



**MEMORANDUM                      Transportation & Development Department – Memo No. TN16-02**

**DATE:**                      AUGUST 13, 2015  
**TO:**                              MAYOR AND COUNCIL  
**THRU:**                      MARSHA REED, ACTING CITY MANAGER *MR*  
   NACHIE MARQUEZ, ASSISTANT CITY MANAGER *NM*  
   R.J. ZEDER, TRANSPORTATION & DEVELOPMENT DIRECTOR *RJZ*  
   DANIEL W. COOK, CITY ENGINEER *DW*

**FROM:**                      ANN MARIE RILEY, TRANSIT SERVICES COORDINATOR *AMR*

**SUBJECT:** RESOLUTION NO. 4850 APPROVING AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT (IGA) BETWEEN THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA) AND THE CITY OF CHANDLER TO PROVIDE FIXED ROUTE BUS SERVICE, DIAL-A-RIDE, AND RIDE CHOICE PROGRAMS FOR FISCAL YEAR 2015/2016, IN AN ESTIMATED AMOUNT OF \$495,056

RECOMMENDATION: Staff recommends City Council pass and adopt Resolution No. 4850 approving an amendment to the Intergovernmental Agreement (IGA) between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide Fixed Route Bus Service, Dial-A-Ride, and Ride Choice programs for Fiscal Year 2015/2016, in an estimated amount of \$495,056.

BACKGROUND/DISCUSSION: This is the second of four (4) annual amendments with RPTA for the provision of transit service through June 30, 2016. Each year an amendment is made to adjust for operating costs and service levels.

Fixed Route Bus Service: There are thirteen (13) bus routes that operate within the City of Chandler. These include ten (10) local fixed routes, two (2) express routes, and one (1) LINK bus route. Chandler’s bus service is funded by three (3) different funding sources: Proposition 400 Public Transportation Funds (PTF), City funds (General Fund), and Local Transit Assistance Funds, (LTAF). For Fiscal Year 2015/2016 approximately 70,029 miles will be funded by the City and LTAF and approximately 922,114 miles will be funded with PTF funds. The estimated total cost for fixed route bus service by fund type is listed below in Table 1.

East Valley Dial-A-Ride: Dial-A-Ride provides door-to-door, shared-ride public transportation services for senior citizens and persons with disabilities. For Fiscal Year 2015/2016 approximately 53,258 trips will be provided for an estimated cost listed below by fund type in Table 1. Proposition 400 PTF funds will cover the cost of service for persons with disabilities in accordance with the Americans with Disabilities Act (ADA).

Ride Choice: The Ride Choice program offers additional transportation options for seniors and persons with disabilities. This program offers participating residents more flexibility and helps minimize the City’s cost of Dial-A-Ride. Participants use a reloadable card and can purchase up to \$100 in value for \$25 each month. This program is funded with grant funding and City funds. For FY 2015/2016 an estimated 6,000 trips will be provided and the estimated cost for the Ride Choice program is listed below in Table 1. Table 1 below does not include an estimated \$20,000.00 in fare revenue for the Ride Choice Program, as detailed in Schedule “D” – Ride Choice.

**Table 1**  
**Service Funding Information, Fiscal Year 2015/2016**

	LTAf	City General Fund	Grant Fund	Proposition 400 Public Transportation Fund (PTF)	Totals
Fixed Route Bus Service	\$250,179	\$75,000		\$4,176,707	\$4,501,886
East Valley Dial-A-Ride	\$ 55,060	\$69,004		\$1,215,400	\$1,339,464
Ride Choice	\$ 0	\$45,813	\$50,700		\$ 96,513
<b>Totals</b>	<b>\$305,239</b>	<b>\$189,817</b>	<b>\$50,700</b>	<b>\$5,392,107</b>	<b>\$5,937,863</b>
<b>Totals</b>		<b>\$495,056</b>		<b>\$5,442,807</b>	

FINANCIAL IMPLICATIONS:

City Cost: \$ 495,056  
 Savings: \$5,442,807 in transit service funded by PTF and Grant

Fund Source:

Acct. No:	Fund Name	Program Name	Funds
101.3340.5219.0000	General Fund	Transit Operations	\$189,817
216.3340.5219.0000	LTAf	Transit Operations	\$305,239

TRANSPORTATION COMMISSION: This agreement was reviewed at the July 30, 2015, meeting of the Transportation Commission and was recommended for approval by a vote of 6-0 with one absentee (Commissioner Rivers).

PROPOSED MOTION: Move City Council pass and adopt Resolution No. 4850 approving an amendment to the Intergovernmental Agreement (IGA) between the Regional Public Transportation

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Authority (RPTA) and the City of Chandler to provide Fixed Route Bus Service, Dial-A-Ride, and Ride Choice programs for Fiscal Year 2015/2016, in an estimated amount of \$495,056.

Attachments: Resolution No. 4850  
Amendment to the Intergovernmental Agreement

RESOLUTION NO. 4850

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, APPROVING AN AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT (IGA) BETWEEN THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA) AND THE CITY OF CHANDLER TO PROVIDE FIXED ROUTE BUS SERVICE, DIAL-A-RIDE AND RIDE CHOICE PROGRAMS FOR FISCAL YEAR 2015/2016 IN AN ESTIMATED AMOUNT OF \$495,056.

