## MEETINGS OF THE
### Boards of Directors

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<th>Organization</th>
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| Valley Metro RPTA         | Thursday, August 13, 2015     | 12:15 p.m.| Valley Metro RPTA  
Lake Powell Conference Room  
101 N. 1st Avenue, 10th Floor  
Phoenix                     |
| Valley Metro Rail         | Thursday, August 13, 2015     | 1:15 p.m.| Valley Metro RPTA  
Lake Powell Conference Room  
101 N. 1st Avenue, 10th Floor  
Phoenix                     |
Board of Directors
Thursday, August 13, 2015
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

Action
Recommended

1. Public Comment
A 15-minute opportunity will be provided to members of the public at the beginning of the meeting to address the Board on all agenda items. The Chair may recognize members of the public during the meeting at his/her discretion. Up to three minutes will be provided per speaker or a total of 15 minutes total for all speakers.

2. Minutes
Minutes from the June 18, 2015 Board meeting are presented for approval.

3. Chief Executive Officer's Report
Steve Banta, Chief Executive Officer (CEO), will brief the Board on current issues.

CONSENT AGENDA

4A. Contract Extension for ADA Paratransit Eligibility Certification and Fixed-Route Travel Training Services
Staff will request that the Board of Directors authorize the CEO to exercise option years six and seven including a contract value adjustment to the contract with CARE Evaluators for the provision of ADA paratransit eligibility certification and fixed-route travel training services, in an amount not to exceed $1,260,604 for the period of October 1, 2015 through September 30, 2017.
4B. **Contract Award for Investment Management Services (IMS)**

Staff will request that the Board of Directors authorize the CEO to execute a contract with PFM Asset Management LLC for Investment Management Services for a not to exceed cost of $60,000 for the one year initial term of the contract with 4 one-year extension options not to exceed $60,000 per year.

**REGULAR AGENDA**

5. **Title VI Program Update**

Steve Banta, CEO, will introduce Wulf Grote, Director of Planning and Accessible Transit, who will request that the Board of Directors approve the 2015 Title VI Program Update.

6. **October 2015 Valley Metro Transit Service Changes**

Steve Banta, CEO, will introduce Wulf Grote, Director of Planning and Accessible Transit, who will request that the Board of Directors authorize the CEO to amend service operator contracts and member agency intergovernmental agreements (IGAs), as necessary, to accommodate the recommended October 2015 service changes.

7. **FY 2015 Valley Metro RPTA and Valley Metro Rail CEO Performance Incentive Goals and CEO Performance Incentive Compensation**

Steve Banta, CEO, will provide the Board with an overview of the achievements associated with the FY 2015 CEO Performance Incentive Goals and request Board consideration of the CEO Performance Incentive Compensation.

8. **Possible Executive Session – Chief Executive Officer Evaluation**

The Board may vote to enter executive session pursuant to A.R.S. 38-431.01.A-1 for the purpose of discussing the CEO performance incentive goals for the period of July 1, 2014 through June 30, 2015. Discussion and consideration may be both with and without the CEO in attendance during the e-session.
9. **Executive Session Action Items**  
The Board may take action related to items discussed as part of Agenda Item 8.

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

11. **Next Meeting**  
The next meeting of the Board is scheduled for **Thursday, September 17, 2015 at 12:15 p.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at [www.valleymetro.org](http://www.valleymetro.org).
DATE
August 5, 2015

SUBJECT
Public Comment

PURPOSE
A 15-minute opportunity will be provided to members of the public at the beginning of
the meeting to address the Board on all agenda items. The Chair may recognize
members of the public during the meeting at his/her discretion.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Steve Banta
Chief Executive Officer
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sbanta@valleymetro.org

ATTACHMENT
None
Meeting Participants
Councilmember Gary Sherwood, City of Glendale, Vice Chair
Councilmember Thelda Williams, City of Phoenix, Treasurer
Vice Mayor Eric Orsborn, City of Buckeye
Councilmember Rick Heumann for Vice Mayor Kevin Hartke, City of Chandler
Councilmember Jenn Daniels, Town of Gilbert
Vice Mayor Dennis Kavanaugh, City of Mesa
Councilmember Suzanne Klapp, City of Scottsdale (via phone)
Councilmember Skip Hall, City of Surprise
Vice Mayor Corey Woods for Mayor Mark Mitchell, City of Tempe
Councilmember Kathie Farr, City of Tolleson (via phone)

Members Not Present
Councilmember Jim McDonald, City of Avondale, Chair
Councilmember Lynn Selby, City of El Mirage
Vice Mayor Joe Pizzillo, City of Goodyear
Supervisor Steve Gallardo, Maricopa County
Vice Mayor Jon Edwards, City of Peoria
Councilmember Sam Crissman, Town of Wickenburg

Chair Sherwood called the meeting to order at 12:25 p.m. and welcomed everyone to the June meeting of the RPTA.

The pledge was recited.

Chair Sherwood said our first item on the agenda is public comment. I have two cards so far.

This is an opportunity to provide public address to the Board on items that aren't on the agenda and are on the agenda. Citizens will be requested not to exceed a three-minute time period for their comments. A total of 15 minutes will be provided for public comment on an agenda item.

1. **Public Comment**

Mr. Rochelle said good afternoon, ladies and gentlemen of the RPTA and staff. I'm
going to give some comments on a meeting on Monday night that I was delighted to see and be at.

We brought Russell Thatcher back in from Boston. Eight years ago in 2008, we did a study here and I was one of the people that worked with Russ and we almost had a seamless Dial-A-Ride. Unfortunately, the recession came. Well, he's back now and he's come up with some ideas that are heading towards a seamless Dial-A-Ride in the Valley, which is most important.

And the keynote that he came up with was everything on the east side will come into Phoenix seamless to the downtown area on Central Avenue. And everything from the west side as far out as Surprise will do the same thing.

Now this probably takes care of 75 to 80 percent of our people that come into Phoenix from the outlying areas. There are a few situations where it may not because their particular Dial-A-Rides are not the same as most of the Dial-A-Rides.

There are nine Dial-A-Rides in the Valley. One of the exceptions is Glendale. Glendale has both an ADA and non-ADA service. So whether they will do or be able to do that is questionable. Okay. I am looking forward to it.

And I appreciate the fact that you have members of your staff there. I'm still trying to figure out whether it was on your nickel or Valley Metro's nickel. I haven't been told yet. But I am delighted and I will work with it like I did eight years ago and hope that we can bring this to an able situation. And I don't mean because it was that able. I mean, a situation where we the disabled, disadvantaged, and visually impaired can all get a better situation. Thank you.

Chair Sherwood said thank you, Marvin.

Mr. Crowley said good morning, and how are y'all doing this morning? Anybody notice that there were a couple of warnings on the news as in excessive heat, air quality, ozone? Part of your job is the air quality and the ozone part. And with the transportation system that this Board is responsible for, it's supposed to be part of the solution not the problem.

But with it its inadequacies and ineptitude where the grid isn't being used to its totality and that, I'd like to bring two of those to the consequence of people that use the bus. As you know, only one-third have shaded shelters. Today with the UV index warning -- that was the third one I didn't mention -- you'll burn in 10 minutes. Most of our transfer stops, if you have thirty minute or even twenty-minute service, that doesn't fit within the criteria to where we're not handling our citizenry, because we don't have the shelters out there.

I note that one of the items that you have is the subcommittee on rail and bus. Well, when I look at the rail you're putting in I-10, which I don't see is the correct route to be and rather have it on Van Buren, where are the stops going to be.
I brought this up more than once because if you're putting it along the freeway are you going to have stops every other mile or every mile because you have to do it at the miles, I presume, to use the infrastructures that's there. Or are we going to stops in the middle every half mile. You get my point.

And then when I see that with what you've done since the 1980s when you built the Deck Park and a three-story transit center inside of it that has never -- oh, you guys don't know about this. Yeah, in the middle of the Deck Park used to have a sign saying future transit center because the City of Phoenix never got around to finishing it and doing it. It's three stories. It was supposed to be bus, but then when I see when you're bringing the rail up 10, do you take it to a facility that cost, what, twenty-eight million dollars to build.

But then when it comes to making yourselves multimodal, what did you do at the airport. But then, Mr. Grote, both of those were your ideas, right. I think that they were good ideas to begin with, but the system never completed them. Yeah, I can give a compliment on occasion. But when you have a three-story transit center in the middle of Deck Park, where is it a part of the rail or the bus. And let's get the job done. That means in your cities, let's get the bus, and you don't do that. Why not?

2. Minutes

Chair Sherwood said the minutes from the May 21st, 2015 meeting are presented for approval.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR KAVANAUGH AND UNANIMOUSLY CARRIED TO APPROVE THE MAY 21, 2015 BOARD MEETING MINUTES.

3. Chief Executive Officer's Report

Mr. Banta said Mr. Chairman, members of the Board, today is the Tenth Annual National Dump the Pump Day. Valley Metro along with a hundred and seventy-five other transit systems nationwide are encouraging residents to take action to reduce fuel consumption and support public transportation.

On Tuesday of this week, elected officials from Avondale, Glendale, Phoenix, Surprise, Tempe, and Tolleson were on transit or at transit centers to encourage residents to pledge to dump the pump today.

Among the participants, Valley Metro RPTA Board Chair and Avondale Councilmember Jim McDonald, Vice Chair and Glendale Councilmember Gary Sherwood, Board member and Surprise Councilmember Skip Hall, and Board member and Tolleson Councilmember Kathie Farr, thank you all for your support in recognition of this important day.

We received a congressional letter of support for our TIGER grant. It was signed by the
entire House delegation. I can't tell you what a heavy lift that was. Special thanks to Congresswoman Sinema for coordinating all of these signatures. We sent a thank you letter to the delegation signed by Chair McDonald and MAG Chair Mayor LeVault of Youngtown.

The TIGER application is a multimodal project that includes active traffic management on I-17 and a wrong-way detection system, also a dedicated bus ramp connecting I-10 to the median and I-17 on the southbound frontage road. The successful TIGER award will support greater mobility, increase transit performance, and also improve safety throughout our region.

Our ridership continues on the rail side to be relatively flat. It's down .1 percent monthly. On the bus, the ridership for the month is down about 6 percent. What we are working on at staff level is to prepare an analysis of ridership and compare us to our peer agencies nationally to see if there are things that we can identify in terms of turning around the bus ridership.

I would also like to say that there was in this month one less weekday then there was last year during this month, so it does contribute to some of the ridership loss.

The legislative update is at your seat.

The July meeting is canceled, so our next meeting will be August 13, 2015. With that Mr. Chair, that concludes my comments.

4. Consent Agenda

Chair Sherwood said we'll go to the consent agenda. Items are listed on the consent agenda for approval. Board, is there any items that you'd like to have removed? Hearing none, Mr. Banta, would you like to go through those quickly?

Mr. Banta said Mr. Chairman, yes, I would.

Item No. 4A is our annual purchase of diesel fuel. The diesel fuel is purchased under a state contract. It is for $936,000 for a one-year period. It is for the Mesa and the West Valley facilities. And it is for use in FY16.

Item 4B is our annual contract change orders on contracts that were previously approved by this Board. It's an extension or an option year of that contract. All of these extensions that are in your Board packet are a part of the FY16 budget that was approved in May.

Item 4C is all of our intergovernmental agreements with all of our different cities to allow us to move money back and forth and purchase services from each other as we move forward to do our day-to-day and monthly business.

Item No. 4D is a request for proposal for our Federal Legislative Consultant. We are, I
believe the contract ends in October and we're going out with an RFP. It's important that you know when we go out with these RFPs in case you're contacted by one of these firms, you know there's an active solicitation out. We will be back to you with the projected awardee and your approval for a contract later this year.

Item No. 4E is also a Request for Proposal for Valley Metro Armored Car Services. This is one of the opportunities that we've had as consolidating Valley Metro and Rail into one organization being able to consolidate some of the use of the sub-suppliers and contracts that we put forward.

This is a consolidation of rail and East Valley bus service armored car services, a service that we do to empty ticket vending machines, also to empty cash rooms at the bus maintenance facilities. This contract is estimated to be a three-year contract for $382,000. The cost of the first year for the RPTA is $124,000.

Item 4F is the Authorization to Exercise Option Year One and Make a Contract Value Adjustment to the Fare Inspection and Security Services with AlliedBarton. We wanted to exercise the one year and make a contract value adjustment not to exceed $3.65 million for the period October 1st, 2015, to September 30, 2016. The RPTA portion of that $3.65 million is $252,000. And that is for fixed post security at the facilities. The lion's share of that contract is fare enforcement along the light rail.

With that Mr. Chair, that concludes the consent agenda.

**Public Comment**

Mr. Crowley said it says a $120,000 an attorney. And it's been five years or -- but, what I look at it as is, remember those bus stops I was talking about that protect our citizenry from being in harm's way after ten minutes. Well, that hundred and twenty thousand, you know, would build twelve of them.

Now I know we got seven thousand that need to be addressed, but I also find it fascinating that we have to have an attorney and the rail has the attorney and the City of Phoenix has an attorney and MAG has an attorney and everyone and their mother has a lobbyist back there supposedly working all on the same problem.

Tempe, you've got one back there, right, you know, who are we supporting here and where are you spending the money. That will be for D.

4E and F, they're collecting money and you're saying that you need to take part of those moneys for us, the bus part, to have their machines dumped at a cost of three hundred thousand, where when this business's actual behavior is checking the light rail to make sure people have paid up.

How many people, Thelda, do we have not paying on the bus. You don't get on unless you pay. And I'd also like to point out that if you pay on the bus you are penalized and have to pay extra. Whereas cities such as San Francisco and Seattle just recently said those are economically challenged instead of charging them two fifty, which is their
price, not six dollars, we'll charge a buck and a half, if you are within the poverty range. So when I see the moneys you're spending and then the way you're putting it through -- and I love the way you blend things, Mr. Banta.

