



MEETINGS OF THE

Boards of Directors

Joint Meeting Valley Metro RPTA and Valley Metro Rail	Valley Metro RPTA	Valley Metro Rail
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Date:
September 19, 2019

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

September 12, 2019

**Joint Meeting Agenda
RPTA Board of Directors
And
Valley Metro Rail Board of Directors**
Thursday, September 19, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended

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.

1. For Information

2. Chief Executive Officer's Report

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

2. For information

3. Minutes

Minutes from the August 29, 2019 Joints Boards of Directors meeting are presented for approval.

3. For action

4. Audit and Finance Subcommittee Update

Councilmember Arredondo-Savage, Chair of AFS, will provide an update on the discussions and actions taken at the Audit and Finance Subcommittee meeting.

4. For information



CONSENT AGENDA

5A. Storage Area Network Expansion Purchase

5A. For action

Staff recommends that the Boards of Directors authorize the CEO to purchase an additional 46 Terra Bytes (TB) of additional storage hardware from Hewlett Packard in the amount of \$92,400.

5B. Cisco FLEX Licensing Agreement

5B. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with Cisco Systems not to exceed \$157,300 for the period of October 1, 2019 to September 30, 2022.

5C. Enterprise Technology Services Contract Funding Increase

5C. For action

Staff recommends that the Boards of Directors authorize the CEO to increase the capacity of the five-year contract with Enterprise Technology Services by \$1,560,045 for the period ending November 30, 2021.

REGULAR AGENDA

6. Transit Standards and Performance Measures Update

6. For action

Scott Smith, CEO, will introduce Joe Gregory, Manager, Service Planning, who will request that the Boards of Directors approve the Regional Transit Standards and Performance Measures Update.

7. 2019 Transit Life Cycle Program Update

7. For action

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the Transit Life Cycle Program and request that the TMC/RMC forward to the Boards of Directors approval of the Transit Life Cycle Program update.

8. Executive Session

8. For action

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 General Counsel. Discussion and consultation may be both with and without the General Counsel present.

9. Executive Session Action Items

9. For action

The Boards of Directors may take action related to items discussed as part of Agenda Item 8.

10. Travel, Expenditures and Solicitations

10. For information

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

11. Future Agenda Items Request and Update on Current Events

11. For information

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

12. Next Meeting

12. For information

The next meeting of the Boards of Directors is scheduled for **Thursday, October 24, 2019 at 12:00 p.m.**

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



Information Summary

DATE

September 12, 2019

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
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ATTACHMENT

None



Information Summary

DATE

August 28, 2019

AGENDA ITEM 2**SUBJECT**

Chief Executive Officer's Report

PURPOSE

Scott Smith, Chief Executive Officer, will brief the TMC/RMC on current issues.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COST AND BUDGET

None

COMMITTEE PROCESS

None

RECOMMENDATION

This item is presented for information only.

CONTACT

Scott Smith
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ATTACHMENT

None



Minutes

September 12, 2019

AGENDA ITEM 3

Joint Boards of Directors
Thursday, August 29, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:00 p.m.

RPTA Meeting Participants

Mayor Kevin Hartke, City of Chandler **(Chair)**
Mayor Kate Gallego, City of Phoenix **(Vice Chair)**
Councilmember Jon Edwards, City of Peoria **(Treasurer)**
Vice Mayor Eric Orsborn, City of Buckeye
Mayor Alexis Hermosillo, City of El Mirage
Councilmember Mike Scharnow, Town of Fountain Hills
Councilmember Brigitte Peterson, Town of Gilbert
Councilmember Lauren Tolmachoff, City of Glendale
Vice Mayor Bill Stipp, City of Goodyear
Councilmember Francisco Heredia, City of Mesa
Mayor Gail Barney, Town of Queen Creek
Councilmember Susanne Klapp, City of Scottsdale
Vice Mayor Roland F. Winters Jr., City of Surprise
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Rui Pereira, Town of Wickenburg (phone)
Mayor Michael LeVault, Town of Youngtown

Members Not Present

Vice Mayor Pat Dennis, City of Avondale
Supervisor Steve Gallardo, Maricopa County
Councilmember Linda Laborin, City of Tolleson

Valley Metro Rail Participants

Councilmember Robin Arredondo-Savage, City of Tempe **(Chair)**
Councilmember Francisco Heredia, City of Mesa **(Vice Chair)**
Mayor Kate Gallego, City of Phoenix
Mayor Kevin Hartke, City of Chandler

Chair Hartke said good afternoon. Welcome to the joint Valley Metro RPTA and Valley Metro Rail meeting. I'd like to start having Councilmember Klapp lead us in the Pledge of Allegiance. (The Pledge is recited.)



Chair Hartke said welcome, board, welcome guests and welcome Mayor Gail Barney Town of Queen Creek as a new member of Valley Metro. Glad to have you onboard, sir.

1. Public Comment

Chair Hartke said for public comment this afternoon I see I have one card from Mr. Crowley. Blue, you know the drill. Three minutes. State your name and address.

Mr. Crowley said I'd like to start by saying that if any of you have time this weekend you need to go up and there and see Rui because the Septiembre Festival is being held in the town of Wickenburg which celebrates the Hispanic heritage of the area and a lot of people say things about Julie Brooks that I won't, but the town puts on an excellent history of the area and points out that it wasn't just Anglos that settled it some of the history and some of the people that are there.

With being that this is the joint meeting and you just got through doing the budget, I look at how many of you and say we were under air quality alerts for how much and how were your citizens able to participate in making it a better situation by using mass transit and how many of your communities don't have it to the point that, what, Chandler you'll have how many major arterials. Queen Creek, I'd love to see the bus get out to you, you know, and make you a part of the grid because as Mayor Sneff used to point out you guys have been there for as long as MAG has why aren't you getting the results of it.

I would like to know why any of your communities has not, since I was one of the people that did write the bus part, it was the understanding that the cities were going to go out and get more of their own funding to get the buses to be the grid. Don't see it happening in Scottsdale. Don't see it a happening in Glendale. Don't see it happening in any of the municipalities.

Peoria, when you all annexed all the way out to Lake Pleasant I asked with the infrastructure of the bus when can I get one and get out there. So I look at the size and what you're doing and I appreciate, Buckeye, how you are doing the circulator and doing the short trips there in your town that will be on the transit part, but with you annexing all the way to Whispering Ranch, which is behind Wittmann, what is your plan to make sure that mass transit is a part of that and how it's going to be happening. And with that I'll give you 10 seconds back.

2. Chief Executive Officer's Report

Chair Hartke said the next item on our agenda is chief executive officer's report. Scott.



Mr. Smith said thank you, mister chair, I know we're up there but it seems so much more, I don't know really, when you're above the fold in a newspaper and I'm glad Mayor Gallego -- thank you, Kate -- and thanks to all of you and all of the community for what is a huge win on Tuesday. One that I think even surprised most of us, not that we won, but the size of it.

This was truly a seminal event. To show you when they talk about the nation takes note, I was getting text from some of my fellow CEOs and others from the East Coast at 10:30 at night. Now if you do your math that's 1:30 in the morning. They were waiting up that long for the results. This was a big deal. And it was a big deal because it did make a statement and I'll let Mayor Gallego say some words about it about what a statement it was. So, Kate, if you would like to just talk about why, in your mind, this was a big deal.

Mayor Gallego said wonderful. I will start with a thank you. If Valley Metro was not running a great system, the voters would not have given it such a strong level of support. So in Tuesday's election which was light rail only, we had a much larger margin of victory than when the city had your transportation 2050 plan which included street, bus, sidewalks, so the rail maybe is quite popular, which I think is a good message for all of us regionally, and it was really a regional effort as well.

It was only a Phoenix ballot, but I want to thank elected officials from across the Valley who helped us in Phoenix who talked about what rail had meant in their community and why they would care about the result of a Phoenix only election, so to all of you who lent your support to us in Phoenix, thank you, and to the team at Valley Metro, I hope we did you proud.

Mr. Smith said you did. Thank you. We have got to give her a round of applause. And to show you as someone who has been in your position elected and others, there was only one criticism always one criticism of how we run our transportation whether it be Prop 400 or 104 and that is opponents of public transportation have always said you always got to package your public transportation with freeways and streets because that's the only way you can get them through. You know, it's a common complaint from those who aren't supporters of public transportation.

So this was important because they got what they wanted. It was not only public transportation alone on the ballot but the most controversial part of public transportation, which is the light rail on the ballot, and to win and to win actually by a bigger percentage than the combined package that I think our citizens made a statement that they support public transportation.

And I agree with you, it's going to have ramifications in your communities because, you know, this was a big city wide vote that showed support. So thank you, mayor, and to



all on your team and to everyone who supported this initiative or defeating this initiative, I should say.

You know, you're back now, off in the summer. We've still been busy during the summer. We were very, very privileged at Valley Metro to team with United Food Bank and Channel 12 the Summer of a Million Meals campaign, a great thing that our staff got involved with.

One day we went out to a Fry's Food store in Mesa and did a fill the train and collected all sorts of stuff for that. And it was just a really the stuff a bus and all the good notoriety and being able to team up with United Food Bank and Channel 12 was great, I think, for our team and to get the word out that Valley Metro we're more than just taking people from point A to point B. We are part of the community, so thank you for that.

We were also busy during the summer. We've talked to you a little bit about our engineers of the future program. Well this year we had a summer intern program of high school students from high schools that are along the South Central and the Northwest extension. Very successful. Thanks to our engineering partners who ran this. We had the graduation two or three weeks ago at South Mountain Community College and just an amazing group of kids who they're smart as a tack and have a great future to be able to be part of that.

We also had some mini camps with some of our younger. Our engineers of the future actually starts out in junior high trying to expose kids who, you know, may not have those kind of role models in their communities. Once again, this is mostly in the South Central area and some in the Northwest. We had some mini camps for engineers of the future with junior high students, get them young so that as they go into high school they can start targeting STEM classes and do really well. So, once again, thank you to our engineering and construction partners.

We also would like to recognize our most recent station, the 50th Street Station, which was awarded a 2019 Sustainable Infrastructure Award by the ASU Metis Center for Infrastructure and Sustainable Engineering. The award is intended to highlight cutting-edge infrastructure practices that drive sustainability including those that address environmental, social, emerging technology.

We've talked about the good things that the -- the different things that the 50th Street Station has and there's some examples of some. Up in the upper left-hand corner, that's part of the visual camera that is a safety issue for those who are sight impaired. They don't have to find the button to cross the street. The camera picks it up automatically and sets it in motion or if you can't reach it for some other disability, whatever, and those are some of the other things including some of the heat mitigation.



This is the artwork which is also combined to provide shade, new color palette, landscaping and the width of the platform is all designed and we worked with Ability360 and we won an award for it. So congratulations to all of those involved.

The other thing I'd like to do is we've talked a lot in this board about a thing called a customer experience coordinators. They started out as ambassadors. We learned that that wasn't the right thing, so they're now CECs. We thought they've now been -- I almost said been on the street. That doesn't sound very good.

They've been out after some training. We went through a very, very long process to hire five amazing people. And two of them -- Dave and Christina, if you want to come on up -- Christina is walking the wrong way -- with Ray Abraham.

I'd like them -- they've now been out there in the system for about a month and I'd like to tell you just a little bit with Ray Abraham about what they're doing and what their experience has been as they interact with our riding customers.

Mr. Abraham said thank you, Scott. Mister chair, members of the board, as you see there are five CECs. The first five we hired. We brought them on board July 1. They went through some training, diverse training. We showed them some operations training, safety/security training, bus book training, bus route training.

And so we deployed them August 1. So they've been out on the stations for about a month now. Primarily worked the stations all day long. They ride trains back and forth between several stations. Their primary role is to improve the customer's experience through safety, through cleanliness, through maintenance, whatever they can do to help the customers.

And so I will introduce the two that we brought today. We brought Dave Munley and we brought Christina Braggs. And I will let them talk a little bit about themselves, where they came from and what they do today.

Ms. Braggs said good morning, everyone. I'm excited to be here. You guys, excuse my voice, I've been dealing with this throat issue for a while now. That's why I was around the corner there, but I come from a background of corrections and hospitality and so for me, I mean, I'm excited to work for Valley Metro. I'm passionate about customer service and just helping, you know, as much as possible. I really don't have too much to say. Well, let me go ahead and give it to Dave now. Nice meeting everybody.

Mr. Munley said before I came here today Don Schneidmiller pulled me aside and said you only get two minutes. I worked with Don Schneidmiller in the past. Anyway, I thought it was going to be an informal meeting. I brought my shorts with me. Everybody's in suits and ties, so I feel a little awkward, but thank you for having me.



Again, my name is Dave Munley. I retired from the sheriff's office after thirty-three years in December 2017. And I decided to come back to work, so Valley Metro had this opportunity and I love dealing with people and that's why I took -- in fact, I know a few faces out here.

When I retired from the sheriff's office, I was the captain out in Queen Creek and I knew Mayor Barney out there. We worked closely together with his town council. And then before that, I was working with Mr. Scharnow up in Fountain Hills as a lieutenant, so I know a few of the people here today. So I'm excited to be here. What do you think of our uniforms? We get called the bumblebees. Most recently we were called by the kids over at Camelback -- Central High School the highlighters. They called us the highlighters over there.

You know, I'm having a ball out there because I just love dealing with people and I know I can speak for the other four that I work out there with. Same thing. We have a great time out there. Looking forward to this opportunity.

We're getting five more. And with the ten of us we're going to do a lot of damage. I will tell you we started collecting stats at the beginning of this month and it's twenty-eight days in now -- twenty-nine days in and we have contacted over -- well, right around thirty thousand riders, I should say, customers. And we have about a thousand customer assists. So we're real proud of what we're doing out there, excited about it, and happy for the opportunity to be here, so thank you.

Mayor Gallego said will you tell us a story about a customer who you assisted, a success story.

Mr. Munley said absolutely. And I will tell you it was real exciting. A few weeks back we assisted with the Jehovah's Witness group that was in downtown Phoenix. And, oh my goodness, that was a wonderful crowd. These people were just very, very pleasant. And it was 40,000 people a day at the ballpark and they used the light rail primarily as their main mode of transportation, so we're loading them up, getting them on the trains. And those people were so pleasant to work with.

There's been opportunities for us to -- and here's what's fun about it. If there's no handicapped on the train and there's people occupying handicap seats, we're able to go in there and say, hey, you know what, we have someone coming in and these people jump right up, give up their seats and then we help them move onto the train. That happens daily for us. So we enjoy helping those people as well, so it's a continual thing.

Mr. Smith said thank you. What we found out both through our studies and then talking to peer CEOs around the country is that the main difference maker of people's feelings, and we talked in the study session about the perception of safety, is presence. And as you can see the highlighters -- I like that name. The highlighters they have a presence



and we hired people like Dave and Christina who are outgoing although, I got to tell you, was I the only one that was thinking it was an interesting combination corrections and hospitality. I don't know which comes first, which is which, right, but people who love to engage other people and that's our purpose is to have that kind of presence, so we're looking forward to -- they roam throughout the system, although we try to target areas where there's activity and where we've had issues before, but they are roamers that go throughout the system as needed, so we're excited about this program.

We're also excited to celebrate another big success and we look at the number one million. One million is a big number. It's a big number if it's dollars. It's even an bigger number if that's the number of miles somebody has operated and driven one of our buses without an accident.

Julie Castillo is here. Joule, do you want to stand up? Joule has been an operator with Total Transit for eleven years. Before that she was an instructor in California working with the MVD and has been safety oriented here whole life.

She came here to Arizona a few years ago, as many people have, enamored with the views and the lifestyle and she was hired by Total Transit in 2001 as a medical transport driver. And then she started driving in 2008 and she's gone one million miles.

So we wanted to bring her in and tell her not only thank you but to commemorate that. And board chairs, if we could have you come up here and talk about that, we would love to. And are you driving right now the Avondale circulator, the ZOOM, so Councilmember, if you want to come on up. So, thank you, Julie, great job. And keep up the good work.

And finally, I want to go over the calendar for the next couple months. We will have the next board meeting September 19. Right now we do not have a study session planned for that. And I'm not planning to have a study session. And then in October we'll be back at noon because there's a conflict. And I'm not sure we'll have a study session unless an issue comes up that we need to address it then.

And mister chair, that's my report. I'm sorry. I'm supposed to mention this. That's right. Your staff and your management were told about our strategic plan process. You might have already received an e-mail from Jim Hillyard on this process.

We are coming up we're into the end of the fourth year of our five-year strategic plan, so it's time to update that. And we're trying to get feedback from you, your staff, the cities basically and everyone involved, as to what type of things we might want to include.

