of Funds: Operating & Capital

- **Total Sources**
  - Public Transportation Funds 33%
  - Federal Funds 15%
  - Fares 4%
  - Transit Service Reimbursements 13%
  - Other 2%
  - VMR Public Transportation Funds Program 15%
  - VMR Reimbursements 7%
  - AZ Lottery Funds 3%
  - Carry Forward & Reserves 8%
## Sources of Funds: Operating ($,000,000)

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>FY18 Revised</th>
<th>FY19 Proposed</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation Funds</td>
<td>$77.5</td>
<td>$84.0</td>
<td>$6.4</td>
<td>8%</td>
</tr>
<tr>
<td>Regional Area Road Funds</td>
<td>4.9</td>
<td>5.2</td>
<td>0.3</td>
<td>6%</td>
</tr>
<tr>
<td>Transit Service Agreements</td>
<td>39.1</td>
<td>42.0</td>
<td>2.9</td>
<td>8%</td>
</tr>
<tr>
<td>MAG Funds</td>
<td>0.2</td>
<td>0.5</td>
<td>0.3</td>
<td>122%</td>
</tr>
<tr>
<td>Federal Grants</td>
<td>11.0</td>
<td>10.0</td>
<td>(1.0)</td>
<td>-9%</td>
</tr>
<tr>
<td>Fare Revenues</td>
<td>15.1</td>
<td>13.0</td>
<td>(2.1)</td>
<td>-14%</td>
</tr>
<tr>
<td>Other Revenues</td>
<td>1.1</td>
<td>0.3</td>
<td>(0.8)</td>
<td>-72%</td>
</tr>
<tr>
<td>Carry forward and Reserves</td>
<td>4.8</td>
<td>2.6</td>
<td>(2.2)</td>
<td>-45%</td>
</tr>
<tr>
<td><strong>Sub-Total RPTA Operating</strong></td>
<td>$153.5</td>
<td>$157.6</td>
<td>$4.1</td>
<td>3%</td>
</tr>
<tr>
<td>VMR Reimbursements</td>
<td>21.4</td>
<td>23.1</td>
<td>1.7</td>
<td>8%</td>
</tr>
<tr>
<td>AZ Lottery Funds</td>
<td>11.2</td>
<td>11.2</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Sub-Total Pass-Through Funds</strong></td>
<td>$32.6</td>
<td>$34.3</td>
<td>$1.7</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Total Operating Revenues</strong></td>
<td>$186.1</td>
<td>$192.0</td>
<td>$5.9</td>
<td>3%</td>
</tr>
</tbody>
</table>

## Sources of Funds: Capital ($,000,000)

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>FY18 Revised</th>
<th>FY19 Proposed</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation Funds</td>
<td>$24.4</td>
<td>$21.0</td>
<td>($3.4)</td>
<td>-14%</td>
</tr>
<tr>
<td>Federal Grants</td>
<td>54.3</td>
<td>37.9</td>
<td>(16.4)</td>
<td>-30%</td>
</tr>
<tr>
<td>Other Revenues</td>
<td>0.2</td>
<td>0.2</td>
<td>(0.0)</td>
<td>-1%</td>
</tr>
<tr>
<td>Carry forward and Reserves</td>
<td>21.7</td>
<td>20.9</td>
<td>(0.8)</td>
<td>-4%</td>
</tr>
<tr>
<td><strong>Sub-Total RPTA Capital</strong></td>
<td>$100.6</td>
<td>$80.0</td>
<td>($20.6)</td>
<td>-20%</td>
</tr>
<tr>
<td>PTF Rail Program</td>
<td>43.5</td>
<td>47.1</td>
<td>3.6</td>
<td>8%</td>
</tr>
<tr>
<td>PTF Bond Proceeds</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td>Carry forward and Reserves</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Sub-Total VMR Capital</strong></td>
<td>$43.5</td>
<td>$47.1</td>
<td>$3.6</td>
<td>8%</td>
</tr>
<tr>
<td><strong>Total Capital Sources</strong></td>
<td>$144.1</td>
<td>$127.1</td>
<td>($17.0)</td>
<td>-12%</td>
</tr>
</tbody>
</table>
Staff Changes from FY18 to FY19

<table>
<thead>
<tr>
<th>Division</th>
<th>Adopted 2018</th>
<th>Additions 2018</th>
<th>Proposed 2019</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency Business, Technology &amp; Services</td>
<td>47</td>
<td>2</td>
<td>49</td>
<td></td>
</tr>
<tr>
<td>Capital and Service Development</td>
<td>52</td>
<td>1</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>CEO Executive Office</td>
<td>5</td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Communication &amp; Strategic Initiatives</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Finance</td>
<td>22</td>
<td></td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>Human Resources</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Internal Audit Services</td>
<td>2</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Legal</td>
<td>14</td>
<td></td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Operations and Maintenance - RPTA</td>
<td>66</td>
<td>3</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>Operations and Maintenance - VMR</td>
<td>122</td>
<td>7</td>
<td>132</td>
<td></td>
</tr>
<tr>
<td>Safety and Security</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td><strong>360</strong></td>
<td><strong>4</strong></td>
<td><strong>12</strong></td>
<td><strong>376</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>RPTA</th>
<th>VMR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Adopted</strong></td>
<td>150</td>
<td>210</td>
</tr>
<tr>
<td><strong>Additions</strong></td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td><strong>Proposed</strong></td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>151</td>
<td>225</td>
</tr>
</tbody>
</table>

Upcoming Budget Schedule FY19

- April 4: Draft Budget delivered to TMC/RMC/AFS
- April 12: Budget presented for information to AFS
- April 19: Budget presented to Board of Directors for information
- April 30: Member City Comments due
- June: Committee Cycle for Budget Adoption
Information Summary

DATE
April 12, 2018

AGENDA ITEM 6

SUBJECT
2018 Transit Life Cycle Program - Bus Update

PURPOSE
To present the draft 2018 TLCP Bus Update for information.

BACKGROUND | DISCUSSION | CONSIDERATION
The TLCP was developed in 2005 to provide guidance for the implementation of the transit component of the Regional Transportation Plan. The TLCP includes Guiding Principles, policies, procedures and financial forecasts to ensure that the program can be balanced. Information presented in the TLCP is a 20-Year summary encompassing the life of the Transportation Excise Tax authorized in Prop 400.

The draft 2018 Rail TLCP Update is being discussed through the Valley Metro Rail Board process. The bus and rail programs will be merged into a single item for action on the joint agenda for June.

The most recent update to the TLCP was in June 2017. Since that time, the official forecast has projected a small decrease in revenues for the Transportation Excise Tax. The forecast of PTF for the bus program is approximately $14 million lower for the remaining years of the TLCP (FY2018-2026).

The current Short Range Transit Plan (SRTP) has identified some service and/or funding changes that are recommended to be incorporated into the bus program within the TLCP, along with some associated fleet expansion needs. The SRTP was developed cooperatively with member city transit staff and includes service improvements that are ready to be implemented in the next two years. It also includes many potential improvements that are not quite ready for implementation. These improvements will continue to be analyzed and developed and could be recommended for regional funding in a future TLCP Update.

Bus Program

Capital Program
In the 2018 TLCP update, there are some adjustments to the replacement fleet and facilities projects related to timing and federal funding. The number of vehicles forecast in the current update is 64 more, or 1.7% higher, than in the 2017 update. There have
been some updates to the timing of the North Glendale Park-and-Ride and Peoria Transit Center, and the cost of the Peoria Park-and-Ride.

Operating Program
Valley Metro planning staff developed the SRTP to guide the implementation of new service improvements, including those funded with PTF. The current SRTP includes the restoration of regular weekday service to five holidays.