Why is it necessary for $300,000 to cover that being that when the machines are dumped that's at the different garages? Why is it necessary for three hundred thousand to cover that. I thought that we have an honor system. And what was the -- let me go through each of those again the -- on consent. Sorry for running out of time, but there was multiples on there.

Like I said, your one-year option for fare inspection. Well the fare inspection you should do is dropping that $2 that you're penalizing bus ridership to use and put that to where those moneys need to go, not to people checking the bus.

**IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR COREY WOODS AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.**

5. **Transit Life Cycle Program Update**

Chair Sherwood said the next item is, Item 5. The Transit Life Cycle Program Update. Mr. Banta, do you want to provide us some background information on that?

Mr. Banta said Mr. Chairman, members of the Board, I'd like to introduce Paul Hodgins, Manager of Revenue Generation and Financial Planning, who will provide a presentation on the transit life cycle program.

Mr. Hodgins said Mr. Chair, members of the Board, it's a brief presentation. There are a couple of changes that we've made since the information item that was presented last month, so I'll just cover just the changes that we've made.

Just as a summary, our financial models are still balanced. The surpluses noted last month have not changed, about $35 million for the bus program and about $23 million for the rail program.

The changes we’ve made are related to a request from the City of Tempe regarding the streetcar project. As we discussed last month, there was a funding shortfall because of the change in the alignment. And what Tempe has asked is that we move some of the PTF out of their jurisdictional equity allocation on the bus program to supplement the funding on the rail program.

So we have a couple of changes for that. I just want to note that there is no statutory limitation of doing this. The firewalls and the statute are between transit, arterials and freeways, but we have a Board-adopted policy that splits the PTF between the bus and the rail program, so we're recommending or proposing a policy change to address that to update the policies to deal with it.
So the changes to the model, we would just include -- we're including a project within the capital program that shows the transfer of funds to the streetcar. Right now we're showing it as a $10 million transfer, about $1.25 million per year beginning the Fiscal 2018 for eight years. But again, this amount will be determined by the final cost of the streetcar project. Right now we've just finished conceptual engineering. We still have a lot of contingency in the project.

So these funds will be the last ones spent, so when we get down to it, if it's five million or ten million, we'll make that determination at the time and only transfer the amount that's really needed.

To accommodate that, we've reduced funding for regional service -- regional bus services that are PTF funded within the City of Tempe and matching exactly the amount transferred. So beginning in Fiscal 18, about one and a quarter million per year. And then over the next couple of years, once we know the final amount, we'll negotiate with Tempe what the actual timing is and how much each year is paid.

So the policy change would allow a city to request that some bus PTF be transferred to the rail program for an existing project contingent on a few factors: one, that the transfer of funds does not cause our subregional jurisdictional equity to be out of balance; two, that the requesting jurisdiction reduces its funding for other program or bus program projects in the amount of the transfer to ensure that its jurisdictional equity does not become negative; three, we do not -- that the transfer of funds does not result in a reduction of cross-jurisdictional or regional bus service.

The transfer of funds, if it's completed over time and it impacts the financing for the rail program, then additional funds would be transferred to cover the finance cost, so there's no negative impact to the rail program. And that we would update this every year, take a close look to make sure that the transfer meets these conditions as we move forward.

In summary, the cash flow summary really hasn't changed. This hasn't impacted revenues or expenses. It's just shifting the expenses around. We still have a $35-million surplus or balance at the end of the program. This is not impacted the subregional jurisdictional equity. We are still within the 2.5 percent for each subregion required by the policies.

We have not made any changes to the rail program, which was approved by the METRO Board of Directors last month. And, again, here's the cash flow for the rail program with the $23 million ending balance.

And with that, our recommendation is that the Board of Directors approve the 2015 TLCP update and the proposed policy change. I'd be happy to answer any questions, Mr. Chair.

Councilmember Daniels said I think you touched on it just a few minutes ago, but one of my most major concerns is that we get on a sort of an autopilot type of mentality where every year we make this transfer without really digging into and looking into how it does
affect that. Like right now it looks like 2.41 percent, so again, under the two and a half percent window that we have.

But, are you just going to put this on your calendar -- I mean, how do you -- how will you, I guess, monitor that situation and then ensure that that jurisdictional equity does stay in place?

Mr. Hodgins said Mr. Chair, Councilwoman Daniels, we update the life cycle every year. We go through a fairly detailed process. We look at the jurisdictional equity for both the subregional and a jurisdictional level. We look at all of the projects, update everything.

So it doesn't really have to be on my calendar because, I mean, it's something that just happens. It's really on everybody's radar to make sure that we update it and that everything's in balance. So it's just something we do on a routine basis anyway.

Councilmember Daniels said so the contingency plan if something occurs that kind of puts that out of whack, if you will, will Tempe just ask to contribute more, will they -- how will we, I guess, course correct, because at some point they're going to need those dollars.

And my questions are really directed more probably more procedurally. I have absolutely no problem with Tempe being able to utilize whatever funds are allowable in their community in the way that best fits their community. I'm certainly not in any position to dictate to them what their community does or doesn't need when it comes to transit.

Just trying to understand how obviously as an East Valley partner we have a particular interest in just ensuring that everyone gets their share.

Mr. Hodgins said right. So as the streetcar project moves forward, you know, we'll get through the preliminary engineering, do more design, get to the bidding process, and we'll find out that maybe it's $5 million, maybe it's $15 million dollars.

And when we know what that number is, then we'll work out exactly how that gets paid back. If it's $15 million that gets moved out of the bus program, then it would be $15 million in service in Tempe that would have to be absorbed by the Tempe transit tax, because we wouldn't want to eliminate regional service to pay for this, especially since Tempe is kind of in the middle of many regional routes. So it would be negotiated with Tempe at the time and then reflected in the TLCP update.

Public Comment
Mr. Crowley said my favorite part of this is when it asks the question: Is there any change to the rail program. No change to rail program. But you don't have another also in here saying changes to the bus program.

Now a lot of your questions, if you would have been at the manager's meeting he got at that time and danced around them the same way. And it is a situation for Tempe
balancing and they are the ones that have always extended the hand and put out more than less.

Phoenix, for how long we had a bus on University because they paid for it, you know. And after 44th Street that wasn't Tempe any more.

So I wonder why since this is the bus committee that your document when it says no change to rail as a part of it, why wouldn't you also do the comments of what bus changes there were. And what it is, is you're taking money from us and you're giving it to rail.

Now I know a streetcar can be looked at either way. But why aren't you taking the money from the one with the deepest pockets. Why are you sacrificing regional bus service of which, when I look at the East Valley, inept and inadequate are not necessarily the words I'd use, because it doesn't even reach that standard.

We do have a grid. And if you look at the grid in the East Valley where's your buses. Now I know it's each of your communities that have to come up with the money for that, but the excuse for the Prop 400 was this is where we're going to get the money to do that.

So don't take it from the bus. Take it out of the rail moneys, because a streetcar is on a what, it's on a rail, and that's why you're having to change the funds around. Don't do this, please.

**IT WAS MOVED BY VICE MAYOR KAVANAUGH, SECONDED BY COUNCILMEMBER WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE 2015 TLCP UPDATE AND TLCP POLICY CHANGE.**

6. Valley Metro Service Animal Policy

Mr. Banta said Mr. Chair and members of the Board, I'd like to introduce Ron Brooks, our Manager of Accessible Transit Services. He will give a brief presentation on our animal policy. This is for information only. He will also continue after this presentation with Item No. 7, for the reasonable modification policy.

Mr. Brooks said good afternoon, Mr. Chair and members of the Board. The purpose of this presentation is to describe clarifications and expansion to our service animal policy. And what I want to do is just say that Valley Metro we have a service animal policy, we always have. We welcome service animals.

The purpose of this policy clarification is really to define the term "service animal." The current policy that we have had didn't really define the term. And we welcome service animals, but we didn't really describe what a service animal is.

So this policy is really designed to define the term. It's designed to list the questions which our staff can ask to verify that an animal meets the definition of a service animal.
It's designed to set up the rights and responsibilities of service animal handlers with regard to, you know, when they wish to travel with their service animals.

And I just want to say upfront that, you know, our goal as an agency is to transport people who have legitimate service animals. We need those animals to perform an important task and this is not to limit service or access.

First off, the policy that we've developed and clarified permits service animals as defined by the ADA. And I just want to clarify that within the ADA a service animal is an animal that's individually trained to perform a task or tasks to assist a person with a disability with activities of daily living.

The ADA specifically does not include animals that are not individually trained such as companion or therapy animals, so our goal is to really make sure that the animals are trained to perform tasks of daily living.

So the policy, again, it permits people who have service animals that are defined as ADA. It excludes animals when the animal is not under the control of the handlers, so if an animal is barking, growling, lunging, jumping, biting, you know, those sorts of things. It excludes an animal when the animal poses a direct a threat to the health or safety of others.

The policy gives guidance to operators and other staff specifically as to what they're able to do to verify that an animal is a service animal. And it clearly describes what we expect of our customers to do when traveling with service animals, basically keeping their animal under control, keeping their animal off the seat, keeping their animal out of the aisle so that they're safe, and making sure that their animal isn't impairing somebody else's use of the system.

Our steps for communicating the policy we will be putting car cards out on the buses and the trains. We will be making a summary policy available online and on request. And then the detailed policy will also be available for folks if they want to look at that, that will also be online and on request.

That's all for service animals. I'd be happy to answer any questions.

Chair Sherwood said what kind of activity has there been? Has there been many complaints here, or do we run into this often?

Mr. Brooks said we get a lot of questions from our operators. Unfortunately, in parts of our service area you do see lots of animals on our buses. Sometimes it's not clear what those animals do or if they are in fact service animals. So we do get this question.

We do occasionally get comments from other customers about animals that are unruly on our buses and trains and other customers who feel unsafe because of animals that are out of control.
So what this really helps us do is to educate not only our staff and our contractors but also our customers on what really is a service animal and what they can expect and what we expect of them. So this is as much about public education as it is about enforcing a policy.

Chair Sherwood said thank you. Any other questions? As this item was presented for information only, we'll go to the next item.

7. Valley Metro Reasonable Modification Policy

Mr. Brooks said so the purpose of this item is to provide information on a new policy and procedures which we have established for providing modifications to our services for folks with disabilities.

This is intended to comply with a new requirement of the US-DOT. In March, the United States Department of Transportation promulgated some new ADA regulations that require us to provide modifications to our services when necessary by a person with a disability even beyond what we already do.

So let me just define this term here "reasonable modification." This is a policy or practice or procedure that is designed to allow a person with a disability to use our services and this is bus, rail, and paratransit.

In order to be a reasonable modification it must be necessary in order for the person to use our service. So this isn't something we would do for the convenience of the customer. This is really something that, you know, they need it in order to use the service effectively.

It must not fundamentally alter the nature of the service. So for example, if we're providing a shared-ride paratransit system, a person can't expect us to provide something other than that to provide their transportation. It must not create a direct threat to the health and safety of others. And finally, it must not present an operational or financial burden. So it has to be something that we can reasonably do at a reasonable cost that doesn't affect our operation.

The way we have structured this -- and we work with the regional operators for bus and paratransit, staff from Phoenix, Glendale, Peoria, and also through our regional paratransit study with all of our city partners -- what we will do as Valley Metro through our mobility center, where we also do eligibility for paratransit, we will accept requests for reasonable modifications. So individuals will contact us when they need to have a modification of service. They'll basically tell us what they need, why they need it, provide documentation that demonstrates their need.

We will provide that information to our partner agencies, so if there's a paratransit request, we will share it with the other paratransit operators in the region along with ourselves. And we'll take a look at that policy or that request and see if it's something we can accommodate within the definition that I described, so, you know, is it something
they need, is it something we're able to do, does it pose a direct threat to our staff or other customers.

Once we get that feedback, we will provide a response to the customer to let them know what we're able to do, how we're able to meet their needs. And in some cases it may be that we can't do it exactly the way they want us to do it, but it's something that we can do to help them, you know, at least partially. And so we'll be able to kind of work with them to make sure that we're making our service as successful as we can.

And there is a process built in as well that allows people to appeal a decision if they don't agree with it. And we'll take a look at those to try to make sure we can reach a decision that really helps them use the service effectively.

Information about the policy, we will put it online. It will be in appropriate transit and paratransit publications. And it's definitely something that we're already starting to talk about with our customers.

So that concludes that presentation. If you have any questions I'd be happy to answer them

Mr. Banta said Mr. Brooks is an expert nationally in paratransit. He's leading a number of our committees at the American Public Transportation Association as it relates to persons with disabilities and performance of paratransit service. He was also a strong voice in modifying the DOT directives to make sure that it was palatable not only for us but also for transportation authorities throughout the US. And I just wanted to recognize Mr. Brooks' work on this effort.

Chair Sherwood said thank you, and thank you for your leadership.

8. Election of Valley Metro RPTA Budget and Finance Subcommittee Members

Chair Sherwood said we're requesting the Board elect two positions whose terms are expiring this year to the Valley Metro RPTA Budget and Finance Subcommittee.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY COUNCILMEMBER HALL AND UNANIMOUSLY CARRIED TO ELECT VICE MAYOR PIZZILLO AND COUNCILMEMBER KLAPP TO SERVE ANOTHER 2-YEAR TERM ON THE BUDGET AND FINANCE SUBCOMMITTEE.

9. Election of Valley Metro RPTA and Valley Metro Rail (RPTA/VMR) Board Subcommittee Members

Chair Sherwood said the election of Valley Metro RPTA and Valley Metro Rail Board Subcommittee Members. We're requesting the Board to elect two RPTA positions serving on the RPTA and Valley Metro Rail Board Subcommittee to serve for FY2016.