I look back on the five-year strategic plan we're working with now, and there's a lot of good things in there, many things which we have accomplished and we'll of course drop



off. Just to give an example, one of the strategic plan initiatives was to improve or build an IT Department.

Five years ago Valley Metro had no in-house IT personnel, even in this world of cyber security and everything. And we built the department and it's we found out -- I think to myself, what we would do without that.

So that's how we budget use the strategic plan in our budget and other things, so work with your staff if there are things that you find important you want to be considered as part of our next five year, our update.

We're not completely re-writing the strategic plan, we're just going to tweak it and update it. Please work with your staff, get with Jim, and get him that information so we can do that process. Okay. I've already gone over the progress in transit from the study session, so I won't bother with that now, so thank you.

Chair Hartke said thank you, Scott.

3. Minutes

Chair Hartke said next on our agenda, Item No. 3 is approval of minutes. These are from the June 20, 2019 joint board meeting. And they're presented for approval. Is there any questions? Seeing none, I would entertain a motion.

IT WAS MOVED BY VICE MAYOR ORSBORN, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE JUNE 20, 2019 JOINT BOARD MEETING MINUTES.

4. Consent Agenda

Chair Hartke said Item No. 4 is our consent agenda. These are items listed for approval. Is there anyone who would like to remove any of the items currently on the consent agenda for action? Again, seeing none, I would request a motion.

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

5. Quarterly Reports

This item was presented for information.



6. Travel, Expenditures and Solicitations

This item was presented for information.

7. Executive Session

This item was not heard.

8. Executive Session Action Items

No action was taken.

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

Chair Hartke asked are there any items that you would like to have placed on future meetings.

Councilmember Tolmachoff said yes, thank you. I would like to request a study session on the travel policy. I think as we said earlier, one of the longest tenured people on the board and I honestly don't know what our travel policy is. So I'd love to have a study session on that.

Mr. Smith said we can do that.

With no further discussion the meeting adjourned at 12:24 p.m.



Information Summary

DATE

September 12, 2019

AGENDA ITEM 4**SUBJECT**

Audit and Finance Subcommittee (AFS) Update

PURPOSE

Councilmember Arredondo-Savage, Chair of AFS, will brief the Joint Boards of Directors on discussions and actions taken on the Audit and Finance Subcommittee meeting.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COST AND BUDGET

None

COMMITTEE PROCESS

None

RECOMMENDATION

This item is presented for information only.

CONTACT

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ATTACHMENT

None



Information Summary

DATE

September 12, 2019

AGENDA ITEM 5A**SUBJECT**

Storage Area Network Expansion Purchase

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to purchase storage area network expansion from Hewlett Packard Enterprise in the amount of \$92,400.

BACKGROUND/DISCUSSION/CONSIDERATION

Over the last 16 months Valley Metro has made significant improvements to its information security, information technology systems management, and geographical information systems management systems¹. As a result of these improvements, Valley Metro's Storage Area Network (SAN) is projected to run out of space in the fourth quarter of calendar 2019 despite periodic removal of deprecated data. Staff is requesting authorization to purchase an additional 46 Terra Bytes (TB) of space.

The expansion hardware will be procured from Hewlett Packard Enterprise utilizing a cooperative contract awarded by the Arizona State Procurement Office. Purchasing under a cooperative contract saves Valley Metro resources due to the simplified acquisition process, the cooperative purchasing power of multiple agencies, and terms and conditions that have previously been negotiated.

COST AND BUDGET

The RPTA portion is \$46,200 and the VMR portion is \$46,200. All costs in FY 2020 are included in the adopted RPTA & VMR FY 2020 Operating and Capital Budget.

Purchase	Vendor	Contract	Cost
Expansion Tray & Drives	Hewlett Packard Enterprise	State Contract: ADSP016-112918	\$92,400
Subtotal			\$92,400

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

TMC/RMC: September 4, 2019 approved

Boards of Directors: September 19, 2019 for action

STRATEGIC PLAN ALIGNMENT

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



- Goal 1: Increase customer focus
- Goal 2: Advance performance based operation

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to purchase an additional 46 Terra Bytes (TB) of additional storage hardware from Hewlett Packard in the amount of \$92,400.

CONTACT

Phil Ozlin
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ATTACHMENT

None

ⁱ IT system improvements include:

- Replaced our call center workforce management and quality assurance software
- Expanded our Geographical Information Systems (GIS) capabilities
- Implemented a variety of Information Security systems to protect Valley Metro's systems against cybercriminals
 - o Cisco Advanced Malware Protection (AMP) for endpoint detection and response
 - o Cisco Identity Services Engine (ISE) for identity management and network access control
 - o Elasticsearch/Logstash/Kibana (ELK) for log aggregation and review
 - o Nessus for vulnerability scanning
 - o Demisto for security orchestration, automation, and response
- Implemented a variety of Information Technology tools to automate repetitive tasks and reduce labor requirements
 - o Quest KACE Systems Management Appliance (SMA) for IT asset management
 - o Microsoft Windows Server Update Services (WSUS) for patch management
 - o Microsoft Deployment Tool (MDT) for imaging workstations
 - o Microsoft Key Management Service (KMS) for software licensing management



Information Summary

DATE

September 12, 2019

AGENDA ITEM 5B**SUBJECT**

Cisco FLEX Licensing Agreement

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute a three-year contract with Cisco Systems not to exceed \$157,300 for the period of October 1, 2019 to September 30, 2022.

BACKGROUND/DISCUSSION/CONSIDERATION

Valley Metro uses Cisco Systems products for much of its information technology networking. Historically, Valley Metro has licensed these products using one-year agreements. Cisco Systems recently began offering a new three-year flexible license agreement that has several advantages:

1. Reduced cost – compared to the one-year licenses, the three-year license will save Valley Metro \$8,500 over the three-year period.
2. Improved training and support – the three-year license includes access to Cisco's WebEx, training, and team messaging; and allows for 20% growth in the use of these services at no additional cost during the term of the agreement.

Based on the savings and additional features Valley Metro would like to utilize the opportunity presented by our 2019 Cisco licensing renewal to shift from the one-year to the three-year license.

The three-year licensing agreement will be procured using the Mohave Educational Services Cooperative's contract with Cisco Systems reseller Extreme Integration. Purchasing from Cisco Systems through a cooperative contract saves Valley Metro resources due to the simplified acquisition process, the cooperative purchasing power of multiple agencies, and terms and conditions that have previously been negotiated.

COST AND BUDGET

A contract capacity of \$157,000 is required to maintain existing service levels. The RPTA portion is \$78,650 and the VMR portion is \$78,650. All costs in FY 2020 are included in the adopted RPTA & VMR FY 2020 Operating and Capital Budget.

Purchase	Vendor	Contract	Cost
FLEX Licensing Agreement	Extreme Integration	Mohave: 16B-EXTR-0723	\$157,300
Subtotal			\$157,300

**COMMITTEE PROCESS**

RTAG: August 20, 2019 for information

TMC/RMC: September 4, 2019 approved

Boards of Directors: September 19, 2019 for action

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with Cisco Systems not to exceed \$157,300 for the period of October 1, 2019 to September 30, 2022.

CONTACT

Phil Ozlin

Manager, Information Technology

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ATTACHMENT

None



Information Summary

DATE

September 12, 2019

AGENDA ITEM 5C**SUBJECT**

Enterprise Technology Services Contract Funding Increase

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to increase the capacity of the five-year contract with Enterprise Technology Services by \$1,651,000 for the period ending November 30, 2021.

BACKGROUND/DISCUSSION/CONSIDERATION

Enterprise Technology Services (ETS) has provided IT services to Valley Metro since December 2011 through a contract with Knowledge Services established utilizing the Managed Service Provider cooperative contract awarded by the Arizona State Procurement Office. Under its current contract, established in December 2016 and valid through November 30, 2021, ETS provides Valley Metro with the following services:

- Onsite Helpdesk staff
- 24x7 virtual Helpdesk call center for triage and dispatch services
- Software-as-a-Service (SaaS) Helpdesk ticketing system
- SaaS system health monitoring for desktops and servers
- Onsite Systems Engineering
- Subleased data center colocation at Aligned Energy
- Emergency phone lines with special routing services
- Project work (e.g. location moves, equipment refreshes, cable management)
- Professional Services assistance

Following the establishment of the 2016 contract, Valley Metro recognized that its staffing level of two helpdesk technicians covering seven sites at one helpdesk technician per 206 users was insufficient and leading to lost employee productivity. As a result, over the next two years, Valley Metro added hours equivalent to 2.4 FTE of additional helpdesk technicians to the contract, bringing its current support level to one helpdesk technician per 110 users. This ratio is consistent with industry best practice and allows for the placement of two full-time technicians at the 101 administrative building, one at the Operations & Maintenance Center, one at the Mobility Center, and one technician dividing two days a week between satellite facilities¹. The introduction of

¹ East Valley Bus Operations & Maintenance (EVBOM) building, Mesa Transit Facility (MTF), Gilbert Road Extension (GRE) office, and Tempe Streetcar office



additional capacity saw a corresponding rise in service satisfaction ratings² from poor to very good.

In addition, Valley Metro found it lacked the technical staffing for Windows system administration, server virtualization administration, infrastructure engineering, and Microsoft Exchange administration. As a result, Valley Metro added hours equivalent to 1.2 FTE to fulfill these functions.

Valley Metro staff also identified an opportunity to reduce the authority's data center hosting costs from \$102,000 per year at the Cyrus One data center to \$34,800 per year by subleasing hosting at the Aligned Energy data center through the ETS contract. While reducing total hosting costs, the movement of this expenditure from the Cyrus One contract to the ETS contract requires an increase in the contract's capacity.

Finally, on August 21, 2019 Valley Metro was notified that Knowledge Services, with the approval of the State of Arizona, will be increasing its fees on September 3, 2019. The cost for the roles Valley Metro currently employs through the ETS contract will remain the same for positions filled by existing contractors, but the Knowledge Services fees for any positions that are vacated and refilled will increase by six percent. A contingency not to exceed \$91,000 has been added to the request for additional capacity to cover the fee increase for any of the contract positions that are vacated and refilled over the next 26 months.

As a result of these changes, staff requests that \$1,651,000 be added to the contract authorization to continue the current level of services through November 2021. Without this increase, the current contract capacity will be exhausted in March 2020.

COST AND BUDGET

The additional capacity required to maintain existing service levels are \$1,651,000. The RPTA portion is \$825,500 and the VMR portion is \$825,500. All costs in FY 2020 are included in the adopted RPTA & VMR FY 2020 Operating and Capital Budget.

Purchase	Vendor	Contract	Cost
Existing Contract	Knowledge Services	State Contract: ADSP017-174599	\$2,174,185
Additional Capacity	Knowledge Services	State Contract: ADSP017-174599	\$1,651,000
Subtotal			\$3,825,185

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

TMC/RMC: September 4, 2019 approved

Boards of Directors: September 19, 2019 for action

² Speed of response, speed of resolution, and quality of communication



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
- Goal 2: Advance performance based operation

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to increase the capacity of the five-year contract with Enterprise Technology Services by \$1,560,045 for the period ending November 30, 2021.

CONTACT

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ATTACHMENT

Staffing Modifications
Knowledge Services Memorandum of Understanding



Staffing Modifications

The table below shows the changes in contract utilization since 2017 that necessitate increasing the contract capacity to reach its end date of November 2021.

Modification	Date	Contract Lifetime Additional Cost
3rd Technician @ 16 hours/week	May 2017 – November 2021	\$202,000
1st Engineer to 32 hours/week	June 2017 – November 2017	\$197,000
1st Engineer to 40 hours/week	December 2017 – November 2021	\$175,000
2017 Monitored System True-Up	November 2017	\$19,000
2nd Engineer @ 24 hours/week	March 2018 – November 2018	\$164,000
4th Technician @ 40 hours/week	April 2018 – November 2021	\$393,000
5th Technician @ 24 hours/week	June 2018 – March 2019	\$162,000
Data Center Sublease	October 2018 – November 2021	\$107,000
2nd Engineer to 32 hours/week	November 2018 – April 2019 ³	\$25,000
5th Technician to 40 hours/week	April 2019 – November 2021	\$116,000
Subtotal:		\$1,560,000
State Contract 6% Rate Increase⁴	September 2019	\$91,000
Total:		\$1,651,000

³ Engineer hired directly

⁴ Announced via email from Knowledge Services on August 21, and thus not available for RTAG on August 20



Knowledge Services Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING (MOU) MASTER SERVICES AGREEMENT FOR THE STATE OF ARIZONA

This Memorandum of Understanding (MOU) is intended to notify Vendor of certain State of Arizona Managed Service Provider (MSP) Program updates, as follows below.

1. Effective September 3, 2019, maximum Mark-up Rates will be modified as defined in the updated Not-to-Exceed Rate Card, posted at:
<https://www.knowledgeservices.com/azmsp/vendor-mts-msp-program-information/>.
 - a. Maximum Mark-Up Rates in the Not-to-Exceed Rate Card, shall be modified only for new postings that are created on and after September 3, 2019.
 - b. For all other positions (postings that were created prior to September 3, 2019), the existing Not-To-Exceed Rate Card shall apply and shall continue to be posted at: <https://www.knowledgeservices.com/azmsp/vendor-mts-msp-program-information/>.
2. The State of Arizona has updated its procurement and state contract site. Visit https://app.az.gov/page.aspx/en/ctr/contract_browse_public, select **State Contracts**, and type in **ADSP017-174599** in the Keyword box, to view the contractual provisions between Knowledge Services and the State of Arizona, which are incorporated by reference, as amended, into the Master Services Agreement between Vendor and Knowledge Services.



Information Summary

DATE

September 12, 2019

AGENDA ITEM 6**SUBJECT**

Transit Standards and Performance Measures Update

PURPOSE

To request approval of the Regional Transit Standards and Performance Measures (TPSM) update.

BACKGROUND | DISCUSSION | CONSIDERATION

The importance of a performance based transportation system is emphasized and required as part of the federal government's Fixing America's Surface Transportation Act. In addition, the Arizona State Legislature, in its legislation leading to Proposition 400 in 2004, stressed performance based transportation planning and programming and required audits every five years to verify operational performance and address potential changes to the plan to improve performance. In October 2012, Valley Metro, in coordination with member cities, initiated the development of the region's TSPM. The work to date was completed in three phases.

Phase I identified service provision goals, defined service types, preliminary performance measures, passenger stop spacing standards, and the process for evaluating and recommending service changes. Phase I was approved by Valley Metro Regional Public Transportation Authority (RPTA) Board of Directors and Valley Metro Rail (VMR) Board of Directors in November 2013.

Phase II developed transit service performance measures, planning tools, transit service thresholds, application principles and implementation standards for new service. Phase II was approved by the RPTA and VMR Boards of Directors December 2014.

Phase III defined the process for the development of performance thresholds, the establishment of service design standards, and the development of a regional fleet prioritization process for existing and expansion fleet needs. Phase III was approved by the RPTA and VMR Boards of Directors June 2016. Phase III approval included the stipulation that TSPM would be reviewed every two years and updated regularly as appropriate to ensure they are consistent with Valley Metro's evolving goals.

In July 2018 Valley Metro staff initiated the first comprehensive update to the approved TSPM policies and defined procedures associated with the administration of evaluating the performance of the region's transit services and capital assets. The major tasks undertaken included: revisiting adopted measures (e.g. removing inessential measures such as boardings per revenue hour), incorporating new service types (e.g. including streetcar), integrating mobility enhancement uses (e.g. monitoring and coordinating as needed with



new service delivery models such as transportation network companies), revisiting the Short Range Transit Plan short- and mid-term planning horizon years, integrating capital facilities (e.g. developing a stop optimization process), and other planning elements frequent service network map, night owl service map, and frequent service standard.

The TSPM update consolidated the three previous TSPM phases into the 'TSPM Procedures Guide' and incorporates the updates noted above through collaborative discussions with member cities from August 2018 to June 2019. The 'TSPM Procedures Guide' is considered to be a "living" document and is intended to refine existing standards and establish any new elements as necessary to advance the goals and objectives of the Valley Metro Regional TSPM program. A 'TSPM Procedures Guide' has been prepared to document the recommendations and is available upon request. The full 'TSPM Procedures Guide' will be available on the Valley Metro webpage once the Board has approved it.

COST AND BUDGET

No cost at this time. The annual performance analysis defined in the TSPM Procedures Guide can be accomplished with the Capital and Service Development Division staff currently budgeted.

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

TMC/RMC: September 4, 2019 approved

Boards of Directors: September 19, 2019 for action

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operations
- Goal 3: Grow transit ridership

RECOMMENDATION

Staff recommends that the Boards of Directors approve the Regional Transit Standards and Performance Measures Update.

