MEETINGS OF THE
Boards of Directors

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

Date:
October 18, 2018

Starting Time
11:15 a.m.

Meetings to occur sequentially

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

If you require assistance accessing the meetings on the 10th floor, please go to the 14th floor or call 602.262.7433.
Agenda
October 11, 2018

Joint Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, October 18, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended
1.   For Information

1.  Public Comment (yellow card)

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

2.   For information

2.  Chief Executive Officer's Report

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

3.   For action

3.  Minutes

Minutes from the August 30, 2018 Joint Board meeting are presented for approval.

CONSENT AGENDA

4A.  For action

4A. Dell, Inc. Contract Award

Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract with Dell, Inc. for standard computer equipment purchases in an amount of $1,880,450 for the period of November 1, 2018 to October 30, 2023.
4B. Commercial Property and Liability Insurance Coverage Purchase

Staff recommends that the Boards of Directors authorize the CEO to purchase renewal coverage for Valley Metro’s insurance needs for an amount not to exceed $1,966,129. RPTA’s obligation is $207,552. VMR’s obligation is $1,758,577.

4C. FY2019 Performance Targets - Transit Asset Management Plan

Staff recommends that the Boards of Directors approve the agency’s FY2019 performance targets as part of the Transit Asset Management Plan.

REGULAR AGENDA

5. Transit Life Cycle Program Overview

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the Transit Life Cycle Program.

6. Executive Session

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

The agenda for Executive Session involves discussion and consultation regarding performance evaluation of the Chief Executive Officer and General Counsel. Discussion and consultation may be both with and without the Chief Executive Officer and General Counsel present.
7. **Executive Session Action Items**

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

8. **Travel, Expenditures and Solicitations**

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

9. **Future Agenda Items Request and Update on Current Events**

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

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

DATE
October 11, 2018

AGENDA ITEM 1

SUBJECT
Public Comment

PURPOSE
The public will be provided with an opportunity at this time to address the committees on non-agenda items and all action agenda items. Up to three minutes will be provided per speaker 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  
October 11, 2018

SUBJECT  
Chief Executive Officer’s Report

PURPOSE  
Scott Smith, Chief Executive Officer, will brief the Joint Boards of Directors on current issues.

BACKGROUND | DISCUSSION | CONSIDERATION  
None

COST AND BUDGET  
None

COMMITTEE PROCESS  
None

RECOMMENDATION  
This item is presented for information only.

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

ATTACHMENT  
None
Minutes
October 11, 2018

AGENDA ITEM 3

Joint Boards of Directors
Thursday, August 30, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
1:30 p.m.

RPTA Meeting Participants
Vice Mayor Lauren Tolmanchoff, City of Glendale (Chair)
Councilmember Mark Stewart for Councilmember Kevin Hartke, City of Chandler (Vice Chair)
Mayor Thelda Williams, City of Phoenix, (Treasurer)
Councilmember Pat Dennis, City of Avondale
Councilmember Eric Orsborn, City of Buckeye
Councilmember Brigette Peterson, Town of Gilbert (via phone)
Councilmember Bill Stipp, City of Goodyear
Councilmember Susanne Klapp, City of Scottsdale
Councilmember Skip Hall, City of Surprise (via phone)
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Everett Sickles, Town of Wickenburg
Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present
Vice Mayor Bob Jones, City of El Mirage
Councilmember Nick DePorter, Town of Fountain Hills
Supervisor Steve Gallardo, Maricopa County
Councilmember Chris Glover, City of Mesa
Councilmember Jon Edwards, City of Peoria
Councilmember Linda Laborin, City of Tolleson

Valley Metro Rail Participants
Mayor Thelda Williams, City of Phoenix (Chair)
Councilmember Robin Arredondo-Savage, City of Tempe (Vice Chair)
Vice Mayor Lauren Tolmachoff, City of Glendale
Councilmember Mark Stewart for Councilmember Kevin Hartke, City of Chandler
Scott Butler for Councilmember Chris Glover, City of Mesa

Chair Tolmachoff called the meeting to order at 1:32 p.m. The Pledge was recited.
Chair Tolmachoff said

1. **Public Comment on non-agenda action items**

Chair Tolmachoff said our first item on the agenda is public comment. And we have one card for the joint meeting. Blue.

Mr. Crowley said how y'all doing? I figure most of you were up the street for part of that ceremony. It was very nice on the TV. What I have to deal with is what you guys do and what you don't do.

The last time that you gathered together it was announced, from what I understand according to Mr. Smith, with very short notice, but they did post it on the board. And I asked the people there when it got posted. They said it got posted at ten o'clock. Your meeting was at eight o'clock. You have to have it posted twenty-four hours ahead, so there was an open meeting violation.

I picked up my packet for the manager's meeting on Friday. If there was that much in the works, I wish that they would have allowed me to get one and find out that you were meeting. I will be discussing that Waymo and that during the transit part because it is in the minutes.

But every cent that you spend of transit money that isn't for the operation of that bus, as in the driver and the infrastructure and buses and getting routing to be what it should be throughout this whole community, I have a problem with that.

And since it's not going to be twenty-four hours and seven days a week any time soon, this idea that you have to do with Waymo as a way of improving mass transit, which is supposed to be the thing to clean up the air, it's a single occupant vehicle. And that's the problem. That's why we're trying to get more people on public transit. And you're not addressing undoing that.

As I've stated before, and I've got the document over there, it shows the west side, Glendale, is one of the ones in particular that you're supposed to be getting some routings that are extending like out to Litchfield and that so that the whole west side community is expanded farther than 75th and 83rd, which are the new routings. Because the west side doesn't stop there, it goes over to the other side of the White Tanks.

But there is no effort by your communities to, one, get bus stops done. One-third of our stops aren't sheltered. We've had Prop 400 for how many years. Why couldn't you do all of the stops. It's an easy part of the solution that shows you're committed to transit.
2. Minutes

Chair Tolmachoff said the next item on the agenda is the minutes of the June 21, 2018 board meeting. Do we have a motion for approval?

**IT WAS MOVED BY MAYOR WILLIAMS, SECONDED BY COUNCILMEMBER ERIC ORSBORN AND UNANIMOUSLY CARRIED TO APPROVE THE JUNE 21, 2018 JOINT BOARD MEETING MINUTES.**

3. Chief Executive Officer’s Report

Chair Tolmachoff said we'll hear the chief executive officer's report.

Mr. Smith said it's going to be short and sweet. I know you sit there and go, yeah, I'll bet. No, but we just like to highlight a few of the things that have come to pass.

One thing I really want to point out is a big thanks and an announcement about something that happened just a couple weeks ago.

We were really having some issues with processing some very critical paperwork with the Federal Transit Administration related to the Tempe Streetcar such that it was putting the project at risk.

We invited -- working with our Washington, D.C., based lobbyists, we invited a group of community leaders to go back with John Farry and I back to meet with a series of congressional staff and, importantly also, the committee staff from the appropriations committees for both the House and the Senate Transportation Committees, and then as a direct meeting with the FTA leadership, including acting administrator Jane Williams.

Included in this group were Mayor Mitchell, who led the delegation, John Graham a developer, Kevin Olson and Don Cassano, who represented Tempe Chamber of Commerce, Dave Martin from the Associated General Contractors and representatives from -- I can never remember Shay's last name. ASU's D.C. representative.

We also delivered several letters of support from the community including from State Farm, President Crow from ASU.

When we met with the FTA, it was a great meeting. And we talked about the necessary timing for getting this paperwork done. And they did not give us any real hope that this would be done any sooner than maybe a month or two from that and that put us up to limits as to a deadline we have with our contractor as far as a guaranteed price. But we thought it went well, but our hopes were -- were not great. Friday afternoon I happened to go up to New York for some APTA meetings. And Friday afternoon I get a
call from the acting administrator who told me just out of the blue that she had reviewed our application and approved it.

So what we thought might take upwards of two months literally they processed in two days. The reason I say that is because there is no doubt that the support of the community was a game changer. It really was.

I'd like to thank the members, the mayor, and the other members who went because it was very important for those back in Washington, the staff, to understand that they're facing other than this face you see and our staff that they talk to literally almost daily.

Having the community involved and the support does make a difference.

So, Councilmember Arredondo-Savage, please, on behalf of us, thank all the members of your community.

And now we have a signed letter of no prejudice which allows us to begin the significant portion of construction on the Tempe Streetcar, so we're excited about that. I just wanted to make that point about community involvement because we're going to be asking you for more of that as we move forward.

The second thing is just to announce some things that were brought up in the report on Waymo. Thank you so much for your support. We did meet about a month ago almost to the day. I would also like to tell you that we are moving forward. We're ready to begin our actual work with them with our employees.

And just to remind you that actually this money, and I will take a little bit of exception with what was said, this money is all about expanding our transit footprint. It's all about bringing people into a system that otherwise would not be in the system. And that's those people who maybe don't live near a transit stop and would be otherwise predisposed.

I would much rather them take two miles on a Waymo to get to one of our Express bus stops or our train, our rail stops, then to take that car and drive it twenty miles into downtown or wherever they're going.

So, we're excited about that. We'll continue to give you updates as far as that goes, but we are literally within the next days or a few weeks we'll begin that work with our staff.

Would also like to give you another update, as I think I've reported before, eight of our staff members are mid-managers were involved in the EnoMAX program. EnoMAX is a nationally based institute that supports transportation and transit initiatives through education, research, advocacy. We are now a member of Eno. EnoMAX is a program where different agencies get together and sort of cross train staff. We
had -- we participated with MARTA from Atlanta and from the RTD in Denver -- our group of eight.

They had groups of eight from each of those that went to the different locations, studied how they operate. They listened to us, and we got a lot of great ideas on issues such as maintenance on scheduling, safety and security, those types of things.

The groups from Denver and Atlanta were in town the first week in August, and we were happy to host them. This is part of our ongoing -- and one thing that I think that we're very proud of is -- our ongoing personal and professional development.

I think as the Board challenged me, and we took up that challenge, to really, first of all, create a personal and professional development program where we had none -- no formal training -- and to elevate the level of performance of our staff so that we can provide that in a more effective and efficient manner.

And this is part of that. And we're very happy about that. We'll be giving you updates in future meetings about our formal program with Julie Landspurg, who's our training development, who you met about six months ago, and has done amazing work in a few short months.

Would also like to turn it over and as -- Adrian, as you're walking up to give your report, do you want to come on up and talk about it.

We're always proud of what our associates and our team members and we count all who wear Valley Metro on their sleeve regardless of who gives them a paycheck. They are our face out in the community.

And every once in a while some members of our team really go beyond what's normally expected. And I'm going to turn time over to Adrian to explain one such incident and recognize those who were in charge of that. Adrian.

Ms. Ruiz said thank you, Scott, and members of the Board. I appreciate this opportunity. I wanted to just take special note this is our third time recognizing this particular group of three. One is not able to be here, Joshua, who had a death in his family.

At the all staff or all hands meeting we had for Allied Universal, we have them quarterly, we recognized an exceptional incident where we had Daisha and Mark, who are seated here in the front, with Allied Universal responded to an incident at 7th and Camelback. This was not a light rail incident. This had nothing to do with light rail. It was unbeknownst to them an incident that was occurring where police were responding to the corner of 7th Avenue and Camelback. And it was Joshua White, who's in the center
there, was able to observe an individual that was threatening folks at the bus stop. He made motion to the bus operator who was on approach.

And making sure that he did not stop at the bus stop. That offered an opportunity for the operator to pass by this location not allowing the person to enter the bus stop or enter the bus.

This person then got the attention now of all three of them. Daisha, who's seated there on the left, and Mark, on the right, who then started evacuating the platform. And the train that had just pulled up, because now this individual's walking towards the station.

Joshua encountered the person trying to maintain time and distance realizing now that he had just drawn his weapon. At that time, Joshua pepper sprayed the person. He obviously went down to the ground and dropped the firearm. This is an exceptional response by all members of Allied Universal, and we wanted to recognize them today.

Daisha and Mark, please stand. And we honor Joshua with a certificate of valor for his exceptional response. And Daisha and Mark with certificate of recognition. So we wanted to just note the exceptional work being done by several of our contract staff. So thank you.

Mr. Smith said and while you're walking back, one thing that Adrian -- and Adrian, you left out a really good part which was the quote from the Phoenix PD supervisor who really said that without the quick action of our security personnel that he believed that lives were at risk. I mean, you had firearms, you had things that, although it didn't start in our system, it certainly impacted our system and so we thank them for that.

One last thing, you know, I'd like to give a shout-out to Scott Wisner, Ray Abraham, who's not here.

Scott, who else on your team was working? Anyone else back there? Tom and others and City of Phoenix.

The Senator McCain funeral, as we all know, really, because of the motorcade both yesterday and today, crossed our routes and our light rail on several places. And just thanks to them they did a great job of making sure we kept our service but kept out of the way.

Also the state of Arizona, because of all the problems down by the State Capitol, asked for some assistance with helping them move people around, especially employees. And our team in addition with City of Phoenix stepped up and really worked to fill in.
We take seriously when we say that one of our core values is whatever it takes, and these were last minute calls and our team really did a good job, so thank you, Scott, and all the others that were involved. And that's my report.

4. Consent Agenda

Chair Tolmachoff said thank you. Now we will move on to the consent agenda. Items on the consent agenda are listed for approval. Are there any items that somebody would like to have removed or discussed separately? If not, can I have a motion and a second?

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

5. Possible Executive Session

6. Executive Session Action Items

These items were not heard.

7. Quarterly Reports

This item was presented for information only.

8. Travel, Expenditures and Solicitations

This item was presented for information only.


None.