IT WAS MOVED BY COUNCILMEMBER SHERWOOD, SECONDED BY COUNCILMEMBER HALL AND UNANIMOUSLY CARRIED TO ELECT
COUNCILMEMBER WILLIAMS AND VICE MAYOR KAVANAUGH BE ELECTED TO SERVE AS THE RPTA REPRESENTATIVES ON THE RPTA/VALLEY METRO RAIL BOARD SUBCOMMITTEE FOR FY16.

Public Comment

Mr. Crowley said on No. 8, I'd like to comment that the subcommittee is only afforded the task of doing everything with nothing. And good luck that's the way it's always been. You have no money, but you have a job to do, so good luck. And my condolences not necessarily, but my good thoughts.

As in the rail, Valley Metro Subcommittee, the document has a different person. It has the individual from Tolleson as being on the RPTA.

But I would like to get the schedule for the meetings, because this is something I am very much interested in that we need to be doing more of the multimodal part of this equation and thinking that way.

As I pointed out with the I-10, if you are going to be multimodal, where are those bus stops from the west valley into the center city; and from the center city what is happening with that transit center in the middle of the Deck Park. Is it going to be rail? Is it going to be bus? Is it going to be both, because it was built as a way of getting a bridge there reinforced to be able to put the rail over it.

So when you build a transit center as an excuse for a bridge to get your rail done, Thelda, why hasn't the City of Phoenix with it's myopicness not seeing that, one, when you're coming from the west valley that if we are going to be multimodal that you would not be putting that in the freeway. You would be bringing it south of there through the communities of Avondale, Tolleson, Goodyear, et cetera, hopefully maturing it into the heavy rail that runs out there.

But, as I said, you guys are given impossible tasks with nothing to do it with, but good luck, and I would like the schedules of the meetings coming up, please. Thank you.

Chair Sherwood said thank you, Mr. Crowley. Again, I apologize for not getting you up there sooner.

10. Future Agenda Items Request and Report on Current Events

Chair Sherwood said are there any future agenda items requests or reports on current events.

Vice Mayor Kavanaugh said I have a request for our August meeting. For the last several days, actually just this week, I started getting some position complaints, which is pretty unusual to come to me, usually they go to either our staff or your staff. And it's related to the bus service like Routes 533 and 535. And there are complaints regarding the air conditioning.
Obviously not unusual with the high temperatures, but what is unusual is that the residents have been directly contacting me since this is a pretty low-profile position for being low profile in terms of residents to know. And so I do think it would be helpful in August to get a better understanding just of the number of complaints that we've had with regard to the air conditioning on the bus routes. And I know your staff's efforts to address those factors the best.

Mr. Banta said we'll provide that to you in August.

Chair Sherwood said are there any other Board comments? As you know or may not know, Glendale is on the back end of the Prop 400 funding. And I think we break ground in 2022, but at the end of this year and for vote in the first quarter, both Phoenix and Glendale need to vote on the actual routing of the light rail.

And so as part of that to get our staff and our council a little more up to speed, there is a meeting in Mesa that Mesa hosted with the staffs from both Valley Metro, Mesa, and Glendale. And I just want to appreciate everyone involved with that. It was, I think, it was eye-opening for a lot of those that don't have a lot of information on rail. Very helpful to have several of the business owners that were in Mesa, some that actually started their business during the construction phase of the extension and as a fact the twenty-fourth is our first committee meeting, that's the wrong term, but we've formed a committee of some 35 to 40 people that are going to be meeting probably on a biweekly basis through the end of the year.

So this was a good start, and we're planning a couple of other trips outside the state, but what better example do we have in our own backyard with the initial twenty miles and the three miles that's going open officially on August 22nd in Mesa.

So again, I want to appreciate the staff -- appreciate the staffs of both Mesa and Valley Metro for accommodating us. It was very well received.

And to that, our next Board meeting is Thursday, August 13th at 12:15.

With no further discussion the meeting adjourned at 1:12 p.m.
DATE
August 5, 2015

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Steve Banta, Chief Executive Officer, will brief the Board on current issues.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
DATE  
August 5, 2015

AGENDA ITEM 4A

SUBJECT  
Contract Extension for ADA Paratransit Eligibility Certification and Fixed-Route Travel Training Services

PURPOSE  
To request Board authorization for the Chief Executive Officer (CEO) to exercise option years six and seven including a contract value adjustment to the contract with CARE Evaluators for the provision of ADA paratransit eligibility certification and fixed-route travel training services, in an amount not to exceed $1,260,604, for the period of October 1, 2015 through September 30, 2017.

BACKGROUND/DISCUSSION/CONSIDERATION  
In April 2010 Valley Metro authorized a contract with CARE Evaluators, LLC to provide in-person ADA paratransit eligibility certification and related services for the region. Under the terms of the contract which commenced on October 1, 2010, CARE was responsible for assisting Valley Metro staff with the final design and configuration of the Mobility Center which opened in February of 2011, the conducting of in-person physical and cognitive ADA paratransit eligibility assessments, the development of eligibility recommendations for Valley Metro staff who make all final eligibility decisions, the maintenance of all eligibility-related records, the provision of fixed-route travel training for people with disabilities, and assistance with the delivery of other related services as directed by Valley Metro.

The contract included a five-year base period and two additional one-year options which Valley Metro can exercise based on the quality and cost-effectiveness of CARE’s performance.

Since the inception of the contract, CARE has achieved the following:

- Worked with Valley Metro staff and contractors to design a “Mobility Assessment Course” which simulates the transit environment and the tasks which individuals must be able to complete in order to independently use fixed-route public transit. Valley Metro’s Mobility Assessment Course is considered one of the best in the country and is featured in a 2014 Transportation Research Board report on best practices for designing in-person assessment programs.
- Scheduled and conducted more than 17,000 in-person eligibility assessments for individuals seeking ADA paratransit eligibility.
- Provided fixed-route travel training to individuals with disabilities who are now able to use accessible Valley Metro buses and trains to meet at least a portion of their transportation needs—thereby saving money for the region’s ADA paratransit providers.
• Implemented a new and improved securement loops program (called Marking and Tethering) which enables transit operators to more safely and quickly secure wheelchairs, scooters and other mobility devices on Valley Metro buses and paratransit vehicles, thereby promoting the safety, convenience and accessibility of our accessible fixed-route transit and paratransit services.
• Worked with Valley Metro staff and consultants to improve the rigor and quality of our in-person eligibility assessment process. Today, Valley Metro’s in-person assessment program is considered one of the best in the transit industry and has been featured in a number of industry publications, including a 2013 feature article in Mass Transit Magazine.
• Partnered with Valley Metro staff at community meetings, health fairs and other events designed to promote the accessibility and usability of Valley Metro’s bus, rail and paratransit services.

There is a continued need for the services performed under this contract. CARE’s performance has been good and it is in the best interest of the Agency to exercise these option years. Valley Metro staff conducted an Independent Cost Estimate (ICE) including a market analysis. The pricing for these option years is consistent with market and industry standards and has been deemed fair and reasonable.

COST AND BUDGET
This is a cost plus fee contract in which Valley Metro is only billed for actual expenses and a pre-determined fixed fee. CARE has performed the required services at a lower cost than staff had anticipated. The five-year base contract is projected to finish $500,951 under budget for the initial five years.

The following table shows the projected cost for the contract extension. Please note that because the term of the extension does not coincide with Valley Metro’s fiscal year calendar, the values for FY 2016 and FY 2018 represent partial years.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2016 (Oct 1 to June 30)</td>
<td>$439,330</td>
</tr>
<tr>
<td>FY 2017 (full fiscal year)</td>
<td>$652,155</td>
</tr>
<tr>
<td>FY 2018 (July 1 to September 30)</td>
<td>$169,119</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,260,604</strong></td>
</tr>
</tbody>
</table>

This extension will result in a total seven-year contract value of $3,193,508. For the Fiscal Year 2016, the new RPTA contract obligation is $439,330, which is fully funded within the Valley Metro Adopted FY16 Operating and Capital Budget. Contract Obligations beyond FY 2016 are incorporated into the Valley Metro RPTA Five-Year Operating Forecast and Capital Program (FY2016 thru FY2020).

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
• Goal 1: Increase customer focus
  Tactic E: Enhance services and facilities for seniors and people with disabilities
• Goal 2: Advance performance-based operations
  Tactic A: Operate an effective, reliable, high-performing transit system

COMMITTEE PROCESS
RTAG: July 21, 2015 for information
TMC: August 5, 2015 approved
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors authorize the CEO to exercise option years six and seven including a contract value adjustment to the contract with CARE Evaluators for the provision of ADA paratransit eligibility certification and fixed-route travel training services, in an amount not to exceed $1,260,604 for the period of October 1, 2015 through September 30, 2017.

CONTACT
Wulf Grote
Director, Planning and Accessible Transit
602.322.4420
wgrote@valleymetro.org

ATTACHMENT
None
DATE
August 5, 2015

SUBJECT
Contract Award for Investment Management Services (IMS)

PURPOSE
To request Board authorization for the Chief Executive Officer (CEO) to execute a contract with PFM Asset Management LLC for Investment Management Services for a not to exceed cost of $60,000 for the one year initial term of the contract with 4 one-year extension options not to exceed $60,000 per year.

BACKGROUND/DISCUSSION/CONSIDERATION
Valley Metro RPTA is seeking to maximize return on cash and investments in accordance with the RPTA Investment Policy and ARS Title 35 policies. In the fall of 2014, a review of investment services was conducted to identify the potential to boost investment yields with the engagement of a third party investment management services (IMS) company.

One of the primary tasks of the IMS contractor will be to optimize investment returns by extending maturity dates for investments which are permitted by RPTA policy. A second objective will be to make recommendations for new investment instruments which are permitted by Title 35 but may be currently excluded by RPTA policy. Any such recommendations will be brought before the RPTA Board for approval.

Valley Metro RPTA solicited proposals from qualified firms for the delivery of Investment Management Services to be funded by a portion of the investment earnings to be generated by the RPTA investment pool.

Four proposals were determined to be responsive. A Selection Committee established to evaluate the proposals was comprised of two Valley Metro staff and one investment manager from the City of Phoenix. The selection committee evaluated the proposals and requested additional information from each Proposer. The additional information was then evaluated and scored.

At the conclusion of the evaluation process, the selection committee recommended the proposal from PFM Asset Management LLC as the most advantageous to the RPTA. The proposed fee for assets under management (initially $50 million) is as follows:
- 4 basis points (bps) base fee, ($20,000 per year)
- Up to 8 bps incentive fee
  - Incentive fee is earned when Valley Metro’s portfolio managed by PFM outperforms the industry benchmarks for similar fixed income investments with similar maturity. PFM earns 50% of the yield improvement over the benchmark. Valley Metro retains 50% of the yield improvement over the benchmark.
Considerations for renewal are based on yield performance, investing environment and cash flow analysis to determine optimum level of funds available for PFM to manage.

With the contract award, an independent investment custodian will be engaged. The annual cost of custodial fees is $15,000.

**FISCAL IMPACT**
Investment earnings for FY15 are forecasted at $340,000 on average cash and investment balances of $220 million. Due to the full consumption of the series 2014 bond funds and bus fleet purchases, cash balances will drop substantially in FY16 to approximately $100 million. Current forecast for FY16 investment earnings is $115,000 before introduction of the IMS services.

With the engagement of the IMS contractor, investment yields are anticipated to increase by estimated 35 basis points for the $50 million Managed Funds which can be committed to longer term maturities. Actual yields will depend upon capacity to extend maturities of investments and make adjustments to the RPTA Investment Policy which are permitted by Title 35. The additional yield will offset the IMS contractor base cost (4bps) and incentive (8bps) generating a net yield improvement of 23 basis points. Based on Managed Funds of $50 million, and annual custodial fees of $15,000, the net benefit to RPTA in the first year is estimated at $100,000 year.

**COST/BUDGET**
Funding for the Investment Management Services contract will be a portion of the investment earnings generated by the RPTA investment pool. With the contract award, gross investment revenue for FY16 is forecasted at $270,000. IMS contract fees and custodial fees to be incurred in FY16 will be $56,250. FY16 net investment income is projected at $213,750. ($270,000 - $56,250)

**COMMITTEE PROCESS**
RTAG – July 14, 2015 for information
TMC – August 5, 2015 for action
Board – August 13, 2015 for action

**STRATEGIC PLAN ALIGNMENT**
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
Goal 2: Advance performance based operation
   Tactic E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.

**RECOMMENDATION**
It is recommended that the Board of Directors authorize the CEO to execute a contract with PFM Asset Management LLC for Investment Management Services for a not-to-exceed cost of $60,000 for the initial one-year term of the contract with four one-year
extension options. Upon contract award, an independent investment custodian will be engaged with annual cost not to exceed $15,000.

CONTACT
John P. McCormack
Chief Financial Officer
602-495-8239
jmccormack@valleymetro.org

ATTACHMENT
None
DATE
August 5, 2015

SUBJECT
Title VI Program Update

PURPOSE
To request Board approval of the 2015 Title VI Program Update

BACKGROUND/DISCUSSION/CONSIDERATION
Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient persons. The Federal Transit Administration (FTA) requires that all recipients, including sub-recipients, of federal funds document their compliance by submitting a Title VI Program once every three years. As a sub-recipient of federal funds, Valley Metro has updated its Title VI Program, in coordination with the City of Phoenix. The last update to the Title VI Program was made in February 2012.

