MEETINGS OF THE
Boards of Directors

<table>
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<tr>
<th>Joint Meeting of Valley Metro RPTA and Valley Metro Rail</th>
<th>Valley Metro RPTA</th>
<th>Valley Metro Rail</th>
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</table>

**Date**
Thursday, June 22, 2017

**Starting time**
12:15 p.m.

Meetings to occur sequentially

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

If you require assistance accessing the meetings on the 10th floor, please go to the 13th floor or call 602-262-7433.
Joint Meeting Agenda
Valley Metro RPTA
and
Valley Metro Rail
Thursday, June 22, 2017
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

Action
Recommended

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 May 18, 2017 Joint Boards meeting are presented for approval.

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

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

5. Fare Policy Change Regarding Ticket Partnerships

Scott Smith CEO, will introduce Hillary Foose, Director, Communication and Marketing, who will request that the Boards of Directors authorize an amendment to the regional fare policy to allow for additional ticket partnerships with events and event venues to operate similar to the arrangement with Talking Stick Resort Arena.
6. **Customer Service Call Center and Next Ride Technology Contract Awards**

Scott Smith, CEO, will introduce Rob Antoniak, Chief Operating Officer, who will request that the Boards of Directors authorize the CEO to execute contracts with various vendors to ensure uninterrupted customer service for those customers that call or text Valley Metro seeking assistance through our automated customer service system.

7. **Executive Session**

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

8. **Executive Session Action Items**

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

9. **Arizona State University (ASU) Student Ridership Trends**

Scott Smith, CEO, will introduce Carol Ketcherside, Deputy Director Service Planning & Accessible Transit, who will provide an overview of ASU student ridership trends and influencers on the Valley Metro system.

10. **Travel, Expenditures and Solicitations**

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

11. **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.
DATE
June 15, 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 on non-agenda items. Up to three minutes will be provided per speaker or a total of 15 minutes for all speakers.

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
None
DATE
May 24, 2017

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Scott Smith, Chief Executive Officer, will brief the TMC/RMC 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, May 18, 2017
11:15 a.m.

RPTA Meeting Participants
Councilmember Thelda Williams, City of Phoenix, Chair
Councilmember Suzanne Klapp, City of Scottsdale, Vice Chair
Councilmember Lauren Tolmachoff, City of Glendale, Treasurer
Councilmember Pat Dennis, City of Avondale
Councilmember Eric Orsborn, City of Buckeye
Vice Mayor Kevin Hartke, City of Chandler
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Sharolyn Hohman, City of Goodyear (phone)
Supervisor Steve Gallardo, Maricopa County
Councilmember Chris Glover, City of Mesa
Vice Mayor Jon Edwards, City of Peoria
Councilmember Skip Hall, City of Surprise
Mayor Mark Mitchell, City of Tempe
Councilmember Linda Laborin, City of Tolleson
Mayor Everett Sickles, Town of Wickenburg

Members Not Present
Councilmember Jack Palladino, City of El Mirage

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

Chair Williams called the joint meeting to order at 11:16 a.m. The pledge was recited.

1. Public Comment

Mr. Rochelle said Ladies and gentlemen, I'm going to say two words from what I recall two words from an opera called Madam Butterfly. The two words are very simple: America forever. And I hope we live up to that. Thank you.

Chair Williams said thank you, Marvin. I have two public comment cards. Blue Crowley, you have up to three minutes, if you give your name and address.
Mr. Crowley said I'll have to give my address as my PO Box because I don't want them to get confused and not send me my stuff correctly, so it's PO Box 23115, Phoenix 85063. And how y'all doing today?

In the joint meeting I will be discussing one of the things that has been important to me, but I'll just gloss it quickly and say that isn't it nice that you are going to be taking the surcharge off in June and how much of your communities know that that's going to be occurring and happening.

Also, the drum that I love to bang the most is I've got my portable bus shelter over there - that hat - because I have had sun cancer. And I was out in one of the cities yesterday because I had to go get cat food and I get it at a tractor store in Avondale, and when I was coming back along Van Buren I noted that, one, that there weren't enough stops because they were in front of the facilities where the two different developments were that you could put them at the front. And on the north side of the street I didn't see any at all.

So if y'all would understand that infrastructure is important and I want all your cities to be doing it, but that isn't just a park-and-ride, you need to be looking in the forward part of it and putting in the bus stops.

That means when you got a development going in and they're looking at that easement, you have them put the bus stop as a part of that development. Now I know that some of you do have to do infill and get those parts of the equation down, but what I don't see is commitment on the part of most of your communities.

Now I did enjoy Horizon and the way the explanation was put forth to the community. The part that I have the most problem with that trolley is going to be that it's going to take how many years to get it done.

Now isn't it interesting that when it comes to MAG and 22 miles of roadway for the south part - could we get that kind of construction done in those amount of years. And I know that part of it is because it is within the metroplex of getting it done and aware, but I would like each of your communities to please, Mesa, you know, 60 percent of your community doesn't have any transit at all.

Glendale, when is it going to be at rail that you're going to make sure that we're getting across Grand Avenue, because what the rail needs to be going to is the sports facilities on that west end of town.

Now I know it might be harder since you want it in Phoenix to be going by ASU West, but I just need it to get across Grand please. And with that I'll talk to you on the next parts.

Ms. Barker said good morning. Dianne Barker. I'm a transit patron. And I've been able to make the system work in my benefit by using it. I haven't had to buy a car since I've been out here for several decades. I have a folding bicycle, and I've been known to
change my attire, get some different shoes.

But I’m here to take your valuable time just to let you know that we can be multimodal, even in this heat, make transit work for us, and I’m doing my efforts. I will be leaving here soon and when I’m out there, whether it's on a light rail platform or at the bus, I am there ready to help other people because I know that if you can't make it work or you make your connections you're not going to take it.

And I'd like to applaud Mayor Mitchell. I saw him on a Horizon and he was talking about the Tempe Streetcar. And the question was asked, well, who's going to ride this. And by golly, he said that -- he said we are. He said, you and I are going to ride it.

And I want to see that happen. And I want to see all of you. I think it's time the people that are designing this and that are, you know, operating it that have these valuable jobs I see even by reading your minutes you may be acquiring, if you can, employees from the private sector and taking them on board this public paid entity.

I think it's more than ever that you should be out there using your system. We want to see that the people that have these valuable jobs and can afford cars and like this that they just don't move to another area and take the profits and they're not part of the system.

You'll find that, if you're at light rail, there are design features that you can do better. And let's cover those water fountains because it burns my hand, even though it's coming up cold, we need to do this. By you being out there and seeing these things, I would expect you to help in the effort. And so multimodal feels good. The thing is try to find the time one time out of the week that you do not do what typically happens - you get in your single-occupancy vehicle.

I was at the city environmental commission meeting at 7:30 this morning and they're needing to cool down downtown Phoenix. It gets heated up with automobiles and the parking lots. And we need to cool the whole Valley so we're all in this together. Thank you.

2. Chief Executive Officer’s Report

Mr. Smith said thank you, Madam Chair. And welcome, members of the Boards of Directors.

First thing we'd like to do is, unfortunately Councilwoman Sharolyn Holman could not be here with us. She's feeling a little under the weather from the City of Goodyear, but Councilwoman Holman this is her last meeting. And first of all, Councilwoman, we hope you get better. We also would like to thank her for her service and we'll have an opportunity, I'll go on out there to present her with her certificate, so just if we give her a thanks for her service on this Board for the last couple years. So thank you, Councilwoman Holman, and get well.
Second thing I’d like to talk about is, we’re feeling pretty good about some of our operations. We never are satisfied. We always can get better. But this first slide I’d like you to look at is our performance report for our East Valley bus service.

If you'll recall, a year and a half ago almost, we were in dire straits on our East Valley bus service. We had service issues, we had contract issues, we had everything. And we took a leap of faith -- this Board took a leap of faith in asking First Transit to up their game as it relates to this service.

I'm happy to report that over the last year plus that we have worked diligently with First Transit to highlight areas of service where they could improve. And this is the report for the last week, and, as you can see, it's the first time when all service indicators are in the green area.

And some of those standards are pretty tight. If you look at, say, revenue service completed, our standard is 99.85 percent. We demand near perfection, which is understandable.

We have preventable accidents per hundred thousand miles zero, you know, on-time performance 92 percent plus. And then buses that are running in city streets around construction zones and everything, that is a difficult standard to obtain. And the other thing is complaints per hundred thousand. When we started the number of complaints were nearly double this.

So I just wanted to let you know that we are working diligently to improve service in working with our contractors like First Transit to make sure that our riders have as good of an experience as they can, and we are making progress.

As I've said, we're never totally pleased because we realize that things can swing pretty quickly, and so we're always diligent in working, but I just want to give a shout out to Ray Abraham, Scott Wisner, our team that runs and manages our bus contract with First Transit and let you know that good things are happening. So thanks and congratulations to them.

The next thing we want to let you know that Valley Metro's received the FTA approval letter for a categorical exclusion we requested for Peoria park-and-ride project. This project has been on the books and in our slides for a long time and this is a milestone that now allows us to initiate right-of-way acquisition activities as scheduled and to really begin the process of developing this long-awaited park-and-ride project, so we're excited to be moving forward in the Northwest Valley with this park-and-ride.

Next, I'd like to give you an update on where we are with Tempe Streetcar that was mentioned. There's been a lot of talk about Tempe, the budget, the President's budget. As you may know the President came out with his what's called the skinny budget a couple months ago which showed a complete elimination of capital grants, which would have been devastating to our program. That would have included the Tempe Streetcar which was in the President Obama's last budget and the FTA budget for this year.
Well, Congress is the appropriator not the President, and we found out how, you know, I got a little civics lesson in how this worked because on May 5th, both houses of Congress in a bipartisan manner passed a fiscal year 2017 omnibus appropriations bill that funds the government for the rest of this year.

And in this bill, Congress not only funded the capital grants, but they funded at the highest level in history and actually went above what was in the FAST Act levels of funding. In this report that Congress issued, they specifically named various projects including the Tempe Streetcar which is recommended to be funded at $50 million in fiscal year ’17. We had originally requested $75 million. We're fully anticipating that as the 2018 budget proceeds forward that the remaining $25 million will be included, and FTA has indicated that's what they'd like to do.

Once again, we're assuming that the President will probably come out with an '18 budget that will not include capital grants, but the Congress will fully fund capital grants or fund it at a level significant enough to make sure that Tempe is fully funded.

We also have the Phoenix South Central Project that's in that process right now, so the next few months watching the budget process go forward are going to be pretty important, and we feel much more confident now than we did a month ago when I last spoke to you because things were really up in the air then.

April was bike month in our Valley and Valley Metro was, of course, a leader in this with your cities individually. The community and city partners hosted twenty-eight separate events this year with nearly 14,000 people participating, and that's a slight increase over last year.

Events ranged from family fun events, Chandler Family Bike Ride, to Bike Buckeye, Cycle the Creek in Queen Creek, and Scottsdale Cycle the Arts. We had a Phoenix spokes people bike prom and Tempe bicycle advocacy group of bikes and beer. I don't know, Mayor, bikes and beer. So a lot of weaving of bikes down the pass in Tempe during that. But we all had fun and it was a great way to celebrate bikes. The El Tour de Mesa was once again held the first part of April in Mesa and the Arizona Bicycle Club Desert Classic. It was a lot of fun to accentuate bike service.

We next like to celebrate accomplishment of our youth and this is a great program. For the last -- what is it now, seventeen or eighteen years? -- seventeen years -- seventeen years Valley Metro has sponsored Design a Transit Wrap. And this year on May 4th we were able to unwrap this year's winner.

This is a little unique. This competition attracts -- I think this year -- was a hundred sixty, entrants, and we had not only a winner, Sofia Garcia, who is here with us today, but this is the second time that Sofia has won.

Sofia won two years ago when she was a sophomore at Cactus High School and this year as a senior she won again. Sofia said she was really inspired by how public
transportation brings people together and it connects people from all walks of life. They come together for a moment on their individual journey. It's really special. Her art work titled "The Journey Begins Here" will be featured on a bus and a light rail train for one year and be seen by literally millions of people.

Sofia's planning to attend ASU this fall on art scholarship, hopes to pursue a career in graphic design. And as you can see by her artwork, this is one extremely talented young lady. And she has a great future.

Peoria Vice Mayor John Edwards was with us at Cactus High School for the unveiling, a great little get-together with a lot of Sofia's classmates and would like to thank him for his strong support on the art contest as the winners from Peoria School District.

Sofia and her Cactus High School principal, Kristi Hammer, and Assistant Principal, David Serafin, are here today. I would love for them to come up for photos with the Board Chairs and, Vice Mayor, if you want to join us, and also to give us her autograph on her artwork. We're presenting them with framed artwork for both her and her school. And this is a really big deal and I'd like to congratulate Sofia and invite her up. I would also like to -- Sofia's parents are also here. That's Mom on the left and Dad on the right.

And the apple does not fall from the tree. I understand that Sofia's dad is also an artist in his own right but a musician who plays in a Tejano band that does really well, so congratulations. So thank you to the Garcia’s and thanks to all who helped run this: Hillary Foose and her team who help run this program. Like I said, when you have over a 150 people who do the kind of art and present that, that's a pretty significant competition.

I would also like to congratulate winners of our Annual Valley Metro Rail Rodeo which was held April 30th at our operations and control center -- maintenance center. Competition featured professional skills such as train operation, knowledge of safety, and troubleshooting maintenance issues. Winners of the operator competition are Rose Ortiz, Travis Nugent, Bob Reynolds. The winners of the maintenance competition are Michael Dushont [phonetic], Luke Ahbud, and Alex Karen. And the two top operators and the three maintenance technicians will compete in the APTA International Rail Rodeo in Baltimore coming up in June. We're proud to have them represent Valley Metro.

Last year when we had the International Rail Rodeo here, our teams did very well, finishing in the top three in a couple of different categories, so congratulations to those winners and we wish them luck in Baltimore.

I would also like to brag a little bit on our staff here. We participated in the -- our staff participated in the Juvenile Diabetes Research Foundation Walk in April. Our staff raised well over $7,000 for this cause through a variety of events, some of which will go unmentioned after -- it involves certain bets and certain CEOs dressing up in certain fifties poodle dress costumes, which I don't think there are any pictures still floating around on the Internet, but Hillary has some if she wants to share.
Our staff and Kristin Roberts of our staff who was taking the pictures really took the lead -- there you go -- in everything from bake sales and everything. Thanks to staff for participating in that.

I would also like to go with another story. We like to tell you good things that our employees and associates are involved in. And this is a great story. We're going to introduce to you Valley Metro bus operator Jermaine Bethea, but I'd like to have the media really tell the story for us. So, Stephanie, why don't we roll that.

(A video is shown.)

So that told a great story and we are so proud of the people who wear the Valley Metro logo on their sleeve and represent us. And you can see Jermaine is an incredible representative of the good people and how change can happen with one person. Thanks, Mayor Mitchell, for being out there. I had an opportunity to be out there before this or maybe before or after, I don't know when, and it was really a great situation and to see the great things that are being done.

So, Jermaine, we'd like you to take a stand, if you could, to present to the Board. Help you recognize your name and take a picture. Do you want to say anything, Jermaine?

Mr. Bethea said I just wanted to actually give another shout out to Mr. Mitchell here for, you know, his participation in showing up and handing out books. I didn't -- I really was not expecting that and just, you know, Valley Metro giving us a platform and the outlet to be able to do this because we have participation from just about all of our drivers on the Tempe yard, all of our drivers from the Mesa yard, we even had some come in from Phoenix, all of the management participate, all of the road supervisors participated. So, you know, I had no idea it was going to be on that level.

And that was the first time I actually saw that video, so but, you know, thank you for giving me that outlet because hopefully, you know, it will get bigger and it can turn into a statewide thing or maybe even a countrywide thing and people all over the country now can see what kind of people we have right here in Arizona, so thank you very much.

Mr. Smith said also if you noticed we were using the bus that was wrapped by Sofia's artwork to present the books, so thank you, once again, for that.

I know that was somewhat of a long CEO report, but, you know, good things are happening here, and I hope it just reminds us, you know, we get involved in the business part of what we do. And I hope we never forget that this is about people.

At the end of the day we have nearly seventy million riders who rely on Valley Metro and the City of Phoenix to provide them with safe and secure transportation. And we have a lot of good people who work very hard and are very passionate about what they do. And we just wanted to give you some examples of some of those efforts that they recognize the people part of our business. So thank you very much to all.
And I would just to remind everyone that our June Board meeting will begin at 12:15 p.m. instead of 11:15 a.m., so that's the June Board meeting and then we'll be back to our regular schedule. And madam chair, that's my report.

Chair Williams said well, thank you for an exceptional report. It's a great reminder because we do get bogged down in the technical and the money, all the details, and we forget it is about people. And I want to commend Jermaine and the students and the parents and all of the staff for what they have been done that really brings this to light how special we are and what a great job is being done out there, so thank you all.

3. Minutes

Minutes from the April 20, 2017 Joint Boards of Directors meeting were presented for approval.

IT WAS MOVED BY COUNCILMEMBER HALL, SECONDED BY COUNCILMEMBER ORSBORN AND UNANIMOUSLY CARRIED TO APPROVE THE APRIL 20, 2017 JOINT BOARDS OF DIRECTORS MEETING.

4. Possible Executive Session

No action taken.

5. Executive Session Action Items

No action taken.

6. Fiscal Year 2017 Quarterly Reports

This item was presented for information.

7. Travel, Expenditures and Solicitations

This item was presented for information.

8. Future Agenda Items Request and Report on Current Events

None.