In 2016, the Valley Metro Board of Directors authorized the implementation of a new regional ADA paratransit overlay service which eliminates the need for transfers among current paratransit providers. The new service was implemented in FY2017. The 2017 update included additional ADA PTF funds to accommodate the growth, as requested by member agencies. In FY2018 the regional paratransit service was transitioned to a new provider with a new service delivery model. Demand under this model has flattened resulting in a small decrease in projected ADA costs through the end of the TLCP.

The fund balance at the end of the program is anticipated to be about $12.8 million, down from $25.1 million in the 2017 update. The following table summarizes the changes in fund balance.

<table>
<thead>
<tr>
<th>Comparison of Net Revenues</th>
<th>2018 Update</th>
<th>2017 Update</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations Revenue</td>
<td>$2,045.9</td>
<td>$2,063.7</td>
<td>($17.7)</td>
</tr>
<tr>
<td>Capital Revenue</td>
<td>$1,076.2</td>
<td>$1,040.8</td>
<td>$35.4</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$3,122.1</td>
<td>$3,104.4</td>
<td>$17.7</td>
</tr>
<tr>
<td>Operations Expenditures</td>
<td>$1,746.9</td>
<td>$1,757.6</td>
<td>($10.7)</td>
</tr>
<tr>
<td>Capital Expenditures</td>
<td>$1,362.5</td>
<td>$1,321.1</td>
<td>$41.4</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$3,109.4</td>
<td>$3,078.7</td>
<td>$30.7</td>
</tr>
<tr>
<td>Net Revenues less Expenditures</td>
<td>$12.8</td>
<td>$25.7</td>
<td>($13.0)</td>
</tr>
</tbody>
</table>

The TLCP Guiding Principles require that jurisdictional equity be maintained for the bus program. The policy allows that each sub-region can be within 2.5 percent above or below their policy allocation. In the current model, all sub-regions are within this policy allowance. Additionally, the policy allows that regardless of sub-regional percentages, no jurisdiction can be under-allocated by $7.5 million or more. In the current model no jurisdiction meets that condition.
Jurisdiction Equity Summary by Sub-Region

<table>
<thead>
<tr>
<th>Sub-Region</th>
<th>Total Calculated PTF</th>
<th>Total Policy PTF Allocation</th>
<th>JE Under (JE Over)</th>
<th>Percent of JE Calculated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>$434.0</td>
<td>$438.2</td>
<td>$4.2</td>
<td>1.0%</td>
</tr>
<tr>
<td>East</td>
<td>$781.4</td>
<td>$783.6</td>
<td>$2.2</td>
<td>0.3%</td>
</tr>
<tr>
<td>West</td>
<td>$161.7</td>
<td>$158.9 ($2.8)</td>
<td></td>
<td>-1.7%</td>
</tr>
<tr>
<td></td>
<td>$1,377.1</td>
<td>$1,380.7</td>
<td>$3.6</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

COST AND BUDGET
Some of the proposed changes to the TLCP bus model have been incorporated into the proposed FY2019 Operating and Capital Budgets and the Five-Year Operating and Capital Forecasts. Revenues and expenditures forecast within the TLCP are balanced as required by State Statute.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
TMC: April 4, 2018 for action
Board of Directors: April 19, 2018 for action

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 E: Maintain strong fiscal controls to support Valley Metro's long-term sustainability
- 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

RECOMMENDATION
This item is presented for information only.

CONTACT
Paul Hodgins
Chief Financial Officer
phodgins@valleymetro.org

ATTACHMENT
None
Valley Metro RPTA
Transit Life Cycle Program
Preliminary 2018 Model Update
April 2018

Bus Program Summary

• Prop 400 Revenue Forecast

• Program changes
  • Operating program
  • Capital program

• Expenditure Summary

• Revenue Summary

• Jurisdictional Equity Summary
Prop 400 Bus Revenues

Operating Program Changes

• SRTP improvements first 2 years
  • Restoration of 5 days - holiday service

• Updated contract rates

• Updated paratransit costs
Capital Program Changes

Facilities plan changes
- North Glendale Park-and-Ride delayed
- Peoria Transit Center deferred

Fleet plan updates

Fleet Purchases

<table>
<thead>
<tr>
<th></th>
<th>2018 Update</th>
<th>2017 Update</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed route buses</td>
<td>1,556</td>
<td>1,503</td>
<td>53</td>
<td>3.53%</td>
</tr>
<tr>
<td>Paratransit buses</td>
<td>603</td>
<td>603</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Rural route buses</td>
<td>27</td>
<td>23</td>
<td>4</td>
<td>17.39%</td>
</tr>
<tr>
<td>Vanpools</td>
<td>1,548</td>
<td>1,541</td>
<td>7</td>
<td>0.45%</td>
</tr>
<tr>
<td><strong>Total Fleet</strong></td>
<td><strong>3,734</strong></td>
<td><strong>3,670</strong></td>
<td><strong>64</strong></td>
<td><strong>1.74%</strong></td>
</tr>
</tbody>
</table>
## Expenditure Summary

<table>
<thead>
<tr>
<th></th>
<th>2018 Update</th>
<th>2017 Update</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operations Expenditure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route Operations</td>
<td>$1,000.4</td>
<td>$1,002.5</td>
<td>($2.1)</td>
<td>-0.2%</td>
</tr>
<tr>
<td>ADA &amp; Alternatives</td>
<td>$495.1</td>
<td>$501.5</td>
<td>($6.4)</td>
<td>-1.3%</td>
</tr>
<tr>
<td>Regional Expenditures</td>
<td>$251.4</td>
<td>$253.6</td>
<td>($2.2)</td>
<td>-0.9%</td>
</tr>
<tr>
<td><strong>Sub-Total Operations Expenditures</strong></td>
<td>$1,746.9</td>
<td>$1,757.6</td>
<td>($10.7)</td>
<td>-0.6%</td>
</tr>
<tr>
<td><strong>Capital Expenditure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debt Service</td>
<td>$72.1</td>
<td>$72.1</td>
<td>$0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fleet</td>
<td>$1,028.3</td>
<td>$981.3</td>
<td>$47.0</td>
<td>4.8%</td>
</tr>
<tr>
<td>Facilities</td>
<td>$262.0</td>
<td>$267.6</td>
<td>($5.6)</td>
<td>-2.1%</td>
</tr>
<tr>
<td><strong>Sub-Total Capital Expenditures</strong></td>
<td>$1,362.5</td>
<td>$1,321.1</td>
<td>$41.4</td>
<td>3.1%</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>$3,109.4</td>
<td>$3,078.7</td>
<td>$30.7</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

## Revenue Summary

<table>
<thead>
<tr>
<th></th>
<th>2018 Update</th>
<th>2017 Update</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue Operations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTF</td>
<td>$1,622.3</td>
<td>$1,637.6</td>
<td>($15.3)</td>
<td>-0.93%</td>
</tr>
<tr>
<td>RARF</td>
<td>$94.2</td>
<td>$94.2</td>
<td>$0.0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Fares</td>
<td>$237.4</td>
<td>$236.0</td>
<td>$1.4</td>
<td>0.61%</td>
</tr>
<tr>
<td>Federal</td>
<td>$66.9</td>
<td>$70.7</td>
<td>($3.8)</td>
<td>-5.39%</td>
</tr>
<tr>
<td>Other revenues</td>
<td>$25.1</td>
<td>$25.2</td>
<td>($0.0)</td>
<td>-0.11%</td>
</tr>
<tr>
<td><strong>Sub-Total Operations Revenue</strong></td>
<td>$2,045.9</td>
<td>$2,063.7</td>
<td>($17.7)</td>
<td>-0.86%</td>
</tr>
<tr>
<td><strong>Revenue Capital</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal - Capital</td>
<td>$997.0</td>
<td>$961.5</td>
<td>$35.4</td>
<td>3.69%</td>
</tr>
<tr>
<td>Financed Revenue</td>
<td>$58.3</td>
<td>$58.3</td>
<td>$0.0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Other revenues</td>
<td>$20.9</td>
<td>$20.9</td>
<td>$0.0</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Sub-Total Capital Revenue</strong></td>
<td>$1,076.2</td>
<td>$1,040.8</td>
<td>$35.4</td>
<td>3.41%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$3,122.1</td>
<td>$3,104.4</td>
<td>$17.7</td>
<td>0.57%</td>
</tr>
</tbody>
</table>
# Cash Flow Summary