In October 2012, FTA issued new Title VI Requirements and Guidelines (Circular 4702.1B) to provide guidance on new requirements and provide clarity to help ensure that all recipients maintain compliance with their programs. One of the new requirements was to establish policies by April 1, 2013 to identify and evaluate potential equity issues related to changes in transit fares and services. Valley Metro, in coordination with the City of Phoenix, developed the fare and service equity policies to fulfill this requirement. The policies were approved by the Board on March 21, 2013. As part of the 2015 update, Valley Metro is making the following changes to the Major Service Change and Service Equity Policy and Fare Equity Policy:

- In case of route-level expansion or addition of a new route, the terms “Service Level Expansion or Service Area Expansion” will be changed to “Route Level Expansion or Transit Service Area Expansion” to be consistent with the definition of route-level expansion and/or addition of a new route.
- Under exemptions for major service change analysis, “The discontinuance of a temporary transit service or demonstration service that has been in effect for less than 180 days.” has been changed to 365 days to be consistent with the FTA Circular.
- Under exemptions for major service change analysis, “An adjustment to service frequencies and/or span of service for new transit routes that have been in revenue service for less than 180 days.” has been changed to 365 days to be consistent with the FTA Circular.
- Low-Income Population and Areas were previously defined as “those persons with an income of 80 percent or less of the national per capita income” and “residential land use area within census tracts where the average per capita income is 80 percent or less of the national per capita income” respectively.
per capita income threshold has now been changed to 150% or less of the national per capita income to be consistent with the FTA Circular.

The FTA Title VI Circular 4702.1B requires the plans, policies and items listed in the table below to be included in the Title VI Program and updated as necessary every three years. The table also identifies items Valley Metro staff has updated within its Program and items added to comply with new FTA requirements.

<table>
<thead>
<tr>
<th>Plan/Policy/Item</th>
<th>Updated since 2012</th>
</tr>
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<tbody>
<tr>
<td>Title VI Notice to the Public</td>
<td>Yes</td>
</tr>
<tr>
<td>Title VI Complaint Form</td>
<td>(New requirement)</td>
</tr>
<tr>
<td>List of Title VI Investigations, Complaints and Lawsuits</td>
<td>Yes</td>
</tr>
<tr>
<td>Inclusive Public Participation Plan</td>
<td>Yes</td>
</tr>
<tr>
<td>Language Assistance Plan</td>
<td>Yes</td>
</tr>
<tr>
<td>Demographic Data</td>
<td>Yes</td>
</tr>
<tr>
<td>System-wide Service Standards and Policies</td>
<td>Yes</td>
</tr>
<tr>
<td>Monitoring Transit Services</td>
<td>Yes</td>
</tr>
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<td>Major Service Equity Policy</td>
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<tr>
<td>Fare Equity Policy</td>
<td>(New requirement)</td>
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<tr>
<td>Service and/or Fare Change Analyses</td>
<td>Yes</td>
</tr>
<tr>
<td>Table depicting the non-elected planning boards, advisory councils or committees membership</td>
<td>(New requirement)</td>
</tr>
<tr>
<td>Minutes for the governing body approval of the Title VI Program Update</td>
<td>(New requirement)</td>
</tr>
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</table>

**COST AND BUDGET**

No cost at this time. The cost to conduct the annual monitoring of the system-wide standards and policies and to update the Title VI Program every three years can be accomplished with the level of Valley Metro staff currently budgeted.

**COMMITTEE PROCESS**

Service Planning Working Group: July 7, 2015 for information
RTAG: July 14, 2015 for information
TMC: August 5, 2015 approved
Board of Directors: August 21, 2015 for action

**RELEVANCE TO STRATEGIC PLAN**

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

- **Goal 1:** Increase customer focus
  Tactic E: Enhance services and facilities for seniors and people with disabilities
- **Goal 2:** Advance performance based operations
  Tactic A: Operate an effective, reliable, high performing transit system

**RECOMMENDATION**

It is recommended that the Board of Directors approve the Title VI Program Update.
CONTACT
Wulf Grote, P.E.
Director of Planning and Accessible Transit
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
None

The Title VI Update Report is available upon request.
Valley Metro
Title VI Program

August 2015

General Overview

- Last Title VI Update was Oct. 2012
  - FTA requires update every three years
- FTA issued new Title VI Circular in Oct. 2012
- Phoenix as primary/designated recipient provides oversight and monitoring
- Valley Metro and Phoenix coordinating the development of a regional Title VI Program
Program Requirements

<table>
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Fare and Service Equity Policies

- Evaluates impacts to:
  - Minority populations
  - Low-income populations
- Policies adopted by Board on March 2013
Service Equity Policy Change

- “Service Level Expansion” or “Service Area Expansion” will be changed to “Route Level Expansion” or “Transit Service Area Expansion”
- Exemptions for temporary/demonstration and new service “break-in” periods
  - Timeframe adjusted from 180 to 365 days

Service & Fare Equity Policy Change

- Low-income person – a person whose median household income is at or below 150% of the poverty line (current is 80% per capita income)
- Low-income Areas – a census tract or other geographic bound area that has a higher percentage of low-income persons than the overall average percentage of low-income persons in the route-service area

<table>
<thead>
<tr>
<th>Persons in family/household</th>
<th>Poverty Guideline</th>
<th>150% of Poverty Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>$24,250</td>
<td>$36,375</td>
</tr>
</tbody>
</table>
Monitoring Regional Service Standards and Policies

- FTA requires monitoring every three years
- Purpose of Monitoring
  - Identify disparities in the level and quality of Valley Metro’s operated transit service provided to different demographic groups
- Results
  - No disparities

Recommendation

It is recommended that the Board of Directors approve the Title VI Program Update
DATE
August 5, 2015

AGENDA ITEM 6

SUBJECT
October 2015 Valley Metro Transit Service Changes

PURPOSE
To request Board authorization for the Chief Executive Officer (CEO) to amend service operator contracts and member agency intergovernmental agreements (IGAs) as necessary to accommodate recommended October 2015 service changes.

BACKGROUND/DISCUSSION/CONSIDERATION
Effective October 26, 2015, Valley Metro transit service changes are proposed throughout the region. The service changes were proposed and reviewed in coordination with the Valley Metro Service Planning Working Group (SPWG) comprising Valley Metro member agencies. Valley Metro worked with each affected member agency regarding funding impacts. Public outreach was conducted as outlined below.

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

As part of the Central Mesa Light Rail Extension project, four bus routes will be modified on August 23, 2015. Those routes are: Main Street LINK, Arizona Avenue/Country Club Drive LINK, Local Route 104 – Alma School and the BUZZ neighborhood. All other improvements will go into effect on October 26, 2015.

Recommended Route and Schedule Changes:

- **Main Street LINK**: In Mesa, shorten route to serve the Mesa Drive/Main Street light rail station instead of Sycamore/Main Street Transit Center. This modification will minimize service duplication along the rail alignment as a result of the light rail extension into Mesa in August.

- **Arizona Avenue/Country Club Drive LINK**: In Mesa, connect to light rail at new bus stop at Centennial Way and Main Street instead of Sycamore/Main Street Transit Center. This modification will minimize service duplication along the rail alignment as a result of the light rail extension into Mesa in August.

- **Local Route 48 – 48th Street/Rio Salado**: In Tempe, extend route to Tempe Marketplace on McClintock Drive and Rio Salado Parkway.
This service enhancement is in preparation for future ridership demand as part of the State Farm development underway on Rio Salado Parkway. The extension will also provide a connection to Tempe Marketplace for current and future riders.

- **Local Route 50 – Camelback**: In Scottsdale, eliminate route east of Scottsdale Road and match frequency in Phoenix. The segment east of Scottsdale Road will be served by new Camelback Trolley. This modification will provide seamless service between Phoenix and Scottsdale by improving the route’s frequency and matching the Phoenix frequency west of Scottsdale Road. The portion east of Scottsdale Road will be served by a free neighborhood trolley running at 15-minute frequency and during late-night hours.

- **Local Route 61 – Southern**: In Mesa, improve Sunday frequency from 60- to 30-minute intervals. This modification responds to ridership demand and will provide seamless service to residents traveling into and out of Mesa on Sunday.

- **Local Route 104 – Alma School**: Remove deviation into Sycamore/Main Street Transit Center. This modification will minimize service duplication along the rail alignment as a result of the light rail extension into downtown Mesa in August.

- **Local Route 156 – Chandler Blvd/Williams Field Rd**: In Mesa and Gilbert, begin all westbound weekday trips from ASU Polytechnic Campus. This modification will allow Gilbert and Mesa riders east of Gilbert Road early morning service to connect to the West Valley.

- **Express Route 542 – Chandler Express**: Add one inbound and outbound trip to/from downtown Phoenix. This service enhancement will add morning and afternoon capacity and trip options on the Express route.

- **Avondale ZOOM Circulator**: In Goodyear, extend service south from Goodyear Park to 136th Drive and McDowell Road. This service enhancement responds to transit connectivity needs of medical and commercial destinations a short distance away from the circulator’s current west end of line.

- **Mesa BUZZ Circulator**: In Mesa, modify south end of route to connect to light rail at the new bus stop at Centennial Way and Main Street. Change to be made in conjunction with opening of light rail extension to Mesa Drive in August. Also, modify west end of route to serve Mesa Riverview along Rio Salado Parkway and Dobson Road as a pilot route modification for the period of October 2015 – April 2016. This service enhancement will allow a connection
with light rail and connectivity to commercial and entertainment destinations in Mesa.

- **FLASH McAllister Circulator**: Eliminate route. Change to be made at end of ASU’s fall semester.
  This route has shown low ridership and the FLASH Back, FLASH Forward, Orbit Mars, Orbit Mercury circulator routes and Local Routes 30, 62 and 72 travel within a quarter mile of the route. The elimination will be mitigated by increased service on the FLASH Back Circulator.

- **FLASH Back Circulator**: Add service from 6 p.m. to 10 p.m. at 15-minute frequency. Change to be made in conjunction with elimination of FLASH McAllister Circulator at end of ASU’s fall semester.
  This modification will provide service coverage to those users impacted by the elimination of the FLASH McAllister Circulator.

Appendix A depicts recommended changes to the existing routes. Changes resulting only in schedule adjustments are not included. Valley Metro has prepared a Title VI Evaluation Report, which is available upon request.

**Public Outreach**

Valley Metro conducted community outreach from May 1 to June 1, 2015 to notify the public and solicit input on the recommended service changes. Transit users have submitted feedback through a variety of methods provided by the Agency.

- **Input Opportunities**:
  - Two rider intercept sessions were done in Scottsdale/Phoenix and Mesa
  - Public hearing was conducted on May 28, 2015
  - Webinar conducted on May 20, 2015
  - Online comment card
  - Via email at input@valleymetro.org
  - Social media

- **Communication Channels**:
  - Six advertisements were placed in the Arizona Republic (2), East Valley Tribune, La Prensa Hispana, La Voz and Arizona Informant. They included information regarding the proposed route changes, public comment period and public hearing.
  - Transit vehicle announcements (Route Scout)
  - A-frame signage at key transit locations
  - Email notices to riders and Trip Reduction Program employers
  - Press release resulting in news coverage
  - Social media posts
  - Website (valleymetro.org/servicechanges)
  - Internal communication to staff and contractors
Total comments received by Valley Metro: 192 (Comments on Valley Metro recommended changes: 159)

- In favor of recommended changes: 109
- Not in favor: 28
- Not sure: 22

The complete list of comments received through the public outreach process was shared with the SPWG. Valley Metro, in coordination with affected agencies, reviewed the public comments and, as a result, modified some of the proposed changes.

**COST AND BUDGET**

The following table provides a summary of the estimated annual costs of the recommended service changes and adjustments necessary to Valley Metro’s operating contracts and member agency Intergovernmental Agreements (IGAs). The category of “Other Costs” includes primarily fuel and insurance. Costs associated with providing complementary Americans with Disability Act (ADA) paratransit service to new fixed-route service areas are not shown below. Costs for changes that do not impact Valley Metro-operated routes and routes not funded through PTF are also excluded from this table.

<table>
<thead>
<tr>
<th>Route</th>
<th>Contractor (net base)</th>
<th>Funding Agency (net)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Transit</td>
<td>First Transit (VM)</td>
</tr>
<tr>
<td>MLINK*</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>ALINK</td>
<td>-$90</td>
<td>-$28</td>
</tr>
<tr>
<td>48</td>
<td>$304</td>
<td>$93</td>
</tr>
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<td>50</td>
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<tr>
<td>61</td>
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<td>104</td>
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<td>ZOOM</td>
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<td>$57</td>
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<tr>
<td>BUZZ</td>
<td>$113</td>
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</tr>
<tr>
<td>FLASH M</td>
<td>-$73</td>
<td>-$30</td>
</tr>
<tr>
<td>FLASH B</td>
<td>$34</td>
<td>$14</td>
</tr>
<tr>
<td>Total</td>
<td>$239</td>
<td>$341</td>
</tr>
</tbody>
</table>

Note: Service adjustments to Route 96 originally presented during the community outreach process, was removed from consideration for October 2015. *MLINK route modification savings had been identified as TLCP savings in a previous update.
Contract adjustments for minor bus service changes that do not require an amendment to the IGAs will be made through the year-end reconciliation process.

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

- **Goal 1: Increase customer focus**
  - Tactic A: Improve customer satisfaction

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

- **Goal 3: Grow transit ridership**
  - Tactic A: Expand and improve transit services to reach new markets
  - Tactic B: Improve connectivity of transit services for greater effectiveness

COMMITTEE PROCESS
RTAG: April 15, 2015 for information
TMC: May 6, 2015 for information
Board of Directors: May 21, 2015 for information
RTAG: July 14, 2015 for information
TMC: August 5, 2015 approved
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors authorization for the CEO to amend service operator contracts and member agency intergovernmental agreements (IGAs), as necessary, to accommodate the recommended October 2015 service changes.