CONTACT

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ATTACHMENT

PowerPoint presentation

Transit Standards and Performance Measures Update

September 2019



Purpose

To request the Boards of Directors approve the regional Transit Standards and Performance Measures (TSPM) Update, also known as 'TSPM Procedures Guide'





Performance Based System

- Provides objective standards, measures and procedures to guide service planning in the region
- Works toward service consistency and common expectations for the benefit of riders
- Performance based transportation system emphasized and required by Federal and State law

3



Background

Regional TSPM developed through a multi-agency process that spanned several years and has been incorporated into our planning processes.

Phase I <i>November 2013</i>	Phase II <i>December 2014</i>	Phase III <i>June 2016</i>	Phase IV <i>2019 Update</i>
• Service provision goals • Service types • Service standards • Stop spacing • Performance measures	• Planning tools • Performance thresholds • Application principles • Standards for implementing new transit services	• Service design standards • Regional fleet prioritization process • Service planning integration	• “TSPM to be reviewed every two years and updated regularly as appropriate to ensure they are consistent with Valley Metro’s evolving goals”

4



TSPM Update Categories

1. Revisit measures
2. Incorporate new service types
3. Revisit SRTP planning timeline
4. Develop capital amenity classifications
5. Identify additional corridor designations

5

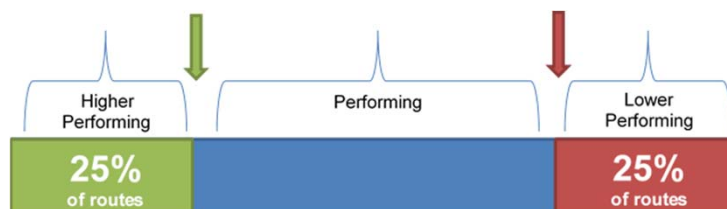


Revisit Measures

Performance Measures

- Boardings/revenue mile
- Boardings/revenue trip*
- Farebox recovery rate
- On-time performance

**For commuter express and limited stop peak services only*



6



Revisit Measures

Existing Data Points		New Data Points
- Boardings by stop - Boardings by time of day - Service connectivity - Subsidy per boarding - Zero-auto households served - Low-income households served - Seniors served	- Youth served - Persons with mobility disability served - Peak load factor - Headways/trips - Service span - Operating days - Population density - Employment density - Activity centers served	- Peak speed - Off-peak/peak speed ratio - FAST Route Analysis - Boarding to peak fleet ratio - Employed and student population - Weekday average boardings - Percent time point dwelling - Average dwell per time point

7



Incorporate New Service Types

**Include
Streetcar
as a
service
type**



8



Incorporate New Service Types

Include
Bus Rapid
Transit as a
service
type



9



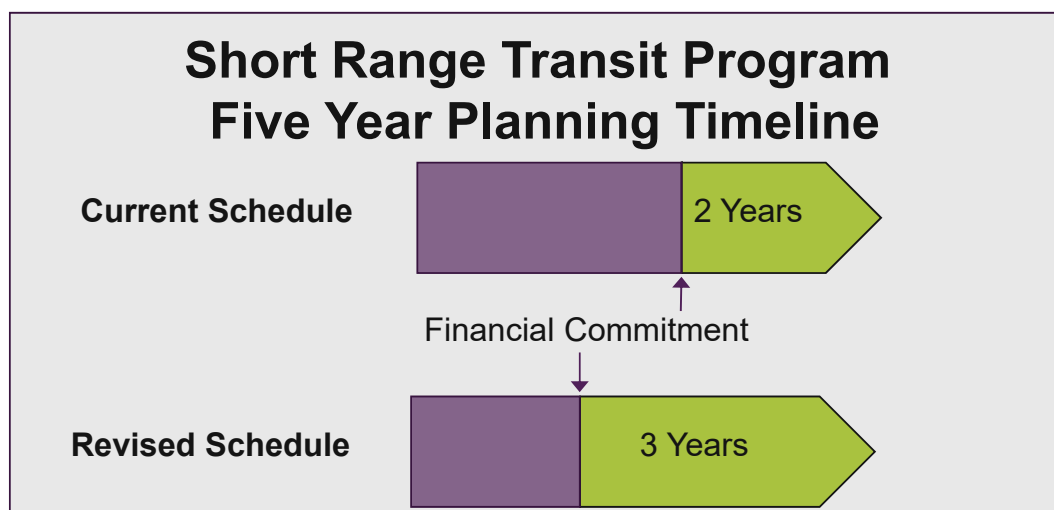
Incorporate New Mobility Services

Add processes
for coordination
on innovative
transportation
technologies,
pilots, and
partnerships



10

S RTP Planning Timeline



11

Develop Capital Amenity Classifications



Task

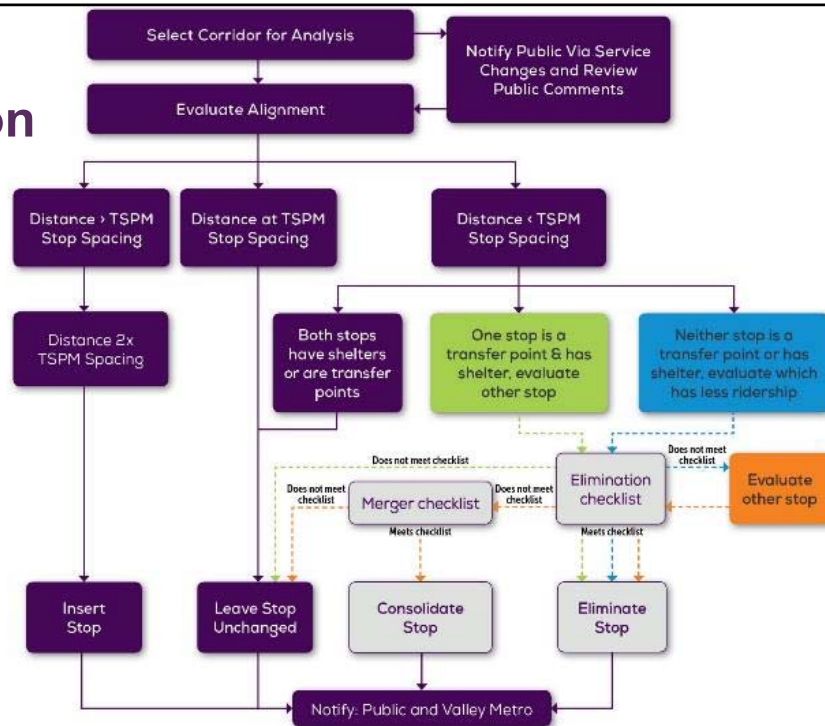
Bus Stop Optimization

Transit Center Classification

Park-and-Ride Classification

12

Bus Stop Optimization Process



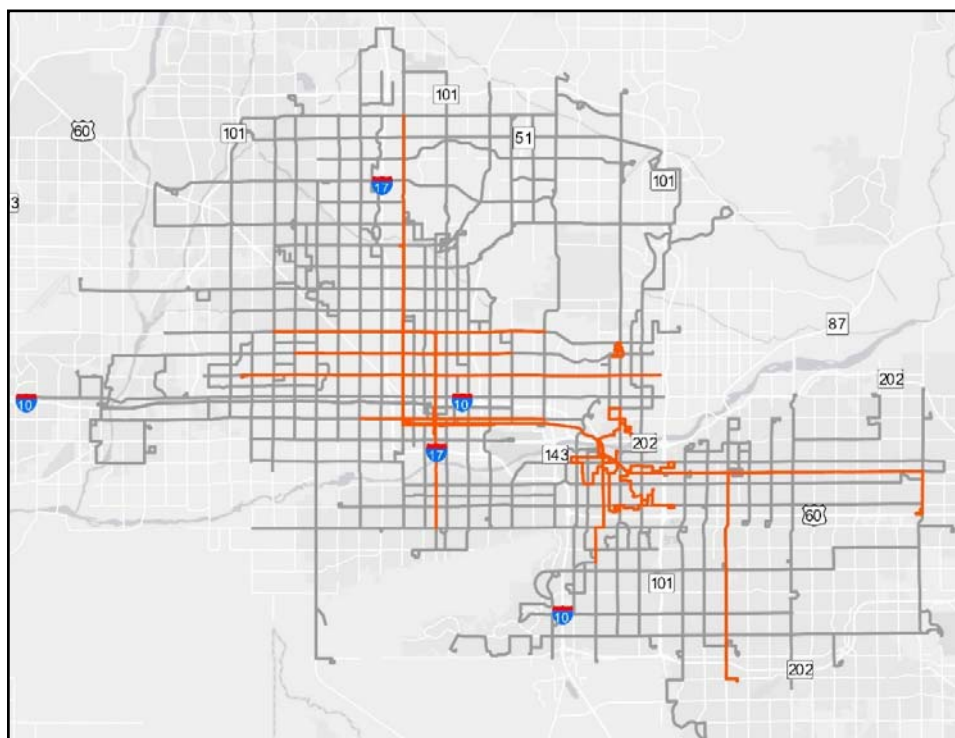
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	PUBLICLY OWNED				SHARED-USE FACILITY			
	Urban Core	Outer Urban		Suburban	Urban Core	Outer Urban		Suburban
	TC	TC/ID	ID	ID	TC	TC/ID	ID	ID
Service Type	Commuter Express / Local Bus	Local Bus	Commuter Express	Commuter Express / Local Bus	Commuter Express / Local Bus	Local Bus	Commuter Express	Commuter Express / Local Bus
Bike/Ped Facilities	Fully Accessible	Fully Accessible	Limited Access	Limited Access	Fully Accessible	Fully Accessible	Limited Access	Limited Access
Bus Stop Placement	On-street docking, serves as end of line (Express), designated bus entry	On-street docking, designated bus entry	On-street docking, designated bus entry	On-street docking, serves as end of line (Express), designated bus entry	Off-street docking, serves as end of line (Express), shared bus/auto entry	On-street docking	Off-street docking	On-street docking, serves as end of line (Express)
Freeway Proximity	NA	NA	<0.5 Miles	<1 Mile	NA	NA	<0.5 Miles	<1.5 Miles
Deviation from Route	On alignment	On alignment	0.5 miles or less	0.5 miles or less	On alignment	On alignment	0.5 miles or less	0.5 miles or less
CBD Direction of Travel Placement (far side)	✓	✓	✓	✓	✓	✓		
HOV Access Preferred			✓	✓			✓	✓
Local Bus LOS	10-30 minutes	30 minutes or better	30-60 minutes	30-60 minutes	10-30 minutes	30 minutes or better	30-60 minutes	30-60 minutes
Commuter Express LOS (Peak Trips)	6+ AM Trips 6+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips	6+ AM Trips 6+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips
Number of Transit Connections	5+; serves light rail and / or express	3+; serves light rail and / or express	3+	2+	5+; serves light rail and / or express	3+; serves light rail and / or express	3+	2+
Ticket Vending Machines	✓	✓	✓	✓	✓			
Kiss & Ride	✓	✓	✓	✓	✓			

TC Transit Center
 TC/ID Transit Center with Park-and-Ride
 ID Park-and-Ride

Capital Amenity Classification

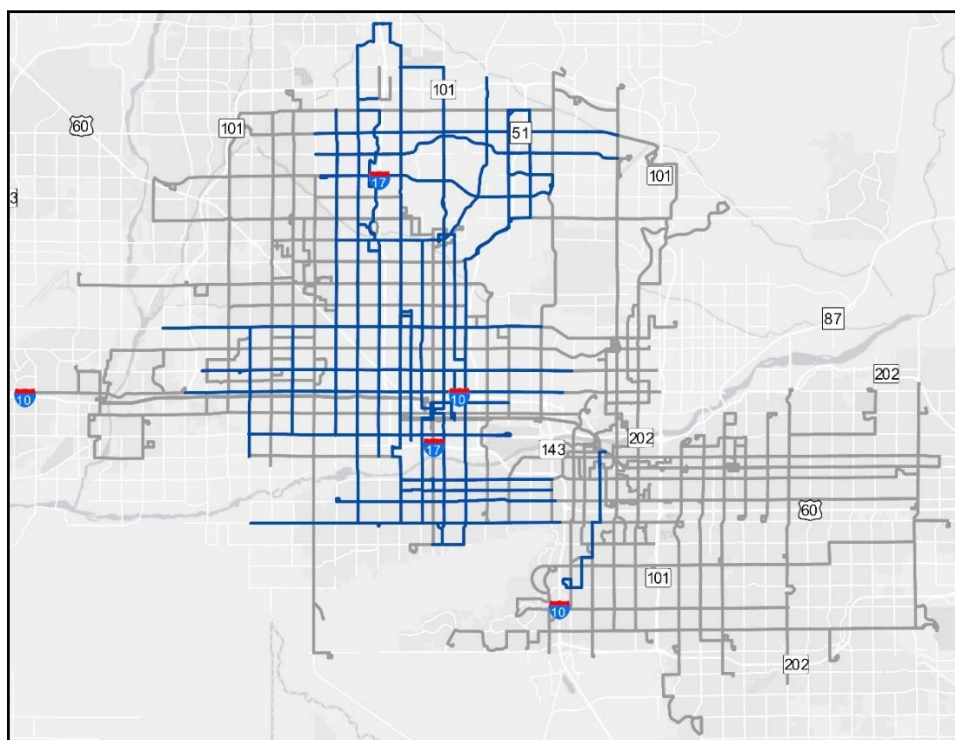
14



Frequent Service Network

Service arrives every 15 minutes or less

Runs from 6 a.m. – 6 p.m.

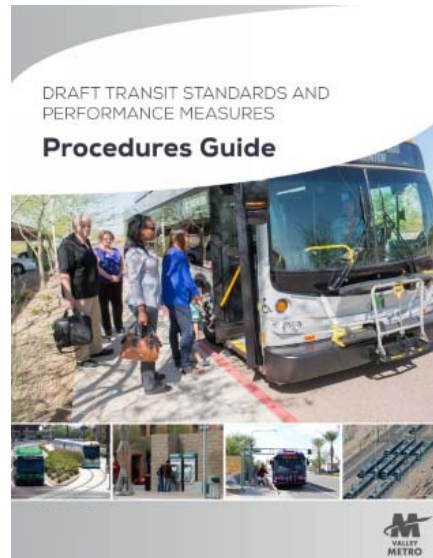


Night Owl Service Network

Service includes at least one full trip in both directions after midnight on Monday through Friday

Consolidated Report

- Merged previous TSPM phases into single report
- Modifications made into new report
- Serves as single TSPM resource
- Updates planned for every two years



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Recommendation

Staff recommends that Boards of Directors approve the regional Transit Standards and Performance Measures (TSPM) Update.

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Information Summary

DATE

September 12, 2019

AGENDA ITEM 6**SUBJECT**

2019 Transit Life Cycle Program Update

PURPOSE

To present the draft 2019 TLCP Update for approval.

BACKGROUND | DISCUSSION | CONSIDERATION

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

The most recent update to the TLCP was in June 2018. Since that time, the official forecast has projected a small increase in revenues for the Transportation Excise Tax. The forecast of PTF for the transit program is approximately \$49 million higher for the remaining years of the TLCP (FY2019-2026). By policy, the revenues are allocated to the bus and rail programs. The bus program forecasted revenues are higher by \$28 million and the rail program by \$21 million.

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

*Bus Program*Capital Program

In the 2019 TLCP update, there are significant adjustments to the replacement fleet and facilities projects related to timing and federal funding. The number of vehicles forecast in the current update is reduced. The changes in fleet replacements were made to accommodate the fare collection system replacement project. A significant number of vehicles have been deferred beyond the TLCP, but will ultimately require replacement. Additionally, the cost per vehicle was reduced to reflect the results of recent procurements.



There have been some updates to the cost estimates for the North Glendale Park-and-Ride and Peoria Park-and-Ride. The North Glendale Park-and-Ride is now estimated to be a smaller project, with the high end cost estimate of approximately \$3.6 million. The smaller project is programmed without federal assistance to expedite project delivery. The costs for the Peoria Park-and-Ride were updated to reflect the current forecast cost to complete.

Valley Metro hosted meetings for the East and West sub-regions to discuss the results of this preliminary model. Adjustments were made to the operating program from what was presented in June. A review of historical costs was completed to ensure model accuracy.

Operating Program

Valley Metro planning staff developed the SRTP to guide the implementation of new service improvements, including those funded with PTF. The attached Table 1 shows the service improvements included in the financial model. The table includes improvements approved in the 2018 TLCP model and programmed improvements from the 2019 SRTP.

The fund balance at the end of the program is anticipated to be about \$42.1 million, up from \$12.8 million in the 2018 update.