With no further discussion the meeting adjourned at 1:50 p.m.
DATE
October 11, 2018

SUBJECT
Dell, Inc. Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a five-year contract with Dell, Inc. for standard computer equipment purchases in an amount not to exceed $1,709,500 plus an additional $170,950 (10%) contingency for the period of November 1, 2018 to October 30, 2023.

BACKGROUND | DISCUSSION | CONSIDERATION
Staff has reviewed the purchasing activities of the IT department and found potential cost savings in modifying how we buy standard equipment. By moving from individual purchase orders to a contract we can:

- Save an estimated $10,000 a year in administrative processing costs
- Reduce the lead time on equipment purchases by an average of 3 days
- Create a standardized ‘menu’ of equipment kits to:
  - Reduce system and part stocks
  - Ease management and support efforts
  - Calculate IT cost per FTE for budgeting purposes

Staff has chosen Dell, Inc. as the preferred vendor for standard equipment. Valley Metro has been procuring Dell equipment for over six years, with a three-year average annual spend of ~$280,000 using Arizona State Procurement Office contracts. Dell provides reliable, quality products with a low failure rate and which generate fewer helpdesk tickets due to hardware issues. They also provide quality service, including four-hour onsite assistance with parts for mission critical systems, proactive monitoring and alerting for issues detected on critical systems, and next-day onsite assistance with parts for end-user systems.

The value of the contract is based on a five-year refresh cycle for server infrastructure along with workstations, laptops, tablets and associated peripherals with a growth rate based on the last three fiscal years.
COST AND BUDGET
The contract with Dell, Inc. is for a term of five years totaling $1,880,450 which includes a 10 percent contingency of $170,950. The costs for this purchase agreement are split 50/50 between RPTA and VMR. The RPTA portion is $940,225 and the VMR portion is $940,225.

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<th>Purchase</th>
<th>Vendor</th>
<th>Contract</th>
<th>Cost</th>
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<tr>
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<td>Dell, Inc.</td>
<td>State Contract: ADSPO16-098163</td>
<td>$1,880,450</td>
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<tr>
<td>Agreement</td>
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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: September 18, 2018 for information
TMC/RMC: October 3, 2018 approved
Boards of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract with Dell, Inc. for standard computer equipment purchases in an amount of $1,880,450 for the period of November 1, 2018 to October 30, 2023.

CONTACT
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Chief Operating Officer  
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Phil Ozlin  
Manager, Information Technology  
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pozlin@valleymetro.org

ATTACHMENT
None
Dell, Inc. Contract
Consolidated Procurement Solution

October 2018

Why a Contract?

• **Cost Savings**
  • Multiple monthly POs >> single monthly payment
  • Average yearly savings of $10,000 in admin costs

• **Arizona State Procurement Office Pricing**
  • Guaranteed, pre-negotiated pricing
  • Contract ADSPO16-098163

• **Standardized Equipment Kits**
  • Ease of management and support
  • Reduced lead times
  • Calculate budget IT cost per FTE
What Are We Procuring?

- Servers
- Desktops
- Laptops
- Tablets
- Docking Stations
- Monitors
- Speakers
- Keyboards
- Mice

Why Dell, Inc.?

- **Quality Products**
  - Reliable, low failure rate
  - Fewer helpdesk tickets due to hardware issues

- **Quality Service**
  - 4-hour onsite with parts for critical systems
  - Next day onsite with parts for end-user systems
  - Proactive monitoring for issues on critical systems

- **Embedded History**
  - Dell has been main Vendor for over six years
  - Three-year annual average spend of ~$280,000
Recommendation

Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract with Dell, Inc. for standard computer equipment purchases in an amount of $1,880,450 for the period of November 1, 2018 to October 30, 2023.
DATE
October 11, 2018

AGENDA ITEM 4B

SUBJECT
Commercial Property and Liability Insurance Coverage Purchase

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to purchase renewal coverage for Valley Metro’s insurance needs, for an amount not to exceed $1,966,129. RPTA’s obligation is $207,552. VMR’s obligation is $1,758,577.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro purchases insurance to cover losses related to Valley Metro-owned property and to protect Valley Metro from claims. RPTA and VMR jointly purchase the insurance.

Valley Metro’s insurance broker, Arthur J. Gallagher (AJG), obtained quotes from various insurance carriers to meet Valley Metro’s ongoing insurance needs. Staff, risk managers and AJG representatives reviewed the insurance renewal process and proposals.

Attached are two tables that summarize and evaluate insurance premium pricing for RPTA and VMR.

- Table 1 summarizes the insurance premium pricing for RPTA. These figures represent RPTA’s allocation of the combined RPTA and VMR insurance premium from the expiring insurance year and the current renewal year. Total excess liability limits are $60,000,000 excess of a $250,000 self-insured retention.
- Table 2 summarizes the insurance premium pricing for VMR. These figures represent VMR’s allocation of the combined RPTA and VMR insurance premium from the expiring insurance year and the current renewal year. Total excess liability limits are $100,000,000 excess of a $250,000 self-insured retention.

Valley Metro’s insurance policies cover exposures of RPTA and VMR. The premium is split between RPTA and VMR based on risk exposure as determined by the market, financial analysis and evaluated by insurance underwriters. This combined approach provides the agency with greater coordination in coverage and in overall purchasing power.
COST AND BUDGET

Premium costs by type of insurance coverage for RPTA and VMR:

<table>
<thead>
<tr>
<th>Coverage Type</th>
<th>RPTA Premium</th>
<th>VMR Premium</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>Renewal Coverage</td>
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<tr>
<td>Property</td>
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<td>Inland Marine Rolling Stock</td>
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<td>Cyber/Privacy</td>
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<td>Grand Total</td>
<td>$207,552</td>
<td>$1,758,577</td>
<td>$1,966,129</td>
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Cost allocation between RPTA and VMR budgets has historically been about 11% to RPTA budget and 89% to VMR budget based on annual calculation of the value of assets. The upward cost adjustment between last year’s expiring premium and this year’s renewal premium is approximately 12%, or $219,000.

For the term December 1, 2018 – November 30, 2019, VMR’s estimated contract obligation is $1,758,577 and is fully funded within the VMR Adopted FY 2019 Operating and Capital Budget. Contract Obligations beyond FY 2019 are incorporated into the VMR Five-Year Operating Forecast and Capital Program (FY 2019 thru FY 2023).

For the term December 1, 2018 – November 30, 2019, RPTA’s estimated contract obligation is $207,552 and is fully funded within the FY 2019 RPTA Adopted Operating Budget. Contract Obligations beyond FY 2019 are incorporated into the RPTA Five-Year Operating Forecast and Capital Program (FY 2019 – FY 2023).

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.

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

COMMITTEE ACTION
RTAG: September 18, 2018 for information
TMC/RMC: October 3, 2018 approved
Boards of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to purchase renewal coverage for Valley Metro’s insurance needs for an amount not to exceed $1,966,129. RPTA’s obligation is $207,552. VMR’s obligation is $1,758,577.

CONTACT
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mminnaugh@valleymetro.org

ATTACHMENTS
Table 1- RPTA Insurance Pricing
Table 2- VMR Insurance Pricing
TABLE 1 – RPTA Insurance Pricing

<table>
<thead>
<tr>
<th>Line of Coverage</th>
<th>Policy Limit</th>
<th>Renewal Premium</th>
<th>Expiring Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renewal Coverage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property ^2</td>
<td>Blanket Limit</td>
<td>$18,852</td>
<td>$7,758</td>
</tr>
<tr>
<td>Crime</td>
<td>$2,000,000</td>
<td>$3,470</td>
<td>$2,999</td>
</tr>
<tr>
<td>Auto Liability &amp; Physical Damage ^3</td>
<td>$750,000</td>
<td>$23,591</td>
<td>$21,038</td>
</tr>
<tr>
<td>Excess Liability SIR Buffer Layer</td>
<td>$500,000</td>
<td>$12,021</td>
<td>$37,023</td>
</tr>
<tr>
<td>Primary Excess Liability 1st layer in excess of $750,000</td>
<td>$10,000,000</td>
<td>$33,838</td>
<td>$105,067</td>
</tr>
<tr>
<td>Excess Liability – 2nd layer</td>
<td>$10,000,000</td>
<td>$37,972</td>
<td>$29,846</td>
</tr>
<tr>
<td>Excess Liability – 3rd layer</td>
<td>$15,000,000</td>
<td>$25,778</td>
<td>$18,494</td>
</tr>
<tr>
<td>Excess Liability – 4th layer</td>
<td>$25,000,000</td>
<td>$36,066</td>
<td>$28,546</td>
</tr>
<tr>
<td>Stand-Alone Terrorism (NCBR)</td>
<td>$50,000,000</td>
<td>$1,697</td>
<td>$2,093</td>
</tr>
<tr>
<td>Cyber/Privacy</td>
<td>$1,000,000</td>
<td>$14,267</td>
<td>$15,530</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$207,552</td>
<td>$268,394</td>
<td></td>
</tr>
</tbody>
</table>

^1 Premium allocation for RPTA and VMR is based on financial risk exposure analysis.

^2 Adjustment in premium is based on an updated Statement of Values that has incorporated additional fixed assets that require insurance coverage.

^3 The auto liability and physical damage coverage applies to RPTA non-revenue vehicles. It does not apply to buses used in revenue service.
### TABLE 2 - VMR Insurance Pricing

<table>
<thead>
<tr>
<th>Line of Coverage</th>
<th>Policy Limit</th>
<th>Renewal Premium</th>
<th>Expiring Premium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renewal Coverage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property 2</td>
<td>Blanket Limit</td>
<td>$275,698</td>
<td>$133,301</td>
</tr>
<tr>
<td>Inland Marine Rolling Stock</td>
<td>$150,660,000</td>
<td>$181,758</td>
<td>$181,758</td>
</tr>
<tr>
<td>Inland Marine Town Lake Bridge</td>
<td>$22,581,224</td>
<td>$30,710</td>
<td>$30,710</td>
</tr>
<tr>
<td>DIC – Excess Flood &amp; Quake</td>
<td>$15,000,000 x/o $5mil u/l</td>
<td>$34,936</td>
<td>$34,936</td>
</tr>
<tr>
<td>Crime</td>
<td>$2,000,000</td>
<td>$3,471</td>
<td>$2,999</td>
</tr>
<tr>
<td>Auto Liability &amp; Physical Damage 3</td>
<td>$750,000</td>
<td>$90,372</td>
<td>$70,430</td>
</tr>
<tr>
<td>Primary Excess Liability Buffer Layer</td>
<td>$500,000</td>
<td>$175,804</td>
<td>$143,577</td>
</tr>
<tr>
<td>Primary Excess Liability 1st layer in excess of $750,000</td>
<td>$10,000,000</td>
<td>$494,882</td>
<td>$407,455</td>
</tr>
<tr>
<td>Excess Liability – 2nd layer</td>
<td>$10,000,000</td>
<td>$108,638</td>
<td>$115,744</td>
</tr>
<tr>
<td>Excess Liability – 3rd layer</td>
<td>$15,000,000</td>
<td>$73,751</td>
<td>$71,718</td>
</tr>
<tr>
<td>Excess Liability – 4th layer</td>
<td>$25,000,000</td>
<td>$103,185</td>
<td>$110,704</td>
</tr>
<tr>
<td>Excess Liability – 5th layer</td>
<td>$25,000,000</td>
<td>$82,560</td>
<td>$81,528</td>
</tr>
<tr>
<td>Excess Liability – 6th layer</td>
<td>$15,000,000</td>
<td>$40,145</td>
<td>$40,145</td>
</tr>
<tr>
<td>Pollution Liability4</td>
<td>$5,000,000</td>
<td>$23,589</td>
<td>$27,113</td>
</tr>
<tr>
<td>Stand-Alone Terrorism (NCBR)</td>
<td>$50,000,000</td>
<td>$24,810</td>
<td>$38,155</td>
</tr>
<tr>
<td>Cyber/Privacy</td>
<td>$1,000,000</td>
<td>$14,268</td>
<td>$15,530</td>
</tr>
<tr>
<td>Grand Total</td>
<td>1,758,577</td>
<td>$1,478,690</td>
<td></td>
</tr>
</tbody>
</table>

1 Premium allocation for RPTA and VMR is based on financial risk exposure analysis.

2 Adjustment in premium is based on an updated Statement of Values that has incorporated additional fixed assets that require insurance coverage.

3 The auto liability and physical damage coverage applies to VMR non-revenue vehicles. It does not apply to rail cars used for service.

4 The Pollution Liability policy was renewed in 2015 for a three (3)-year policy term at a premium of $27,113. The policy will be renewed this renewal cycle.
Information Summary

DATE
October 11, 2018

AGENDA ITEM 4C

SUBJECT
FY2019 Performance Targets - Transit Asset Management Plan

PURPOSE
To request approval of the agency’s FY2019 performance targets as part of the Transit Asset Management Plan.

BACKGROUND | DISCUSSION | CONSIDERATION
In 2016 the FTA published the final rule, including minimum requirements, for transit agencies to establish a Transit Asset Management Plan (TAMP) by October 1, 2018. The final rule requires transit agencies to establish a system to monitor and manage public transportation assets that improve safety and increase reliability and performance, and to establish performance targets.

In February 2018 a presentation regarding the FTA Transit Asset Management Plan requirements was given to the Board of Directors approving the policies and goals. Each year performance targets are to be identified and reported to FTA. These targets are also to be shared with MAG and ADOT for review and assistance with their requirement to set regional performance targets. Additionally, a charter agreement was signed by MAG, ADOT, City of Phoenix and Valley Metro that requires the yearly performance targets set by Valley Metro to be approved by the Board of Directors.