WHEREAS, the City of Chandler desires to provide Fixed Route Transit, Dial-A-Ride and Ride Choice transportation services to its citizens, including those with disabilities and the elderly; and

WHEREAS, an Intergovernmental Agreement (IGA) and an Amendment to provide Fixed Route Transit, Dial-A-Ride and Ride Choice transportation services was entered between the City of Chandler and the Regional Public Transportation Authority (RPTA) dated December 11, 2014; and

WHEREAS, an amendment to the IGA between the City of Chandler and the RPTA is required in order to, among other things, reflect new rate schedules applicable to the Fixed Route Transit, Dial-A-Ride and Ride Choice (formerly "Alternative Transportation") transportation transit services provided under the IGA for City of Chandler citizens.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chandler, Arizona,

1. Approving the terms and conditions of the amendment to the IGA with the RPTA to provide Fixed Route Transit Services, Dial-A-Ride, and Ride Choice transportation services to the City of Chandler for FY2015/2016 (attached as Exhibit A); and

2. Authorizing the Mayor to sign and execute the IGA on behalf of the City of Chandler; and

3. Authorizing the expenditure of public funds in an estimated amount of \$495,056.

PASSED AND ADOPTED by the City Council of the City of Chandler, Arizona, this \_\_\_\_ day of \_\_\_\_\_, 2015.

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
MAYOR

CERTIFICATION

I HEREBY CERTIFY that the above and foregoing Resolution No. 4850 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the \_\_\_\_ day of \_\_\_\_, 2015, and that a quorum was present thereat.

\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY *KSM*

**SECOND AMENDMENT TO TRANSIT SERVICES AGREEMENT  
BETWEEN  
THE CITY OF CHANDLER  
AND  
THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
CONTRACT # 118-75-2016**

THIS SECOND AMENDMENT TO TRANSIT SERVICES AGREEMENT (“Amendment”) dated this 1st day of July, 2015, by and between the City of Chandler, an Arizona municipal corporation (hereinafter “Member” or “City”), and Regional Public Transportation Authority, a political subdivision of the state of Arizona (hereinafter referred to as “RPTA”). Member and RPTA are collectively referred to as the “Parties.

**RECITALS:**

A. WHEREAS, the City and RPTA are parties to that certain Transit Services Agreement, contract # 118-75-2015, entered into on the 1st day of July 2014 (“Agreement”); and

B. WHEREAS, the City and RPTA desire to amend the Agreement to, among other things, reflect new rate schedules applicable to the transit services provided under the Agreement.

**AGREEMENT**

NOW, THEREFORE, in consideration of the premises above and the mutual covenants and agreements contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and RPTA, intending to be legally bound, for themselves and their successors and assigns, covenant and agree as follows:

The following Schedules replace and supersede those Schedules of the Agreement.

The attached Schedule A replaces and supersedes Schedule A in its entirety.

The attached Schedule B replaces and supersedes Schedule B in its entirety.

The attached Schedule C replaces and supersedes Schedule C in its entirety.

The attached Schedule D replaces and supersedes Schedule D in its entirety.

The attached Schedule E replaces and supersedes Schedule E in its entirety.

The attached Schedule F replaces and supersedes Schedule F in its entirety.

3. Amendment. Except as otherwise amended hereby, all other terms of the Parties Transit Services Agreement dated July 1, 2013 remain unchanged and in full force and effect.

**(Signatures appear on the following page)**

IN WITNESS WHEREOF, the Parties have each executed this Agreement as of the date first set forth above.

**REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA)**

Stephen R. Banta, Chief Executive Officer

By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

Michael J. Ladino

General Counsel

**CITY OF CHANDLER**

Jay Tibshraeny, Mayor

By: \_\_\_\_\_

By: \_\_\_\_\_

Marla Paddock, City Clerk

APPROVED AS TO FORM:

By: \_\_\_\_\_

Kay Bigelow, City Attorney *KSM*

**SCHEDULE "A" REGIONALLY FUNDED FIXED ROUTE BUS SERVICE**

Sources of Project Operating Budget

I. Regionally Funded Fixed Route Bus Service      \$4,176,707      (including express)

The above line represents the value of transit service paid for by the RPTA to the benefit of the City of Chandler

The calculation to derive this figure is daily revenue miles of service x number of service days x cost per revenue mile of service.