CONTACT
Wulf Grote, P.E.
Director, Planning and Accessible Transit
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
Appendix A – Figures depicting recommended bus route changes
Note: Deleted segment of Route 50 will be served by the new Camelback Trolley.
Proposed Route Elimination - FLASH McAllister
October 2015
Service Changes

August 2015

Overview

- Changes to be implemented October 26
  - Valley Metro operated and/or funded services only
- Central Mesa Extension-related bus changes to be implemented August 23
- Coordinated through:
  - Service Planning Working Group
  - Short Range Transit Program
- Board action needed:
  - Service contract changes
  - IGA amendments
Recommended Service Changes –
August 23, 2015

• Extend route:
  – Valley Metro Rail

• Modify route:
  – Local Route 104, Arizona Ave/Country Club Dr LINK, Main St LINK, Mesa Downtown BUZZ (at Centennial Way and Main Street)

Recommended Service Changes –
October 26, 2015

• Extend route:
  – Local Route 48, Avondale ZOOM

• Add trips to route/ improve frequency:
  – FLASH Back, Local Routes 50, 61, 156, Express Route 542

• Modify route:
  – Local Route 50, Mesa BUZZ (at Riverview)

• Eliminate route:
  – Tempe FLASH McAllister
Public Input

- Public comment period: **May 1 – June 1**
- Feedback opportunities:
  - Online comment card
  - Email comments
  - Events
    - Webinar: **May 20**
    - Public hearing: **May 28**
  - Social media

Public Input Results

- 192 total comments regarding the October Service Changes and the overall system
- Of the 192, 159 comments were specific to the October Service Changes
  - 109 in favor
  - 28 opposed
  - 22 unsure
Public Input Results

• Comments opposed to specific October Service Changes by route:

<table>
<thead>
<tr>
<th>Route</th>
<th>Number opposed</th>
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<tbody>
<tr>
<td>Local Route 50</td>
<td>15</td>
</tr>
<tr>
<td>Local Routes 19/19C</td>
<td>3</td>
</tr>
<tr>
<td>Express Route 542</td>
<td>1</td>
</tr>
<tr>
<td>Tempe FLASH McAllister</td>
<td>1</td>
</tr>
<tr>
<td>Mesa Downtown Buzz</td>
<td>8</td>
</tr>
</tbody>
</table>

Public Input: Route 50

• Targeted outreach to 50 riders
• 26 total comments collected online and via comment card:
  – 8 in favor
  – 15 opposed
  – 3 unsure
Public Input: Mesa Buzz

• Targeted outreach to 79 riders
• 79 total comments collected:
  – 65 in favor
  – 8 opposed
  – 6 unsure

Recommendation

It is recommended that the Board of Directors authorize the CEO to amend service operator contracts and member agency intergovernmental agreements (IGAs), as necessary, to accommodate the recommended October 2015 service changes.
AGENDA ITEM 7

August 5, 2015

SUBJECT
FY 2015 Valley Metro RPTA and Valley Metro Rail CEO Performance Incentive Goals and CEO Performance Incentive Compensation

PURPOSE
To provide the Board with an overview of the achievements associated with the FY 2015 CEO Performance Incentive Goals and Board consideration of CEO performance incentive compensation.

BACKGROUND/DISCUSSION/CONSIDERATION
The CEO will provide the Board with an overview of the achievements associated with the FY 2015 CEO Performance Incentive Goals.

On July 22, 2015 the Valley Metro RPTA and Valley Metro Rail Board Subcommittee met to consider the FY15 CEO Performance Incentive Goals. At the July 22 meeting, the Subcommittee reached consensus that the CEO successfully achieved all 5 incentive goals for FY15 and is recommending the full incentive allocation in the amount of $25,000 as provided for in the CEO’s Employment Agreement effective March 1, 2012.

COST AND BUDGET
The CEO Performance Incentive compensation is included in the FY15 and FY16 adopted operating budget. Upon Board approval the FY15 incentive compensation will be accrued into FY15 operating cost.

COMMITTEE PROCESS
Board Subcommittee: July 22, 2015
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors approve the successful achievement of the FY15 CEO Performance Incentive Goals and award the full allocation of performance incentive compensation for FY15 in the amount of $25,000 as provided for in the CEO’s Employment Agreement.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
Subcommittee Summary Report
Subcommittee Summary Report
CEO Performance Incentive Goals
Fiscal Year 2015

The Intergovernmental Agreement by and between The Regional Public Transportation Authority (Valley Metro RPTA) and Valley Metro Rail, Inc. (VMR) effective March 1, 2012 providing for a Single Chief Executive Officer (CEO) requires the Boards’ Subcommittee to review and evaluate the performance of the CEO annually. The Subcommittee is required to prepare a summary report of its findings and to share the findings with the Boards for approval.

On July 22, 2015 the Valley Metro RPTA and VMR Board Subcommittee met to review and evaluate the CEO’s performance for the Fiscal Year ending June 30, 2015.

Attending for the Valley Metro RPTA Board were: Councilmember Thelda Williams, City of Phoenix, Subcommittee Chair, Valley Metro Rail, Inc. Board Chair and Vice Mayor Dennis Kavanaugh, City of Mesa.

Attending for the VMR Board were Councilmember Gary Sherwood, City of Glendale, Valley Metro RPTA Vice-Chair and Councilmember Rick Heumann, City of Chandler.

The CEO, Mr. Banta presented the members of the Subcommittee with a comprehensive written report detailing his accomplishments against five (5) assigned Performance Incentive Goals. Mr. Banta then summarized the written document in an oral presentation stopping to answer specific questions from Subcommittee members as they arose.

At the conclusion of Mr. Banta’s oral presentation each member of the Subcommittee remarked that Mr. Banta had indeed performed very well in Fiscal Year 2015; that every assigned Goal had been met; and, that under his leadership and direction the consolidated organization had come a long way since 2012.
Under the RPTA’s Employment Agreement with Mr. Banta effective March 1, 2012, the CEO is entitled to receive up to $5000 for successful completion of each assigned Goal. In Fiscal Year 2015, Mr. Banta was assigned five (5) Goals and he successfully completed each. Thus, it is the unanimous consensus of the Subcommittee that Mr. Banta has earned the full amount of additional compensation totaling $25,000.

For the Subcommittee:

[Signature]

Thelda Williams, Chair

City of Phoenix

DATE: 7-28-2015
DATE
August 5, 2015

SUBJECT
Possible Executive Session – Chief Executive Officer Evaluation

PURPOSE
To enter into Executive Session if needed.

BACKGROUND/DISCUSSION/CONSIDERATION
The Board may vote to go into executive session pursuant to A.R.S. 38-431.01.A.1 for the purpose of discussing the CEO performance incentive goals for the period of July 1, 2014 through June 30, 2015. Discussion and consideration may be both with and without the CEO in attendance during the e-session.

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Board may vote to enter into an Executive Session.

This item is presented for possible action.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
DATE
August 5, 2015

SUBJECT
Executive Session Action Items

PURPOSE
To take action on items discussed in Executive Session if needed.

BACKGROUND/DISCUSSION/CONSIDERATION
The Board may take action related to items discussed as part of Agenda Item 8.

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for possible action.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
DATE
August 5, 2015

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chair McDonald 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
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
Pending Items Request
Pending Items Request

<table>
<thead>
<tr>
<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
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Board of Directors
Thursday, August 13, 2015
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
1:15 p.m.

Action Recommended

1. Public Comment
   
   A 15-minute opportunity will be provided to members of the public at the beginning of the meeting to address the Board on all agenda items. The Chair may recognize members of the public during the meeting at his/her discretion. Up to three minutes will be provided per speaker or a total of 15 minutes total for all speakers.

2. Minutes
   
   Minutes from the June 18, 2015 Board meeting are presented for approval.

3. Chief Executive Officer's Report
   
   Steve Banta, Chief Executive Officer (CEO), will brief the Board on current issues.

4. Title VI Program Update
   
   Steve Banta, CEO, will introduce Wulf Grote, Director of Planning and Accessible Transit, who will request that the Board of Directors approve the 2015 Title VI Program Update.

5. Gilbert Road Extension Project and Design Services Contract
   
   Steve Banta, CEO, will introduce Rick Brown, Chief Engineer, who will request that the Board of Directors approve the total GRE Project for $161,744,025 which includes Design, Construction, Right-of-Way acquisition, Public Art, Light Rail Vehicles, Professional Services and Finance Costs and authorization for the Chief Executive Officer (CEO) to execute the contract for GRE Design Services with Jacobs Engineering Group, Inc. for a NTE amount of $7,050,000.
6. **Central Mesa Extension Project Contract Contingency Adjustment and Change Order**

Steve Banta, CEO, will introduce Rick Brown, Chief Engineer, who will request that the Board of Director authorize the CEO to 1) allocate additional contract contingency in the amount of $3,008,347 for the Central Mesa Extension (CME) Project construction contract and; 2) execute a change order for a comprehensive settlement in the amount of $3,008,347 with Valley Transit Constructors Joint Venture.

7. **Renewal of Rail Ride Fare Agreement with US Airways Center**

Steve Banta, CEO, will introduce Hillary Foose, Director of Marketing and Communication, who will request that the Board of Directors authorize the CEO to renew the fare agreement with Phoenix Arena Development Limited Partnership (PADLP), operator of US Airways Center (USAC), for up to seven years. This agreement combines light rail and event ticketing allowing customers to ride at no additional cost to USAC events.

8. **FY 2015 Valley Metro RPTA and Valley Metro Rail CEO Performance Incentive Goals and CEO Performance Incentive Compensation**

Steve Banta, CEO, will provide the Board with an overview of the achievements associated with the FY 2015 CEO Performance Incentive Goals and request Board consideration of the CEO Performance Incentive Compensation.

9. **Possible Executive Session – Chief Executive Officer Evaluation**

The Board may vote to enter executive session pursuant to A.R.S. 38-431.01.A-1 for the purpose of discussing the CEO performance incentive goals for the period of July 1, 2014 through June 30, 2015. Discussion and consideration may be both with and without the CEO in attendance during the e-session.

10. **Executive Session Action Items**

The Board may take action related to items discussed as part of Agenda Item 9.
11. Future Agenda Items Request and Report on Current Events

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

12. Next Meeting

The next meeting of the Board is scheduled for Thursday, September 17, 2015 at 1:15 p.m.

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at www.valleymetro.org
DATE           AGENDA ITEM 1
August 5, 2015

SUBJECT
Public Comment

PURPOSE
A 15-minute opportunity will be provided to members of the public at the beginning of
the meeting to address the Board on all agenda items. The Chair may recognize
members of the public during the meeting at his/her discretion.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
Minutes of the
METRO
Board of Directors
Thursday, June 18, 2015
1:15 p.m.

Meeting Participants
Councilmember Dennis Kavanaugh, City of Mesa, Chair
Thelda Williams, City of Phoenix, Vice Chair
Vice Mayor Kevin Hartke for Councilmember Rick Heumann, City of Chandler
Councilmember Gary Sherwood, City of Glendale
Vice Mayor Corey Woods for Mayor Mark Mitchell, City of Tempe

Chair Kavanaugh called the meeting to order at 1:25 p.m.

We'll go ahead and call our meeting to order for the Valley Metro Rail for Thursday, June 18, 2015.

1. Public Comment

Mr. Crowley said at the last meeting I brought up the fact that when you transfer moneys from the bus to the rail and the rail's got the deeper pockets I wonder why. I appreciate the efforts that each of the cities do except for then when I look at the alignment for -- and it's one of the items you'll be covering today -- the alignment for the northwest and your destination is the access road to the freeway. Why do you agree to things like that. That's kind of stupid. That's not a destination, but that's where you're going to be putting it.

When you look at that Metrocenter and going there, why build a structure over the freeway when we can go through the AC/DC. It's something, Thelda, I've thought for a long time, but then the other thing is why aren't we going over Dunlap and I'm told well ADOT says that bridge won't work. Well, we're going to be doing an upgrade on that bridge when we do the expansions on the 17. And to get a rail across there is the same thing you did at Central. You just have to make it strong enough to hold the rail.

So when I see what you're going to do is go over at Mountain View and then end up at I-17, how is that a destination when there is a transit center just north of Dunlap and the canal there that if you are not being multimodal how are you saying the destination is just the roadway there. I believe that we can do these things a little better.
And as to your alignment of the 10, as I said, where are the stops. See, one of the things you haven't been doing with your construction so far, which I didn't know the ineptitude was to that level, is when you had to try to put a station over here at 16th Street and you went well aah, aah, aah.

Why are you building it so you can't put stops along the way. And why are you putting one on the 10 where the stops will be every mile in, what, a corridor that we already have a freeway.

You need, like I said, to move that thing down to Van Buren and to all the west side communities that aren't sitting at the dais and the reason for that is, what, you're not going in their communities.

So when I see Mesa and Chandler I go, well, yeah, you guys want the rail and that, but why when you're looking at the west side and the region aren't you doing it correctly. Thank you.

2. Minutes

Chair Kavanaugh said the next item on our agenda is approval of the minutes from our May 21, 2015 Board meeting. Is there a motion for approval?

IT WAS MOVED BY COUNCILMEMBER SHERWOOD, SECONDED BY COUNCILMEMBER WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE MAY 21, 2015 BOARD MEETING MINUTES.

3. Chief Executive Officer Report

Mr. Banta said thank you, Mr. Chairman, members of the Board. As you know it is the 10th Annual National Dump the Pump Day. We had a number of different Board members and councilmembers out working with us to talk to the riding public about the importance of using public transportation. We thank you for your support.

We've also had the Central Mesa Extension Milestone Event. Valley Metro and the City of Mesa recognized the accomplishments to date on the completion of the central Mesa extension project by hosting a milestone event. The construction along the 3.1 mile extension has been active now for more than three years. During the event an announcement was made that the project will be completed seven months ahead of schedule and trending now under budget, two good factors as it relates to these multi-year projects.