The performance targets set by Valley Metro for FY 2019 are as follows:

<table>
<thead>
<tr>
<th>RPTA</th>
<th>Measure</th>
<th>ULB* or TERM**</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>What % will meet or exceed useful life benchmark</td>
<td>14 years</td>
<td>10%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>What % will meet or exceed useful life benchmark</td>
<td>8 years</td>
<td>8%</td>
</tr>
<tr>
<td>Equipment and Non-Revenue Vehicles</td>
<td>What % will meet or exceed useful life benchmark</td>
<td>8 years autos</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14 years trucks</td>
<td>12%</td>
</tr>
<tr>
<td>Facilities (Mesa Bus Operations &amp; Maintenance)</td>
<td>What % of facilities will be under a 3 on the TERM scale</td>
<td>3 = adequate</td>
<td>0%</td>
</tr>
</tbody>
</table>
## VMR

<table>
<thead>
<tr>
<th>Category</th>
<th>Measure</th>
<th>ULB* or TERM**</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Rail Vehicles</td>
<td>What % will meet or exceed useful life benchmark</td>
<td>31 years</td>
<td>0%</td>
</tr>
<tr>
<td>Equipment and Non-Revenue Vehicles</td>
<td>What % will meet or exceed useful life benchmark</td>
<td>8 years autos</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14 years trucks</td>
<td>6%</td>
</tr>
<tr>
<td>Facilities</td>
<td>What % of facilities will be under a 3 on the TERM scale</td>
<td>3 = adequate</td>
<td>5%</td>
</tr>
<tr>
<td>Guideway Performance</td>
<td>What % of guideway is under a performance restriction***</td>
<td>NA</td>
<td>5%</td>
</tr>
</tbody>
</table>

*ULB = Useful Life Benchmark per TAM rules  
**TERM = Transit Economic Requirements Model from TAM scoring guidelines  
***A performance restriction is defined to exist on a segment of fixed guideway when the maximum permissible speed of transit vehicles is set to a value that is below the guideway’s design speed or standard operating speed.

## COST AND BUDGET
None at this time

## COMMITTEE ACTION
- RTAG: September 18, 2018 for information  
- TMC/RMC: October 3, 2018 approved  
- Boards of Directors: October 18, 2018 for action

## RECOMMENDATION
Staff recommends the Boards of Directors approve the agency’s FY2019 performance targets as part of the Transit Asset Management Plan.

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

## ATTACHMENT
None
DATE
October 11, 2018

SUBJECT
Transit Life Cycle Program Overview

PURPOSE
To provide an overview of the Transit Life Cycle Program (TLCP).

BACKGROUND | DISCUSSION | CONSIDERATION
At the September Board meeting it was requested that a fiscal review of current sales tax assumptions be provided to better understand where the various funds go and the process for which the projects not on the listed in the TLCP can potentially be funded.

COST AND BUDGET
This item is presented for information only and there are no cost or budget implications.

COMMITTEE ACTION
Board of Directors: October 18, 2018 for information.

RECOMMENDATION
This item is presented for information only no Board action is required.

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

ATTACHMENT
None
Valley Metro RPTA
Transit Life Cycle Program

October 2018

Revenues
Regional Transportation Plan

- Proposition 400 plan development was managed by MAG Transportation Policy Committee

- Transportation needs were assessed by sub-region
  - Population was used as a guide to ensure each sub-region received an appropriate share of revenues

- Each sub-region prioritized needs among the modes
  - Transit improvements were prioritized more in the East Valley and Phoenix
  - Freeway improvements were prioritized more in the West Valley

<table>
<thead>
<tr>
<th>Region</th>
<th>Pop Shares (2006 to 2025)</th>
<th>RTP Shares</th>
<th>RTP Shares w/o LRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>35.4%</td>
<td>31.5%</td>
<td>34.2%</td>
</tr>
<tr>
<td>Phoenix</td>
<td>39.6%</td>
<td>42.7%</td>
<td>35.9%</td>
</tr>
<tr>
<td>West</td>
<td>25.0%</td>
<td>25.8%</td>
<td>29.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode</th>
<th>East</th>
<th>Phoenix</th>
<th>West</th>
<th>Regional</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway/Highway</td>
<td>23.9%</td>
<td>34.1%</td>
<td>36.4%</td>
<td>5.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Arterial Streets</td>
<td>67.0%</td>
<td>5.6%</td>
<td>24.0%</td>
<td>3.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Bus</td>
<td>43.0%</td>
<td>49.4%</td>
<td>5.8%</td>
<td>1.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Rail</td>
<td>15.8%</td>
<td>82.1%</td>
<td>2.0%</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Total Transit (Bus &amp; Rail)</td>
<td>30.4%</td>
<td>64.6%</td>
<td>4.1%</td>
<td>1.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Planning, etc</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>WQ</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Total</td>
<td>29.6%</td>
<td>40.5%</td>
<td>24.4%</td>
<td>5.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>With regional % allocated by pop %</td>
<td>31.5%</td>
<td>42.7%</td>
<td>25.8%</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Population Share</td>
<td>35.4%</td>
<td>39.0%</td>
<td>25.0%</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>
Transportation Excise Tax

Proposition 400 approved in November 2004

- Half-cent sales tax for Maricopa County
  - Extension of tax approved in 1985 for freeway improvements
- Provides funding for freeway, arterial and transit improvements
- Funding allocations are in State statutes
  - 56.2% for freeway program
  - 10.5% for arterial program
  - 33.3% for transit program
- Revenues cannot be moved between modal programs

Revenue Forecast

- ADOT manages forecast process
  - Risk Analysis Process (RAP)
    - Econometric model
    - Independent variables for each category of tax
  - RAP Panel discussion
    - Panelists are experts in various fields and provide forecasts for the independent variables
- Forecast published in September or October each year
  - Most recent forecast published on October 3, 2018
Comparison of PTF Revenue Forecasts
20 Year Totals

TLCP Policy Allocations

RPTA Board adopted policies for TLCP Oct 2005

- Transit PTF allocated to bus and rail programs
  - 56.76% annually to bus program
  - 43.24% annually to rail program

- Each program has a financial model to ensure balanced revenues and expenditure
Prop 400 Bus Revenues

Jurisdictional Equity

**TLCP Guiding Principle to maintain jurisdiction equity**

- Applies to half-cent revenues for the bus program only

- Policy allocations were determined based on projects and planning cost estimates from 2002 Regional Transportation Plan

- Actual and forecast costs for services, fleet, capital facilities are allocated to cities

- Each sub-region to be within 2.5% of policy allocation
Jurisdictional Equity Summary

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

Bus Program – Eligible Operating

- Operations
  - Fixed route bus: local, express and rural
  - Paratransit: ADA eligible passengers

- Support services
  - Regional call center
  - Marketing
  - Planning
  - Administration
Bus Program - Capital

- Fleet
  - Buses
  - Paratransit vehicles
  - Vanpools

- Facilities
  - Maintenance facilities
  - Park-and-ride
  - Transit Centers
  - Bus stops

Short Range Transit Program
Overview

Identifies regionally and locally funded transit service changes

- In accordance with TLCP adopted policies
- Based on input from member agencies and VM staff
- SRTP to be reviewed every two years at a minimum

Objectives of SRTP

Provide inputs to:
- Bi-annual service change process
- Transit Life Cycle Program
- Fleet Management Plan
- Future capital needs
- Transportation Improvement Program
SRTP Planning Periods

• Short-term *Years 1-2*
  • A service modification has committed funding and an implementation schedule

• Long-term *Years 3-5*
  • A service modification with no committed funding and/or requires further analysis

SRTP Process

• Develop service concepts with inputs from member agencies
  • Analyze using Transit Standards and Performance Measures

• Prioritize service concepts for “production” years

• Document final list of TLCP and locally funded service changes
Funding Commitment

• Local funding must be committed for minimum of 2 years

• Regional funding committed in TLCP
  • Available funds in program cash flow
  • Available funds within sub-regional JE
  • Discussions with sub-regional cities
DATE
October 11, 2018

SUBJECT
Executive Session

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

The agenda for Executive Session involves discussion and consultation regarding performance evaluation of the Chief Executive Officer and General Counsel. Discussion and consultation may be both with and without the Chief Executive Officer and General Counsel present.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Joint Boards of Directors may vote to enter Executive Session.

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

ATTACHMENT
None
Information Summary

DATE
October 11, 2018

AGENDA ITEM 7

SUBJECT
Executive Session Action Items

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

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

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

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

ATTACHMENT
None
DATE       AGENDA ITEM 8
October 11, 2018

SUBJECT
Travel, Expenditures and Solicitations

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

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENTS
Valley Metro Travel Reimbursement Report
Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over $25,000
Active Requests for Proposals, Qualifications and Invitations for Bids
# Valley Metro

**Travel Reimbursement Report**

For Travel Completion Dates 7/26/18 through 9/25/18

<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>
</tr>
</thead>
<tbody>
<tr>
<td>City of Tempe Representative</td>
<td>Mtg with FTA re: Tempe Streetcar</td>
<td>Washington, DC</td>
<td>8/14/18 - 8/16/18</td>
<td>$1,341.69</td>
<td>$771.41</td>
<td>$20.31</td>
<td>$447.72</td>
<td>$102.25</td>
<td>$0.00</td>
</tr>
<tr>
<td>Deputy Dir. Of Corridor Development</td>
<td>FTA Meeting regarding SCE</td>
<td>Washington, DC</td>
<td>7/12/18 - 7/13/18</td>
<td>$808.80</td>
<td>$476.40</td>
<td>$0.00</td>
<td>$200.90</td>
<td>$103.50</td>
<td>$28.00</td>
</tr>
<tr>
<td>City of Mesa Representative</td>
<td>FTA Quarterly Mtg</td>
<td>San Francisco, CA</td>
<td>7/8/18 - 7/19/18</td>
<td>$789.13</td>
<td>$222.41</td>
<td>$19.50</td>
<td>$408.22</td>
<td>$111.00</td>
<td>$28.00</td>
</tr>
<tr>
<td>City of Phoenix Representative</td>
<td>FTA Quarterly Mtg</td>
<td>San Francisco, CA</td>
<td>7/18/18 - 7/19/18</td>
<td>$647.47</td>
<td>$222.41</td>
<td>$0.00</td>
<td>$408.20</td>
<td>$16.86</td>
<td>$0.00</td>
</tr>
<tr>
<td>Government Relations Officer</td>
<td>Mtg with FTA re: Tempe Streetcar</td>
<td>Washington, DC</td>
<td>8/14/18 - 8/16/18</td>
<td>$1,368.00</td>
<td>$708.40</td>
<td>$109.63</td>
<td>$447.72</td>
<td>$102.25</td>
<td>$0.00</td>
</tr>
<tr>
<td>Systems Engineer</td>
<td>Tempe Streetcar Design Review</td>
<td>Pittsburgh, PA</td>
<td>7/29/18 - 8/3/18</td>
<td>$1,678.80</td>
<td>$439.08</td>
<td>$345.85</td>
<td>$506.85</td>
<td>$297.00</td>
<td>$90.02</td>
</tr>
<tr>
<td>Director of Planning &amp; accessible Transit</td>
<td>FTA Meeting regarding SCE</td>
<td>Washington, DC</td>
<td>7/12/18 - 7/13/18</td>
<td>$808.80</td>
<td>$476.40</td>
<td>$0.00</td>
<td>$200.90</td>
<td>$103.50</td>
<td>$28.00</td>
</tr>
<tr>
<td>Director of Planning &amp; accessible Transit</td>
<td>FTA Quarterly Mtg</td>
<td>San Francisco, CA</td>
<td>7/18/18 - 7/22/18</td>
<td>$748.48</td>
<td>$244.41</td>
<td>$62.05</td>
<td>$331.02</td>
<td>$111.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Senior Management Analyst</td>
<td>TAM Conference</td>
<td>San Diego, CA</td>
<td>7/14/18 - 7/21/18</td>
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Report reflects Out of State (AZ) Travel

1. Parking
2. Fuel for Rental Car
3. Baggage
4. GoGoAir - Internet Access
5. Seat Upgrade
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Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
August 21, 2018 to September 20, 2018

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<th>Document Number</th>
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**Total** 19,772,198.14
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## Valley Metro Regional Public Transportation Authority
### Monthly AP Payments over $25,000
#### July 21, 2018 to Aug 20, 2018

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**Total** 6,685,873.66
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AGENDA ITEM 9

October 11, 2018

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chairs Tolmachoff and 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
None.

Pending Items Request

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<th>Item Requested</th>
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1. Public Comment (blue card)

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

2. Minutes

Minutes from the August 30 and September 20, 2018 Board meetings are presented for approval.

CONSENT AGENDA

3A. Authorization to issue a competitive solicitation for Risk Management Consulting Services

Staff recommends that the Board of Directors authorize the CEO to issue a competitive solicitation for Risk Management Consulting Services.

3B. Oracle Human Resources Information System (HRIS): Phase II Contract Extension

Staff recommends that the Board of Directors authorize the CEO to execute a five-year extended contract with DLT Solutions for professional services and software licensing not to exceed $1,215,720 for the period of January 1, 2019 to June 30, 2024.
3C. **First Transit, Inc. Contract Change Order**

Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with First Transit, Inc. for the final 4-year option in the amount of $290.1 million for revenue service and engine and transmission rebuilds plus a $9.5 million contingency for unforeseen items such as additional revenue service, enhanced service for special events, transit education and bus bridges or for any other unanticipated costs, for a total of $299.6 million.

3D. **Request to Issue a Competitive Solicitation for Purchase of Express Commuter Coaches**

Staff recommends that the Board of Directors authorize the CEO to issue a competitive solicitation to purchase up to 50 commuter style coaches for Express service operated by Valley Metro.