With no further discussion the meeting adjourned at 11:47 a.m.
DATE
June 15, 2017

AGENDA ITEM 4

SUBJECT
Public Comment on Agenda Action Items

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None
DATE
June 15, 2017

AGENDA ITEM 5

SUBJECT
Fare Policy Change Regarding Ticket Partnerships

PURPOSE
To request authorization to amend the regional fare policy to allow for additional ticket partnerships with events and event venues to operate similar to the arrangement with Talking Stick Resort Arena.

BACKGROUND/DISCUSSION/CONSIDERATION
In September 2009, and renewed again in 2015, Valley Metro Rail executed a ticket partnership with Talking Stick Resort Arena (TSRA) that allows event tickets to serve as valid light rail fare on the day of the event. Fare revenue is collected on a monthly basis at 31-cent per ticket/attendee, which has proven to support ridership and the regional fare recovery goal of 25%.

Other events and event venues have expressed interest in a similar partnership to serve as a benefit to their attendees, support parking limitations, mitigate event congestion, generate positive public relations and/or, in some cases, align with “green” or sustainability initiatives of the event. Valley Metro Rail also finds benefit in ticket partnerships of this kind, including:

- Supporting fare collection from reliable funding sources
- Easing boarding and fare inspection during major events
- Further integrating light rail into nightlife/entertainment activities and reputable brands
- Helping to attract ridership and positive attention to the system

The event expressing current interest is the Lost Lake Festival, operated by Cactus Festival, LLC, taking place at Steele Indian School Park in central Phoenix on October 20 – 22, 2017. This is a three-day music festival that has committed to the Phoenix area over the next several years. Due to the location, Valley Metro Rail will be the primary transportation solution to connect the tens of thousands of daily attendees to this event. The event organizer is committed to supporting the fare revenue required for their attendees to ride at no charge with their event ticket in hand.

With this and other opportunities in mind, Valley Metro proposes to amend the regional fare policy to give staff the ability to execute ticket partnerships that support regional ridership and the region’s fare recovery goal, while maximizing the interests of new events and event venues. Today, the language in the policy is specific to TSRA and staff proposes to generalize to provide guidance, yet flexibility to create these agreements.
COST AND BUDGET
There is no cost associated with this item. All ticket partnerships will use the same or similar methodology used for TSRA in deriving the fare revenue per attendee to ensure the fare revenue paid by the event/venue supports the region’s fare recovery goal.

COMMITTEE PROCESS
Fare Policy Working Group: May 25, 2017 for information
RTAG: May 16, 2017 for information
TMC/RMC: June 7, 2017 approved
Boards of Directors: June 22, 2017 for action

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

- Goal 1: Increase customer focus
  - Tactic A: Improve customer satisfaction
  - Tactic C: Enhance customer service to member cities
- Goal 3: Grow transit ridership
  - Tactic A: Expand and improve transit services to reach new markets
  - Tactic C: Communicate availability, attractiveness and safety of transit service

RECOMMENDATION
Staff recommends that the Boards of Directors authorize an amendment to the regional fare policy to allow for additional ticket partnerships with events and event venues to operate similar to the arrangement with Talking Stick Resort Arena.

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

Hillary Foose
Director, Communication and Marketing
602-322-4468
hfoose@valleymetro.org

ATTACHMENT
Fare Policy
## VALLEY METRO REGIONAL PUBLIC TRANSIT FARE POLICY AND UNIFORM FARE STRUCTURE

### FAKE STRUCTURE

**Effective March 1, 2013**

#### Full Fare Regional Bus and Light Rail

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<th>Fare Type</th>
<th>Fare Structure</th>
<th>Fare Policy Rules/Multiples</th>
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<td><strong>LOCAL</strong></td>
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<tr>
<td>1-Ride</td>
<td>$2.00</td>
<td>Base 1-Ride fare for bus or light rail</td>
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<td>3-Day</td>
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<td>3 x All-Day off-board</td>
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<td>15-Day</td>
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<td>31-Day</td>
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<td>32 x local base fare</td>
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<tr>
<td>1-Ride**</td>
<td>$3.25</td>
<td>Base 1-Ride fare + $1.25</td>
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<tr>
<td>All-Day*</td>
<td>$6.50</td>
<td>Local off-board All-Day + $2.50</td>
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<td>31-Day</td>
<td>$104.00</td>
<td>31 x Express/RAPID cash fare</td>
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* On June 1, 2017, the “on-board” premium to purchase an All-Day pass at the bus farebox was discontinued. It was 3 x base fare (= $6.00 for Local Full Fare; $8.50 for Express/RAPID).

** Passengers using a full fare local bus/rail pass for Express/RAPID service are required to pay the difference in fares based on the 1-Ride fares ($3.25 – $2.00 = $1.25).
### Reduced Fare Regional Bus and Light Rail

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<tr>
<td>1-Ride</td>
<td>$1.00</td>
<td>0.5 x base fare, rounded down to nearest $0.05</td>
</tr>
<tr>
<td>All-Day*</td>
<td>$2.00</td>
<td>0.5 x local off-board All-Day, rounded down to nearest $0.05</td>
</tr>
<tr>
<td>3-Day</td>
<td>Discontinued</td>
<td></td>
</tr>
<tr>
<td>7-Day</td>
<td>$10.00</td>
<td>0.5 x 7-Day rounded down to nearest $0.25</td>
</tr>
<tr>
<td>15-Day</td>
<td>$16.50</td>
<td>0.5 x local 15-Day rounded down to nearest $0.25</td>
</tr>
<tr>
<td>31-Day</td>
<td>$32.00</td>
<td>0.5 x local 31-Day, rounded down to nearest $0.25</td>
</tr>
</tbody>
</table>

* On June 1, 2017, the “on-board” premium to purchase an All-Day pass at the bus farebox was discontinued. It was 3 x base fare (= $3.00 for Local Reduced Fare).

Reduced Fare Eligibility – Youth ages six to 18, seniors age 65 and over, persons with disabilities and people who have been issued a Medicare card by the Social Security Administration are eligible for Reduced Fares. Any photo ID showing an individual's age is acceptable proof of age for youth and seniors. The Valley Metro Reduced Fare Identification Card is available for $5.00 and is also acceptable as proof of eligibility.

No Reduced Fare is offered on Express/RAPID. A passenger using a Reduced Fare local bus/rail pass for Express/RAPID service is required to pay the difference in fares based on 1-Ride fares ($3.25 – $1.00 = $2.25).

**Semester Passes – Regional Local Bus and Light Rail**

Semester Passes can be purchased by high schools for students at no cost to students and by full-time students enrolled in high schools, technical, trade, college or graduate courses at participating schools. Passes are good for unlimited rides on local bus/rail service for the time period printed on the pass.

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>Fare Structure</th>
<th>Fare Policy Rules/Multiples</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEMESTER PASS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spring/Fall</td>
<td>$230.00</td>
<td>Local 31-Day pass x 4.5 months less 20% discount</td>
</tr>
<tr>
<td>Reduced Spring/Fall</td>
<td>$115.00</td>
<td>0.5 x Spring/Fall Semester pass</td>
</tr>
<tr>
<td>Summer</td>
<td>$154.00</td>
<td>Local 31-Day pass x 3.0 months less 20% discount</td>
</tr>
<tr>
<td>Reduced Summer</td>
<td>$77.00</td>
<td>0.5 x Summer Semester pass</td>
</tr>
</tbody>
</table>

* Fare calculations are rounded to nearest dollar.*

Full fare Semester Passes are valid on Express/RAPID for an additional $1.65 per boarding. Reduced Fare Semester Passes are valid on Express/RAPID for an additional $2.45 per boarding.
Free Fare
Children five years of age or younger are not charged a fare for local bus/rail or Express/RAPID service when accompanied by a responsible, fare-paying adult. Free fares do not apply to Dial-a-Ride service. Free fares are also provided via the Group Field Trip Program for preschool through elementary school classes using local bus/rail service during non-peak hours of service. Neighborhood circulators are also free to ride.

Changes in Fare Structure
For each fare change, the federally-required Title VI analysis evaluates the proposal for equity among ridership demographics. The analysis ensures that any fare change is administered in an equitable manner among all riders.

Proposed changes to fare structure are implemented to equitably support the cost of transit operations. The current regional fare recovery target is 25 percent, which is the ratio of fares collected for regional fixed route services divided by the operating cost of fixed route services. Locally-funded circulator services that do not comply with the regional fare policy are not included in the fare recovery calculation.

The Valley Metro RPTA Board of Directors must approve changes to regional fare structure and programs. The Valley Metro Rail Board of Directors can approve or be presented with information regarding changes relevant to the rail/high-capacity transit program, however, it is not required.

PROGRAMS

Platinum Pass Program (administered by City of Phoenix)
Platinum Pass is a transit credit card available to companies or organizations for their employees or students. The cardholder is charged the appropriate fare for each boarding on local bus/rail and Express/RAPID bus service. At the end of the month, a bill and an itemized statement is issued for each boarding up to the monthly cap for each pass's usage. Local boardings are capped at the maximum price of a 31-Day local pass. Combination of local and Express/RAPID boardings are capped at the maximum price of an Express/RAPID 31-Day pass. Cards are encoded with a start date, expiration date, company account number and serial card number. These cards are valid for up to three years and are not available at transit centers. A detailed report of actual boardings charged can be purchased for $25 per month. The company or organization is solely responsible for the cost of the program. Reduced Fare Platinum Passes are available for passengers meeting the Reduced Fare criteria.

Homeless Provider Program (administered by City of Phoenix)
Homeless service providers are eligible to receive Full Fare passes at half price. An agency or organization must be a homeless service provider with IRS 501(c)(3) status or a governmental agency that provides community or social service assistance to homeless persons. Clients must meet the definition of "homeless" or "homeless individual or homeless person" as set forth in Title 42, Chapter 119, Subchapter I, and Section 11302 of the United States Code.
Arizona State University (ASU) U-Pass Program (administered by City of Phoenix in collaboration with ASU)
The U-Pass is provided to ASU students by ASU. ASU pays a fixed rate per boarding to the City of Phoenix Regional Fare Depository for students based on the average Platinum Pass fare per boarding for the prior period. The rate is adjusted annually.

Ticket Partnership Program (administered by Valley Metro)
With the Ticket Partnership Program, patrons possessing tickets or identifiable media issued by event officials from a participating event will be able to ride Valley Metro Rail on the day of the event at no additional charge. Event tickets will be honored as valid Valley Metro Rail fare for a pre-determined time in advance of the event and through the end of the transit day. Participating event venues/events pay an amount per attendee commensurate with the current average fare to support regional fare recovery goals. A qualifying event generates a minimum of 5,000 attendees; similarly, for a venue, a single event at this facility must generate a minimum of 5,000 attendees. This program can be extended to bus route(s) if the aforementioned criteria is maintained and the service can be supported by operations. Valley Metro must receive notice of interest in the Ticket Partnership Program from event organizers at least four months in advance of the event and agreements must be completed by 60 days prior to the event.

Group Field Trip Program (administered by Valley Metro Customer Service)
Free fares are provided via the Group Field Trip Pass Program for preschool through elementary school classes using local bus/rail service during non-peak hours of service (8:30 a.m. – 2:30 p.m.). The pass allows for up to 35 students and adults to travel on bus or rail Monday – Friday for field trips. Trip planning and program administration occurs through Valley Metro Customer Service.

Tempe Youth Transit Pass Program (administered by City of Tempe)
The Tempe Youth Transit Pass allows youth ages six to 18 residing in the City of Tempe to ride local bus/rail for free. The pass issued is a Platinum Pass effective for 12 months and subsidized by the City of Tempe. If under 18, the young person must be accompanied by a parent or guardian with proof of residency. Passes can be applied and received from the Tempe Transit Store.

Rural Route Fare (administered by Valley Metro)
Rural Route fares are based on distance travelled. 1-Way travel within the same city is $2.00; 1-Way travel within multiple cities is $4.00. Reduced Fare is available to passengers meeting the Reduced Fare criteria.
**Special Event Pass Program (administered by City of Phoenix)**

The Special Event Pass Program supports major, special events and conventions in Maricopa County interested in sponsoring public transportation travel for their attendees. This program is available to events of two or more days in length and 100 or more participants (or cards). Operating as a Platinum Pass, the event sponsor is charged an up-front fee currently set at $1.50/card; customization of the card’s exterior graphics is available with a 4 – 8 week lead time, depending on card volume. Post-event, the event sponsor is charged for actual rides taken via these passes, up to a maximum price of $4.00/day. For events of four or more days, the daily cap adjusts to a lower rate consistent with average daily pricing of other pass types (see table below). Interested event sponsors must complete an application and eventually an agreement to take part in this program.

<table>
<thead>
<tr>
<th>Special Event Duration</th>
<th>Daily Maximum (and Regional Fare Equivalent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 – 3 days</td>
<td>$4.00 (All-Day pass price)</td>
</tr>
<tr>
<td>4 – 7 days</td>
<td>$2.85 (7-Day pass price per day)</td>
</tr>
<tr>
<td>8 – 15 days</td>
<td>$2.20 (15-Day pass price per day)</td>
</tr>
<tr>
<td>16 or more days</td>
<td>$2.00 (31-Day pass price per day)</td>
</tr>
</tbody>
</table>

**FARE MEDIA DISTRIBUTION**

**For Passengers**

All passes (except for Platinum Passes, Semester Passes and U-Passes) are sold at locations Valleywide.

- The cities of Avondale, Mesa, Phoenix, Scottsdale and Tempe and the Town of Gilbert have at least one public outlet for passengers to purchase fare media.
- The City of Phoenix currently sells fare media at Central Station, Ed Pastor, Sunnyslope and Metrocenter Transit Centers.

**For Public Outlets (administered by City of Phoenix)**

Public Sales Outlets sell fare media to the general public and receive a four percent commission. Public Outlets are provided with Transit Books and other marketing materials to help promote the sale of passes.

**For Private Outlets (administered by City of Phoenix)**

Private Sales Outlets are able to sell or offer fare media to their employees, students or clients. Private Outlets are provided with Transit Books and other marketing materials to help promote the sale of passes.

**Refunds**

No refunds are offered for lost or unused portions of passes.
VALLEY METRO DIAL-A-RIDE

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>Fare Structure</th>
<th>Fare Policy Rules/Multiples</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIAL-A-RIDE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-Ride</td>
<td>$4.00</td>
<td>2 x local base fare</td>
</tr>
</tbody>
</table>

ADA Dial-a-Ride
There are several ADA Dial-a-Ride providers serving the Maricopa County region. ADA certified passengers pay a flat-rate fare for ADA trips to the Dial-a-Ride provider serving the area where their trip begins. ADA trip rates vary by provider. Regional trips crossing Dial-a-Ride jurisdictions are a flat-rate of $4.00 for a one-way trip.

ADA Platinum Pass Program
Valley Metro offers the free use of local bus and rail for individuals who are eligible for ADA Dial-a-Ride service and who reside in cities that have elected to participate in the program. ADA Platinum Pass program participants receive a photo ID card which operates as a Platinum Pass. If an individual is eligible to travel with a Personal Care Attendant (PCA), the PCA may also ride for free. If the pass used for Express/RAPID service, the passenger pays the difference in fares. The card itself is initially free, but there is a $5.00 charge to replace a lost or stolen pass. The program is funded with Regional Public Transit (Proposition 400) Funds.

Non-ADA Dial-a-Ride
A number of cities offer additional Dial-a-Ride services for seniors, persons with disabilities and other residents over and above ADA-required Dial-a-Ride. Non-ADA Dial-a-Ride is funded locally by the cities who offer it. Eligibility for service, service hours, service area(s), fares and other policies do vary.
Fare Policy Change Regarding Ticket Partnerships

June 2017

Background

- Successful ticket partnership w/Talking Stick Resort Arena
  - Since 2009; most recently renewed in 2015 for up to seven years
  - Achieves fare recovery goal
    - Approximately $300k – $400k annually based on attendance & ridership
**Additional Interest**

- Other events/venues have expressed interest
  - To benefit their attendees & support event travel
- Lost Lake Festival is presently interested
  - October 20 – 22, 2017
  - Steele Indian School Park, Phoenix
  - Long-term commitment to this market/location

**Fare Policy Amendment Request**

- Generalize fare policy language for Ticket Partnerships
  - Remove specificity of TSRA
  - Generalize language to provide guidance, yet flexibility to execute agreement(s)
- Ticket partnerships are beneficial to:
  - Attracting new ridership
  - Easing boarding & fare inspection during major events
  - Creating positive attention for system
Recommendation

Staff recommends that the Boards of Directors authorize amend the regional fare policy to allow for additional ticket partnerships with events and event venues to operate similar to the arrangement with Talking Stick Resort Arena.
Information Summary

DATE
June 15, 2017

AGENDA ITEM 6

SUBJECT
Customer Service Call Center and Next Ride Technology Contract Awards

PURPOSE
To authorize the Chief Executive Officer (CEO) to execute contracts with various vendors to ensure uninterrupted customer service for those customers that call or text Valley Metro (VM) seeking assistance through our automated customer service system. This action is needed due to the vendor who currently provides the service unexpectedly notifying VM of its intent to terminate its contract on June 30, 2017.