Level	Route	Miles	Staff & OHD	Variable Fee	Fixed Fee	Incentive \$	Fuel	Facility	Agrmts/ Consults	Reg Serv	Misc	Gross Cost	FY 16 Fares	PM	Net Cost
EW	56	6,341	620	26,697	4,249	567	3,501	2,162	513	728	65	39,102	(6,480)	(3,951)	28,670
	66	23,047	2,254	97,027	15,443	2,059	12,726	7,857	1,863	2,647	238	142,113	(30,143)	(14,261)	97,609
	72	79,390	7,764	334,232	53,195	7,093	43,836	27,065	6,417	9,119	819	489,540	(84,081)	(49,469)	355,990
	81	40,521	3,963	170,594	27,151	3,620	22,374	13,814	3,275	4,654	418	249,864	(39,859)	(25,249)	184,756
	96	107,155	10,479	451,124	71,800	9,574	59,167	36,531	8,661	12,308	1,105	660,748	(81,042)	(66,770)	512,936
	104	75,212	7,355	316,641	50,396	6,720	41,529	25,641	6,079	8,639	776	463,775	(69,195)	(46,865)	347,715
	108	64,746	6,332	272,579	43,383	5,785	35,750	22,073	5,233	7,437	668	399,239	(57,369)	(40,344)	301,527
	112	61,776	6,041	260,076	41,393	5,519	34,110	21,060	4,993	7,096	637	380,926	(92,534)	(38,493)	249,899
	136	21,226	2,076	89,360	14,222	1,896	11,720	7,236	1,716	2,438	219	130,882	(6,329)	(13,226)	111,327
	156	168,397	16,468	708,950	112,834	15,045	92,982	57,409	13,610	19,342	1,737	1,038,378	(204,271)	(104,930)	729,178
	541	6,995	684	30,917	5,169	625	4,942	2,365	565	803	72	46,162	(16,913)	(4,359)	24,891
	542	25,292	2,473	111,791	18,888	2,260	17,868	8,622	2,044	2,905	261	166,912	(54,020)	(15,760)	97,132
LINK-Arizona	96,738	9,460	407,267	64,819	8,643	53,415	32,979	7,819	11,111	998	596,511	(84,152)	(60,276)	452,081	
ES	56	1,139	111	4,793	763	102	629	388	92	131	12	7,021	(1,321)	(709)	4,990
	72	10,548	1,032	44,407	7,068	942	5,824	3,596	833	1,212	109	65,042	(12,482)	(6,572)	45,988
	96	12,397	1,212	52,191	8,307	1,108	6,845	4,226	1,002	1,424	128	76,443	(8,562)	(7,725)	60,157
	108	6,058	592	25,502	4,059	541	3,245	2,065	490	696	62	37,353	(3,068)	(3,775)	30,511
	112	5,973	584	25,148	4,002	534	3,298	2,036	483	686	62	36,833	(7,204)	(3,722)	25,967
	136	3,420	334	14,399	2,292	306	1,888	1,166	276	393	35	21,090	(229)	(2,131)	18,729
	156	29,495	2,864	124,175	19,763	2,635	16,266	10,055	2,384	3,983	304	191,875	(26,015)	(18,379)	137,481
LINK-Arizona	10,318	1,009	43,437	6,913	922	5,697	3,517	834	1,185	106	63,621	(9,894)	(6,429)	47,298	
EH	56	1,362	133	5,733	912	122	752	464	110	156	14	8,397	(614)	(849)	6,934
	72	9,754	954	41,064	6,536	871	5,386	3,325	788	1,120	101	60,146	(10,983)	(6,078)	43,086
	108	6,815	666	28,891	4,566	609	3,763	2,333	551	783	70	42,022	(3,311)	(4,246)	34,465
	112	6,719	657	26,285	4,502	600	3,710	2,290	543	772	69	41,428	(8,489)	(4,186)	28,753
	156	30,401	2,973	127,968	20,370	2,716	16,786	10,364	2,457	3,492	314	187,460	(20,777)	(18,943)	147,740
LINK-Arizona	10,881	1,064	45,811	7,291	972	6,008	3,710	879	1,250	112	67,098	(9,359)	(6,780)	50,953	
<b>Grand Total</b>	<b>922,114</b>	<b>90,178</b>	<b>3,888,881</b>	<b>620,087</b>	<b>82,385</b>	<b>514,138</b>	<b>314,362</b>	<b>74,528</b>	<b>105,913</b>	<b>9,512</b>	<b>5,689,984</b>	<b>(948,688)</b>	<b>(574,579)</b>	<b>4,176,707</b>	

**SCHEDULE "A" – CONTINUED, REGIONALLY FUNDED FIXED ROUTE BUS  
SERVICE SPECIFICATIONS, Cont.**

**Routes**

56, 66, 72, 81, 96, 104, 108, 112, 136, 156, 541, 542, AZ AVE LINK

Route 56 (Priest Drive Northbound)

From Ray Road/48th Street to Desert Botanical Garden: East on Ray Road; North on Priest Drive; West on Arizona Mills East to the bus stop in front of Sea Life Arizona; Exit East on Arizona Mills East; North on Priest Drive/Galvin Parkway; East into Phoenix Zoo; Exit Zoo North on Galvin Parkway; East into Desert Botanical Garden.

From Ray Road/48th Street to Desert Botanical Garden: (Bypass Arizona Mills Mall): East on Ray Road; North on Priest Drive/Galvin Parkway; East into Phoenix Zoo; Exit Zoo North on Galvin Parkway; East into Desert Botanical Garden.

From Priest Drive and Elliot Road to Desert Botanical Garden: North on Priest Drive; West on Arizona Mills East to bus stop in front of Sea Life Arizona; Exit East on Arizona Mills East; North on Priest Drive/Galvin Parkway; East into Phoenix Zoo; Exit Zoo North on Galvin Parkway; East into Desert Botanical Garden.

From Priest Drive and Elliot Road to Desert Botanical Garden (Bypass Arizona Mills Mall): North on Priest Drive/Galvin Parkway; East into Phoenix Zoo; Exit Zoo North on Galvin Parkway; East into Desert Botanical Garden.

Weekday- 4:49am-9:40pm- every 30 minutes, Saturday- 5:36am-7:30pm – every 30 minutes and Sunday- 6:04am- 7:51pm- every 30 minutes

**SCHEDULE "A" – CONTINUED, REGIONALLY FUNDED FIXED ROUTE BUS  
SERVICE SPECIFICATIONS, Cont.**

**Route 66 (Kyrene Road)**

Bus service Weekdays on Kyrene Road in Chandler from Lone Butte Casino to Downtown Tempe/ASU. On average, weekday service is provided every 30 minutes from 4:51 am to 6:51 pm, and then 60 min service after 6:51 until 11:51 am. On average, Saturday service is provided every 60 minutes from 4:54 am to 12:30 pm, and from 4:54am to 9:50 pm on Sunday.

**Route 72 (Rural Road)**

Bus service Weekdays, Saturday, and Sunday on Chandler Boulevard and Rural Road in Chandler from Chandler Fashion Center to Scottsdale Healthcare Thompson Peak in Scottsdale. On average, weekday service is provided every 20 minutes from 5:05 am to 6:00 pm, and every 30 minutes from 6:00 pm to 10:20 pm. Saturday service is provided every 30 minutes between 6:47 am to 10:20 pm. Sunday service is provided every 30 minutes from 8:47 am to 7:20 pm.