The TLCP Guiding Principles require that jurisdictional equity be maintained for the bus program. The policy allows that each sub-region can be within 2.5 percent above or below their policy allocation. In the current model, the East and West sub-regions are within this policy allowance, but the Central sub-region is not. Additionally, the policy allows that regardless of sub-regional percentages, no jurisdiction can be under-allocated by \$7.5 million or more without explicit approval of that city. In the current model both Phoenix and Scottsdale meet that condition.

Planning staff are currently discussing options with Scottsdale to program additional projects. Those will be incorporated into the 2020 update to the TLCP.

Rail/High Capacity Transit Program

The baseline rail model has some changes from the adopted 2018 TLCP Update. Among the changes are changes in the cost estimates for the Operations and Maintenance Center Expansion project, South Central Extension/Downtown Hub, Northwest Extension Phase II and deferrals of the West Phoenix and Northeast projects. A new project for capital maintenance related to State of Good Repair was added. Previously these items were included in the Systemwide Improvements category.



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

Operations and Maintenance Center –The project is estimated at \$94.9 million. Funding will come from the South Central Extension/Downtown Hub project, federal CMAQ and regional PTF. A design build contract was awarded to Hensel Phelps and work has begun on the expansion.

South Central Extension/Downtown Hub – The project cost forecast has increased to \$1.275 billion, which does not include an estimate for finance costs incurred by the City of Phoenix. The increased cost forecast was determined at the 40% design level and after a risk analysis was completed by FTA. The project has been accepted into the Engineering phase of the Capital Investment Grant program. The project is funded with FTA New Starts, CMAQ, regional PTF and City of Phoenix funds. Additional regional PTF has been allocated to this project to offset some of the increased cost.

Northwest Extension Phase II – The project cost forecast has increased to \$376 million, which does not include an estimate for finance costs incurred by the City of Phoenix. The increased cost forecast was determined at the 40% design level and after a risk analysis was completed by FTA. This project is in the Project Development phase of the Capital Investment Grant program. The request to enter the Engineering phase will be made during the summer of 2019. The project is funded with FTA New Starts, regional PTF and City of Phoenix funds.

West Phoenix Extension – The City of Phoenix Council voted to defer work on this extension. The project remains in the Regional Transportation Plan.

Northeast Extension – The City of Phoenix Council voted to defer work on this extension. The project remains in the Regional Transportation Plan.

Corridor	2018 TLCP Open Year	2019 TLCP Open Year
Tempe Streetcar	2021	2021
Capitol/I-10 West Phase I	2023	2024
Northwest Phase II	2023	2024
South Central	2023	2024
West Phoenix	2026	2040
Capitol/I-10 West Phase II	2030	2030
Northeast Phoenix	2034	2040

Currently, the rail program preliminary financial model is balanced, with a surplus of \$12.4 million remaining. The rail program currently anticipates financing needed. The



financing needs are driven by the construction of three projects simultaneously in the City of Phoenix and will likely change as those projects advance. The financing needs in this model are assumed to be provided either by the City of Phoenix or other outside financing (such as a P3), leaving PTF funds “pay-as-you-go”. However, there could be an opportunity for one additional PTF backed financing in 2020 or 2021 if required.

COST AND BUDGET

Some of the proposed changes to the TLCP bus model have been incorporated into the proposed FY2020 Operating and Capital Budgets and the Five-Year Operating and Capital Forecasts. Revenues and expenditures forecast within the TLCP are balanced as required by State Statute.

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

TMC/RMC: September 4, 2019 approved

Boards of Directors: September 19, 2019 for action

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation
- Goal 3: Grow transit ridership

RECOMMENDATION

Staff recommends that Boards of Directors approve the Transit Life Cycle Program Update.

CONTACT

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Chief Financial Officer

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ATTACHMENT

Table 1

Table 1

	Route	Fiscal Year	Month	Description
104	Alma School Road	2020	July 2019	Replace local funding, existing service levels in Mesa only
77	Baseline Road	2020	July 2019	Replace local funding, existing service levels in Mesa only
77	Baseline Road	2020	October 2019	In Mesa implement 30 min Sat and Sun service; match Sun to Sat span.
104	Alma School Road	2020	October 2019	In Mesa and Chandler improve span of service on weekdays
104	Alma School Road	2020	October 2019	In Mesa only improve frequency on Saturdays, add Sunday service to match Saturday
136	Gilbert Road	2020	October 2019	In Mesa only extend span of service on weekdays, improve frequency on Saturdays, add Sunday service to match Saturday
30	University Drive	2021	July 2020	Replace local funding, existing service levels in Tempe
45	Broadway Road	2021	July 2020	Replace local funding, existing service levels in Mesa only
41	Indian School Road	2021	October 2020	In Scottsdale match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.
136	Gilbert Road	2021	October 2020	In Chandler and Gilbert extend span of service on weekdays, improve frequency on Saturdays, add Sunday service to match Saturday
30	University Drive	2022	July 2021	Replace local funding, existing service levels in Mesa
104	Alma School Road	2022	October 2021	Add Saturday service in Chandler
156	Chandler Boulevard	2022	October 2021	Increase weekday frequency in Chandler only
170	Bell Road	2022	July 2021	Replace local funding, existing service levels in Scottsdale
83	83 rd Avenue	2023	July 2022	Replace local funding, existing service levels in Peoria only



	Route	Fiscal Year	Month	Description
170	Bell Road	2023	July 2022	Replace local funding, existing service levels in Glendale
112	Arizona Avenue/ Country Club	2024	October 2023	Increase service in Chandler only, extend route

Valley Metro Transit Life Cycle Program 2019 Model Update

September 2019

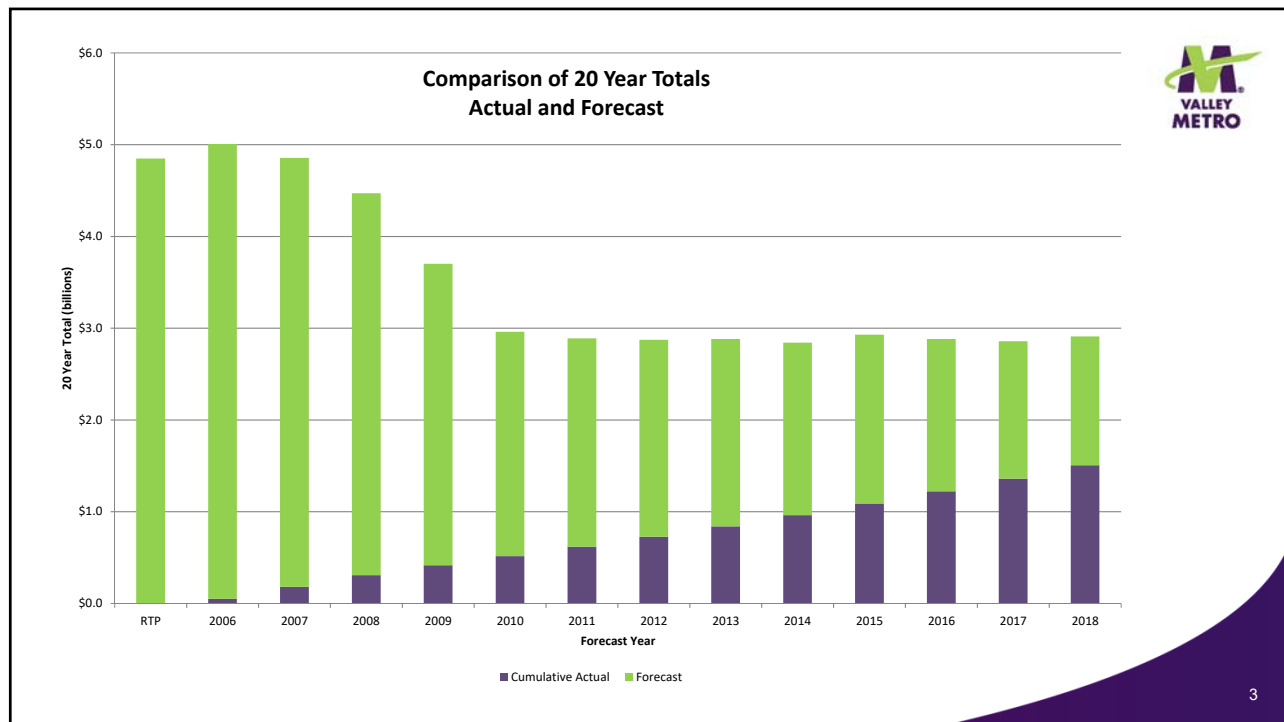


Transportation Excise Tax

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 and revenues cannot be transferred between programs
 - 33.3% for transit program
 - 56.2% for freeway program
 - 10.5% for arterial program



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

4

TLCP Guiding Principles



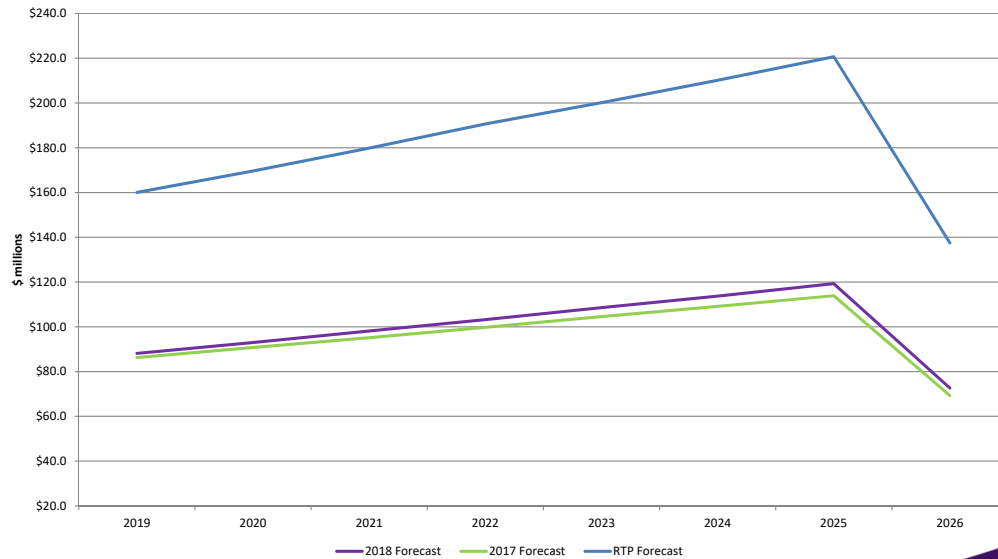
1. A defined and consistent process will be established for allocating funding for projects in the Regional Transportation Plan.
2. A defined and consistent process for Plan amendments and changes will be established.
3. Funding allocations will be regularly monitored and managed.
4. A defined and consistent process will be established to ensure that legislated compliance audit, reporting and performance requirements are met.
5. Budgeting and accounting systems will be established to manage Public Transportation Funds and monitor and report results.
6. Jurisdictional equity will be maintained.

5

Bus Program



Prop 400 Bus Revenues



7

Operating Program Changes



- Update existing mileage, contract rates
- Reduced fare revenue forecast
- SRTP improvements
 - Committed in first 2 years
 - New improvements programmed

8

Improvements Added



	Route	Fiscal Year	Month	Description
77	Baseline Road	2020	October 2019	In Mesa implement 30 min Sat and Sun service; match Sun to Sat span.
104	Alma School Road	2020	October 2019	In Mesa and Chandler improve span of service on weekdays
104	Alma School Road	2020	October 2019	In Mesa only improve frequency on Saturdays, add Sunday service to match Saturday
136	Gilbert Road	2020	October 2019	In Mesa only extend span of service on weekdays, improve frequency on Saturdays, add Sunday service to match Saturday
41	Indian School Road	2021	October 2020	In Scottsdale match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.
136	Gilbert Road	2021	October 2020	In Chandler and Gilbert extend span of service on weekdays, improve frequency on Saturdays, add Sunday service to match Saturday
83	83 rd Avenue	2023	July 2022	Replace local funding, existing service levels in Peoria only

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Capital Program Changes



Facilities plan changes

- North Glendale Park-and-Ride programmed with local funds only, reduced scope
- Added regional fare collection system

Fleet plan changes

- Deferred fleet replacements, reduced expansion, updated unit costs

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Fleet Purchases

	<u>2019 Update</u>	<u>2018 Update</u>	<u>Change</u>	<u>% Change</u>
Fixed route buses	1,404	1,556	-152	-9.77%
Paratransit buses	596	603	-7	-1.16%
Rural route buses	30	27	3	11.11%
Vanpools	1,480	1,548	-68	-4.39%
Total Fleet	3,510	3,734	-224	-6.00%

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Expenditure Summary

	<u>2019 Update</u>	<u>2018 Update</u>	<u>Change</u>	<u>% Change</u>
Operations Expenditure				
Fixed Route Operations	\$984.3	\$1,000.4	(\$16.1)	-1.6%
ADA & Alternatives	\$500.4	\$495.1	\$5.2	1.1%
Regional Expenditures	\$244.4	\$251.4	(\$6.9)	-2.8%
<i>Sub-Total Operations Expenditures</i>	<i>\$1,729.1</i>	<i>\$1,746.9</i>	<i>(\$17.8)</i>	<i>-1.0%</i>
Capital Expenditure				
Debt Service	\$71.4	\$72.1	(\$0.8)	-1.0%
Fleet	\$897.1	\$1,028.3	(\$131.2)	-12.8%
Facilities	\$279.7	\$262.0	\$17.7	6.8%
<i>Sub-Total Capital Expenditures</i>	<i>\$1,248.2</i>	<i>\$1,362.5</i>	<i>(\$114.3)</i>	<i>-8.4%</i>
Total Expenditures	\$2,977.3	\$3,109.4	(\$132.1)	-4.2%

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Revenue Summary



	<u>2019 Update</u>	<u>2018 Update</u>	<u>Change</u>	<u>% Change</u>
Revenue Operations				
PTF	\$1,651.3	\$1,622.3	\$29.0	1.79%
RARF	\$92.8	\$94.2	(\$1.3)	-1.43%
Fares	\$207.2	\$237.4	(\$30.2)	-12.74%
Federal	\$67.1	\$66.9	\$0.2	0.31%
Other revenues	\$24.8	\$25.1	(\$0.3)	-1.30%
<i>Sub-Total Operations Revenue</i>	<i>\$2,043.2</i>	<i>\$2,045.9</i>	<i>(\$2.7)</i>	<i>-0.13%</i>
Revenue Capital				
Federal - Capital	\$896.9	\$997.0	(\$100.1)	-10.04%
Financed Revenue	\$58.3	\$58.3	\$0.0	0.00%
Other revenues	\$20.9	\$20.9	\$0.0	0.00%
<i>Sub-Total Capital Revenue</i>	<i>\$976.1</i>	<i>\$1,076.2</i>	<i>(\$100.1)</i>	<i>-9.30%</i>
Total Revenue	\$3,019.4	\$3,122.1	(\$102.8)	-3.29%

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Cash Flow Summary



<u>Bus Program</u>	<u>TLCP Totals</u>		<u>Funding Surplus / Shortfall</u>
Total Program Revenues	\$2,969.4		
Total Operating Costs	(\$1,729.1)		
Funding surplus before capital and financing			\$1,240.2
Total Capital Costs	(\$1,175.1)		
<u>Financing Needs anticipated:</u>	<u>Proceeds</u>	<u>Debt Service</u>	
Series 2009	\$50.0	(\$73.0)	
Total Financing	\$50.0	(\$73.0)	(\$23.0)
Total Program Cost 2026	(\$2,927.3)		
Net Fund Balance			\$42.1

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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

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Regional PTF Costs

Category	Amount
Customer service	\$147.9
ADA certification	\$32.6
Planning and administration	\$3.7
Regional ITS	\$15.3
Vanpool vans	\$2.6
Debt service	\$21.9
Minimum cash balance	\$16.9
Total Regional Costs	\$240.9

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Jurisdiction Equity Summary by Sub-Region				
(millions of dollars)				
September 11, 2019				
<u>Sub-Region</u>	<u>Total Calculated PTF</u>	<u>Total Policy PTF Allocation</u>	<u>JE Under (JE Over)</u>	<u>Percent of JE Calculated</u>
Central	\$435.3	\$447.6	\$12.3	2.7%
East	\$790.4	\$799.4	\$9.0	1.1%
West	\$166.6	\$163.4	(\$3.2)	-1.9%
	\$1,392.2	\$1,410.4	\$18.2	1.3%