In order to continue the service without interruption, VM will need to enter into contracts for services and equipment with new and existing vendors as follows:

1. Extreme Integration Inc.:
   a. for Interactive Voice Recognition software and technology in an amount not to exceed $200,000, plus an additional $50,000 for use as a contingency for unforeseen circumstances; and
   b. to provide needed upgrades to existing Cisco Customer Service Center hardware and licenses purchased recently through the State of Arizona approved Mohave Educational Services Cooperative, Inc., at a cost of $86,000; and
   c. for Extreme Care to provide software and system technology support for three years at a cost of $149,100 ($49,676/year); and

2. To execute a change order to an existing Alesig Consulting LLC contract to provide maintenance, support and software technology for NextRide texting services for the 12 months ending June 30, 2018 in an amount not to exceed $79,000 plus an additional $7,900 (10%) for use as a contingency for unforeseen circumstances; and

3. To execute a contract with Graffiti Protective Coatings Inc., (GPC) to install stickers with new NextRide texting numbers on all 8,000 bus stop signs in the Region in an amount not to exceed $50,000.

BACKGROUND/DISCUSSION/CONSIDERATION
The Valley Metro Customer Service call center handles 3 million calls per year. The call center uses a technology known as Interactive Voice Response (IVR) which requests either voice or touch tone input from the caller, and then automatically queues and directs customer calls. IVR allows us to provide customer assistance without our customers having to speak to a live Customer Service Representative (CSR). Of the 3 million calls received per year, the IVR system is able to handle nearly 1.5 million calls automatically without requiring a live CSR. Without a functioning IVR, all calls would need to be handled by humans and our system simply could not handle the volume. It would crash.

Valley Metro operations also includes NextRide technology which allows customers the ability to text or call from any bus stop or light rail platform to determine the arrival of the next bus or light rail train.
Both the existing IVR and NextRide services are provided by Logictree, LLC under a contract written to expire on June 30, 2018.

On May 1, 2017 Logictree informed Valley Metro staff the company intended to exercise a termination option that allows either party to end the contract with a 30-day notification and would be cancelling the contract on June 30, 2017. Alternatively, Logictree offered to continue its services for the remaining 12 months of the existing contract through June 2018, but were willing to do so only if VM agreed to pay a price that was 255% ($276,000) higher than the existing contract. Logictree also informed VM that the company would be going out of business in June 2018 and under no circumstance would it provide the services past the end of the contract.

Staff has been analyzing the most effective method of resolving the situation with the primary goal of providing uninterrupted services to our customers. Staff identified the following options:

1. Continue with Logictree, paying the increased cost, while simultaneously working to procure new service providers to ensure continuity of service either in July 2018, or earlier in the event Logictree fails to provide service before then; or
2. Accept the Logictree cancellation, and then secure technology, software and vendors that would allow VM to provide IVR and NextRide services with as minimal disruption as possible after the Logictree contract terminates at the end of June 2017.

The most significant concern is whether VM can maintain an appropriate level of service for customers using these services. Both options carry some risk:

- Staying with Logictree would result in services being provided by an entity that has declared it will be discontinuing these business activities altogether in one year, which raises questions about the level of effort to address problems that will arise.
- Moving to new provider(s) by July 1st of this year could present challenges to implementing the services in a short time frame with new entities and communicating the new services to our customers.

Staying with Logictree will cost an additional $276,000 over the next 12 months. Since both the IVR and NextRide services will need to be replaced no later than June 2018, regardless of which option is chosen, the cost of moving them to new provider(s) would be approximately the same whether we retain Logictree over the next year or move on to a new structure by July 1st. Accordingly, the net cost difference of remaining with Logictree, and eliminating the risks of a short transition to new provider(s) is $303,550 ($936,877 with Logictree vs. $633,327 without Logictree – see Attachment One).

Staff has reached out to several of the Agency's existing technology solution providers and after significant research, analysis, and prototype testing, staff determined that VM could successfully transition to new IVR and NextRide providers with an acceptably low risk of significant disruptions in customer service, and with a cost savings of $303,550.
Accordingly, staff has accepted Logictree’s cancellation and is proceeding with the implementation of services with new providers effective July 1, 2017.

Additionally, VM staff determined that splitting the IVR and NextRide services into separate contracts would be most beneficial to VM and our customers. Separate contracts are more efficient, allow for better management of these vital customer-facing technologies, and lower the risk of overall service disruptions.

Logictree owns the code that is used by VM customers when they utilize the texting function of NextRide. That code would transfer to VM ownership if the Logictree contract is extended. Since the Logictree service is not being extended, VM must obtain a new NextRide texting code number. VM has already purchased a proprietary code which must be fully functional by July 1st.

Changing to this new code requires that all 8,000 bus stop and light rail signs throughout the region be updated. Rather than replace the signs, VM will contract with a company to place adhesive stickers containing the new code on the existing signs. The stickers will be placed on signs during the last two weeks of June. During June, customers will be able to use both the Logictree code and the VM code for NextRide, which will assure a seamless transition when Logictree goes offline on June 30.

To implement the transition of IVR and NextRide, staff is recommending that contract awards be made (or ratified) to Extreme Integration Inc. for IVR technology and related services; Alesig Consulting LLC for NextRide texting services; and Hot Shot to provide NextRide signage sticker deployment.

**COST AND BUDGET**

The proposed contract to provide technology support for IVR at the customer service call center is with Extreme Integration for an amount not to exceed $200,000 plus a $50,000 contingency. Hardware and software from Cisco for $86,000 is required to support the new call center environment. Extreme Care support, for three years at a cost of $149,100 ($49,676/year).

The proposed contract to provide technology support for NextRide texting services is with Alesig Consulting LLC for an amount not to exceed $79,000 plus a $7,900 contingency.

The proposed contract to place adhesive stickers with the new NextRide texting code on all bus stops in the region with Graffiti Protective Coatings Inc., (GPC) will cost no more than $50,000.

Expenses expected in FY18 are included within the adopted FY18 Valley Metro Operating and Capital Budget. Contract obligations beyond FY18 are incorporated into the Five-Year Operating Forecast and Capital Program (FY18 through FY22).
STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:

- Goal 1: Increase customer satisfaction
  - Tactic A: Improve customer satisfaction.
- Goal 2: Advance performance based operation
  - Tactic A: Operate an effective, reliable, high performing transit system.
- Goal 3: Grow transit ridership
  - Tactic B: Improve connectivity of transit services for greater effectiveness

COMMITTEE PROCESS
RTAG: May 16, 2017 for information
RMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute contracts with:

1. Extreme Integration Inc.:
   a. to provide software technology for Interactive Voice Recognition in an amount not to exceed $200,000, plus an additional $50,000 for use as a contingency for unforeseen circumstances; and
   b. to provide upgrades to the Cisco Customer Service Center hardware and licenses through the State of Arizona approved Mohave Educational Services Cooperative, Inc., at a cost of $86,000; and
   c. for Extreme Care to provide software and technological support for three years at a cost of $149,100 ($49,676/year); and

2. Alesig Consulting LLC to execute a change order on an existing contract to provide maintenance, support and software technology for NextRide texting services for the twelve months ending June 30, 2018 in an amount not to exceed $79,000 plus an additional $7,900 (10%) for use as a contingency for unforeseen circumstances; and

3. A contract with Graffiti Protective Coatings Inc., (GPC) to install adhesive stickers for the purposes of updating the NextRide text code on approximately 8,000 NextRide signs throughout the region for an amount not to exceed $50,000.

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

ATTACHMENT
Customer Service Call Center and Next Ride Technology Cost Comparison
## Customer Service Call Center and Next Ride Technology Cost Comparison

<table>
<thead>
<tr>
<th>Scenario 1 - Continue Logictree and simultaneously build new solution</th>
<th>Scenario 2 - Accept Logictree's cancellation and implement new solutions by July 1, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>One-Time Costs</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Logictree</td>
<td>$384,000</td>
</tr>
<tr>
<td>Capital/Implementation</td>
<td>$300,801</td>
</tr>
<tr>
<td>Marketing/Customer Notification</td>
<td>$0</td>
</tr>
<tr>
<td>Contingency</td>
<td>$50,000</td>
</tr>
<tr>
<td><strong>subtotal</strong></td>
<td><strong>$734,801</strong></td>
</tr>
<tr>
<td><strong>On-Going Annual Costs</strong></td>
<td></td>
</tr>
<tr>
<td>Support/Service Level Agreements</td>
<td>$113,676</td>
</tr>
<tr>
<td>Fixed Operational Expenses</td>
<td>$88,400</td>
</tr>
<tr>
<td><strong>subtotal</strong></td>
<td><strong>$202,076</strong></td>
</tr>
<tr>
<td><strong>Total FY18 Investment</strong></td>
<td><strong>$936,877</strong></td>
</tr>
</tbody>
</table>
Customer Service
Call Center & Next Ride
Technology Update
June 2017

Interactive Voice Response (IVR) & NextRide

- NextRide Texting (2M/year)
- Automated Response (3.5M/year)
- Customer Service 602.253.5000 (3M/year)
- Customer Service Representative (1.5M/year)
IVR & NextRide Existing Contract

Current Provider:
- $9,050/month
  - Interactive Voice Response (IVR)
  - Next Ride Texting
- Ending June 30, 2017
  - May 1st notice of cancellation per contract
  - Increase to $384,000 for FY18
  - Company closing doors June 2018

IVR Solution

- Technology solution
  - Setup, test, switch anytime
- Existing vendors actively pursuing solutions
  - Extreme Integration (Telecom & Cisco Provider)
- Replacement Budget
  - Fixed Annual Costs:
    - $60,000/FY: Service Agreement
    - ~$40,000/FY: Google IVR
  - One time investment:
    - $200,000: System Development
    - $86,000: Capital Investment Cisco CCX
    - $50,000: Hardware
Next Ride Solution

- Technology Solution
  - Fully functional replacement system
  - Alesig (Customer Assistance System Provider)

- Short Code – 22966
  - New code, agency owned

- Replacement Budget
  - Fixed Annual Costs
    - $79,000: Software Service Agreement w/Alesig
    - $40,000/FY: $0.01 per SMS/Text
    - $12,000/FY: Short Code Registration
  - One time investment:
    - $40-50,000: Signage/Print Materials

---

**Scenario 1 - Continue Logictree and simultaneously build new solution**

<table>
<thead>
<tr>
<th>Cost Type</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Time Costs</td>
<td></td>
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<td>Marketing/Customer Notification</td>
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<td>Contingency</td>
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<td>On-Going Annual Costs</td>
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<td>$633,327</td>
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Staff recommends that the Boards of Directors authorize the CEO to execute contracts with:

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   b. to provide upgrades to the Cisco Customer Service Center hardware and licenses through the State of Arizona approved Mohave Educational Services Cooperative, Inc., at a cost of $86,000; and
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2. Alesig Consulting LLC to execute a change order on an existing contract to provide maintenance, support and software technology for NextRide texting services for the twelve months ending June 30, 2018 in an amount not to exceed $79,000 plus an additional $7,900 (10%) for use as a contingency for unforeseen circumstances; and

3. A contract with Graffiti Protective Coatings Inc., (GPC) to install adhesive stickers for the purposes of updating the NextRide text code on approximately 8,000 NextRide signs throughout the region for an amount not to exceed $50,000.
DATE
June 15, 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 to discuss and consult with attorney(s) concerning Valley Metro’s position regarding claim(s), federal and state statutory requirements and related issues and to instruct and authorize attorney(s) to proceed regarding claims that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve possible litigation. A.R.S. 38-431.03(A)(3) (Legal Advice) and A.R.S. 38-431.03(A)(4) (Litigation, Contract Negotiations, and Settlement Discussions)

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Board may vote to enter Executive Session.

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

ATTACHMENT
None
DATE
June 15, 2017

SUBJECT
Executive Session Action Items

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

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

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

ATTACHMENT
None
DATE
June 15, 2017

SUBJECT
Arizona State University (ASU) Student Ridership Trends

PURPOSE
To provide an overview of ASU student ridership trends and influencers on the Valley Metro system.

BACKGROUND/DISCUSSION/CONSIDERATION
At the joint February 2017 Transit Management Committee/Rail Management Committee requested an update of ASU student ridership and its impact on the Valley Metro system.

ASU students have historically comprised a substantial component of the overall Valley Metro bus and light rail ridership. Recent ridership analysis and a comparison of the 2010 and 2015 Origin and Destination surveys show a decline in student ridership on the Valley Metro system. Staff will provide a presentation that summarizes ASU student ridership over the years and review key influencers that may be impacting student transit ridership. This includes the cost of the U-Pass, new student housing near the various campuses, the expanding ASU shuttle service and other factors.

COST AND BUDGET
Not applicable.

STRATEGIC PLAN ALIGNMENT
Not applicable.

COMMITTEE ACTION
RTAG: May 16, 2017 for information
TMC/RMC: June 7, 2017 for information
Board of Directors: June 22, 2017 for information

RECOMMENDATION
This item is for information only.

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

ATTACHMENT
None
ASU Student Ridership

June 2017

ASU Factors Impacting VM Ridership

• ASU Shuttles
• Student complimentary services
• Residential units near campuses
• U-Pass cost
• On-line classes
ASU Student Ridership on Valley Metro

This decrease represents a drop of about 2.4M annual weekday trips.

ASU Shuttles

<table>
<thead>
<tr>
<th>ASU Route</th>
<th>Weekday</th>
<th>Weekend</th>
<th>Class Break/Summer</th>
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<tr>
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<td>✓</td>
<td>✓</td>
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<tr>
<td>Maroon</td>
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<td>✓</td>
<td>✓</td>
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<td>Mayo Express</td>
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<td>-</td>
<td>✓</td>
</tr>
<tr>
<td>Mercado</td>
<td>✓</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Thunderbird</td>
<td>✓</td>
<td>-</td>
<td>*</td>
</tr>
</tbody>
</table>

*The shuttle will run on an as-needed basis during this time. Note: The shuttle does not run during university holidays.*
ASU Shuttle Amenities

- Free
- ASU Student/Staff Only
- WiFi
- Five-stall bike rack
- Real-time tracking
- Alerts
- Tandem and Double Decker service
- On-board Restroom

Student Complimentary Services

- Tempe Apartment Courtesy Vans to ASU
- Downtown Phoenix Student Government Sponsored Free Shuttle
  - Parking
  - Grocery
ASU Downtown Phoenix Campus

Additional Housing in Downtown Phoenix 2007 to 2016 (Campus Opened in 2006)

Image: Skyline Lofts Apartments (Fillmore & 3rd)

ASU Downtown Phoenix Campus

Where students attending Phoenix campus live (~10K students)
ASU Tempe Campus
Where students attending Tempe campus live (~50K students)

Student Parking and Transit Passes

ASU Student U-Pass Price

ASU Parking Permits and Transit Passes

*Rate changed to $1.33 in April

*FY17 as of 3/22/17
ASU Shuttle Ridership

Maroon - Tempe, Downtown PHX, West

Gold - Tempe, Polytechnic

ASU Online Enrollment

- ASU currently serves
  - Over 80,000 students
  - More than 20,000 of which are online students
Next Steps Discussion

How to improve ASU ridership on the Valley Metro system

- Conduct a focused survey of ASU students
- Increase focused marketing
- Enhance security perceptions
- Work with ASU to address student fares
- Improve route connectivity, revisit campus circulation
- Invite ASU as Management Committee ex-officio participant
- Collaborate with ASU staff and faculty on further analysis
DATE
June 15, 2017

SUBJECT
Travel, Expenditures and Solicitations

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENTS
Valley Metro Travel Reimbursement Report
Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over $25,000
Active Requests for Proposals, Qualifications and Invitations for Bids
Valley Metro
Travel Reimbursement Report
For Travel Completion Dates
April 26, 2017 through May 25, 2017

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Purpose of Travel</th>
<th>Location</th>
<th>Dates Traveled</th>
<th>Total Travel Cost</th>
<th>Airfare</th>
<th>Other Transport</th>
<th>Lodging</th>
<th>Meals</th>
<th>Misc.</th>
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<td>Pilot Bus Inspection</td>
<td>St. Cloud, MN</td>
<td>5/8/17-5/10/17</td>
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<td>St. Cloud, MN</td>
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<td>$652.00</td>
<td>$319.96</td>
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<tr>
<td>Director, Capital &amp; Service Development</td>
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Report reflects Out of State (AZ) Travel

1 Airport Parking
2 Baggage
3 Tips
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<tr>
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<th>Name</th>
<th>Transaction Description</th>
<th>Effective Date</th>
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<tbody>
<tr>
<td>20170428W001</td>
<td>FirstGroup America, Inc.</td>
<td>March 2017 Express, Circulator, Local, Link &amp; Flash Routes</td>
<td>4/28/2017</td>
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<td>20170512W</td>
<td>City of Phoenix</td>
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<td>5/12/2017</td>
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<td>36736</td>
<td>City of Tempe</td>
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<td>36779</td>
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<td>Total Transit Enterprises, LLC</td>
<td>March 2017 West Valley Fixed Route Transit Services</td>
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<td>Second Generation, Inc. dba Ajo Transportation</td>
<td>March 2017 Rural Connector Route</td>
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<tr>
<td>20170519W006</td>
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<td>vRide, Inc.</td>
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<td>vRide, Inc.</td>
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<td>CopperPoint Mutual Insurance Company</td>
<td>May 2017 Rent for Call Center/Mobility Center</td>
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<td>36671</td>
<td>Creative Bus Sales dba Arizona Bus Sales</td>
<td>48843 2017 Ford Transit Van Silver</td>
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<td>Creative Bus Sales dba Arizona Bus Sales</td>
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<tr>
<td>5152017</td>
<td>Wells Fargo</td>
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<td>36711</td>
<td>Knowledge Services</td>
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Total: 12,867,985.44
### Valley Metro Rail, Inc.
Monthly AP Payments over $25,000
April 21, 2017 to May 20, 2017

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<tr>
<th>Document Number</th>
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<th>Transaction Amount</th>
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<tbody>
<tr>
<td>20170512W005</td>
<td>Stacy and Witbeck-Sundt JV GRE</td>
<td>March 2017 Stacy and Witbeck Gilbert Rd Extension</td>
<td>5/12/2017</td>
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<td>20170519W001</td>
<td>Alternate Concepts Inc.</td>
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<td>Qognify Inc.</td>
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<td>DMS - Facility Services, Inc.</td>
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<td>Siemens Industry Inc.</td>
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<td>20170512W004</td>
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<td>20170512W003</td>
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<tr>
<td>028561</td>
<td>Parsons Transportation Group Inc.</td>
<td>1/1/-3/31/17 Consulting Services for SCADA Upgrade</td>
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<td>Riddle Painting &amp; Coatings Company</td>
<td>80% Complete on Paint and Coat 134 OCS Poles Downtown</td>
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<td>Penn Machine Company, LLC</td>
<td>Tire Kit</td>
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**Total:** 8,542,253.78
## Valley Metro
### Monthly RTAG Solicitation Update

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<th>Release Date</th>
<th>Proposal Due Date</th>
<th>Targeted Board Award Date</th>
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<td>RFP</td>
<td>Heavy Duty Transit Buses</td>
<td>7/21/2016</td>
<td>1/19/2017</td>
<td>6/22/2017</td>
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<td>RFQ/RFP</td>
<td>South Central LRT Extension - CM@Risk</td>
<td>2/9/2017</td>
<td>5/2/2017</td>
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<td>Center Truck Overhaul Parts</td>
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<td>Motor Truck Overhaul Parts</td>
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DATE
June 15, 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

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<th>Item Requested</th>
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<th>Planned Follow-up Date</th>
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1. Public Comment on Agenda Action Items (blue card)

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

2. Minutes

Minutes from the May 18, 2017 Board meeting are presented for approval.