<table>
<thead>
<tr>
<th>Bus Program</th>
<th>TLCP Totals</th>
<th>Funding Surplus / Shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Program Revenues</td>
<td>$3,072.1</td>
<td></td>
</tr>
<tr>
<td>Total Operating Costs</td>
<td>($1,746.9)</td>
<td></td>
</tr>
<tr>
<td>Funding surplus before capital and financing</td>
<td>$1,325.2</td>
<td></td>
</tr>
<tr>
<td>Total Capital Costs</td>
<td>($1,289.4)</td>
<td></td>
</tr>
<tr>
<td>Financing Needs anticipated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Series 2009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proceeds</td>
<td>$50.0</td>
<td></td>
</tr>
<tr>
<td>Debt Service</td>
<td>($73.0)</td>
<td></td>
</tr>
<tr>
<td>Total Financing</td>
<td>$50.0</td>
<td>($73.0)</td>
</tr>
<tr>
<td>Total Program Cost 2026</td>
<td></td>
<td>($3,059.4)</td>
</tr>
<tr>
<td>Net Fund Balance</td>
<td></td>
<td>$12.8</td>
</tr>
</tbody>
</table>

# Jurisdictional Equity Summary

## Jurisdiction Equity Summary by Sub-Region

(millions of dollars)

<table>
<thead>
<tr>
<th>March 19, 2018</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Sub-Region</th>
<th>Total Calculated PTF</th>
<th>Total Policy PTF Allocation</th>
<th>JE Under (JE Over)</th>
<th>Percent of JE Calculated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>$434.0</td>
<td>$438.2</td>
<td>$4.2</td>
<td>1.0%</td>
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<tr>
<td>East</td>
<td>$781.4</td>
<td>$783.6</td>
<td>$2.2</td>
<td>0.3%</td>
</tr>
<tr>
<td>West</td>
<td>$161.7</td>
<td>$158.9</td>
<td>($2.8)</td>
<td>-1.7%</td>
</tr>
<tr>
<td></td>
<td>$1,377.1</td>
<td>$1,380.7</td>
<td>$3.6</td>
<td>0.3%</td>
</tr>
</tbody>
</table>
Information Summary

DATE
April 12, 2018

AGENDA ITEM 7

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chair Basha 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

STRATEGIC PLAN ALIGNMENT
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None

Pending Items Request

<table>
<thead>
<tr>
<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 February 22, 2018 Board of Directors meeting are presented for approval.

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**CONSENT AGENDA**

3A. **Tempe/Mesa Streetcar System Study Intergovernmental Agreements**

   Staff recommends that the Board of Directors authorize the CEO to enter into IGAs with the cities of Mesa and Tempe to provide up to $300,000 each to Valley Metro to conduct a Tempe/Mesa Streetcar System Study.

3B. **City of Phoenix Grant Pass-Through Change Orders**

   Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.
3C. **Northwest Extension Phase II Funding, Design and Construction Agreement with City of Phoenix**

Staff recommends that the Board of Directors authorize the CEO to execute the funding, design and construction agreement with the City of Phoenix for the Northwest Extension Phase II project.

3D. **Gilbert Road Design Contract Amendment**

Staff recommends that the Board of Directors authorize the CEO to amend the Gilbert Road Extension design contract with Jacobs Engineering Group Inc. in an amount up to $965,400 plus an additional $96,540 (10%) contingency.

3E. **Program Management/Construction Management Services Contract Amendment**

Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment for the Program Management/Construction Management Services contract with PB/Wong to allow them to complete their construction oversight responsibilities for the Gilbert Road Light Rail Extension for an amount not to exceed $1,987,371.

**REGULAR AGENDA**

4. **Valley Metro Rail, Inc. Fiscal Year 2019 (FY19) Preliminary Operating and Capital Budget**

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the Valley Metro Rail, Inc. Fiscal Year 2019 (FY19) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY 2019 thru 2023).

5. **2018 Transit Life Cycle Program - Rail Update**

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the draft 2018 TLCP Rail Update.
6. **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

7. **Next Meeting**

The next meeting of the Board is scheduled for **Thursday, May 17, 2018 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)
Information Summary

DATE
April 12, 2018

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

STRATEGIC PLAN ALIGNMENT
None

COMMITTEE ACTION
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None
Minutes
March 12, 2018

Agenda Item 2

Board of Directors
Thursday, February 22, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

Meeting Participants
Councilmember Chris Glover, City of Mesa (Chair)
Vice Mayor Thelda Williams, City of Phoenix (Vice Chair)
Councilmember Kevin Hartke, City of Chandler
Vice Mayor Laruen Tolmachoff, City of Glendale
Vice Mayor Robin Arredondo-Savage, City of Tempe

Chair Glover called the meeting to order at 1:56 p.m.

I'd like to convene the Valley Metro Rail Board of Directors Meeting. Welcome to the February meeting. The first item on our agenda is Public Comment on action agenda items. We only have one card.

1. Public Comment on Agenda Action Items

Mr. Crowley said I'll make it quick. I don't see this committee doing what it should be doing when it comes to rail, because you are not addressing the heavy rail and making sure that that is a part of what you're doing. You're also not putting it in to where in the future it's an easier, rather than harder, thing to add stops as in with 50th Street. Where is the 16th Street light rail? And lastly, have a pleasant day.

2. Minutes

Chair Glover said the next item on the agenda are the Minutes from the January 19th Board Meeting and they are presented for approval. Can a get a motion and a second to approve the board meeting minutes?

IT WAS MOVED BY VICE MAYOR ARREDONDO-SAVAGE, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE JANUARY 19, 2018 BOARD MEETING MINUTES.
3. **Consent Agenda**

Chair Glover said the next item on the agenda is the Consent Agenda. Items are listed on there for approval. Are there any items that any board members would like to remove from the Consent Agenda? None being, can I get a motion and a second to approve the Consent Agenda?

**IT WAS MOVED BY COUNCILMEMBER HARTKE, SECONDED BY VICE MAYOR ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.**

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

Chair Glover said the next item on the agenda is Future Agenda Items Request and Report on Current Events. Are there any items that any board member would like to speak on?

If not, our next meeting is Thursday, April 19 at 11:15. Thank you.

With no further discussion the meeting adjourned at 1:58 p.m.
DATE
April 12, 2018

AGENDA ITEM 3A

SUBJECT
Tempe/Mesa Streetcar System Study Intergovernmental Agreements

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to enter into Intergovernmental Agreements (IGA) with the cities of Mesa and Tempe to provide up to $300,000 each to Valley Metro to conduct a Tempe/Mesa Streetcar System Study.

BACKGROUND | DISCUSSION | CONSIDERATION
The cities of Mesa and Tempe have requested Valley Metro to study and evaluate potential future streetcar system extensions to the three-mile Tempe Streetcar project currently in final design. The study will investigate potential future connections to key regional activity centers, employment destinations, residential concentrations, and emerging commercial and residential developments in Tempe and Mesa. It will identify and prioritize possible future streetcar routes, stop locations, and other system needs.