3E. **Federal Transit Administration Pass-Through Grant Agreements**

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.

3F. **Contract Option Years Three and Four for Investment Management Services (IMS)**

Staff recommends that the Board of Directors authorize the CEO to exercise option years three and four of the contract with PFM Asset Management LLC for Investment Management Services for a not-to-exceed cost of $120,000.

**REGULAR AGENDA**

4. **Proposed April 2019 Transit Service Changes**

Scott Smith, CEO, will introduce Joe Gregory, Manager, Service Planning, who will provide an update on the proposed April 2019 transit service changes and community outreach plan.
5. **Future Agenda Items Request and Report on Current Events**

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

6. **Next Meeting**

The next Board meeting is scheduled for **Thursday, December 13, 2018 at 11:15 a.m.**

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

DATE
September 26, 2018

SUBJECT
Public Comment

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

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information.

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

ATTACHMENT
None
Chair Tolmachoff called the RPTA meeting to order at 1:50 p.m.

1. Public Comment

Chair Tolmachoff said the first item is public comments. We have just one. Blue.

Mr. Crowley said the minutes from your meeting of the 31st, it's fascinating just you and Thelda were here. Everybody else was on the phone. As I said, I was not notified of it.

And as in two days ago they told me, hey, we're having the meeting at one o'clock, because I'm sent a briefing packet just the same as you get to see what it is. The citizens way of actually participating and knowing what we're doing.
I asked for the copy of the briefing packet that they sent to you because the agenda was when I read over the minutes and such, she had to have the agenda item not just executive, you know, because it isn't just a shadow government and such, but I found it fascinating that it ended with you're saying that you invited everybody to make the announcement.

Well, as I said, when I checked in to find out what had happened, how did this meeting occur and that, I got from them, well, short notice. It was just short notice we had to have an emergency meeting and such.

Well, did that happen Monday or did that happen Friday because as a part of the public, I, you know, they tell me, hey, we're doing this and get me the information. So when I did ask, well, how did you post it and such. And they said they posted it. And I asked what time they posted that thing. And they said the people at the RPTA that she got it up there at ten o'clock.

She posted it at ten. Your meeting started at eight. That's an open meeting violation because you didn't have it posted twenty-four hours before your meeting. Just a thought, y'all. And I, like I said, I would have appreciated knowing because that would have put you more into compliance.

On the other item of action that you're doing, it's recommended changes for the October '18 bus. I got my little thing here that says this is what you're supposed to be doing according to us that we put it together back in the eighties.

And it says in here for '18 Bell Road, 303, Shea/Frank Lloyd Boulevard, Queen Creek Road, Price Road to Power. I don't see that in the October changes. You didn't do it in April and that. But what are you doing now? And I'm going to run over just a tad.

In '19 it says 59th Avenue, Buckeye to West University, Indian School to Litchfield Road, Taturn to ASU Transit Center to Desert Ridge, Thomas to Dysart road, Van Buren to Curry Road -- Litchfield to Curry and Waddell Litchfield to Scottsdale Park. Now that only happens to be just about all of your communities except for Tempe, so where is this going to be in the April changes and why wasn't the stuff in here that we said you needed to be getting to as in Bell Road and Queen Creek not done. Thank you, ma'am.

2. Minutes

Chair Tolmachoff said we'll move on to the minutes of the June 21 and July 31, 2018 board meetings. We'll need a motion and a second, please.

IT WAS MOVED BY MAYOR WILLIAMS, SECONDED BY COUNCILMEMBER ORSBORN AND UNANIMOUSLY CARRIED TO APPROVE THE BOARD MEETING MINUTES FROM JUNE 21 AND JULY 31, 2018.
3. Consent Agenda

Chair Tolmachoff said the next item on the agenda is consent agenda. Consent agenda items are listed just for approval as one item. Would anybody like to have anything heard separately or removed from the consent agenda? If no, then we'll need a motion and a second.

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

4. East Valley Bus Fixed Route Performance Update

Chair Tolmachoff said the next thing on the agenda is the East Valley Bus Fixed Route Performance Update.

Mr. Smith said thank you, Madam Chair. A year or so ago, as you recall, we discussed in this council and actually within the last year an extension of the contract with First Transit. And the Board asked us to come back and report on the performance of our contractor a couple years ago.

There's no doubt that this contract had many challenges in the performance, and we just weren't getting the level of service that anyone was happy with including First Transit.

I'm happy to report that things have changed thanks to the efforts of our team led by Scott Wisner and the First Transit team led by their general manager Roger Chapin. And I'm going to turn it over to Scott Wisner to talk in more specifics about how that contract is going.

Mr. Wisner said thank you, Mr. Smith and members of the board.

You may remember back in 2012 we used to operate independent service. The City of Tempe and Valley Metro operate two independent contracts in the East Valley, and so at that time we decided to unify those into one larger contract.

And at that time the contract was awarded to First Transit. And it was a three-year base contract with a seven-year option, so that's an important thing to remember about this. That contract began operating in July of 2013. And then during the first couple years -- mind you, we went from two smaller contracts into one larger. We really struggled to provide consistent service throughout our service area and we struggled to meet some KPIs that we had expected from First Transit.

And so as we approached the extension for the seven-year option, the Board was a little hesitant to give a seven-year option at that time, so we elected to give a three-year extension with a four-year option.
And that extension also offered us the opportunity to allow First Transit to renegotiate with us some milestone budgetary items, and we awarded additional funds to First Transit to operate the service and really right-size the organization.

This slide just shows you the normal progression we had the first couple of years of the contract on cost. And you can see in FY15 and then in '16 the progression was somewhere between 4 and 3 percent increase, and then in FY17 we had the larger increase to right-size that organization. And then, since then, we've had the normal increases in service and then in cost.

So one of the things that we really had to do as part of this extension was change the culture and change the management performance for this contract. And so I'm happy to report that we hired -- or First Transit hired a really senior laden operational team to run the organization.

And Roger Chapin and his group are here today. Between the four of these senior level managers, they have over a hundred years experience in the public transit field, so we're very fortunate to have a team of this caliber here running our service for us.

Additionally, they hired additional operational personnel, another 75 operators, and then they've implemented transit excellence program that rewards and recognizes employees for going above and beyond the normal in terms of service.

So we measure -- these are the five key performance indicators (KPIs) that we measure on a regular basis. And these are the 12-month averages by fiscal year. So you can see in FY16, that's the year where right before we awarded the extension and that's where we were struggling to meet some of those KPIs.

And since then they've met improved -- significantly improved all the KPIs with the exception of customer service. They didn't improve that, but all the other ones now are meeting or exceeding the KPI, and so we're really happy about that. I'll get back to the customer complaint one a little bit later.

One of the key metrics we measure is how often are we exchanging our buses due to mechanical issues. And so the last fiscal year we exchanged our buses less than 4,000 times. And when you consider that we had over almost 900,000 trips, that's a very, very low, low number and an excellent performance on that metric.

The most stunning improvement has been with missed miles and missed trips. There's no greater crime that we would commit against our public than not showing up with a bus and transporting them to and from their location.

And so you can see back in FY16 we missed almost 20,000 miles of service. And now in this last fiscal year we missed less than 4,000, so that's a significant improvement.

And in terms of missed trips, we were missing around 250 trips a year. And in this last year we missed 47 trips, so two a month approximately compared to about 21 a month. So another significant improvement in those two critical areas.
In terms of customer service, obviously we want to continue pushing that metric and trying to improve on that metric. That's very important to us and to our customers.

And so we're going to work on developing an educational campaign right now to address pass ups. Pass-ups are customers calling in and saying I got passed up at my stop. It's the number-one complaint category we have regionwide not just with Valley Metro operated service, but also with City of Phoenix operated services.

So our campaign is geared toward educating the public about being visible, making your intentions known about boarding, staying in plain sight so we know you want to get on that bus. And then also educating our drivers. That's a critical component making sure our drivers are looking out for the public and stopping whenever possible to pick them up.

We're also going to be working on a training program, a customer service training program, for all operations personnel including all of our operators that really ties in in the lines with our Shifting Gears program, which is a new core value that Scott has rolled out in the last year or so. And then last thing we're going to do is review the complaint intake process and see where we might make some improvements in that area as well.

Next steps are to finalize, with the Board's blessing, finalize a four-year contract extension with First Transit. We'll come back in October with the details of that extension and the cost associated with it, and then if the Board does approve that extension, it would go into effect in July of 2019.

That concludes my presentation. I'm happy to take any of your questions.

Chair Tolmachoff said are there any questions? Thank you.

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

Chair Tolmachoff said is there anything anybody would like to be placed on a future agenda?

All right. Seeing none, the next meeting is scheduled for Thursday, September 20, 2018, at 11:15 a.m. And that adjourns the RPTA meeting.

With no further discussion the meeting adjourned at 2:01 p.m.
Chair Tolmachoff called the RPTA meeting to order at 11:15 a.m. and the pledge was recited.

1. Public Comment

Chair Tolmachoff said all right. The first item on the agenda is public comment where an opportunity is provided for comment, and I understand that there's one person present, Pat.

Ms. Dillon said we have two individuals present. And I have a handwritten public comment that was dropped off this morning. So, I will read that first from Suzanne Fields.
Where are the shaded stops. It's 110 degrees. And the bus is an hour late at Broadway and Stapley. No shade at Power and Main going north. Just to name a few stops. It's not an order to put your riders at risk for heat stroke, dehydration, when will you fix this. I was turned away by a bus driver because the lift did not work. Why when the drivers write up the bus that the bus is not fixed. That was at Baywood and Power. This is a common occurrence. When can the passengers expect the bus's fixed.

The new buses are just as bad as the old ones. Please teach the new drivers how to put the seat belts on the wheelchairs. Your fareboxes don't work. You have a lot of free riders because if the driver ask for the riders to pay, they get threatened. The drivers need decent breaks, restroom and lunch for one. Breaks need to be more than five minutes. Most have a long way to run for a restroom.

And that was the end of her comment.

Ms. Dillon said the next person is Rudy.

Chair Tolmachoff said okay. Rudy, please state your name and city for the record. You'll have three minutes.

SPEAKER: My name is Rudy Kolaja. I have to be brief. I have almost 60 years of experience in transportation, a lot of it in mass transit. Since you limited me in time, I have a lot of very brief information. I have to skip some of it. I start and give you just the main lines.

City Council in Glendale disapprove extension of light rail. And I praise them for that because the money can be used for much effective transportation investment.

You responded to south Phoenix citizens to provide or keep four-lane traffic along light rail. Well, the way it was designed -- I attended two public meetings last week -- is a traffic engineering disaster.

It's absolutely unacceptable to provide shared left and through lane. It's absolutely unacceptable to eliminate bus base and have bus stops in the other through lane, and on the top of it provide false sense of security or safety for bikers. This is going to end in a severe accidents and somebody may pay for it with his life.

As far as a capital investment, I'm very knowledgeable of transit design and operations from the best system -- transit system in the world. You are investing nearly one billion dollars in this extension in south Phoenix that's 200,000 for potential travel there. This is the capital investment which will never be recovered.

On top of it there will be millions of dollars in operating cost which will be paid by taxpayers forever until the whole operation would be dismantled. This is totally unacceptable.
And by my knowledge of light rail by your numbers this light rail system will be utilized in Russia only two and a half percent of its capacity. And that is not good investment.

Let me get to what needs to be done. I'll hope you let me finish. This is important.

You need to build transit system but you have to start from heavy direction of travel based on sound transit study something like west to east north to south underground Metro which would cut travel time by two-thirds and reduce the vehicular traffic by 50 percent not only on freeway but in entire Phoenix area. It has to be done on area-wide basis.

Well, I'm saddened that you don't want to hear input of someone who has so much experience in this. I wish you would let me speak because it's to benefit to you and benefit of this Valley. So I respect your wish. But you have lot of written comments and I have a lot more copies. Please take them and read them. And take me very seriously. This is too close to my heart. Thank you.

Ms. Dillon said Blue.

Mr. Crowley said I like that some of the Board is here at least. How y'all doing.

Chair Tolmachoff said Blue, state your name and city for the record, please.

Mr. Crowley said William Charles Blue Crowley the third. And I'm a resident of the Valley. The first input that you got stated about different stops that don't have shelters. Since you've started this back in '06, I don't understand why every single stop doesn't have a shelter. I know we have a numbers game that we play, but the one that she mentioned out on Power Road, I'm sure there are at least thirty-two people that are coming by that place which I believe is the -- it's ten for bench and thirty-two for a shelter and that's ingress and egress if you had sixteen people using it in both places. So it is one of the things I'd like you to get and deal with.

As to the action item today, I know that it's because of the politics of the mayor of Glendale and his desire not to participate in putting in infrastructure that he doesn't feel is adequate for whatever reasons.

But then I look at Glendale and say, Madam Chair, what are you doing to make up for not adding to that infrastructure and getting it there? And you know that I do have a good time going after Mesa, but do you want to give the percentages of Glendale that has zero transit north of Union Hills on 51st, 43rd, 67th, most of the area.

So, I see that there's $51 million that isn't going to be used for that. And it said something about MAG. Now does that mean that fifty-one million goes back in the pot and we get to put that in freeways, or does it go into the transit pot and possibly the transit people get to use it.

And then lastly, the way that you've been playing the game of teleconferences and the meetings, with this thing with Uber or Waymo, I still don't understand what it is we're
doing because when I think about what you're trying to accomplish out there, couldn't those employees use a vanpool and get themselves to the light rail or express bus because they're not going to be using the buses you pay for.