CONSENT AGENDA

3A. Fiscal Year 2018 (FY18) Intergovernmental Agreements (IGA)

Staff recommends that the Board of Directors authorize the CEO to execute FY18 IGAs and IGA amendments for projects tied to the approved Valley Metro RPTA FY18 Operating and Capital Budget as listed in the attachment for the period of performance and in the amount indicated for each agreement.

3B. Major Amendments to the Regional Transportation Plan (RTP)

Staff recommends that the Board of Directors approve Resolution 2017-01 regarding the major amendment to the RTP to add the:

- Interstate 11 (I-11) corridor from Interstate 10 to US-93 in the West Valley; and
- Arizona State Route 30 (SR-30) corridor as a freeway facility from SR-85 to Loop 303 and from Loop 202/South Mountain to I-17

PLEASE NOTE MEETING TIME
Staff recommends that the Board of Directors authorize the CEO to execute an IGA with the City of Phoenix to allow Valley Metro to be reimbursed for eligible activities.

Staff requests that the Board of Directors authorize the CEO to execute a change order with Total Transit Enterprises for Contract 1040014-S in the amount of $961,400 to cover the increased cost for Regional Paratransit (Dial-a-Ride) services.

REGULAR AGENDA

4. **Recommended October 2017 Transit Service Changes**

Scott Smith CEO, will introduce Carol Ketcherside, Deputy Director, Service Planning & Accessible Transit, who will request that the Board of Directors authorize the CEO to amend member agency FY18 Intergovernmental Agreements (IGAs) as necessary, and to execute a change order to the First Transit and Total Transit fixed route contracts in the amount of $4,402,000 for First Transit and $1,363,000 for Total Transit to accommodate the recommended October 2017 service changes through the existing contract term of June 30, 2019.

5. **Manufacture and Delivery of Heavy Duty Transit Buses Contract Award**

Scott Smith, CEO, will introduce Ray Abraham, Chief Operations Officer, who will request that the Board of Directors authorize the CEO to execute contracts with El Dorado National Inc. and New Flyer of America Inc. for the manufacture and delivery of heavy duty transit buses over a five-year period for an amount not to exceed $169,751,370 (base bus, optional components, tools) plus an additional $8,500,000 (5%) contingency for Producer Price Index (PPI) increases and other unanticipated expenses.
6. **Fiscal Year 2018 (FY18) Election of RPTA Board Officers and Subcommittee Positions**

The Board will vote to elect Board officer and Board subcommittee positions for FY 2018.

7. **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.

8. **Next Meeting**

The next meeting of the Board is scheduled for **Thursday, August 17, 2017 at 12:15 p.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiotape, 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
June 15, 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
Minutes

DATE
June 15, 2017

Minutes of the
Valley Metro RPTA
Board of Directors
Thursday, May 18, 2017
11:15 a.m.

RPTA Meeting Participants
Councilmember Thelda Williams, City of Phoenix, Chair
Councilmember Suzanne Klapp, City of Scottsdale, Vice Chair
Councilmember Lauren Tolmachoff, City of Glendale, Treasurer
Councilmember Pat Dennis, City of Avondale
Councilmember Eric Orsborn, City of Buckeye
Vice Mayor Kevin Hartke, City of Chandler
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Sharolyn Hohman, City of Goodyear (phone)
Supervisor Steve Gallardo, Maricopa County
Councilmember Chris Glover, City of Mesa
Vice Mayor Jon Edwards, City of Peoria
Councilmember Skip Hall, City of Surprise
Mayor Mark Mitchell, City of Tempe
Councilmember Linda Laborin, City of Tolleson
Mayor Everett Sickles, Town of Wickenburg

Members Not Present
Councilmember Jack Palladino, City of El Mirage

Chair Williams called the meeting to order at 11:47 a.m.

1. Items for Citizens Present

Mr. Crowley said the few action items that I'm going to cover are, one, the farebox software maintenance support contract. Now, I'm not going to say that they tried to blow a bunch of wind up your skirts, but we were told these people don't look at us as second class, they don't, you know, they work with us the best they can et cetera, et cetera.

Then why is it when you guys took off the surcharge that's going to take until June 1st for that to go away other than the excuse that I got from that Paul and that was that we got put behind Pittsburgh and what they were doing and operating and getting done because they're a much bigger contract than we are.

So, I wish that when you did it in February it would have gone away and it would've been nice if that announcement that the surcharge was off the bus would be in the new
stuff, but that didn't happen, isn't going to happen until June 1st, and that went out in April.

The other thing on the agenda that I'd like to cover is the transit life cycle. Now, your executive director talked about the grand agreement that was made and that's the way the reason that the money is split like it is. Well, the reason it was the grand agreement then and the way it was done it was by population. And as Surprise knows that needs to be redone and it needs to be re-looked at and we need to divide the money a little better, sir.

I'm glad that Mesa got what it did, but the East Valley and the mafia that runs it doesn't need to get everything the way that it had. I'm glad that CTOC isn't here anymore and that Mr. Arnett's influences in what it should have been or could have been, but we need to get this looked at again. It needs to be done by population. The population of which one of the West Valley's cities would you like me to point out: Phoenix, Scottsdale or Mesa to show you that their population is, what, how close to yours now. And when you go in percentages of when that grand agreement, was done you're, what, 200,000 times bigger than you were. Just a thought. I'll give you back a minute.

And also on when it comes to action items, on your previous meeting I didn't address the action item that was there and I should have, which is the minutes. I would like when I say to you (spoke in Spanish por que es aquis) that it be written in the minutes because it is why you are here. Thank you.

Mr. May said Good afternoon, Ms. Williams, Valley Metro, there are a couple things on the agenda today. One of my biggest pet peeves is the VMS. When a bus does not call out the stops properly, I rely on that, because I can't see everything around me.

Anyhow, currently you have a bus calling out a stop that is in the North Valley because the 75th Avenue does not cross Thunderbird. In fact, I know a couple drivers that reported this. In fact, I was talking to one the other day. He reported it a whole bid, going eastbound Route 75 does not cross Thunderbird. And then you have drivers when the VMS does go down, that do not call all the stops. I have to remind the driver where are we. And they go, oh yeah, it's not calling out the stops. And I remind them that the think's not calling out stops.

You have drivers out there that all they do is drive and I have to remind that the machine's not calling out the stops. I am happy -- oh, fareboxes.

You got a couple fareboxes out there that do need to be replaced. They're on brand new buses, 5,000 series, but yet, I know one yesterday that it went four times trying to get a pass to its little stamp. So, got to have things that work.
And if you're buying new stuff, double check it for a couple months because there is stuff out there that you got used, but should have been new. Thank you.

2. Minutes

Minutes from the April 20, 2017 RPTA Board meeting were presented for approval.

**IT WAS MOVED BY COUNCILMEMBER PETERSON, SECONDED BY VICE MAYOR EDWARDS AND UNANIMOUSLY CARRIED TO APPROVE THE APRIL 20, 2017 RPTA BOARD MEETING.**

3. Consent Agenda

Chair Williams said we have a consent agenda. Are there any items you would like pulled for discussion? Do I have a motion to approve the consent agenda?

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

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

Mr. Smith said Madam Chair, this is the final approval of the budget for the upcoming year. You received a presentation last month on this budget. There have been no material changes made to that budget. It's gone through the Audit and Finance Subcommittee and been approved by them.

So unless there are questions or there are points of clarification that Paul needs to make, we weren't planning on giving a full presentation unless you'd like that.

Chair Williams said anyone have any questions, comments? Then may I have a motion to forward the approval of the fiscal year 2018 budget and accept the five-year operating forecast and capital program?

**IT WAS MOVED BY COUNCILMEMBER HALL, SECONDED BY VICE MAYOR KLAPP AND UNANIMOUSLY CARRIED TO APPROVE THE VALLEY METRO FISCAL YEAR 2018 (FY18) OPERATING AND CAPITAL BUDGET AND FIVE-YEAR OPERATING FORECAST AND CAPITAL PROGRAM (FY18 THRU FY22)**

5. Future Agenda Items Request and Report on Current Events

None.
Chair Williams said our next meeting will be June 11 at 12:15 p.m. We are adjourned.

With no further discussion the meeting adjourned at 11:55 a.m.
DATE
June 15, 2017

SUBJECT
Fiscal Year 2018 (FY18) Intergovernmental Agreements (IGA)

PURPOSE
To authorize the Chief Executive Officer (CEO) to execute FY18 IGAs and IGA amendments for projects tied to the approved Valley Metro RPTA FY18 Operating and Capital Budget.

BACKGROUND/DISCUSSION/CONSIDERATION
There are a number of IGAs and IGA amendments that require Board approval prior to the start of FY18. This memo and its attachment summarize the FY18 RPTA required IGAs and renewals.

The IGAs are based on the latest estimates of costs and services funded by each member. IGA changes that are required as a result of service changes in October 2017 or April 2018 will be brought to the Board for approval after the final list of service changes is determined.

COST AND BUDGET
Please see the attached spreadsheet.

COMMITTEE ACTION
RTAG: May 16, 2017 for information
TMC: June 1, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute FY18 IGAs and IGA amendments for projects tied to the approved Valley Metro RPTA FY18 Operating and Capital Budget as listed in the attachment for the period of performance and in the amount indicated for each agreement.

CONTACT
Michael Minnaugh
General Counsel
602-744-5599
mminnaugh@valleymetro.org

ATTACHMENT
Attachment 1 - List of FY18 IGAs
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<th>Member Agency/Jurisdiction Intergovernmental Agreement No.</th>
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<td>* FY 2018 Amount</td>
</tr>
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<td>-----------------</td>
<td>-------------------------------------------------------------</td>
<td>------------------</td>
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</tr>
<tr>
<td>Revenue</td>
<td>City of Phoenix 131568</td>
<td>Fixed Route Transit Services - Phx Buys</td>
<td>$4,444,109</td>
<td>$6,854,701</td>
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<td>PTF Reimbursement</td>
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<td>ADA Allocations</td>
<td>$364,317</td>
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<td>PTF Reimbursement</td>
<td>City of Scottsdale 160-75-2018</td>
<td>Capital Projects</td>
<td>$809,346</td>
<td>$303,750</td>
<td>($505,596)</td>
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<td>PTF Reimbursement</td>
<td>City of Scottsdale 160-75-2018</td>
<td>East Valley DAR</td>
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<td>$808,206</td>
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<td>PTF Reimbursement</td>
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<td>Fixed Route Transit Services</td>
<td>$6,081,523</td>
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<td>City of Scottsdale 160-75-2018</td>
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<td>$72,409</td>
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<td>City of Scottsdale 160-75-2018</td>
<td>Fixed Route Transit Services</td>
<td>$265,296</td>
<td>$288,051</td>
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<td>PTF Reimbursement</td>
<td>City of Surprise 166-75-2018</td>
<td>ADA Allocations</td>
<td>$48,300</td>
<td>$49,700</td>
<td>$1,400</td>
</tr>
<tr>
<td>PTF Reimbursement</td>
<td>City of Surprise 166-75-2018</td>
<td>Regional DAR</td>
<td>$24,500</td>
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<tr>
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<td>City of Surprise 166-75-2018</td>
<td>Northwest Valley DAR</td>
<td>$0</td>
<td>$49,700</td>
<td>$49,700</td>
</tr>
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<td>Revenue</td>
<td>City of Surprise 166-75-2018</td>
<td>Fixed Route Transit Services</td>
<td>$109,959</td>
<td>$110,430</td>
<td>$471</td>
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<td>Revenue</td>
<td>City of Surprise 166-75-2018</td>
<td>Northwest Valley DAR</td>
<td>$504,013</td>
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<td>Revenue</td>
<td>City of Surprise 166-75-2018</td>
<td>RideChoice</td>
<td>$0</td>
<td>$419,285</td>
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<tr>
<td>Revenue</td>
<td>City of Surprise 166-75-2017</td>
<td>Regional DAR</td>
<td>$39,684</td>
<td>$0</td>
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<tr>
<td>PTF Reimbursement</td>
<td>City of Tempe 169-31-2017</td>
<td>Fixed Route Transit Services</td>
<td>$3,983,669</td>
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<td>Revenue</td>
<td>City of Tempe 169-31-2017</td>
<td>Fixed Route Transit Services</td>
<td>$14,612,568</td>
<td>$17,024,255</td>
<td>$2,411,687</td>
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<td>PTF Reimbursement</td>
<td>City of Tempe 169-75-2017</td>
<td>East Valley DAR</td>
<td>$1,041,370</td>
<td>$736,428</td>
<td>($304,942)</td>
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<td>PTF Reimbursement</td>
<td>City of Tempe 169-75-2017</td>
<td>Regional DAR</td>
<td>$12,120</td>
<td>$345,532</td>
<td>$333,412</td>
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<tr>
<td>Expense/ Revenue</td>
<td>Member Agency/Jurisdiction</td>
<td>Intergovernmental Agreement No.</td>
<td>Brief Description</td>
<td>FY 2017 Amount</td>
<td>* FY 2018 Amount</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------------</td>
<td>--------------------------------</td>
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<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Revenue</td>
<td>City of Tempe 169-75-2017</td>
<td>East Valley DAR</td>
<td>$35,774</td>
<td>$586,089</td>
<td>$550,315</td>
</tr>
<tr>
<td>Revenue</td>
<td>City of Tempe 169-75-2017</td>
<td>Regional DAR</td>
<td>$102,509</td>
<td>$0</td>
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<tr>
<td>Revenue</td>
<td>City of Tempe 169-75-2017</td>
<td>RideChoice</td>
<td>$103,315</td>
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<td>$53,280</td>
</tr>
<tr>
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<td>City of Tempe 169-53-2018</td>
<td>Reduced Fare</td>
<td>$0</td>
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<td>$1,000</td>
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<tr>
<td>Revenue</td>
<td>City of Tempe 169-75-2017-EVBOM</td>
<td>EVBOM</td>
<td>$0</td>
<td>$5,460,489</td>
<td>$5,460,489</td>
</tr>
<tr>
<td>PTF Reimbursement</td>
<td>City of Tolleson 172-75-2017</td>
<td>ADA Allocations</td>
<td>$23,000</td>
<td>$10,700</td>
<td>($12,300)</td>
</tr>
<tr>
<td>PTF Reimbursement</td>
<td>City of Tolleson 172-75-2017</td>
<td>Fixed Route Transit Services</td>
<td>$200,616</td>
<td>$329,694</td>
<td>$129,078</td>
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<td>PTF Reimbursement</td>
<td>City of Tolleson 172-75-2017</td>
<td>Regional DAR</td>
<td>$12,120</td>
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<td>($1,420)</td>
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<td>City of Tolleson 172-75-2017</td>
<td>Fixed Route Transit Services</td>
<td>$322,409</td>
<td>$325,401</td>
<td>$2,992</td>
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<td>Revenue</td>
<td>Gila River Indian Community 128-75-2017</td>
<td>Fixed Route Transit Services</td>
<td>$932,847</td>
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<td>Maricopa Association of Governments (MAG) #1</td>
<td>Transit Planning Services</td>
<td>$224,720</td>
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<td>Maricopa Association of Governments (MAG) #2</td>
<td>Regional Rideshare/Telework</td>
<td>$594,000</td>
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<td>Maricopa County</td>
<td>Regional DAR</td>
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<td>Revenue</td>
<td>Maricopa County 1</td>
<td>Northwest Valley DAR</td>
<td>$835,186</td>
<td>$2,303,346</td>
<td>$1,468,160</td>
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<td>Revenue</td>
<td>Maricopa County 2</td>
<td>Regional DAR</td>
<td>$231,028</td>
<td>$39,498</td>
<td>($191,530)</td>
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<td>Maricopa County 3</td>
<td>ADA Allocations</td>
<td>$132,200</td>
<td>$135,800</td>
<td>$3,600</td>
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<td>Revenue</td>
<td>Maricopa County 4</td>
<td>Trip Reduction Expansion</td>
<td>$370,000</td>
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<td>$0</td>
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<tr>
<td>Revenue</td>
<td>Maricopa County 5</td>
<td>Trip Reduction</td>
<td>$260,000</td>
<td>$260,000</td>
<td>$0</td>
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<tr>
<td>PTF Reimbursement</td>
<td>Salt River Pima Indian Community 162-75-2017</td>
<td>Fixed Route Transit Services</td>
<td>$58,453</td>
<td>$87,712</td>
<td>$29,259</td>
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<tr>
<td>Expense/Revenue</td>
<td>Member Agency/Jurisdiction Intergovernmental Agreement No.</td>
<td>Brief Description</td>
<td>FY 2017 Amount</td>
<td>* FY 2018 Amount</td>
<td>Change from FY 2017 to FY 2018</td>
</tr>
<tr>
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<td>------------------------------------------------------------</td>
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<td>---------------------</td>
</tr>
<tr>
<td>PTF Reimbursement</td>
<td>Town of Fountain Hills 124-75-2017</td>
<td>ADA Allocations</td>
<td>$38,400</td>
<td>$13,475</td>
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<td>PTF Reimbursement</td>
<td>Town of Fountain Hills 124-75-2017</td>
<td>Fixed Route Transit Services</td>
<td>$27,042</td>
<td>$28,905</td>
<td>$1,863</td>
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<td>Town of Fountain Hills 124-75-2017</td>
<td>RideChoice</td>
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<td>$13,475</td>
<td>$13,475</td>
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<td>Revenue</td>
<td>Town of Fountain Hills 124-75-2017</td>
<td>RideChoice</td>
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<td>$2,220</td>
<td>$2,220</td>
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<td>Town of Gilbert 130-75-2017</td>
<td>East Valley DAR</td>
<td>$1,006,202</td>
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<td>Fixed Route Transit Services</td>
<td>$3,220,506</td>
<td>$3,575,522</td>
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<td>Town of Gilbert 130-75-2017</td>
<td>Regional DAR</td>
<td>$200,298</td>
<td>$133,499</td>
<td>($66,799)</td>
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<tr>
<td>Revenue</td>
<td>Town of Gilbert 130-75-2017</td>
<td>East Valley DAR</td>
<td>$506,643</td>
<td>$557,265</td>
<td>$50,622</td>
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<td>Revenue</td>
<td>Town of Gilbert 130-75-2017</td>
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<td>$71,973</td>
<td>$75,000</td>
<td>$3,027</td>
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<tr>
<td>PTF Reimbursement</td>
<td>Town of Guadalupe 139-75-2017</td>
<td>ADA Allocations</td>
<td>$5,000</td>
<td>$0</td>
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<tr>
<td>PTF Reimbursement</td>
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<td>Fixed Route Transit Services</td>
<td>$172,036</td>
<td>$196,697</td>
<td>$24,661</td>
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<td>PTF Reimbursement</td>
<td>Town of Youngtown 172-75-2017</td>
<td>Northwest Valley DAR</td>
<td>$1,600</td>
<td>$0</td>
<td>($1,600)</td>
</tr>
<tr>
<td>PTF Reimbursement</td>
<td>Town of Youngtown 172-75-2017</td>
<td>Regional DAR</td>
<td>$4,889</td>
<td>$1,600</td>
<td>($3,289)</td>
</tr>
<tr>
<td>Revenue</td>
<td>Town of Youngtown 172-75-2017</td>
<td>Northwest Valley DAR</td>
<td>$29,323</td>
<td>$43,901</td>
<td>$14,578</td>
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<td>Revenue</td>
<td>Town of Youngtown 172-75-2017</td>
<td>Regional DAR</td>
<td>$10,681</td>
<td>$25,010</td>
<td>$14,329</td>
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SUBJECT
Major Amendments to the Regional Transportation Plan (RTP)