The proposed study area is bounded by Rio Salado Parkway to the north, Country Club Road to the east, Baseline Road to the south, and Priest Drive to the west.

Mesa and Tempe have each identified funds to initiate the study and it is expected that work will begin in late spring of 2018. Two IGAs are proposed, one with Mesa and one with Tempe, to provide funds to Valley Metro to conduct this study. The study is scheduled to be completed over a two year period.

COST AND BUDGET
The total cost for the Tempe/Mesa Streetcar System Study is not to exceed $600,000. This includes Valley Metro agency and consultant costs. Mesa and Tempe will each contribute up to $300,000 for the study. No regional funds will be utilized.

Funds are budgeted in the FY 2018 Valley Metro Operating and Capital budget and Five Year Plan to initiate the study. Additional funds are programmed in the proposed FY19 Valley Metro Operating and Capital budget as well as the Five Year Plan for funds needed beyond FY19.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
RMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action
STRATEGIC PLAN ALIGNMENT
This item addresses the following goal in the Board-adopted FY16-20 Strategic Plan:
• 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 enter into IGAs with the cities of Mesa and Tempe to provide up to $300,000 each to Valley Metro to conduct a Tempe/Mesa Streetcar System Study.

Approval of these IGAs is contingent upon Mesa and Tempe City Council actions.

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

ATTACHMENT
None

A copy of the intergovernmental agreements with Mesa and Tempe are available upon request.
DATE: April 12, 2018

SUBJECT: City of Phoenix Grant Pass-Through Change Orders

PURPOSE: To request authorization for the Chief Executive Officer (CEO) to execute contract change orders with City of Phoenix extending the term of grant pass-through intergovernmental agreements.

BACKGROUND | DISCUSSION | CONSIDERATION

Valley Metro has requested extensions to the pass-through IGAs for four existing grants. The extensions are needed to allow additional time to complete the projects identified in the grants. The table below summarizes the requested changes:

<table>
<thead>
<tr>
<th>Grant</th>
<th>Source</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ-54-0006</td>
<td>5337 – State of Good Repair</td>
<td>December 31, 2019</td>
</tr>
<tr>
<td>AZ-90-X136</td>
<td>5307 – Formula</td>
<td>December 31, 2019</td>
</tr>
<tr>
<td>AZ-95-X027</td>
<td>CMAQ Flex</td>
<td>June 30, 2019</td>
</tr>
<tr>
<td>AZ-95-X111</td>
<td>CMAQ Flex</td>
<td>December 31, 2019</td>
</tr>
</tbody>
</table>

- Grant AZ-54-0006 includes funding awarded through the Section 5337 Fixed Guideway State of Good Repair Program for light rail vehicle component overhauls. The extension is required to allow additional time to draw the funds.
- Grant AZ-90-X136 includes funds awarded through the Section 5307 Urbanized Area Formula Program for design for the Gilbert Road Extension transit center. The extension is required to allow additional time to draw the funds.
- Grant AZ-95-X027 includes funds awarded through the Congestion Mitigation/Air Quality Program flexed from the Federal Highways Administration for preliminary engineering along the Capitol/I-10 West Extension. The extension is required to allow additional time to draw the funds.
- Grant AZ-95-X111 include funds from the Congestion Mitigation/Air Quality Program flexed from the Federal Highways Administration for final design along the Capitol/I-10 West Extension and right-of-way acquisition and utility relocations for the Tempe Streetcar. The extension is required to allow additional time to purchase vans and draw the funds.

The City of Phoenix is the designated recipient for all FTA grant funds for the region. Valley Metro undertakes projects approved for FTA grant funding, then submits requests to Phoenix for reimbursement of actual expenses incurred. Phoenix then
executes a drawdown of funds from FTA to pass-through the reimbursement to Valley Metro. The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

COST AND BUDGET
All expenses are in the approved budget for FY18 and 5-Year Capital and Operating Forecast. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

COMMITTEE PROCESS
RTAG: February 20, 2018 for information
RMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action

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 E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability

- Goal 4: Focus on economic development, regional competitiveness and financial resources
  - Tactic B: Pursue all available funding opportunities for transit projects and services
  - Tactic C: Seek opportunities to increase revenue generation

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

CONTACT
Paul Hodgins
Chief Financial Officer
602-523-6043
phodgins@valleymetro.org

ATTACHMENT
None
DATE
April 12, 2018

AGENDA ITEM 3C

SUBJECT
Northwest Extension Phase II Funding, Design and Construction Agreement with City of Phoenix

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an agreement with the City of Phoenix regarding funding, design and construction for the Northwest Extension Phase II project.

BACKGROUND/DISCUSSION/CONSIDERATION
The Northwest Light Rail Extension Phase II is a 1.6 mile light rail project 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. The project 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, the Federal Transit Administration (FTA) approved Valley Metro’s request to enter Project Development phase under the New Starts Capital Investment Grant (CIG) program. An Environmental Assessment and preliminary engineering are currently underway and are expected to be completed by summer 2018.

Valley Metro awarded a contract for pre-construction services to Kiewit-McCarthy Joint Venture in September 2017. A systems design contract to support this project was awarded to PGH Wong Engineering in September 2017. Valley Metro also awarded seven public art services contracts in November 2017. A contract for final design services is anticipated to be awarded in this spring.

Valley Metro intends to begin final design in summer 2018. Prior to initiating this next phase of the project, it is necessary for Valley Metro and Phoenix to formalize a funding, design and construction agreement. This agreement defines the relationship between Phoenix and Valley Metro regarding the management, administration, funding, design, and construction of the project.
Funding from Phoenix is needed for Valley Metro to complete professional design and pre-construction services for the project. This would include: final design services; agency project management; preparing legal descriptions of right-of-way, permits, insurance, and other legal documentation as required; community relations support through design; and other surveys, testing, and inspections as necessary.

Future Board action will be needed to amend the agreement to include additional funding once real estate and construction costs are better defined. The agreement will terminate upon completion of the project.

**COST AND BUDGET**

The estimated total cost to complete the professional design and pre-construction services and all other FTA New Starts Engineering Phase activities is $25,000,000. These activities will be funded with City of Phoenix revenues, which are eligible for federal reimbursement under pre-award authority granted by FTA. 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).

Table 1 summarizes the estimated funding requirements by fiscal year for the proposed activities identified in the funding agreement.

**Table 1: Estimated Funding by Fiscal Year**

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>FY 2019</th>
<th>FY 2020^</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Phoenix</td>
<td>$19,794,046</td>
<td>$5,205,954</td>
<td>$25,000,000</td>
</tr>
</tbody>
</table>

^Estimated funding needed for FY 2020 represents a partial year and does not include construction or other activities that would be initiated with a New Starts Full Funding Grant Agreement (FFGA)

**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

**COMMITTEE PROCESS**

RTAG: March 20, 2018 for information
RMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action
RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the funding, design and construction agreement with the City of Phoenix for the Northwest Extension Phase II project.

Approval of this agreement is contingent upon Phoenix City Council action.

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

ATTACHMENT
The funding, design and construction agreement is available upon request
Information Summary

DATE
April 12, 2018

AGENDA ITEM 3D

SUBJECT
Gilbert Road Design Contract Amendment

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to amend the Gilbert Road Extension design contract with Jacobs Engineering Group Inc. in an amount up to $965,400. These funds will be used for additional design support needed during construction.

