# MEETINGS OF THE

## Boards of Directors

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<th>Joint Meeting of Valley Metro RPTA and Valley Metro Rail</th>
<th>Valley Metro RPTA</th>
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### Date

**Thursday, April 20, 2017**

### Starting time

**11:15 a.m.**

### Meetings to occur sequentially

### Location

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

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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 20, 2017
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

1. Items from Citizens Present (yellow card)
   An opportunity will be provided to members of the public at the beginning of the meeting to address the Board on non-agenda items. Up to three minutes will be provided per speaker or a total of 15 minutes for all speakers.

2. Chief Executive Officer’s (CEO) Report
   Scott Smith, CEO, will brief the Boards of Directors on current issues.

3. Minutes
   Minutes from the March 16, 2017 Joint Boards of Directors meeting are presented for approval.

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

Action
1. For information
2. For information
3. For action
4. For possible action
5. **Executive Session Action Items**

The Boards may take action related to items discussed as part of Agenda Item 4.

6. **Travel, Expenditures and Solicitations**

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

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

Chairs Williams and Mitchell 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](http://www.valleymetro.org).
DATE
April 13, 2017

SUBJECT
Items from Citizens Present

PURPOSE
An opportunity will be provided to members of the public at the beginning of the meeting to address the Boards of Directors 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
DATE
April 13, 2017

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Scott Smith, Chief Executive Officer, will brief the Boards of Directors 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 of a Joint Meeting of
Valley Metro RPTA
and
Valley Metro Rail
Boards of Directors
Thursday, March 16, 2017
11:15 a.m.

RPTA Meeting Participants
Councilmember Thelda Williams, City of Phoenix, Chair
Councilmember Suzanne Klapp, City of Scottsdale, Vice Chair
Councilmember Pat Dennis, City of Avondale
Vice Mayor Kevin Hartke, City of Chandler
Councilmember Jack Palladino, City of El Mirage (phone)
Councilmember Brigitte Peterson, Town of Gilbert (phone)
Councilmember Sharolyn Hohman, City of Goodyear
Councilmember Chris Glover, City of Mesa (phone)
Vice Mayor Jon Edwards, City of Peoria (phone)
Councilmember Skip Hall, City of Surprise (phone)
Mayor Mark Mitchell, City of Tempe
Mayor Everett Sickles, Town of Wickenburg

Members Not Present
Councilmember Eric Orsborn, City of Buckeye
Councilmember Lauren Tolmachoff, City of Glendale, Treasurer
Supervisor Steve Gallardo, Maricopa County
City of Tolleson

Valley Metro Rail Meeting Participants
Mayor Mark Mitchell, City of Tempe, Chair
Councilmember Chris Glover, City of Mesa (phone)
Vice Mayor Kevin Hartke, City of Chandler
Councilmember Thelda Williams, City of Phoenix

Chair Williams called the joint meeting to order at 11:18 a.m.

1. Public Comment

Mr. Crowley said being that this is the time I get to speak on non-action items on the agenda, the two things that you're going to be relating to that are just going to be discussed was the new customer service hours. I'm glad that you did change it. And it's a step in the right direction.
But why don't you have them when the bus is operating, because you don't. If it's over in the evening after five, and especially then, is when you do need to have customer service accessible because you might have somebody on the weekend using the bus for the first time. And what do they get when they call in to find out where, what, when, and why as in where's the next bus, when do I transfer and such, and what do they get? Well, we're closed.

Now it's nice that we are now open to ten o'clock, so those five hours of service and how many in the morning were not done, but then look at it during the week and it's even worse that the late night and overnight.

Now, you know that I am pushing towards 24 hours and seven days a week, so eventually maybe you will all get on board and understand that.

The other part is the executive session. I find in the minutes that it says that you were going to be going into a contract with somebody, but that wasn't the way it was expressed here. Because I keep on asking, you know, when it's an executive session and you're gonna have a motion, it's supposed to be expressed to the citizenry in a level that we can understand.

And all you did was say we want to do what you did back in executive session. We're gonna do that. And go ahead. And it wasn't any description of what you were going to be doing. And then with the emerging technologies, my favorite thing here is let's have four pictures -- great big pictures with big writing like local innovation. What is that really on the technologies other than wasting a lot of paper and space when with the emerging technologies, yes, we are going to be able to do some of the things that are needed and done, and one of them is, hey, we're gonna have smartphones using the bus.

But the emerging technology that you aren't using is one from the 1800s and that is the heavy rail. You're not using that as a part of your multimodal system. You're not using the technologies that today to make the logistics of all of your communities work better together. And you're not using the technology of today when it comes to your light rail -- or your light rail to begin with.

We tried when we were putting the plan together to make it mag lev. That would have been the current technology. And what, oh, yeah, on the cutting edge, but instead we did what. Thank you.

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

Mr. Smith said thank you, madam chair, members of the Boards. I have a lot to go over today, so thank you very much in advance for your indulgence on the great things.

First of all, I'd like to start out that over the last month, we have issued a notice to proceed to our contractor Stacy Witbeck Sundt on the Gilbert Road Extension. And so that's moving into full-blown construction out in Mesa from Mesa Drive to Dobson.
The second one is on February 15, the Valley Metro staff attended the Camelback Point Ground Blessing Ceremony, a little bit different than a ground breaking. We were joined by Native American Connections as part of the continuing effort to coordinate our special services and quality of life issues for Native American population in public transit. It's something that is a significant challenge and that we're working closely with them.

Also, on February 17, we participated in and sponsored the Annual Friends of Transit Conference. The theme of the conference was "Transit Means Community."

In addition to the keynote speaker, awards were given to two good friends of Valley Metro that was FTA Region 9 administrator Leslie Rogers, who is soon to retire, and one of our former Board members and Board chairs, former Mesa Vice Mayor Dennis Kavanaugh. And both of those were well deserved.

We also participated in and helped sponsor the WTS, the Women's in Transportation Society, Annual Scholarship and Awards Event. And the reason why it was important to us is that Valley Metro was recognized for two significant issues: Number one, the Innovative Transportation Solutions Award was given to Valley Metro Rail Public Art Program, which is led by our own M. B. Finnerty, our public arts program administrator. We're very proud to work with the community has own in both demanding and participating and contributing to our arts program along our light rail.

And secondly, one of our long-time employees who recently retired, Teri Collins, who worked as our bus services program supervisor was recognized as the woman of the year.

So we're more than happy to work with WTS, who, in that evening provided over $12,000 in scholarships to worthy students who are looking to work in transit. And some of them have actually worked with us, interned with us.

The other one that we had is that on March 8, the Northwest Extension was awarded the 2017 Alliance Build America Award and the Marvin M. Black Partnering Award by the Associated General Contractors of America, a national award, which we were very, very, very pleased to receive. And, once again, it's just a commendation for the region, Valley Metro staff, City of Phoenix staff, and all those who were involved in the great work on the Northwest Extension.

Each April we have Valley Bike Month. It brings attention to bicycling as a safe, inexpensive, sustainable, and fun method of travel. I think people sometimes forget that we are, here at Valley Metro, more than just buses, trains, and paratransit.

We look at all transportation. And we promote things such as ride share and bike -- bicycle riding. Valley Bike Month started as -- Valley Bike Week nearly twenty years ago and has grown into an entire month of celebration and other things, other recognitions, both in your cities and in the Valley as a whole.
I would like to give you a quick update on the transit ridership trends and show you, I think, some numbers. This talks about 2012 through 2016. Every month we try to give you some of the data as it relates to ridership on our various modes of transportation. And the interesting thing that we have here, there's really two things of interest. As you can see, our ridership on buses is down, and we've consistently reported that. That is also consistent with what other transit agencies are experiencing nationwide.

Light rail has continued to increase every year. We have passed the 16 million riders for this year. It was up considerably. And on a given day, there's about 60,000 people who ride our light rail every day. A success by any measure.

But the other one is that our rural route with increased service is up almost one-third over that period, so we are serving various areas of the community, and I just wanted to give you a snapshot as to the changes between 2012 and 2016.

Our ridership also our paratransit shows some interesting things. As you can see, these different lines the regional Dial-a-Ride, which has been a subject of a lot of discussion, as far as the, I guess you call it, the red line, and as you can see, we started from scratch and increased very, very quickly. And we've somewhat leveled off.

We think we've found what our level of service is going to be. It probably won't go up and down a whole lot. The other interesting thing is the purple line on the top is the East Valley Dial-A-Ride, and you can see that's held fairly constant, consistent. It actually took a dip a little bit and then came back up. The reason -- and then the Northwest is continuing to -- the local service is continuing to trend upwards.

The reason why we wanted to show you these is that when we initiated the regional Dial-A-Ride, there was an expectation that there would be a transfer, there would be a transition from the local or the region -- or the local area East Valley, West Valley, would shift over to regional, and you would see a corresponding dip in the Dial-A-Ride services in the local areas.

What we're seeing is that's not true. So the regional Dial-A-Ride service is actually incremental service. These are either new riders or they're riders that are taking advantage of the regional nature.

So that kind of is one for one. We never believed it would be purely one for one, but we thought there would be a net decrease coupled with a net increase and that's simply not happening.

So we'll continue to monitor this. And we're meeting with your staffs and everything as we go forward under this new contract that takes effect on July first and look for ways that we can maybe control that -- those costs better, because it's -- as a demand service, this is one of our big challenges. And as you can see, the demand is rising. It's going up.
The next thing I wanted to talk to you about is our Mobility on Demand. We continue to work under the grant that we have from the Federal Transit Administration.

We will roll out some of those achievements that will enable those with smartphones to truly have a cross-platform ability to schedule and plan their transit travel on things such as buses. And there's a lot of full -- a lot of exciting full-use type of things that come through that.

I would also like you to recognize that March 18, which is coming up here in just a couple of days, is Transit Operator Appreciation Day. We'd like to, you know, our operators are on the front lines. And I think that they are truly underappreciated.

I'd like to mention that at Valley Metro we run over 17,000 routes every week. That means there's 17,000 driver-operators on our buses. In addition to that we run -- Ray, what's our -- off the top of my head I can't remember our -- light rail, but it's also thousands of light rail routes every week.

Each one of those requires a trained professional that all too often is subject to the difficulties of a public that sometimes is demanding. And we'd like to let our men and women, who do a really good job of transporting millions of people safely and at times put up with some difficult situations, let them know that we appreciate them not only one day but throughout the year.

And we're working on things to increase our programs that would let them know how much we appreciate their efforts.

Last thing I wanted to report on is that we, John Farry and I, our legislative affairs director, government affairs, just returned last night from a trip to Washington, D.C., where we participated in the APTA Legislative Conference.

And it was, to say the least, a very interesting get-together. We had the opportunity to meet with some -- our congressional delegation that was messed up a little bit by a snowstorm that went through on Monday night and Tuesday. But I think the most important meeting was yesterday afternoon, not that our members of Congress are not important -- but we met with the acting administrator of the FTA, his staff, and Leslie Rogers from Region 9 was on the phone also and got an update as to where they are in this unique situation where we are right now.

I will report that the FTA as an agency looks very kindly and respectfully upon the efforts of the many years of what we've done here in Phoenix. That's the good news is that we are well thought of. Those who came before me, and those -- and my staff and the city staff, and all that have been involved in building the system we have, both bus and light rail, have done a good job in allowing us to stand out. Then there was a little bit of, you know, sobering. There's no doubt that transit budgets are under pressure even under assault.
On your desk you have the legislative update that John prepared for you, and I'd like to just focus on the top, the top one, which is literally hot off the press. The President today released his overview budget, they call it back there, his skinny budget.

This is just a general outline of the budget. And the more detailed budget will be coming out probably in mid-May. And as part of that, there's some important things that I'd like to point out to you.

Transit funding has been cut considerably in that in the President's proposal. For example, the TIGER grants, the President is proposing to eliminate those and also the capital investment grant, New Starts, which is what we rely upon both for Tempe Streetcar and the South Central, all of our projects have some federal participation.

The recommendation of the President of the White House is that only those projects for which there's been a full funding agreement entered into, which does not include any of our projects, would be funded. That all the others would not be funded.

Now granted this is the President's budget, but right now it's, you know, it's not a great sign for us. And also the FTA budget was reduced considerably on other issues below what the continuing resolution is.

So we'll be giving you and your staff -- we're in constant communication with them and with those in Washington at APTA and others to make sure that we're up to date.

There is one thing that will give us maybe a little bit of hope or a lot of hope. In one of the meetings that some APTA staff had with Senate Majority Leader Mitch McConnell, they asked about the President's budget before it came out, but there was a lot of rumor that this is what it would include.

And they asked Senator McConnell, what do you think about the President's budget and the elimination of CDBG at the city level and this and that. And he said, I've been here 35 years. That means I've seen thirty-five presidential budgets. Next issue. So, you know, Congress and the President often have a very different idea of how things play out.

And just to let you know, we will be working very diligently. I've actually been asked by APTA to come back to help participate in some of their efforts to educate Congress, members of Congress, on transit, on its many benefits and to hopefully get over the great divide that we have.

So this is far from being over, but just wanted to let you know where you are. It's not panic time yet. But certainly time to be concerned and to step up our efforts. That's where we are on that.
Lastly I'd like to end on a positive note. I'd like to recognize three employees. And I hope that during my report I can point out to you the great staff we have. Sometimes we just talk about events.

And really Valley Metro is about people. We're a service organization. We serve you, we serve the public, we serve a lot of different constituencies, but mainly you can't serve without -- people without people.

We have three employees I'd like to recognize, because they've been with the agency for thirty years, and they've done, all three of them have, done an incredible service. That's Lillian Duarte, Debra Roper, and our own Pat Dillon here.

First of all, Lillian over her thirty years has held many positions in the Valley Metro -- Lillian's been a receptionist, administrative assistant, Rideshare account executive, Rideshare program coordinator. My gosh, Lillian can't keep a job anywhere, can she.

She's done an incredible job, and, you know, but she has a life outside Valley Metro. She enjoys art. Lillian and I always do a comparison as to which concerts and which things we've been to.

Lillian shows up as a personal friend of a lot of artists, especially Smooth Jazz and other artists, so she's quite an accomplished person. Outdoor activities, she also served on the Valley of the Sun Association for Commuter Transportation and the Starlight Children's Foundation. So congratulations, Lillian.

I'd also like to recognize, once again, Debra Roper, Debra has been with the agency over her 30 years, Debra has been a financial technician, administrative financial coordinator, contracts and procurement specialist, senior contracts and procurement specialist, and a contracts administrator.

She likes to spend time with her grandson Bentley. As do I -- not with your grandson, but my seven are fun. Bowling, oh, does she? Wulf, you and -- okay. We have quite a bowling contingent here at Valley Metro that I found out about, and I learned never to really schedule anything too late on a Tuesday, right, yeah, that's Valley Metro bowling night. And volunteering with animal rescue through Petsmart. Thank you, Debra.

And last, but certainly not least, Pat Dillon, who's right here. Pat started out as a receptionist, has been a project assistant, has been an administrative assistant, executive assistant, and for many, many years has been the executive coordinator and the Board Secretary.

And I will tell you that, you know, when I was a mayor, we always -- the person that we just respected and needed was that person who helped put together those agendas and to whip all of you into shape and everything. And she whipped me into shape. And when I came to Valley Metro, I was told, okay, I know your person is good, but you've got the best here.
And Pat is the best. She's amazing. She does serve everybody, and she does a great job as Board Secretary, and we're lucky to have her. Pat Dillon.

So those are just some of what's been going on last month. It's been an active month. We have a lot of challenges ahead of us, but we have great people.

And with your support and your staff's support, we appreciate being able to partner with you in making some of these briefings come to fruition, so thank you very much, Madam Chair.

Chair Williams said thank you. Does anyone have any questions? Hearing none, I want on behalf of the Board to say thank you to these three women. We now know for the last thirty years who's been running the place. And you have done a great job. So thank you very much for all that you've contributed to this organization, to the system, and to the entire Valley. We greatly appreciate -- you're greatly appreciated. Thank you.

3. Minutes

Chair Williams said the minutes of February 16, 2017. Anyone have any discussion, changes, or motion?

IT WAS MOVED VICE MAYOR KLAPP, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE THE FEBRUARY 16, 2017 BOARD MEETING MINUTES.

4. Executive Session

No action was taken to enter into Executive Session.

5. Executive Session Action Items

No action was taken.

6. Emerging Transportation Technologies and Service Delivery Models

Chair Williams said I believe, Mr. Smith, you are introducing Emerging Transportation Technologies and Service Delivery Models.

Mr. Smith said yes, Madam Chair, members of the Boards, we wanted to just give you a brief overview of some of the things that are coming up.

There's a lot of discussion in the community, and certainly in the transit industry, as to what do things like ride sharing and electric cars and driverless autonomous vehicles do. And we don't -- frankly, we don't know. There's a lot of different things going on. We want to be at the forefront of this and make sure we know what's going on. I thought it would be interesting for you if we had Jorge come up and give you an
overview of what’s going on out there in the marketplace and maybe some of the efforts that we have going to make sure that we are leaders, not followers in this endeavor.

Mr. Luna said good morning, Chair, members of the Board. I'm here to give you the presentation. And in February 2017, there were more pressing issues that were part of that February meeting, so this got moved over to March, so here I am.

And so I want to start off by framing sort of the discussion or the evolution of public transportation and some of the emerging technology that's out there. In terms of, you know, the transportation, of course, as you see here, the trend has been linear in a way where one mode has been building on top of another and improving how people move safely from Point A to Point B and improving the technology making it faster, better, and safer for our customers.

And by the way, just as the linear trend of the actual physical element of how people get moved from Point A to Point B, there are other support elements that are evolving in the transportation or transit world for additional safety, for passenger convenience, such as, the trip planner, you know, fare vending machines, automatic passenger counters. So there’s the evolution of how the mode itself is evolving. And, of course, there's the technology that supports that that's also evolving.

But in this case right now there’s disruption being added to the traditional or standard model of transportation or transit planning. And those are three items. The sharing culture, the connected culture with phones, and, of course, autonomous or connected vehicles that are coming down the line.

So all this is adding disruption. It's creating a challenge, you know, and an opportunity at the same time how do we best adapt and how we best make sure that we're incorporated into these changes that are occurring.

So just to frame a little bit more of the sharing culture, this is Grid bike in Phoenix and Mesa right now and in Tempe soon to come. But Grid is part of the sharing culture where people are now accessing or renting bikes just for a very short time frame along the light rail along transit hubs to connect and explore further areas beyond the typical quarter-mile catchment area, that is, a person that walks to venture into a neighborhood, and now with bike share they can venture further into the neighborhood and go to different attractions and create more economic activity as they reach a venue, such as, eateries or art shows and stuff like that through bike sharing.