PURPOSE
To request approval of Resolution 2017-01 regarding major amendments to the RTP to add the:
- Interstate 11 (I-11) corridor from Interstate 10 to US-93 in the West Valley;
- Arizona State Route 30 (SR-30) corridor as a freeway facility from SR-85 to Loop 303 and from Loop 202/South Mountain to I-17

BACKGROUND/DISCUSSION/CONSIDERATION
On April 26, 2017, the Maricopa Association of Governments (MAG) approved a proposed action to make major amendments to the Draft 2040 MAG RTP by adding the sections of I-11 and SR-30 as described above. When voters approved Proposition 400, a provision was added to state law (A.R.S. 28-6353.E.2) that requires the RPTA Board of Directors, by a majority vote of the members, to submit a written recommendation to the Transportation Policy Committee that the proposed amendment be approved, modified or disapproved. The State Transportation Board and the Maricopa County Board of Supervisors are also required to make a recommendation.

I-11 Background
The I-11 corridor dates back to 2008 with findings from the MAG I-10/Hassayampa Valley Framework Study identifying the Hassayampa Freeway corridor for inclusion in the RTP. The U.S. Congress designated I-11 initially in the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012. Congress subsequently extended I-11 in 2015 in the Fixing America’s Surface Transportation (FAST) Act to run from Nogales, AZ through Phoenix and Las Vegas to Reno, NV to identify an emerging north-south corridor important to the Intermountain West.

Portions of the I-11 corridor are currently undergoing environmental analysis that will result in a 2,000 foot wide corridor. The next level of environmental analysis will identify a centerline, which will provide greater regional and private-sector planning associated with the freeway. A major amendment to the MAG RTP is needed to proceed to the next level of study.

SR-30 Background
SR-30 was initially identified in the November 2003 RTP to be built in two stages. Stage one was a full six-lane freeway between Loop 303 and Loop 202/South Mountain. Stage two was to be an interim roadway recommended between SR-85 and Loop 303. This concept was approved by voters as part of Proposition 400. Both stages were deferred in 2009 as a result of the economic downturn.
Environmental studies have continued on the SR-30 corridor since 2009. In March 2017, the segment from Loop 303 to Loop 202/South Mountain was returned to the MAG freeway program as part of a rebalancing process. Additionally, MAG’s framework studies identify the need for SR-30 to be completed as a freeway facility from SR-85 to the vicinity of the southwest corner of I-17 and a major amendment to the 2040 RTP is needed to begin environmental studies that identify a centerline to provide greater regional and private-sector planning in this portion of Maricopa County.

COST AND BUDGET
None

COMMITTEE ACTION
RTAG – May 16 for information
TMC – June 7, 2017 approved
RPTA Board of Directors – June 22, 2017 for action

RECOMMENDATION
Staff is recommends that the Board of Directors approve Resolution 2017-01 regarding the major amendment to the RTP to add the:
- Interstate 11 (I-11) corridor from Interstate 10 to US-93 in the West Valley; and
- Arizona State Route 30 (SR-30) corridor as a freeway facility from SR-85 to Loop 303 and from Loop 202/South Mountain to I-17

CONTACT
John Farry
Government Relations Officer
602-744-5550
jfarry@valleymetro.org

ATTACHMENT
Resolution 2017-01
RESOLUTION 2017-01
A RESOLUTION OF THE
VALLEY METRO REGIONAL PUBLIC TRANSPORTATION AUTHORITY
REGARDING MAJOR AMENDMENTS TO THE REGIONAL TRANSPORTATION PLAN
ADDING INTERSTATE 11 AND STATE ROUTE 30

WHEREAS, On April 26, 2017, the Maricopa Association of Governments (MAG) approved consultation on major amendments to the MAG 2040 Draft Regional Transportation Plan (2040 RTP) to add the:
- Interstate 11 corridor from Interstate 10 to US-93 in the West Valley; and
- Arizona State Route 30 (SR-30) corridor as a freeway facility from SR-85 to Loop 303 and from Loop 202/South Mountain to I-17; and

WHEREAS, The addition of these corridors into the 2040 RTP is contingent upon a finding of air quality conformity; and

WHEREAS, The U.S. Congress initially designated I-11 in 2012 through the MAP-21 Act and extended the corridor in the 2015 FAST Act to establish the corridor from Nogales, AZ through Phoenix and Las Vegas to Reno, NV to identify an emerging north-south corridor important to the Intermountain West; and

WHEREAS, A major amendment to the 2040 RTP is needed to perform a Tier II Environmental Impact Study that will identify a centerline for I-11 between I-10 and US-93 to provide greater regional and private-sector planning in this portion of Maricopa County; and

WHEREAS, SR-30 was initially identified the 2003 MAG RTP with construction in two stages as follows:
- Stage one was a full six-lane freeway between Loop 303 and Loop 202/South Mountain; and
- Stage two as an interim roadway recommended between SR-85 and Loop 303; and

WHEREAS, Recommendations from MAG’s Framework Studies identify the need for SR-30 to be completed as a freeway facility from SR-85 to the vicinity of the southwest corner of I-17 and a major amendment to the 2040 RTP is needed to begin environmental studies that identify a centerline to provide greater regional and private-sector planning in this portion of Maricopa County; and

WHEREAS, State law (A.R.S. 28-6353.E.2) requires the Board of Directors of the Regional Public Transportation Authority, by a majority vote of the members, to submit a written recommendation to the Transportation Policy Committee that the proposed amendment be approved, modified or disapproved by July 17, 2017; and
NOW THEREFORE BE IT RESOLVED, that the Regional Public Transportation Authority’s Board of Directors recommends that the MAG Transportation Policy Committee approve the major amendments to the Regional Transportation Plan to add:
  • Interstate 11 corridor from Interstate 10 to US-93 in the West Valley; and
  • Arizona State Route 30 (SR-30) corridor as a freeway facility from SR-83 to Loop 303 and from Loop 202/South Mountain to I-17

Passed and Adopted by the Valley Metro Regional Public Transportation Authority Board of Directors this 22nd day of June 2017.

___________________________________________
Thelda Williams, Chairwoman
Board of Directors
Regional Public Transportation Authority
DATE
June 15, 2017

AGENDA ITEM 3C

SUBJECT
Intergovernmental Agreement (IGA) with the City of Phoenix for Federal Transit Administration Pass-Through Grants

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an IGA with the City of Phoenix to allow Valley Metro to be reimbursed for eligible activities.

BACKGROUND/DISCUSSION/CONSIDERATION
Valley Metro is being provided federal funds through the Federal Transit Administration (FTA) from two grant sources. The table below summarizes the funding available:

<table>
<thead>
<tr>
<th>Grant</th>
<th>Source</th>
<th>Federal Share</th>
<th>Local Share</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ-04-0004</td>
<td>5309 - Discretionary</td>
<td>$190,357</td>
<td>$47,589</td>
<td>$237,946</td>
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<tr>
<td>AZ-04-0005</td>
<td>5309 - Discretionary</td>
<td>$200,640</td>
<td>$50,160</td>
<td>$250,800</td>
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<tr>
<td>Total</td>
<td></td>
<td>$390,997</td>
<td>$97,749</td>
<td>$488,746</td>
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</tbody>
</table>

- Funds are from Section 5309, Discretionary, and were earmarked for dial-a-ride facility development for the City of Phoenix.

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

The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

COST AND BUDGET
All expenses are in the approved FY 2018 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.

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
COMMITTEE PROCESS
RTAG: May 16, 2017 for information
TMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGAs and change order with the City of Phoenix for the listed grants.

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

ATTACHMENT
None
DATE
June 15, 2017

AGENDA ITEM 3D

SUBJECT
Total Transit Enterprises Regional Paratransit (Dial-a-Ride) Services Contract Change Order

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order with Total Transit Enterprises for Contract 1040014-S in the amount of $961,400 to provide additional contract authority to cover the increased cost for Regional Paratransit (Dial-a-Ride) services.

BACKGROUND/DISCUSSION/CONSIDERATION
Valley Metro has two contracts with Total Transit Enterprises for the operation of Dial-a-Ride services. Contract 1240003-S is for operation of Dial-a-Ride services in the East Valley, and Contract 1040014-S is for operation of Regional Paratransit (Dial-a-Ride) services operated in the Northwest Valley and for trips to and from the Valley Metro Mobility Center in Phoenix.

In February, 2017, the Board authorized a change order for Contract 1040014-S in the amount of $4,681,585 to cover increasing demand and cost for Northwest Valley Dial-a-Ride and Regional Paratransit services. With this change order, the total value of Contract 1040014-S was increased to $18,271,805. After payment of the contractor’s invoice for February, available authorized funding for this contract stood at $3,012,217. However, demand for Regional Paratransit has continued to increase, and based on analysis of trip and cost data, staff projects that by the end of June (when the Total Transit Enterprises contract expires), the combined cost of Northwest Valley, Regional and Mobility Center trips will exceed authorized funding by $874,000.

COST AND BUDGET
This request is for additional contract authority only. There is no overall budget impact in FY17. Given the increase in trip demand, staff is requesting additional contract authority in the amount of $961,400, which includes the forecasted cost increase of $874,000 and a 10 percent contingency of $87,400. Since many trips now taken on Regional Paratransit were previously made on local Dial-a-Ride services, these programs have experienced demand that in many cases is lower than budgeted. Because the budget savings are occurring under contracts other than Total Transit Enterprises Contract 1040014-S, additional contract authority for this contract is needed. The additional increase in regional services costs are anticipated to be offset by projected savings for local Dial-a-Ride services across the region as follows:
<table>
<thead>
<tr>
<th>Service</th>
<th>FY17 Budget (000)</th>
<th>FY17 Projected Cost (000)</th>
<th>Difference (000)</th>
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<tbody>
<tr>
<td>East Valley</td>
<td>$8,601</td>
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</tr>
<tr>
<td>Glendale</td>
<td>$2,269</td>
<td>$2,269</td>
<td>$0*</td>
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<tr>
<td>Northwest Valley</td>
<td>$2,697</td>
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<tr>
<td>Peoria</td>
<td>$911</td>
<td>$911</td>
<td>$0*</td>
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<td>Phoenix/SW Valley</td>
<td>$15,499</td>
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<td>$356</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$29,977</strong></td>
<td><strong>$28,548</strong></td>
<td><strong>$1,429</strong></td>
</tr>
</tbody>
</table>

*Note: In addition to ADA service, both Glendale and Peoria operate non-ADA service, and in both cities, the amount of non-ADA service has risen to supplant ADA trips which have shifted to the regional paratransit service.

Staff will use the year-end reconciliation process to work with each member agency to reallocate budget authority from local Dial-a-Ride and other transportation programs where funds may be underspent. Reallocation of budget between programs will help ensure that all programs are funded within the current FY 17 budget.

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

- **Goal 1: Increase Customer Focus**
  - Tactic A: Improve Customer Satisfaction
  - Tactic E: Enhance services and facilities for seniors and people with disabilities.

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

**COMMITTEE PROCESS**
RTAG: May 18, 2017 for information
TMC: June 7, 2017 for action
Board of Directors: June 22, 2017 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute a change order with Total Transit Enterprises for Contract 1040014-S in the amount of $961,400 to provide additional contract authority to cover the increased cost for Regional Paratransit (Dial-a-Ride) services.

**CONTACT**
Wulf Grote
Director of Capital and Service Development
602.322.4420
wgrote@valleymetro.org

**ATTACHMENT**
None
DATE
June 15, 2017

AGENDA ITEM 4

SUBJECT
Recommended October 2017 Transit Service Changes

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to amend member agency FY18 Intergovernmental Agreements (IGAs) as necessary, and to execute a change order to the First Transit and Total Transit fixed route contracts in the amount of $4,402,000 for First Transit and $1,118,000 for Total Transit to accommodate the recommended October 2017 service changes through the existing contract term of June 30, 2019.

BACKGROUND/DISCUSSION/CONSIDERATION
Effective October 23, 2017 a few Valley Metro transit service changes are recommended throughout the region. Changes were coordinated and analyzed through the five-year Short Range Transit Program as well as the Board adopted Transit Standards and Performance Measures. In addition, the service changes were proposed and reviewed in coordination with the Valley Metro Service Planning Working Group, comprising representatives from Valley Metro member agencies. Valley Metro also worked with each affected member agency regarding the proposed changes and funding impacts. An extensive public outreach was conducted from April through May, via online comment, email, in-person information sessions, webinar, social media and a public hearing. The outreach covered all proposed service changes regardless of funding source; see Appendix A for all proposed regional service changes.

This summary includes bus service changes for Valley Metro-operated routes and routes funded through the regional Public Transportation Fund (PTF). Changes that would specifically affect other locally funded service from different operating agencies (e.g. Phoenix) are not addressed herein. The recommended changes include service enhancements and modifications.

Proposed Route and Schedule Changes:
The recommended service changes include new routes and route modifications. The following list outlines all Valley Metro operated or funded recommended service changes. Changes resulting in schedule adjustments are not included in the appendix. Valley Metro has prepared a Title VI Evaluation Report, which is available upon request.

- **Route 140 – Ray Rd.**: In Phoenix, Chandler and Gilbert, new route to serve Ray Road from 48th Street to Gilbert Road Monday-Saturday at 30-minute frequency.
- **Orbit Saturn Neighborhood Circulator**: In Tempe, new circulator to operate Monday to Sunday at 30-minute frequency.
• **ZOOM North Neighborhood Circulator**: In Avondale, new circulator to operate Monday to Saturday at 30-minute frequency.

• **Route 67 – 67th Ave.**: In Glendale, modify route to no longer travel into Arrowhead Mall but instead continue along 67th Avenue to Union Hills Drive.

• **Route 72 – Scottsdale/Rural**: In Scottsdale, improve Sunday service to 30-minute frequency.

• **Route 104 Alma School**: In Chandler, modify route to serve the area currently served by the Route 112 (Morelos St. and Hamilton St.) short trip end-of-line deviation while maintaining the connection on Boston St.