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Rail Program

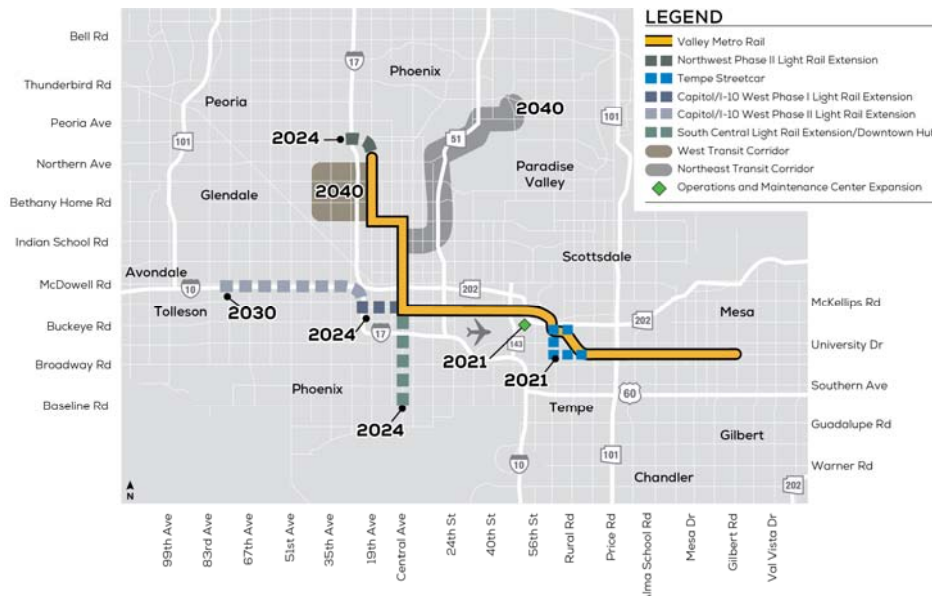


Capital Project Schedule



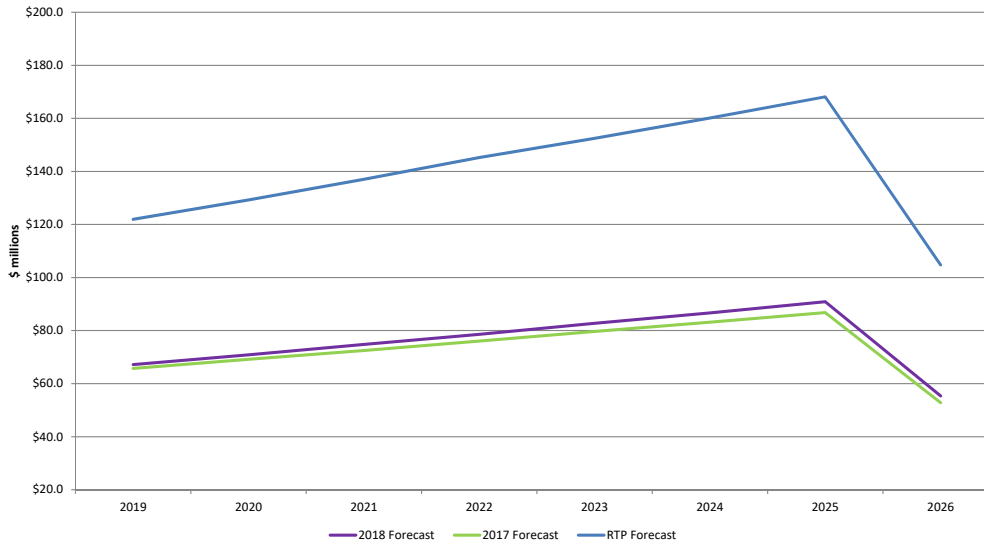
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High Capacity Transit Map



2
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Prop 400 Rail Revenues



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Capital Project Changes



- OMC Expansion updated cost estimate
- South Central Extension/Downtown Hub project updated to reflect cost estimate at 40% design and FTA risk assessment results
- Northwest Phase II project updated to reflect cost estimate at 40% design and FTA risk assessment results
- New project for State of Good Repair
- West Phoenix and Northeast corridors deferred beyond Prop 400

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Capital Funding Changes



- FTA Capital Investment Grant program share decreased to 39.4% for South Central/Downtown Hub project
- FTA Capital Investment Grant program share decreased to 49.4% for Northwest Phase II project
- Regional PTF programmed to South Central/Downtown Hub
- CMAQ maximized for OMC Expansion and South Central/Downtown Hub projects

23

2019 Corridor Cost Estimates



	Base	Utilities	2019 Total	2018 Update	Change
Central Mesa	\$181.3	\$0.6	\$181.9	\$185.1	(\$3.2)
Northwest Phase I	\$292.0	\$31.1	\$323.1	\$323.1	\$0.0
Gilbert Road	\$185.8	\$0.0	\$185.8	\$184.1	\$1.7
Tempe Streetcar	\$183.9	\$8.5	\$192.4	\$192.6	(\$0.2)
Capitol/I-10 West Phase I	\$224.6	\$19.3	\$243.9	\$243.0	\$0.9
Northwest Phase II	\$401.3	\$0.0	\$401.3	\$300.8	\$100.5
South Central	\$1,264.7	\$80.5	\$1,345.2	\$962.9	\$382.3
West Phoenix	\$0.0	\$0.0	\$0.0	\$443.5	(\$443.5)
Capitol/I-10 West Phase II	\$86.3	\$26.8	\$113.1	\$215.6	(\$102.5)
Northeast Phoenix	\$0.0	\$0.0	\$0.0	\$16.5	(\$16.5)
<i>Sub-Total Corridor Extensions</i>	<i>\$2,819.8</i>	<i>\$166.9</i>	<i>\$2,986.7</i>	<i>\$3,067.2</i>	<i>(\$80.5)</i>

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2019 Other Capital Costs



<u>Other Capital Expenditures</u>	<u>Base</u>	<u>Utilities</u>	<u>2019 Total</u>	<u>2018 Update</u>	<u>Change</u>
LRV Acquisition	\$99.4	\$0.0	\$99.4	\$98.7	\$0.7
50th Street Station	\$24.4	\$0.0	\$24.4	\$24.4	\$0.0
OMC Expansion	\$56.9	\$0.0	\$56.9	\$40.2	\$16.7
CP/EV Regional Reimbursements	\$198.8	\$73.6	\$272.4	\$272.4	\$0.0
State of Good Repair	\$33.7	\$0.0	\$33.7	\$0.0	\$33.7
System-wide Support Infrastructure	\$33.4	\$0.0	\$33.4	\$52.6	(\$19.1)
Corridor Planning/CPDA	\$56.9	\$0.0	\$56.9	\$58.4	(\$1.5)
Design Standards & System Planning	\$112.8	\$0.0	\$112.8	\$101.1	\$11.7
<i>Sub-Total Other Capital</i>	<i>\$616.4</i>	<i>\$73.6</i>	<i>\$690.0</i>	<i>\$647.7</i>	<i>\$42.3</i>
<i>Total Capital Expenditures</i>	<i>\$3,436.1</i>	<i>\$240.5</i>	<i>\$3,676.7</i>	<i>\$3,714.9</i>	<i>(\$38.2)</i>

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2019 Capital Revenues



	<u>2019 Update</u>	<u>2018 Update</u>	<u>Change</u>	<u>% Change</u>
PTF	\$1,308.1	\$1,284.2	\$23.9	1.9%
FTA 5309	\$1,005.4	\$1,195.9	(\$190.4)	-15.9%
CMAQ	\$476.3	\$478.2	(\$1.9)	-0.4%
Other federal	\$38.7	\$43.6	(\$4.9)	-11.2%
Phoenix T2050	\$856.8	\$813.9	\$42.9	5.3%
Mesa	\$12.9	\$14.1	(\$1.2)	-8.5%
Glendale	\$0.1	\$0.1	\$0.0	0.0%
Tempe	\$13.3	\$13.2	\$0.2	NA
MAG / RPTA	\$23.3	\$23.1	\$0.2	1.1%
Total Capital Revenue	\$3,735.0	\$3,866.2	(\$131.2)	-3.4%

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2019 Cash Flow Summary



				Funding Surplus / Shortfall
			TLCP Totals	
Total Program Revenues			\$3,735.0	
Total Base Program Cost			(\$3,436.1)	
Funding surplus before PTF utility expenses and financing				\$298.9
Non Prior Right Utility Relocations			(\$240.5)	(\$240.5)
<u>Financing Needs anticipated:</u>	<u>Proceeds</u>	<u>Debt Service</u>		
Series 2009	\$55.5	(\$77.6)		
Series 2014	\$135.4	(\$156.9)		
Advance Funds by Phoenix	\$60.0	(\$62.3)		
Total Financing	\$250.9	(\$296.8)	(\$45.9)	
Total Program Cost 2026			(\$3,722.6)	
Net Fund Balance				\$12.4

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Recommendation



Staff recommends that Boards of Directors approve the Transit Life Cycle Program Update.

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Information Summary

DATE

September 12, 2019

AGENDA ITEM 8**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 General Counsel. Discussion and consultation may be both with and without the 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

September 12, 2019

AGENDA ITEM 9**SUBJECT**

Executive Session Action Items

PURPOSE

The Joint Board of Directors may take action related to items discussed as part of the Agenda Item 8.

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 8.

CONTACT

Michael Minnaugh

General Counsel

602-262-7433

mminnaugh@valleymetro.org

ATTACHMENT

None



Information Summary

DATE

September 12, 2019

AGENDA ITEM 10**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
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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
7/16/19 through 8/15/19

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
Controller	FY19 PSR Workshop	San Francisco, CA	6/5/2019-6/7/2019	\$1,109.93	\$207.96	\$83.13	\$628.84	\$190.00	\$0.00
Sr. Contracts Administrator	FY19 PSR Workshop	San Francisco, CA	6/8/2019-6/7/2019	\$1,026.80	\$207.96	\$0.00	\$628.84	\$190.00	\$0.00
Mgr. of Admin. Supp. Svc and Project Mgmt.	Automated Vehicles Symposium	Orlando, FL	7/14/2019-7/18/2019	\$1,591.12	\$551.60	\$0.00	\$670.52	\$297.00	\$72.00
Deputy Director Corridor Development	2019 APTA Rail Conference	Toronto, Canada	6/23/2019-6/28/2019	\$2,861.96	\$961.53	\$70.68	\$1,126.40	\$614.50	\$88.85
Director, Communications & Strategic Initiatives	EnoMAX	Los Angeles, CA	6/16/2019-6/21/2019	\$1,580.98	\$305.61	\$62.31	\$919.81	\$233.25	\$60.00
MOW Trainer	EnoMAX	Los Angeles, CA	6/16/2019-6/21/2019	\$1,511.77	\$345.97	\$0.00	\$919.80	\$246.00	\$0.00
Facilities Maintenance Coordinator	EnoMAX	Los Angeles, CA	6/16/2019-6/21/2019	\$1,486.51	\$310.96	\$9.75	\$919.80	\$246.00	\$0.00
Public Arts Administrator	EnoMAX	Los Angeles, CA	6/16/2019-6/21/2019	\$1,442.67	\$305.61	\$0.00	\$919.81	\$157.25	\$60.00
Planner III	EnoMAX	Los Angeles, CA	6/16/2019-6/21/2019	\$1,494.66	\$297.60	\$0.00	\$919.81	\$217.25	\$60.00
Sr. Contracts Administrator	EnoMAX	Los Angeles, CA	6/15/2019-6/21/2019	\$1,681.49	\$213.96	\$51.75	\$1,103.78	\$256.00	\$56.00
Budget and Operations Financial Controls Manager	EnoMAX	Los Angeles, CA	6/16/2019-6/21/2019	\$1,482.60	\$327.96	\$49.57	\$919.82	\$185.25	\$0.00
Quality Assurance Program Coordinator	RTD Quality Assurance Meeting	Denver, CO	6/18/2019-6/21/2019	\$806.66	\$465.60	\$341.06	\$0.00	\$0.00	\$0.00
Director of Capital & Service Development Div.	ITE Western District Annual Meeting	Monterey, CA	6/23/2019-6/26/2019	\$922.35	\$294.60	\$56.00	\$426.00	\$145.75	\$0.00
CEO	APTA Rail Conference	Toronto, Canada	6/22/2019-6/26/2016	\$2,513.90	\$956.16	\$67.16	\$934.08	\$486.50	\$70.00

Report reflects Out of State (AZ) Travel

¹ Parking

² Postage for Materials

³ Baggage

⁴ GoGoAir - Internet Access

⁵ Seat Upgrade



ACTIVE SOLICITATIONS
as of 08/28/19

Agency	Solicitation Type	Solicitation Title	FTA Funding Yes (Y) or No (N)	Release Date	Proposal Due Date	Targeted Board Award Date	Term of Contract	Comments
VMR	SS	LRV Propulsion Circuit Boards Supply Agreement	N	5/21/2019	6/4/2019	8/29/2019	5 years	Contract on track to be ready for signatures on board date of Aug 29th.
RPTA	RFP	Commuter Express Buses	Y	3/14/2019	4/25/2019	8/29/2019	5 years	Recommendation to award at Aug 29th Board.
VMR	RFP	LRV Painting	N	3/25/2019	5/2/2019	8/29/2019	5 Years	
Joint	RFP	Transit Asset Management	N	6/19/2019	7/11/2019	9/19/2019	5 years	Six proposals received. 1st evaluation meeting held on 8/8 with review of initial scoring. Clarifications are necessary. Questions will be sent and responses reviewed at next evaluation meeting.
VMR	IFB	Corrosion Control Services - Re-Issue of previously canceled solicitation	N	7/9/2019	8/8/2019	9/19/2019	5 years	Drafting contract documents for September Board award.
VMR	IFB	LRV Decals	N	7/26/2019	8/14/2019	N/A	2 years	Not going to Board - bids under \$150k. Preparing award documents.
Joint	RFP	Market Research Services	Y	6/28/2019	7/30/2019	10/24/2019	5 years	Preparing Board Memo for Oct mtg and preliminary notice of award.
Joint	RFQ	Construction Services - JOC Supplemental	Y	7/3/2019	8/7/2019	10/24/2019	3 years	Issuing Notice of Preliminary Selection to 3 submitters - negotiations to be held on 9/5/2019
VMR	SS	LRV Bar Signal Replacement	N	8/30/2019	9/13/2019	N/A	1 time purchase	

UPCOMING SOLICITATIONS

Agency	Solicitation Type	Solicitation Title	FTA Funding Yes (Y) or No (N)	Release Date	Proposal Due Date	Targeted Board Award Date	Term of Contract	Comments
Joint	RFP	Retail Network for Fare Collection	N	3rd Qtr	3rd Qtr 2019	1st Qtr 2020	5 years +	n/a
RPTA	RFP	Mesa Bus Wash Refurbishment	N	4th Qtr 2019	4th Qtr 2019	1st Qtr 2020	1 year	Scope of work in progress; Oct advertisement
RPTA	RFP	Tempe Circulator Vehicles	Y	3rd Qtr 2019	TBD	TBD	5 Years	n/a
VMR	SS	SCV Managed Inventory Program	N	N/A	N/A	1st Qtr 2020	5 years	Under negotiations;
Joint	RFP	Printing Services	N	TBD	TBD	TBD	5 years	Waiting for SOW from customer. Customer suggested having a
RPTA	RFP	Web-Based Transportation Demand Management (TDM) Solution	Y	TBD	TBD	TBD	5 years	Waiting for SOW from customer.
RPTA	IFB	Van Pool Vans	N	1st Qtr 2020	TBD	TBD	5 years	Drafting solicitation. Meeting with PM on the 27th to discuss further details.
Joint	RFP	ERP and EAM Solution	N	1st Qtr 2020	TBD	TBD	3 years	Drafting Solicitation

IFB - Invitation For Bids
RFP - Request for Proposals
RFQ - Request for Qualifications
SS - Sole Source
TBD - To Be Determined

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over \$25,000
July 21, 2019 to August 20, 2019