In addition to the sharing culture, there's ride sourcing, ride sharing, and carpooling. Ride sourcing, ride sharing, in a way, are GPS enabled, and, of course, via your smartphone where you request a ride, you know, such as, Uber, Lyft, Zimride, Loop, RidePal, Chariot.

These are other types of services that are more private transportation providers that go from Point A to Point B, but they're are also emerging out there in, you know, in the nation. And lastly, of course, this is not new to us on the carpooling side, Valley Metro
has had a robust program over several years in promoting carpool, vanpool, bus, light rail in the region, and it's via ShareTheRide, but nonetheless it's adding disruption.

At the same time there's the autonomous technology that's adding disruption where it's soon to come between, you know, experts are saying between five to ten years where we'll have fully autonomous vehicles, which is actually just a car operating itself on its own, running errands from dropping a person off in the morning from their household to their place of employment, going back picking up the other spouse, taking them to a place of employment. So having that car go to the grocery store, pick up groceries itself, you pay on your mobile app, pick you up, and take you back home. So there's that technology that's emerging.

But right now where most of the cars have this type of technology is a level two or step two, which is Modern Plus, which is lane detection and cruise control. And as you slow down, the vehicle itself has a way to apply cruise control for the vehicle in front of you. So this is just the levels of autonomy out there for the individual cars.

But, nonetheless, this level of autonomy is coming up for automated buses at the same time. These are some examples of Navia and EasyMile that are being deployed in certain areas. I think Navia is in Australia, and EasyMile is in -- they're testing out in California, northern California. And it's lucky for us, though, that Governor Ducey in 2016 signed an executive order asking for more autonomous vehicles to be tested into the region. And actually we've seen some transplants from California into Arizona.

Now more and more Uber vehicles are out on the street with their sensors mapping the areas, mapping the streets to be able to navigate itself and actually deploy Uber autonomous vehicles in the Phoenix region. Which the most recent case has been, I think, in Tempe where they have been actually deployed -- they have a driver in there, but they're being deployed and they're part of now the testing environment within Tempe picking passengers up.

But on the transit side, on the local side, there's really a great opportunity and it's in the backyard of the region. It's called Local Motors. Local Motors is a 3-D printing company. It's actually they do co-creation. They send out challenges across the world. It's 105,000 or more individuals who participate in Local Motors. They come up -- they compete against challenges. And in this case, this creation challenge, is Olli, the autonomous vehicle, that got showcased, I think, in National Harbor, Maryland, and it's a 3-D printed vehicle. It's operated electric. And Watson is the computer interface for the individual.

But it allows the opportunity to venture out, if you will, in a spectrum of either where this could be applied -- it would be in a spectrum of branding a certain area for economic development or potentially even taking over certain underperforming fixed route areas.

Having this vehicle venture out into the neighborhood would draw more folks from the neighborhood and connect to fixed route so to make that system complete and more cost-effective, if you will.
So the sharing technology, the connected technology, we have via cell phones and at the same time the sharing technology, what does this mean to us. What does this mean to Valley Metro that provides about five to six million trips every month on fixed route and light rail, about 90,000 paratransit trips, and about 96,000 vanpool trips? What does it mean to us? And how does this impact our business model?

Well, it impacts in a way for customer convenience. And one thing that we're doing right now that we were awarded to enhance and improve customer convenience is the Mobility on Demand Sandbox Program or grant, as Scott was noting.

And we received $1 million grant to enhance customer experience, but the way that we're doing it is by enhancing our Ridekick application. Ridekick is the current app on the smartphones that enables you to plan your trip from Point A to Point B.

But the intent right now is to expand that to take it greater. Phase I is to allow you to purchase tickets on your mobile phone and at the same time plan your trip.

And Phase II would include being able to reserve a grid bike, being able to reserve Lyft or Uber further out beyond just the current environment of having to switch between several apps to request your trip. The intent would be one single unified app that provides you your mobility options, mobility solutions.

And I just want to say thank you to all the partners and participants as part of this project. City of Phoenix, ASU, all the other partners in this endeavor. It's really hard in terms of putting all these pieces together in allowing one seamless application, one seamless phone application to give you all the opportunities or chances to provide mobility in the region.

So what are the implications for riders? There's emerging technology, of course, that are coming. There's the sharing culture, the connected vehicles culture, and at the same time just wireless or the cell phone enabled features that are out there, and how do we harness this.

Well, one step is through the mobility Sandbox Grant again. And we're doing Phase I. Phase II is going to expanding that even further. And at the same time understanding with Local Motors where would autonomous vehicles fit -- how do they fit into the fabric of our community? How do they fit into the mobility options that we can provide our customers?

So it's more of letting us know and understand what's out there, how can we engage it, so we're not left out there in the dust, if you will. With that, that concludes my presentation, and I'll be happy answer any questions.

Councilmember Dennis said on the mobility platform, where is that in its state in development at this point?
Mr. Luna said Chair, members of the committee, right now where they're standing is the creation of the wire frames or the basic template for the interface of the phone, the user interface. And Scott showed a slide show where it had two different screen icons up there where it was a successful purchasing of your ticket.

So that was or that application or that phase right now of building the app, the user interface. And even on testing environment right now that's being deployed on some, I believe, some individual Valley Metro members or participants of the working group, so they're even testing how you purchase your ticket, how you -- how the warnings, how you sign in, so it's in that beta mode right now, if you will, of application.

Councilmember Dennis said do you know what kind of time frame that it will take from that beta mode to true application?

Mr. Antoniak said the Mobility on Demand FTA Sandbox you'll hear it referred to as Mobility on Demand or Sandbox FTA grant, it is touching every facet of the organization. So every one of the divisions represented are touching the project. The idea being to put all of these different modes of transportation and put the rider in the driver's seat, essentially, so they could jump from one mode to the next mode to the next mode and plan a trip in one continuous fashion.

Coupled with that is also mobile ticketing application that we're working on, the first phase of which is just going to test a full-day fare with an enhanced trip planning environment. And it will all be under the name Ridekick, which is our current app. It will look very different and look very new. And the first phase of that we expect to occur, I would say, late spring. We were on track to do that towards the end of the month, but we want to do it right, not do it fast, so we're going to do that towards the end of April, early May, you'll start to see that first phase go out assuming all things go as planned.

And then Phase II will be multiple fares, multiple other types of providers running into that environment. It is a very aggressive timeline. It is very much -- I've been saying as a kid that grew up on Silicon Valley, it feels like a tech boom kind of era where everybody is having to work fast in a development way. So we're expecting that to happen in late fall, I would say.

FTA requires us to expend that money on the grant by January of 2018. So we have a 12-month period to reach that goal.

Mr. Smith said and we want to be clear, and maybe we need to redefine, this Sandbox Mobility on Demand was a grant to do basically research, to do trial and error, to innovate. We may have the capability on our smartphone by the end of this. We'll hope we have developed this. This will create a platform that we could use or others can use.

But part of the process is also to figure out what the limitations are. For example, we can have you buy all sorts of tickets and do everything on here. Then the next question comes, how do you get onto your bus or light rail and be able to demonstrate to the
operator that you've bought the ticket.

We're finding that's easier said than done, because now we're getting into hardware considerations. You know on the light rail you do it -- well, you have an optical reader like we do.

What about on a bus? We have equipment that's firmly set in 20th century technology and so part of what we're doing is saying, okay, what would we need and how can we make the leap from this to reality. What would the capital outlay require? What kind of equipment will we need on our buses and on our trains or our platforms to make that leap?

So while we might have the capability to do this, we'll probably be coming back to the Board and saying, okay, now to bridge that gap between what we can do here and what we can actually do on a bus -- and still maintain service, because, once again, we're not completely going out and leaving all those who don't have a smartphone on the sidewalk. You know, we've got to have a system that serves everybody.

That's one of the things that's going to be investigated and defined by this process. And this is really as opposed to a full implementation process, it is truly a research process that you see to develop this platform and then identify where we go from there. So we'll be back in front of you a little bit further on as we talk about, okay, we can do this now, but in order to do that, we've got to go to something else. We've got to put optical readers on each of our buses or we've got to do this or that.

Councilmember Hall said I toured Local Motors. Very interesting. They seat -- those seat eight people, those cars, is that what you saw?

Mr. Luna said Chair, members of the Board, yes, between eight to twelve -- seat eight, but up to twelve I think can fit into the vehicle itself.

Councilmember Hall said but my question is, is part of your analysis looking at our current bus routes and where there's typically less than eight people on that bus -- the big bus moving from that can -- you could plug in Local Motors into that route or what?

Mr. Luna said Chair, members of the Board, that's a really good question. So the intent is the way we're analyzing it right now, it's a spectrum, right. It's a spectrum where it could be values driven. It could be a deployment that a community values in providing very short, localized connectivity within a particular neighborhood or branding a neighborhood or creating some economic development with that type of mode.

And at the same time the other end of the spectrum is where you could look at the tail ends of routes that are very underperforming based on our transit standards and performance measures, and where we could go in, zoom in, and say, we're investing X number of dollars and we're getting such a productivity from this particular segment of the route, then what -- and that's a fixed route.
What if this type of vehicle is implemented in there instead of only following that particular fixed route, we allow it to deviate slightly and increase the catchment area and go into residential collector, neighborhood streets, be able to drag folks from there to connect to the fixed route point system. So first mile last mile connection. So again, it's a spectrum. And it's applicability is pretty wide.

Mayor Sickles said obviously technology is really great when it works. When it goes down, it's a disaster. Have you looked at anything as far as how do you service it, or how do you keep the riders riding when the technology goes down?

Mr. Luna said Chair, members of the board, that's a really great question. We haven't broached that subject, but we've experienced it in other different places. As interruption to light rail service, for example, we have backup plans like the bus bridge plan that go into effect immediately. We get into communication with our operations control center and they deploy -- we already have identified routes and maps to be able to run service.

So we haven't developed one yet in terms of this, but we have developed them we developed them in other where the technology is actually, you know, we're applying that already. So we do keep that into consideration as it's happening.

I mean, imagine, electricity goes out, and how does that vehicle communicate with a traffic signal. So those are items that we need to take into consideration as these emerging technologies are being applied.

Mr. Smith said what we're also finding out is when you look at autonomous vehicles, we're finding out with the loco motion there -- Local Motors -- locomotion, yeah, go for it -- that there are infrastructure issues that you have, too.

I mean, we sort of think these autonomous vehicles can just be put in urban traffic and they'll just operate. But there's so many anomalies and changes and things like that that they really depend upon a certain infrastructure that's put in almost like a guidance system that is also established. And obviously, we don't have that.

Believe it or not, there are certain areas in Maricopa County where they have installed some of those things. And that's where we'll probably be testing these, just sort of guide points and everything, so that the autonomous vehicle can successfully navigate with precision in different areas.

So it will start out slowly. It will expand, as I think Jorge talked about. And I think one of the realities is, is that we all get excited about autonomous vehicles and everything. It'll happen fast, but define fast, you know, five, 10, 20 -- generational, you know, we're talking about something that to reach scale will take time for infrastructure issues and all those kind of issues, but it'll happen piecemeal.
What we hope to do is find ways that we can expand service, better service, maybe redefine service on the fringes, so to speak, and I think the days where you'll have complete autonomous buses and everything are many, many years away.

Chair Williams said anyone else? Hearing none, thank you very much for the presentation.

7. Customer Service Update

Chair Williams said the next item Customer Service Update.

Mr. Smith said Madam Chair, members of the boards, a few months ago, we expanded the hours of our customer call center. And more than one of you asked us some questions related to, first of all, that expansion of hours, but also our customer service program and how the call center operates in general.

So since we've now been open a few months, we thought we'd give you an update, as you requested, but also talk about basically how our customer service and customer complaint system functions, so we have here Diana Kebbekus, who's our customer service manager and who runs our center, who's going to talk about those items.

Ms. Kebbekus said thank you. Good morning, Madam Chair, and members of the Board. We'll start by going through the customer service hours and talk about the extended hours.

So you can see in October when we extended the hours, we actually expanded our hours an hour earlier in the morning and two hours later in the evening Monday through Friday. And then on Saturday we expanded an hour earlier in the morning and an hour later.

When we look at our staffing for that, we have forty-four customer service representative (CSR) positions. And we currently have ten open positions. And next -- on Monday we actually have a new class coming in for training.

The CSRs that are trained to handle complaint calls are twenty-nine. We usually have the agents get to the point of comfort level, usually thirty to sixty days, in taking transit calls, and then we put them on the complaint calls. We're located at the mobility center.

When we talk about the hours and the open hours, we look at the first hour in the morning and we're averaging 46 calls per that hour from 5:00 a.m. to 6:00 a.m. Monday through Friday. And then on Saturday we're averaging 58 calls.

You can see our call volume here, our volume has gone down, so the blue is last year, and you can see where the calls came in per hour. And then this year in the red you can see where we have just under fifty calls averaged from 5:00 a.m. to 6:00 a.m.

So we're seeing less call volume and we're just spreading it out throughout the hours now that we have. And this is Monday through Friday average call volume.
When we look at Saturday, we're seeing the same thing lower call volume overall year over year. And we're just spreading that call volume out. So, again, that first hour in the morning is pretty quiet yet. We're seeing more call volume later in the day.

Any questions about the extended hours?

Vice Mayor Hartke said other than having Scott Smith, as our Valley Metro leader, what else do you attribute the diminishing calls?

Ms. Kebbekus said, as you saw before, too, we have less ridership, so we see that. When we look at the transit calls versus complaint calls, our complaint calls are steady, but the transit calls have dropped. The 10 percent year over year. And, you know, we've seen automation through our IVR where you can actually do NextRide or you can do trip planning in the IVR, so we see that taking some of that volume that we used to take.

Vice Mayor Hartke said so more technology basically, people looking elsewhere to get answers.

Chair Williams said what are most of the complaints that you receive?

Ms. Kebbekus said our top complaint really is pass-ups, bus pass-ups or buses are late. Typically that's what we're seeing.

Chair Williams said and how do you pursue that? Do you research to see if they actually were on time or missed?

Ms. Kebbekus said we'll talk about that in the upcoming slides.

Mr. Smith said the other one we have, which is one reason on our fare, is that a lot of complaints about operators, but generally when you narrow it down, what it comes down to are, I would say, confrontations or disputes in the fare segment of it.

You know, we, many times, put our operators in really an awkward position where they become not only drivers, but they also become fare enforcement. And when somebody gets on a bus, for example, and they have a reduced fare and they obviously neither look disabled nor young, our operators are the one that challenges them. And have to say, well, you don't look like you should be having a reduced fare. Well, of course, the person then feels caught. It may lead to some sort of confrontation, which then very often, the people that are waiting in line behind, whatever, we find that that leads to some complaints.

One of the things that we're doing with the mobile ticketing and all that is we're trying to get our operators long-term, we'd love to get them out of the fare enforcement business. Because if we can get them out of the fare enforcement and let them do what they're trained to do, which is to drive and drive safely, we believe that things will go much more smoothly and will reduce the number of potential encounters and potential
complaints, because we find out that those are really the big ones: pass-bys and interactions with operators.

We find, you know, for the most part our operators they do a great job. Sometimes they're just pushed to the limit. And sometimes someone's angry, they take it out on the operator, and then they call and complain to us. And, you know, when it is an operator issue, we work with the operator. We fix it. But that's also a very high level of complaints is in interactions with operators -- bad interactions usually over fares.

Ms. Kebbekus said and to add on that, we, you know, if the bus driver enforces the policies, such as, no open drinks on the bus, you know, we see complaints on that as well. So, good point.

Councilmember Hall said Diana, this is the aggregate complaints. It includes Dial-A-Ride, bus, rail? Do you have any breakout for Dial-A-Ride?

Ms. Kebbekus said we do have that. I can get that information for you.

So when we start looking at the complaint process and the complaint data, so total complaints received in the second quarter of this fiscal year was just under 8,000 complaints. And the kudos we received were 918.

You look at the average complaint closure that question came up and it is five days. We, you know, we tell the customer we'll respond within seven to ten business days. And the average actually is five days. And we saw that the complaints answered within that ten days was just over 81 percent.

We'll talk about the process. For the process of complaints, the customer will call into customer service or they'll e-mail or mail complaints to us. We process those. We enter them into our customer assistant system or the CAS system.

And then we review the complaint to see if we have enough information to investigate for the contractor to investigate. We'll ask the questions and get more detail, what route was it, you know, where they boarded and et cetera from that standpoint.

We forward that complaint in CAS to the service provider within twenty-four hours. And then we review outstanding complaints weekly to make sure that the service providers are responding as appropriate.

Then when we look at the service provider, they investigate the complaint. They identify any corrective actions in that seven to ten business days. If it's ADA complaint they actually have thirty days to respond to that as they go through a seven-step approach. They update CAS with their findings. And if the customer's requested a call back, they will contact the customer during that time frame. And then they close the complaint and it gets forwarded back to us.
And you look at the accountability if a response is missing, we'll follow-up with that service provider or department to make sure that they have responded. And then once a complaint is determined completed, then we close it from that standpoint. It's officially closed.

The contract administrator's actually monitor those complaints to see if there's changes that can be made from that standpoint and member agencies also have access to CAS to be able to go in and look at that as well to determine if there's activities that they -- actions that they want to take.

The Dial-A-Ride processes the same. It's the same for the complaint -- as the complaint process we just stepped through. The call comes in to us. We'll enter it in. And the service provider will respond to the customer as well. So it's basically the same process.

Councilmember Hall said one is, when a customer calls in, they're probably, I don't know, you could probably tell me, they're probably agitated and angry; correct?

Ms. Kebbekus said correct.

Councilmember Hall said so, do you tell that -- or does the operator tell them that they can expect a resolution to what they're angry about within seven to ten days?

Ms. Kebbekus said well, what we tell them is that they will get a response within seven to ten days. We investigate to see, you know, and validate what happened. And if there's a response that needs to take place or a discussion with an operator or a change that needs to be made, then they do that.

But we don't tell them that they'll see the action within seven to ten days. But they'll get a response within seven to ten days.

Councilmember Hall said okay. And then is there a point in your training where there is an urgency level that's raised to a supervisor or to something else to where it requires, not just a regular answer like seven to 10 days, but somebody needs to look into this right away.