2. Major Amendment to the Regional Transportation Plan (RTP)

Chair Tolmachoff said the next item on the agenda is the major amendment to the regional transportation plan. Mr. Smith, will you introduce the item.

Mr. Smith said thank you, Madam Chair and members of the Board, this is a requirement of state law, and so we are basically taking care of an administrative matter because a few months ago the Glendale City Council voted to remove themselves from the planning and any consideration for the extension of light rail into their city. That corridor was in the Regional Transportation Plan.

When City of Glendale asked to exit that plan, it created the need to enact what's called a major plan amendment because we are making a major change to the corridor. Corridor's defined for light rail or high capacity transit in the RTP that requires actions by a variety of bodies including this board. Also, if you remember in your memo, the Board of Supervisors and MAG also need to go through this. So this is our opportunity to take that administrative step to approve the request for a major plan amendment to recognize the action of the Glendale City Council.

Chair Tolmachoff said are there any questions? Anybody have any questions or comments with regard to this item? If not, then can I have a motion and a second to approve resolution 2018-01?

IT WAS MOVED BY COUNCILMEMBER EDWARDS, SECONDED BY COUNCILMEMBER GLOVER AND UNANIMOUSLY CARRIED TO APPROVE RESOLUTION 2018-01 REGARDING THE MAJOR AMENDMENT TO THE RTP TO DELETE THE CENTRAL GLENDALE LIGHT RAIL EXTENSION.

3. Future Agenda Items Request and Report on Current Events

The next item on the agenda is future items request and report on current events. Does anybody have any agenda items for future meetings or anything they would like to inform the Board about?

Councilmember Edwards said I'd like to request an agenda item for the next meeting. Recently, I've been notified by my staff that several transit initiatives in Peoria have been impacted by the planning and business practices by Valley Metro.

I'd like to ask for a fiscal review of current sales tax estimates assumptions at the October 18 meeting to better understand where the various funds go and the process to which the projects not on the list can potentially be funded.
Further, I'd request the information and briefing for the meeting be included in the October 18 packet as well as distributed to the staff here at Peoria prior to that meeting.

Chair Tolmachoff said okay. Does anybody else have any future agenda items or anything they would like to inform the Board about? Okay. If not, the next meeting is scheduled for Thursday, October 18, 2018 at 11:15 a.m. And this meeting is adjourned. Thank you.

With no further discussion the meeting adjourned at 11:29 a.m.
DATE
September 26, 2018

SUBJECT
Authorization to issue a competitive solicitation for Risk Management Consulting Services

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue a competitive solicitation for Risk Management Consulting Services. These services will include property and casualty insurance brokerage and claims management and will cover the fiscal years ending June 30, 2020, 2021, and 2022, with an additional two one-year renewal options.

BACKGROUND | DISCUSSION | CONSIDERATION
The Regional Public Transportation Authority (RPTA) and Valley Metro Rail Inc. (VMR) executed a contract with Arthur J. Gallagher & Company in May 2014 following a formal competitive request for proposal solicitation. This contract will expire on June 30, 2019.

Valley Metro requires these consulting services to assist with insurance placement, risk management and claims management activities for both rail and bus operations and assets. The solicitation’s proposed scope of work includes the following consulting services:

- Exposure analysis
- Claims management
- Design and implementation of a comprehensive insurance and risk financing program
- Recommendations for coverage and unique endorsements related to all of Valley Metro’s operations
- Marketing and obtaining annual quotes for insurance needs

COST AND BUDGET
The estimated cost for a five-year contract is $556,000 with the RPTA portion estimated not to exceed $83,400 and the VMR portion estimated not to exceed $472,600.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
• Goal 2: Advance performance based operation
  o Tactic A: Operate an effective, reliable, high performing transit system.
  o Tactic E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.

COMMITTEE ACTION
RTAG: September 18, 2018 for information
TMC/RMC: October 3, 2018 for action
Boards of Directors: October 20, 2018 for action

RECOMMENDATION
Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to issue a competitive solicitation for Risk Management Consulting Services.

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

ATTACHMENT
None
Information Summary

DATE
October 11, 2018

AGENDA ITEM 3B

SUBJECT
Oracle Human Resources Information System (HRIS): Phase II Contract Extension

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a five-year extended contract with DLT Solutions for professional services and software licensing not to exceed $1,215,720 which includes a $110,520 (10%) contingency for the period of January 1, 2019 to June 30, 2024.

BACKGROUND | DISCUSSION | CONSIDERATION
In April 2018 the Board authorized the CEO to engage with DLT Solutions for $330,000 for Phase I of the project, the goal of which is to improve personnel sourcing and management, benefits management, and the security of employee Personally Identifiable Information (PII) at the Agency. These funds covered the cost of licensing the Oracle HRIS software for the first year and initial implementation assistance covering calendar year 2018. Staff now requests funds for the remainder of the implementation assistance in calendar year 2019 and for licensing the software from FY20 through FY24.

COST AND BUDGET
The Oracle HRIS contract for approval has a total term not to exceed five and a half years. For the total term of the contract, the award cost is $1,215,720, which includes a contingency amount totaling $110,520 (10%) contingency for the period of January 1, 2019 to June 30, 2024.

All costs in FY19 are included in the RPTA FY 2019 Operating and Capital Budget. Contract Obligations beyond FY19 will be incorporated into the RPTA FY20 Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

<table>
<thead>
<tr>
<th>Purchase</th>
<th>Vendor</th>
<th>Contract</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oracle HRIS FY 2019 Implementation Services</td>
<td>DLT Solutions</td>
<td>US Communities 13120-RFP, Maricopa</td>
<td>$487,900</td>
</tr>
<tr>
<td>Oracle HRIS FY 2020 – FY 2024 Software Licensing Subscription</td>
<td>DLT Solutions</td>
<td>US Communities 13120-RFP, Maricopa</td>
<td>$617,300</td>
</tr>
<tr>
<td>Contingency (10%)</td>
<td>---</td>
<td>---</td>
<td>$110,520</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td><strong>$1,215,720</strong></td>
</tr>
</tbody>
</table>
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 D: Maintain a culture to recruit and retain a qualified and diverse workforce
  - Tactic E: Maintain strong fiscal controls to support Valley Metro's long-term sustainability

COMMITTEE PROCESS
RTAG: September 18, 2018 for information
TMC: October 3, 2018 approved
Board of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a five-year extended contract with DLT Solutions for professional services and software licensing not to exceed $1,215,720 for the period of January 1, 2019 to June 30, 2024.

CONTACTS
Rob Antoniak  Phil Ozlin
Chief Operating Officer  Manager, Information Technology
602-495-8209  602-495-8253
rantoniak@valleymetro.org  pozlin@valleymetro.org

ATTACHMENTS
None
Information Summary

DATE
October 11, 2018

AGENDA ITEM 3C

SUBJECT
First Transit, Inc. Contract Change Order

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order with First Transit, Inc. for the final 4-year option in the amount of $290.1 million for revenue service and engine and transmission rebuilds plus a $9.5 million contingency for unforeseen items such as additional revenue service, enhanced service for special events, transit education and bus bridges or for any other unanticipated costs, for a total of $299.6 million.

BACKGROUND | DISCUSSION | CONSIDERATION
In January 2013, Valley Metro awarded the East Valley bus fixed route contract to First Transit. The original contract terms stipulated a three-year base with a seven-year option. During the first three years of the contract period, First Transit struggled to meet several key performance indicators and the quality of service did not meet Valley Metro high standards. As a result, staff recommended amending the contract terms and in May 2016, the Board awarded First Transit with a three-year extension with a four-year renewal option.

During the first two years of the three-year extension, First Transit has significantly improved their overall service quality and consistently met Valley Metro’s high performance standards in most of the key performance areas. Valley Metro staff presented the Board with a performance update at the August Board meeting.

The current contract includes a milestone evaluation period at the end of years three and six, which provides First Transit with an opportunity to address major marketplace changes that affect the cost of operations. To ensure service quality continues to improve, Valley Metro has agreed to add the following to the base contract:

- Quality Control Manager
- Labor Relations Manager

First Transit has provided Valley Metro with a continuous improvement plan that outlines the steps that they have taken to continue to improve service quality and develop a service and performance based culture that focuses on delivering superior customer service to Valley Metro, their customers, and their stakeholders.
COST AND BUDGET
The estimated annual revenue miles will be 11,781,000 at the beginning of the change order for the final 4-year option period that begins July 1, 2019. Changes to service costs over the four-year option period are included in the following table.

Contractor Service Costs*

<table>
<thead>
<tr>
<th></th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Costs (Millions)</td>
<td>$66.9</td>
<td>$69.3</td>
<td>$70.1</td>
<td>$72.1</td>
<td>$74.5</td>
<td>$286.0</td>
</tr>
<tr>
<td>Blended Cost per Mile (CPM)</td>
<td>$5.68</td>
<td>$5.89</td>
<td>$5.95</td>
<td>$6.12</td>
<td>$6.33</td>
<td></td>
</tr>
<tr>
<td>Annual Increase (Millions)</td>
<td></td>
<td>$2.4</td>
<td>$0.80</td>
<td>$2.00</td>
<td>$2.40</td>
<td>$7.6</td>
</tr>
<tr>
<td>Increased Blended CPM</td>
<td>$0.21</td>
<td>$0.06</td>
<td>$0.17</td>
<td>$0.21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Increase</td>
<td>3.6%</td>
<td>1.2%</td>
<td>2.9%</td>
<td>3.3%</td>
<td>2.7%</td>
<td></td>
</tr>
</tbody>
</table>

*Based on 11.8 million miles

Valley Metro prepares a five-year mid-life engine rebuild program to maintain the bus fleet in a state of good repair. The program focuses on buses with a 12-year life expectancy (heavy duty buses) whereas upon reaching either six years or 250,000 miles the engines are rebuilt. First Transit subcontracts the rebuilding of these engines to local qualified maintenance vendors and passes through these costs to Valley Metro without any markup. The contract with First Transit states that mid-life engine rebuild costs are the responsibility of Valley Metro. These costs are included in the proposed change order amount.

Cost for the first year of the four-year option period is estimated at $70.3 million and will be included in the RPTA Proposed FY20 Operating and Capital Budget. Contract obligations beyond FY20 will be incorporated into the Proposed RPTA Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024). A contract contingency of $9.5 million is also requested for unanticipated costs.

Below are the contractor costs for each year of the four-year option period and the proposed change order amount:
Four-year Option Proposed Change Order Amount (Millions)

<table>
<thead>
<tr>
<th></th>
<th>FY 20</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Base Costs</td>
<td>$69.3</td>
<td>$70.1</td>
<td>$72.1</td>
<td>$74.5</td>
<td>$286.0</td>
</tr>
<tr>
<td>Engine &amp; Transmission Rebuilds</td>
<td>$1.0</td>
<td>$1.0</td>
<td>$0.9</td>
<td>$1.2</td>
<td>$4.1</td>
</tr>
<tr>
<td>Total Change Order</td>
<td>$70.3</td>
<td>$71.1</td>
<td>$73.0</td>
<td>$75.7</td>
<td>$290.1</td>
</tr>
</tbody>
</table>

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

COMMITTEE PROCESS
RTAG: September 18, 2018 for information
TMC: October 3, 2018 approved
Board of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with First Transit, Inc. for the final 4-year option in the amount of $290.1 million for revenue service and engine and transmission rebuilds plus a $9.5 million contingency for unforeseen items such as additional revenue service, enhanced service for special events, transit education and bus bridges or for any other unanticipated costs, for a total of $299.6 million.

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

ATTACHMENT
None
DATE: October 11, 2018

SUBJECT: Request to Issue a Competitive Solicitation for Purchase of Express Commuter Coaches

PURPOSE: To request authorization for the Chief Executive Officer (CEO) to issue a competitive solicitation to purchase up to 50 commuter style coaches for Express service operated by Valley Metro.

BACKGROUND | DISCUSSION | CONSIDERATION
In May 2018, Valley Metro staff conducted a 30-day demonstration utilizing a new prototype commuter coach. This new commuter coach features a revolutionary new second door, low entry vestibule seating area for persons with disabilities. The bus also features comfortable, forward-facing seats with arm rests, foot rests, and power outlets for cell phone charging, overhead lighting and parcel racks, high capacity seating (52 seated passengers), and panoramic frameless windows. The purpose of the demonstration was to evaluate the performance and features of this style of bus to determine its suitability for future Express service.

The demonstration was conducted on Valley operated Express routes in the East and West Valley. Paper and online surveys were made available to express bus riders that rode this coach to solicit feedback on a variety of topics. This included entering and exiting the bus, comfort of seats, smoothness of ride, visibility from the seat, safety on the bus, interior temperature, and interior vehicle noise. Approximately 660 completed surveys were received during this demonstration period.

Overall, the demonstration bus performed very well. The vehicle provides a very comfortable ride for passengers, excellent visibility, and many features and amenities that most customers rated high in the survey. This bus comes with a powertrain that is designed for freeway travel. Since the majority of express routes travel 20-30 miles on the freeway one way, staff believes this bus will be much more reliable and offer a more comfortable experience on long distance commutes. In addition, this bus has a comparable seating capacity of a 60’ articulated bus (52 seats) and is priced lower than a diesel or CNG equivalent articulated bus. Lastly, this bus has an estimated lifecycle of 15 years, compared to a 12-year lifecycle for a standard transit bus.

Valley Metro intends to issue a competitive solicitation to purchase 41 commuter style coaches plus an option for an additional 9 coaches for future expansion needs.
COST AND BUDGET
Preliminary cost estimates for this style of bus is $750,000 with a diesel motor and $800,000 with a CNG motor. This bus will be purchased in lieu of other transit buses that are already slated to be replaced during the five-year contract period. The total cost and budget estimate will be provided at a later date pending Board approval to issue a formal solicitation. Prior to contract award, staff will return to the Board of Directors to seek approval to award a contract to the bus manufacturing company that provides the best value to Valley Metro.