**Route 81 (McClintock Road)**

Bus service Weekdays and Saturday on Chandler Boulevard and McClintock Drive in Chandler from Chandler Fashion Center to the Scottsdale Airpark in Scottsdale. On average, weekday service is provided every 30 minutes from 5:40 am to 8:10 pm. On average, Saturday service is provided every 60 minutes from 7:00 am to 8:30pm.

**SCHEDULE "A" – CONTINUED, REGIONALLY FUNDED FIXED ROUTE BUS  
SERVICE SPECIFICATIONS, Cont.**

Route 96 (Dobson Road)

Bus service Weekdays along Dobson Road and Price Road in Chandler, from Snediger Recreation Center along Dobson Road to Mesa Riverview Shopping Plaza. On average, weekday service is provided every 30 minutes from 5:00 am to 8:30 pm in Chandler. On weekdays south of Pecos Road in Chandler service is 30 minute service from 5:00 am to 9:00 am, and from 2:15 pm to 6:30 pm. Saturday service in Chandler is provided every 30 minutes between 8:20 am to 8:50 pm, and operates between Chandler Regional Hospital and Mesa Riverview Shopping Plaza.

Route 104 (Alma School Road)

Bus service weekdays along Alma School Road and Frye Road in Chandler from Arizona Ave. and Frye Roads in Chandler to Mesa Riverview Shopping Plaza. On average, service is provided every 30 minutes from 5:30 am to 8:00 pm weekdays.

Route 108 (Elliot Road)

Bus service weekdays, Saturdays and Sundays along Elliot Road from Arizona Mills Mall in Tempe to Superstition Springs Center in Mesa. On average, weekday service is provided every 30 minutes between 5:50 am to 9:30 pm. On average, Saturday service is provided every 60 minutes between 7:00 am to 8:30pm. On average, Sunday service is provided every 60 minutes between 7:00 am to 7:30 pm.

**SCHEDULE "A" – REGIONALLY FUNDED FIXED ROUTE BUS SERVICE**  
**SPECIFICATIONS, Cont.**

Route 112 (Arizona Avenue)

Bus service weekdays, Saturdays, and Sundays along Arizona Avenue from Pecos in Chandler to Center and McKellips in Mesa. On average, service is provided every 30 minutes from 5:13 am to 10:17 pm weekdays. Saturday service is provided every 60 minutes from 6:03 am to 7:58;’ pm. Sunday service is provided every 60 minutes between 6:38 am to 8:33 pm.

Route 136 (Gilbert Road)

Bus service Weekdays, and Saturday along Gilbert Road from McKellips Road in Mesa to Germann Road in Chandler. The routes are at a 30 minute frequency on weekdays and Saturday in Chandler and 60 minute frequency on weekdays and Saturday in Mesa. On weekday the route operates from approximately 4:30 am to 7:33 pm. On Saturday, the route operates from approximately 8:25 am to 6:44 pm.

Route 156 (Chandler Boulevard)

Bus service Weekdays, Saturday, and Sunday along Chandler Boulevard from 48th Street in Phoenix to ASU Polytechnic Campus in Mesa, serving Chandler Fashion Center, Chandler-Gilbert Community College, Gilbert Mercy Hospital and ASU Polytechnic Campus. On average, weekday service is provided every 30 minutes from 4:53am am to 10:09pm pm. Saturday service is provided every 30 minutes between 6:49am am to 9:31 pm. Sunday service is provided every 30 minutes from 7:19 am to 7:34 pm.

**SCHEDULE "A" – REGIONALLY FUNDED FIXED ROUTE BUS SERVICE**  
**SPECIFICATIONS Cont.**

Express Bus 541

Express bus service weekdays from Arizona Ave/Ray Road to the West Mesa Park-and-Ride Lot, then to downtown Phoenix. The bus will only stop at mile and half mile streets. Four (4) morning and Four (4) evening peak hour trips are provided.

Express Bus 542

Chandler/Downtown Express bus service weekdays from Chandler Park-and-Ride to the State Capital in downtown Phoenix. Six (6) morning and evening peak hour trips are provided.

Arizona Avenue LINK

BRT Bus service in Chandler along Arizona Avenue from the Chandler Park and Ride Lot to the Sycamore Street Transit Station in Mesa. On average, weekday service is provided every 30 minutes between 4:48 am and 10:47 pm. On Saturday service is provided every 60 minutes between 6:37 am and 11:23 pm. Sunday service is provided every 60 minutes between 7:22 am and 9:58 pm.

**SCHEDULE "B" - CITY FUNDED FIXED ROUTE BUS SERVICE COST ESTIMATE**

For the period July 1, 2015 to June 30, 2016 the City of Chandler will pay the Regional Public Transportation Authority \$325,178.97 for bus service in Chandler.

Payments made by the CITY to RPTA for operation of Bus Routes depicted in Schedule B shall consist of twelve (12) monthly installments of \$27,098.25 commencing July 1, 2015 and shall become due within thirty (30) days of receiving an invoice from the RPTA.