• **Route 112 – Country Club/Arizona Ave.**: Improve weekday frequency to 15 minutes from 9:00AM to 2:00PM from Main Street to Pecos Road. In Chandler, eliminate the Morelos St. and Hamilton St. end-of-line deviation, all trips will serve the Chandler Park-and-Ride.

• **Route 136 – Gilbert Rd.**: In Chandler, modify the end of line.

**Public Outreach**
As noted above, Valley Metro conducted extensive community outreach beginning in April through May to notify the public and solicit input on the recommended service changes. Transit users have submitted feedback through a variety of methods.

• **Input Opportunities**:
  - Public hearing conducted on May 15, 2017
  - Webinar conducted on May 9, 2017
  - In-person information sessions
  - Online comment card
  - Via email at input@valleymetro.org
  - Social media

• **Communication Channels**:
  - Six advertisements were placed in the *Arizona Republic* (2), *East Valley Tribune*, *La Prensa Hispana*, *La Voz* and *Arizona Informant*. They included information regarding the proposed route changes, public comment period and public hearing.
  - Transit vehicle announcements (Route Scout)
  - A-frame signage at key transit locations
  - Email notices to riders and Trip Reduction Program employers
  - Press release resulting in news coverage
  - Social media posts
  - Website (valleymetro.org/service changes)
  - Internal communication to staff and contractors
• **Results**
  The outreach process yielded 859 total comments. There were 371 specific comments on the proposed Valley Metro operated and/or funded service changes; 45% are in favor of the change, 8% not in favor and 47% are not sure.

**COST AND BUDGET**

The table in Appendix B provides a summary of the estimated annual costs or savings of the recommended service changes and adjustments necessary to Valley Metro’s operating contracts and member agency IGAs. The category of “Other Costs” includes primarily fuel and insurance. Costs for changes that do not impact Valley Metro-operated routes and routes not funded through PTF are also excluded from this table. Contract adjustments for minor bus service changes that do not require an amendment to the IGAs will be made through the year-end reconciliation process. First Transit and Total Transit operated recommended service changes are included in the RPTA Adopted FY18 Operating and Capital Budget and the Adopted RPTA Five-Year Operating Forecast and Capital Program (FY2018 thru FY2022).

Because of the significance of the changes for the operator, we have estimated the overall impact of the increases to the service contract through the term of the contract (October 2017 through June 2019) to ensure that we have sufficient contract authority to pay for the increases. The additional contract authority requested and estimated cost for First Transit will be $4,402,000 and for Total Transit will be $1,188,000 for necessary service changes between October 23, 2017 and June 30, 2019.

**STRATEGIC PLAN ALIGNMENT**

This item addresses three goals in the Board-adopted FY16-20 Strategic Plan:

- **Goal 1:** Increase customer focus
  - Tactic A: Improve customer satisfaction
- **Goal 2:** Advance performance based operations
  - Tactic A: Operate an effective, reliable, high-performing transit system
- **Goal 3:** Grow transit ridership
  - Tactic A: Expand and improve transit services to reach new markets
  - Tactic B: Improve connectivity of transit services for greater effectiveness

**COMMITTEE PROCESS**

RTAG: May 16, 2017 for information
TMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action
RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to amend member agency FY18 Intergovernmental Agreements (IGAs) as necessary, and to execute a change order to the First Transit and Total Transit fixed route contracts in the amount of $4,402,000 for First Transit and $1,188,000 for Total Transit to accommodate the recommended October 2017 service changes through the existing contract term of June 30, 2019.

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

ATTACHMENT
Appendix A – Proposed Regional Services Regardless of Funding Source
Appendix B – Estimated Annualized Costs or Savings of Service Changes
Appendix A – Proposed Regional Services Regardless of Funding Source

October 2017 Proposed Transit Service Changes

Legend:
- Route Change
- Increase Frequency
- New Route
- Route Elimination
- Existing Route No Change

Routes:
- Route 665
- Route 112
- Route 140
- Route 136
- Route 20
- Route 72
- Route 104
- Route 67
- Route 63
- Route Change
- New Route
- Orbit Saturn
- Zions North
- Existing Route No Change
- Route Elimination

Map showing changes to various routes and services.
## Appendix B – Estimated Annualized Costs or Savings of Service Changes

<table>
<thead>
<tr>
<th>Route</th>
<th>Contractor (base cost)</th>
<th>Gross Costs</th>
<th>Credits*</th>
<th>Funding Agency (estimated net)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First Transit (VM)</td>
<td>Total Transit</td>
<td></td>
<td>Phoenix</td>
</tr>
<tr>
<td>140</td>
<td>$1,043,000</td>
<td>$0</td>
<td>$385,000</td>
<td>$1,428,000</td>
</tr>
<tr>
<td>Orbit Saturn</td>
<td>$1,012,000</td>
<td>$0</td>
<td>$347,000</td>
<td>$1,359,000</td>
</tr>
<tr>
<td>ZOOM North</td>
<td>$0</td>
<td>$691,000</td>
<td>$161,200</td>
<td>$852,200</td>
</tr>
<tr>
<td>72</td>
<td>$190,000</td>
<td>$0</td>
<td>$69,000</td>
<td>$259,000</td>
</tr>
<tr>
<td>104</td>
<td>$55,000</td>
<td>$0</td>
<td>$22,000</td>
<td>$77,000</td>
</tr>
<tr>
<td>112</td>
<td>$298,000</td>
<td>$0</td>
<td>$110,000</td>
<td>$408,000</td>
</tr>
<tr>
<td>136</td>
<td>($44,000)</td>
<td>$0</td>
<td>($14,000)</td>
<td>($58,000)</td>
</tr>
<tr>
<td>Total</td>
<td>$2,554,000</td>
<td>$691,000</td>
<td>$1,080,200</td>
<td>$4,325,200</td>
</tr>
</tbody>
</table>

*Includes federal preventive maintenance credits and fare recovery where applicable. Annual estimate based on FY19. Note: amounts are based on estimated contractor rates.
Recommended October 2017
Transit Service Changes

June 2017

Overview

• Changes to be implemented October 23, 2017
• Valley Metro funded and/or operated changes
• Coordinated through:
  – Service Planning Working Group
  – Short Range Transit Program
• June 2017 Board action for
  – Service contract changes
  – IGA amendments
Recommended Service Changes

• New Routes
  – Route 140 – Ray Road
  – Orbit Saturn Neighborhood Circulator – Tempe
  – ZOOM North Neighborhood Circulator – Avondale
• Frequency Adjustment
  – Route 72 – Scottsdale/Rural
  – Route 112 – Country Club/Arizona Ave
• Route Modifications
  – Route 67 – 67th Ave
  – Route 104 – Alma School
  – Route 112 – Country Club/Arizona Ave
• End-of-line adjustments
  – Route 136 – Gilbert Road
• Schedule Adjustments
New Route: Route 140 – Ray

New Route: Route Orbit – Saturn
New Route: Route ZOOM – North

Frequency Improvement

• Route 72 – Scottsdale/Rural
  – In Scottsdale: Increase Sunday frequency to 30 minutes between Tempe Transportation Center and Honor Health Scottsdale Thompson Peak

• Route 112 – Country Club/Arizona Ave
  – Increase weekday frequency to 15 minutes from 9 AM to 2 PM between Chandler Park-and-Ride and Main St.
Route Change: Route 67 – 67th Avenue

Route Change: Route 112 – Country Club / Arizona Avenue
Route Change: Route 104 – Alma School

Route Change: Route 136 – Gilbert
Proposed Service Changes

Public Input

- Public comment period: April – May 2017
- Feedback opportunities:
  - Online comment card
  - Email comments
  - Events
    - Webinar: May 9
    - Public hearing: May 15
  - Social media
- 859 total comments regarding the October Service Changes and the overall system
- Of the 859, 371 comments were specific to the October Service Change Proposals before the Board
  - 167 in favor
  - 29 not in favor
  - 175 unsure
Recommendation

Staff recommends that the Board of Directors authorize the CEO to amend member agency FY18 Intergovernmental Agreements (IGAs) as necessary, and to execute a change order to the First Transit and Total Transit fixed route contracts in the amount of $4,402,000 for First Transit and $1,188,000 for Total Transit to accommodate the recommended October 2017 service changes through the existing contract term of June 30, 2019.
DATE
June 15, 2017

AGENDA ITEM 5

SUBJECT
Manufacture and Delivery of Heavy Duty Transit Buses Contract Award

PURPOSE
To request authorization for the CEO to execute contracts with El Dorado National Inc. and New Flyer of America Inc. for the manufacture and delivery of heavy duty transit buses over a five-year period for an amount not to exceed $169,751,370 (base bus, optional components, tools) plus an additional $8,500,000 (5%) contingency for Producer Price Index (PPI) increases and other unanticipated expenses.

BACKGROUND/DISCUSSION/CONSIDERATION
In November 2015, the Board of Directors authorized the CEO to issue a federally compliant Request for Proposals (RFP) for the purchase of heavy duty transit buses. The City of Phoenix and Valley Metro combined their bus requirements for the purchase of 30', 40', 60' and Bus Rapid Transit (BRT) buses and spare parts under a five-year contract for the Greater Phoenix region. The joint regional RFP was issued September 2016.

The joint regional procurement affords both transit agencies a strategic five-year regional acquisition and provides for multiple contract awards for each agency to negotiate and execute their own contracts with the selected bus manufacturers. The buses will be powered with either ultra-low sulfur diesel (ULSD) or compressed natural gas (CNG).

Due to the unique nature of the equipment specifications, Valley Metro elected to utilize the “Best Value” selection process pursuant to Federal Transit Administration (FTA) procurement guidelines, and notified all proposers of such in the RFP.

The Best Value process was conducted as follows:
• Technical Review, scoring and ranking including best and final offers
• Best Value Trade Off Analysis (determine cost and risks associated with each of the proposals
• Price fair and reasonableness determination including price analysis with the independent cost estimate.

The RFP included the following technical and price evaluation criteria:
• Product support (200 points),
• Schedule and schedule credibility (200 points),
• Technical specifications (200 points),
• Price Offer (400 points).
In January, 2017, four proposals were received from the following bus manufacturers: El Dorado National Inc., Gillig LLC, New Flyer of America Inc., and Nova Bus.

An evaluation committee consisting of Valley Metro, City of Phoenix Public Transit Department and the City of Tempe Transportation Division and qualified technical staff from these respective agencies was appointed to conduct evaluations of the proposals, establish a competitive range, and select the proposer(s) to receive the contract award. The committee developed questions and requests for clarifications specific to each firm’s proposal and to assumptions made in each firm’s pricing structure. Based on these responses, the evaluation committee determined that three proposers were within the competitive range. Each remaining firm was allowed an opportunity to submit best and final offers (BAFO) before completing the evaluation and reaching a final award recommendation.

The BAFO Phase allowed the firms to clarify the selection committees’ technical concerns, and submit revised proposals, including a final pricing of the vehicles. Upon receipt of the BAFO submittals, the committees collectively concluded their technical scoring and ranking and proceeded to the Best Value Trade-off Analysis. The selection committee’s technical scoring and ranking for the 30ft and 40ft buses placed two manufacturers in almost a statistical tie.

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.

Once the trade-off analysis was completed, the selection committee conducted its price reasonableness review of the price proposals. FTA’s Best Practices 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 selection committee compared each of the proposers prices to the independent cost estimate and based on their analysis determined that price from El Dorado and New Flyer were fair and reasonable and the best value to both agencies. The Selection Committee recommended that the bus program award contracts to El Dorado National for the 30’ bus, and New Flyer of America, Inc. for the 40’ and 60’ buses.

<table>
<thead>
<tr>
<th>Proposers by Points and Rank Order</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>30’ Bus</strong></td>
</tr>
<tr>
<td>El Dorado National</td>
</tr>
<tr>
<td>Gillig</td>
</tr>
<tr>
<td><strong>40’ Bus</strong></td>
</tr>
<tr>
<td>New Flyer</td>
</tr>
<tr>
<td>Gillig</td>
</tr>
<tr>
<td>El Dorado National</td>
</tr>
<tr>
<td><strong>60’ Bus</strong></td>
</tr>
<tr>
<td>New Flyer*</td>
</tr>
</tbody>
</table>

*Only Proposer*
Below are the quantities of buses by year required during the 5-year contract term. This chart is based on the current schedule and may change based on future requirements.

### 5-Year Base Qty.

<table>
<thead>
<tr>
<th>Bus Type</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>30' CNG</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td></td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>40' CNG</td>
<td>11</td>
<td>51</td>
<td>21</td>
<td>38</td>
<td></td>
<td>121</td>
</tr>
<tr>
<td>40' Diesel</td>
<td>28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>60' CNG</td>
<td></td>
<td>3</td>
<td></td>
<td>17</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>17</td>
<td>34</td>
<td>60</td>
<td>21</td>
<td>55</td>
<td>187</td>
</tr>
</tbody>
</table>

### 5-Year Options Qty.

<table>
<thead>
<tr>
<th>Bus Type</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>30' CNG</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>10</td>
<td></td>
<td>21</td>
</tr>
<tr>
<td>30' Diesel</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>40' CNG</td>
<td>4</td>
<td>3</td>
<td>11</td>
<td>33</td>
<td></td>
<td>67</td>
</tr>
<tr>
<td>40' Diesel</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>60' CNG</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4</td>
<td>10</td>
<td>22</td>
<td>30</td>
<td>43</td>
<td>109</td>
</tr>
</tbody>
</table>

### COST AND BUDGET

Based on planned quantities of each bus type to be purchased, the estimated five-year cost for Valley Metro is as follows:

<table>
<thead>
<tr>
<th>Mfg.</th>
<th>Length</th>
<th>Fuel Type</th>
<th>Qty.</th>
<th>Base Bus Cost + Optional Components</th>
<th>One Time Costs- Tools &amp; Equip.</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Dorado</td>
<td>30</td>
<td>CNG</td>
<td>39</td>
<td>$530,280</td>
<td>$31,332</td>
<td>$20,712,252</td>
</tr>
<tr>
<td>El Dorado</td>
<td>30</td>
<td>Diesel</td>
<td>15</td>
<td>$477,380</td>
<td>$7,160</td>
<td>$7,160,700</td>
</tr>
<tr>
<td>New Flyer</td>
<td>40</td>
<td>CNG</td>
<td>188</td>
<td>$554,866</td>
<td>$155,138</td>
<td>$104,469,946</td>
</tr>
<tr>
<td>New Flyer</td>
<td>40</td>
<td>Diesel</td>
<td>29</td>
<td>$517,829</td>
<td>$15,017</td>
<td>$15,017,041</td>
</tr>
<tr>
<td>New Flyer</td>
<td>60</td>
<td>CNG</td>
<td>25</td>
<td>$889,159</td>
<td>$162,456</td>
<td>$22,391,431</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$169,751,370</strong></td>
</tr>
</tbody>
</table>

The total value of the bus contracts for approval is for an amount not to exceed $169,751,370. The total contract costs includes both the base and optional quantities. In addition, a contract contingency of $8,500,000, (5 percent) is established for the Producer Price Index (PPI) increases and other unanticipated expenses. Any cost increases for each year of the contract, from the base prices quoted, will be determined
by increases in the Producer Price Index (PPI) and optional equipment including any
on-board equipment required to place the vehicle into service.

All vehicles are programmed to be funded with 85% Federal Transit Administration
(FTA) funds and 15% Regional Proposition 400 funds. All costs in FY18 are included in
the RPTA Adopted FY 2018 Operating and Capital Budget. Contract Obligations
beyond FY 2018 are incorporated into the Adopted RPTA Five-Year Operating Forecast
and Capital Program (FY2018 thru FY2022).

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: May 16, 2017 for information
TMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute contracts
with El Dorado National Inc. and New Flyer of America Inc. for the manufacture and
delivery of heavy duty transit buses over a five-year period for an amount not to exceed
$169,751,370 (base bus, optional components, tools) plus an additional $8,500,000
(5%) contingency for Producer Price Index (PPI) increases and other unanticipated
expenses.

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

ATTACHMENT
Presentation
Valley Metro Heavy Duty Transit Bus Contract Award
June 2017

Background

• In September 2016, City of Phoenix and Valley Metro issued a joint regional RFP.

• The City of Phoenix and Valley Metro combined resources for this joint procurement to award a five-year contract for the purchase of 30’, 40’, 60’ and Bus Rapid Transit (BRT) buses, and spare parts.

• Procurement based on specific technical specifications and “Best Value” selection process
Selection Process

• An evaluation committee consisting of Valley Metro, City of Phoenix Public Transit Department and the City of Tempe Transportation Division and qualified technical staff from these respective agencies was appointed to conduct evaluations.

• The Best Value process was conducted as follows:
  - Technical Review, scoring and ranking including best and final offers
  - Best Value Trade Off Analysis (determine cost and risks associated with each of the proposals)
  - Price fair and reasonableness determination including price analysis with the independent cost estimate.

Selection Process (cont.)

• RFP included the following evaluation criteria:

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Product Support</td>
<td>200</td>
</tr>
<tr>
<td>Schedule and Schedule Credibility</td>
<td>200</td>
</tr>
<tr>
<td>Technical Specifications</td>
<td>200</td>
</tr>
<tr>
<td>Price</td>
<td>400</td>
</tr>
<tr>
<td><strong>TOTAL POINTS AVAILABLE</strong></td>
<td><strong>1,000</strong></td>
</tr>
</tbody>
</table>

• In January, 2017, four proposals were received from the following bus manufacturers:
Evaluation Scoring

- The committee developed questions and requests for clarifications specific to each firm’s proposal and to assumptions made in each firm’s pricing structure.