Vehicles will be funded with Federal Transit Administration (FTA) funds and Regional Proposition 400 funds.

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

- Goal 1: Advance performance-based operations
  - Tactic A: Operate an effective, reliable, high-performing transit system

COMMITTEE PROCESS
RTAG: September 18, 2018 for information
TMC: October 3, 2018 approved
Board of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to issue a competitive solicitation to purchase up to 50 commuter style coaches for Express service operated by Valley Metro.

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

ATTACHMENT
None
Information Summary

DATE
October 11, 2018

SUBJECT
Federal Transit Administration Pass-Through Grant Agreements

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

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

<table>
<thead>
<tr>
<th>Grant</th>
<th>FTA Program</th>
<th>Federal Share</th>
<th>Local Share</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018-xxx</td>
<td>5307 – Formula</td>
<td>$24,710,530</td>
<td>$5,523,714</td>
<td>$30,234,244</td>
</tr>
<tr>
<td>2018-xxx</td>
<td>5307 – Formula (Avn-Gdy UZA)</td>
<td>$3,539,920</td>
<td>$1,937,920</td>
<td>$5,477,840</td>
</tr>
<tr>
<td>2018-xxx</td>
<td>5310 – Enhanced Mobility</td>
<td>$592,884</td>
<td>$532,884</td>
<td>$1,125,768</td>
</tr>
<tr>
<td>2018-xxx</td>
<td>5337 – SOGR HiBus</td>
<td>$94,957</td>
<td>$23,739</td>
<td>$118,696</td>
</tr>
<tr>
<td>2018-xxx</td>
<td>5339 – Bus and Bus Facilities</td>
<td>$4,147,608</td>
<td>$773,592</td>
<td>$4,921,200</td>
</tr>
<tr>
<td>2018-xxx</td>
<td>STP</td>
<td>$2,276,791</td>
<td>$0</td>
<td>$2,276,791</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$35,362,690</td>
<td>$8,791,849</td>
<td>$44,154,539</td>
</tr>
</tbody>
</table>

- Funds from the Section 5307 Urbanized Area Formula Program are awarded for preventive maintenance, ADA operating assistance and fleet replacement. Additional funds from previous federal fiscal year apportionments are awarded in grant 2018-006 for fleet expansion.
- Funds from the Section 5307 Urbanized Area Formula Program for the Avondale-Goodyear Urbanized Area are awarded for operating assistance and fleet replacement.
- Funds from Section 5310, Enhanced Mobility for Seniors and Individuals with Disabilities Program awarded for operating support for Ride Choice and travel training.
- Funds from Section 5337, State of Good Repair Hi Capacity Bus Program, are awarded for preventive maintenance.
- Funds from the Section 5339, Bus and Bus Facilities Program, are awarded for replacement fleet.
- Funds from the Surface Transportation Program flexed from the Federal Highways Administration are awarded for replacement and expansion fleet for the vanpool program.
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 2019 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: September 18, 2018 for information
TMC: October 3, 2018 approved
Board of Directors: October 18, 2018 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
October 11, 2018

SUBJECT
Contract Option Years Three and Four for Investment Management Services (IMS)

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute options years three and four with PFM Asset Management LLC for investment management services for a total amount not to exceed $120,000.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro RPTA executed a contract with PFM Asset Management LLC (PFM) in September 2015. The goal for the investment contract is to maximize return on cash and investments in accordance with the RPTA Investment Policy and ARS Title 35. The contract was approved by the Board of Directors in August 2015 for a term of one year with four one-year options. The Board authorized the first one-year option in August 2016 and the second option year in August 2017.

PFM was authorized to begin investments in October 2015 with an initial transfer of $30 million into the investment account. An additional $20 million was subsequently transferred into the investment account and the full $50 million was invested in securities by March 2016. Subsequent to Board approval of the updated Investment Policy, PFM has diversified the portfolio to include Corporate Notes and Commercial Paper, up to the maximum identified in the policy. PFM continues to actively pursue investment opportunities that stretch the average maturity within the constraints of RPTA’s cash flow needs.

FISCAL IMPACT
Funds kept in the agency’s savings accounts currently are earning no more than 15 bps. Debt service funds are kept in the Treasurer’s Local Government Investment (LGIP) Pool 7. The majority of funds not in the investment portfolio are currently in the LGIP Pool 5, with yields significantly higher than the WF savings accounts. The table below shows average balances (in millions), interest earnings (in thousands) and calculated yields for each of these three investment types over the past three fiscal years. The yield calculated for PFM is based solely on interest recorded relative to the average market value and does not take into account changes in market value nor any premiums or discounts when the securities were purchased.
## COST/BUDGET

Funding for the Investment Management Services contract is a portion of the investment earnings generated by the RPTA investment pool. The fee for assets under management (estimated at $50 million) is as follows:

- 4 basis points (bps) base fee, ($20,000 per year)
- Up to 8 bps incentive fee (maximum $40,000 per year)
  - Incentive is earned when the portfolio managed by PFM outperforms the established benchmark (BofA Merrill Lynch 1-Year Treasury Note Index). PFM earns 50% of the total return improvement over the benchmark, not to exceed 8 bps.

In addition to the fee paid to PFM, there is an annual fee paid to Wells Fargo for custodial services, in the amount of $15,000.

## STRATEGIC PLAN ALIGNMENT

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

- **Goal 2**: Advance performance based operation
  - Tactic E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.
- **Goal 4**: Focus on economic development, regional competitiveness and financial resources
  - Tactic C: Seek opportunities to increase revenue generation.

## COMMITTEE PROCESS

RTAG: September 18, 2018 for information  
TMC: October 3, 2018 approved  
AFS: October 11, 2018 approved  
Board of Directors: October 18, 2018 for action
RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to exercise option years three and four of the contract with PFM Asset Management LLC for Investment Management Services for a not-to-exceed cost of $120,000.

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

ATTACHMENT
None
April 2019 Proposed Service Changes for Public Outreach

October 2018

Proposals

• Route 45—Broadway Rd: Modify route to serve new Light Rail end of line at Gilbert Road/Main Street Park and Ride instead of Sycamore Station (Implement when GRE begins operation)
• Route 62—Hardy Dr: Modify route at Tempe Marketplace to serve Smith Rd and University Dr area
• Route 106—Peoria Ave: Extend one trip through Peoria to fill in the schedule
• Route 563—Avondale/Buckeye Express: Shift trips to even out schedule
• Tempe FLASH: Modify route to serve new activity centers near ASU campus in Tempe
• Peoria Circulator: New circulator service in north Peoria running weekdays every 30 minutes
Proposals

- RAPID routes SR-51, I-10E, I-10W, I-17: Schedule adjustment
- RAPID SME: Modify route to avoid delays due to train
- ZOOM North and ZOOM South: Add Sunday service at current Saturday levels
- Route 685—Ajo/Gila Bend to Phoenix: Eliminate one late afternoon short trip in Buckeye. Potentially adjust stops

Outreach Schedule - October-November 2018

Notify the public and solicit input on the proposed service changes. Comments will be accepted through November 30, 2018. Customers can provide feedback through the following channels:

- On-site region-wide information sessions (based on service change impacts)
- Webinar (November 7, 2018)
- Social media
- Via email at input@valleymetro.org
- Public hearing (November 14, 2018)
DATE          AGENDA ITEM 4
October 11, 2018

SUBJECT
Proposed April 2019 Transit Service Changes

PURPOSE
To provide an update on the proposed April 2019 transit service changes and community outreach plan.

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

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

Proposed Route and Schedule Changes:
• Route 45—Broadway Rd: Modify route to serve new Light Rail end of line at Gilbert Road/Main Street Park and Ride instead of Sycamore Station. To be instituted when Gilbert Road Extension begins operation.
• Route 62—Hardy Dr: Modify route at Tempe Marketplace to serve Smith Rd and University Dr area.
• Route 106—Peoria Ave: Extend one trip through Peoria to fill in the schedule
• Route 563—Avondale/Buckeye Express: Shift trips to even out schedule.
• Tempe FLASH: Modify route to serve new activity centers near ASU campus in Tempe.
• Peoria Circulator: New circulator service in north Peoria running weekdays every 30 minutes.
• RAPID routes SR51, I10E, I10W, I17: Schedule adjustment.
• RAPID SME: Modify route to avoid delays due to train.
• ZOOM North and ZOOM South: Add Sunday service at current Saturday levels
• Route 685—Ajo/Gila Bend to Phoenix: Eliminate one late afternoon short trip in Buckeye. Potentially adjust stops.

Public Outreach
Valley Metro is conducting community outreach beginning in October to notify the public and solicit input on the proposed service changes. Comments will be accepted through November 30, 2018. Customers can provide feedback through the following channels:
• On-site region-wide information sessions (based on service change impacts)
• Webinar (Tentatively November 7, 2018)
• Social media
• Via email at input@valleymetro.org
• Public hearing (Tentatively November 14, 2018)

Valley Metro communicates these input opportunities through newspaper advertising (30 days in advance – English and Spanish publications), news release(s), website, email, social media, city publications and targeted outreach at key locations.

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

COST AND BUDGET
The estimated costs of the proposed service changes and adjustments are still under evaluation. Once the list of service changes is finalized, staff will define the impact on bus service operating contracts and member agency Intergovernmental Agreements.

STRATEGIC PLAN ALIGNMENT
This item addresses three goals in the Board-adopted FY16-20 Strategic Plan:
• Goal 1: Increase customer focus
  o Tactic A: Improve customer satisfaction
• Goal 2: Advance performance based operations
  o Tactic A: Operate an effective, reliable, high-performing transit system
• Goal 3: Grow transit ridership
  o Tactic A: Expand and improve transit services to reach new markets
  o Tactic B: Improve connectivity of transit services for greater effectiveness
COMMITTEE PROCESS
RTAG: September 18, 2018 for information
TMC: October 3, 2018 for information
Board of Directors: October 18, 2018 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
April 2019 Proposed Service Changes for Public Outreach

October 2018

Proposals

• Route 45—Broadway Rd: Modify route to serve new Light Rail end of line at Gilbert Road/Main Street Park and Ride instead of Sycamore Station (Implement when GRE begins operation)
• Route 62—Hardy Dr: Modify route at Tempe Marketplace to serve Smith Rd and University Dr area
• Route 106—Peoria Ave: Extend one trip through Peoria to fill in the schedule
• Route 563—Avondale/Buckeye Express: Shift trips to even out schedule
• Tempe FLASH: Modify route to serve new activity centers near ASU campus in Tempe
• Peoria Circulator: New circulator service in north Peoria running weekdays every 30 minutes
Proposals

• RAPID routes SR-51, I-10E, I-10W, I-17: Schedule adjustment

• RAPID SME: Modify route to avoid delays due to train

• ZOOM North and ZOOM South: Add Sunday service at current Saturday levels

• Route 685—Ajo/Gila Bend to Phoenix: Eliminate one late afternoon short trip in Buckeye. Potentially adjust stops

Outreach Schedule - October-November 2018

Notify the public and solicit input on the proposed service changes. Comments will be accepted through November 30, 2018. Customers can provide feedback through the following channels:

• On-site region-wide information sessions (based on service change impacts)
• Webinar (November 7, 2018)
• Social media
• Via email at input@valleymetro.org
• Public hearing (November 14, 2018)
AGENDA ITEM 5

DATE
October 11, 2018

SUBJECT
Future Agenda Items Request and Report on Current Events

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

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

STRATEGIC PLAN ALIGNMENT
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENT
None

Pending Items Request

<table>
<thead>
<tr>
<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
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Board of Directors  
Thursday, October 18, 2018  
Lake Powell Conference Room  
101 N. 1st Avenue, 10th Floor  
11:15 a.m.

1. **Public Comment (blue card)**

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

2. **Minutes**

Minutes from the August 31, 2018 Board meeting are presented for approval.

### CONSENT AGENDA

3A. **Light Rail Vehicle (LRV) Steel Tires and Tire Block Kits Five-Year Supply Contract Award**

Staff recommends that the Board of Directors authorize the CEO to execute a 5-year supply contract for LRV steel tires and tire block kits with Penn Machine Company in an amount not to exceed $1,173,515.

3B. **Federal Transit Administration Pass-Through Grant Agreements**

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.
3C. **Tempe Streetcar Funding Commitment**

Staff recommends that the Board of Directors affirm the commitment of $99.8 million in regional Public Transportation Funds to the Tempe Streetcar project.

### REGULAR AGENDA

4. **Respect the Ride Update – Safety & Security Mobile Application**

Scott Smith, CEO, will introduce Hillary Foose, Director Communication & Strategic Initiatives, who will provide an informational update to the Board of Directors on the Respect the Ride program and the rollout of a new safety & security mobile application.

5. **Building Communities + Enhancing Lives: A Quality of Life Report**

Scott Smith, CEO, will introduce Hannah Quinsey, Planner II, who will present the results of Building Communities + Enhancing Lives: A Quality of Life Report, which summarizes the contributions of Valley Metro Rail across its first 10 years of operation.

6. **Valley Metro Rail 10-year Anniversary Plans**

Scott Smith, CEO, will introduce Angela Penic, Marketing Program Coordinator, who will request that the Board of Directors authorize the CEO to execute a free rail ride day on December 27, 2018 to celebrate the 10-year anniversary of Valley Metro Rail.