Ms. Kebbekus said yes. That's a great question. And we have the functionality within the CAS system to make it a priority. And so the CSRs are trained if it is, say, an injury or something to that extent, we can put priority on there so that the service provider will look at that first and respond. That response generally is within three days they should get that response.

And we also will take the step -- the supervisors will take the step when they release the complaint to the service provider. We'll also e-mail that service provider to make sure that they're aware that there's a priority complaint out there for them to follow-up on.

Mr. Smith said and some people may ask why would it take -- why do you have to
investigate? Why would it take so long? Now, remember, we run -- we're running complaint and feedback for all systems for Phoenix and Valley Metro. It's 30,000 routes per week.

So when someone calls they'll say, you know, I was out on the bus and they drove by. Can you give us more information? They passed me by. Well, I was on Route 17, whatever it was. Where exactly were you? I don't know. I was between so and so and so and so. Okay.

I mean, if they could tell us what stop they were at, on what route they were at, what time of day they were at, it would make it fairly easy. But sometimes we don't get the full picture. And we have to sort through it. And it takes time to figure out, okay, what route, what exact route, what operator, when was it, and picture where it was. And then go to our database which tracks the movement of things to try and figure it out. And that takes some time sometimes.

So it's not as easy -- it's not a simple process many times because of the complexity of our and the sheer number of this. And it's a moving target. I mean, I think our longest route is, what, 29 miles. I think there's one Phoenix route that's 29. A lot of ours are over 20 miles long.

And customers don't always exactly know, believe it or not, where they are. And we try to fill in the blanks to narrow it down and find out if they're actually -- what exactly happened. So that's why it takes often more than one, two, three, even five days to sort through all the data to figure out exactly what happened.

Councilmember Hall said does the provider have the commensurate amount of service people at their end, or how are they staffed? Because I could see if we had all these people -- if you were calling the provider.

Mr. Smith said in the contract that we just let, for example, with the east -- on the East Valley, one of the issues that we had and that we concluded in the contract was for them to add staff, specifically scheduling staff and supervisory staff, so we can have a better handle as to exactly what was happening.

They weren't specifically, you know, customer service, but it was to get the level of staffing up so that they had a better handle of which buses were in which place at which time and they would know whether there were disruptions. You know, a good scheduler can tell you we know there was -- there might have been a late arrival because we had to reroute somebody for construction or whatever it was. So they did add staff, yes, in the last contract.

Vice Mayor Klapp said what kind of feedback do you provide to the drivers related to the complaints that are registered? Is there occasional meetings where the drivers are communicated with about the kind of complaints that are coming in so that they understand where some improvements could be made?
Ms. Kebbekus said right. And I know some of the -- we get as much detail as we can. And generally speaking from the customer, we put it in their words exactly on the complaint form what's going on and what happened. And that feedback is given to the providers. They do sit down. And the investigators actually sit down with the supervisor and the driver to give that feedback back and take action, you know, depending on what extent the complaint was. But they do sit down with the drivers.

I know there's periodically we -- we actually are going through the survey process to survey the drivers and get, you know, more feedback from them as well as give them feedback on how better to service our customers.

Mr. Smith said I can tell you just in meeting with the service providers, especially First Transit, it's something that we believe we could have a little bit more vibrant of a program to where, you know, sometimes we're in a punishment mode and all of a sudden an operator has three or four or five or six complaints and we bring them up and say, okay, now you've passed the limit, but we didn't do enough first to be corrective and to improve.

And so we've been working with First Transit to change that system. And they have been implementing some programs where they actually tried to address issues especially if they see trends early on. With the idea not to punish, but the idea to improve. The idea to improve safety and service and that, so we are working and we're creating a more vibrant program along with First Transit.

First Transit is doing that. And we've seen the results of that in their report so far in the first few months under the new contract. We're not there yet. We have a ways to go. We have a real ways to go. We -- our contract alone, we have about six hundred -- almost six hundred fifty operators on First Transit alone. So it's a big organization, big operation. But we're still working on that to improve that.

Mayor Sickles said do you ever get any complaints as this technology is rapidly advancing or evolving that you get people from the low -- I shouldn't say low income, economic disadvantaged people that can't keep up with this technology even understanding it let alone there's a lot of elderly people that hate the cell phones or maybe they're still on the flip phone mode that's all they can handle. So those people that need this service, how do you provide for them?

Ms. Kebbekus said I know, one of the discussions that we've had in the past really looking, for example, on the transit information was really having the Transit Book for those. They also can call us with their phone, you know, and it doesn't have to be a mobile phone or a smartphone. Sorry. They can call us.

They can just do snail mail complaints. They can pick up a form here or at the mobility center to file a complaint if they want to do that as well. So there are those options. We don't have a whole lot of folks that are complaining about not being able to get that information to us.
Chair William said I want to make a comment. My office gets calls and complaints. And I want to compliment you, you're always very responsive. I have found that you have made some changes where it was really necessary. And I also found that we don't always receive relevant information on what actually occurred. So please thank your staff because they do a great job.

8. Travel, Expenditures, and Task Order Changes

Chair Williams said the next item is the travel expenditures and task order changes. It is in the packet for information.


Chair Williams said does anyone have anything they would like to bring up and submit? All right. Hearing none, this meeting will be adjourned.

With no further discussion the meeting adjourned at 12:18 p.m.
DATE
April 13, 2017

SUBJECT
Possible Executive Session

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Board may vote to enter Executive Session.

CONTACT
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mminnaugh@valleymetro.org

ATTACHMENT
None
DATE
April 13, 2017

SUBJECT
Executive Session Action Items

PURPOSE
The Board may take action related to items discussed as part of the Agenda Item 4.

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 10.

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ATTACHMENT
None
DATE
April 13, 2017

SUBJECT
Travel, Expenditures and Solicitations

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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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
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Report reflects Out of State (AZ) Travel

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3. Parking
4. FedEx Processing Fee
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**UPCOMING SOLICITATIONS**

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DATE
April 13, 2017

SUBJECT
Future Agenda Items Request and Report on Current Events

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
Pending Items Request
Pending Items Request

<table>
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<tr>
<th>Item Requested</th>
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Board of Directors
Thursday, April 20, 2017
Lake Powell Conference
Room 101 N. 1st Avenue, 10th Floor
11:15 a.m.

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

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

2. Minutes 2. For action

Minutes from the March 16, 2017 Board meeting are presented for approval.

CONSENT AGENDA

3A. FY18-22 Short Range Transit Program 3A. For action

Staff recommends that the Board of Directors accept the FY18-22 SRTP report.

3B. Peoria Park-and-Ride Design and Construction Agreement 3B. For action

Staff recommends that the Board of Directors authorize the CEO to execute the Design and Construction Agreement with the city of Peoria for the park-and-ride project.

3C. Intergovernmental Agreement (IGA) with the City of Phoenix for Reimbursement of Capital Projects 3C. For action

Staff recommends that the Board of Directors authorize the CEO to execute the IGA for Reimbursement of Capital Projects with the City of Phoenix.
4. Valley Metro Fiscal Year 2018 (FY18) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY18 thru FY22)  
Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide information regarding the Valley Metro Fiscal Year 2018 (FY18) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY18 thru FY22)

5. 2017 Transit Life Cycle Program - Bus Update  
Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide information regarding the draft 2017 TLCP Bus Update.

6. Future Agenda Items Request and Report on Current Events  
Chair Williams will request future agenda items from members, and members may provide a report on current events.

7. Next Meeting  
The next meeting of the Board is scheduled for Thursday, May 18, 2017 at 11:15 a.m.

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at www.valleymetro.org
DATE
April 13, 2017

AGENDA ITEM 1

SUBJECT
Public Comment on Agenda Action Items

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None
RPTA Meeting Participants
Councilmember Thelda Williams, City of Phoenix, Chair
Councilmember Suzanne Klapp, City of Scottsdale, Vice Chair
Councilmember Pat Dennis, City of Avondale
Vice Mayor Kevin Hartke, City of Chandler
Councilmember Jack Palladino, City of El Mirage (phone)
Councilmember Brigette Peterson, Town of Gilbert (phone)
Councilmember Sharolyn Hohman, City of Goodyear
Councilmember Chris Glover, City of Mesa (phone)
Vice Mayor Jon Edwards, City of Peoria (phone)
Councilmember Skip Hall, City of Surprise (phone)
Mayor Mark Mitchell, City of Tempe
Mayor Everett Sickles, Town of Wickenburg

Members Not Present
Councilmember Eric Orsborn, City of Buckeye
Councilmember Lauren Tolmachoff, City of Glendale, Treasurer
Supervisor Steve Gallardo, Maricopa County
City of Tolleson

Chair Williams called the meeting to order at 12:18 p.m.

1. Items for Citizens Present

Mr. Crowley said since this is for action items only, the action item, first one, I'll be discussing is the minutes for in there if you will note I did ask the questions of your future fare adjustment, and it was expressed that they were going to try to do that before July.

Is there any way the Board or us can be informed of how soon did they get that done and when is it going to be, because they said they're going to try to do it as fast as possible. Where is that now, because those fare changes need to be gotten done and addressed, not in July? We have fare changes or system changes coming up in April. That would have been a nice place to do it.

As to the proposed with Tempe, the intergovernmental agreement, I look at the next item that's for consent or not consent, but just for information, and that's the service changes. And when I look at the map and see all of the ones from Mesa going all the
way up to the Rio Salado and with your intergovernmental agreement, Tempe, and what all you can and can't be getting done, wouldn't it be nice if the system understood that past Tempe Marketplace the Rio Salado goes all the way to Sloan field. Wouldn't it be a way of connecting the two systems, and why is it that Mesa can't understand that two thirds of it citizenry should be having and getting the bus to them.

So I appreciate that we do have these different entities of Mesa with its maintenance facility and Tempe with its facilities. Now I keep on hearing that it's a mix, but then what is it for Tempe and then what is it for Mesa and all of this is Valley Metro. Is it a cohesive mix or is it all individuals and the system is paying each one off?

And then also in reference to the minutes, like I said last month, any of you got any spare spring training tickets, I'm available and will take them. Have a pleasant and I'll see you at the rail. And sorry for not speaking in the microphone, because I got complaints back there they couldn't hear me.

2. Minutes

Chair Williams said the next item are the minutes from February 16, 2017. Is there any discussion, amendments, or a motion?

IT WAS MOVED BY VICE MAYOR HARTKE, SECONDED BY VICE MAYOR KLAPP AND UNANIMOUSLY CARRIED TO APPROVE THE FEBRUARY 16, 2017 BOARD MEETING MINUTES.

3. Intergovernmental Agreement with the City of Tempe

Chair Williams said Mr. Smith, do you want to tell us about the intergovernmental agreement with the City of Tempe?

Mr. Smith said Madam Chair, these are normal IGAs that we have with Tempe for both the lease of the Tempe operations center, which City of Tempe owns unlike the Greenfield, which Valley Metro actually owns. We lease the Tempe facility and we have a series of one year agreements with them. And then the buses that Tempe owns that we operate. So if there's any questions on the nature of this. These are just standard renewals of the intergovernmental agreements.

Chair Williams said are there any questions? A motion?

IT WAS MOVED BY MAYOR MITCHELL, SECONDED BY VICE MAYOR KLAPP AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE IGAS WITH THE CITY OF TEMPE IN SUPPORT OF THE EAST VALLEY BUS OPERATIONS. THE IGAS BETWEEN THE CITY OF TEMPE AND THE RPTA ARE:
1. JOINT USE AND LEASE AGREEMENT FOR EAST VALLEY BUS OPERATIONS AND MAINTENANCE FACILITY (1-YEAR)
2. USE AGREEMENT WITH RPTA FOR TEMPE BUS FLEET (3-YEARS).

4. Proposed October 2017 Transit Service Changes

Mr. Smith said Madam Chair, I'd like to, once again, introduce Jorge Luna who will give a brief overview of the 2017 October changes that, believe it or not, and we're starting the process for right now.

Mr. Luna said good afternoon again. I'll be presenting the proposed October 2017 service changes and it would be for October of 2017.

An overview of the process overall, it's been coordinated through the service planning working group, individual member agencies. And I just want to say thank you to all the staff member agencies that have been participating and helping us build together the proposed service changes.

It's also part of the short range transit program and it's been analyzed through the transit standards and performance measures that was adopted by this Board. We're looking at Board action anticipated in June of 2017. So right now we'll be starting in April and through May to get the word out, get public feedback. And then all the proposed changes will come back to the Board for action in June of 2017 for service contract changes and IGA amendments.

This is a highlight of some of the changes that are being proposed or going to be taken out to the public: new routes, which is very exciting, we're actually adding some new routes and major route extensions in the Valley; some frequency adjustments, some route modifications. We're doing some small end-of-line adjustments and stop consolidations and some schedule adjustments system wide.

So this map provides an overview of the general proposed service changes and we'll go from the west to the east valley. We're starting off in Avondale, the City of Avondale. We're working with them to add a new ZOOM, ZOOM North, which is actually north of I 10.

There is a major extension on 83rd Avenue going through Glendale and Peoria to reach Arrowhead Town Center, so 83rd Avenue right now stops at Camelback Road within Phoenix, but we've been working with our members to actually extend that route all the way north, go through Glendale, and reach Arrowhead Town Center. That's a pretty neat feature that we've been working out with the members

And some minor modifications, for example, Route 60 where it would be duplicated with the 83rd Avenue. We'll be modifying that or eliminating that duplication to ensure
seamless continuity there.

We're working with the City of Glendale in adjusting some -- in adjusting the GUS 2 route within the City of Glendale, as well as Route 59 and 67 we're making some adjustments route adjustments there.

Working with the City of Phoenix, we're adding some additional frequencies being proposed for Route 50 and Route 29, 50 Camelback Road and 29 Thomas Road. And at the same time we're working with City of Scottsdale in adding Sunday 30 minute frequency along Scottsdale Road north from Tempe Marketplace into the Scottsdale area, so 30 minute frequency standard within the City of Scottsdale for Sunday.

A new Orbit in Tempe. It's the new Orbit route Saturn which is actually south of U.S. 60. So a lot of excitement there from the residents of the community to get an Orbit in that area.

Moving further sort of southeast, a new route, Route 140. And again, thank you to all the members working with this. It's a new route roughly going from about 48th Street and Ray Road within Ahwatukee stretching out to Ray Road up to Route 136 of Gilbert Road to make that connection there within the Town of Gilbert. So Phoenix, Chandler, and Gilbert connected with one route, an additional route.

At the same time we're doing some small modifications and we're working with adding some frequency on Route 112, that's Arizona Avenue, Country Club Road, so right now we have 15 minute peak frequency within Mesa and Chandler in the morning and in the evening.

And what we want to do is we want to bridge that gap in between, so have 15 minute frequency from roughly six in the morning until 6:00 p.m.

And we're making some small modifications in relation to that route, Route 112, where we want to make sure all the trips on that Route 112 reach the Chandler park and ride, and we're making some route modifications on Route 104, as you see on the screen.

And through communication with our Chandler partners here, we're adding one additional option to make sure this very small portion of the route has a couple of options to make sure we connect the current areas that are being served. So that is going to be going out to the public.

And in the end we're doing a small modification on Route 136 in Gilbert to tighten up the turnaround for that loop in that area.

So the excitement is that we're actually beginning three new routes being proposed up there and one major service enhancement along 83, and some additional hours and
frequency of service.

On Route 685 the rural route, we're making a small modification near Apache and Monroe Avenue in Buckeye.

So lastly, some other enhancements that we're looking at is to stop consolidation for Express routes in the downtown area. We're analyzing all the stops: Are they too close together? Are they too far apart? What's the running time for all the Expresses heading from the downtown area into the outlying cities?

We just want to make sure that we have a good service being provided to our customers and we're consistent in that feature there. So that's an analysis that we're completing.

And some general overall schedule adjustments that are going to be done system wide to make sure that we're adhering to our promised on time performance, our expected on time performance to the public.

So it's a lot of work. And again, thank you to all the staff that has been participating and supporting this and working through this.

Next steps, continued analysis and agency coordination. We'll be doing public comment period April through May. And we'll make sure that all the maps are updated and be sure that they're posted on the Website so customers can get the information not only written, but as well visually.

We'll be doing a Webinar, public hearing. We'll be at open houses and targeted outreach, and at the same time there's an online approach that can be had for people to provide information via Website, e mail, and social media. And again, anticipated Board action June of 2017.

So with that, this concludes my presentation and I'll be happy to answer any questions.

Chair Williams said thank you, Jorge.

5. Future Agenda Items Request and Report on Current Events

None.

Chair Williams said our next meeting will be February 16 at 11:15 a.m. We are adjourned.

With no further discussion the meeting adjourned at 12:29 p.m.
DATE
April 13, 2017

SUBJECT
FY18-22 Short Range Transit Program

PURPOSE
To request the acceptance of the FY18-22 SRTP report.

BACKGROUND/DISCUSSION/CONSIDERATION
The SRTP identifies transit service improvements and change concepts for the next five years and builds upon previous and ongoing Valley Metro efforts. It identifies regional and local transit service improvements programmed in the Transit Life Cycle Program (TLCP) as well as local operating budgets. The report 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 serves as input for processes such as the TLCP, Fleet Management Plan, bi-annual service changes and the Transportation Improvement Program (TIP). The SRTP was developed in coordination with member agencies through sub-regional SRTP working meetings as well as through Service Planning Working Group (SPWG) meetings.

The five-year SRTP is divided in two planning phases: Production Years (first two years) and Development Years (last three years). Service improvements listed under production years have committed funding sources and an implementation schedule. Service improvements and change concepts 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. For the complete list of production and development year improvements regardless of funding source, see Section 6.0 of the FY18-22 Short Range Transit Program Report.

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

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

**COMMITTEE PROCESS**
- RTAG: March 21, 2017, for information
- TMC: April 5, 2017 approved
- Board of Directors: April 20, 2017 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors accept the FY18-22 SRTP report.

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

**ATTACHMENT**
Section 6.0 of the Short Range Transit Program Report

Available upon request: Complete Draft Short Range Transit Program Report.
6.0 FY18-22 SRTP

The updated Short Range Transit Program (SRTP) for fiscal years 2018 through 2022 is given by Tables 15-19 below. The route number, service type, impacted city or town, service change concept type, description of the potential service change concept, additional fleet needed, and additional fleet rank are given in the tables. These tables are the output of the annual SRTP update process. The first two tables give the service change concepts for the Production Years. The last three tables are the service change concepts for the Development Years, which still need further analysis and discussion to be fully developed. The SRTP typically does not require fleet prioritization for the Production Years because fleet for each service change concept is identified in the Development Years.