The opening celebration for the 3.1 mile extension will begin with an appreciation reception on Friday, August 21, followed by ribbon-cutting ceremony and station celebration starting on Saturday, the 22nd, at 8:30 a.m.
The event will also offer free light rail passes at Mesa stations during the station’s celebrations. This is a commemorative pass. It will allow attendees to explore and ride the new Mesa segment and beyond, if they so choose. The pass will be valid on light rail only. It will also be valid for that day only.

Ridership on light rail is about flat. It’s actually minus .1 percent. And as I mentioned earlier, we are looking at a ridership analysis to be conducted over the next couple of months with a report back to the Board in September.

The July meeting is canceled in the summer. And the next meeting will be August 13th, 2015.

I'd also like to make a very important recognition today for Vice Mayor Kavanaugh. Today I'd like to thank the vice mayor for his leadership as Chair. During your tenure as the Board Chairman, we've accomplished many great things together and we appreciate your support. I'd like to list a few of those things if you would indulge me.

We've kicked off the FY -- the fiscal year with a first track milestone celebration along the Northwest extension in Phoenix. We also hosted the FTA Chief Council Dorval Carter and the Region Nine Administrator Leslie Rogers to view the progress of the Central Mesa Extension and the important work we did with the local business community in moving that project through the center of the city and through the heart of their business community.

We unveiled a thank you train wrap that recognized Congressman Pastor for all of the work he did back in DC as it relates to providing opportunities for us to advance transit here in the valley.

We received a national Safe Place network site excellence award at the Safe Place national conference. We also hosted the 27th Annual Clean Air Campaign's award honoring twenty-five individuals and organizations who make special efforts to improve air quality.

We teamed up once with again Coors Light to provide Phoenix area residents with free transit service on New Year's Eve.

We achieved record ridership during Super Bowl, 126,000 on Saturday the day before Super Bowl.

We held a vehicle parade and media events for the APTA Stand Up 4 Transportation Event where we brought national exposure to the importance of infrastructure nationally as our federal electeds sit and think about and deal with how to fund the next transportation bill.
We completed a solar project at the OMC leading us to be more sustainable and delivering good practices.

Finally, we announced an earlier opening date for the Central Mesa Extension of August 22nd.

Mr. Chair, thank you for your guidance and thoughtful vision as we successfully expand light rail in this region. We thank you for being engaged and I do mean engaged. I've received numerous phone calls from you and I do appreciate that.

As we break ground on new extensions, if we provide service in ways in which we can always improve. It is about continuous improvement. And to show our appreciation we've developed a collage to honor your contributions as a transit champion. If you could join me up here, I would appreciate it. With that, Mr. Chair, that concludes my comments.

Chair Kavanaugh said again, thank you very much for the recognition. And I've followed great Chairs and had wonderful mentors for the prior Chairs from Phoenix and Tempe, and so I've certainly enjoyed my year and will be glad on July 1st to turn it over to my successor who we'll elect a little later in the meeting.

4. **Authorization to Exercise Option Year One and Make a Contract Value Adjustment to the Fare Inspection and Security Services Contract with AlliedBarton**

Chair Kavanaugh said so the next is Item 4 and Mr. Banta, this is the adjustment for fare inspections security services. This is really the same issue that we had at the earlier meeting, so I don't think there's any need for additional presentations. Any other questions from the Board? Otherwise, we can entertain a motion.

**IT WAS MOVED BY VICE MAYOR WOODS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXERCISE OPTION YEAR ONE FOR THE PERIOD OCTOBER 1, 2015 TO SEPTEMBER 30, 2016, AND TO EXECUTE A CONTRACT VALUE ADJUSTMENT TO THE FARE INSPECTION AND SECURITY SERVICES CONTRACT WITH ALLIEDBARTON IN AN AMOUNT NOT TO EXCEED $3,650,000 FOR THE PERIOD OF OCTOBER 1, 2015 TO SEPTEMBER 30, 2016. VMR PORTION WILL NOT EXCEED $3,400,000.**

5. **Contract Award for Advertising Sales Services**

Mr. Banta said Mr. Chair, members of the Board, I'd like to apologize on behalf of Hillary Foose. She is actually representing us at Salt Lake City at the International Rail rodeo competition that's being advanced as we speak today.
As you remember, next year we host that competition and Ms. Foose is going to be our counterpart with APTA as it relates to coordinating our events here. I do believe she is on the telephone. I am going to cover this item for her.

CBS Outdoor was selected following an RFP, and the current agreements provide Valley Metro with a 60 percent of the net advertising revenue. This agreement is effective through June 30, 2015, having been extended from October of 2014 to allow for a robust and streamlined sales approach during Super Bowl XLIX.

CBS Outdoor/OUTFRONT’s offer provides Valley Metro Rail with a minimum guarantee of $1.1 million dollars a year or 65 percent of the revenue whichever is greater. The current contract only provides for 60 percent.

This is a revenue-generating contract. The revenue offsets rail member city contributions to operations and service improvements as determined by this Board.

We seek your approval for an 11 year contract, 5 years fixed, two three-year options, and with that Mr. Chair, we ask for your approval.

Chair Kavanaugh said are there any questions from the Board? Mr. Sherwood. No questions. We'll entertain a motion.

**IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A FIVE-YEAR BASE CONTRACT WITH TWO, THREE-YEAR RENEWAL OPTIONS (TOTAL OF 11 YEARS) FOR A REVENUE-GENERATING AGREEMENT WITH OUTFRONT MEDIA FOR ADVERTISING SALES SERVICES.**

6. Valley Metro Service Animal Policy
7. Valley Metro Reasonable Modification Policy

Chair Kavanaugh said Items 6 and 7, those were for information only. We had excellent presentations at the last meeting. Is there any need for any additional information for Rail Board? Great. Thank you.

8. Election of Valley Metro Rail Officers

Chair Kavanaugh said this is for Board officers for fiscal year 2016 taking effect July 1. And Mr. Crowley had indicated he had filled out a card for that.

**Public Comment**

Mr. Crowley said boy, this one's gonna be fun. My conversations with Thelda for somebody proxying, because with you electing officials I got a statement that you have a process that you have proxies already in place to be done and used.
Well, at the meeting that Rick Naimark acted as the proxy for Thelda, I found that the process was flawed in that, one, Thelda didn't even know that he'd proxied for her, one. Two, he's not an elected official. When somebody proxies on the Board, this Board of electeds, you need to be an elected official.

But your attorney is of the opinion that -- but then opinions are, what, and I'm still going to be filing on this. So I just wanted to point out that when you do proxy, doesn't the member reach out to another elected. And if she didn't, how come a city employee took it upon himself or was it Mr. Banta or who that said we need to convolute this process and pass a two-million-dollar raise to an advertising company that shouldn't be getting an extra dime.

But as I said, the attorney says you did okay. But as I have now pointed out, if somebody is proxying for one of you and you didn't reach out and say would you do this, I believe it's even more convoluted than we thought before.

So with the election of your officers how does that proxy system work and would you show what your proxies are going to be. And if you are going to be using employees rather than electeds and their excuse they said, Gary, was that because Elaine didn't like being a part of this and you guys use the county -- or the city attorney. Well, that would have been her reaching out and doing that and why the Board would not say then you need to have at least a councilmember sitting here.

So as I said, you're electing your officers for this. When they're not here, could somebody show me who's going to be representing and does it take not reaching out for it to be accomplished. As I said, when I asked Thelda, did you know this and she said no, that means she didn't ask Rick to be her proxy. Why is somebody sitting proxying for an official that hasn't even been asked by the official. That convolutes the whole system. That meeting didn't even happen and we got to play it again. Thank you.

Chair Kavanaugh said thank you. And actually the correct terms are alternates for the corporation that forms Valley Metro, so they're Board members and alternates. So we are here for the election of officers and do we have a motion for the next fiscal year?

IT WAS MOVED BY COUNCILMEMBER SHERWOOD, SECONDED BY VICE MAYOR WOODS AND UNANIMOUSLY CARRIED TO ELECT COUNCILMEMBER THELDA WILLIAMS AS CHAIR AND THAT MAYOR MARK MITCHELL BE ELECTED AS VICE CHAIR OF THE METRO BOARD FOR FY16.

9. Election of Valley Metro RPTA and Valley Metro Rail (RPTA/VMR) Board Subcommittee Members

Chair Kavanaugh said next we have Item 9, which is the election of the members of the Board to represent Valley Metro Rail on this particular Joint Board Subcommittee. And Mr. Crowley had indicated a desire to speak on this one as well.
Public Comment
Mr. Crowley said I want to get the schedule for the meetings. I'm glad that you're doing this. But with the membership, et cetera if you look at the front page of the minutes it doesn't say alternates it says proxy. Thank you.

Chair Kavanaugh said before the election I'd just like to ask Mr. Ladino sometimes, do you remember the -- this is a relatively new subcommittee -- joint subcommittee of the Board. And for some of the Board members who are new here, could you explain to the Board the function. It's a very unique committee that does not have regular meetings; am I correct?

Mr. Ladino said yes, Mr. Chairman, and members of the Board, the joint committee was formed in the spring of 2012 when both the RPTA and Valley Metro Rail decided to merge their administrative functions, but to keep their legal entities intact, if you remember.

The subcommittee has very limited jurisdiction. Its jurisdiction is to resolve disputes between the two Boards that could arise after this merger or this consolidation and to oversee the annual performance of the Chief Executive Officer. The CEO at that time became a single executive officer of both organizations. So that's a very limited jurisdiction.

The joint subcommittee was formed in the spring of 2012 by a virtue of an intergovernmental agreement agreeing to between Valley Metro Rail and the RPTA and the joint subcommittee has been serving since then.

Chair Kavanaugh said great. Thank you. Are there any questions from the Board? Thank you very much for that explanation. I know, again, some of the newer members may not understand the history behind the creation of it.

IT WAS MOVED BY COUNCILMEMBER WILLIAMS, SECONDED BY VICE MAYOR HARTKE AND UNANIMOUSLY CARRIED TO ELECT COUNCILMEMBER HEUMANN AND COUNCILMEMBER SHERWOOD TO THE JOINT BOARD SUBCOMMITTEE.

10. Future Agenda Items Request and Report on Current Events

Chair Kavanaugh said I just have one report. At Mesa City Hall this morning we had a - I helped deliver a gift to Mayor Giles which was a clock that shows the time running for days, hours, minutes, and seconds until light rail comes to downtown Mesa. And so we had a little fun with that on taking pictures and there's no truth to the rumor that the mayor jaywalked to help us get the pictures at the station and City Hall. If you see that, there's no truth to that. But that's my current events report. Anything else from any of the Board members?
Our next meeting will be Thursday, August 13th, at 1:15 p.m. And if there's no further action, we'll call the meeting adjourned. And thank you very much for allowing me to serve as your Chair.

With no further discussion the meeting adjourned at 1:47 p.m.
DATE
August 5, 2015

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Steve Banta, Chief Executive Officer, will brief the Board on current issues.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
Information Summary

DATE
August 5, 2015

SUBJECT
Title VI Program Update

PURPOSE
To request Board approval of the 2015 Title VI Program Update

BACKGROUND/DISCUSSION/CONSIDERATION
Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient persons. The Federal Transit Administration (FTA) requires that all recipients, including sub-recipients, of federal funds document their compliance by submitting a Title VI Program once every three years. As a sub-recipient of federal funds, Valley Metro has updated its Title VI Program, in coordination with the City of Phoenix. The last update to the Title VI Program was made in February 2012.

In October 2012, FTA issued new Title VI Requirements and Guidelines (Circular 4702.1B) to provide guidance on new requirements and provide clarity to help ensure that all recipients maintain compliance with their programs. One of the new requirements was to establish policies by April 1, 2013 to identify and evaluate potential equity issues related to changes in transit fares and services. Valley Metro, in coordination with the City of Phoenix, developed the fare and service equity policies to fulfill this requirement. The policies were approved by the Board on March 21, 2013. As part of the 2015 update, Valley Metro is making the following changes to the Major Service Change and Service Equity Policy and Fare Equity Policy:

- In case of route-level expansion or addition of a new route, the terms “Service Level Expansion or Service Area Expansion” will be changed to “Route Level Expansion or Transit Service Area Expansion” to be consistent with the definition of route-level expansion and/or addition of a new route.
- Under exemptions for major service change analysis, “The discontinuance of a temporary transit service or demonstration service that has been in effect for less than 180 days.” has been changed to 365 days to be consistent with the FTA Circular.
- Under exemptions for major service change analysis, “An adjustment to service frequencies and/or span of service for new transit routes that have been in revenue service for less than 180 days.” has been changed to 365 days to be consistent with the FTA Circular.
- Low-Income Population and Areas were previously defined as “those persons with an income of 80 percent or less of the national per capita income” and “residential land use area within census tracts where the average per capita income is 80 percent or less of the national per capita income” respectively. The
per capita income threshold has now been changed to 150% or less of the national per capita income to be consistent with the FTA Circular.

The FTA Title VI Circular 4702.1B requires the plans, policies and items listed in the table below to be included in the Title VI Program and updated as necessary every three years. The table also identifies items Valley Metro staff has updated within its Program and items added to comply with new FTA requirements.