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 RMC is scheduled for **Thursday, December 13, 2018 at 11:15 a.m.**

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

DATE
October 11, 2018

AGENDA ITEM 1

SUBJECT
Public Comment

PURPOSE
The public will be provided with an opportunity at this time to address the committees on non-agenda items and all action agenda items. Up to three minutes will be provided per speaker 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
October 11, 2018 AGENDA ITEM 2

Board of Directors
Thursday, August 30, 2018
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
1:30 p.m.

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

Chair Williams called the meeting to order at 2:02 p.m. First is public comment.

1. Public Comment

Mr. Crowley said and what I'm referring to as the McCain statement that when he went to go into the service he went to join the Marines and when they found out that both of his parents were married they rejected him. Thank you for allowing them to know that there is humor here.

On the 50th Street Station construction contract authorization and such, as I pointed out from the very beginning, I said to you people, when you're putting the rail down make it so you can put a station there without it costing an arm and a leg and other parts of it because the system will be expanding internally, not just externally. That's why we need a stop at 16th Street. And that was also what was proposed back in the day for the 50th Street Station, so that needs to be upgraded also to get the thing in line.

On the Tempe Streetcar, I know that it's taking forever and a day to get the thing done, but why can't we get it done.

And lastly as to what all the rail is that you're doing, when are we going to start looking at the heavy rail as a part of your answer to the equation of moving people from point A to point B. At next month's meeting I'll bring the original rail proposition that they said to run from Tucson to here.
But it doesn't need to just go from Tucson to here. We need to be using the rails that are here within the community and that way it won't be just Glendale deciding that we're going to be getting things done. But if they use the heavy rail, you don't even have to build a facility; right?

You've got one there right at 59th Avenue and Glendale, a rail stop that has been there since before I was born. So, Tempe, you got it too. Phoenix, we can try the south Southern Pacific station also as an upgrade.

So what you're doing with the rail fine and dandy. What you're doing with Waymo, if those people are being taken to the rail, why isn't that money coming out of your -- it's not. It's going from the bus. And the bus when I've been asking where are these guys going to take it, because if you work here and live in Chandler and you take the regular bus to get here, it only takes two and a half hours.

So are they going to be going to Park and Ride, or are they just going to be taken to the rail? And if that be the case, you need to be paying for that, not the bus.

2. Minutes

Chair Williams said that brings us to the minutes of June 21, 2018. Anyone have any discussion, comment, changes, or a motion? Do I have a motion?

IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE BOARD MINUTES FROM JUNE 21, 2018.

3. 50th Street Station CM@R Construction Contract Authority Modification

Chair Williams said that brings us to the 50th Street Station, and I hear you've had some challenges with the 50th Street – underground challenges.

Mr. Smith said yes, if you'll go through that you realize that it is on the side of a hill, which happens to be, I don't know if it's granite or not, but it might as well be. And so this is why you have contingencies in contracts. And so this does not increase the authorized cost of the project. It just increases the contract authority to eat into the contingency to take care of some of these things such as hard digs and things like that.

Chair Williams said anyone have any questions on it? Do I have a motion and a second to authorize the authority to spend $500,000?

IT WAS MOVED BY IT WAS MOVED BY VICE MAYOR TOLMACHOFF, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO INCREASE THE 50TH STREET STATION CONSTRUCTION CONTRACT AUTHORITY UP TO $500,000.
4. **Tempe Streetcar Construction Manager at Risk Contract Change Orders**

Chair Williams said Mr. Smith.

Mr. Smith said this is really to put into formal motion the approval of the letter of no prejudice that authorized us to begin construction and this is the action that actually allows us to issue a change order to the contractor to begin that construction.

So it's a big amount, but that's, once again, that's basically the full construction contract amount. And until we had this letter of no prejudice, there was no reason to approve that, so that's why it's coming through.

Chair Williams said good job obtaining this in such a quick fashion. Anyone have any questions, comments, motion?

**IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE ADDITIONAL CONTRACT CHANGE ORDERS FOR THE TEMPE STREETCAR CONSTRUCTION MANAGER AT RISK CONTRACT WITH STACY & WITBECK FOR AN AMOUNT NOT TO EXCEED $95,285,548 TO COMPLETE CONSTRUCTION OF THE TEMPE STREETCAR PROJECT.**

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

Chair Williams said the next is future items. Anyone have any future items they'd like to discuss?

Hearing none, we stand adjourned.

With no further discussion the meeting adjourned at 2:08 p.m.
DATE       AGENDA ITEM 3A
October 11, 2018

SUBJECT
Light Rail Vehicle (LRV) Steel Tires and Tire Block Kits Five-Year Supply Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a 5-year supply contract for LRV steel tires and tire block kits with Penn Machine Company in an amount not to exceed $1,173,515.

BACKGROUND | DISCUSSION | CONSIDERATION
The current age of the light rail vehicles is 10 years in revenue service with an average mileage of each vehicle being approximately 470,000 miles. There are currently 50 light rail vehicles (LRVs) in the total fleet.

LRV wheels are manufactured by Penn Machine Company. The wheel consists of a steel hub, steel tire and rubber blocks. The design of the wheel allows for the removal and replacement of the steel tire without having to replace the entire wheel assembly. The tires are designed with steel that is softer than the tracks to minimize track wear.

The contractor will provide 96 LRV steel tires and tire block kits per year over the 5-year contract period. This is a materials/parts only requirements contract. All labor will be done in house by Valley Metro Rail staff.

The recommended vendor to purchase the tires from is Penn Machine Company and is a non-competitive procurement due to the company being the original equipment manufacturer (OEM). Valley Metro light rail vehicles are using Bochum tires which is a German design and Penn Machine Company is the only company in the US licensed to make and sell the Bochum products. The Bochum tires are manufactured in such a way that the entire tire is not of the same hardness and is designed around safety, ride quality and wear. This construction in combination with the type of rails that Valley Metro is running on with flange lubrication is what’s giving Valley Metro the above average wear in the industry. They are also the only company with the knowledge and technical drawings to manufacture tires with the Valley Metro Rail tire profile.

An independent cost estimate and a non-competitive procurement justification including a cost comparison and price analysis have been completed. The proposed price has been deemed fair and reasonable based on the price analysis.
COST AND BUDGET
The cost for the LRV steel tires and tire block kits being purchased from Penn Machine Company is an amount not to exceed $1,173,515 over the 5-year term of the contract. The cost for the purchase of the tires and tire block kits is included in the Valley Metro Rail Adopted FY 2019 Operating and Capital Budget. Contract obligations beyond FY 2019 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2019 thru FY2023).

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: September 18, 2018 for information
RMC: October 3, 2018 approved
Board of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a 5-year supply contract for LRV steel tires and tire block kits with Penn Machine Company in an amount not to exceed $1,173,515.

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

ATTACHMENT
None
Information Summary

DATE
October 11, 2018

AGENDA ITEM 3B

SUBJECT
Federal Transit Administration Pass-Through Grant Agreements

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute Intergovernmental Agreements (IGAs) 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 four grant programs. The table below summarizes the funding available:

<table>
<thead>
<tr>
<th>Grant</th>
<th>FTA Program</th>
<th>Federal Share</th>
<th>Local Share</th>
<th>Total</th>
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<tbody>
<tr>
<td>2018-xxx</td>
<td>5307 – Formula</td>
<td>$1,408,151</td>
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<td>2018-xxx</td>
<td>CMAQ from ALCP</td>
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<td>2018-xxx</td>
<td>STP from ALCP</td>
<td>$12,677,470</td>
<td>$857,281</td>
<td>$13,534,751</td>
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<td><strong>Total</strong></td>
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<td><strong>$35,243,722</strong></td>
<td><strong>$4,371,940</strong></td>
<td><strong>$39,615,662</strong></td>
</tr>
</tbody>
</table>

- Funds from the Section 5307 Urbanized Area Formula Program are awarded for preventive maintenance.
- Funds from Section 5337, State of Good Repair Fixed Guideway Program, are awarded for major component overhauls.
- Funds from Congestion Mitigation/Air Quality flexed from the Federal Highways Administration awarded for Gilbert Road Extension, Tempe Streetcar, Capitol/I-10 West and LRV acquisition.
- Funds from the Surface Transportation Program flexed from the Federal Highways Administration are awarded for Gilbert Road Extension and Downtown Chandler alternatives analysis.

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 2019 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: September 18, 2018 for information
RMC: October 3, 2018 approved
Board of Directors: October 18, 2018 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
October 11, 2018

SUBJECT
Tempe Streetcar Funding Commitment

PURPOSE
To affirm Valley Metro’s commitment to provide Public Transportation Funds to the Tempe Streetcar project.

BACKGROUND | DISCUSSION | CONSIDERATION
The Federal transit Administration (FTA) has asked Valley Metro for a firm commitment of the regional funds programmed for the Tempe Streetcar. The project is ready for its Small Starts Grant Agreement and re-affirming the local commitment has been requested and required to move forward.

In May 2018, the Valley Metro Rail Board approved the Rail Transit Life Cycle Program (TLCP) which included funding for the Tempe Streetcar. In June 2018, the Board approved the FY 2019 Adopted Operating and Capital Budget and 5-Year Capital Program with funding identified for Tempe Streetcar consistent with the TLCP.

Subsequent to the Board actions, the FTA conducted a risk assessment of the project. As a result of the assessment, FTA has required that an additional $2.4 million in contingency be added to the project. That additional contingency is fully funded within the additional PTF allocated to the project in the adopted TLCP.

FTA reviews Small Starts projects and rates their cost effectiveness based on the level of federal funding, whereas larger New Starts projects use the full project cost. To ensure that the streetcar project will be best positioned for a favorable Small Starts rating, staff decided to reduce the amount of federal funding, removing $5 million in federal CMAQ funds from the project and replacing with PTF. The CMAQ will be used for the Operations and Maintenance Center expansion, freeing up the PTF for the Streetcar. This is a funding change within the adopted TLCP that does not impact funding available for other projects.

COST AND BUDGET
All expenses are in the approved FY 2019 Adopted Operating and Capital Budget and 5-Year Capital Program. The funding programmed is within the amounts identified in the adopted TLCP.

Valley Metro I 101 N. 1st Ave. Phoenix, AZ 85003 602.262.7433
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: September 18, 2018 for information
RMC: October 3, 2018 approved
Board of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors affirm the commitment of $99,849,332 in regional Public Transportation Funds to the Tempe Streetcar project.

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

ATTACHMENT
None
Information Summary

DATE
October 11, 2018

AGENDA ITEM 4

SUBJECT
Respect the Ride Update – Safety & Security Mobile Application

PURPOSE
To provide an informational update to the Board of Directors on the Respect the Ride program and the rollout of a new safety & security mobile application.

BACKGROUND/DISCUSSION/CONSIDERATION
Last fall, Valley Metro introduced the Respect the Ride program to enhance the transit experience for all riders, with an initial focus on the rail system. The program was developed based on local expertise and experiences as well as best practices from transit agencies nationwide. It initiated with a strengthened code of conduct; closely followed by physical changes with the implementation of paid fare zones across all 35 light rail stations.

The program has continued to evolve and now includes an educational campaign (Right & Rong), expansion of security officers by 24% and, most recently, work is underway to add technology for riders to be better enabled to “see something, say something.”

“AlertVM” is a new mobile application in development that will allow riders to discreetly share incidents – from disruptive behaviors to maintenance issues to unattended packages – on board trains or at station platforms. Beginning this fall, the app will allow for two-way communication between the rider and the Operations Control Center. Alerts will include a GPS map showing the incident location and can be accompanied by photos and videos. If riders are without a smart phone, a texting feature will be available.

The AlertVM platform (ELERTS) is used by more than 15 transit agencies to help increase rider awareness and safety across their systems. Peer agencies include:

- BART (San Francisco)
- CATS (Charlotte)
- DART (Dallas)
- MARTA (Atlanta)
- SEPTA (Philadelphia)
- VTA (Santa Clara)
Valley Metro will respond to the app and rider-generated alerts through dedicated, communication-trained staff at the Operations Control Center (OCC). The OCC is the “heartbeat” of rail operations, containing rail operations supervisors (or controllers) and security dispatch. Communications professionals (Operations Communications Specialists), with strong training and support from Operations & Maintenance and Safety & Security, will complement the existing OCC team and be responsible for triaging and responding to alerts. With their first priority being the AlertVM app, this staff will also add customer value by providing more real-time, service-related notifications to bus and rail passengers (i.e. delays, detours, re-routing, etc.).

Currently, Valley Metro is conducting a soft rollout/beta test with agency staff. Staff are testing the app as well as the back-end management system. Training and orientation are also underway with the new Operations Communications Specialists. A soft rollout of the app to the riding public is anticipated before the end of the year.

In the future, the Respect the Ride program will continue its evolution to include greater system presence from an ambassador-style program and the next level in security staffing.

**COST AND BUDGET**

Cost of the AlertVM app for the rail system is $75,000 for two years. It is a cost within the CEO’s signing authority and included in the approved FY2019 Annual Budget. Future expansion of the app, which may include growth to the regional bus system, will require greater Board discussion and approval.

The staffing needs will be accommodated within the adopted 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 B: Evaluate and enhance passenger safety and security
  - 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 the availability, attractiveness and safety of transit service

**COMMITTEE PROCESS**

RTAG: September 18, 2018 for information
RMC: October 3, 2018 for information
Board of Directors: October 18, 2018 for information
RECOMMENDATION
This item is presented for information only.