FY16 Fixed Route Estimate												Mtrnnc		FY16		Net	
Level	Route	Miles	Staff & Variable	Fixed	Incentive	Fuel	Facility	Reg	Misc	Gross	Fares	PM	Cost	Cost			
			CHD	Fee	s		Consults	Agmnts/	Sev	Cost							
RPTA Operated in the City of Chandler																	
Chandler Funded																	
Hestus	Chan																
Funding	Chan																
W	72	1,622	159	6,881	1,087	145	553	131	186	17	10,005	(1,022)	(1,011)	7,972			
	96	22,889	2,298	96,368	15,337	2,045	7,803	1,850	2,629	236	141,141	(5,838)	(14,263)	121,040			
	112	15,994	1,564	67,385	10,717	1,429	5,453	1,293	1,837	165	98,623	(23,922)	(9,966)	64,735			
	156	5,472	535	23,086	3,666	489	1,855	442	628	56	33,741	(3,446)	(3,410)	26,885			
	542	13,923	1,362	61,541	10,288	1,244	4,747	1,125	1,599	144	91,855	(29,813)	(8,676)	53,397			
S	72	666	65	2,802	446	59	227	54	76	7	4,104	(419)	(415)	3,270			
	81	3,976	389	16,737	2,664	355	1,355	321	457	41	24,515	(1,074)	(2,477)	20,964			
	112	1,545	151	6,507	1,086	138	527	125	178	16	9,530	(1,854)	(963)	6,708			
	156	1,068	104	4,485	715	95	364	86	123	11	6,583	(672)	(665)	5,246			
H	72	441	43	1,857	295	39	150	36	51	5	2,719	(278)	(275)	2,167			
	112	1,740	170	7,326	1,166	155	588	141	200	18	10,730	(249)	(1,084)	9,397			
	156	688	68	2,918	464	62	296	56	80	7	4,273	(436)	(432)	3,405			
<b>Grand Total</b>		<b>70,029</b>	<b>6,898</b>	<b>297,795</b>	<b>47,882</b>	<b>6,257</b>	<b>23,874</b>	<b>5,680</b>	<b>8,043</b>	<b>722</b>	<b>487,848</b>	<b>(89,033)</b>	<b>(43,636)</b>	<b>325,179</b>			

## SCHEDULE "C" – DIAL A RIDE SERVICES AND FINANCIAL INFORMATION

### FINANCIAL INFORMATION

#### I. Sources of Project Operating Budget:

FY 2015-2016

For the period from July 1, 2015 through June 30, 2016, the City of Chandler will pay Valley Metro an amount up to a total of \$124,064.00 for the provision of East Valley Dial A Ride Services. The total includes the City of Chandler share of an operating contingency for all EVDAR and a printing contingency for all EVDAR in an estimated amount of \$28,255, which will not be billed to the City unless actual contingency expenses are incurred. City of Chandler requested OH adjustments of (\$6,676) which will reduce amount billed to the City during the year. Actual City funding amount will be dependent on final reconciliation of trips and costs. The billable annual base amount is \$89,133.00, which will be billed with twelve equal monthly installments of \$7,428.00. Should actual program costs exceed the installment billing amount, arrangements will be made with the City to bill the supplemental amount. The overall program estimated cost is based on the following:

- The EVDAR Contractor's fixed monthly fee multiplied by the City's projected share of billable Vehicle Revenue Miles. The final cost will be determined in the final reconciliation based on City's actual percentage share of the total EVDAR Service Cost times the Contractor fixed fee.
- The Total Service Cost is estimated by EVDAR's Vehicle Revenue Mile (VRM) estimated rate multiplied by the number of VRM's projected to be traveled by City residents plus the number of ADA related VRM's projected to be traveled within the City by visitors or transfers from other Dial A Ride services to the EVDAR service. Collected fares retained by the EVDAR contractor as partial reimbursement will be deducted from this amount. The City is responsible for all VRM's traveled by its residents (regardless of the actual origins and destinations),

and the City is responsible for the actual number of ADA related VRM's which visitors or transfers to the EVDAR program travel within City's boundaries.

The actual Total Service Cost will be actual cost for miles actually traveled by City residents and ADA related visitor or transfer travel within Chandler.

- Non-ADA service billed to Chandler is for Chandler residents only. Chandler's non-ADA service will not be provided to visitors, transfers, or other non-City of Chandler residents.
- Wheelchair boarding fees associated with trips by City residents plus the City's prorated share of the wheelchair boarding fees associated with trips taken by ADA qualified visitors or transfers to the EVDAR service area. The Shared Trip Cost Savings are an estimated amount as determined by VM. The actual cost savings will be allocated to Chandler proportional to the overall direct cost of services allocated to Chandler.
- The City will also be charged its prorated share of additional incentives paid to the EVDAR contractor for exceptional performance. Conversely, the City will receive a discount based on its pro-rata share of service for any disincentives assessed against the EVDAR contractor for poor performance.
- The City will also pay an estimated amount to cover Valley Metro's costs of administering the EVDAR service. The final cost will be determined in the final reconciliation based on City's actual percentage share of the total EVDAR Service Cost, times the actual cost of VM salaries, fringes, and administrative overhead costs in support of the EVDAR program for the year.

Within 60 days of the close of the fiscal year, Valley Metro will conduct a final reconciliation of the EVDAR program to determine the actual number of EVDAR trips and VRM's which are billable to each participating City. Valley Metro will use this analysis to determine whether any cities have overpaid or under-paid, based on the actual service provided. In the event that either party owes the other, Valley Metro will either pay the City or invoice the City within 30 calendar days of acceptance of the final reconciliation by both parties. The City has 30 calendar days to pay any invoices pertaining to this program.

## SCHEDULE "C" – DIAL-A-RIDE SERVICE SPECIFICATIONS

East Valley Dial-a-Ride (EVDAR) is a sub-regional door-to-door transportation program serving the cities of Chandler, Mesa, Scottsdale, Tempe, Town of Gilbert and adjacent portions of Phoenix and unincorporated Maricopa County. EVDAR is intended to comply with the requirements of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Federal Rehabilitation Act of 1973 (as amended) and local Dial-a-Ride rules established by each member city. The goal of EVDAR is to meet the mobility needs of qualified seniors (age 65 and above) and people with disabilities which cannot be met by other Valley Metro transit services. The following is a description of the EVDAR program.

### 1. Type of Service:

EVDAR is a door-to-door, shared-ride paratransit system which is designed to provide service which arrives within 45 minutes of the scheduled pick-up time for non-ADA service at least 95% of the time and which arrives within 30 minutes of the schedule pick-up time at least 95% of the time for all ADA service.