BACKGROUND/DISCUSSION/CONSIDERATION
To date the Board has authorized $9,330,000 in design contract authority as summarized below:

Design Contract Authority

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
<th>Cost</th>
<th>Contingency</th>
<th>Total Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug 2015</td>
<td>Design Services</td>
<td>$7,050,000</td>
<td>$0</td>
<td>$7,050,000</td>
</tr>
<tr>
<td>Jun 2016</td>
<td>Design Services Contingency</td>
<td>$0</td>
<td>$705,000</td>
<td>$705,000</td>
</tr>
<tr>
<td>Jun 2016</td>
<td>Design Services During Construction</td>
<td>$1,250,000</td>
<td>$125,000</td>
<td>$1,375,000</td>
</tr>
<tr>
<td>Jan 2017</td>
<td>Design Services Contingency</td>
<td>$0</td>
<td>$200,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$8,300,000</td>
<td>$1,030,000</td>
<td>$9,330,000</td>
</tr>
</tbody>
</table>

As identified in the table, in June 2016 the Board authorized funding for design services during construction. The scope of this work includes review of submittals, responses to requests for information from the contractor, design changes, and performance of all special inspections. The original cost for these services was estimated based upon the initial scope of the project. Since that time, additional enhancements were incorporated into the project, and the nature of the work has necessitated an increased level of effort on the part of the Design Consultant.
Board authorization is needed to increase Design Consultant funding to allow them to continue with services needed during the construction period.

**COST AND BUDGET**
The current total Design contract spending authority is $9,330,000. Staff recommends that an additional $965,000 be allocated to the Jacobs design contract. This increases the total amount to $10,295,000. Funds are presently available in the project’s overall contingency to cover this work.

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: March 20, 2018 for information
RMC: April 4, 2018 approved
Board of Directors: April 19, 2018 for action

**RECOMMENDATION**
Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to amend the Gilbert Road Extension design contract with Jacobs Engineering Group Inc. in an amount up to $965,400.

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

**ATTACHMENT**
None
Information Summary

DATE
April 12, 2018

AGENDA ITEM 3E

SUBJECT
Program Management/Construction Management Services Contract Amendment

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract amendment for the Program Management/Construction Management (PM/CM) Services contract with PB/Wong to allow them to complete their construction oversight responsibilities for the Gilbert Road Light Rail Extension for an amount not to exceed $1,987,371.

BACKGROUND/DISCUSSION/CONSIDERATION
The PB/Wong Joint Venture has been providing PM/CM Services for Valley Metro since 2012 for several projects, including:

- Northwest Light Rail Extension, Phase I
- Central Mesa Light Rail Extension
- Gilbert Road Light Rail Extension

PB/Wong has provided PM/CM services for the Gilbert Road Light Rail Extension since final design was initiated in August 2015, and their team was subsequently ramped up when construction commenced in October 2015. Changes in the project’s scope late in the design phase resulted in an elongated design and construction duration. This also affected the schedule and cost for PM/CM services. Project construction is currently approximately 50% complete.

Revenue Service for the Gilbert Road Light Rail Extension is forecasted to be in May 2019, with project close out typically taking 4 to 6 months beyond revenue service. PB/Wong is providing PM/CM services for project construction through a staff of professional engineers and field inspectors. In addition, they are providing all quality control testing and quality assurance testing for Valley Metro facilities. The PB/Wong team will also support Valley Metro in integrated testing, system startup and the safety certification process.

It will be most efficient for Valley Metro to continue utilizing PB/Wong through completion of the Gilbert Road Light Rail Extension, rather than to move PM/CM responsibilities for this project to Valley Metro’s new consultant (Hill International). This will provide staff continuity and maintain the expected level of quality through construction. A contract amendment, requiring Board approval, is necessary for PB/Wong to continue work beyond this summer.
COST AND BUDGET
Adequate PM/CM funding is included in the FY18 Valley Metro Rail budget, and appropriate funds are also programmed in the draft FY 2019 budget. However, PB/Wong’s contract is anticipated to reach its Board authorized expenditure limit in July 2018. Additional contract spending authority not to exceed $1,987,371 is needed for PB/Wong to complete the Gilbert Road Light Rail Extension. This project is funded with federal and City of Mesa dollars. No regional Public Transportation Funds are included.

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: March 20, 2018 for information
RMC: April 4, 2018 for action
Board of Directors: April 19, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment for the Program Management/Construction Management Services contract with PB/Wong to allow them to complete their construction oversight responsibilities for the Gilbert Road Light Rail Extension for an amount not to exceed $1,987,371.

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

ATTACHMENT
None
DATE
April 12, 2018

AGENDA ITEM 4

SUBJECT
Valley Metro Rail, Inc. Fiscal Year 2019 (FY19) Preliminary Operating and Capital Budget

PURPOSE
To provide information regarding the Valley Metro Rail, Inc. FY19 Preliminary Operating and Capital Budget.

BACKGROUND/DISCUSSION/CONSIDERATION
The Valley Metro Rail, Inc. (VMR) FY19 combined operating and capital budget (the budget) is $308.4 million (M) and includes $36.7M in projects funded with Proposition 400 Public Transportation Fund (PTF) revenues for light rail/high capacity transit capital.

The preliminary FY19 operating and capital budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards, reserves and bond proceeds. The budget was developed in compliance with Board of Directors’ adopted budget, financial and Transit Life Cycle Program (TLCP) policies.

The total operating budget of $69.0M represents a $1.2M (2%) decrease from the previous year’s operating budget of $70.2M. The total capital budget of $239.5M represents a $44.3M (23%) increase from the previous year’s capital budget of $195.2M. Details and explanations of the major budget changes are discussed in the Executive Summary on the website.

With the agency integration, the RPTA and Valley Metro Rail (VMR) budgets are developed with a unified staff plan, with department managers planning the level of effort required to meet the bus and rail activities. Salary and overhead charges to bus and rail projects are based on actual time worked on each project. For FY19 there are 376 employees budgeted in the integrated agency, with 151 FTE’s budgeted to RPTA.
activities and 225 budgeted to VMR activities. Compensation budget based on 3.0% increase. For staff salary changes, merit increases are evaluated based on employee performance; division level control to manage total costs within budget.

**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 E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.

**COMMITTEE PROCESS**
Preliminary Budget Review:
Financial Working Group: March 20, 2018 for information  
RTAG: March 20, 2018 for information  
RMC: April 4, 2018 for information  
AFS: April 12, 2018 for information  
Board of Directors: April 19, 2018 for information

Proposed Budget Adoption:
RMC: June 6, 2018 for action  
AFS: June 14, 2018 for action  
Board of Directors: June 21, 2018 for action

**RECOMMENDATION**
This item is being presented for information only.

**CONTACT**
Paul Hodgins  
Chief Financial Officer  
602-523-6043  
phodgins@valleymetro.org

**ATTACHMENT**
None

The Valley Metro Rail, Inc. FY19 Preliminary Executive Summary is located on the Valley Metro web site:

[https://www.valleymetro.org/finance-budget-reports](https://www.valleymetro.org/finance-budget-reports)
Valley Metro Rail
FY19 Preliminary Budget Overview
April 2018

Strategic Initiatives

• Continue existing initiatives
  • Respect the Ride
  • Transit Asset Management Plan
    • State of Good Repair
  • Shifting Gears – staff development
  • On-going evaluation of staffing needs

• Currently evaluating and updating the Strategic Plan for FY19-23
Respect the Ride

- An additional $1.6M in Fare Inspection & Security Costs
  - Allied Universal Staff and Resources
    - 20 Fare Inspectors
    - 2 Shift Supervisors
    - 2 Passenger Assistants and 1 PNR Security post
    - 2 additional patrol cars
  - Local police department effort
    - 4 off duty police officers in the East Valley

Budget Drivers

- Staffing
  - 12 new positions for FY19
    - 11 positions funded by Valley Metro Rail projects