The Additional Fleet Needed represents the number of vehicles needed for a service change concept above what is currently available in the existing fleet of vehicles. As mentioned in Section 4.0, the fleet of vehicles usually needs to be increased if the service change concept adds service during peak periods of service (i.e. peak service) when the maximum number of vehicles are in operation. Fewer vehicles are operated in the off-peak hours. Therefore, it is possible that the vehicle requirements of a service change concept are supported by the existing fleet. The Additional Fleet Rank represents a ranking of each service change concept for those concepts that require additional fleet. The ranking is based on the TSPM fleet prioritization process in Section 4.0.

Although Valley Metro is continuously searching for funding to implement all service change concepts in the SRTP, not all concepts may be accommodated in the desired year due to financial and logistical realities. The ranking of additional fleet is used as a planning tool to help prioritize the acquisition of additional fleet in the appropriate timeframe. The rankings are reevaluated annually during the annual update process to the SRTP.
### Table 15: FY18 SRTP Service Change Concepts

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route Index</th>
<th>Service Type</th>
<th>Impacted City/Town</th>
<th>Change Type</th>
<th>Potential Service Change Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>19th Av</td>
<td>19</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Extend to Happy Valley Road and 23rd Ave.</td>
</tr>
<tr>
<td>Thomas</td>
<td>29</td>
<td>Key Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Improve off-peak service to 15 minutes weekdays from Desert Sky to 44th St.</td>
</tr>
<tr>
<td>Camelback</td>
<td>50</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Improve off-peak service to 15 minutes weekdays from 67th Ave to 44th St.</td>
</tr>
<tr>
<td>59th Av</td>
<td>59</td>
<td>Local</td>
<td>Glendale</td>
<td>Modification</td>
<td>Eliminate deviation off of 59th Ave.</td>
</tr>
<tr>
<td>Bethany Home</td>
<td>60</td>
<td>Local</td>
<td>Glendale</td>
<td>Service</td>
<td>Remove 83rd Ave segment to avoid duplication of service.</td>
</tr>
<tr>
<td>Bethany Home</td>
<td>60</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Extend east end to 24th St. and Camelback Rd.</td>
</tr>
<tr>
<td>67th Av</td>
<td>67</td>
<td>Local</td>
<td>Glendale</td>
<td>Modification</td>
<td>Eliminate deviation to Arrowhead Mall, instead serve Abrazo Arrowhead Hospital.</td>
</tr>
<tr>
<td>Scottsdale/Rural</td>
<td>72</td>
<td>Key Local</td>
<td>Scottsdale, Tempe</td>
<td>Service</td>
<td>Improve Sunday service to 30 minutes in Scottsdale. Also affects Tempe as trips currently end at TTC</td>
</tr>
<tr>
<td>83rd Av</td>
<td>83</td>
<td>Local</td>
<td>Glendale, Phoenix, Peoria</td>
<td>Extension</td>
<td>Extend 83 to Arrowhead Town Center M-F 5AM-10PM at 30 Minutes; Weekend 6AM-10PM at 60 minutes</td>
</tr>
<tr>
<td>Country Club/Arizona Av</td>
<td>112</td>
<td>Local</td>
<td>Chandler, Mesa, Gilbert</td>
<td>Service</td>
<td>Extend Peak hours to between 9AM and 2PM at 15 minute frequency between Main and Pecos.</td>
</tr>
<tr>
<td>Gilbert Rd</td>
<td>136</td>
<td>Local</td>
<td>Chandler, Gilbert</td>
<td>Modification</td>
<td>Eliminate turnaround loop</td>
</tr>
<tr>
<td>Ajo/Gila Bend</td>
<td>685</td>
<td>Rural</td>
<td>Buckeye</td>
<td>Modification</td>
<td>Small route modification in Buckeye to better serve school</td>
</tr>
<tr>
<td>Country Club/Arizona Av and Alma School</td>
<td>112 and104</td>
<td>Local</td>
<td>Chandler</td>
<td>Modification</td>
<td>Revisit Boston and Morelos turnarounds</td>
</tr>
<tr>
<td>Ray Rd</td>
<td>140</td>
<td>Local</td>
<td>Chandler, Phoenix, Gilbert</td>
<td>New Route</td>
<td>Proposed Route to serve Ray Road west of Gilbert Road (weekday) [48th St. to Gilbert Rd] Service: 30 min weekday &amp; Saturday</td>
</tr>
<tr>
<td>Multiple</td>
<td>Express Routes</td>
<td>Express</td>
<td>All</td>
<td>Stop Consolidation</td>
<td>Consolidate downtown Phoenix stops, standardize runtimes downtown</td>
</tr>
<tr>
<td>Glendale</td>
<td>GUS 2</td>
<td>Circulator</td>
<td>Glendale</td>
<td>Modification</td>
<td>Re-route GUS 2 to serve east of the current route. Will run M-F 9AM-6PM Clockwise. Starts/Ends at Tanner Terrace</td>
</tr>
<tr>
<td>Orbit Saturn</td>
<td>New</td>
<td>Circulator</td>
<td>Tempe</td>
<td>New Route</td>
<td>Orbit Saturn; M-Sun 30 minutes</td>
</tr>
<tr>
<td>Zoom North</td>
<td>New</td>
<td>Circulator</td>
<td>Avondale</td>
<td>New Route</td>
<td>Zoom North; M-Sat 30 minutes</td>
</tr>
<tr>
<td>April 2018 (FY18)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51st Av</td>
<td>51</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Extend Route 51 from Lower Buckeye Road to Baseline Road</td>
</tr>
<tr>
<td>44th St/Tatum or 32nd St</td>
<td>44 or 32</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Extend Route 44 or 32 from 44th St/Washington to 48th St/Baseline Rd</td>
</tr>
</tbody>
</table>
Table 16: FY19 SRTP Service Change Concepts

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route Index</th>
<th>Service Type</th>
<th>Impacted City/Town</th>
<th>Change Type</th>
<th>Potential Service Change Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camelback</td>
<td>50</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Cost Allocation</td>
<td>Begin fully PTF funding of Route 50 in Scottsdale</td>
</tr>
<tr>
<td>McDowell</td>
<td>17</td>
<td>Key Local</td>
<td>Scottsdale</td>
<td>Service</td>
<td>Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends</td>
</tr>
<tr>
<td>59th Av</td>
<td>59</td>
<td>Local</td>
<td>Phoenix</td>
<td>Elimination</td>
<td>Once South Mountain Loop 202 construction begins, reduce Route 59 to end at Van Buren or McDowell</td>
</tr>
<tr>
<td>Baseline</td>
<td>77</td>
<td>Key Local</td>
<td>Phoenix</td>
<td>Extension</td>
<td>Extend route north on 75th Avenue to Vineyard</td>
</tr>
<tr>
<td>Aima School</td>
<td>104</td>
<td>Local</td>
<td>Chandler, Mesa</td>
<td>Service</td>
<td>Add Saturday service and some weekday evening trips</td>
</tr>
<tr>
<td>Hayden/McClintock or Dobson</td>
<td>81 or 96</td>
<td>Local</td>
<td>Chandler</td>
<td>Extension</td>
<td>Explore options to serve Price Corridor</td>
</tr>
<tr>
<td>BUZZ</td>
<td>BUZZ</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Add Sunday Service</td>
</tr>
<tr>
<td>All Holiday Service</td>
<td>Local, Key Local, Circulator</td>
<td>All</td>
<td>Service</td>
<td>Restore holiday service for select holidays on Light Rail and Local, Key Local, Circulator, and Rural routes</td>
<td></td>
</tr>
<tr>
<td>Cactus Trolley</td>
<td>New</td>
<td>Circulator</td>
<td>Scottsdale</td>
<td>New Route</td>
<td>New Trolley Route</td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Modification</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>Modification</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>
</tbody>
</table>
### Table 17: FY20 SRTP Service Change Concepts

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route Index</th>
<th>Service Type</th>
<th>Impacted City/Town</th>
<th>Change Type</th>
<th>Potential Service Change Concept</th>
<th>Additional Fleet Needed</th>
<th>Additional Fleet Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Tempe</td>
<td>Cost Allocation</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>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline</td>
<td>77</td>
<td>Local</td>
<td>Mesa</td>
<td>Cost Allocation</td>
<td>Begin PTF funding of Route 77 in Mesa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Mesa</td>
<td>Cost Allocation</td>
<td>Begin PTF funding of route in Mesa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian School</td>
<td>41</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Service</td>
<td>Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline</td>
<td>77</td>
<td>Local</td>
<td>Mesa</td>
<td>Extension</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>
<td></td>
<td></td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Add evening trips until 11:30PM from Alma School to Baseline; improve weekend frequency to 30 minutes and extend evening service.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alma School</td>
<td>104</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Increase Peak frequency to 15 minutes Riverview to Elliot Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mesa Dr</td>
<td>120</td>
<td>Local</td>
<td>Gilbert</td>
<td>Extension</td>
<td>Extend to Warner Road in Gilbert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mesa Dr</td>
<td>120</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</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>
<td></td>
<td></td>
</tr>
<tr>
<td>Stapley</td>
<td>128</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</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 min frequency. Will go online when GRE is complete.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power Rd</td>
<td>184</td>
<td>Local</td>
<td>Mesa, Gilbert</td>
<td>Modification</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>
<td></td>
<td></td>
</tr>
<tr>
<td>Avondale/ Buckeye Express</td>
<td>563</td>
<td>Express</td>
<td>Buckeye</td>
<td>Extension</td>
<td>Extend one additional trip to Buckeye PNR</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Airpark Trolley</td>
<td>New</td>
<td>Circulator</td>
<td>Scottsdale</td>
<td>New Route</td>
<td>New Trolley Route</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Scottsdale Limited</td>
<td>New</td>
<td>Limited Service</td>
<td>Scottsdale</td>
<td>New Route</td>
<td>Pending: Possibly straight from Thunderbird PnR to Fashion Square to Light Rail</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Val Vista</td>
<td>Val Vista</td>
<td>Local</td>
<td>Gilbert</td>
<td>New Route</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>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Gilbert Rd</td>
<td>136</td>
<td>Local</td>
<td>Mesa, Gilbert</td>
<td>Service</td>
<td>Improve peak weekday frequency in Gilbert and Mesa (Main to Elliot), add some evening trips. Improve Saturday service in Mesa to 30 min. 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>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>April 2020 (FY20)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van Buren</td>
<td>3</td>
<td>Key Local</td>
<td>Avondale, Tolleson, Phoenix</td>
<td>Service</td>
<td>Increase Saturday and Sunday Frequency</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zoom</td>
<td>ZOOM</td>
<td>Circulator</td>
<td>Avondale, Goodyear</td>
<td>Service</td>
<td>Increase Saturday frequency to match weekday, Sunday to frequency to current Saturday</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Total Circulators: | 4          | Total Local, Key Local, Express/RAPID, Limited Buses: | 16            |

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18 The **Additional Fleet Needed** column indicates the number of vehicles needed to support a service change concept above currently available fleet. For concepts needing additional fleet, the **Additional Fleet Rank** column indicates the ranking based on the fleet prioritization process described in Section 4.0. If blank, then the service change concept does not require additional fleet.
Table 18: FY21 SRTP Service Change Concepts

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route Index</th>
<th>Service Type</th>
<th>Impacted City/Town</th>
<th>Change Type</th>
<th>Potential Service Change Concept</th>
<th>Additional Fleet Needed</th>
<th>Additional Fleet Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Cost Allocation</td>
<td>Begin PTF funding of route in Mesa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian School</td>
<td>41</td>
<td>Key Local</td>
<td>Avondale</td>
<td>Extension</td>
<td>From Avondale mid-term Transit Plan, extend to Litchfield Rd.</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Increase frequency on Saturday and Sunday.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Match Tempe and Phoenix 15 minute frequency</td>
<td>5</td>
<td>17</td>
</tr>
<tr>
<td>Broadway</td>
<td>45</td>
<td>Key Local</td>
<td>Mesa</td>
<td>Reduction</td>
<td>Remove duplication of service along Power Rd. south of Broadway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>59th Av</td>
<td>59</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Increase peak frequency to 15 minutes</td>
<td>3</td>
<td>14</td>
</tr>
<tr>
<td>Bethany Home</td>
<td>60</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Increase peak frequency to 15 minutes</td>
<td>4</td>
<td>13</td>
</tr>
<tr>
<td>67th Av</td>
<td>67</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>Increase peak frequency to 15 minutes</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>75th Av</td>
<td>75</td>
<td>Local</td>
<td>Peoria, Glendale</td>
<td>Extension</td>
<td>Extend 75 to Arrowhead Town Center</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Baseline</td>
<td>77</td>
<td>Local</td>
<td>Gilbert, Mesa</td>
<td>Extension</td>
<td>Extend to Power Rd, replace Route 108 service to Sunland Village East. Analyze infrastructure costs east of Val Vista.</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Northern/Shea</td>
<td>80</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Service</td>
<td>Match Phoenix service weekdays 30 minute; service span expansion 5AM-Midnight Weekends; add hourly trips to Mayo Clinic off-peak.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dobson</td>
<td>96</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Improve peak weekday frequency to 15 minutes from Riverview to Elliot Rd.</td>
<td>3</td>
<td>18</td>
</tr>
<tr>
<td>Mesa Dr</td>
<td>120</td>
<td>Local</td>
<td>Mesa</td>
<td>Extension</td>
<td>Extend route to McKellips Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stapley</td>
<td>128</td>
<td>Local</td>
<td>Gilbert</td>
<td>Extension</td>
<td>Extend Route 128 south to Galveston St.</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Thunderbird</td>
<td>138</td>
<td>Local</td>
<td>Surprise, El Mirage</td>
<td>Extension</td>
<td>Extend service to Surprise Civic Center</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Bell</td>
<td>170</td>
<td>Local</td>
<td>Surprise, Glendale, Peoria, County</td>
<td>Extension</td>
<td>Extend service to Surprise Civic Center</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Power Rd</td>
<td>184</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Reduce peak service from 15 to 30 minutes; improve weekend frequency to 30 minutes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALEX ALEX</td>
<td></td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Service</td>
<td>Increase frequency to 30 minutes</td>
<td>4</td>
<td>12</td>
</tr>
<tr>
<td>MARY MARY</td>
<td></td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Service</td>
<td>Increase frequency to 30 minutes</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>Surprise Circulator</td>
<td></td>
<td>New</td>
<td>Circulator</td>
<td>New Route</td>
<td>Develop a new circulator route for downtown Surprise.</td>
<td>4</td>
<td>19</td>
</tr>
<tr>
<td>Phoenix Circulator</td>
<td></td>
<td>New</td>
<td>Circulator</td>
<td>Service</td>
<td>New neighborhood circulator (ca. 10 linear miles)</td>
<td>4</td>
<td>16</td>
</tr>
<tr>
<td>Loop202 RAPID</td>
<td></td>
<td>New</td>
<td>RAPID</td>
<td>New Route</td>
<td>Once South Mountain Loop 202 is complete, create new RAPID from 59th Ave/202 to Downtown Phoenix</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>56th St</td>
<td>56A</td>
<td>Local</td>
<td>Phoenix</td>
<td>Service</td>
<td>New Route 56A from Shea Blvd to Deer Valley Road (Desert Ridge Mall area)</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>SMART SMART</td>
<td></td>
<td>Circulator</td>
<td>Phoenix</td>
<td>Service</td>
<td>Increase frequency to 30 minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hayden/McClintock</td>
<td>81</td>
<td>Local</td>
<td>Chandler, Tempe</td>
<td>Service</td>
<td>Weekday, improve service in Chandler by extending current service to add two evening round trips.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dobson</td>
<td>96</td>
<td>Local</td>
<td>Chandler</td>
<td>Service</td>
<td>Weekday, improve service in Chandler by extending current service to add one evening round trip.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Country Club Arizona</td>
<td>112</td>
<td>Local</td>
<td>Chandler</td>
<td>Extension</td>
<td>Extend Route 112 to Hamilton High School.</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>Thomas Thomas Rd</td>
<td></td>
<td>BRT</td>
<td>Phoenix</td>
<td>Service</td>
<td>Thomas Road BRT/Limited Stop Service from Desert Sky Transit Center to 44th St. Peak service only</td>
<td>9</td>
<td>3</td>
</tr>
</tbody>
</table>

| Total Circulators: | 16                     |
| Total Local, Key Local, Express/RAPID, Limited Buses: | 56                     |

19 The Additional Fleet Needed column indicates the number of vehicles needed to support a service change concept above currently available fleet. For concepts needing additional fleet, the Additional Fleet Rank column indicates the ranking based on the fleet prioritization process described in Section 4.0. If blank, then the service change concept does not require additional fleet.
Table 19: FY22 SRTP Service Change Concepts

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Route</th>
<th>Service Type</th>
<th>Impacted City/Town</th>
<th>Change Type</th>
<th>Potential Service Change Concept</th>
<th>Additional Fleet Needed</th>
<th>Additional Fleet Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Cost Allocation</td>
<td>Begin PTF funding of Route 30 in Mesa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van Buren</td>
<td>3</td>
<td>Key Local</td>
<td>Goodyear</td>
<td>Extension</td>
<td>Extend Route 3 West and North to Estrella Pkwy and McDowell</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Thomas</td>
<td>29</td>
<td>Key Local</td>
<td>Avondale, Phoenix</td>
<td>Extension</td>
<td>From Avondale mid-term Transit Plan, extend to Avondale Civic Center</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Improve weekend frequency in Mesa only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>University</td>
<td>30</td>
<td>Local</td>
<td>Mesa</td>
<td>Extension</td>
<td>Extend route to Ellsworth Rd.</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>48th St/Rio Salado</td>
<td>48</td>
<td>Local</td>
<td>Tempe, Mesa</td>
<td>Extension</td>
<td>Extend to Mesa Riverview along Rio Salado</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Scottsdale/Rural</td>
<td>72</td>
<td>Key Local</td>
<td>Scottsdale</td>
<td>Service</td>
<td>Begin PTF funding of Route 30 in Mesa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gilbert Rd</td>
<td>136</td>
<td>Local</td>
<td>Mesa</td>
<td>Modification</td>
<td>Analyze and streamline north end route deviation either by potentially removing deviation or finding a better service connection for Boeing.</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>Chandler Blvd/Williams Field Rd</td>
<td>156</td>
<td>Local</td>
<td>Chandler</td>
<td>Service</td>
<td>15 minute peak frequency from Kyrene to Gilbert Road and 1 evening round trip in Chandler</td>
<td>4</td>
<td>12</td>
</tr>
<tr>
<td>Chandler Blvd/Williams Field Rd</td>
<td>156</td>
<td>Local</td>
<td>Chandler, Phoenix, Gilbert</td>
<td>Service</td>
<td>15 minute peak from 48th St to Val Vista</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>Bell</td>
<td>170</td>
<td>Local</td>
<td>Scottsdale</td>
<td>Service</td>
<td>Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Ray</td>
<td>140</td>
<td>Local</td>
<td>Chandler, Phoenix, Gilbert</td>
<td>New Route</td>
<td>Extend 140 from Gilbert Rd to Power Rd on Warner, Add Sunday service</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Buckeye Circulator</td>
<td>Buckeye Circulator</td>
<td>Circulator</td>
<td>Buckeye</td>
<td>New Route</td>
<td>New, ca. 10-mile circulator in Buckeye. From Buckeye Transit Plan.</td>
<td>4</td>
<td>13</td>
</tr>
<tr>
<td>Miller Rd Trolley</td>
<td>Miller Road Trolley</td>
<td>Circulator</td>
<td>Scottsdale</td>
<td>New Route</td>
<td>Increase service to 20 minute frequency</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>Gilbert Express</td>
<td>New</td>
<td>Express</td>
<td>Gilbert, Phoenix</td>
<td>New Route</td>
<td>Add new commuter Express from Williams Field Rd. and Greenfield Rd. to Downtown Phoenix</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Greenfield</td>
<td>New</td>
<td>Local</td>
<td>Mesa</td>
<td>Service</td>
<td>Add new route on Greenfield from 202, southern terminus TBD</td>
<td>TBD</td>
<td>3</td>
</tr>
<tr>
<td>Perimeter Trolley</td>
<td>New</td>
<td>Circulator</td>
<td>Scottsdale</td>
<td>New Route</td>
<td>Implement Perimeter Trolley</td>
<td>4</td>
<td>10</td>
</tr>
</tbody>
</table>

Total Circulators: 13
Total Local, Key Local, Express/RAPID, Limited Buses: 29 (TBD)

20 The Additional Fleet Needed column indicates the number of vehicles needed to support a service change concept above currently available fleet. For concepts needing additional fleet, the Additional Fleet Rank column indicates the ranking based on the fleet prioritization process described in Section 4.0. If blank, then the service change concept does not require additional fleet. TBD means to be determined in the future.
DATE
April 13, 2017

AGENDA ITEM 3B

SUBJECT
Peoria Park-and-Ride Design and Construction Agreement

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an agreement with the city of Peoria regarding responsibilities for the design and construction for the Peoria park-and-ride project.