The EVDAR service is provided by a Transportation Broker who accepts trip requests, schedules service, operates a portion of service directly and who subcontracts with multiple transportation providers for the portion of service which the Broker does not operate directly. Collectively, the Broker and subcontractors operate a fleet of taxicabs, sedans, minivans, vans and accessible vans. The fleet is appropriately sized and configured to meet the varying needs of EVDAR riders.

### 2. Eligibility Criteria

Non-ADA EVDAR service is available citywide to residents who are sixty five years of age or above and/or to ADA qualified residents. ADA EVDAR service is available citywide to residents and visitors/transfers that are ADA qualified. To receive ADA paratransit service, individuals must be determined eligible in accordance with eligibility requirements set forth within the ADA and determined locally.

**SCHEDULE "C" – DIAL A RIDE SERVICE SPECIFICATIONS Cont.**

Valley Metro determines ADA paratransit eligibility for all transit systems in the region and uses an in-person physical and/or functional assessment to determine when and under what conditions an individual is able to use accessible bus and rail services and when ADA paratransit is required to meet the individual's mobility needs.

3. Restrictions/Priorities:

Priority is given to trips requested by individuals who are eligible under the requirements of the ADA. Other trips will be accommodated on a space-available basis and/or in accordance with the rules established by the city within which the non-ADA eligible individual resides. Valley Metro does not prioritize EVDAR service based on trip purpose.

4. Fares:

Fares for ADA paratransit will comply with the ADA paratransit fare structure adopted by Valley Metro. Currently, ADA fares are \$4 per one-way trip and apply for any trip, regardless of length.

Fares for non-ADA paratransit service are based on the distance of the trip. Trips of between 0 and 5 miles cost \$4.00. For longer trips, there is an additional charge of \$.50 per mile, beginning with the 6<sup>th</sup> mile and an additional charge of \$1 per mile, beginning with the 16<sup>th</sup> mile.

5. Days and Hours of Service

Service for both ADA and non-ADA trips is available seven days per week between the hours of 4 am and 1 am. Days and hours of service may be amended by mutual consent of the parties to this agreement.

**SCHEDULE "C" – DIAL A RIDE SERVICE SPECIFICATIONS Cont.**

6. Service area:

Schedule C depicts the EVDAR service area. With the exception of County Islands which are completely surrounded by this community, visitors as described above, and transfers described below in Section 7, service for other individuals are not covered by this agreement. The cost of Dial A Ride service to County Island residents will be billed to and paid for by Maricopa County. The service area covered by the agreement may be amended by mutual consent of the parties to this agreement.

7. Transfers:

Transfers between EVDAR and Phoenix Dial-a-Ride will be arranged by the service operating in the general area where the passenger resides. Transfers will be carried out in a safe and accessible location (to be determined by Valley Metro), and transfers must be scheduled to avoid unnecessary delays of more than 30 minutes at a transfer location.

8. Complaints:

Valley Metro's Customer Service Department processes customer complements, comments and complaints for all Dial-a-Ride services. Customers Information about this process can be found on Valley Metro's website (<http://www.valleymetro.org>). Each City is also responsible for establishing a local process which its residents can use to report service concerns. In the event of a complaint, Valley Metro is responsible for researching, resolving and responding within ten business days or less, depending on the urgency of the matter prompting the complaint.

9. Payment to Provider:

Valley Metro's EVDAR contractor will be paid a fixed monthly fee and on the basis of revenue miles operated with an additional surcharge for each trip requiring the use of a

## **SCHEDULE "C" – DIAL A RIDE SERVICE SPECIFICATIONS Cont.**

ramp or lift-equipped vehicle. Wheelchair surcharges will not be charged to the City except for trips provided to individuals with wheelchairs and require the use of a ramp or lift. (ADA certified Passengers) All passenger fares will be retained by the contractor as a partial offset to these expenses.

The contractor will only be reimbursed for revenue miles traveled by EVDAR riders. There is no additional compensation for Personal Care Attendants and companions traveling with EVDAR riders. Furthermore, there is no compensation for the second and subsequent riders being transported simultaneously within the same EVDAR vehicle.

Valley Metro has established performance-based incentives and disincentives which may add to or deduct from the amounts which would otherwise be due to the EVDAR contractor. These performance-based incentives and disincentives will be applied for exceptionally good or poor performance in the areas of trip-sharing, on-time performance, customer satisfaction, system safety and adherence to other contractual requirements. The value of these incentives or disincentives will be applied to each participating city based on its relative share of EVDAR service operated.

### 10. Wheelchair Surcharges:

Valley Metro's Dial-a-Ride contractor will be paid a wheelchair surcharge for ADA and non-ADA riders who are ADA certified and need the use of a lift or ramp equipped vehicle based on the following procedures. The contractor will charge wheelchair surcharges for customers under the following circumstances: 1) ADA eligible individuals who use a mobility device and require the use of a lift or ramp equipped vehicle (either ADA or non-ADA trips); In the case of ADA eligible riders, the rider must indicate the need to travel with a mobility device at the time he/she undergoes the eligibility certification process. If an eligible ADA certified rider's disability changes in such a way that the use of a mobility

## **SCHEDULE "C" – DIAL A RIDE SERVICE SPECIFICATIONS Cont.**

device becomes necessary, the contractor may begin providing service with a lift or ramp equipped vehicle immediately. However, the customer will be referred to Valley Metro to have his/her eligibility records updated to reflect the need to travel with a mobility device. If the customer fails to contact Valley Metro within thirty calendar days, the contractor will not provide lift or ramp equipped service until or unless the customer contacts Valley Metro to have his/her eligibility records updated, and the City will not be liable for any additional wheelchair surcharges until the customer's records are updated to reflect the need for a lift or ramp equipped vehicle.