- Operating increases
  - Gilbert Road Extension opening May 2019
  - 50th Street Station opening May 2019

- Capital Budget
  - Northwest Extension Phase II
  - Two new vehicle types
### Baseline: Light Rail Operations

<table>
<thead>
<tr>
<th></th>
<th>FY18</th>
<th>FY19</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Boardings</td>
<td>16,824,000</td>
<td>16,874,000</td>
<td>0%</td>
</tr>
<tr>
<td>Vehicle Revenue miles delivered</td>
<td>3,330,000</td>
<td>3,376,000</td>
<td>1%</td>
</tr>
<tr>
<td>Boardings per Revenue Mile</td>
<td>5.05</td>
<td>5.00</td>
<td>-1%</td>
</tr>
<tr>
<td>Operating cost per passenger</td>
<td>$2.85</td>
<td>$3.10</td>
<td>9%</td>
</tr>
<tr>
<td>Operating Costs</td>
<td>$47,943,000</td>
<td>$52,341,000</td>
<td>9%</td>
</tr>
<tr>
<td>Fare Revenues</td>
<td>$14,300,000</td>
<td>$14,343,000</td>
<td>0%</td>
</tr>
<tr>
<td>Fare Recovery</td>
<td>30%</td>
<td>27%</td>
<td></td>
</tr>
<tr>
<td>Avg Fare</td>
<td>$0.85</td>
<td>$0.85</td>
<td>0%</td>
</tr>
</tbody>
</table>

### Baseline: LRT Capital Project Schedule

| Project / Activity Fiscal Year | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
|-------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Central Mesa (3.1 miles)      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Northwest Phase I (3.2 miles) |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Gilbert Road (3.9 miles)      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 50th Street LRT station       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Tempe Streetcar (3.0 miles)   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| GWC Expansion                 |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| South Central (3.0 miles)     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Northwest Phase II (3.5 miles)|    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Capital A1-10 West Phase I (1.5 miles) |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| West Phoenix (3.0 miles)      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Capital A1-10 West Phase II (8.5 miles) |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Northwest Phoenix (12.0 miles) |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

**LEGEND**

- Project Development
- Design
- Construction
Uses of Funds: Operating & Capital

- Capital Activities: 77%
- Passenger Services: 17%
- Regional Transit Services: 5%
- Agency Administration: 1%

Uses of Funds: Operating ($,000,000)

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th>FY18</th>
<th>FY19</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Operations &amp; Maintenance</td>
<td>$47.9</td>
<td>$52.3</td>
<td>$4.4</td>
<td>9%</td>
</tr>
<tr>
<td>Agency Operating</td>
<td>1.6</td>
<td>1.7</td>
<td>0.1</td>
<td>9%</td>
</tr>
<tr>
<td>Future Project Development</td>
<td>20.7</td>
<td>14.9</td>
<td>(5.8)</td>
<td>-28%</td>
</tr>
<tr>
<td>Total Operating Uses</td>
<td>$70.2</td>
<td>$69.0</td>
<td>($1.2)</td>
<td>-2%</td>
</tr>
</tbody>
</table>
# Uses of Funds: Project Development ($,000)

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th>FY19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol/I-10 West Phase I</td>
<td>$1,409</td>
</tr>
<tr>
<td>West Phoenix</td>
<td>2,836</td>
</tr>
<tr>
<td>Northeast Phoenix</td>
<td>116</td>
</tr>
<tr>
<td>I-10/I-17 Bus Ramp Design</td>
<td>270</td>
</tr>
<tr>
<td>Downtown Chandler AA</td>
<td>293</td>
</tr>
<tr>
<td>Fiesta District Study</td>
<td>407</td>
</tr>
<tr>
<td>16th Street Advanced Feasibility Study</td>
<td>61</td>
</tr>
<tr>
<td>East Valley Streetcar System Study</td>
<td>308</td>
</tr>
<tr>
<td>Systems Planning &amp; Project Development</td>
<td>7,687</td>
</tr>
<tr>
<td>Capital Project Development Administration</td>
<td>1,523</td>
</tr>
<tr>
<td><strong>Total Uses</strong></td>
<td><strong>$14,909</strong></td>
</tr>
</tbody>
</table>

# Uses of Funds: Capital ($,000,000)

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th>FY18</th>
<th>FY19</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gilbert Road</td>
<td>$77.8</td>
<td>$65.9</td>
<td>($11.9)</td>
<td>-15%</td>
</tr>
<tr>
<td>50th Street Station</td>
<td>11.4</td>
<td>8.8</td>
<td>(2.6)</td>
<td>-23%</td>
</tr>
<tr>
<td>Tempe Streetcar</td>
<td>46.5</td>
<td>48.1</td>
<td>1.6</td>
<td>3%</td>
</tr>
<tr>
<td>South Central</td>
<td>36.1</td>
<td>62.4</td>
<td>26.3</td>
<td>73%</td>
</tr>
<tr>
<td>Northwest Extension Phase II</td>
<td>0.0</td>
<td>21.7</td>
<td>21.7</td>
<td>-</td>
</tr>
<tr>
<td>OMC Expansion</td>
<td>3.2</td>
<td>7.1</td>
<td>3.9</td>
<td>123%</td>
</tr>
<tr>
<td>Central Mesa Extension</td>
<td>2.0</td>
<td>0.2</td>
<td>(1.8)</td>
<td>-89%</td>
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<tr>
<td>Systemwide Improvements</td>
<td>18.3</td>
<td>25.3</td>
<td>7.0</td>
<td>38%</td>
</tr>
<tr>
<td><strong>Total Capital Uses</strong></td>
<td><strong>$195.2</strong></td>
<td><strong>$239.5</strong></td>
<td><strong>$44.3</strong></td>
<td><strong>23%</strong></td>
</tr>
</tbody>
</table>
## Sources of Funds: Operating & Capital

<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th>FY18</th>
<th>FY19</th>
<th>Change $</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertising</td>
<td>$1.1</td>
<td>$1.1</td>
<td>$0.0</td>
<td>0%</td>
</tr>
<tr>
<td>Fares</td>
<td>14.3</td>
<td>14.3</td>
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<td>0%</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>4.4</td>
<td>1.6</td>
<td>(2.8)</td>
<td>-63%</td>
</tr>
<tr>
<td>Member City Contributions</td>
<td>35.1</td>
<td>38.8</td>
<td>3.7</td>
<td>11%</td>
</tr>
<tr>
<td>Regional Planning Funds</td>
<td>1.0</td>
<td>1.0</td>
<td>0.0</td>
<td>0%</td>
</tr>
<tr>
<td>Public Transportation Funds</td>
<td>14.4</td>
<td>12.1</td>
<td>(2.3)</td>
<td>-16%</td>
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<tr>
<td><strong>Total Operating Sources</strong></td>
<td><strong>$70.2</strong></td>
<td><strong>$69.0</strong></td>
<td><strong>($1.2)</strong></td>
<td><strong>-2%</strong></td>
</tr>
</tbody>
</table>
## Sources of Funds: Capital ($,000,000)

<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th>FY18</th>
<th>FY19</th>
<th>Change ($)</th>
<th>Change %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>$126.2</td>
<td>$102.6</td>
<td>($23.6)</td>
<td>-19%</td>
</tr>
<tr>
<td>Member City Contributions</td>
<td>53.1</td>
<td>90.9</td>
<td>37.8</td>
<td>71%</td>
</tr>
<tr>
<td>Other</td>
<td>0.4</td>
<td>0.0</td>
<td>(0.4)</td>
<td>-100%</td>
</tr>
<tr>
<td>Public Transportation Funds</td>
<td>15.5</td>
<td>22.9</td>
<td>7.4</td>
<td>47%</td>
</tr>
<tr>
<td>TPAN</td>
<td>0.0</td>
<td>23.0</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Capital Sources</strong></td>
<td>$195.2</td>
<td>$239.5</td>
<td>$44.3</td>
<td>23%</td>
</tr>
</tbody>
</table>