CONTACT
Hillary Foose
Director, Communications & Strategic Initiatives
602-322-4468
hfoose@valleymetro.org

ATTACHMENT
None
Respect the Ride Update – Safety & Security Mobile App

October 2018

Respect the Ride Update

• Goal: Enhance the transit experience for all riders through a multi-faceted program:
  • Strengthened Code of Conduct
  • Installation of Paid Fare Zones
  • Launch of Right & Rong educational campaign
  • Increase number of security personnel
Positive Reaction, Thus Far

“Since our meeting in May, there has been a noticeable change in the security, comfort and feeling of safety on Valley Metro. Thank you for all that you have done to make this happen!”
--Chris Del Guidice | VP of Operations | Upgrade

“I’ve noticed that the level of security on the train has really improved…we would like to thank City of Phoenix and Valley Metro for your attention to perceived safety concerns logged by light rail users.”
--David Krietor | President & CEO | Downtown Phoenix, Inc.

“The demarcation lines (Paid Fare Zones) have been the most beneficial -- they make it very clear.”
--Allied Universal security staff

AlertVM Mobile Application

• Allows riders to discreetly share incidents on board trains and at stations
  • From disruptive behavior to a maintenance issue
• Provides two-way communication with Rail Control Center
• Other features:
  • GPS location
  • Ability to send photos/videos
  • Anonymous alert
  • Texting functionality & push notifications
  • Proven software platform (ELERTS)
AlertVM Process Flow

App Status & Next Steps

• Beta testing with staff
• Training on management console
• On-boarding staff resources
• Preparing for public launch before the end of calendar year
• Future expansion (i.e. to bus system) would follow this pilot
  • And require greater Board discussion & approval
Respect the Ride Next Steps

• Respect the Ride will continue to evolve and include greater system presence:
  • Station ambassador program
  • Next level of security staffing
  • Plus, continued monitoring and adjustment of all program elements
DATE
October 11, 2018

AGENDA ITEM 5

SUBJECT
Building Communities + Enhancing Lives: A Quality of Life Report

PURPOSE
To present the results of Building Communities + Enhancing Lives: A Quality of Life Report, which summarizes the contributions of Valley Metro Rail across its first 10 years of operation.

BACKGROUND/DISCUSSION/CONSIDERATION
Since initiating 20 miles of light rail service on December 27, 2008, ridership has exceeded expectations, but the question is what else has this new transit service done to affect the communities around it? Valley Metro staff, in cooperation with member cities and other agencies, has spent the past year analyzing this question and is preparing a report to summarize findings.

The Quality of Life Report evaluated the changes in the light rail corridor over the past decade that make the region a better place to live, work and become educated. The timing of this report presents a unique opportunity with a target release during Valley Metro Rail’s 10-year anniversary celebration. It also sets the stage to substantiate public transit’s role as an important element of future transportation plans for the Valley. The analysis conducted for this report indicates that light rail has played a critical role in supporting a vibrant, healthy, connected and economically competitive community.

The report examines progress in achieving that early vision, which is defined by four key goal areas:

- **Goal 1. Connecting Communities**
- **Goal 2. Enhancing Customer Experience**
- **Goal 3. Driving the Economy**
- **Goal 4. Fostering Community Health**

Examples of Valley Metro Rail’s success include:
- Over 35,000 jobs have been created within ½ mile of light rail since 2008
- A 50% increase in riders being able to reach their destination without a vehicle transfer.
- Improved access to education; over 5.5 million square feet of new educational facilities have been implemented.
• Bicycle and pedestrian collisions with automobiles decreased by 50% and fatalities resulting from collisions are down 10%.

Staff will provide a presentation summarizing how light rail has affected the community for each of the four key goal areas identified within the report. The report is in final preparation and will be available for distribution prior to the 10-year anniversary celebration.

COST AND BUDGET
This work has been completed with staff time allocated in the FY18 and FY19 budgets. Printing costs for the distribution of this report to key stakeholders and the general public at light rail anniversary events will be approximately $14,000, and are included within the FY19 Valley Metro Rail budget.

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

• Goal 3: Grow transit ridership
  o Tactic C: Communicate the availability, attractiveness and safety of transit service

• Goal 5: Advance the value of transit
  o Tactic A: Develop and implement a communications plan to inform and educate the public on the value of transit
  o Tactic B: Collaborate with member agencies to advance the value of transit

COMMITTEE PROCESS
RTAG: September 18, 2018 for information
RMC: October 3, 2018 for information
Board of Directors: October 18, 2018 for information

RECOMMENDATION
This item is for information only.

CONTACTS
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ATTACHMENT
None
Why a Quality of Life report?

**Purpose:**
- Evaluate light rail’s impact on the region over the past decade
- Share the benefits of light rail with the public
- Target release during Valley Metro Rail’s 10-year anniversary celebration
- Incorporate Valley Metro Core Purpose
Contributing Sources

“The Maricopa Association of Governments applauds the success of the first decade of light rail service in our region. The system benefits all communities, whether they have light rail or not. It reduces overall traffic and improves our quality of life by providing important regional connections.”
- Queen Creek Mayor Gail Barney, Chair of the Maricopa Association of Governments

Deliverables

Executive Summary
• 16 Pages
• Infographic highlights
• ~20,000 printed copies
• Shared with regional stakeholders and at 10-year anniversary celebration

Full Report
• 100+ pages
• Full analysis
• Published online in November
Connecting Communities

Ridership

Before & After

16.5 million riders in 2017 on Valley Metro Rail vs. 2.3 million riders in 2007 on bus (Red Line)

600% increase in transit ridership by introducing light rail

Enhancing Customer Experience

Moving People Reliably

Before & After

15-minute travel time savings during rush hour

14% increase in transit on-time performance, and more frequent trips on light rail

Light rail can carry almost twice as many people per hour on Central Avenue compared to autos.
Driving The Economy

35,000+ jobs have been created within one-half mile of light rail since 2008.

20% increase in jobs in the Central Avenue corridor since 2005.

30% of light rail boardings are work-related.

Fostering Community Health

39% of household income is spent on housing and transportation within the light rail corridor, compared to 53% in Maricopa County.

2,200+ new affordable housing units in the corridor since light rail construction:
8,800+ student housing
1,300+ senior housing
14,000+ apartments

“Affordability” as defined by the Household Travel Survey.
Schedule

- **October 18th:** Valley Metro Rail Board presentation

- **November/December:** Valley Metro Rail’s 10-year anniversary celebration

Hannah Quinsey
Planner II
hquinsey@valleymetro.org
Information Summary

DATE
October 11, 2018

AGENDA ITEM 6

SUBJECT
Valley Metro Rail 10-year Anniversary Plans

PURPOSE
To request authorization to execute a free rail ride day on December 27, 2018 to celebrate the 10-year anniversary of Valley Metro Rail.

BACKGROUND/DISCUSSION/CONSIDERATION
Opening December 27, 2008, Valley Metro Rail (VMR) is a dream realized by community and civic leaders that began a decade earlier. Now, reflecting on this past decade of service, there has been no greater contributor to connecting communities and enhancing lives than the introduction of 26 miles of light rail running through the hearts of Phoenix, Tempe and Mesa.

This December, Valley Metro will celebrate this milestone anniversary with the following objectives in mind:

- Tell the positive stories surrounding VMR’s influence
- Make the case for the value of public transportation to support future funding initiatives
- Leave the local community with a positive impression of VMR; providing counterbalance to any negative narratives
- Show community appreciation to local leaders, supportive stakeholders, the business community as well as riders

To meet these objectives and connect with various audiences, plans will include:

- Launch of the “Building Communities + Enhancing Lives: A Quality of Life Report”
  - Featuring highlights from the last 10 years, including VMR’s contributions to safe and reliable travel, walk/bike-ability, local development and investment, special events and tourism and community health and access.
- December 27 “Railversary” media and community event
  - Featuring an interactive exhibit that is a visual storytelling of VMR’s past, present and future and highlighting the results of the Quality of Life Report; recognition of past and present “champions;” rider, business and neighborhood appreciation; giveaways, videos and social media elements
• December 27 culture tour (formal name TBD)
  o The tour will operate like a crawl or restaurant hop where rail-adjacent businesses, museums and other arts and culture venues will be featured on a map, offering deals/discounts and riders (new and current) will be encouraged to explore the line.

• December 27 free rail ride day
  o Free rides are being recommended to boost the anniversary’s public awareness, encourage ridership and exploration of the line and add value to those organizations and businesses who have and continue to support the evolution of VMR.

• Other elements include:
  o Train wrap
  o Community photo contest
  o Partnership with State Forty Eight – an apparel line showcasing appreciation for the “great state of Arizona”

• Future:
  o Exhibit “roadshow” across 2019
    ▪ Take the interactive exhibit to rail-adjacent, community locations and events in Phoenix, Tempe and Mesa to further share VMR’s contributions to a broader audience. In addition to the exhibit, share photos, videos and stories captured at the Railversary across different communication channels in 2019 and beyond.

COST AND BUDGET
Anniversary event costs are estimated at $100,000 with budget coming from the VMR Adopted FY19 Operating and Capital Budget (~$75,000) and external sponsors (~$25,000).

Based on historical ridership and anticipation of some growth (10%) from marketing/events, the estimated fare revenue loss is $28,000. The rail cities would share this cost based on the portion of total track miles within each city and, as such, support the full cost of operations on December 27, 2018.

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
  o Tactic A: Improve customer satisfaction
  o Tactic C: Enhance customer service to member cities

• Goal 3: Grow transit ridership
  o Tactic A: Expand and improve transit services to reach new markets
  o Tactic C: Communicate the availability, attractiveness and safety of transit service
• Goal 4: Focus on economic development, regional competitiveness and financial resources
  o Tactic A: Secure dedicated, sustainable, long-term funding to advance the transit network
• Goal 5: Advance the value of transit
  o Tactic A: Develop and implement a communications plan to inform and educate the public on the value of transit
  o Tactic B: Collaborate with member agencies to advance the value of transit

COMMITTEE PROCESS
RTAG: September 18, 2018 for information
Fare Policy Working Group: September 27, 2018 for information
RMC: October 3, 2018 approved
Board of Directors: October 18, 2018 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a free rail ride day on December 27, 2018 to celebrate the 10-year anniversary of Valley Metro Rail.

CONTACTS
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Hillary Foose
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ATTACHMENT
None
Goal

Celebrate 10 years of connecting communities and enhancing lives

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Audiences</th>
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</thead>
<tbody>
<tr>
<td>• Tell positive stories</td>
<td>Riders</td>
</tr>
<tr>
<td>• Help support future transportation initiatives</td>
<td>Discretionary riders</td>
</tr>
<tr>
<td>• Generate positive impressions</td>
<td>Community stakeholders</td>
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<tr>
<td>• Express community appreciation through events/programming and social</td>
<td>Community segments</td>
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<tr>
<td>media platforms</td>
<td>Community leaders</td>
</tr>
<tr>
<td>• Community connections</td>
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Tactics overview

- Valley Metro 10-Year Quality of Life Report/ executive summary: infographics campaign
- #InRailLife photo contest
- Promotional advertising and media campaign
- #Railversary exhibit with supporting event 12/27/18
- Regional Railversary Ride

RIDERSHIP

16.5 million riders in 2017 on Valley Metro Rail
vs. 2.8 million riders in 2007 on bus (Red Line)

487% increase in transit ridership by introducing light rail
Promotional advertising/media campaign

• Advertising strategy
  • Drive community engagement & create unique partnerships for promotion

• Tactics
  • Outdoor
  • Radio
  • Digital
  • Media
  • Community Partnerships – State Forty Eight, Downtown Phoenix Inc, Downtown Mesa Authority, Downtown Tempe Authority
  • T-Shirt design (not final)
Dec. 27th Railversary event

- **Happy Railversary Valley Metro!**
  - Culmination event targeting all audiences at different times

- **Event highlights –**
  - #InRailLife Photography Award Ceremony | VIP Sneak Peek | Public Appreciation
  - Valley Metro Railversary exhibit –
    - Visual interactive journey of Quality of Life report and other rider elements
  - Video and selfie stations
  - ArtsLine artists pop-up gallery space
  - Family-friendly activity zone
  - Sponsored giveaways, drinks and entertainment

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**Dec. 27th Railversary event**

**Tentative Showflow**

- **2 - 3 p.m.** Media & Influencers Event
  - Photo Opp with Board Members, CEO and other VIP’s
  - Award presentation for #InRailLife Photography Contest

- **3 – 5 p.m.** Railversary Exhibit Sneak Peek – Co-host DPI/DMA/DTA

- **5 – 10 p.m.** Railversary Regional Ride
  - live 101.5 radio remote (5-7 p.m.)
Regional Railversary Ride (Dec. 27)

- Joint event

- Digital contest
  - Ten prize packages awarded to riders that check-in at exhibit and two additional businesses or organizations along the rail in Tempe and Mesa that are providing a special Railversary offer

Budget estimates

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<tr>
<th>Activity</th>
<th>Item</th>
<th>Cost Estimate</th>
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<tbody>
<tr>
<td>Event, Photo Contest, Exhibit</td>
<td>Production costs, Prizes/Trophies, Designer &amp; Production</td>
<td>$52,000 (less any monetary support from sponsors)</td>
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<td>Quality of Life</td>
<td>Printing Costs</td>
<td>$14,000</td>
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<td>Campaign</td>
<td>Ads, Radio, Social Media</td>
<td>$15,000</td>
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<tr>
<td>Free Rides</td>
<td>Fare Revenue</td>
<td>~$28,000</td>
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Recommendation

Staff recommends that the Board of Directors authorize the CEO to execute a free rail ride day on December 27, 2018 to celebrate the 10-year anniversary of Valley Metro Rail.
AGENDA ITEM 7

DATE
October 11, 2018

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 ACTION
None

RECOMMENDATION
This item is presented for information only.

CONTACT
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ATTACHMENT
None

Pending Items Request

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<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
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