### **11. Contract Administration:**

Valley Metro shall serve as Contract Administrator and shall be responsible for the following:

- Ensure that all EVDAR services are provided in accordance with all applicable federal, state and local laws and requirements as well as prevailing industry standards and best practices
- Establish (in consultation with participating EVDAR cities) EVDAR policies, procedures and practices
- Select and oversee the EVDAR contractor(s) and any subcontractor(s) thereto
- Oversee and manage the regional ADA eligibility certification process
- Receive, document, research, resolve and report on customer complements, concerns and complaints
- Process and pay contractor invoices
- Provide data and reports as agreed upon by Valley Metro and the participating EVDAR cities
- Administer federal, regional, and local project funds
- Provide marketing and management support as needed

## **SCHEDULE "C" – DIAL A RIDE PERFORMANCE MEASURES**

### Definitions –

**Rider** – The individual who is either ADA eligible or authorized to travel on Dial-a-Ride.

**Personal Care Attendant** – An individual who assists a person with a disability with the completion of activities of daily living. Examples may include, but not be limited to: walking, seeing, hearing, lifting, carrying and feeding. A PCA may travel on Dial-a-Ride with a rider who has been determined eligible to travel with a PCA. The PCA must begin and end his/her trip with the rider. PCA's travel for free on Dial-a-Ride.

**Companion** – An individual who is not a PCA but who accompanies a rider on Dial-a-Ride. One companion is always allowed to ride with a rider. Additional companions will be accommodated on Dial-a-Ride on a space available basis. Companions must begin and end their trips with a Dial-a-Ride rider and must pay the same fare as the rider.

**Passengers** – The sum total of all riders, PCA's and companions transported on Dial-a-Ride.

**Trips** – The number of one-way trips taken by Dial-a-Ride riders. For each trip, there will be one rider. There may also be a PCA and additional companions, but there is a one-to-one ratio between trips and riders.

**Revenue Mile** – A mile during which at least one Dial-a-Ride rider is being transported from his/her origin to his/her destination.

**Shared Mile** – A mile during which two or more Dial-a-Ride riders are being transported aboard one Dial-a-Ride vehicle.

**Dial-a-Ride Cost** – The total cost of Dial-a-Ride service. Cost includes the portion paid to the contractor and the portion retained by Valley Metro to cover program overhead.

**Cost per Trip** – Total Dial-a-Ride cost for a specified period of time, e.g. month or year, divided by the total number of trips occurring during the same time.

### Performance Measures

The following table shows the performance measures that Valley Metro will track for Dial-a-Ride and the standards that we consider to represent an acceptable level of service. The table also shows how the performance measure will be tracked, e.g. for the City or for the program in its entirety.

**SCHEDULE "C" – DIAL A RIDE PERFORMANCE MEASURES Cont.**

Performance Measure	Standard	Tracked for the System?	Tracked for the City?	Reporting Frequency
Trips		X	X	Monthly
Passengers (categorized as Riders, PCA's, Companions, Children, Other)		X	X	Monthly
Total Miles		X	X	Monthly
Shared Miles	At least 15% of total miles are shared.	X		Monthly
Total Cost		X	X	Monthly
Cost per Trip		X	X	Monthly
Fares Collected	At least 90% of all fares are collected and applied to offset program cost.	X	X	Monthly
On-Time Performance	95% of all trips are performed no earlier and not more than 30 minutes later than the scheduled pick-up time.	X	X	Monthly
Missed Trips	No more than 1% of trips are performed later than 30 minutes for ADA trips or 45 minutes for non-ADA trips after the scheduled pick-up time.	X	X	Monthly
Complaints	The program receives no more than 2 valid	X	X	Monthly

	complaints per 1,000 trips.			
Accident Frequency	No more than 1 preventable accident per 100,000 miles operated.	X		Monthly
Timeliness of Reports	Valley metro provides all required data and reports to the City on or before the last business day of the calendar month after the month covered by the data and reports.		X	Monthly