## Staff Changes from FY18 to FY19

<table>
<thead>
<tr>
<th>Division</th>
<th>Adopted 2018</th>
<th>Additions 2018</th>
<th>Proposed 2019</th>
<th>Total 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency Business, Technology &amp; Services</td>
<td>47</td>
<td>2</td>
<td>49</td>
<td></td>
</tr>
<tr>
<td>Capital and Service Development</td>
<td>52</td>
<td>1</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>CEO Executive Office</td>
<td>5</td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Communication &amp; Strategic Initiatives</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Finance</td>
<td>22</td>
<td></td>
<td>22</td>
<td></td>
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<tr>
<td>Human Resources</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Internal Audit Services</td>
<td>2</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Legal</td>
<td>14</td>
<td></td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Operations and Maintenance - RPTA</td>
<td>66</td>
<td>3</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>Operations and Maintenance - VMR</td>
<td>122</td>
<td>3</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>Safety and Security</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td>360</td>
<td>4</td>
<td>12</td>
<td>376</td>
</tr>
</tbody>
</table>

**RPTA**
- Adopted: 150
- Additions: 0
- Proposed: 1
- Total: 151

**VMR**
- Adopted: 210
- Additions: 4
- Proposed: 11
- Total: 225
## Upcoming Budget Schedule FY19

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 4</td>
<td>Budget presented for information TMC/RMC</td>
</tr>
<tr>
<td>April 12</td>
<td>Budget presented for information to AFS</td>
</tr>
<tr>
<td>April 19</td>
<td>Budget presented to Board of Directors for information</td>
</tr>
<tr>
<td>April 30</td>
<td>Member City Comments due</td>
</tr>
<tr>
<td>June</td>
<td>Committee cycle for Budget Adoption</td>
</tr>
</tbody>
</table>
DATE
April 12, 2018

AGENDA ITEM 5

SUBJECT
2018 Transit Life Cycle Program - Rail Update

PURPOSE
To present the draft 2018 TLCP Rail Update for information.

BACKGROUND | DISCUSSION | CONSIDERATION
The TLCP was developed in 2005 to provide guidance for the implementation of the transit component of the Regional Transportation Plan. The TLCP includes Guiding Principles, policies, procedures and financial forecasts to ensure that the program can be balanced.

The draft 2018 Bus TLCP Update is being discussed through the Valley Metro RPTA Board process. The bus and rail programs will be merged into a single item for action on the joint agenda for May.

The most recent update to the TLCP was in May 2017. Since that time, the official forecast has projected a modest decrease in revenues for the Transportation Excise Tax. The forecast of PTF for the rail program is approximately $25 million lower for the remaining years of the TLCP (FY2018-2026).

**Rail/High Capacity Transit Program**

The baseline rail model has some changes from the adopted 2017 TLCP Update. Among the changes are changes in cost and completion date for Tempe Streetcar, updates in cost estimate for the Operations and Maintenance Center Expansion project and an updates to the costs and definitions for the South Central Extension, Capitol/I-10 West Extension Phase I and West Phoenix/Central Glendale project.

Below is a summary of the proposed changes to the projects.

**Tempe Streetcar** – The Streetcar project cost forecast has been revised to $199 million, including estimate finance costs. The additional costs will be funded with regional PTF. The completion year for the project is now 2021.

**Operations and Maintenance Center** – The project is estimated at $66.8 million. Funding will come from the South Central Extension project, federal CMAQ and regional
PTF. Allowances for the OMC expansion have been removed from future corridors to ensure that there is minimal impact to the TLCP.

South Central/Downtown Extension – The project scope has changed significantly. Portions of the Capitol/I-10 West Extension Phase I have been incorporated into the South Central Extension. The cost forecast has increased to $972 million, which includes an estimate for finance costs incurred by the City of Phoenix. The project is funded with FTA New Starts, regional PTF and City of Phoenix funds.

Capitol/I-10 West Extension Phase I – The project has changed in scope, with some elements being incorporated into the South Central Extension project. The cost forecast has increased to $270 million, which includes finance costs. The project is now assumed to be funded with FTA Small Starts ($100 million), regional PTF and City of Phoenix funds.

West Phoenix/Central Glendale – The City of Glendale Council voted in December 2017 to stop planning of light rail in the city. The Phoenix portion of the corridor continues to move forward. Funding is assumed to come from FTA New Starts, federal CMAQ, regional PTF and local funds from the City of Phoenix. As a placeholder, the Central Glendale portion of the corridor is shown as deferred beyond the TLCP pending action at MAG to eliminate it from the RTP through a major amendment.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2017 TLCP Open Year</th>
<th>2016 TLCP Open Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gilbert Road</td>
<td>2019</td>
<td>2019</td>
</tr>
<tr>
<td>Tempe Streetcar *</td>
<td>2021</td>
<td>2020</td>
</tr>
<tr>
<td>Capitol/I-10 West Phase I</td>
<td>2023</td>
<td>2023</td>
</tr>
<tr>
<td>Northwest Phase II</td>
<td>2023</td>
<td>2023</td>
</tr>
<tr>
<td>South Central</td>
<td>2023</td>
<td>2023</td>
</tr>
<tr>
<td>West Phoenix</td>
<td>2026</td>
<td>2026</td>
</tr>
<tr>
<td>Capitol/I-10 West Phase II</td>
<td>2030</td>
<td>2030</td>
</tr>
<tr>
<td>Northeast Phoenix</td>
<td>2034</td>
<td>2034</td>
</tr>
<tr>
<td>Central Glendale *</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

* schedule changes from 2017 TLCP

Currently, the rail program baseline financial model is balanced, with a surplus of $105.8 million remaining. The rail program currently anticipates financing needed. The financing needs are driven by the construction of three projects simultaneously in the City of Phoenix and will likely change as those projects advance. Because the regional PTF tax expires in 2025, financing with revenue bonds becomes challenging, so the
financing needs in this model are assumed to be provided either by the City of Phoenix or other outside financing (such as a P3), leaving PTF funds “pay-as-you-go”.

COST AND BUDGET
The proposed changes to the TLCP rail model have been incorporated into the proposed FY2018 Operating and Capital Budgets and the Five-Year Operating and Capital Forecasts. Revenues and expenditures forecast within the TLCP are balanced as required by State Statute.

COMMITTEE PROCESS
RTAG: March 20, 2018 for information
RMC: April 4, 2018 for information
Board of Directors: April 19, 2018 for action

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 E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability

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

RECOMMENDATION
This item is presented for information only.