BACKGROUND/DISCUSION/CONSIDERATION
In July 2014, at the request of the city of Peoria, Valley Metro initiated the Peoria Transit Facility Study to evaluate the type (park-and-ride and/or transit center) and size of a transit facility that would be suitable to meet Peoria’s transit needs. The site alternatives in the study focused on the confluence of Grand Avenue, Peoria Avenue, and 83rd Avenue, because the location has been identified for transit improvements in previous plans and studies.

The study analyzed the existing, short- (2020), mid- (2025), and long-term (2035) transit services planned or conceptualized for Peoria, to determine the most suitable type and size of transit facility. The results of the study indicated a small (50-100 parking spaces) park-and-ride facility was warranted with the potential for future expansion. A public open house was held on February 8th, 2017 to review study recommendations including the preferred site for the park-and-ride facility.

Phase I of the park-and-ride project includes the full acquisition of a 1.1-acre unoccupied property at 8323 West Peoria Avenue, and the construction of a 50-100 space surface parking lot with landscaping, lighting, a storm water runoff storage area, and the potential for parking shade canopies.

The park-and-ride is anticipated to be completed in summer 2019 and follow the anticipated milestones as indicated in the table below:

<table>
<thead>
<tr>
<th>Project Element</th>
<th>Anticipated Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>Spring 2018</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>Summer 2018</td>
</tr>
<tr>
<td>Construction</td>
<td>Summer 2019</td>
</tr>
<tr>
<td>Project Opening</td>
<td>Summer 2019</td>
</tr>
</tbody>
</table>

Work continues on preliminary engineering and Valley Metro intends to utilize the general consultant support services contract and construction support services contract for design and construction activities respectively for this facility. However, prior to
initiating this next phase of the project, it is necessary for Valley Metro and Peoria to formalize the design and construction agreement. The agreement defines the relationship between the two entities regarding the management, administration, design, and construction of the project. Specifically, Peoria and Valley Metro have determined roles, responsibilities, expectations and obligations pertaining to key project elements. This agreement will terminate upon completion of the project.

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

COST AND BUDGET
The capital cost estimate for the Peoria park-and-ride project is $4.1 million. The project is funded through federal (FTA Section 5307 and Congestion Mitigation and Air Quality) and regional funds and included in Valley Metro RPTA Fiscal Year 2017-2021 budget.

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 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 21, 2017 for information
TMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the Design and Construction Agreement with the city of Peoria for the park-and-ride project.

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

ATTACHMENT
Recommended site map

Draft Agreement available upon request.
Recommended Site
DATE
April 13, 2017

AGENDA ITEM 3C

SUBJECT
Intergovernmental Agreement (IGA) with the City of Phoenix for Reimbursement of Capital Projects

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an IGA with the City of Phoenix to allow for Valley Metro to reimburse Phoenix for Capital Projects.

BACKGROUND/DISCUSSION/CONSIDERATION
Phoenix is the Lead Agency for several capital projects in the TLCP. Projects included in this IGA are fleet, including fixed route and paratransit buses, and one park and ride lot that supports services in the Regional Transportation Plan. Should the projects in the TLCP change as a result of the on-going balancing efforts, this IGA would be amended to reflect any changes to Phoenix’ projects.

Reimbursements will be made to Phoenix with Public Transportation Funds for the local share of the projects, up to a maximum of $26,614,000. The term of the IGA commences on execution and expires when the projects are completed, unless the IGA is cancelled by both parties.

COST AND BUDGET
All expenses are in the approved FY 2017 Adopted Operating and Capital Budget, 5-Year Capital Program and Transit Life Cycle Program. All reimbursements are funded with PTF.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
• Goal 2: Advance Performance Based Operation
  o Tactic C: Deliver projects and services on-time/on-budget

COMMITTEE PROCESS
RTAG: March 21, 2017 for information
TMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGA for Reimbursement of Capital Projects with the City of Phoenix.
CONTACT
Paul Hodgins
Chief Financial Officer
602-523-6043
phodgins@valleymetro.org

ATTACHMENT
None
DATE
April 13, 2017

AGENDA ITEM 4

SUBJECT
Valley Metro Fiscal Year 2018 (FY18) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY18 thru FY22)

PURPOSE
To provide information regarding the FY18 Budget and Five-Year Preliminary Operating Forecast and Capital Program (FY18 thru FY22).

BACKGROUND/DISCUSSION/CONSIDERATION
The Valley Metro Regional Public Transportation Authority (RPTA) FY18 combined operating and capital budget (the budget) is $310.7 million (M) and includes $62.8M of expenses for light rail/high capacity transit capital.

The preliminary FY18 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 total operating budget of $184.1M represents a $12.8M (7%) increase from the previous year’s operating budget of $171.4M. The total capital budget of $126.6M represents a $42.4M (25%) decrease from the previous year’s capital budget of $169.0M. 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 FY18 there are 365 employees budgeted in the integrated agency, with 155 FTE’s budgeted to RPTA activities and 210 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 21, 2017 for information
RTAG: March 21, 2017 for information
TMC: April 5, 2017 for information
AFS: April 13, 2017 for information
Board of Directors: April 20, 2017 for information

Proposed Budget Adoption:
TMC: May 3, 2017 for action
Budget and Finance Subcommittee: May 11, 2017 for action
Board of Directors: May 18, 2017 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 FY18 Preliminary Executive Summary and the Valley Metro Fiscal FY18 Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY18 thru FY22) are located on the Valley Metro web site:

[http://www.valleymetro.org/publications_reports/budgets](http://www.valleymetro.org/publications_reports/budgets)
DATE
April 13, 2017

SUBJECT
2017 Transit Life Cycle Program - Bus Update

PURPOSE
To present the draft 2017 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.

The draft 2017 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 2016. 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 $26.9 million lower for the remaining years of the TLCP (FY2017-2026).

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 2017 TLCP update, there are some minor adjustments to the replacement fleet and facilities projects related to timing and federal funding. In addition, the SRTP has identified some expansion buses that may be required for planned service enhancements. Although some of these enhancements are still in the development phase, a number of expansion buses have been included in this TLCP update as placeholders to be ordered once the service enhancements have been finalized. There is a total of 68 expansion buses programmed in the next 5 fiscal years.
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 some service enhancements which are eligible for TLCP funding. Eligible proposed enhancements are included in this update for regional funding.

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 includes additional ADA PTF funds to accommodate the growth, as requested by member agencies.

The fund balance at the end of the program is anticipated to be about $25.1 million, down from $42.2 million in the 2016 update. The following table summarizes the changes in fund balance.

<table>
<thead>
<tr>
<th>Comparison of Net Revenues</th>
<th>2017 Update</th>
<th>2016 Update</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations Revenue</td>
<td>$2,058.6</td>
<td>$2,076.6</td>
<td>($18.0)</td>
</tr>
<tr>
<td>Capital Revenue</td>
<td>$1,040.8</td>
<td>$1,039.4</td>
<td>$1.4</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$3,099.4</td>
<td>$3,116.0</td>
<td>($16.6)</td>
</tr>
<tr>
<td>Operations Expenditures</td>
<td>$1,753.2</td>
<td>$1,754.4</td>
<td>($1.2)</td>
</tr>
<tr>
<td>Capital Expenditures</td>
<td>$1,321.2</td>
<td>$1,319.5</td>
<td>$1.6</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$3,074.4</td>
<td>$3,073.9</td>
<td>$0.5</td>
</tr>
<tr>
<td>Net Revenues less Expenditures</td>
<td>$25.1</td>
<td>$42.2</td>
<td>($17.1)</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, the East and West sub-regions are within this policy allowance, but the Central sub-region is not. 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 one jurisdiction, Phoenix, meets that condition. Phoenix is in the process of identifying potential projects that could be programmed to bring them within the policy guidelines.
Jurisdiction Equity Summary by Sub-Region
(millions of dollars)
May 9, 2016

<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>$433.3</td>
<td>$441.9</td>
<td>$8.7</td>
<td>2.0%</td>
</tr>
<tr>
<td>East</td>
<td>$782.6</td>
<td>$789.3</td>
<td>$6.7</td>
<td>0.8%</td>
</tr>
<tr>
<td>West</td>
<td>$163.3</td>
<td>$161.3</td>
<td>($1.9)</td>
<td>-1.2%</td>
</tr>
<tr>
<td></td>
<td>$1,379.1</td>
<td>$1,392.5</td>
<td>$13.4</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

COST AND BUDGET
Some of the proposed changes to the TLCP bus 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 21, 2017 for information
TMC: April 5, 2017 for information
AFS: April 13, 2017 for information
Board of Directors: April 20, 2017 for information

RTAG: April 18, 2017 for information
TMC: May 3, 2017 for action
AFS: May 11, 2017 for action
Board of Directors: May 18, 2017 for action

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

Goal 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
ADOT Revenue Forecast – PTF for Bus Program
Jurisdiction Equity Summary by Jurisdiction
### Transportation Excise Tax Revenues
#### PTF for Bus Program
#### Comparison of 2016 and 2015 Forecasts

*(millions of dollars)*

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>2016 Forecast</th>
<th>Annual Growth</th>
<th>2015 Forecast</th>
<th>Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>$75.0</td>
<td>3.8%</td>
<td>$75.8</td>
<td>4.9%</td>
</tr>
<tr>
<td>2017</td>
<td>$77.8</td>
<td>3.7%</td>
<td>$80.6</td>
<td>6.4%</td>
</tr>
<tr>
<td>2018</td>
<td>$82.5</td>
<td>6.1%</td>
<td>$85.4</td>
<td>5.9%</td>
</tr>
<tr>
<td>2019</td>
<td>$87.2</td>
<td>5.7%</td>
<td>$90.1</td>
<td>5.6%</td>
</tr>
<tr>
<td>2020</td>
<td>$92.0</td>
<td>5.6%</td>
<td>$94.8</td>
<td>5.2%</td>
</tr>
<tr>
<td>2021</td>
<td>$96.9</td>
<td>5.3%</td>
<td>$99.6</td>
<td>5.0%</td>
</tr>
<tr>
<td>2022</td>
<td>$101.7</td>
<td>5.0%</td>
<td>$104.3</td>
<td>4.7%</td>
</tr>
<tr>
<td>2023</td>
<td>$106.4</td>
<td>4.6%</td>
<td>$108.9</td>
<td>4.4%</td>
</tr>
<tr>
<td>2024</td>
<td>$111.3</td>
<td>4.7%</td>
<td>$113.8</td>
<td>4.6%</td>
</tr>
<tr>
<td>2025</td>
<td>$116.0</td>
<td>4.2%</td>
<td>$118.9</td>
<td>4.4%</td>
</tr>
<tr>
<td>2026</td>
<td>$117.0</td>
<td>4.2%</td>
<td>$119.2</td>
<td>4.4%</td>
</tr>
<tr>
<td>Actuals 06-16</td>
<td>$693.4</td>
<td></td>
<td>$694.2</td>
<td></td>
</tr>
<tr>
<td>Forecast 17-26</td>
<td>$942.5</td>
<td></td>
<td>$968.6</td>
<td></td>
</tr>
<tr>
<td>20 Year Total</td>
<td>$1,635.9</td>
<td></td>
<td>$1,662.8</td>
<td></td>
</tr>
</tbody>
</table>
## Jurisdiction Equity Summary

(millions of dollars)

March 7, 2017

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total Calculated</th>
<th>Total Policy PTF</th>
<th>JE Under (JE Over)</th>
<th>JE Calculated Percent</th>
<th>JE Policy Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avondale</td>
<td>$19.5</td>
<td>$21.4</td>
<td>$2.0 ($3.7)</td>
<td>1.41%</td>
<td>1.54%</td>
</tr>
<tr>
<td>Buckeye</td>
<td>$4.7</td>
<td>$1.0</td>
<td></td>
<td>0.34%</td>
<td>0.07%</td>
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<tr>
<td>Chandler</td>
<td>$130.6</td>
<td>$131.8</td>
<td>$1.2 ($7.4)</td>
<td>9.47%</td>
<td>9.46%</td>
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<tr>
<td>County</td>
<td>$16.4</td>
<td>$9.1</td>
<td>($3.7)</td>
<td>1.19%</td>
<td>0.65%</td>
</tr>
<tr>
<td>El Mirage</td>
<td>$1.5</td>
<td>$3.1</td>
<td>$1.6</td>
<td>0.11%</td>
<td>0.23%</td>
</tr>
<tr>
<td>Fountain Hills</td>
<td>$0.9</td>
<td>$1.2</td>
<td>$0.3</td>
<td>0.06%</td>
<td>0.09%</td>
</tr>
<tr>
<td>Gila Bend</td>
<td>$0.0</td>
<td>$1.9</td>
<td>$1.9</td>
<td>0.00%</td>
<td>0.14%</td>
</tr>
<tr>
<td>Gilbert</td>
<td>$87.9</td>
<td>$85.2 ($2.7)</td>
<td></td>
<td>6.37%</td>
<td>6.12%</td>
</tr>
<tr>
<td>Glendale</td>
<td>$78.6</td>
<td>$79.1 ($0.4)</td>
<td>$0.5</td>
<td>5.70%</td>
<td>5.68%</td>
</tr>
<tr>
<td>Goodyear</td>
<td>$4.0</td>
<td>$3.6 ($3.5)</td>
<td></td>
<td>0.29%</td>
<td>0.26%</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>$3.6</td>
<td>$0.1 ($3.5)</td>
<td></td>
<td>0.25%</td>
<td>0.01%</td>
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<tr>
<td>Litchfield Park</td>
<td>$0.0</td>
<td>$3.2</td>
<td>$3.2</td>
<td>0.00%</td>
<td>0.23%</td>
</tr>
<tr>
<td>Mesa</td>
<td>$267.6</td>
<td>$270.7 ($3.1)</td>
<td>$3.1</td>
<td>19.40%</td>
<td>19.44%</td>
</tr>
<tr>
<td>Paradise Valley</td>
<td>$3.3</td>
<td>$7.4 ($4.1)</td>
<td>$4.1</td>
<td>0.24%</td>
<td>0.54%</td>
</tr>
<tr>
<td>Peoria</td>
<td>$28.1</td>
<td>$30.9 ($2.7)</td>
<td></td>
<td>2.04%</td>
<td>2.22%</td>
</tr>
<tr>
<td><strong>Phoenix</strong></td>
<td><strong>$433.3</strong></td>
<td><strong>$441.9</strong> ($8.7)</td>
<td></td>
<td><strong>31.42%</strong></td>
<td><strong>31.74%</strong></td>
</tr>
<tr>
<td>Queen Creek</td>
<td>$0.0</td>
<td>$0.8</td>
<td>$0.8</td>
<td>0.00%</td>
<td>0.06%</td>
</tr>
<tr>
<td>Salt River Reservation</td>
<td>$0.8</td>
<td>$0.0 ($0.8)</td>
<td></td>
<td>0.06%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Scottsdale</td>
<td>$140.8</td>
<td>$144.9 ($4.1)</td>
<td>$4.1</td>
<td>10.21%</td>
<td>10.41%</td>
</tr>
<tr>
<td>Surprise</td>
<td>$5.3</td>
<td>$3.2 ($2.1)</td>
<td></td>
<td>0.39%</td>
<td>0.23%</td>
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<tr>
<td>Tempe</td>
<td>$147.1</td>
<td>$147.1 ($0.0)</td>
<td>$0.0</td>
<td>10.67%</td>
<td>10.56%</td>
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<tr>
<td>Tolleson</td>
<td>$4.4</td>
<td>$4.3 ($0.1)</td>
<td>$0.1</td>
<td>0.32%</td>
<td>0.31%</td>
</tr>
<tr>
<td>Wickenburg</td>
<td>$0.0</td>
<td>$0.3</td>
<td>$0.3</td>
<td>0.00%</td>
<td>0.02%</td>
</tr>
<tr>
<td>Youngtown</td>
<td>$0.6</td>
<td>$0.2 ($0.4)</td>
<td></td>
<td>0.04%</td>
<td>0.02%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,379.1</strong></td>
<td><strong>$1,392.5</strong></td>
<td><strong>$13.4</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>
Transit Life Cycle Program
Preliminary 2017 Model Update
April 2017