- Based on these responses, the evaluation committee determined that three proposers were within the competitive range.

- The selection committee reviewed, scored and ranked the BAFO utilizing the published evaluation criteria and “Best Value” Trade-Off methodology.

Evaluation Scoring (cont.)

- 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.

- Once the trade-off analysis was completed, the selection committee conducted its price reasonableness review of the price proposals.
Evaluation Scoring (cont.)

The Selection Committee recommended that the bus program award contracts to El Dorado National for the 30’ bus, and New Flyer of America, Inc. for the 40’ and 60’ buses.

El Dorado EZ Rider 30’ Heavy Duty Bus

New Flyer 40’ Heavy Duty Bus

---

Evaluation Scoring (cont.)

<table>
<thead>
<tr>
<th>Proposers by Points and Rank Order</th>
<th>30’ Bus</th>
<th>40’ Bus</th>
<th>60’ Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Technical Points</td>
<td>Price Points</td>
<td>Total Points</td>
</tr>
<tr>
<td>El Dorado National</td>
<td>539</td>
<td>400</td>
<td>939</td>
</tr>
<tr>
<td>Gillig</td>
<td>534</td>
<td>398</td>
<td>932</td>
</tr>
<tr>
<td>New Flyer</td>
<td>536</td>
<td>400</td>
<td>936</td>
</tr>
<tr>
<td>Gillig</td>
<td>534</td>
<td>398</td>
<td>932</td>
</tr>
<tr>
<td>El Dorado National</td>
<td>538</td>
<td>360</td>
<td>898</td>
</tr>
<tr>
<td>New Flyer*</td>
<td>533</td>
<td>400</td>
<td>933</td>
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*Only Proposer
### Five-Year Cost:

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<th>Base Bus Cost + Optional Components</th>
<th>One Time Costs- Tools &amp; Equip.</th>
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**Total Cost**  
$169,751,370

### Recommendation

Staff recommends that the Board of Directors authorize the CEO to execute contracts with El Dorado National Inc. and New Flyer of America Inc. for the manufacture and delivery of heavy duty transit buses over a five-year period for an amount not to exceed $169,751,370 (base bus, optional components, tools) plus an additional $8,500,000 (5%) contingency for Producer Price Index (PPI) increases and other unanticipated expenses.
DATE
June 14, 2017

AGENDA ITEM 6

SUBJECT
Fiscal Year 2018 (FY18) Election of RPTA Board Officers and Subcommittee Positions

PURPOSE
The Board will vote to elect Board officer and Board subcommittee positions for FY18.

BACKGROUND/DISCUSSION/CONSIDERATION
Board officer and Board subcommittee elections are scheduled for June of each year. At the May 2017 Board meeting, the Board Chairman announced that election of officers and subcommittee appointments would be brought forward at the June meeting for the following positions:

- Chair of the Board of Directors;
- Vice Chair of the Board of Directors;
- Treasurer of the Board of Directors;
- Audit and Finance Subcommittee member; and
- RPTA/Valley Metro Rail Board (VMR) Subcommittee members.

Following the May 2017 Board meeting, the Chairwoman distributed a memorandum requesting letters of interest from Board members interested in filling those positions for FY18. The letters were to be submitted by June 9, 2017. As of the due date, one letter of interest was received for each of the open positions and are available upon request for your information.

The Chair of the Audit and Finance Committee will be designated by the Chairs of the RPTA and VMR Boards after taking office.

COST AND BUDGET
There is no fiscal impact.

COMMITTEE PROCESS
Board of Directors: June 22, 2017 for action

RECOMMENDATION
It is recommended that the Board of Directors elect officers and subcommittee members to serve from July 1, 2017 to June 30, 2018 for the following positions based on letters of interest received:

- RPTA Board Chair – Vice Mayor Suzanne Klapp, City of Scottsdale
- RPTA Board Vice Chair – Councilmember Lauren Tolmachoff, City of Glendale
- RPTA Board Treasurer – Vice Mayor Kevin Hartke, City of Chandler
- Audit and Finance Subcommittee
Councilmember Skip Hall, City of Surprise
Councilmember Brigette Peterson, Town of Gilbert

- RPTA members of the Valley Metro RPTA and Valley Metro Rail Board Member Subcommittee
  - Vice Mayor Kevin Hartke, City of Chandler
  - Councilmember Lauren Tolmachoff, City of Glendale

CONTACT PERSON
Chairwoman Thelda Williams, Councilmember, City of Phoenix

ATTACHMENT
None

Letters of Interest are available upon request.
DATE
June 15, 2017

AGENDA ITEM 7

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/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>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
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June 15, 2017

Valley Metro Rail
Thursday, June 22, 2017
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.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 May 18, 2017 Board meeting are presented for approval.

CONSENT AGENDA

3A. Aconex Project Controls Software – Contract Amendment

Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment with Aconex Ltd. to provide project controls software capabilities for additional capital projects for an amount to exceed $1,208,220 plus an additional $120,822 (10%) for use as a contingency for unforeseen circumstances.

3B. City of Mesa Fiesta-Downtown Chandler Corridor Study Intergovernmental Agreement

Staff recommends that the Board of Directors authorize the CEO to enter into an Intergovernmental Agreement (IGA) with the City of Mesa for them to provide up to $900,000 to Valley Metro for an Alternatives Analysis for the Fiesta-Downtown Chandler Corridor.
3C. **Northwest Phase II Light Rail Extension Third Party Utility Agreements for Design**

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 Northwest Phase II Light Rail Extension for an amount not to exceed $964,091 plus an additional $96,409 (10%) contingency for unforeseen circumstances.

**REGULAR AGENDA**

4. **South Central Light Rail Extension Construction Manager at Risk (CM@R) Contract Award**

Scott Smith, CEO, will introduce Wulf Grote, Director, Capital and Service Development, who will request that the Board of Directors authorize the CEO to execute a contract for the South Central Light Rail Extension CM@Risk contractor for pre-construction services, with Kiewit Infrastructure West Co. for an amount not to exceed $2,400,000 plus an additional $240,000 (10%) contingency for unforeseen circumstances.

5. **Fiscal Year 2018 (FY18) Election of Valley Metro Rail (VMR) Board Officers and Subcommittee Positions**

The Board will vote to elect Board officers and Board subcommittee positions for FY 2018.

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

Chair Mitchell 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, August 17, 2017 at 12:15 p.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
June 15, 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
Minutes

Minutes of the
Valley Metro Rail
Board of Directors
Thursday, May 18, 2017
11:15 a.m.

Meeting Participants
Mayor Mark Mitchell, City of Tempe, Chair
Councilmember Chris Glover, City of Mesa
Vice Mayor Kevin Hartke, City of Chandler
Councilmember Lauren Tolmachoff, City of Glendale
Thelda Williams, City of Phoenix

Chair Mitchell called the meeting to order at 11:55 a.m.

1. Public Comment

First item on the agenda is public comment on agenda items, the blue card. I have two. The first one I'll have come up is Blue Crowley. You have up to three minutes, Mr. Crowley.

Mr. Crowley said on the two action items. There's one on the South Central Light Rail Design Contract. Like I said, when we saw the design that Mr. Grote put in front of us, it didn't have my bike lanes. I've been assured again and again. I'm just trying to make sure that in that design, since there is a bike lane, not a bike route on that area that in the design that that's a part of it. When it comes to the easements, we need to do and get done what's supposed to be.

I still don't understand, though, on that contract where it's going to be $300,000 to -- or in the light rail part of the $300,000 to SRP to deal with the irrigation ditches and canals along the area, because I would figure that they've already been approximated to not be running into anything because of the street covering them. So what had to be done to change the direction in that is beyond me?

On risk management, like I said, I'd like you guys to get that done a lot faster. And to the transit life cycle program, where's Glendale's, and why isn't it up to speed within the life cycle and what's going to be happening.

Like I said, I need you to get that at least over the Grand Avenue. But I at least need it to be going west and the sooner the better. As I've stated, the route that I believe that it should have been is going across the canal into Metrocenter to the bus terminal that we
have there, but that wasn't done or not just the bus -- there's a park-and-ride there with, what, five hundred covered spaces, but we're going to have the route coming in and being up on -- that's not being multimodal. It's not being within the communities. That's being very parochial and that's not what we should be doing with the system.

And to the operating of it, part of the reason we got that thing was for air quality. Tomorrow and the next day -- and I will cut to the quick as fast as I can on it, over the next two days, and I'm somebody that has a real sensitivity to the ozone and that -- we're not just going to be violating, we're on the next step, so just a thought. It's a right to breathe. Y'all need to be getting more of it out there as in the mass transit multimodal and not just a parochial attitude of what the rail is going to be.

Chair Mitchell said thank you, Mr. Crowley. Next speak is Victor Vidales.

Mr. Vidales said good morning, Chairman of the Board, thank you for taking my comments. I'm actually a small business owner on South Central Avenue at 6427 South Central Avenue. I live, work, and pray in South Central. That's where our church is at as well.

And what I want to thank Valley Metro for all the work that they've done in South Central in preparation for bringing South Central light rail to our community. They've worked with us really well, especially in the design and construction contract and adding some language that includes some equitable community development with the workforce development program, so thank you and the staff for embedding that into the two RFPs.

I'm actually here to speak on behalf of the third RFQ -- or RFP that's out the arts contract. And was a little disappointed and surprised that that same language that is embedded into the construction and design contract of creating a workforce development program was not included in the arts RFQ.

So I'm here today to ask for your support and either bring in an addendum or recalling that RFP and adding that same language that's in the construction and design contract into the art RFQ for consistency and for bringing opportunities to those artists that are in the South Phoenix community. So thank you for the opportunity to speak today and have a great day.

Chair Mitchell said thank you. Next is Armundo Ruiz.

Mr. Ruiz said morning, Mr. Chairman, members of the Board, thank you for the opportunity to ask a few questions this morning. I'm a life-long resident of South Phoenix. We own and operate two charter schools that serve about a thousand kids that would be two schools that are along the light rail path. And we're excited but at the same time a little bit, perhaps, cautious about the project.
We've been attending the collaborative meetings, the South Phoenix meetings, that they've been having for now well over six months. And in that process participating trying to make sure that this is going to be good.

Ideas from when you start to when you complete them, the difference of whether they're good or bad depends on the execution. And one of the questions that's come up recently when we met yesterday I asked: What's the contingency plan for the funding. From what I understand is that the money that -- it would cost $734 million -- half of it we expected would be in the President's budget. Well, different President than people thought was going to be and as Congress worked out the most recent budget, is the money that you were expecting from the federal government - is it there? And if it's not, then what's the contingency plan for making sure that the project, as voted upon and as promised, is going to be delivered. If it's going to be in phases, then we should know now early on that's what you're going to propose. And then at least the community has the ability to then remobilize if, you will, and respond. Thank you.

2. Minutes

Chair Mitchell said minutes from the April 20, 2017 VMR Board meeting are presented for approval.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER GLOVER AND UNANIMOUSLY CARRIED TO APPROVE THE APRIL 20, 2017 VMR BOARD MEETING MINUTES.

3. Consent Agenda

Chair Mitchell said the next item is our consent agenda. The items listed on the consent agenda are recommended for approval. Is there any items that anyone would like to have removed from the consent agenda? Could you please get my attention?

Mr. Smith said I don't want to remove any items or suggest to remove any of them, but since the South Central light rail design contract is part of those, maybe I can address a couple of those questions since they were action items.

First of all, contingency funding, as we addressed earlier on the Tempe streetcar I gave a little bit of history of where we are. Nothing is certain in Washington. Even under normal circumstance no funding is guaranteed until you have what's called a full funding grant agreement. And that is the end of a very long and arduous process that takes several years where you go through and do things like planning and then design and then you're scored and you're -- I mean, it is probably the most intense and exhaustive process the federal government has for investment.
For both Tempe Streetcar, since we made it through that process that is several years in the making, we are now literally on the doorstep of getting that full funding agreement, but that all depends upon what the Congress and the President agree to. As we’ve said with Tempe streetcar they’ve agreed to fund the first $50 million dollars with the assumption that the next $25 million will come, but there are no guarantees.

With Phoenix, we’re hoping to and in our budget and the City of Phoenix and Valley Metro working together our expectation is up to one-half of the total cost of the Phoenix South Central extension, which is in excess of $350 million, would be covered through a capital improvement grant through the FTA.

We have moved quickly to finish many of the steps that are required to get into the pipeline, so to speak, to where the FTA is formally reviewing that. Within the next few weeks -- and under normal circumstances that review and their recommendation into the budget would have been revealed.

Because of the situation we have where the administration has proposed no funding, the FTA has lagged in that report and we don't know what exactly they will come out with. They are required by law to review the applications to analyze them and to score them. We do know that the FTA will -- and to present the findings of that to Congress with a list of projects. That is required by law.

We've been told that the FTA is moving forward with that including the South Central project and that should be presented to Congress within the next month. We will -- but, in a deviation from previous practice, they're moving out a formal list of FTA's approved or recommended projects because, once again, the President's budget wants to do away with that program. Congress, on the other hand, is free to allocate and appropriate to whatever projects they want.

And in the '17 budget, as I mentioned, they actually took the list that the FTA had proposed under the last Obama administration budget, and they made their own list, which included Tempe Streetcar, and they appropriated amounts that were in record amounts. So we definitely have a difference of approach.

We feel much better now than we did a month ago, as I mentioned, because Congress in a bipartisan fashion has shown no inclination to follow the administration's direction as far as not defunding this.

As a matter of fact, in what could be considered somewhat of a rebuke they actually exceeded the amounts that normally would have been available for this program. This will play out in the next few months.

We are proceeding with our partners, the City of Phoenix, as if this project will be
funded. We have a long time and a lot of steps to be undertaken to figure out what a Plan B will be if the funding does not proceed as necessary or as needed. We will know in this calendar year certainly where we stand as far as funding. We will have a very good idea as to whether we're in, whether there's another program, whether Congress will have a change of heart and suddenly adopt the administration’s recommendations as far as funding these projects.

We'll find that out sometime this year. We're in the early stages of designing this project. And as a matter of fact, the item on the agenda is for the actual design contract award, which is about a two-year process.

If the funding does not come through as we expect this year, there's no doubt that we will sit down with you and with the City of Phoenix and we will reevaluate. City of Phoenix through T2050 has funds appropriated for a long-term multi-project program. How that plays out is dependent upon what the federal budget and if this doesn't happen, as we think it will, there's no doubt we will have a very serious discussion -- Valley Metro, City of Phoenix, and the community -- as to how we will proceed not only with this project, but also all the other projects in the pipeline such as the Capitol-I-10, Northwest Extension II, West Phoenix/Glendale projects. So that's where we are on that.

As far as the community and what Victor brought up, just a very quick explanation, we have been very, very aggressive in encouraging and even requiring an elevated community outreach. Arts is a tad bit different than the design simply because sometimes artists are personal, and therefore, we did not feel like we could tie them to the people who actually do their artist work. However, in the RFP we have made it very clear that preference will be given to artists with local connections and with local knowledge. We want the artwork that will go along that route to exemplify the neighborhood. And somebody who knows the neighborhood, who is familiar with the neighborhood will certainly have a leg up in that competition.

So that may not completely solve, but that's why there was a difference between the different RFPs, and we'll continue to work with the community to make sure that we take full advantage of all the community outreach and involvement situations that we have. That's it.

Chair Mitchell said thank you. Any other questions regarding the consent agenda? Is there a motion regarding the consent agenda as read?

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

4. **Light Rail Vehicle Contract Award**
Chair Mitchell said the next item is our light rail vehicles contract award. Mr. Smith

Mr. Smith said Mr. Chair, thank you very much. This is a major, major step for us. We're not going to give a full presentation. This has been on the books for a long time.

Basically, we are issuing a contract we're proposing a contract that will provide us all the vehicles we need at full system build out. The initial -- it's a total of 78 cars. To give some context, our current fleet is 50 cars, so this more than doubles about 150 percent increase in the number of cars. It's a 7-year option. And we hope that with all these projects, and if they do come in and are funded, we will have a need for these 78 cars as we build out South Central and Northwest and Capitol, all the protects I mentioned.

The initial purchase is for 11 cars with an option for 67 additional cars to be -- the option to be exercised as needed and depending upon availability of funds over the next seven years.

The one big thing that you should know about is that we are changing providers. Our current 50-car system, are Kinki Sharyo cars. They were one of two bidders: Kinki Sharyo and Siemens. This was a best-value bid. Both cars met our technical standards. In other words, both of them could be used on our system successfully.

The price differential was significant. In your packet you have a schedule which shows that over the life of the contract the difference is almost a hundred twenty million dollars in price. It was substantial.

There are some added costs that will be incurred by using the Siemens car. We have to train drivers to -- operators to drive both cars, maintenance people to maintain both cars. We have to maintain parts inventory for both systems. But even if you add in all of the potential costs, which there is a schedule in your packet that includes that, these cost-savings is still substantial, which is why the review committee recommended that Siemens represented the best value to Valley Metro.

So we'd like to present this to you for your approval. Hopefully we can get this notice to proceed out very quickly so that we can start with the 11 cars. The eleven cars three of them are primarily for the Gilbert Road extension, and the other eight are to fill other needs as we've expanded our system over the last few years. So we'd ask for your approval of this procurement and answer any questions that you have.