CONTACT
Paul Hodgins
Chief Financial Officer
602-523-6043
phodgins@valleymetro.org

ATTACHMENT
None
Capital Project Changes

- Tempe Streetcar updated cost estimate and completion date
- OMC Expansion updated cost estimate
- South Central Extension project updated to include downtown work with updated cost estimate
- Capitol/I-10 West Phase I updated cost estimate
- West Phoenix/Central Glendale project reduced scope, Glendale portion of corridor deferred beyond Prop 400
### Capital Project Schedule

| Project / Activity Fiscal Year | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
|-------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Central Mesa (3.1 miles)     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Northwest Phase I (3.2 miles)|    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Gilbert Road (1.6 miles)     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 50th Street LRT station      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Tempe Streetcar (3.0 miles)  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| CMG Expansion                |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| South Central (5.0 miles)    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Northwest Phase II (1.5 miles)|    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Capital/I-10 West Phase I (1.5 miles)| |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| West Phoenix (9.0 miles)     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Capital/I-10 West Phase II (9.5 miles)| |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Northeast Phoenix (12.0 miles)| |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

**Legend:**
- Green: Project Development
- Yellow: Design
- Orange: Construction

### High Capacity Transit Map
Prop 400 Rail Revenues

New Starts Federal Funding

- Changes in programmed FTA funds

1. South Central/Downtown $128 million
2. Capitol/I-10 West $100 million
3. West Phoenix/Central Glendale ($200 million)
Proposed PTF Allocations

• Unprogrammed funds – May 2017 $79.6 million
  • Uses of unprogrammed funds
    1. Tempe Streetcar $16.0 million
    2. 50th Street Station $1.5 million
    3. OMC Expansion $15.0 million
    Remaining programmed funds $47.1 million
  • Additions to unprogrammed funds
    1. West Phoenix/Central Glendale $50.0 million
    2. Other programming changes $8.3 million

• Unprogrammed funds – April 2018 $105.4 million

2018 Corridor Cost Estimates

<table>
<thead>
<tr>
<th></th>
<th>Base</th>
<th>Utilities</th>
<th>2018 Total</th>
<th>2017 Update</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Mesa</td>
<td>$184.5</td>
<td>$0.6</td>
<td>$185.1</td>
<td>$190.8</td>
<td>($5.7)</td>
</tr>
<tr>
<td>Northwest Phase I</td>
<td>$292.0</td>
<td>$31.1</td>
<td>$323.1</td>
<td>$329.6</td>
<td>($6.5)</td>
</tr>
<tr>
<td>Gilbert Road</td>
<td>$184.1</td>
<td>$0.0</td>
<td>$184.1</td>
<td>$181.5</td>
<td>$2.6</td>
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<tr>
<td>Tempe Streetcar</td>
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<td>$12.1</td>
<td>$192.6</td>
<td>$176.6</td>
<td>$16.0</td>
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<tr>
<td>Capitol/I-10 West Phase I</td>
<td>$223.2</td>
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<td>$243.0</td>
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<tr>
<td>Northwest Phase II</td>
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<td>$300.8</td>
<td>$300.6</td>
<td>$0.2</td>
</tr>
<tr>
<td>South Central</td>
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<td>$15.4</td>
<td>$962.9</td>
<td>$689.6</td>
<td>$273.3</td>
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<tr>
<td>West Phoenix</td>
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<td>$66.3</td>
<td>$443.5</td>
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<td>$215.6</td>
<td>$215.6</td>
<td>$0.0</td>
</tr>
<tr>
<td>Northeast Phoenix</td>
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<td>$0.0</td>
<td>$16.5</td>
<td>$16.5</td>
<td>$0.0</td>
</tr>
<tr>
<td>Sub-Total Corridor Extensions</td>
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<td>$218.1</td>
<td>$3,067.2</td>
<td>$3,112.9</td>
<td>($45.7)</td>
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### 2018 Other Capital Costs

<table>
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<tr>
<th>Other Capital Expenditures</th>
<th>Base</th>
<th>Utilities</th>
<th>2018 Total</th>
<th>2017 Update</th>
<th>Change</th>
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<tbody>
<tr>
<td>LRV Acquisition</td>
<td>$98.7</td>
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<td>$98.7</td>
<td>$96.8</td>
<td>$1.9</td>
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<td>50th Street Station</td>
<td>$24.4</td>
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<td>$24.4</td>
<td>$23.8</td>
<td>$0.6</td>
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<td>OMC Expansion</td>
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<td>$40.2</td>
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<td>CP/EV Regional Reimbursements</td>
<td>$198.8</td>
<td>$73.6</td>
<td>$272.4</td>
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<td>System-wide Support Infrastructure</td>
<td>$52.6</td>
<td>$0.0</td>
<td>$52.6</td>
<td>$62.6</td>
<td>($10.1)</td>
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<td>Corridor Planning/CPDA</td>
<td>$58.4</td>
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<td>$65.7</td>
<td>($7.3)</td>
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<td>Design Standards &amp; System Planning</td>
<td>$101.1</td>
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<td>$101.1</td>
<td>$94.6</td>
<td>$6.5</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Sub-Total Other Capital</strong></td>
<td><strong>$647.7</strong></td>
<td><strong>$640.7</strong></td>
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<tr>
<td><strong>Total Capital Expenditures</strong></td>
<td><strong>$574.1</strong></td>
<td><strong>$73.6</strong></td>
<td><strong>$647.7</strong></td>
<td><strong>$640.7</strong></td>
<td><strong>$7.0</strong></td>
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</table>

### 2018 Capital Revenues

<table>
<thead>
<tr>
<th></th>
<th>2018 Update</th>
<th>2017 Update</th>
<th>Change</th>
<th>% Change</th>
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<tbody>
<tr>
<td>PTF</td>
<td>$1,284.2</td>
<td>$1,296.1</td>
<td>($11.9)</td>
<td>-0.9%</td>
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<tr>
<td>FTA 5309</td>
<td>$1,195.9</td>
<td>$1,150.9</td>
<td>$45.0</td>
<td>3.9%</td>
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<td>CMAQ</td>
<td>$478.2</td>
<td>$447.2</td>
<td>$31.0</td>
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<tr>
<td>Other federal</td>
<td>$43.6</td>
<td>$43.3</td>
<td>$0.3</td>
<td>0.7%</td>
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<tr>
<td>Phoenix T2050</td>
<td>$813.9</td>
<td>$713.7</td>
<td>$100.2</td>
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<tr>
<td>Mesa</td>
<td>$14.1</td>
<td>$45.7</td>
<td>($31.6)</td>
<td>-69.1%</td>
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<td>Glendale</td>
<td>$0.1</td>
<td>$147.1</td>
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<td>Tempe</td>
<td>$13.2</td>
<td>$13.0</td>
<td>$0.2</td>
<td>NA</td>
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<tr>
<td>MAG / RPTA</td>
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<td>$0.0</td>
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<td></td>
<td><strong>Sub-Total Capital Revenue</strong></td>
<td><strong>$3,866.2</strong></td>
<td><strong>$3,880.0</strong></td>
<td><strong>($13.8)</strong></td>
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### 2018 Cash Flow Summary

<table>
<thead>
<tr>
<th>Funding Surplus / Shortfall</th>
<th>TLCP Totals</th>
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<tbody>
<tr>
<td>Total Program Revenues</td>
<td>$3,866.2</td>
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<tr>
<td>Total Base Program Cost</td>
<td>($3,423.2)</td>
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<tr>
<td>Funding surplus before PTF utility expenses and financing</td>
<td>$443.0</td>
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<tr>
<td>Non Prior Right Utility Relocations</td>
<td>($291.7)</td>
<td>($291.7)</td>
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<tr>
<td>Financing Needs anticipated:</td>
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<tr>
<td>Proceeds</td>
<td>Debt Service</td>
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<tr>
<td>Series 2009</td>
<td>$55.5</td>
<td>($77.6)</td>
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<td>Series 2014</td>
<td>$135.4</td>
<td>($156.9)</td>
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<td>Advance Funds by Phoenix</td>
<td>$60.0</td>
<td>($62.3)</td>
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<td>Total Financing</td>
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<td>Total Program Cost 2026</td>
<td>($3,760.8)</td>
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<tr>
<td>Net Fund Balance</td>
<td>$105.4</td>
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</tbody>
</table>
Information Summary

DATE
April 12, 2018

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 ACTION
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None

Pending Items Request

<table>
<thead>
<tr>
<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
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</thead>
<tbody>
<tr>
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