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
20190815W004	First Transit, Inc.	June 2019 Fixed Route Bus Service - Unification	8/15/2019	5,365,583.44
20190808W	City of Phoenix	July 2019 FR Bus Service, DAR, FR Svc Op Supp	8/8/2019	2,417,101.54
20190725W	Transdev Services, Inc	May 2019 Regional Paratransit Services	7/25/2019	1,894,000.80
20190808W002	Urban Energy Solutions, LLC	June 2019 Solar Services Agreement	8/8/2019	1,200,000.00
20190816W	ADP	PPE 8-11-19 Wages Payable-Reverse Wire	8/16/2019	592,051.01
20190802W	ADP	PPE-7-28-19 Wages Payable - Reverse Wire	8/2/2019	590,889.44
20190802W	ADP	PPE 7-28-19 Federal, State, SS/Med EE/ER Tax-ACH	8/2/2019	236,899.94
20190816W	ADP	PPE 8/11/19 Federal, State, SS/Med EE/ER Taxes - ACH	8/16/2019	234,334.25
20190801W001	Cigna Health and Life Insurance Company	July 2019 Cigna Premiums	8/1/2019	228,102.83
40481	CDW Government LLC	7/1/19 to 6/30/20 Microsoft Enterprise License Agreement	8/15/2019	211,568.10
40450	Gila River Indian Community	Gila River Transit Pecos Road Bus Stop Improvements	8/7/2019	188,517.00
20190808W001	Total Transit Enterprises, LLC	June 2019 Zoom (Avondale) Bus Run - South	8/8/2019	160,226.76
40447	DLT Solutions, LLC	11/20/18-6/30/19 Human Resources Information System	8/7/2019	152,728.52
40415	American Logistics Company, LLC	May 2019 RideChoice Management Services	7/31/2019	143,270.76
40415	American Logistics Company, LLC	April 2019 RideChoice Management Services	7/31/2019	139,088.75
40415	American Logistics Company, LLC	June 2019 RideChoice Management Services	7/31/2019	138,719.87
40447	DLT Solutions, LLC	5/30/19-5/29/20 Human Resources Information System	8/7/2019	112,785.71
20190802W001	ASRS	PPE 7-28-19 ASRS Contributions Employee	8/2/2019	110,339.03
20190802W001	ASRS	PPE 7-28-19 ASRS Contributions Employer	8/2/2019	110,339.03
20190816W001	ASRS	PPE 8/11/19 ASRS Contributions Employee	8/16/2019	108,963.24
20190816W001	ASRS	PPE 8/11/19 ASRS Contributions Employer	8/16/2019	108,963.24
40408	Stertil-Koni USA, Inc.	Installation of Stertil-Koni Platform Lift	7/24/2019	101,830.00
20190808W001	Total Transit Enterprises, LLC	June Glendale Express Bus Run, Preventative Maintenance	8/8/2019	99,840.07
20190801W004	Medical Transportation Management, Inc.	April 2019 In Person Eligibility Assessment and Travel Training Services	8/1/2019	90,634.38
20190801W004	Medical Transportation Management, Inc.	May 2019 In Person Eligibility Assessment and Travel Training Services	8/1/2019	87,818.52
20190801W004	Medical Transportation Management, Inc.	June 2019 In Person Eligibility Assessment and Travel Training Services	8/1/2019	87,742.33
08152019	Wells Fargo	July 2019 Wells Fargo Credit Card Purchases	8/15/2019	84,097.27
20190808W001	Total Transit Enterprises, LLC	June 2019 City of Peoria Works POGO	8/8/2019	83,494.66
40442	City of Mesa	Project Reimb Request for 'Achieving Transit Accessibility Now'	8/7/2019	80,000.00
20190808W001	Total Transit Enterprises, LLC	June 2019 Zoom (Avondale) Bus Run-North	8/8/2019	70,649.47
20190801W003	CopperPoint Mutual Insurance Company c/o Knight Management	Aug. 2019 Rent Mobility Center, Call Center	8/1/2019	51,054.60

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over \$25,000
July 21, 2019 to August 20, 2019

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
40406	Reliable Forklift Sales LLC	Reliable Electric Forklift	7/24/2019	43,234.00
40484	Enterprise Rideshare	June 2019 Vanpool Services	8/15/2019	42,412.05
40478	AzTA (Arizona Transit Association)	July 2019 - June 2020 Membership Renewal	8/15/2019	39,200.00
20190801W002	Copperpoint Mutual Insurance Company	June 2019 WC Payment Policy	8/1/2019	35,985.45
40430	Mosaic451, LLC	June 2019 Managed Security Services	7/31/2019	34,600.00
R20190731W003	City of Mesa	July 2019 Utilities	7/31/2019	30,662.21
40390	Facility Solutions Group, Inc.	LED Lighting Upgrade	7/24/2019	28,897.78
40447	DLT Solutions, LLC	11/20/18 - 6/30/19 Human Resources Information System	8/7/2019	28,694.39
40431	OH Partners	May 2019 Account and Project Mngt, Media Planning and Reporting	7/31/2019	27,540.00
40451	Guidesoft Inc.	6/17-6/30/19 IT Services Consultant	8/7/2019	25,710.25
40383	CDW Government LLC	Veeam Technical Support Renewal (8/1/19 to 8/31/20)	7/24/2019	25,117.70
			Total	15,643,688.39

Valley Metro Rail, Inc.
Monthly AP Payments over \$25,000
July 21, 2019 to August 20, 2019

Document			Effective	Transaction
Number	Name	Transaction Description	Date	Amount
20190808W005	Stacy and Witbeck, Inc.	June 2019 Stacy and Witbeck Tempe Streetcar	8/8/2019	6,593,334.99
20190808W003	Kiewit Infrastructure West Co.	3/1/19-5/31/19 S Central Extension	8/8/2019	2,291,758.66
20190801W004	Hensel Phelps Construction Co	June 2019 OMC Expansion	8/1/2019	1,898,135.00
033788	SDB Contracting Services	June 2019 Construction Services - JOC	7/31/2019	1,164,889.90
20190808W	Alternate Concepts Inc.	June 2019 Transportation Services	8/8/2019	880,420.59
033766	PGH Wong Engineering, Inc.	May 2019 S Central Extension System Design	7/23/2019	688,493.70
20190815W	Allied Universal Security Services	June 2019 Fare Inspection and Security Services	8/15/2019	587,288.48
033823	Arizona Public Service Company	50th ST Station Utilities	8/15/2019	584,948.89
20190808W001	HDR Engineering, Inc.	May 2019 Planning and Community Relations Support	8/8/2019	570,649.74
20190808W002	Hill International, Inc.	May 2019 FY 19 Program Management	8/8/2019	534,336.03
20190725W002	Stacy and Witbeck-Sundt JV GRE	May 2019 Stacy Witbeck/Sundt GRE	7/25/2019	517,736.58
20190725W001	HDR Engineering, Inc.	April 2019 Planning and Community Relations	7/25/2019	499,347.29
033860	PGH Wong Engineering, Inc.	June 2019 S Central Extension Systems Design	8/15/2019	478,624.72
20190801W003	First American Title Insurance Company	June 2019 Water Pump Station Redesign	8/1/2019	460,000.00
20190808W004	Scheidt & Bachmann USA, Inc.	June 2019 TVM SBC Upgrade	8/8/2019	368,820.80
V20190731W	APS	July 2019 Utilities	7/31/2019	195,838.65
20190801W002	DMS - Facility Services, Inc.	June 2019 Facilities and LRV Cleaning Services	8/1/2019	182,629.38
033860	PGH Wong Engineering, Inc.	June 2019 NW Extension Project Phase 2	8/15/2019	161,270.45
20190801W006	USBC Real Estate LLC	Aug 2019 101 Building Rent	8/1/2019	159,964.71
20190815W005	Stacy and Witbeck, Inc.	June 2019 50th ST Station	8/15/2019	151,396.29
033820	Accenture LLP	Strategic Consulting Capital Program Assessment	8/15/2019	145,000.00
20190808W005	Stacy and Witbeck, Inc.	May 2019 Stacy Witbeck 50th ST Station	8/8/2019	117,578.02
033766	PGH Wong Engineering, Inc.	May 2019 NW Extension Project Phase 2	7/23/2019	112,716.44
20190801W	ARCADIS	June 2019 Consulting Support Services	8/1/2019	109,888.93
V20190731W019	SRP	July 2019 Utilities	7/31/2019	101,225.30
20190801W005	Jacobs Engineering	3/30/19-5/24/19 Gilbert Road Extension Desugn Services	8/1/2019	84,115.60
20190801W002	DMS - Facility Services, Inc.	June 2019 Facility Maintenance Services	8/1/2019	66,204.81
033766	PGH Wong Engineering, Inc.	May 2019 Gilbert Road Extension	7/23/2019	63,851.85
033857	OH Partners	June 2019 S Central Outreach	8/15/2019	62,956.39
033829	City of Phoenix	TVM LRT Ticket Rolls	8/15/2019	55,080.00
033798	Boreal-Information Strategies 2014 Inc.	Project Management Software for Marketing and Communication	8/7/2019	51,083.00
033769	Sanderson Ford, Inc.	2019 Ford F250 1FT7X2AT1KEF20180	7/23/2019	48,116.57
033808	Koryn Rolstad Studios	Fabrication 6 District 1 - Tempe Streetcar Public Art	8/7/2019	45,000.00
20190801W001	Dellner Inc.	Auto Coupler Phoenix Overhaul (2)	8/1/2019	42,996.00
033769	Sanderson Ford, Inc.	2019 Ford F250 1FT7W2A68KEF20173	7/23/2019	40,267.32
20190808W001	HDR Engineering, Inc.	3/1/19-6/30/19 lanning and Community Relations Support	8/8/2019	34,840.00
033793	URW, LLC	June 2019 Facilities Landscaping Services	7/31/2019	33,563.78
033816	Stantec Consulting Services, Inc.	June 2019 Tempe Streetcar Design Service	8/7/2019	31,191.50
20190808W001	HDR Engineering, Inc.	10/1/18-7/31/19 Planning and Community Relations Support	8/8/2019	30,470.00

Valley Metro Rail, Inc.
Monthly AP Payments over \$25,000
July 21, 2019 to August 20, 2019

Document			Effective	Transaction
Number	Name	Transaction Description	Date	Amount
V20190731W013	City of Phoenix	July 2019 Utilities	7/31/2019	29,670.40
V20190731W004	City of Mesa	July 2019 Utilities	7/31/2019	26,655.03
033784	Magnetry LLC	June 2019 Respect the Ride Social Media Program	7/31/2019	26,597.00
Total				<u><u>20,328,952.79</u></u>



ACTIVE SOLICITATIONS
as of 08/28/19

Agency	Solicitation Type	Solicitation Title	FTA Funding Yes (Y) or No (N)	Release Date	Proposal Due Date	Targeted Board Award Date	Term of Contract	Comments
VMR	SS	LRV Propulsion Circuit Boards Supply Agreement	N	5/21/2019	6/4/2019	8/29/2019	5 years	Contract on track to be ready for signatures on board date of Aug 29th.
RPTA	RFP	Commuter Express Buses	Y	3/14/2019	4/25/2019	8/29/2019	5 years	Recommendation to award at Aug 29th Board.
VMR	RFP	LRV Painting	N	3/25/2019	5/2/2019	8/29/2019	5 Years	
Joint	RFP	Transit Asset Management	N	6/19/2019	7/11/2019	9/19/2019	5 years	Six proposals received. 1st evaluation meeting held on 8/8 with review of initial scoring. Clarifications are necessary. Questions will be sent and responses reviewed at next evaluation meeting.
VMR	IFB	Corrosion Control Services - Re-Issue of previously canceled solicitation	N	7/9/2019	8/8/2019	9/19/2019	5 years	Drafting contract documents for September Board award.
VMR	IFB	LRV Decals	N	7/26/2019	8/14/2019	N/A	2 years	Not going to Board - bids under \$150k. Preparing award documents.
Joint	RFP	Market Research Services	Y	6/28/2019	7/30/2019	10/24/2019	5 years	Preparing Board Memo for Oct mtg and preliminary notice of award.
Joint	RFQ	Construction Services - JOC Supplemental	Y	7/3/2019	8/7/2019	10/24/2019	3 years	Issuing Notice of Preliminary Selection to 3 submitters - negotiations to be held on 9/5/2019
VMR	SS	LRV Bar Signal Replacement	N	8/30/2019	9/13/2019	N/A	1 time purchase	

UPCOMING SOLICITATIONS

Agency	Solicitation Type	Solicitation Title	FTA Funding Yes (Y) or No (N)	Release Date	Proposal Due Date	Targeted Board Award Date	Term of Contract	Comments
Joint	RFP	Retail Network for Fare Collection	N	3rd Qtr	3rd Qtr 2019	1st Qtr 2020	5 years +	n/a
RPTA	RFP	Mesa Bus Wash Refurbishment	N	4th Qtr 2019	4th Qtr 2019	1st Qtr 2020	1 year	Scope of work in progress; Oct advertisement
RPTA	RFP	Tempe Circulator Vehicles	Y	3rd Qtr 2019	TBD	TBD	5 Years	n/a
VMR	SS	SCV Managed Inventory Program	N	N/A	N/A	1st Qtr 2020	5 years	Under negotiations;
Joint	RFP	Printing Services	N	TBD	TBD	TBD	5 years	Waiting for SOW from customer. Customer suggested having a
RPTA	RFP	Web-Based Transportation Demand Management (TDM) Solution	Y	TBD	TBD	TBD	5 years	Waiting for SOW from customer.
RPTA	IFB	Van Pool Vans	N	1st Qtr 2020	TBD	TBD	5 years	Drafting solicitation. Meeting with PM on the 27th to discuss further details.
Joint	RFP	ERP and EAM Solution	N	1st Qtr 2020	TBD	TBD	3 years	Drafting Solicitation

IFB - Invitation For Bids
RFP - Request for Proposals
RFQ - Request for Qualifications
SS - Sole Source
TBD - To Be Determined



Information Summary

DATE

September 12, 2019

AGENDA ITEM 11**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

Chairs Hartke and Arredondo-Savage 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

Item Requested	Date Requested	Planned Follow-up Date



Agenda

September 12, 2019

Valley Metro RPTA
Thursday, September 19, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended

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.

1. For Information

2. Minutes

Minutes from the August 29, 2019 Board meeting are presented for approval.

2. For action

3. Town of Queen Creek Intergovernmental Agreement

Staff recommends that the Board of Directors authorize the CEO to execute an IGA with the Town of Queen Creek to reimburse Valley Metro for the cost of conducting a transit survey.

3. For action

4. Future Agenda Items Request and Report on Current Events

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

4. For information



5. Next Meeting

5. For information

The next Board meeting is scheduled for **Thursday, October 24, 2019 at 12:00 p.m.**

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



Information Summary

DATE

September 12, 2019

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.

CONTACT

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

ATTACHMENT

None



Minutes

September 12, 2019

AGENDA ITEM 2

Board of Directors
Thursday, August 29, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:00 p.m.

RPTA Meeting Participants

Mayor Kevin Hartke, City of Chandler **(Chair)**
Mayor Kate Gallego, City of Phoenix **(Vice Chair)**
Councilmember Jon Edwards, City of Peoria **(Treasurer)**
Vice Mayor Eric Orsborn, City of Buckeye
Mayor Alexis Hermosillo, City of El Mirage
Councilmember Mike Scharnow, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Lauren Tolmachoff, City of Glendale
Vice Mayor Bill Stipp, City of Goodyear
Councilmember Francisco Heredia, City of Mesa
Mayor Gail Barney, Town of Queen Creek
Councilmember Susanne Klapp, City of Scottsdale
Vice Mayor Roland F. Winters Jr., City of Surprise
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Rui Pereira, Town of Wickenburg (phone)
Mayor Michael LeVault, Town of Youngtown

Members Not Present

Vice Mayor Pat Dennis, City of Avondale
Supervisor Steve Gallardo, Maricopa County
Councilmember Linda Laborin, City of Tolleson

Chair Hartke called the RPTA meeting to order at 12:24 p.m. Our next meeting is Valley Metro RPTA. And I would like to welcome you all.

1. Public Comment

Mr. Crowley said with the Ajo connector and the service changes, I'd like to point out, once again, and Rui, you know, I'm batting this one, when are we going to re-establish the Wickenburg connector. When are you going to be doing outreach to Queen Creek, Tonopah, and the other parts of this equation in the region that need to be a part of the system.

You just passed a quarterly report and it's got its incidents tabled and I love that the folks said, well, we're taking stats, right. Well, I'm looking at the stats on the incidents and they've got 341 are code of conduct, but then it doesn't break down the violations of



the code of conduct which would be like my friend in the audience when he was on one of the rail that he had his radio on and was told turn it off because it's not that if you're not disturbing anybody, you just can't have a radio on in the unit.

So what is it are people jaywalking, et cetera? How do you break that down. I see they break it down to where like there's the 105 at 19th and Dunlap. Now would that be because they didn't have tickets, you know, that's a code of conduct violation or what.

So could you break it down a little further and is the minor abilities of our new ambassadors, or whatever you want to call them, is that to get more stat information of how in the code of conduct that Mr. Smith feels that the citizens should be doing, you know, there's a right and a wrong, according to him that that be what it is.

I'd also like to point out that you spent how much for that cameras for facial recognition. And I saw on the TV we're going after this individual that assaulted a woman on the rail while she was sleeping, but it only shows where he got off. If you got the facial recognition where did he get on and are we investigating that area, you know, it's all that money to do what and how are we operating and getting it done effectively and spending the money correctly.