<table>
<thead>
<tr>
<th>Plan/Policy/Item</th>
<th>Updated since 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title VI Notice to the Public</td>
<td>Yes</td>
</tr>
<tr>
<td>Title VI Complaint Form</td>
<td>(New requirement)</td>
</tr>
<tr>
<td>List of Title VI Investigations, Complaints and Lawsuits</td>
<td>Yes</td>
</tr>
<tr>
<td>Inclusive Public Participation Plan</td>
<td>Yes</td>
</tr>
<tr>
<td>Language Assistance Plan</td>
<td>Yes</td>
</tr>
<tr>
<td>Demographic Data</td>
<td>Yes</td>
</tr>
<tr>
<td>System-wide Service Standards and Policies</td>
<td>Yes</td>
</tr>
<tr>
<td>Monitoring Transit Services</td>
<td>Yes</td>
</tr>
<tr>
<td>Major Service Equity Policy</td>
<td>(New requirement)</td>
</tr>
<tr>
<td>Fare Equity Policy</td>
<td>(New requirement)</td>
</tr>
<tr>
<td>Service and/or Fare Change Analyses</td>
<td>Yes</td>
</tr>
<tr>
<td>Table depicting the non-elected planning boards, advisory councils or committees membership</td>
<td>(New requirement)</td>
</tr>
<tr>
<td>Minutes for the governing body approval of the Title VI Program Update</td>
<td>(New requirement)</td>
</tr>
</tbody>
</table>

COST AND BUDGET
No cost at this time. The cost to conduct the annual monitoring of the system-wide standards and policies and to update the Title VI Program every three years can be accomplished with the level of Valley Metro staff currently budgeted.

COMMITTEE PROCESS
Service Planning Working Group: July 7, 2015 for information
RTAG: July 14, 2015 for information
RMC: August 5, 2015 for action
Board of Directors: August 21, 2015 for action

RELEVANCE TO STRATEGIC PLAN
This item addresses three goals in the Board-adopted FY16-20 Strategic Plan:
- Goal 1: Increase customer focus
  Tactic E: Enhance services and facilities for seniors and people with disabilities
- Goal 2: Advance performance based operations
  Tactic A: Operate an effective, reliable, high performing transit system
RECOMMENDATION
It is recommended that the Board of Directors approve the Title VI Program Update.

CONTACT
Wulf Grote, P.E.
Director of Planning and Accessible Transit
602-322-4420
wgrote@valleymetro.org

ATTACHMENT
None

The Title VI Update Report is available upon request.
General Overview

• Last Title VI Update was Oct. 2012
  – FTA requires update every three years
• FTA issued new Title VI Circular in Oct. 2012
• Phoenix as primary/designated recipient provides oversight and monitoring
• Valley Metro and Phoenix coordinating the development of a regional Title VI Program
Program Requirements

<table>
<thead>
<tr>
<th>Plan/Policy/Item</th>
<th>Updated since 2012</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Yes</td>
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<tr>
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<td>Yes</td>
</tr>
<tr>
<td>Language Assistance Plan</td>
<td>Yes</td>
</tr>
<tr>
<td>Demographic Data</td>
<td>Yes</td>
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<tr>
<td>System-wide Service Standards and Policies</td>
<td>Yes</td>
</tr>
<tr>
<td>Monitoring Transit Services</td>
<td>Yes</td>
</tr>
<tr>
<td>Major Service Equity Policy</td>
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<td>Fare Equity Policy</td>
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<td>Service and/or Fare Change Analyses</td>
<td>Yes</td>
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<td>Table depicting the non-elected planning boards, advisory councils or committees membership</td>
<td>New requirement</td>
</tr>
<tr>
<td>Minutes for the governing body approval of the Title VI Program Update</td>
<td>New requirement</td>
</tr>
</tbody>
</table>

Fare and Service Equity Policies

- Evaluates impacts to:
  - Minority populations
  - Low-income populations
- Policies adopted by Board on March 2013
Service Equity Policy Change

- “Service Level Expansion” or “Service Area Expansion” will be changed to “Route Level Expansion” or “Transit Service Area Expansion”
- Exemptions for temporary/demonstration and new service “break-in” periods
  - Timeframe adjusted from 180 to 365 days

Service & Fare Equity Policy Change

- Low-income person – a person whose median household income is at or below 150% of the poverty line (current is 80% per capita income)
- Low-income Areas – a census tract or other geographic bound area that has a higher percentage of low-income persons than the overall average percentage of low-income persons in the route-service area

<table>
<thead>
<tr>
<th>Persons in family/household</th>
<th>Poverty Guideline</th>
<th>150% of Poverty Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>$24,250</td>
<td>$36,375</td>
</tr>
</tbody>
</table>
Monitoring Regional Service Standards and Policies

- FTA requires monitoring every three years
- Purpose of Monitoring
  - Identify disparities in the level and quality of Valley Metro’s operated transit service provided to different demographic groups
- Results
  - No disparities

Recommendation

It is recommended that the Board of Directors approve the Title VI Program Update
Information Summary

DATE
August 5, 2015

AGENDA ITEM 5

SUBJECT
Gilbert Road Extension Project and Design Services Contract

PURPOSE
To request Board approval of the total Gilbert Road Extension (GRE) Project for $152,726,625 which includes Design, Construction, Right-of-Way acquisition, Public Art, Light Rail Vehicles, Professional Services and Finance Costs and authorization for the Chief Executive Officer (CEO) to execute the contract for GRE Design Services with Jacobs Engineering Group, Inc. for a NTE amount of $7,050,000.

BACKGROUND/DISCUSSION/CONSIDERATION
In 2011, Valley Metro and the City Mesa initiated a planning study of the Gilbert Road Extension (GRE). The study identified and evaluated various ways light rail could be placed in the 1.9-mile segment of Main Street extending east of Edgemont to Gilbert Road. Alternatives were evaluated to identify a street configuration that would best incorporate light rail along Main Street.

Valley Metro prepared an Environmental Assessment (EA). The EA evaluated station locations and a park-and-ride facility, which is proposed for the west side of Gilbert Road at Main Street. Two station locations were identified at Stapley Drive and Gilbert Road. The EA was finalized and a Finding of No Significant Impact (FONSI) was issued by the Federal Transit Administration (FTA) in November 2013. Preliminary Engineering (PE) has been completed.

The GRE project will have four major procurements; Design Services, Construction Manager at Risk (CM@Risk) Services, Public Art Services, and Light Rail Vehicles. To date Design Services, CM@Risk Services, and Public Art Services have all been released. The Light Rail Vehicle procurement is planned to commence later this year.

The Design Service Contract Consultant will include the design of trackwork, structures, drainage (guideway and street), utility relocations, two stations, one PNR, and street reconstruction; geotechnical activities; right-of-way (ROW), systems engineering, urban design, and pavement marking and signage. The Consultant will provide design management, studies, analyses, cost estimates, design coordination with operations, utility engineering, civil engineering, architectural design, structural engineering, systems engineering, ROW development, surveying, technical support, geotechnical analysis, and all design elements required for the Project. This action is only for the Design Services contract.

A Request for Qualifications (RFQ) for Gilbert Road Light Rail Extension Design Services was issued on April 21, 2015. Statements of Qualifications were due and received on June 30, 2015. A total of five submittals were received and all were deemed responsive. The selection committee, which was comprised of two Mesa employees
and three VMR employees, shortlisted four firms and interviews were held with each on July 7, 2015. The selection committee determined that Jacobs Engineering Group Inc. was the most qualified and highest ranked firm to perform the design services. An independent cost estimate was completed and the negotiated price has been deemed fair and reasonable.

The CM@Risk Contractor will perform preconstruction services during design and will then construct the project including all civil and systems components. The systems elements shall be consistent with other Valley Metro corridors. This project will include renovation and reconstruction of any infrastructure such as utilities, storm drains, and landscaping that are impacted because of this project. All disturbed areas shall be reconstructed to the most current standards.

The Public Art Contracts will develop, design and install integrated artwork at four locations. Artists will work with the community to develop artwork that works within the environment and reflects the spirit of the corridor. Artists will collaborate with the Design Consultant and CM@Risk Contractor through the process of design and construction.

COST AND BUDGET
The GRE project is funded by Federal CMAQ Funds, City of Mesa Funds, 5309 and PTF Funds for the Transit Center and Operator Facility and TPAN Funds. The total budget for the GRE is $152,726,625. The summary cost report and funding sources are in the table below.
## Summary Cost Report

<table>
<thead>
<tr>
<th>Description</th>
<th>FTA Budget</th>
<th>Current Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracted Services</td>
<td>$98,055,527</td>
<td>$98,055,527</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$14,786,915</td>
<td>$14,786,915</td>
</tr>
<tr>
<td>Public Art</td>
<td>$804,502</td>
<td>$804,502</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$20,123,631</td>
<td>$20,123,631</td>
</tr>
<tr>
<td>Un-Allocated Contingency</td>
<td>$13,300,000</td>
<td>$13,300,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$147,070,575</td>
<td>$147,070,575</td>
</tr>
<tr>
<td>Financing Costs</td>
<td>$14,673,450</td>
<td>$5,656,050</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$161,744,025</strong></td>
<td><strong>$152,726,625</strong></td>
</tr>
</tbody>
</table>

### FUNDING

- CMAQ Grants - available  
  - $37,814,500
- CMAQ/STP Grants - future  
  - $104,320,707
- City of Mesa Local Match  
  - $8,591,418
- OPF & Transit Center - 5307 grant  
  - $1,600,000
- OPF & Transit Center - PTF Local match  
  - $400,000

**Total**  
- $152,726,625

The Current Forecast is lower than the FTA Budget amount based upon revised financing cost.

Project funding is included in the Valley Metro Rail FY16 Adopted Operating and Capital Budget and FY16 – FY20 Five-Year Capital Program.

### STRATEGIC PLAN ALIGNMENT

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

**Goal 2: Advance performance based operation**
- Tactic C: Deliver projects and services on-time/on-budget.

**Goal 3: Grow transit ridership**
- Tactic A: Expand and improve transit services to reach new markets.
- Tactic B: Improve connectivity of transit services for greater effectiveness.
COMMITTEE PROCESS
RTAG: July 14, 2015 for information
RMC: August 5, 2015 for action
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors approve the total GRE Project for $152,726,625 which includes Design, Construction, Right-of-Way acquisition, Public Art, Light Rail Vehicles, Professional Services and Finance Costs and authorization for the Chief Executive Officer (CEO) to execute the contract for GRE Design Services with Jacobs Engineering Group, Inc. for a NTE amount of $7,050,000.

CONTACT
Rick Brown, P.E.
Chief Engineer
602-744-5556
rbrown@valleymetro.org

ATTACHMENT
None
Gilbert Road Extension Project and Design Services Contract

August 2015

Action Requested

• Request Board approval of the total Gilbert Road Extension (GRE) Project for $152,726,625 which includes Design, Construction, Right-of-Way acquisition, Public Art, Light Rail Vehicles, Professional Services and Finance Costs

• Authorization for the Chief Executive Officer (CEO) to execute the contract for GRE Design Services with Jacobs Engineering Group, Inc. for a NTE amount of $7,050,000
GRE Project

- 1.9 miles
- 2 Stations – Stapley and Gilbert Road
- PNR/Transit Center at Gilbert Road

GRE MAP
Multiple Procurements

- Design Consultant
- CM@Risk Contractor
- Artists
- Vehicles

Cost and Budget

### Summary Cost Report

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<tr>
<td><strong>Subtotal</strong></td>
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<tr>
<td>Financing Costs</td>
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<td>$5,856,050</td>
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<tr>
<td><strong>Total</strong></td>
<td>$161,744,025</td>
<td>$152,726,625</td>
</tr>
</tbody>
</table>

**FUNDING**

- CMAQ Grants - available: $37,814,500
- CMAQ/STP Grants - future: $104,320,707
- City of Mesa Local Match: $8,591,418
- OPF & Transit Center - 5307 grant: $1,600,000
- OPF & Transit Center - PTF Local match: $400,000

**Total**: $152,726,625

The current forecast is lower than the FTA Budget amount based upon revised financing cost.
Additional Information

• Revised TPAN Agreement will be presented to the Board for Approval

• Partial NTP will be issued to Design Consultant based on available funding

Action Requested

• To request Board approval of the total Gilbert Road Extension (GRE) Project for $152,726,625 which includes Design, Construction, Right-of-Way acquisition, Public Art, Light Rail Vehicles, Professional Services and Finance Costs

• Authorization for the Chief Executive Officer (CEO) to execute the contract for GRE Design Services with Jacobs Engineering Group, Inc. for $7,050,000
DATE
August 5, 2015

AGENDA ITEM 6

SUBJECT
Central Mesa Extension Project Contract Contingency Adjustment and Change Order

PURPOSE
To request Board authorization for the Chief Executive Officer (CEO) to 1) allocate additional contract contingency in the amount of $3,008,347 for the Central Mesa Extension (CME) Project construction contract and 2) execute a change order for a comprehensive settlement in the amount of $3,008,347 with Valley Transit Constructors Joint Venture.

BACKGROUND/DISCUSSION/CONSIDERATION
On March 15, 2012, the METRO Board of Directors authorized the CEO to execute a contract with Valley Transit Constructors (VTC) Joint Venture to provide Design-Build Services for the Central Mesa Extension Project in the total Federal contract amount of $108,540,107. The Board also authorized a contract contingency of $11,100,000.

On September 19, 2013 the Board of Directors authorized the CEO to allocate additional contract contingency in the amount of $4,112,254 for the CME Project contract for change orders that were necessary to progress the project to completion. These contract contingency monies were used for the change orders identified to the Board on September 19, 2013 and also for additional change orders that were necessary after September 19, 2013 to complete the project. The project was completed within the Board authorized contract contingency amount of $15,212,254.

The CME Project is now complete with construction and revenue service scheduled to commence on Saturday, August 22, 2015. During the course of construction, project real estate issues affected the planned execution of the work by VTC. VTC made revisions to the work sequence to maintain the project schedule. The revised work sequence resulted in additional costs being incurred by VTC which have been reviewed in detail by Valley Metro and are deemed appropriate for completing the project on time.

