

and there does not seem to be a financial alternative at this time. Board member Korthuis pointed out that the cost of an electric bus is roughly twice that of a diesel bus (according to Mr. Bozzo about \$1,050,000 vs. \$550,000, plus the additional expense of charging equipment).

MOTION BY KORTHUIS, SECONDED BY DONOVAN THAT THE BOARD OF DIRECTORS APPROVE THE PURCHASE ORDER AND 2021 CAPITAL BUDGET COMMITMENT FOR EIGHT 40-FOOT TRANSIT BUSES FROM GILLIG, LLC FOR A TOTAL OF \$4,624,084 INCLUDING SPARE PARTS, 5% CONTINGENCY AND SALES TAX, USING THE STATE OF VIRGINIA CONTRACT E194-75548. THIS MOTION INCLUDES AN ADDITIONAL FTA FUNDED MAKE READY AND PLANT INSPECTION ALLOWANCE OF \$96,000 AND A NON-FTA FUNDED EQUIPMENT ALLOWANCE OF \$45,000 FOR A TOTAL PROJECT AUTHORIZATION OF \$4,765,084 BUDGETED IN 2021.

The motion passed 8 – 0.

F.3 Consideration of Award of Contract for Long Range Planning Consultant

Recommendation: The Executive Committee met on February 13, 2020 and recommended that the Board of Directors approve WTA entering into an agreement with Fehr & Peers for long range transit plan consulting services for two (2) years for a total cost of \$297,330, including an 8% contingency, and authorize the General Manager to extend the agreement under its renewal options without the need for further Board approval.

Tim Wilder, Planning Director, gave an overview of this item. He stated that Fehr & Peers was the successful bidder on this project. He stated the purpose of the project is to provide long-term guidance to WTA with services to respond to community needs, and to enable WTA to coordinate with partner agencies on long-range issues, transportation needs, and land use changes. It will also position WTA well for grant applications.

Mr. Wilder stated this plan will:

- Include significant community engagement efforts
- Provide an assessment and update of WTA's existing conditions
- Establish and revisit goals from the 2017 Strategic Plan
- Enable WTA to evaluate three distinct scenarios for future growth
- Look at fleet infrastructure and funding needs
- Provide a list of strategies that are part of an action item
- Result in a draft final plan for the Board to approve

Mr. Wilder said this will be an 18 month process. The contract is written to cover two years with the possibility of extensions.

Chairman Lilliquist stated the Scope of Work is also included in the meeting packet and Board members are welcome to comment on it.

Mr. Wilder answered Board member questions.

MOTION BY DAVIDSON, SECONDED BY HUTHMAN THAT THE BOARD OF DIRECTORS APPROVE WTA ENTERING INTO AN AGREEMENT WITH FEHR & PEERS FOR LONG RANGE TRANSIT PLAN CONSULTING SERVICES FOR TWO (2) YEARS FOR A TOTAL COST OF \$297,330, INCLUDING AN 8% CONTINGENCY, AND AUTHORIZE THE GENERAL MANAGER TO EXTEND THE AGREEMENT UNDER ITS RENEWAL OPTIONS WITHOUT THE NEED FOR FURTHER BOARD APPROVAL.

The motion passed 8 – 0.

G. REPORTS TO BOARD

G.1 Information on Contract for Uniform Services

Pete Stark, General Manager, gave an overview of the packet item reporting that WTA had to cancel the contract with the uniform vendor, which was awarded last Fall, for non-performance. Under normal conditions, this would be a multi-year contract. WTA awarded a one year contract to the second place vendor, which is under \$100,000 and within the General Manager's authority. If this vendor proves to be satisfactory, we will bring a contract extension to the Board for approval.

Mr. Stark commended the Operations staff and Magan Waltari for moving promptly once non-performance became an issue.

G.2 Discussion of Proposed Phase II Fare Study

Tim Wilder, Planning Director, gave an overview the proposed Phase II Fare Study focusing on tasks and the timeline as outlined in the packet.

Mr. Wilder stated staff are checking in with the Board to see if they have any issues or comments for staff for Phase II.

Comments from Board members included:

- Is it possible to revisit the 15% fare recovery ratio?
- Could we calculate an annual Cost of Living Adjustment and accumulate those adjustments until they reach \$0.25 and then raise the fare by that much? (Something more transparent and automatic so we don't get so far out of line with our target ratio.)