Also, with your legislative report and such, what it comes down to is who's paying for what and what are we getting. When we put together the transit part back in the day in the eighties, it was to get twenty-four-hour service seven days a week using the entire grid of the system. Look at all of your cities. What have you done. Phoenix, thanks, you're getting closer to almost.

Chair Hartke said Blue, I forgot to ask you to state your name and address for the record.

Mr. Crowley said William Charles Blue Crowley the third, and I'm living over on 16th and Oak in the City of Phoenix.

2. Minutes

Chair Hartke said the next item on the agenda, seeing no other blue forms, is minutes. These again are from the June 20, 2019 board meeting. Is there questions or comments? Seeing none, I would entertain a motion.

It was moved by Vice Mayor Orsbron, seconded by Councilmember Klapp and unanimously carried to approve the June 20, 2019 Board meeting minutes.

3. Consent Agenda

Chair Hartke said Item No. 3. Consent Agenda. Again, items are listed on the consent agenda for approval. Would anyone like to have any of these taken off of the consent agenda and moved to action? Seeing none, I'll also entertain and request a motion.



IT WAS MOVED BY VICE MAYOR STIPP, SECONDED BY COUNCILMEMBER SCHARNOW AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

4. ADA Paratransit Service Area and Fares for Unincorporated Areas of Maricopa County Change

Chair Hartke said the next time is ADA Paratransit Service Areas and Fares for Incorporated Areas of Maricopa County. CEO Smith.

Mr. Smith said thank you, mayor. As we talked about previously in our study session, we've been looking at how we as a region and individual entities, cities and others, looking at how we can improve our paratransit and also bring efficiency to it.

Maricopa County is taking a step to, as Mesa did a few months ago, proposing to revise their service. And I'd like to introduce Ron Brooks who's our manager of accessible travel transit services, who will introduce to you a program that Maricopa County is doing and ask for your action on that.

Mr. Brooks said good afternoon, Mr. Mayor, members of the board. My name is Ron Brooks, accessible transit service manager, and I'll be presenting the recommendation. The recommendation's that the board adopt changes for paratransit services in unincorporated areas of Maricopa County as follows: align fares with Valley Metro paratransit fare structure, which is currently four dollars per trip and change the designated ADA paratransit service area to those areas that are mandated by the federal Americans with Disabilities Act which is three-quarters of a mile around bus routes and light rail stations.

Just a bit of background, we have been providing service in Maricopa County on behalf of the citizens there since about 2009. The service over the last five to six years, service has increased significantly as the county has grown and, of course, costs have also increased throughout that time.

So the county's goal is to have a system that is financially sustainable and that continues to be able to support the growth in the county and in areas that the county is trying to serve.

The approach that the county has taken, as Mr. Smith alluded, is to provide service in the areas where mandated by federal law and to utilize an alternative transportation program called RideChoice to ensure a continuation of service for all of the people who are currently receiving service. And then while doing that, standardize the rules and policies to match with other Valley Metro service paratransit services that are currently being provided.

So when you make changes of this magnitude, there's a need to do a lot of outreach, and we have. We've conducted three community meetings when the proposals were first announced throughout the county. We talked to a lot of folks at those meetings



about those changes. We also sent letters announcing this to customers to all of our paratransit customers in the county.

We actually went a little further and conducted automated calls to let people know about the changes and the public meetings so they could come and provide comment. And we conducted additional outreach with stakeholder organizations in the county. We accepted comments. We accepted those in person at the meetings that we conducted by e-mail, online and in writing.

Just the feedback that we received, we certainly had a lot of questions about how the service changes would affect individuals. And we actually realize in looking at our RideChoice program, we've actually been working with our cities to make some changes to address the concerns of some of those folks especially around longer trips.

In addition we had questions about just how fares are going to affect people. Some of the county residents don't currently pay a fare, so obviously having a fare is different, so we addressed a lot of questions around that as well.

We had two public hearings in July. One in the East Valley near Mesa and one in Surprise kind of for the western parts of the county. So all that public outreach and feedback is documented.

Next steps, the county Board of Supervisors approved an IGA that embodies these service policy changes on October 21, 2019. If this board today approves the recommended changes, we have letters set to go out to all of the current paratransit customers in the county so that they have time to get their questions answered and also we can do additional outreach.

We are planning to do some additional outreach in the community including workshops where we will enable people out in the community to get ADA certified if they're not already. And we'll do some additional stakeholder outreach with organizations that serve residents in that county areas.

Service changes would take place on October 1, 2019. And before I just kind of summarize, I did just want to acknowledge we worked really closely with county staff in the Human Services Department. They were really helpful with connecting us with people in the county with the agencies, you know, and really have been partners with us all the way through this. We've been talking weekly. They are looking forward to getting those weekly conference calls out of their schedule I'm sure. But it's been a partnership and I think we're as ready as we can be to go forward.

So the recommendation again is for the board to adopt the proposed changes including the standardization of fares in Maricopa County at four dollars and to align their fare structure with Valley Metro paratransit and to change the designated ADA service area to be within three-quarters of a mile of bus routes and around light rail stations. And with that, I'd be happy to answer any questions.



Vice Mayor Winters said good to see you again. I just want to say you and your team did a lot of hard work on this outreach meetings. I went to both of them so, maybe it was three of them, but you guys did a great job.

My thought is, and maybe you can give me a little feedback, is if this is approved by this board and we have some services for our people in the county, my reasoning is it should help in particular the city of Surprise, if we get more cabs out there in the county areas. My assumptions pretty good or not?

Mr. Brooks said I think anytime -- you know, just a little background on Vice Mayor Winters' question.

We use a mix of providers on RideChoice. They are commercial providers. They include Uber and a number of other providers including taxi cab companies and smaller van providers to address wheelchair service.

I think anytime you increase a market and establish a market for those drivers who, you know, are basically getting paid by the trip, I think you improve the odds that service quality will continue to improve.

Chair Hartke said are there any other questions or comments? All right. Seeing none, this is up for action, so I'm going to request a motion and a second to implement the following changes for paratransit services provided in unincorporated areas of Maricopa County effective October 1, 2019. Point 1 to standardize ADA paratransit fares for unincorporated areas of Maricopa County to be consistent with the Valley Metro regional paratransit fare structure currently at four dollars per one-way trip. Number 2, to align the area where paratransit service is provided with those areas required by the federal Americans with Disabilities Act, the ADA.

IT WAS MOVED BY VICE MAYOR ORSBORN, SECONDED BY MAYOR HERMOSILLO AND UNANIMOUSLY CARRIED TO AUTHORIZE THE IMPLEMENTATION OF THE FOLLOWING CHANGES FOR PARATRANSIT SERVICES PROVIDED IN UNINCORPORATED AREAS OF MARICOPA COUNTY, EFFECTIVE OCTOBER 1, 2019:

- 1) STANDARDIZE ADA PARATRANSIT FARES FOR UNINCORPORATED AREAS OF MARICOPA COUNTY TO BE CONSISTENT WITH THE VALLEY METRO REGIONAL PARATRANSIT FARE STRUCTURE (CURRENTLY \$4.00 PER ONE-WAY TRIP);**
- 2) ALIGN THE AREA WHERE PARATRANSIT SERVICE IS PROVIDED WITH THOSE AREAS REQUIRED BY THE FEDERAL AMERICANS WITH DISABILITIES ACT (ADA).**

5. Manufacture and Delivery of Commuter Coaches Contract Award

Chair Hartke said item 5 is the Manufacturer and Delivery of Commuter Coaches Contract Award. Scott.



Mr. Smith said thank you, Mr. Mayor. Before we go on to that, I would just like to really recognize Ron and follow up with what the vice mayor said about Ron and his group. We've gone through two of those very extensive changes, first in Mesa and now in Maricopa County. A lot of work and a lot of outreach and the Mesa change has been in effect now for a couple three months. And, you know, I would like to give Ron and the staff both Maricopa County, Mesa and the others really kudos. There's a lot of work and they've done a great job in making sure the community is involved and has been informed. So, thank you to Ron.

Now I'd like to turn it over to Scott Wisner to talk about what is an exciting change we're going to propose to our commuter or express service, which is one of our most popular ones. And we're trying to provide the highest quality of experience, customer experience, while in the most effective manner. And I think Scott has a proposal that will help us to accomplish that, so Scott.

Mr. Wisner said thank you, Mr. Smith and members of the board. So a significant portion of our current express fleet that we use on express routes in both the East and West Valley is nearing its end of life. So a couple years ago we started doing some research to see what types of new technologies there are out there to see how we can enhance service.

We identified a commuter coach as a potential option for that, and so some of you may recall that we did conduct a pretty large, one-month-long demonstration using that type of coach in both service areas in the East and West Valley.

We surveyed quite a few people, over 600 people, got a lot of great feedback, and most of it was overwhelmingly supportive of that type of bus as a potential suitor for that service. So we did a bunch more analysis and decided that that was the best and most suitable type of vehicle for this type of a procurement.

Back in October we asked for permission from this board to issue a competitive solicitation. Then we started doing some outreach to potential vendors communicating with them about what our service needs were and what our most challenging things were, such as our weather. Our weather is a major concern out here in the summer months. And also making sure we had interest from this community to make sure they would potentially bid on this type of RFP. And we issued the RFP back in March. And then we're here today to ask for a contract award.

We did receive two proposals from MCI Motor Coach Industries as well as Prevost. Both are highly respected firms that manufacture these types of vehicles. One of the unique things we tried to do on this evaluation was we required the vendors to bring the vehicle that they proposed or vehicles that they propose to an in-person meeting with us where they demonstrated that vehicle to us.

We spent four hours with each of those vendors bringing the vehicles into the maintenance shop, looking at it from head to toe. And then we took it on a test drive through the downtown area making sure it made all the stops and would make all the



turns effectively and then out into our park-and-ride lots as well. So we did a thorough test to make sure that the buses they propose were going to work with service type. And at the end of the evaluation process there was a unanimous recommendation to select MCI for this contract award. Here's an overview of the rankings and the scores. MCI scored approximately 88 points higher than the runner up Prevost.

So MCI is a part of New Flyer Industries which is the largest manufacturer of buses in North America. They've been around many, many years. They produced over thirty thousand of these types of coaches both for the public and for the private sector, so they have a great deal of experience building these types of buses. And these types of buses have been used for many, many years in a lot of major metropolitan areas including the ones I have listed on the screen: New Jersey, Chicago, Houston, Denver, just to name a few.

This is a rendering of what this commuter coach will look like following the new Valley Metro paint scheme. It's a very stylish bus. It is made for highway travel. It looks a lot like the front of the rail car, if you've seen the new paint schemes on the new rail cars that we're going to be purchasing from Siemens, so it's going to fit really nicely into the Valley Metro brand.

It's got a lot of amenities on this type of bus. Because it is made for the highway and these trips are long distance trips, so it's really made for that type of service. It has a very spacious interior very comfortable. It has overhead reading light, individual vents for your air-conditioning, so you can have lots of air flow in these types of vehicles. And the unique thing about this bus, and this is the first of its kind, it has a low-entry vestibule for wheelchair boardings. This is the first one of its kind, like I said.

Typically an over-the-road type of coach has a much more difficult type of loading process and takes many minutes to do that. And a lot of people get displaced from their seat when that happens. But this vehicle has a low vestibule area that allows for a very easy boarding and very accessible bus also with a second door. So now when you board or deboard, it's going to make it much, much faster.

The other thing that we looked at of course was life cycle. In this proposed model versus a 60-foot articulated bus is quite a bit less expensive, so we really believe that our articulated fleet we're going to reassign that to our local type of service which is really what it's designed for because that 60-foot bus can carry large numbers of people and it's really meant for that bump-and-grind service.

But the price of this vehicle is substantially lower. Maintenance, we believe, is going to be either flat or less expensive. And then overall it's got a better fuel economy which will save us quite a bit of money over the span of this vehicle's life span which is going to be about \$60,000 in savings for fuel.

And then the resale value of these types of vehicles are substantially higher. Right now if we auction off a vehicle at the end of its life it only usually brings in about \$2,500 to \$5,000 maximum. And this vehicle has a resale value upwards of over \$100,000. So that's another major factor in going this direction.



Here is the slide that shows the base quantities as well as the optional quantities that we've identified and total price. And one of the things we're very excited about is that we believe that the popularity of this vehicle is going to be a big improvement so we expect to purchase those optional quantities once we fully tested it with our market and make sure that it's as well received as we believe it to be.

And that concludes my presentation. And here's our recommendation to award the contract to Motor Coach Industries. And I'd be happy to answer any questions you may have.

Vice Mayor Stipp said for the public's view on this, where does this dollar amount fit into what was budgeted for the project?

Mr. Wisner said this was fully budgeted. It's cost neutral or actually a savings, yeah. These are all replacements, so one of the things we had to do over the last two years or so was find out where we could fit these in for replacement, so a lot of these buses are going to replace the 60-foot buses and a lot of these other quantities are going to replace the 40-foot buses. So because of the savings on the 60-footer offsets the cost increase on a 40-footer, it's going to be basically neutral.

Councilmember Klapp said how many seats are on a 40-foot versus a 60-foot versus this coach?

Mr. Wisner said great question. A 40-foot bus has 36 seats on it. This particular bus I showed here with the low entry has 52 seats on it. And then a articulated bus has 55 seats on it. So this is just shy of an articulated bus as far as seating, but when you use those wheelchair locations on this bus, you actually gain more seats if you were to use those on an articulated bus.

On an articulated bus you use two of the wheelchair securement areas you lose seven seats. On this, you only lose three, so it's almost cost -- or a seat neutral in that effect. And then it's got 18 more seats than a 40-foot.

Councilmember Klapp said is there any thought of replacing some of the 60-foot buses with these kind? Other than for express routes, is there a thought about since its cheaper and you hardly have any less seats?

Mr. Wisner said there's a certain number of articulated buses we need on local to carry the passenger loads we have on routes. We have some very popular routes on Baseline and Southern and Scottsdale Road, for example.

So we're going to replace the articulated fleet that's dedicated for express with this. Also replace the 40-foot fleet that's dedicated for express with this. And then by redeploying some of those articulateds into the local, we probably have to buy less of those in the future once we balance out the numbers in that respect.



So that's more or less our plan is try to put these the right bus on the right type of route and only buy articulated as needed because of the expense of that type of bus. Chair Hartke said are there any additional questions? All right. Seeing none, request a motion and a second to authorize the CEO to execute a contract with Motor Coach Industries for the manufacture and delivery of commuter coaches over a five-year period for an amount not to exceed \$36,965,374.

IT WAS MOVED BY VICE MAYOR STIPP, SECONDED BY VICE MAYOR ORSBORN AND UNANIMOUSLY CARRIED TO TO AUTHORIZE THE CEO TO EXECUTE A CONTRACT WITH MOTOR COACH INDUSTRIES FOR THE MANUFACTURE AND DELIVERY OF COMMUTER COACHES OVER A FIVE-YEAR PERIOD FOR AN AMOUNT NOT TO EXCEED \$36,965,374.

6. Future Agenda Items Request and Report on Current Events

None.

With no further discussion the meeting adjourned at 12:47 p.m.



Information Summary

DATE

September 12, 2019

AGENDA ITEM 3**SUBJECT**

Town of Queen Creek Intergovernmental Agreement

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute an Intergovernmental Agreement (IGA) with the Town of Queen Creek to reimburse Valley Metro for the cost of conducting a transit survey not to exceed \$50,000.

BACKGROUND/DISCUSSION/CONSIDERATION

The goal of the Town of Queen Creek (TOQC) transit survey is to conduct a needs based assessment that 1) quantifies the number of likely ADA-qualified and/or seniors who have a need for a paratransit or RideChoice program services and 2) gain insight from qualifying residents regarding the type of assistance needed, trip frequencies, purposes and destinations, as well as detailed demographic attributes.

Although there is no federal requirement to provide ADA paratransit service in the TOQC, this survey will focus on the population of seniors and people with disabilities who meet the eligibility requirements for ADA paratransit service.

COST AND BUDGET

The IGA is based on the estimated cost not to exceed \$50,000 to complete the Transit Survey. TOQC will pay for these services with the Town's Arizona Lottery Funds.

STRATEGIC PLAN ALIGNMENT

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

- Goal 1: Increase customer focus
- Goal 2: Advance performance based operation
- Goal 3: Grow transit ridership

COMMITTEE PROCESS

TMC: September 4, 2019 approved

Board of Directors: September 19, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute an IGA with the Town of Queen Creek to reimburse Valley Metro for the cost of conducting a transit survey not to exceed \$50,000.



Approval of this IGA is contingent upon Town of Queen Creek Council action.