VTC and Valley Metro have been in discussions and negotiations over the final costs associated with the revised work sequence and have agreed on $3,008,347 as the cost of a comprehensive settlement for the impacts associated with the real estate issues. VTC has agreed to waive their rights to claim costs for all known or unknown issues prior to March 31, 2015. Valley Metro has also waived liquidated damages for project milestones C, D, E and F as part of the comprehensive settlement since VTC has completed the project on time and Valley Metro has not been damaged. Upon approval of the Board to allocate additional contract contingency in the amount of $3,008,347 and with approval of the Board, the CEO will execute a change order in the amount of $3,008,347 for this comprehensive settlement. The comprehensive settlement is fair...
and reasonable and will enable Valley Metro to quickly close out the contract with VTC without any further issues or potential claims.

COST AND BUDGET
The unallocated contingency amount of $16,913,496 is included within the overall budget established for the project of $198,585,443 as illustrated in Attachment 1. Staff is seeking authorization to allocate $3,008,347 of the budgeted unallocated contingency to fund the comprehensive settlement change order leaving $8,577,702 of unallocated contingency for the CME Project. The new contract contingency amount will be increased to $18,220,601. The overall budget for the project of $198,585,443 remains unchanged.

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

Goal 2: Advance performance based operation
- Tactic C: Deliver projects and services on-time/on-budget.
- Tactic E: Maintain strong fiscal controls to support Valley Metro’s long-term sustainability.

Goal 3: Grow transit ridership
- Tactic A: Expand and improve transit services to reach new markets.
- Tactic B: Improve connectivity of transit services for greater effectiveness.

COMMITTEE PROCESS
RTAG: July 14, 2015 for information
RMC: August 5, 2015 for action
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors authorize the CEO to 1) allocate additional contract contingency in the amount of $3,008,347 for the CME Project construction contract and; 2) execute a change order for a comprehensive settlement in the amount of $3,008,347 with Valley Transit Constructors Joint Venture.

CONTACT
Rick Brown
Chief Engineer
(602) 744-5556
Rbrown@valleymetro.org

ATTACHMENT
CME Cost and Budget Status
### Central Mesa LRT Extension

#### Cost and Budget Status (Through July 2015)

<table>
<thead>
<tr>
<th>Description</th>
<th>Project Budget</th>
<th>Expenditures to Date</th>
<th>Forecast to Complete</th>
<th>Forecast at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design/Builder Original Contract</td>
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<td>Prior Rights Utilities</td>
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<td>$4,145,969</td>
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<td>Financing Costs</td>
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<td>$3,237,892</td>
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<tr>
<td><strong>TOTAL Project</strong></td>
<td><strong>$198,585,443</strong></td>
<td><strong>$165,212,956</strong></td>
<td><strong>$33,372,487</strong></td>
<td><strong>$198,585,443</strong></td>
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### Central Mesa LRT Extension

#### Contingency Status (Through July 2015)

<table>
<thead>
<tr>
<th>Description</th>
<th>Project Budget</th>
<th>Expenditures to Date</th>
<th>Forecast to Complete</th>
<th>Forecast at Completion</th>
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<tr>
<td>Contingency Allocated to Design Builder</td>
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<td>$5,327,447</td>
<td>$8,577,702</td>
<td>$13,905,149</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$32,559,782</strong></td>
<td><strong>$19,672,212</strong></td>
<td><strong>$12,887,570</strong></td>
<td><strong>$32,559,782</strong></td>
</tr>
</tbody>
</table>
Central Mesa Extension Project
Contract Contingency Adjustment
and Change Order

August 2015

Action Requested

• Allocate additional contract contingency in the amount of $3,008,347 for the Central Mesa Extension (CME) Project construction contract

• Authorization to execute a change order for a comprehensive settlement in the amount of $3,008,347 with Valley Transit Constructors Joint Venture
Background

• The CME Project is substantially complete
• Revenue service starts August 22, 2015
• During the course of construction real estate issues affected the planned execution of the work by VTC
• VTC re-sequenced the work to maintain the project schedule

Background (cont.)

• VTC and Valley Metro have negotiated a comprehensive settlement for $3,008,347
• This settlement is fair and reasonable and will enable Valley Metro to quickly close out the contract with VTC without any further issues or potential claims
• The overall budget for the project of $198,585,443 remains unchanged
## Cost and Budget

### Central Mesa LRT Extension

#### Cost and Budget Status (Through July 2015)

<table>
<thead>
<tr>
<th>Description</th>
<th>Project Budget</th>
<th>Expenditures to Date</th>
<th>Forecast to Complete</th>
<th>Forecast at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design/Builder Original Contract</td>
<td>$108,468,098</td>
<td>$113,724,481</td>
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<td>Public Art</td>
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<td>Prior Rights Utilities</td>
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<td>PE/FEIS Engineering</td>
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<td>Project Management</td>
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<td>Testing and Startup</td>
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<td>Allocated Contingency</td>
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<td>Unallocated Contingency</td>
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<td>$11,586,049</td>
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<tr>
<td>Financing Costs</td>
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<td>$4,970,108</td>
<td>$3,237,892</td>
<td>$8,208,000</td>
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<tr>
<td><strong>TOTAL Project</strong></td>
<td><strong>$198,585,443</strong></td>
<td><strong>$165,212,956</strong></td>
<td><strong>$33,372,487</strong></td>
<td><strong>$198,585,443</strong></td>
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</table>

## Contingency Status

### Central Mesa LRT Extension

#### Contingency Status (Through July 2015)

<table>
<thead>
<tr>
<th>Description</th>
<th>Project Budget</th>
<th>Expenditures to Date</th>
<th>Forecast to Complete</th>
<th>Forecast at Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contingency Allocated to Design Builder</td>
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<td>Allocated Contingency</td>
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<tr>
<td>Unallocated Contingency</td>
<td>$16,913,496</td>
<td>$5,327,447</td>
<td>$8,577,702</td>
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<td><strong>TOTAL</strong></td>
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Action Requested

- Allocate additional contract contingency in the amount of $3,008,347 for the Central Mesa Extension (CME) Project construction contract

- Authorization to execute a change order for a comprehensive settlement in the amount of $3,008,347 with Valley Transit Constructors Joint Venture
DATE
August 5, 2015

AGENDA ITEM 7

SUBJECT
Renewal of Rail Ride Fare Agreement with US Airways Center

PURPOSE
To request Board authorization for the Chief Executive Officer (CEO) to renew the fare agreement with Phoenix Arena Development Limited Partnership (PADLP), operator of US Airways Center (USAC), for up to seven years. This agreement combines light rail and event ticketing allowing customers to ride at no additional cost to USAC events.

BACKGROUND/DISCUSSION/CONSIDERATION
In September 2009, Valley Metro Rail executed a one-year pilot agreement with PADLP to understand the effectiveness of a program that combines light rail and event ticketing. USAC event tickets serve as valid light rail fare on the day of the event, four hours before the event through the end of the transit service day.

The program was and continues to be successful in the following ways:

- Efficient fare revenue collection process from a reliable source
- Eases boarding and fare inspection during special events
- Further integrates light rail into downtown nightlife
- Connects Valley Metro Rail with a reputable, downtown institution

In May 2010, the program was renewed for five years, through June 2015.

Staff would like to renew the agreement for a three-year base, with one, four-year option, for up to seven years as recommended by USAC. Seven years represents the years remaining in the contract between the Phoenix Suns/Mercury and the event facility.

The terms and conditions remain the same from the prior agreement. Fare revenue received is $.31 per event attendee as reported by the USAC gate. The actual number of event attendees using rail is tracked by automatic passenger counting data collected at the stations serving USAC. Valley Metro now has six years of usage history to measure revenues collected and percentage of event attendees using light rail. Actual 2014 and 2015 rail boardings confirm that revenue collected at $.31 is commensurate with fare policy pricing including the next anticipated fare increase.

COST AND BUDGET
Revenues from the program vary month-to-month, based on event attendance, but have totaled nearly $375,000 in FY15 and averaged $31,229 per month. This amount
continues to be a strong fare revenue component to achieve the regional fixed route fare recovery goal of 25%.

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

Goal 1: Increase customer focus
   Tactic A: Improve customer satisfaction
Goal 2: Grow transit ridership
   Tactic C: Communicate availability, attractiveness and safety of transit service

COMMITTEE PROCESS
RTAG: July 14, 2015 for information
RMC: August 5, 2015 approved
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors authorize the CEO to renew the fare agreement with Phoenix Arena Development Limited Partnership (PADLP), operator of US Airways Center (USAC), for up to seven years.

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

ATTACHMENT
None

A copy of the agreement is available upon request.
Renewal of Rail Ride Fare Agreement

August 2015

Background

• USAC event tickets are valid light rail fare
  – 2009 – one-year pilot
  – 2010 – five-year renewal
• Provides operational and branding benefits
• $.31 per attendee
  – Remains good value
Program Renewal Details

- Three-year base; one, four-year option
  - Through duration of Suns/Mercury at USAC
- $.31 achieves 25% fare recovery
  - $375,000 in FY15
- Continued program marketing

Recommendation

It is recommended that the Board of Directors authorize the CEO to renew the fare agreement with Phoenix Arena Development Limited Partnership, operator of US Airways Center, for up to seven years.
DATE
August 5, 2015

SUBJECT
FY 2015 Valley Metro RPTA and Valley Metro Rail CEO Performance Incentive Goals and CEO Performance Incentive Compensation

PURPOSE
To provide the Board with an overview of the achievements associated with the FY 2015 CEO Performance Incentive Goals and Board consideration of CEO performance incentive compensation.

BACKGROUND/DISCUSSION/CONSIDERATION
The CEO will provide the Board with an overview of the achievements associated with the FY 2015 CEO Performance Incentive Goals.

On July 22, 2015 the Valley Metro RPTA and Valley Metro Rail Board Subcommittee met to consider the FY15 CEO Performance Incentive Goals. At the July 22 meeting, the Subcommittee reached consensus that the CEO successfully achieved all 5 incentive goals for FY15 and is recommending the full incentive allocation in the amount of $25,000 as provided for in the CEO’s Employment Agreement effective March 1, 2012.

COST AND BUDGET
The CEO Performance Incentive compensation is included in the FY15 and FY16 adopted operating budget. Upon Board approval the FY15 incentive compensation will be accrued into FY15 operating cost.

COMMITTEE PROCESS
Board Subcommittee: July 22, 2015
Board of Directors: August 13, 2015 for action

RECOMMENDATION
It is recommended that the Board of Directors approve the successful achievement of the FY15 CEO Performance Incentive Goals and award the full allocation of performance incentive compensation for FY15 in the amount of $25,000 as provided for in the CEO’s Employment Agreement.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
Subcommittee Summary Report
Subcommittee Summary Report
CEO Performance Incentive Goals
Fiscal Year 2015

The Intergovernmental Agreement by and between The Regional Public Transportation Authority (Valley Metro RPTA) and Valley Metro Rail, Inc. (VMR) effective March 1, 2012 providing for a Single Chief Executive Officer (CEO) requires the Boards’ Subcommittee to review and evaluate the performance of the CEO annually. The Subcommittee is required to prepare a summary report of its findings and to share the findings with the Boards for approval.

On July 22, 2015 the Valley Metro RPTA and VMR Board Subcommittee met to review and evaluate the CEO’s performance for the Fiscal Year ending June 30, 2015.

Attending for the Valley Metro RPTA Board were: Councilmember Thelda Williams, City of Phoenix, Subcommittee Chair, Valley Metro Rail, Inc. Board Chair and Vice Mayor Dennis Kavanaugh, City of Mesa.

Attending for the VMR Board were Councilmember Gary Sherwood, City of Glendale, Valley Metro RPTA Vice-Chair and Councilmember Rick Heumann, City of Chandler.

The CEO, Mr. Banta presented the members of the Subcommittee with a comprehensive written report detailing his accomplishments against five (5) assigned Performance Incentive Goals. Mr. Banta then summarized the written document in an oral presentation stopping to answer specific questions from Subcommittee members as they arose.

At the conclusion of Mr. Banta’s oral presentation each member of the Subcommittee remarked that Mr. Banta had indeed performed very well in Fiscal Year 2015; that every assigned Goal had been met; and, that under his leadership and direction the consolidated organization had come a long way since 2012.
Under the RPTA's Employment Agreement with Mr. Banta effective March 1, 2012, the CEO is entitled to receive up to $5000 for successful completion of each assigned Goal. In Fiscal Year 2015, Mr. Banta was assigned five (5) Goals and he successfully completed each. Thus, it is the unanimous consensus of the Subcommittee that Mr. Banta has earned the full amount of additional compensation totaling $25,000.

For the Subcommittee:

[Signature]

Councilmember Thelda Williams, Chair

City of Phoenix

DATE: 7-28-2015
DATE
August 5, 2015

AGENDA ITEM 9

SUBJECT
Possible Executive Session – Chief Executive Officer Evaluation

PURPOSE
To enter into Executive Session if needed.

BACKGROUND/DISCUSSION/CONSIDERATION
The Board may vote to go into executive session pursuant to A.R.S. 38-431.01.A.1 for the purpose of discussing the CEO performance incentive goals for the period of July 1, 2014 through June 30, 2015. Discussion and consideration may be both with and without the CEO in attendance during the e-session.

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
The Board may vote to enter into an Executive Session.

This item is presented for possible action.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
DATE
August 5, 2015

SUBJECT
Executive Session Action Items

PURPOSE
To take action on items discussed in Executive Session if needed.

BACKGROUND/DISCUSSION/CONSIDERATION
The Board may take action related to items discussed as part of Agenda Item 9.

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for possible action.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
None
DATE
August 5, 2015

AGENDA ITEM 11

SUBJECT
Future Agenda Items Request and Report on Current Events

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

BACKGROUND/DISCUSSION/CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Steve Banta
Chief Executive Officer
602-262-7433
sbanta@valleymetro.org

ATTACHMENT
Pending Items Request
## Pending Items Request

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