Bus Program Summary
Prop 400 Bus Revenues

Program Changes

• Operating program changes
  – SRTP improvements first 2 years
  – Changes to ADA funding
    • FY17 additional PTF
    • Additional for Mesa beginning FY18
• Fleet plan minor updates
## Expenditures

<table>
<thead>
<tr>
<th></th>
<th>2017 Update</th>
<th>2016 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>$1,003.9</td>
<td>$1,013.1</td>
<td>($9.2)</td>
<td>-0.9%</td>
</tr>
<tr>
<td>ADA &amp; Alternatives</td>
<td>$500.7</td>
<td>$497.2</td>
<td>$3.5</td>
<td>0.7%</td>
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<tr>
<td>Regional Expenditures</td>
<td>$248.6</td>
<td>$244.1</td>
<td>$4.5</td>
<td>1.8%</td>
</tr>
<tr>
<td><strong>Sub-Total Operations Expenditures</strong></td>
<td>$1,753.2</td>
<td>$1,754.4</td>
<td>($1.2)</td>
<td>-0.1%</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>$981.3</td>
<td>$979.7</td>
<td>$1.6</td>
<td>0.2%</td>
</tr>
<tr>
<td>Facilities</td>
<td>$267.7</td>
<td>$267.7</td>
<td>$0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Sub-Total Capital Expenditures</strong></td>
<td>$1,321.2</td>
<td>$1,319.5</td>
<td>$1.6</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>$3,074.4</td>
<td>$3,073.9</td>
<td>$0.5</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

## Revenues

<table>
<thead>
<tr>
<th></th>
<th>2017 Update</th>
<th>2016 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>$1,637.6</td>
<td>$1,662.8</td>
<td>($25.3)</td>
<td>-1.52%</td>
</tr>
<tr>
<td>RARF</td>
<td>$89.2</td>
<td>$84.7</td>
<td>$4.5</td>
<td>5.31%</td>
</tr>
<tr>
<td>Fares</td>
<td>$235.9</td>
<td>$235.1</td>
<td>$0.8</td>
<td>0.36%</td>
</tr>
<tr>
<td>Federal</td>
<td>$70.7</td>
<td>$68.8</td>
<td>$1.9</td>
<td>2.78%</td>
</tr>
<tr>
<td>Other revenues</td>
<td>$25.2</td>
<td>$25.2</td>
<td>($0.0)</td>
<td>-0.06%</td>
</tr>
<tr>
<td><strong>Sub-Total Operations Revenue</strong></td>
<td>$2,058.6</td>
<td>$2,076.6</td>
<td>($18.0)</td>
<td>-0.87%</td>
</tr>
<tr>
<td><strong>Revenue Capital</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal - Capital</td>
<td>$961.6</td>
<td>$960.2</td>
<td>$1.4</td>
<td>0.15%</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>$1,040.8</td>
<td>$1,039.4</td>
<td>$1.4</td>
<td>0.13%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$3,099.4</td>
<td>$3,116.0</td>
<td>($16.6)</td>
<td>-0.53%</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>$3,049.4</td>
<td></td>
</tr>
<tr>
<td>Total Operating Costs</td>
<td>($1,753.2)</td>
<td></td>
</tr>
<tr>
<td>Funding surplus before capital and financing</td>
<td></td>
<td>$1,296.2</td>
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<tr>
<td>Total Capital Costs</td>
<td></td>
<td>($1,248.1)</td>
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<tr>
<td>Financing Needs anticipated:</td>
<td></td>
<td></td>
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<tr>
<td>Series 2009</td>
<td></td>
<td></td>
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<tr>
<td>Proceeds</td>
<td>$50.0</td>
<td>($73.0)</td>
</tr>
<tr>
<td>Debt Service</td>
<td></td>
<td>($23.0)</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>($3,024.4)</td>
</tr>
<tr>
<td>Net Fund Balance</td>
<td></td>
<td>$25.1</td>
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</table>

## Jurisdictional Equity Summary

<table>
<thead>
<tr>
<th>Sub-region</th>
<th>Calculated Allocation</th>
<th>Policy Allocation</th>
<th>Difference</th>
<th>Percent Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>$433.3</td>
<td>$441.9</td>
<td>$8.7</td>
<td>1.96%</td>
</tr>
<tr>
<td>East</td>
<td>$782.6</td>
<td>$789.3</td>
<td>$6.7</td>
<td>0.85%</td>
</tr>
<tr>
<td>West</td>
<td>$163.3</td>
<td>$161.3</td>
<td>($1.9)</td>
<td>-1.21%</td>
</tr>
<tr>
<td></td>
<td><strong>$1,379.1</strong></td>
<td><strong>$1,392.5</strong></td>
<td><strong>$13.4</strong></td>
<td><strong>0.96%</strong></td>
</tr>
</tbody>
</table>
DATE
April 13, 2017

AGENDA ITEM 6

SUBJECT
Future Agenda Items Request and Report on Current Events

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

BACKGROUND/DISCUSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
Pending Items Request
# Pending Items Request

<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>
</tbody>
</table>
Board of Directors
Thursday, April 20, 2017
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended

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

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

2. Minutes

Minutes from the March 16, 2017 Board meeting are presented for approval.

CONSENT AGENDA

3A. South Central Light Rail Extension Third Party Utility Agreements

Staff recommends that the Board of Directors authorize the CEO to sign Letters of Authorization with third party utility companies for their design activities on the South Central Extension project for an amount not to exceed $2,115,050 and to authorize staff to hold $211,205 (10%) for use as a contingency for unforeseen circumstances.

3B. Intergovernmental Agreements (IGAs) with the City of Phoenix

Staff recommends that the Board of Directors authorize the CEO to execute the IGAs with the city of Phoenix.
3C. **Gilbert Road Light Rail Extension Assignment and Assumption of Lease Agreement**  
Staff recommends that the Board of Directors authorize the CEO to execute an Assignment and Assumption of Lease Agreement with the city of Mesa and Stacy and Witbeck/Sundt for the Gilbert Road Light Rail Extension field office for a not-to-exceed amount of $466,290 over a 27-month period.

3D. **Contract Change Order for Non-Revenue Fleet Maintenance Services**  
Staff recommends that the Board of Directors authorize the CEO to execute a change order to the contract with Camelback Ford for an amount not to exceed $70,000 for non-revenue vehicle fleet maintenance services.

### REGULAR AGENDA

4. **Tempe Streetcar Vehicles Contract Award**  
Scott Smith, CEO, will introduce Wulf Grote, Director of Capital and Service Development, who will request the Board of Directors authorize the CEO to execute a contract with Brookville Equipment to manufacture and supply six Off-Wire Battery Propulsion Streetcar Vehicles, plus related spare parts for the Tempe Streetcar Project in an amount not to exceed $33,034,422 million plus $3,303,442 (10 percent) for contingency.

5. **Valley Metro Rail, Inc. Fiscal Year 2018 (FY18) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY 2018 thru 2022)**  
Scott Smith CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide information regarding the (FY18) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY 2018 thru 2022).

6. **2017 Transit Life Cycle Program - Rail Update**  
Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide information regarding the draft 2017 TLCP Update for Rail.
7. **Future Agenda Items Request and Report on Current Events**

Chair Mitchell will request future Board 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 18, 2017 at 11:15 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at [www.valleymetro.org](http://www.valleymetro.org)
DATE
April 13, 2017

AGENDA ITEM 1

SUBJECT
Public Comment on Agenda Action Items

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None
Meeting Participants
Mayor Mark Mitchell, City of Tempe, Chair
Councilmember Chris Glover, City of Mesa
Vice Mayor Kevin Hartke, City of Chandler
Thelda Williams, City of Phoenix

Chair Mitchell called the meeting to order at 12:29 p.m.

1. Public Comment

Mr. Crowley said where do I start security cameras or the enhanced patrol officers or the rail service contract? I look at what we've got going here and especially the off duty officers and the enhanced camera work.

I looked at what you were presenting a moment ago at the beginning, and it said those autonomous vehicles and what are we shooting for, single occupant vehicles -- autonomous single occupant vehicles that doesn't add to air pollution. Oh, yes, it does.

So you're spending a half million on the security cameras. We're doing the extra officers. Isn't it nice that you put together a light rail system and all of a sudden it's a criminal element whereas on the buses assaults, et cetera, have happened for how long. What was the system's answer to it?

And the extension into south Phoenix long overdue. And when we do that south Phoenix extension, I have not seen where you are going to make it intermodal with the routes that are along it.

It's kind of the haphazard that is now that if you are using the rail and then you're going to transfer to the bus, there is no coordination of logistics. There isn't the methods that the man was speaking of.

So I know that you guys are the biggest consumer of the mother's milk of politics, money, in this whole situation. I also see that with the Trump Administration saying that they're going to be doing infrastructure. And isn't it nice that we got about eight trillion dollars in infrastructure, and they're going to spend one, but it needs to get done and
addressed. You need to be building this in a correct and fashionable manner.

But then when I look at all of this rail, the twenty eight communities within Maricopa County that do have heavy rail where is that the intermodal part of this equation so that we can get the thing done without polluting to the maximum that it is. Thank you for your time. You got thirty seconds.

Chair Mitchell said thank you, Blue. That's all the comment cards that I've received.

2. Minutes

Chair Mitchell said the next item on our agenda is our minutes from February 16. Is there a motion to approve the minutes from February 16?

**IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE THE FEBRUARY 16, 2017 BOARD MEETING MINUTES.**

3. Consent Agenda

Councilmember Williams said on the consent agenda I would move approval of 3A and 3B. I'd like to do 3C separately.

Chair Mitchell said okay. This is the next item is our consent agenda. Is there a motion to approve the consent agenda as stated with the exception of 3C?

**IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS 3A AND 3B.**

**IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEM 3C.**


Chair Mitchell said the next item on our agenda is Item No. 4, which is the Allied Universal Contract Administration and Utilization of Off-Duty Police Officers.

Mr. Smith said Mr. Chair, members of the Board, this is a follow up to some of the discussions we started last August about some enhancements we were looking at doing to our security program and some changes. And I'd like to introduce Adrian Ruiz, who will go over briefly what this request entails.

Ms. Ruiz said thank you, Chairman, members of the Board. I would like to first start
with a little bit of recap. As presented in August of 2016, we started talking about short, mid, long term goals for security enhancement with the first being Allied -- now Allied Universal. I have the district manager Rick McGuire here in the back -- having the scope revised, getting the contractor up to speed on our expectations and so on.

The next goal was to then look at hiring off duty officers. So those two components comprise this presentation.

The hiring of the off duty officers was worked in concert with Tempe, Mesa, and Phoenix in about September of last year after we moved with this presentation. And we started looking at logistics and budget.

In addition to that, we started working towards what we're going to look at as far as Allied Universal. And the biggest thing is to look at security enhancements overall as a full spectrum not only being able to bring on a contractor who is truly equipped and trained, but making sure we have enough people.

We have seen obviously positively increased ridership over the last several years to the point that we need not to focus on making sure that we can adequately support a barrier free system. We do not have turnstiles. We don't have a tunnel. We don't have points of entry where people are restricted unless they have a pass. It is barrier free. And we focus on fare inspections still.

By keeping in mind that the goal here is to augment the staff we have currently by adding the sixteen or 640 hours weekly to the contract would definitely assist us in putting that toward the second shift profile which we can then work with Allied if we choose to move those officers to a different shift, but it covers us for those late night hours that we see increased incident potential as we have riders that commute, go home, continue their travels, and finish their special events where we have potentially incidents occurring with less volume out there.

Making sure that we also adequately train our contractors as well. We do have hopefully we can after we discuss with Scott on our videos that communications and marketing has worked with us on providing the contractor visuals as far as videos, what we expect of them, how to work a board two ride one for increased presence and a force multiplier, how to work a platform, and how to conduct a fare inspection, revenue recovery, and how to remove passengers that need to be removed from the system.

So this is all full spectrum, but it doesn't bode without also addressing we need more staff. So in this recommendation it's to authorize the CEO to enter into a change order increase to the contract for Allied Universal and the cost of three million dollars, $3.5 million, over a five year period for a total of $29,054,000.

And with the off duty component we are working with the City of Tempe and Mesa to mirror what Phoenix has started in the Northwest corridor to add 60 hours to Mesa and
60 hours to Tempe with off duty officers which will be dedicated to light rail.

If you have any questions, I'd be happy to answer them.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A CONTRACT CHANGE ORDER IN THE AMOUNT OF $3,570,000 WITH ALLIED UNIVERSAL SECURITY SERVICES RESULTING IN AMENDED TOTAL CONTRACT VALUE NOT TO EXCEED $29,054,000.

5. Rail Transportation Services Contract Award

Chair Mitchell said the next item on our agenda is Item No. 5, which is the Rail Transportation Services Contract Award. Mr. Smith.

Mr. Smith said thank you, Mr. Chair. We have recently gone through the process of determining who will be our contractor on the light rail system to operate the system for the next few years. And I'd like to turn it over to Ray Abraham, who will give you a briefing on that process.

Mr. Abraham said thank you, Mr. Smith. Mr. Chair, members of the rail board, I'm here to give you a presentation about our rail transportation service contract and to ask for your authorization to enter into a new contract with the service provider. So, as you know, our rail transportation service is provided by a contractor. They provide us operators, they provide supervisors, management staff as well.

In April of last year, we put an RFP out to the industry, and we required the industry to make three separate pricing proposals. One proposal would be similar to what we have today, which we call a cost plus-fixed-fee contract. Contract one would be a firm fixed-price contract. And the third was sort of a hybrid to ask them to give us a firm fixed price, but we allowed certain escalation clauses in it.

In August of 2016, we received four proposals. We got an evaluation team comprised of seven members: one from Phoenix, one member from Tempe, one member from Mesa, and four from Valley Metro.

The team evaluated the four proposals and made a recommendation to eliminate the two lowest evaluated teams. And they wanted to bring the top two teams back for an interview.

So we brought the remaining two teams back for an interview. That was Alternate Concepts, Incorporated and RATP Dev. We brought them back for an interview early January.
After the interview, the evaluation team unanimously chose Alternate Concepts and also unanimously chose to stay with the same type contract that we now have, which is a management contract like our cost-plus-fixed-fee.

I would just like to say that Alternate Concepts has been our service provider. They do a wonderful job for us. I think history has shown we've been in the national spotlight three times in the last few years. We fared very well.

Bruce Brown, the Alternate Concept general manager is in the audience with us today and I have to shout out to him and his staff. They've truly taken ownership in our service provision, and they are a big part of our success.

So with that, if you have any questions, I'd be glad to answer them. If not, I would ask for your authorization for the CEO to enter into a contract with ACI for $56 million.

Councilmember Williams said thank you, Mr. Chair. This contract, does it include future extensions?

Mr. Abraham said yes. It will include future extensions

Chair Mitchell said I think it includes three year option with a two year option?

Mr. Abraham said on the contract you mean? Yes, it does. It will continue to grow. And that's the beauty of this type of contract. As it grows their staff grows, we grow. And, of course, the cost will increase, obviously.

Councilmember Williams said does any of this price include any potential or extensions we expect to open fairly soon within the next year or two?

Mr. Abraham said this price does not include any added staff. This price includes a forecasted escalation for labor contracts, healthcare, and so on. But not staff.

As the extensions open, for instance, Tempe Streetcar, when that opens we will be adding a substantial amount of staff for that. I should say the fixed fee stays the same. It's at 7 percent. And the overhead cost stays the same. The only thing that would increase is the direct labor cost basically.

Mr. Smith said that's the good thing about this contract is that it allows us a certain level of flexibility to adapt. As Ray said, we asked to bid on both different types of costing. The first costing is what we do primarily on buses. On buses there isn't a lot of flexibility. We don't really have special events where we have to add trains for a SUNS game or we have Final Four coming in. This primarily affects and impacts light rail.
But we did look at it because of our member cities asked us to look at both models, I think everyone came to the realization that the ability to grow within the contract, the ability to react to changes in service, last minute changes, much more flexibility in this model that we chose. And so it does allow us to grow into extended extensions of the line or new lines within the contract without having to go out and renegotiate the contract.

**IT WAS MOVED BY VICE MAYOR HARTKE, SECONDED BY COUNCILMEMBER WILLIAMS AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A 5-YEAR CONTRACT WITH ONE 3-YEAR OPTION AND THE ONE 2-YEAR OPTION WITH ALTERNATE CONCEPTS INC., TO PROVIDE RAIL TRANSPORTATION SERVICES BEGINNING JULY 1, 2017 IN AN AMOUNT NOT TO EXCEED $56,140,384 FOR THE 5-YEAR BASE CONTRACT AND TO ESTABLISH A CONTRACT CHANGE CONTINGENCY OF $2,000,000 THAT IS INCLUDED IN THE OVERALL BUDGET ESTABLISHED FOR THE PROJECT.**

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

Chair Mitchell said the next item is our future agenda items and report on current claims. Is there any future agenda items for a future meeting that you would like to know about? If not, you could always reach out to myself or Mr. Smith.

Next meeting is Thursday, April 20, here at 11:15 a.m.

With no further discussion the meeting adjourned at 12:44 p.m.
DATE
April 13, 2017

AGENDA ITEM 3A

SUBJECT
South Central Light Rail Extension Third Party Utility Agreements

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to sign Letters of Authorization with third party utility companies for their design activities on the South Central Extension project for an amount not to exceed $2,112,050, and to authorize staff to hold $211,205 (10%) for use as a contingency for unforeseen circumstances.

BACKGROUND/DISCUSSION/CONSIDERATION
The proposed five-mile project will connect with the current light rail system in downtown Phoenix and run south to Baseline Road. In January 2016, the Phoenix City Council approved accelerating segments of the future high-capacity rail transit system to advance into Regional Transportation Plan, which includes the South Central light rail extension. In early January 2017, the Federal Transit Administration (FTA) announced the Finding of No Significant Impact (FONSI) on the South Central light rail project. The FTA report followed an extensive environmental review of the extension. The environmental clearance enables the project to move forward in its development.

Valley Metro is currently developing the project’s preliminary engineering design and competitive procurements for final design, construction and artists are underway. Final design development is anticipated through mid-2019, with construction work beginning thereafter. The South Central Extension is scheduled to open in 2023.