CONTACT

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

ATTACHMENT

None

A copy of the intergovernmental agreement with the Town of Queen Creek is available upon request.



Information Summary

DATE

September 12, 2019

AGENDA ITEM 4**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

Chair Hartke 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

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ssmith@valleymetro.org

ATTACHMENT

None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date



Agenda

September 12, 2019

Valley Metro Rail

Thursday, September 19, 2019

Lake Powell Conference Room

101 N. 1st Avenue, 10th Floor

11:15 a.m.

Action Recommended

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.

1. For Information

2. Minutes

Minutes from the August 29, 2019 Board meeting are presented for approval.

2. For action

3. Annual Corrosion Control Services Contract Award

Staff recommends that the Board of Directors authorize the CEO to execute a 5-year contract for annual corrosion control services with National Corrosion in an amount not to exceed \$188,630.

3. For action

4. South Central Extension/Downtown Hub Construction Manager at Risk Contract Amendment

Scott Smith, CEO, will introduce Wulf Grote, Director, Capital and Service Development, who will request that the Board of Directors authorize the CEO to execute a contract amendment with the South Central Extension/Downtown Hub CM@Risk contractor, Kiewit Infrastructure West Co., to construct early Downtown Phoenix utility relocations for an amount not to exceed \$99,374,000.

4. For action



5. South Central Extension/Downtown Hub Third-Party Utility Relocation Work Orders

5. For action

Scott Smith, CEO, will introduce Wulf Grote, Director, Capital and Service Development, who will request that the Board of Directors authorize the CEO to execute work order with third-party utility companies for them to complete design and relocate their utilities from Lincoln Street to Baseline Road for the South Central Extension/Downtown Hub light rail project for an additional amount not to exceed \$28,200,000.

6. Future Agenda Items Request and Report on Current Events

6. For information

Chair Arredondo-Savage will request future Board agenda items from members and members may provide a report on current events.

7. Next Meeting

7. For information

The next meeting of the Board is scheduled for **Thursday, October 24, 2019 at 12:00 p.m.**

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

Minutes

September 12, 2019

AGENDA ITEM 2

Board of Directors

Thursday, August 29, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:00 p.m.

Meeting Participants

Councilmember Robin Arredondo-Savage, City of Tempe **(Chair)**
Councilmember Francisco Heredia, City of Mesa **(Vice Chair)**
Mayor Kevin Hartke, City of Chandler
Jesus Sapien for Mayor Kate Gallego, City of Phoenix

Chair Arredondo-Savage called the meeting to order at 12:52 p.m.

1. Public Comment

Chair Arredondo-Savage said the first agenda item is public comment. I believe we have one card here for Blue.

Blue, you know the drill. You have three minutes if you could state your name and address for the record.

Mr. Crowley said William Charles Blue Crowley the third. And the address is 16th Street and Oak in Phoenix. And should that count against my time? I don't find that to be fascinating, funny or anything.

And I'd like to point out to mayor, even though she's not here, that it wasn't a resounding endorsement of light rail, Mr. Smith. What it was was the Sal DiCiccio type of politics was rejected once again and the way that it was approached and done, what can I say.

When I was the bus person for the Prop 400, one of the things I tried to do was make sure that we were multimodal. You have in here the 50th Street Station and such, and I keep on wondering why and where the 16th Street station is because when you -- before you started building this, the public, myself, was up here saying that you need to make it so that if you need to put a station in it's not going to be a problem.

I don't see where we're being multimodal when you don't have a 16th Street Station. I'd also like to point out that when you did the toy with the rail, the Sky Train, and such and took out the connectivity of the Route 30 and the Route 13, those that are handicapped

and disabled to use the system, if they didn't want to because of agoraphobia didn't want to use that Sky Train to get to Terminal 3, if they use mass transit and went to Terminal 2, do you know what you got to do? We got to push a wheelchair over a quarter mile between Terminal 2 and Terminal 3 because of the walkway. That isn't correct. You need to get those two routes, 13 and 30, back to being.

I also want you to use the heavy rail as a part of what you are doing. I know that it's fun to spend all the money that you do, but we have how many miles already laying on the ground and doing what.

I believe that Queen Creek would instantaneously be a part of the system if we were having heavy rail because, oh, yeah, the heavy goes through Queen Creek. Every one of the 28 communities within MAG have heavy rail in them. You need to be using that as a part of the rail system to get your communities better on the equation of air quality.

And speaking of such, how many days over the last month have there been violations that's at your doorstep because not providing mass transit within your communities, and I'm not just talking the rail, and not making it multimodal doesn't get the job done. You need to be multimodal and thinking of those others to get within the system.

Chair Arredondo-Savage said thank you, Blue.

2. Minutes

Chair Arredondo-Savage said minutes from the June 20, 2019 Board meeting were presented for approval.

IT WAS MOVED COUNCILMEMBER HEREDIA, SECONDED BY MR. SAPIEN AND UNANIMOUSLY CARRIED TO APPROVE THE JUNE 20, 2019 BOARD MEETING MINUTES.

3. Consent Agenda

Chair Arredondo-Savage said our next agenda item is our consent agenda. Items 3A and B. Is there any item on the agenda that the four of you would like to discuss or pull for further discussion? With that I ask for a motion and a second to approve the consent agenda.

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

4. Future Agenda Items Request and Report on Current Events

Future Agenda Item and Requests, Report on Current Events. Anything going on anybody would like to report? I think we had a really good discussion about what's



happening in Phoenix and I think the overwhelming support of light rail. I think that's fantastic in the future.

Anything else? No. All right. With that, the next meeting is Thursday, September 19 at 11:15 am.

Mr. Smith said Councilmember, I would like to point out one thing because, you know, something that sort of got overshadowed with all the stuff from Phoenix is the progress on the streetcar in Tempe.

And I'd like to give our crew and the City of Tempe and the Downtown Tempe Association a lot credit for a very smooth summer as we shut down Mill Avenue northbound between University and Rio Salado. It actually went quite well.

Chair Arredondo-Savage said reopened on time, which I think is something to be celebrated.

Mr. Smith said and things are so far, knock on wood, are going better than we expected. We're moving ahead and excited about the progress that has been made. We reached the grant is working through the federal process to be finalized and we hope to hear about that in the next month or so as it works through the formal FTA and DOT system.

Chair Arredondo-Savage said I appreciate you bringing that up. That's definitely moving in the right direction, so we're very excited about the process and the work from everybody has been a fantastic collaboration, so even with ASU student move-in, everything kind of seemed to work out pretty good.

Mr. Smith said it did. And I think the good thing is and our staff Jordan and Mary and the others really working with DTA especially in downtown, I think the disruption to the businesses, some great articles about how -- you know, it's all a disruption.

Chair Arredondo-Savage said hard hat Thursdays.

Mr. Smith said yeah, well, same thing we experienced and other things, we actually had some business who said their sales went up during the shutdown because of the focus and the communication that was going on. So we're just going to continue that and look forward to a little over a year from now opening up the streetcar.

Chair Arredondo-Savage said I look forward to it too. Okay. Our next meeting is September 19. With that we are adjourned.

With no further discussion the meeting adjourned at 12:59 p.m.



Information Summary

DATE

September 12, 2019

AGENDA ITEM 3**SUBJECT**

Annual Corrosion Control Services Contract Award

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute a 5-year contract for annual corrosion control services with National Corrosion in an amount not to exceed \$188,630.

BACKGROUND | DISCUSSION | CONSIDERATION

Corrosion control services are utilized for performing annual corrosion control testing, analysis, stray current monitoring and cathodic protection testing of the Light Rail Transit (LRT) System. The contractor will perform stray current measurement and evaluation of in service corrosion control associated with VMR's direct current powered light rail transit system. Tasks included in the scope of work are:

- Rail to earth resistance measurements for the entire mainline and for the yard tracks.
- Rail to earth potential recording at key locations.
- Utility structure-to-earth potential measurements at randomly selected locations, principally the City of Phoenix, City of Tempe and City of Mesa ductile iron water pipelines and Southwest Gas Co. and El Paso Gas Co (if applicable) included in Valley Metro Rail's construction.
- Adhere to ASTM Standard G 165 – 99 Standard Practice for Determining Rail-to-Earth Resistance, when testing.

Valley Metro issued a competitive solicitation in July 2019. The contractor must be certified by the National Association of Corrosion Engineers (NACE) as a corrosion specialist and have five years' experience performing similar testing on a light rail system. A total of three firms submitted responses as follows:

1. National Corrosion
2. Corrpro Companies
3. STV Incorporated dba STV New York, Inc.

National Corrosion was determined to be lowest, responsive, responsible bidder.



An independent cost estimate 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 annual corrosion control services over the 5-year contract is in an amount not to exceed \$188,630 which includes estimated costs for travel, lodging and meals. The cost for the annual corrosion control services is included in the Valley Metro Rail Adopted FY 2020 Operating and Capital Budget. Contract obligations beyond FY 2020 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024).

The source of funding is rail member cities.

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

RMC: September 4, 2019 approved

Board of Directors: September 19, 2019 for action

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute a 5-year contract for annual corrosion control services with National Corrosion in an amount not to exceed \$188,630.

CONTACT

Ray Abraham

Chief Operations Officer

602-652-5054

rabraham@valleymetro.org

ATTACHMENT

None

Information Summary

DATE

September 12, 2019

AGENDA ITEM 4**SUBJECT**

South Central Extension/Downtown Hub Construction Manager at Risk Contract Amendment

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute a contract amendment with the South Central Extension/Downtown Hub Construction Manager at Risk (CM@Risk) contractor, Kiewit Infrastructure West Co., to construct early Downtown Phoenix utility relocations for an amount not to exceed \$99,374,000.

BACKGROUND/DISCUSSION/CONSIDERATION

The South Central Extension/Downtown Hub is approximately 5.5 miles in length, and includes light rail construction within Downtown Phoenix and extends south along Central Avenue to Baseline Road.

Kiewit Infrastructure West Co. initially entered into a CM@Risk contract with Valley Metro in June 2017. This contract involves two primary phases: pre-construction services, which occurs parallel to the project's design process, and the construction phase. Kiewit Infrastructure West Co. is working closely with the design consultant to coordinate design (which is approximately 90% complete) to minimize risks and assure constructability.

Full construction of this project will begin in 2020. However, in order to compete critical construction work prior to the 2023 Super Bowl, it is necessary to begin utility relocation work in the downtown area before the end of 2019.

In October 2019, crews will initiate utility relocation work on 5th Street, between Washington and Jefferson Streets, followed shortly thereafter with similar work on McKinley Street, between Central and 1st Avenues.

Valley Metro and City of Phoenix staff are actively communicating with downtown Phoenix stakeholders, businesses, Phoenix City Council members and Downtown Phoenix, Inc. to ensure successful and efficient execution of this early construction package.

COST AND BUDGET

The South Central Extension/Downtown Hub project will be funded by the Federal Transportation Administration, the City of Phoenix T2050 funding, and Regional Public Transportation Funds (PTF). The price for this utility package to the CM@Risk contractor is for an amount not to exceed \$90,340,000. An additional 10% contingency to be held by staff, in the amount of \$9,034,000, is needed to address unforeseen changes and circumstances that may arise during construction. The requested amount is summarized below.

Utility Relocation Cost - Downtown Hub	
Description	Cost
Water Line Relocations	\$ 24,325,000
Sewer Relocation	\$ 17,265,000
Storm Drain Relocation	\$ 16,470,000
3rd Party Utility Relocation	\$ 11,140,000
Sub-total	\$ 69,200,000
Project Overhead	\$ 16,688,000
Tax	\$ 4,452,000
Total Change Order	\$ 90,340,000
Contingency (10%)	\$ 9,034,000
Total	\$ 99,374,000

All costs identified herein are within the South Central Extension/Downtown Hub's project cost forecast and expenses expected within FY20 are included in the Valley Metro Rail Adopted FY20 Operating and Capital Budget. Contract obligations beyond FY20 are incorporated into the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

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
- Goal 3: Grow transit ridership

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

RMC: September 4, 2019 approved

Board of Directors: September 19, 2019 for action

**RECOMMENDATION**

Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment with the South Central Extension/Downtown Hub CM@Risk contractor, Kiewit Infrastructure West Co., to construct early Downtown Phoenix utility relocations for an amount not to exceed \$99,374,000.

CONTACT

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

ATTACHMENT

None

Information Summary

DATE

September 12, 2019

AGENDA ITEM 5**SUBJECT**

South Central Extension/Downtown Hub Third-Party Utility Relocation Work Orders

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute work orders with third-party utility companies for them to complete design and relocate their utilities from Lincoln Street to Baseline Road for the South Central Extension/Downtown Hub light rail project for an additional amount not to exceed \$28,200,000.

BACKGROUND/DISCUSSION/CONSIDERATION

The 5.5-mile project will connect with the current light rail system in downtown Phoenix and run south along Central Avenue to Baseline Road. The project received environmental clearance from the Federal Transit Administration (FTA) in January 2017, which enabled the project to move forward with design, real estate acquisition and relocation of utilities in advance of receiving a federal grant for the project.

Since receiving environmental clearance, the Board has taken two separate actions to authorize the CEO to execute Work Orders with third party utility companies for their relocations as follows:

- April 2017 – Design costs for up to \$2,323,255 (the Downtown Hub was not in the project at that time)
- January 2019 – Design and construction costs for up to \$22,204,105 for the Downtown Hub (relocations north of Lincoln Street)

The following two actions are needed for all third-party utilities to be relocated south of Lincoln Street:

1. Provide additional funding to the utility companies to complete their design. This is because the light rail project's design has progressed substantially since the initial Board action in April 2017 and more is now known about utility conflicts. Therefore, necessary utility relocations and associated costs have changed.
2. Provide funding for utility companies to construct their utility relocations. This action was not included in the April 2017 Board action because not enough was known at that time about utility relocation designs.

COST AND BUDGET

The South Central Extension/Downtown Hub will include Phoenix Transportation 2050 funds, regional Public Transportation Funds (PTF); and federal funds. Third party utility



design and relocation construction is included in the overall cost forecast established for the project.

The following table identifies third party utility companies affected by the light rail project south of Lincoln Street and the current costs estimates for them to design and relocate their utilities. The table includes design costs at 10% of relocation costs and includes a 10% contingency to be held by Valley Metro for unforeseen circumstances.

Third Party Utility Design and Construction Cost Estimates

Utility Company	Construction Cost	Revised Design Cost	Total Cost
APS	\$3,500,000	\$350,000	\$3,850,000
AT&T/TCA	\$350,000	\$35,000	\$385,000
CenturyLink	\$2,000,000	\$200,000	\$2,200,000
Cox Communications	\$380,000	\$38,000	\$418,000
MCI/Verizon	\$400,000	\$40,000	\$440,000
Salt River Project – Electric/Fiber	\$9,000,000	\$900,000	\$9,900,000
Salt River Project - Irrigation	\$3,540,000	\$354,000	\$3,894,000
Southwest Gas	\$4,230,000	\$423,000	\$4,653,000
Sprint	\$330,000	\$33,000	\$363,000
Telecom Group (TCG)	\$250,000	\$25,000	\$275,000
ZAYO (Telecom Provider)	\$1,230,000	\$123,000	\$1,353,000
Subtotals	\$25,210,000	\$2,521,000	\$27,731,000
10% Contingency	\$2,521,000	\$252,100	\$2,773,100
Total Board Authority Needed	\$27,731,000	\$2,773,100	\$30,504,100
April 2017 Board Authorization	None	(\$2,323,255)	(\$2,323,255)
Additional Funding Needed	\$27,731,000	\$449,845	\$28,180,845

All utility relocation costs are included in the Valley Metro Rail adopted FY20 Operating and Capital Budgets. Contract obligations beyond FY20 are incorporated into the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).



STRATEGIC PLAN ALIGNMENT

These items are tied-in to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:

- Goal 2: Advance performance based operation
- Goal 3: Grow transit ridership

COMMITTEE PROCESS

RTAG: August 20, 2019 for information

RMC: September 4, 2019 approved

Board of Directors: September 19, 2019 action

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute work orders with third-party utility companies for them to complete design and relocate their utilities from Lincoln Street to Baseline Road for the South Central Extension/Downtown Hub light rail project for an additional amount not to exceed \$28,200,000.

CONTACT

Wulf Grote, PE

Director, Capital & Service Development

602-322-4420

wgrote@valleymetro.org

ATTACHMENT

None

Information Summary

DATE

September 12, 2019

AGENDA ITEM 4**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

BACKGROUND/DISCUSSION/CONSIDERATION

None

COST AND BUDGET

None

COMMITTEE ACTION

None

RECOMMENDATION

This item is presented for information only.

CONTACT

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

ATTACHMENT

None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date