## SCHEDULE "C" – DIAL-A-RIDE SERVICE COST ESTIMATE

### East Valley Dial-a-Ride

#### FY16 Cost Estimates

	Chandler	Gilbert	Mesa	Scottsdale	Tempe	Total
<b>Trips:</b>						
ADA Ambulatory	39,116	33,912	105,840	39,623	32,561	251,051
ADA Wheelchair	8,841	8,100	25,920	8,514	8,453	59,828
Non-ADA Ambulatory	5,097	-	-	6,228	2,153	13,477
Non-ADA Wheelchair	205	-	-	56	681	942
<b>Total Trips</b>	<b>53,258</b>	<b>42,012</b>	<b>131,760</b>	<b>54,420</b>	<b>43,847</b>	<b>325,298</b>
<b>Cost:</b>						
ADA Ambulatory	895,275	1,004,092	2,604,490	825,106	595,332	5,924,294
ADA Wheelchair	376,254	399,158	1,147,681	344,784	320,805	2,588,682
Non-ADA Ambulatory	116,653	-	-	129,683	39,356	285,691
Non-ADA Wheelchair	8,714	-	-	2,253	25,864	36,831
<b>Total Variable Cost</b>	<b>1,396,896</b>	<b>1,403,249</b>	<b>3,752,170</b>	<b>1,301,826</b>	<b>981,356</b>	<b>8,835,498</b>
Shared Trip Var Cost Savings	(13,969)	(14,032)	(37,522)	(13,018)	(9,814)	(88,355)
Contractor's Fixed Fee	88,537	88,940	237,817	82,511	62,200	560,005
Contractor's Incentive	9,486	9,529	25,480	8,840	6,664	60,000
RPTA Salaries, Fringes & OHD	50,748	50,979	136,312	47,294	35,652	320,984
<b>Total Gross Cost</b>	<b>1,531,698</b>	<b>1,538,664</b>	<b>4,114,258</b>	<b>1,427,454</b>	<b>1,076,058</b>	<b>9,688,132</b>
CONTINGENCY	28,255	27,595	73,786	26,332	19,850	175,817
Revenue per Trip	4.14	4.00	4.00	4.00	4.06	
<b>Total Revenue</b>	<b>220,489</b>	<b>168,048</b>	<b>527,040</b>	<b>217,682</b>	<b>178,019</b>	<b>1,311,277</b>
<b>Total Net Cost</b>	<b>1,339,464</b>	<b>1,398,211</b>	<b>3,661,004</b>	<b>1,236,104</b>	<b>917,889</b>	<b>8,552,672</b>
Regional PTF ADA Costs	1,219,252	1,398,211	3,661,004	1,110,828	856,888	8,246,183
Regional Non-ADA Costs	120,212	-	-	125,275	61,002	306,489
<b>Total Net Cost</b>	<b>1,339,464</b>	<b>1,398,211</b>	<b>3,661,004</b>	<b>1,236,104</b>	<b>917,889</b>	<b>8,552,672</b>
Maximum PTF Available	1,215,400	1,030,584	2,948,543	1,440,670	1,025,813	7,661,010
PTF Applied	1,215,400	1,030,584	2,948,543	1,110,828	856,888	7,162,243
<b>Member City Contributions:</b>						
ADA-Costs	3,852	367,627	712,461	-	-	1,083,940
Non-ADA Costs	120,212	-	-	125,275	61,002	306,489
<b>Total</b>	<b>124,064</b>	<b>367,627</b>	<b>712,461</b>	<b>125,275</b>	<b>61,002</b>	<b>1,390,429</b>
<b>Contributions without Contingency</b>	<b>95,809</b>	<b>340,032</b>	<b>638,675</b>	<b>98,944</b>	<b>41,152</b>	<b>1,214,612</b>
<b>Chandler Requested Adjustments</b>						
RPTA OH Forecast Adjustment	(6,676)					
<b>Chandler Contributions as Adjusted</b>	<b>89,133</b>					

**SCHEDULE "D" – RIDECHOICE**

The City of Chandler agrees to participate and financially support the Alternative Transportation Services program known as RideChoice for Fiscal Year 2015-2016. The City of Chandler shall fund this project in the amount of \$45,813.00 for the period July 1, 2015 to June 30, 2016. The City of Chandler will pay the RPTA for the project in twelve (12) monthly installments of \$3,817.75. Payment of invoices shall become due within thirty (30) calendar days after the receipt of an invoice from RPTA.

RPTA shall administer the Ride Choice Program, and provide CITY monthly operating reports which include year-to-date expense, revenue, number of participants enrolled monthly, cumulative enrollment, active participants and other relevant program data.

<b>City of Chandler</b>	
<b>RideChoice Program</b>	
<b>Fiscal Year 2015 - 2016</b>	
<b>Funding:</b>	
New Freedom Grants	\$50,700
Coupon Revenue	20,000
City Contributions	45,813
<b>Total Funding</b>	<b>\$116,513</b>
<b>Expenditures:</b>	
Payments to Taxi Cab Companies	\$71,295
Dialysis Voucher Program	\$8,400
<b>Program Cost</b>	<b>\$79,695</b>
Agency Staff, Overhead, Program Mgmt.	36,818
<b>Total Expenditures</b>	<b>\$116,513</b>

**SCHEDULE "E" – AMERICANS WITH DISABILITIES ACT (ACT) – PUBLIC  
TRANSPORTATION FUNDS (PTF) AVAILABILITY**

For the period July 1, 2015 to June 30, 2016 the maximum amount of Public Transportation Funds (PTF) available for the City of Chandler is **\$1,215,400.00**. The PTF will pay actual costs for ADA trips and other requests for Paratransit service made by ADA certified Riders up to the maximum amount. A final reconciliation at fiscal year-end will be performed and adjustments, if necessary, will be made using actual ADA eligible costs.

Any remaining ADA PTF funds not used up to the maximum reimbursements may be requested by City for other ADA certified rider eligible expenses, and certified by the City's chief financial officer or designee. RPTA will reimburse City within thirty (30) business days based upon availability of funds. City may request that reimbursements be made electronically. Wire transfers must be pre-arranged through the RPTA Finance Department.

Maximum amount: **\$1,215,400.00**

## SCHEDULE "F" – ADA PLATINUM PASS PROGRAM

Member does hereby agree to participate in the Valley Metro ADA Platinum Pass Program specified in this Schedule F. The Platinum Pass Program allows ADA certified customers to travel on fixed-route services at no cost to the customer. The PTF funds 100 percent of the fare due (reduced fare for local service; full fare for express service) and will be allocated as a regional service without allocation to the Member or sub-regional JE. Participation in the ADA Platinum Pass Program is voluntary by Member and may be cancelled by Member by providing a ninety (90) calendar day written notice to RPTA. This program is designed to encourage ADA certified individuals to use fixed-route service for a trip whenever possible, in lieu of a traditional paratransit trip. This program provides cost avoidance for both the participating city and the customer. Each eligible ADA certified passenger that opts to participate will receive a reduced fare ADA Platinum Pass to be used at rail fare vending machines and at bus fare boxes for the payment of fare, as defined by the Valley Metro RPTA Board approved fare policy in effect.

Current fare information can be found here:

[http://www.valleymetro.org/paying\\_your\\_fare/fare\\_options/](http://www.valleymetro.org/paying_your_fare/fare_options/).