An important next step in the project’s development is to design and construct required utility relocations. In order to commence this work, Letters of Authorization are needed with the following third party utility companies: APS, AT&T, AT&T/TCA, CenturyLink, Chill Water (NRG), Cox Communications, LEVEL3, MCI/Verizon, Qwest (Long Distance Carrier), Sprint, SRP Electric, SRP Water Irrigation, Southwest Gas, Telecom Group (TCG), Union Pacific Railroad and ZAYO. Initially, only authorizations for design work will be issued to the utilities. The ability to issue these Letters of Authorization requires Board approval. Once design work is completed, relocation construction cost estimates will be developed and negotiated with the utility companies, at which point additional authorizations will be presented to the Board for approval prior to utility relocation construction.

COST AND BUDGET
The South Central LRT Extension project will be funded through Transportation 2050, a 35-year, multi-modal Transportation Plan approved by Phoenix voters in August 2015; regional Proposition 400 funds; and anticipated Federal 5309 New Starts grant dollars.
The cost for third party utility work is included in the overall budget established for the project.

Current estimated design expenditures for utility relocations by company are outlined in the following table. Design costs are estimated at 10% of the total expected relocation costs. The table also identifies a 10% contingency to be held by Valley Metro staff for unforeseen circumstances.

<table>
<thead>
<tr>
<th>Utility Company</th>
<th>Estimated Design Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>APS 230 kV Oil Fill Lines</td>
<td>$ 250,000</td>
</tr>
<tr>
<td>APS OH and UG Facilities</td>
<td>$ 135,000</td>
</tr>
<tr>
<td>AT&amp;T</td>
<td>$ 12,500</td>
</tr>
<tr>
<td>AT&amp;T/TCA</td>
<td>$ 17,500</td>
</tr>
<tr>
<td>CenturyLink</td>
<td>$ 210,000</td>
</tr>
<tr>
<td>Chill Water (NRG Energy)</td>
<td>$ 5000</td>
</tr>
<tr>
<td>Cox Communications</td>
<td>$ 45,050</td>
</tr>
<tr>
<td>Electric Lightwave</td>
<td>$15,000</td>
</tr>
<tr>
<td>LEVEL3 (Telecom Providers)</td>
<td>$ 18,500</td>
</tr>
<tr>
<td>MCI/Verizon</td>
<td>$ 15,000</td>
</tr>
<tr>
<td>Sprint</td>
<td>$ 15,000</td>
</tr>
<tr>
<td>Qwest (Long Distance Carrier)</td>
<td>$ 22,500</td>
</tr>
<tr>
<td>Salt River Project Electric</td>
<td>$ 790,000</td>
</tr>
<tr>
<td>Salt River Project Water (Irrigation)</td>
<td>$ 316,000</td>
</tr>
<tr>
<td>Southwest Gas</td>
<td>$ 180,000</td>
</tr>
<tr>
<td>Telecom Group (TCG)</td>
<td>$ 25,000</td>
</tr>
<tr>
<td>Union Pacific Railroad</td>
<td>$ 15,000</td>
</tr>
<tr>
<td>ZAYO (Telecom Provider)</td>
<td>$ 25,000</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>$ 2,112,050</td>
</tr>
<tr>
<td>10% Contingency</td>
<td>$ 211,205</td>
</tr>
<tr>
<td>Total</td>
<td>$ 2,323,255</td>
</tr>
</tbody>
</table>

All costs identified herein are within the South Central Extension project cost forecast and are included in the Valley Metro Rail adopted FY17 and FY18 Operating and Capital Budgets. Contract obligations beyond FY18 are incorporated into the Five-Year Operating Forecast and Capital Program (FY17 thru FY21).

**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 21, 2017 for information
RMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to sign Letters of Authorization with third party utility companies for their design activities on the South Central Extension for an amount not to exceed $2,112,050 and to authorize staff to hold $211,205 (10%) for use as a contingency for unforeseen circumstances.

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

ATTACHMENT
None
DATE
April 13, 2017

AGENDA ITEM 3B

SUBJECT
Intergovernmental Agreements (IGAs) with the City of Phoenix

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute IGAs with the City of Phoenix to allow Valley Metro to be reimbursed for eligible activities and for Valley Metro to reimburse Phoenix for Regional Fare Media Distribution Services.

BACKGROUND/DISCUSSION/CONSIDERATION

Pass-Through IGA for Federal Funds
Valley Metro is being provided federal funds through the Federal Transit Administration (FTA). The grant is for $1,001,000 for the Mobility on Demand Sandbox program. A new IGA with the city of Phoenix is required in order for Phoenix to reimburse Valley Metro for eligible expenses.

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.

Regional Fare Media Distribution Services Agreement
Valley Metro and the City of Phoenix executed an IGA in 2012 under which the city of Phoenix would provide regional fare media distribution services on behalf of Valley Metro. The IGA must be renewed in FY2017.

The term of services provided in the IGA commenced on July 1, 2016 and shall be updated annually for changes to costs and scope of services provided. Services will continue in perpetuity unless terminated by one of the parties.

COST AND BUDGET
All expenses associated with grant funds are in the approved FY 2017 Adopted Operating and Capital Budget and 5-Year Capital Program. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets. Regional Fare Media Distribution Services costs are included in Rail Operations and funded by member cities.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
Goal 2: Advance Performance Based Operation
  o Tactic C: Deliver projects and services on-time/on-budget

COMMITTEE PROCESS
RTAG: March 21, 2017 for information
RMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGAs with the city of Phoenix.

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

ATTACHMENT
None
DATE
April 13, 2017

SUBJECT
Gilbert Road Light Rail Extension Assignment and Assumption of Lease Agreement

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an Assignment and Assumption of Lease Agreement with the city of Mesa and Stacy and Witbeck/Sundt for the Gilbert Road Light Rail Extension field office for a not-to-exceed amount of $466,290 over a 27-month period.

BACKGROUND/DISCUSSION/CONSIDERATION
The Gilbert Road LRT Extension will add approximately 1.8 miles to the eastern end of the existing LRT line in Mesa, from Mesa Drive to Gilbert Road. Stacy and Witbeck/Sundt has been awarded the construction contract for this project. The contractor is responsible to provide a construction field office for the project. On October 1, 2016 the city of Mesa and Stacy and Witbeck/Sundt entered into a lease agreement for a 32-month duration for the field office, owned by the city of Mesa, located at 1240 East Main Street.

The site is conveniently located adjacent to the LRT construction project on Main Street. The lease agreement is for a portion of an existing commercial building and includes approximately 30,673 square feet at a monthly rate of $16,870 plus tax. As part of the contract negotiations with the contractor, it was decided that Valley Metro should take over the lease agreement with the city of Mesa to save project cost.

COST AND BUDGET
Building lease costs are currently in the project budget and are included in the Stacy and Witbeck/Sundt construction contract. Funds for the lease would be reallocated from the contractor to Valley Metro and would result in a $164,000 cost savings for the lease duration. Adequate funds are included in the FY 2017 Valley Metro Budget and in the Five-Year Operating Forecast and Capital Program (FY2017 thru FY2021). The project is funded with federal and city of Mesa funds. No regional funds are included.

COMMITTEE PROCESS
RTAG: March 21, 2017 for information
TMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
Goal 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 execute an Assignment and Assumption of Lease Agreement with the city of Mesa and Stacy and Witbeck/Sundt for the Gilbert Road Light Rail Extension field office for a not-to-exceed amount of $466,290 over a 27-month period.

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

ATTACHMENT
None

Assignment and Assumption of Lease Agreement is available upon request
AGENDA ITEM 3D

DATE
April 13, 2017

SUBJECT
Contract Change Order for Non-Revenue Fleet Maintenance Services

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a Change Order to the Contract with Camelback Ford for Non-Revenue fleet maintenance services in an amount not to exceed $70,000.

BACKGROUND/DISCUSSION/CONSIDERATION
In October 2014 the Board authorized an award of a 3-year contract to Camelback Ford for non-revenue fleet maintenance services in an amount not to exceed $240,000. Due to the aging fleet and increased maintenance services, Valley Metro is recommending to increase the value of the contract through the end of the term of October 31, 2017. Prior to the expiration of the contract, staff will reprocure these services.

Valley Metro Rail currently has 57 non-revenue vehicles in its fleet and many of these are older vehicles. The vehicles are used for the ongoing maintenance of the 26-mile light rail line, support of contracted light rail operations, and for integrated agency staff use.

Contractor performs preventative maintenance and general repair services on non-revenue vehicles to include, but not limited to, brakes, suspension, heat/air conditioning systems, electrical systems, engine, tires, etc. Valley Metro’s preference is to have a primary Contractor that has the ability to perform all required services.

COST AND BUDGET
The change order to the contract for fleet maintenance services is an amount not to exceed $70,000. Costs are included in the METRO Adopted Fiscal Year 2017 Operating and Capital Budget. Contract obligations beyond FY17 are incorporated into the METRO Five - Year Operating Forecast and Capital Program (FY2017 thru FY2021).

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

- Goal 2: Advance performance based operation
  - Tactic A: Operate an effective, reliable, high performing transit system
COMMITTEE PROCESS
RTAG: March 21, 2017 for information
RMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a change order to the contract with Camelback Ford for an amount not to exceed $70,000 for non-revenue vehicle fleet maintenance services.

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

ATTACHMENT
None
DATE
April 13, 2017

AGENDA ITEM 4

SUBJECT
Tempe Streetcar Vehicle Contract Award

PURPOSE
To request Board authorization for the Chief Executive Officer (CEO) to execute a contract with Brookville Equipment for the manufacture and delivery of six Off-Wire Battery Propulsion Streetcar Vehicles over a three-year period at an estimated contract value of $33,034,422 plus $3,303,442 (10 percent) for contingency.

BACKGROUND/DISCUSSION/CONSIDERATION
On May 16, 2016, Valley Metro Rail issued a federally compliant Request for Proposal (RFP) for the purchase of Modern Streetcar vehicles based on specific technical specifications prepared by Valley Metro for the Tempe Streetcar project. The RFP included three operating options: one on-wire standard streetcar design, and two off-wire options utilizing battery propulsion. The recommended streetcar manufacturer will be expected to design, manufacture, test, deliver, complete performance testing and warranty support for six streetcars for the Tempe Streetcar Project. Revenue service is expected to begin in late 2020, with the first streetcar to be delivered no later than 30 months after Notice to Proceed.

Due to the unique nature of the equipment specifications, Valley Metro staff decided to utilize a “Best Value” selection process pursuant to Federal Transit Administration (FTA) procurement guidelines, and notified all proposers of such in the RFP. In a Best Value process, a three-part evaluation is as follows: 1. Technical Review, 2. Best Value Trade Off Analysis (to determine the actual cost and risks associated with the findings of the Technical/Commercial Reviews), and 3. Independent Analysis of Pricing.

The RFP included the following technical and commercial criteria for the initial evaluation of proposals:

<table>
<thead>
<tr>
<th>Evaluation Criteria (Technical/Commercial)</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compliance to the Technical Specifications:</td>
<td></td>
</tr>
<tr>
<td>Excluding off-wire</td>
<td>250</td>
</tr>
<tr>
<td>Off-Wire Capabilities</td>
<td>100</td>
</tr>
<tr>
<td>Past Performance and Capability of the Firm</td>
<td>50</td>
</tr>
<tr>
<td>Qualifications and Experience of SCV Manufacturers &amp; Suppliers</td>
<td>50</td>
</tr>
<tr>
<td>Approach to Design and Quality Assurance</td>
<td>100</td>
</tr>
<tr>
<td>Meeting or Accelerating Specified Delivery and Production Schedule</td>
<td>50</td>
</tr>
<tr>
<td>TOTAL POINTS AVAILABLE</td>
<td>600</td>
</tr>
</tbody>
</table>
Three proposals were submitted prior to the closing date of September 14, 2016.

The Selection Committee (Technical and Commercial) included representatives from Valley Metro and the City of Tempe, plus two non-voting Technical Advisors and a project management consultant. They convened and evaluated written offers, and after requesting and receiving several clarifications from the three proposers, the selection committee deemed one proposal “technically unacceptable.” Of the remaining two proposals, Brookville Equipment Corporation (Brookville) was deemed “technically acceptable” and Inekon Group (Inekon) was deemed “potentially technically acceptable.”

Valley Metro staff entered into discussions with both vehicle manufacturers and deemed them eligible to participate in the Best and Final Offer (BAFO) phase. The BAFO Phase allowed both firms to clarify the Selection Committee’s technical concerns, and submit revised proposals, including a final pricing of the cars. Upon receipt of the BAFO submittals, the Selection Committee collectively concluded their technical scoring and ranking and proceeded to the second phase of the selection process, called the Best Value Trade-off Analysis.

The Best Value Trade-off Analysis considered both the technical/commercial factors and the quoted manufacturer’s price to determine the offer that offers the greatest value to the project. The trade-off analysis identified the strengths, weakness, and risks associated with each proposal. The trade-off factors included compliance with technical specifications, including the potential for consistent operational success in an off-wire battery propulsion environment, and how each proposer addressed long term maintenance and the technical support provided for both warranty and non-warranty periods.

The technical committee, with support from the two technical advisors, analyzed the two off-wire options (each with differing length of off-wire operations) and concluded that an off-wire vehicle utilizing battery propulsion would be feasible for the Tempe Streetcar project. Once off-wire feasibility was established, the Selection Committee focused their proposal evaluation and recommendations only on the off-wire vehicle.

The Selection Committee determined the Brookville Equipment (Brookville) off-wire vehicle proposal to be superior because it received the highest technical score and was most responsive regarding compliance with Valley Metro specifications for the vehicle. Brookville provided comprehensive detail regarding vehicle dimensions in relation to the technical specifications and also provided specific exceptions or compliance deviations for the specification outlined in the RFP.

The Selection Committee also determined that the Brookville vehicle would provide Valley Metro with a proven design in revenue operation. Brookville has supplied the Dallas Area Rapid Transit with four streetcar vehicles similar to what Valley Metro will require in Tempe. The Dallas operation includes a one mile off-wire segment over the Trinity River. Brookville is also providing off-wire vehicles to Detroit, Milwaukee, and Oklahoma City. The Detroit vehicles are currently in pre-revenue testing.
The Selection Committee determined that Inekon’s proposal did not meet the technical specifications in several key areas. The Committee requested clarifications from Inekon, but their responses were not comprehensive enough to address the Committee’s concerns. In addition, while Inekon’s base price proposal was $5 million lower than Brookville’s base proposal, the Committee was not confident that Inekon’s price proposal was reasonable due to the lack of clarity and compliance with technical requirements. The Selection Committee was concerned that the technical deficiencies of the Inekon proposal created too great of an overall cost risk for the project, and therefore was not the Best Value for Valley Metro.

<table>
<thead>
<tr>
<th>Proposers by Technical Points</th>
<th>Technical Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brookville Equipment</td>
<td>534</td>
</tr>
<tr>
<td>Inekon Group</td>
<td>473</td>
</tr>
</tbody>
</table>

After determining that Brookville’s proposal represented the Best Value, Valley Metro proceeded with a reasonableness review of the Brookville pricing. FTA and agency procurement procedures require that an independent cost estimate be prepared by a third party consultant to assist the Selection Committee with negotiations and to determine whether the final streetcar vehicle pricing was “fair and reasonable”. FTA’s Best Practices Procurement Manual states, “Prices should be evaluated and brought alongside the technical proposal scores in order to make the necessary trade-off decisions as to which proposal represents the best overall value to the agency.” The Brookville price of $33,034,422 is within 1% of the independent consultant’s estimate. Based on this analysis, the Committee considered the Brookville price to be fair and reasonable.

The Selection Committee determined Brookville’s proposal to be most technically qualified, responsive to the RFP’s specifications, and yielded the lowest risk to Valley Metro considering the unique operating environment required in Tempe.

COST AND BUDGET
The Streetcar vehicles and related spare parts contract for approval with Brookville is an amount not to exceed $33,034,422 for six vehicles capable of off-wire operation. The total contract cost includes six streetcar vehicles, system support, warranty, training, engineering management, spare parts, manuals and special equipment. The cost is $2 million higher than Brookville’s proposed on-wire vehicle that includes no on-board energy storage. However much of this cost can be off-set by the project’s off-wire segment that will not need overhead catenary wire and supporting poles. The specific cost savings is still under evaluation pending the final determination of the exact off-wire operating segment in Tempe.

A contract contingency not to exceed $3,303,442 (10 percent) is established for the project for unanticipated changes, plus an additional $2.0 million is estimated for vehicle oversight and design review. The total estimated cost of the Brookville vehicles, including contingency and oversight, is $38.3 million.
The projected cost for the streetcar vehicles included in the initial project cost forecast was $31.1 million. The $7 million difference between the initial cost forecast and the final proposed contract amount is due primarily to the initial forecast not including the $2 million oversight cost and the base vehicle cost in the final proposal being higher than the cost in the initial forecast. The vehicle cost in the final proposal was analyzed by Valley Metro’s third-party vehicle consultant, who determined the cost to be fair and reasonable.

The impact of the net increased cost of the streetcar vehicles on the final budget cannot be determined until the actual savings from off-wire construction, i.e. reduced electrical wiring infrastructure, are known. The project forecast includes $21.6 million in unallocated contingency against which any net cost differences can be charged.

Vehicles are programmed in the VMR Adopted FY 2017 Operating and Capital Budget. Contract obligations beyond FY 2017 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2017 thru FY2021).

The source of funding is regional Public Transportation Funds (PTF) per Proposition 400, federal Congestion Management Air Quality (CMAQ) program, City of Tempe and FTA Capital Investment Grant program (Small Starts).

The Notice to Proceed (NTP) for Brookville is contingent on our review of the status of Congress and the FTA’s funding the Capital Investment Grant (CIG) program contained in the Fixing America’s Surface Transportation (FAST) Act.