Chair Mitchell said thank you, Mr. Smith. Any questions from the board regarding Item No. 4, the vehicles contract award? Is there a motion regarding Item No. 4?
IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A SEVEN-YEAR CONTRACT WITH SIEMENS INDUSTRY INC. TO PURCHASE AN INITIAL QUANTITY OF 11 S70 LIGHT RAIL VEHICLES IN AN AMOUNT NOT TO EXCEED $57.9 MILLION WITH OPTIONS FOR UP TO AN ADDITIONAL 67 S70 LIGHT RAIL VEHICLES OVER THE SEVEN-YEAR TERM AND TO ESTABLISH A CONTRACT CHANGE CONTINGENCY OF $5,790,000 THAT IS INCLUDED IN THE OVERALL BUDGET ESTABLISHED FOR THE PROJECT.

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

Chair Mitchell said the next item is our Valley Metro Rail fiscal year '18 operating and capital budget and five year operating forecast and capital program fiscal years 2018 2022. Mr. Smith

Mr. Smith said once again, Mr. Chair, we'll forego a formal presentation unless there's some questions. None of the values or dollar amounts have changed from our last presentation.

So if you have any questions, Paul is there ready to answer them.

Chair Mitchell said do you have any questions for Paul? Seeing none, is there a motion regarding Item No. 5, the operating capital budget for the five year?


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.

Seeing none, our next meeting is June 22nd right here at 12:15 p.m. We are adjourned.

With no further discussion the meeting adjourned at 12:15 p.m.
DATE
June 15, 2017

SUBJECT
Aconex Project Controls Software – Contract Amendment

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract amendment with Aconex Ltd. to provide project controls software capabilities for additional capital projects for an amount not to exceed $1,208,220 plus an additional $120,822 (10%) for use as a contingency for unforeseen circumstances.

BACKGROUND/DISCUSSION/CONSIDERATION
In September 2015, the Valley Metro Board of Directors authorized a five-year contract with Aconex for project controls software in the amount not to exceed $350,000. The initial application of Aconex project controls software was for 50 user licenses for the Gilbert Road Light Rail Extension.

In March 2016, the Valley Metro Board of Directors authorized a contract amendment for $110,000 to add project controls capabilities for the 50th Street Light Rail Station, the Tempe Streetcar and the planning phase for future rail corridors. This contract amendment provided unlimited licenses for a 36 month duration for each project and included: full version control process management reporting, search capabilities with documentation configuration, real-time processing, and backup.

Aconex bases the cost of service on capital projects as they are advanced into the design phase. There are now four additional projects advancing into design, including the South Central Light Rail Extension, Northwest Light Rail Extension (Phase II), Capital/I-10 West Light Rail Extension and the Light Rail Operations and Maintenance Center expansion. Additionally the Tempe Streetcar and Light Rail Vehicle procurements will also utilize Aconex. Valley Metro and Aconex have negotiated a cost to add these projects, as well as the extension of unlimited licensing through the planning, design, construction and close out phases of all projects. The contract duration will be extended through the close-out date of all capital projects included in the Aconex contract.

COST AND BUDGET
The proposed contract amendment with Aconex is for an amount not to exceed $1,208,220, thus bringing the total contract amount to $1,668,220. The funding for this increase is included within the project cost forecasts for each of the included capital projects.
Expenses expected in FY17 are included within the adopted FY17 Valley Metro Rail Operating and Capital Budget. Contract obligations beyond FY17 are incorporated into the Five-Year Operating Forecast and Capital Program (FY17 through 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.
  - Tactic E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.

COMMITTEE PROCESS
RTAG: May 16, 2017 for information
RMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment with Aconex Ltd. to provide project controls software capabilities for additional capital projects for an amount not to exceed $1,208,220 plus an additional $120,822 (10%) for use as a contingency for unforeseen circumstances.

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

ATTACHMENT
None
SUBJECT
City of Mesa Fiesta-Downtown Chandler Corridor Study Intergovernmental Agreement

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to enter into an Intergovernmental Agreement (IGA) with the city of Mesa for them to provide up to $900,000 to Valley Metro for an Alternatives Analysis for the Fiesta-Downtown Chandler Corridor.

BACKGROUND/DISCUSSION/CONSIDERATION
In 2017 Valley Metro completed the Fiesta-Downtown Chandler Transit Corridor study to assess the feasibility of high capacity transit investments for the Arizona Avenue/Country Club Road corridor between Loop 202 in Chandler and Main Street in Mesa. The study recommended that a route generally heading south from Main Street along Dobson Road, east on Southern Avenue, and south on Country Club/Arizona Avenue to Loop 202 has future potential as a high capacity transit corridor. The study also identified that the corridor segment north from approximately Baseline Road has the highest potential for near term high capacity transit investment.

Staff from Mesa and Chandler have expressed interest to advance planning efforts to the next phase of study, called an Alternatives Analysis. This study will:
- Further refine the route
- Identify the appropriate transit mode (e.g. bus rapid transit, light rail, etc.)
- Identify station locations
- Determine the street configuration
- Determine federal funding feasibility
- Define possible phasing for implementation

For study purposes the corridor has been divided into two segments as follows:
- Segment I - extends from the existing light rail line on Main Street to Baseline Road in Mesa
- Segment II - extends from Baseline Road in Mesa to Pecos Road in Chandler

Mesa has identified funds to initiate the Alternatives Analysis within Segment I and would like to start work this summer. An IGA is proposed for Mesa to provide funds to Valley Metro to conduct this study, which would be completed over a two year period. Mesa commitment to the IGA is contingent upon approval by their City Council.

Chandler is still evaluating their participation in the Alternatives Analysis and expect to have better definition of their involvement by fall 2017.
COST AND BUDGET
The total cost for both segments of the Alternatives Analysis will depend upon Chandler’s commitment to participate, but is preliminarily forecasted to cost approximately $1.5 million. This includes Valley Metro agency and consultant costs. Mesa will contribute $900,000 for the Segment I study effort. No regional funds will be utilized for the Alternatives Analysis.

Funding for the Alternatives Analysis is included in the FY 2018 Valley Metro Budget and in the Five-Year Operating Forecast and Capital Program (FY2018 thru FY2022).

COMMITTEE PROCESS
RTAG: May 16, 2017 for information
RMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to enter into an Intergovernmental Agreement (IGA) with the City of Mesa for them to provide up to $900,000 to Valley Metro for an Alternatives Analysis for the Fiesta-Downtown Chandler Corridor. Approval of this IGA is contingent upon Mesa City Council approval.

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

ATTACHMENT
None

A copy of the intergovernmental agreement with Mesa is available upon request.
DATE
June 15, 2017

AGENDA ITEM 3C

SUBJECT
Northwest Phase II Light Rail Extension Third Party Utility Agreements for Design

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to sign Letters of Authorization with third party utility companies for their design on the Northwest Phase II Light Rail Extension for an amount not to exceed $964,091 plus an additional $96,409 (10%) contingency for unforeseen circumstances.

BACKGROUND/DISCUSSION/CONSIDERATION
The Northwest Light Rail Extension includes 4.6 miles of additional light rail service, extending from the initial end-of-line at 19th Avenue and Montebello Avenue to 25th Avenue and Mountain View Road. In 2007, the route was divided into two phases. The 3.2-mile Phase I on 19th Avenue from Montebello to Dunlap Avenue opened on March 19, 2016.

Phase II of the project will extend west on Dunlap Avenue, north on 25th Avenue and across I-17 at Mountain View Road with a terminus on the west side of the freeway near Metrocenter Mall. This phase is scheduled to open in 2023.

Presently Valley Metro is developing the project’s preliminary engineering design. Competitive procurements for final design, construction and artists are currently underway. Final Design is anticipated through spring 2019, with construction work beginning in the summer 2019. The project team is evaluating various design and construction packages to best optimize the schedule.

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 several third party utility companies. Initially, only authorizations for design work will be issued to the utilities. The ability to issue these Letters of Authorization require 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 issuance to the utilities at a later date.

COST AND BUDGET
The Northwest Phase II Light Rail Extension will be funded with Federal Transit Administration, regional Proposition 400, and City of Phoenix dollars. The cost for third party utility work is included in the overall budget established for the project.
Current estimated design costs for utility relocations by company are outlined in the following table. Design costs are estimated to be approximately 10% of the total utility relocation costs.

<table>
<thead>
<tr>
<th>Utility Company</th>
<th>Estimated Design Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>APS Electric</td>
<td>$259,091</td>
</tr>
<tr>
<td>CenturyLink</td>
<td>$94,545</td>
</tr>
<tr>
<td>Cox Communications</td>
<td>$50,455</td>
</tr>
<tr>
<td>Electric Light-Wave</td>
<td>$11,364</td>
</tr>
<tr>
<td>LEVEL3</td>
<td>$36,364</td>
</tr>
<tr>
<td>Salt River Project Electric</td>
<td>$320,455</td>
</tr>
<tr>
<td>Salt River Project - Irrigation</td>
<td>$59,091</td>
</tr>
<tr>
<td>SWG</td>
<td>$45,455</td>
</tr>
<tr>
<td>TCG/AT&amp;T</td>
<td>$14,545</td>
</tr>
<tr>
<td>Telecommunication Group</td>
<td>$36,364</td>
</tr>
<tr>
<td>ZAYO Group</td>
<td>$36,364</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$964,091</strong></td>
</tr>
</tbody>
</table>

All costs identified herein are within the Northwest Phase II Light Rail Extension project cost forecast and are included in the Valley Metro Rail adopted FY18 Operating and Capital Budget. Contract obligations beyond FY18 are incorporated into the Five-Year Operating Forecast and Capital Program (FY18 thru FY22).

**STRATEGIC PLAN ALIGNMENT**
This item relates to the following goals and strategies in the Five-Year Strategic Plan, 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: May 16, 2017 for information
RMC: June 7, 2017 approved
Board of Directors: June 22, 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 Northwest Phase II Light Rail Extension for an amount not to exceed $964,091 plus an additional $96,409 (10%) contingency for unforeseen circumstances.

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

ATTACHMENT
None
DATE
June 15, 2017

AGENDA ITEM 4

SUBJECT
South Central Light Rail Extension Construction Manager at Risk (CM@R) Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract for the South Central Light Rail Extension Construction Manager at Risk (CM@Risk) contractor for pre-construction services, with Kiewit Infrastructure West Co. for an amount not to exceed $2,400,000 plus an additional $240,000 (10%) contingency for unforeseen circumstances.

BACKGROUND/DISCUSSION/CONSIDERATION
The South Central Light Rail Extension will extend light rail service approximately five miles south along Central Avenue from downtown Phoenix to Baseline Road. Within the downtown area the line will operate northbound on Central Avenue and southbound on 1st Avenue. South of downtown, light rail will operate two-directional within the median of Central Avenue.

The project will include seven light rail stations with locations at Lincoln Street, Buckeye Road, Nina Mason Pulliam Rio Salado Audubon Center, Broadway Road, Roeser Road, Southern Avenue and Baseline Road. It will also include two park and ride lots, one at Broadway Road and the other at Baseline Road. The route crosses over the Salt River and Western Canal and under the Union Pacific Railroad and I-17.

The South Central Light Rail Extension includes five major contracts: Design Services, Systems Engineering (which will also be utilized for other light rail corridors), Construction Manager at Risk (CM@Risk) Services, Public Art Services and Light Rail Vehicles. In May, the Design Services and Light Rail Vehicles contracts were approved for award by the Board of Directors. The light rail vehicle contract award involved an initial purchase of 11 vehicles to add passenger capacity for the existing light rail system and for the Gilbert Road Light Rail Extension. The contract also includes fleet purchase options for future light rail corridors, including the South Central project.

The other three contracts needed for the project are still in progress. The action requested in this memo is only for the CM@Risk Contractor.

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

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

A Request for Qualifications (RFQ) in accordance with A.R.S Title 34-603 for this contract was issued on February 9, 2017. The RFQ published evaluation criteria and corresponding point values were as follows:

<table>
<thead>
<tr>
<th>Introductory Letter</th>
<th>0 Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Experience of the Offeror</td>
<td>200 Points</td>
</tr>
<tr>
<td>Understanding of Project and Approach to Performing Required Services</td>
<td>250 Points</td>
</tr>
<tr>
<td>Past Performance for past 10 years</td>
<td>200 Points</td>
</tr>
<tr>
<td>Contractor Project Team</td>
<td>350 Points</td>
</tr>
</tbody>
</table>

Statements of Qualifications (SOQ’s) were received on March 30, 2017. A total of four submittals were received and deemed responsive. SOQ’s were received from the following firms:
- Archer Western
- Kiewit
- Stacey & Witbeck, Ames
- Sundt/MRM

The selection committee, comprised of three Valley Metro employees, three City of Phoenix employees, and one contractor, evaluated the four responsive SOQs. Based on the selection committee’s initial scoring and ranking it was determined that a Request for Proposals (RFP) would be extended to all four firms. The RFP was issued in accordance with A.R.S. Title 34-603 on April 14, 2017. The RFP published evaluation criteria and corresponding point values were as follows:

<table>
<thead>
<tr>
<th>Introductory Letter</th>
<th>0 Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction manager/general contractor project team</td>
<td>150 points</td>
</tr>
<tr>
<td>Project approach and management of the work</td>
<td>100 points</td>
</tr>
<tr>
<td>Public involvement and community relations plan</td>
<td>100 points</td>
</tr>
<tr>
<td>Estimating and cost control measures for this project</td>
<td>100 points</td>
</tr>
<tr>
<td>Major subcontractor and major supplier selections</td>
<td>50 points</td>
</tr>
<tr>
<td>Design document reviews</td>
<td>100 points</td>
</tr>
<tr>
<td>Risk management plan</td>
<td>50 points</td>
</tr>
<tr>
<td>Proposed project schedule</td>
<td>100 Points</td>
</tr>
</tbody>
</table>
Four proposals were received on May 2, 2017 and all were deemed responsive. The selection committee, comprised of the same members during the Request for Qualification phase, evaluated the four responsive proposals. Based on the selection committee’s initial scoring and ranking it was determined that three of the four firms would be invited to participate in interviews, which occurred on May 15, 2017.

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

<table>
<thead>
<tr>
<th>CM@Risk Contractor</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kiewit Infrastructure West Co.</td>
<td>1st</td>
</tr>
<tr>
<td>Sundt / MRM</td>
<td>2nd</td>
</tr>
<tr>
<td>Ames / Stacy Witbeck</td>
<td>3rd</td>
</tr>
</tbody>
</table>

The selection committee determined that Kiewit Infrastructure West Co. was the most qualified and highest ranked firm to perform the CM@Risk services and has entered into contract negotiations for preconstruction services.

COST AND BUDGET
The negotiated price for South Central Light Rail Extension preconstruction services is $2,400,000. An additional 10% contingency, to be held by staff, is also needed to address unforeseen changes and circumstances that may arise during the project’s design. Funding for the project will be a combination of federal, regional, and City of Phoenix funds.

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

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

- Goal 2: Advance performance based operation
  - Tactic C: Deliver projects and services on-time/on-budget.
- Goal 3: Grow transit ridership
  - Tactic A: Expand and improve transit services to reach new markets.
  - Tactic B: Improve connectivity of transit services for greater effectiveness
COMMITTEE PROCESS
RTAG: May 16, 2017 for information
RMC: June 7, 2017 approved
Board of Directors: June 22, 2017 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract for the South Central Light Rail Extension CM@Risk contractor for pre-construction services, with Kiewit Infrastructure Co. for an amount not to exceed $2,400,000 plus an additional $240,000 (10%) contingency for unforeseen circumstances.

CONTACT
Wulf Grote, PE
Director, Capital and Service Development
602.322.4420
wgrote@valleymetro.org
DATE
June 15, 2017

SUBJECT
Fiscal Year 2018 (FY18) Election of Valley Metro Rail (VMR) Board Officers and Subcommittee Positions

PURPOSE
The Board will vote to elect Board officers and Board subcommittee positions for FY18.

BACKGROUND/DISCUSSION/CONSIDERATION
Board officer and Board subcommittee elections are scheduled for June of each year. At the May 2017 Board meeting, it was announced that election of officers and subcommittee appointments would be brought forward at the June meeting for the following positions:

- Chair of the Board of Directors:
- Vice Chair of the Board of Directors; and
- RPTA/Valley Metro Rail Board Subcommittee members.

Following the May 2017 Board meeting, the Chairman distributed a memorandum requesting letters of interest from Board members interested in filling those positions for FY18. The letters were to be submitted by June 9, 2016. As of the due date, one letter of interest was received for each of the open positions and are available upon request for your information.

Subsequent to the May Board meeting, the City of Tempe notified Valley Metro of a change in Board representation resulting in a vacancy on the Valley Metro Audit and Finance Subcommittee (AFS). A letter of interest to serve the remaining term of that position was received from the City of Tempe.

The Chair of the FY17 Audit and Finance Committee will be designated by the Chairs of the RPTA and VMR Boards after taking office.

COST AND BUDGET
There is no fiscal impact.

COMMITTEE PROCESS
VMR Board of Directors: June 16, 2016 for action

RECOMMENDATION
It is recommended that the Board of Directors elect officers and subcommittee members to serve from July 1, 2016 to June 30, 2017 for the following positions based on letters of interest received:

- VMR Board Chair – Councilmember Chris Glover, City of Mesa
- VMR Board Vice Chair – Councilmember Thelda Williams, City of Phoenix
- Audit and Finance Subcommittee
  - Vice Mayor Robin Arredondo-Savage, City of Tempe (to fill out the remaining term of Mayor Mark Mitchell)
- VMR members of the Valley Metro RPTA and Valley Metro Rail Board Member Subcommittee
  - Councilmember Chris Glover, City of Mesa
  - Councilmember Thelda Williams, City of Phoenix

CONTACT PERSON
Chairman Mark Mitchell, Mayor, City of Tempe

ATTACHMENT
None

Letters of Interest are available upon request.
DATE
June 15, 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>
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