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

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

COMMITTEE PROCESS
RTAG: March 21, 2017 for information
RMC: April 5, 2017 approved
Board of Directors: April 20, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract with Brookville Equipment to manufacture and supply six Off-Wire Battery Propulsion Streetcar Vehicles, plus related spare parts for the Tempe Streetcar Project in an amount not to exceed $33,034,422 million plus $3,303,442 (10 percent) for contingency.
CONTACT
Wulf Grote, PE
Director of Capital and Service Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
None
Valley Metro
Tempe Streetcar Vehicle Contract Award
April 2017

Background

• Tempe Streetcar Project
  • Six (6) streetcar vehicles needed

• RFP issued in May 2016
  • Includes off-wire battery propulsion

• Procurement based on:
  • Specific technical specifications
  • “Best Value” selection process
Selection Process

• Technical Review by Selection Committees
  • Committees included Valley Metro & City of Tempe Staff, non-voting technical advisors
• “Best Value” Trade-Off Analysis
• Independent Analysis of Pricing Reasonableness

Selection Process (cont’d)

• Committees used the following technical evaluation criteria:

<table>
<thead>
<tr>
<th>Evaluation Criteria (Technical/Commercial)</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compliance to the Technical Specifications:</td>
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</tr>
<tr>
<td>Off-Wire Capabilities</td>
<td>100</td>
</tr>
<tr>
<td>Past Performance and Capability of the Firm</td>
<td>50</td>
</tr>
<tr>
<td>Qualifications and Experience of SCV Manufacturers &amp; Suppliers</td>
<td>50</td>
</tr>
<tr>
<td>Approach to Design and Quality Assurance</td>
<td>100</td>
</tr>
<tr>
<td>Meeting or Accelerating Specified Delivery and Production Schedule</td>
<td>50</td>
</tr>
<tr>
<td>TOTAL POINTS AVAILABLE</td>
<td>600</td>
</tr>
</tbody>
</table>

• Three firms submitted proposals prior to the closing date on September 14, 2016
Evaluation Scoring

- One manufacturer deemed technically unacceptable
- Two manufacturers invited to submit Best and Final Offers (BAFO) – December 2016
- Selection committee scored and ranked the BAFO utilizing:
  - Published technical evaluation criteria
  - “Best Value” Trade-Off methodology

Scoring & Selection

- Brookville Equipment Corporation selected as Best Value:
  - Superior proposal
  - Proven design
  - Lower performance risk

Proposer Scores by Technical Points
- Brookville: 534
- Inekon Group: 473
Cost

- Cost:
  - Vehicle Price: $33.0 million*
  - 10% contingency: $3.3 million
  - Subtotal: $36.3 million

- Oversight and inspection: $2.0 million
- Total Cost: $38.3 million

* - Manufacturer Price Determined to be Reasonable and Fair by Independent Consultant

Recommendation

Staff recommends that the Board of Directors authorize the CEO to execute a contract with Brookville Equipment Corporation to manufacture and supply six off-wire battery propulsion streetcar vehicles, plus related spare parts for the Tempe Streetcar Project in an amount not to exceed $33,034,422 plus $3,303,442 (10 percent) for contingency.
DATE
April 13, 2017

AGENDA ITEM 5

SUBJECT
Valley Metro Rail, Inc. Fiscal Year 2018 (FY18) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY 2018 thru 2022)

PURPOSE
To provide information regarding the FY18 Budget and Five-Year Preliminary Operating Forecast and Capital Program (FY18 thru FY22).

BACKGROUND/DISCUSSION/CONSIDERATION
The Valley Metro Rail, Inc. (VMR) FY18 combined operating and capital budget (the budget) is $270.6 million (M) and includes $31.5M in projects funded with Proposition 400 Public Transportation Fund (PTF) revenues for light rail/high capacity transit capital.

The preliminary FY18 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 annual budget is prepared on a modified 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 total operating budget of $67.4M represents a $9.6M (17%) increase from the previous year’s operating budget of $57.8M. The total capital budget of $203.2M represents a $104.3M (105%) increase from the previous year’s capital budget of $98.9M. 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 FY18 there are 365 employees budgeted in the integrated agency, with 155 FTE’s budgeted to RPTA activities and 210 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 21, 2017 for information
RTAG: March 21, 2017 for information
RMC: April 5, 2017 for information
AFS: April 13, 2017 for information
Board of Directors: April 20, 2017 for information

Proposed Budget Adoption:
RMC: May 3, 2017 for action
AFS: May 11, 2017 for action
Board of Directors: May 18, 2017 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. FY18 Preliminary Executive Summary and the Valley Metro Rail, Inc. FY18 Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY 2018 thru 2021) are located on the Valley Metro web site:

http://www.valleymetro.org/publications_reports/budgets
DATE
April 13, 2017

SUBJECT
2017 Transit Life Cycle Program - Rail Update

PURPOSE
To present the draft 2017 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 2017 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 June 2016. 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 $20.5 million lower for the remaining years of the TLCP (FY2017-2026).

Rail/High Capacity Transit Program

The baseline rail model has some changes from the adopted 2016 TLCP Update. Among the changes are changes in completion dates for Tempe Streetcar and Gilbert Road Extension, updates in cost estimate for the Operations and Maintenance Center Expansion project and an update to the cost for the West Phoenix/Central Glendale project.

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

Gilbert Road Extension – The project is completion has been moved to 2019. In addition, the baseline project budget has been increased to $181.5 million, exclusive of finance costs and costs for the transit center and operator facility. The extension project is funded by the City of Mesa with federal and local funds. Finance costs would be incurred by the City if Transportation Project Advancement Notes need to be issued to complete the project. TPANs are currently projected to be needed in late calendar 2018. The transit center and operator facility is budgeted at $2 million and is funded with regional PTF and federal funds.

Tempe Streetcar – The Streetcar project has been recommended for a $75 million Small Starts grant and has been incorporated into the President’s Budget for federal FY2017. Currently, no funds have been allocated to the project through the FY2017 continuing resolution. Staff expects some allocation of funds once a full year appropriation is made by
Congress. Staff is currently working toward a Small Starts Grant Agreement, which may not be signed until early in FY2018. The completion year for the project is now 2020.

**Operations and Maintenance Center** – The project is proposed to move forward in a phased approach. There will be some early work completed to accommodate expansion light rail and streetcar vehicles that are expected to be ordered in late FY17. Additional space for spare parts, offices and maintenance activities will be required. The project is estimated at $35 million, plus an additional $5 million in contingency. Funding will come from the South Central Extension project, federal CMAQ and regional PTF. Allowances for the OMC expansion will be removed from future corridors to ensure that there is minimal impact to the TLCP.

**West Phoenix/Central Glendale** – This project continues to move forward, with several options for the alignment and western terminus. Although no specific alignment is being proposed for adoption, all indications are that the project budget will be higher than what is currently in the TLCP. As such, the TLCP budget for the project is proposed to be increased to $837 million from $550 million to accommodate the alignments currently being reviewed. Funding is assumed to come from federal section 5309 (New Starts), federal CMAQ, regional PTF and local funds from the cities of Glendale and Phoenix.

<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>2018</td>
</tr>
<tr>
<td>Tempe Streetcar *</td>
<td>2020</td>
<td>2019</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/Central Glendale</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>
</tbody>
</table>

* schedule changes from 2016 TLCP

Currently, the rail program baseline financial model is balanced, with a surplus of $73.8 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 by the City of Phoenix and PTF funds are “pay-as-you-go”.

2
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 21, 2017 for information
RMC: April 5, 2017 for information
AFS: April 13, 2017 for information
Board of Directors: April 20, 2017 for information

RTAG: April 18, 2017 for information
RMC: May 3, 2017 for action
AFS: May 11, 2017 for action
Boards of Directors: May 18, 2017 for action

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

Goal 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
ADOT Revenue Forecast – PTF for Rail Program
Light rail and high capacity corridor system map
Transportation Excise Tax Revenues  
PTF for Rail Program  
Comparison of 2016 and 2015 Forecasts  
(millions of dollars)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>2016 Forecast</th>
<th>Annual Growth</th>
<th>2015 Forecast</th>
<th>Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>$57.1</td>
<td>3.8%</td>
<td>$57.7</td>
<td>4.9%</td>
</tr>
<tr>
<td>2017</td>
<td>$59.2</td>
<td>3.7%</td>
<td>$61.4</td>
<td>6.4%</td>
</tr>
<tr>
<td>2018</td>
<td>$62.8</td>
<td>6.1%</td>
<td>$65.0</td>
<td>5.9%</td>
</tr>
<tr>
<td>2019</td>
<td>$66.4</td>
<td>5.7%</td>
<td>$68.7</td>
<td>5.6%</td>
</tr>
<tr>
<td>2020</td>
<td>$70.1</td>
<td>5.6%</td>
<td>$72.2</td>
<td>5.2%</td>
</tr>
<tr>
<td>2021</td>
<td>$73.8</td>
<td>5.3%</td>
<td>$75.8</td>
<td>5.0%</td>
</tr>
<tr>
<td>2022</td>
<td>$77.5</td>
<td>5.0%</td>
<td>$79.4</td>
<td>4.7%</td>
</tr>
<tr>
<td>2023</td>
<td>$81.0</td>
<td>4.6%</td>
<td>$82.9</td>
<td>4.4%</td>
</tr>
<tr>
<td>2024</td>
<td>$84.8</td>
<td>4.7%</td>
<td>$86.7</td>
<td>4.6%</td>
</tr>
<tr>
<td>2025</td>
<td>$88.4</td>
<td>4.2%</td>
<td>$90.6</td>
<td>4.4%</td>
</tr>
<tr>
<td>2026</td>
<td>$54.0</td>
<td></td>
<td>$55.1</td>
<td></td>
</tr>
<tr>
<td>Actuals 06-16</td>
<td>$528.2</td>
<td></td>
<td>$528.8</td>
<td></td>
</tr>
<tr>
<td>Forecast 17-26</td>
<td>$718.0</td>
<td></td>
<td>$737.9</td>
<td></td>
</tr>
<tr>
<td>20 Year Total</td>
<td>$1,246.2</td>
<td></td>
<td>$1,266.7</td>
<td></td>
</tr>
</tbody>
</table>
Light Rail and High Capacity System Map
With updated completion dates

*Projects programmed after calendar year 2026 are outside of the Transit Life Cycle Program (TLCP). Priority of projects for new future funding is yet to be determined.*
Transit Life Cycle Program
Preliminary 2017 Model Update

April 2017

Rail Program Summary
Prop 400 Rail Revenues

High Capacity Transit Map

Projects programmed after calendar year 2026 are outside of the Transit Life Cycle Program (TLCP). Priority of projects for new future funding is yet to be determined.
Capital Projects

- Tempe Streetcar updated completion date
- Gilbert Road Extension updated cost estimate and completion date
- Northwest Phase II updated cost estimate

Capital Projects

- West Phoenix/Central Glendale
  - Updated capital and operating cost estimates, assuming a 7 mile corridor
  - Expect to update next year
    - Adopt specific alignment and identify structures
    - Update cost and funding assumptions
Capital Projects

- OMC Expansion updated cost estimate and revenue sources
  - Share of cost allocated to South Central
  - Remaining costs removed from future corridors
  - Expedite completion as a single project

Capital Revenues Assumptions

- OMC Expansion
  - Portion of revenues from South Central project (5309 and PTF)
  - CMAQ advanced from Capitol/I-10 West and West Phoenix/Central Glendale
  - PTF local match
Capital Revenues Assumptions

- West Phoenix/Central Glendale
  - Increased local revenues and allocation of local costs
- No new financing
  - Pay-as-you-go for PTF
  - Any cash needs financed by the cities
- Finance costs charged through projects

2017 Proposed Corridor Costs

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Base</th>
<th>Utilities</th>
<th>2017 Total</th>
<th>2016 Update</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Mesa</td>
<td>$182.6</td>
<td>$8.2</td>
<td>$190.8</td>
<td>$190.8</td>
<td>$0.0</td>
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<tr>
<td>Northwest Phase I</td>
<td>$303.4</td>
<td>$26.2</td>
<td>$329.6</td>
<td>$329.6</td>
<td>$0.0</td>
</tr>
<tr>
<td>Gilbert Road</td>
<td>$181.5</td>
<td>$0.0</td>
<td>$181.5</td>
<td>$147.0</td>
<td>$34.5</td>
</tr>
<tr>
<td>Tempe Streetcar</td>
<td>$163.5</td>
<td>$13.2</td>
<td>$176.6</td>
<td>$176.6</td>
<td>$0.0</td>
</tr>
<tr>
<td>Capitol/I-10 West Phase I</td>
<td>$154.4</td>
<td>$20.4</td>
<td>$174.8</td>
<td>$178.5</td>
<td>$(3.7)</td>
</tr>
<tr>
<td>Northwest Phase II</td>
<td>$270.2</td>
<td>$10.7</td>
<td>$280.9</td>
<td>$273.8</td>
<td>$7.0</td>
</tr>
<tr>
<td>South Central</td>
<td>$665.9</td>
<td>$23.7</td>
<td>$689.6</td>
<td>$672.3</td>
<td>$17.3</td>
</tr>
<tr>
<td>West Phoenix/Central Glendale</td>
<td>$776.6</td>
<td>$60.7</td>
<td>$837.3</td>
<td>$551.8</td>
<td>$285.5</td>
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<tr>
<td>Capitol/I-10 West Phase II</td>
<td>$148.7</td>
<td>$67.0</td>
<td>$215.6</td>
<td>$215.6</td>
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<tr>
<td>Northeast Phoenix</td>
<td>$16.5</td>
<td>$0.0</td>
<td>$16.5</td>
<td>$16.5</td>
<td>$0.0</td>
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<tr>
<td><strong>Sub-Total Corridor Extensions</strong></td>
<td>$2,863.3</td>
<td>$229.9</td>
<td>$3,093.2</td>
<td>$2,752.6</td>
<td>$340.6</td>
</tr>
</tbody>
</table>
## 2017 Proposed Other Capital Costs

<table>
<thead>
<tr>
<th>Other Capital Expenditures</th>
<th>Base</th>
<th>Utilities</th>
<th>2017 Total</th>
<th>2016 Update</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRV Acquisition</td>
<td>$96.8</td>
<td>$0.0</td>
<td>$96.8</td>
<td>$96.8</td>
<td>$0.0</td>
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<tr>
<td>50th Street Station</td>
<td>$23.8</td>
<td>$0.0</td>
<td>$23.8</td>
<td>$23.8</td>
<td>$0.0</td>
</tr>
<tr>
<td>OMC Expansion</td>
<td>$24.7</td>
<td>$0.0</td>
<td>$24.7</td>
<td>$18.0</td>
<td>$6.7</td>
</tr>
<tr>
<td>CP/EV Regional Reimbursements</td>
<td>$198.8</td>
<td>$73.6</td>
<td>$272.4</td>
<td>$272.4</td>
<td>$0.0</td>
</tr>
<tr>
<td>System-wide Support Infrastructure</td>
<td>$62.6</td>
<td>$0.0</td>
<td>$62.6</td>
<td>$62.6</td>
<td>$0.0</td>
</tr>
<tr>
<td>Corridor Planning/CPDA</td>
<td>$65.7</td>
<td>$0.0</td>
<td>$65.7</td>
<td>$65.7</td>
<td>$0.0</td>
</tr>
<tr>
<td>Design Standards &amp; System Planning</td>
<td>$94.6</td>
<td>$0.0</td>
<td>$94.6</td>
<td>$93.6</td>
<td>$1.1</td>
</tr>
<tr>
<td><strong>Sub-Total Other Capital</strong></td>
<td>$567.1</td>
<td>$73.6</td>
<td>$640.7</td>
<td>$632.9</td>
<td>$7.8</td>
</tr>
</tbody>
</table>

## 2017 Proposed Capital Revenues

<table>
<thead>
<tr>
<th></th>
<th>2017 Update</th>
<th>2016 Update</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTF</td>
<td>$1,296.1</td>
<td>$1,316.1</td>
<td>($20.0)</td>
<td>-1.5%</td>
</tr>
<tr>
<td>FTA 5309</td>
<td>$1,094.6</td>
<td>$953.3</td>
<td>$141.3</td>
<td>14.8%</td>
</tr>
<tr>
<td>CMAQ</td>
<td>$447.2</td>
<td>$381.3</td>
<td>$65.9</td>
<td>17.3%</td>
</tr>
<tr>
<td>Other federal</td>
<td>$43.3</td>
<td>$43.3</td>
<td>$0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Phoenix T2000</td>
<td>$743.7</td>
<td>$619.3</td>
<td>$124.4</td>
<td>20.1%</td>
</tr>
<tr>
<td>Mesa</td>
<td>$45.7</td>
<td>$77.6</td>
<td>($31.9)</td>
<td>-41.1%</td>
</tr>
<tr>
<td>Glendale</td>
<td>$147.1</td>
<td>$106.5</td>
<td>$40.6</td>
<td>38.1%</td>
</tr>
<tr>
<td>Tempe</td>
<td>$13.0</td>
<td>$13.0</td>
<td>$0.0</td>
<td>NA</td>
</tr>
<tr>
<td>MAG / RFTA</td>
<td>$23.6</td>
<td>$24.3</td>
<td>($0.6)</td>
<td>-2.6%</td>
</tr>
</tbody>
</table>

**Sub-Total Capital Revenue** | $3,854.3 | $3,534.8 | $319.6 | 9.0%
### 2017 Proposed Cash Flow Summary

<table>
<thead>
<tr>
<th></th>
<th>TLCP Totals</th>
<th>Funding Surplus / Shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Program Revenues</td>
<td>$3,854.3</td>
<td></td>
</tr>
<tr>
<td>Total Base Program Cost</td>
<td>($3,430.4)</td>
<td></td>
</tr>
<tr>
<td>Funding surplus before PTF utility expenses and financing</td>
<td>$424.0</td>
<td></td>
</tr>
<tr>
<td>Non Prior Right Utility Relocations</td>
<td>($303.6)</td>
<td>($303.6)</td>
</tr>
</tbody>
</table>

**Financing Needs anticipated:**

<table>
<thead>
<tr>
<th>Financing Needs anticipated:</th>
<th>Proceeds</th>
<th>Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Series 2009</td>
<td>$55.5</td>
<td>($77.6)</td>
</tr>
<tr>
<td>Series 2014</td>
<td>$135.4</td>
<td>($156.9)</td>
</tr>
<tr>
<td>Series 2017</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>Series 2022</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>Advance Funds by Phoenix</td>
<td>$60.0</td>
<td>($63.0)</td>
</tr>
<tr>
<td>Total Financing</td>
<td>$250.9</td>
<td>($297.5)</td>
</tr>
<tr>
<td>Total Program Cost 2026</td>
<td>($3,780.6)</td>
<td></td>
</tr>
<tr>
<td>Net Fund Balance</td>
<td>$73.8</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Proceeds and Debt Service values are approximate and subject to change based on final budget and financing details.
- The net fund balance of $73.8 reflects the surplus after accounting for all costs and financing needs.
DATE
April 13, 2017

SUBJECT
Future Agenda Items Request and Report on Current Events

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
Pending Items Request
Pending Items Request

<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>
</tbody>
</table>