MEETINGS OF THE

# Boards of Directors

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

May 16, 2019

Starting Time

**11:15 a.m.**

**Meetings to occur sequentially**

Location:

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

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

# Agenda

May 9, 2019

**Joint Meeting Agenda**
**Valley Metro RPTA**
**And**
**Valley Metro Rail**
Thursday, May 16, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
**11:15 a.m.**

| | Action Recommended |
|---|---|
| 1. Public Comment (yellow card) | 1. For Information |
| The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items.** Up to three minutes will be provided per speaker unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided. | |
| 2. Chief Executive Officer's Report | 2. For information |
| Scott Smith, CEO, will brief the Joint Boards of Directors on current issues. | |
| 3. Minutes | 3. For action |
| Minutes from the March 21, 2019 Joint Board meeting are presented for approval. | |

**Consent Agenda**

| | |
|---|---|
| 4A. Annual Financial Audit Services Five-Year Contract Award | 4A. For action |
| Staff recommends the Board of Directors authorize the CEO to execute a five-year Annual Financial Audit Services contract with CliftonLarsonAllen (CLA) not to exceed $475,173. | |

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| 4B. <u>Risk Management Consulting Services Contract Award</u> | 4B. For action |

Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract with Alliant Insurance Services, Inc. for Risk Management Consulting Services in an amount not to exceed $562,500.

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| 4C. <u>Microsoft Enterprise Agreement triennial renewal</u> | 4C. For action |

Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with CDW-G for software licensing for $717,310 for the period of July 1, 2019 to June 30, 2022.

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| 4D. <u>Armored Car Services Contract Award</u> | 4D. For action |

Staff recommends that the Boards of Directors authorize the for the CEO to execute a contract with Brinks, Inc. to provide armored car services effective July 1, 2019 for a three-year base term with two one-year options for a not to exceed amount of $1,786,000.

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| 4E. <u>Twilio Text Services Contract Renewal</u> | 4E. For action |

Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract to purchase a short code lease and SMS texting services from Twilio for a cost not to exceed $626,010 retroactively for the period of May 1, 2019 to June 30, 2024.

**Regular Agenda**

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|---|---|
| 5. <u>Quarterly Reports</u> | 5. For information |

Fiscal Year 2019 Quarterly Reports are presented for information.

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| 6. <u>Travel, Expenditures and Solicitations</u> | 6. For information |

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

7. Future Agenda Items Request and Update on Current Events

7. For information

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

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

# Information Summary

**DATE**
May 9, 2019

**AGENDA ITEM 1**

**SUBJECT**
Public Comment

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information only.

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

**ATTACHMENT**
None

# Information Summary

**DATE**
May 9, 2019

**AGENDA ITEM 2**

**SUBJECT**
Chief Executive Officer's Report

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information only.

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

**ATTACHMENT**
None

# Minutes

May 9, 2019 **AGENDA ITEM 3**

**Joint Boards of Directors**
Thursday, March 21, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

**RPTA Meeting Participants**
Councilmember Lauren Tolmachoff, City of Glendale **(Chair)**
Mayor Kevin Hartke, City of Chandler **(Vice Chair)**
Mayor Thelda Williams, City of Phoenix, **(Treasurer)**
Vice Mayor Pat Dennis, City of Avondale (phone)
Councilmember Mark Scharnow, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Francisco Heredia, City of Mesa
Councilmember Jon Edwards, City of Peoria
Councilmember Susanne Klapp, City of Scottsdale (phone)
Councilmember Roland F. Winters Jr., City of Surprise
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown

**Members Not Present**
Vice Mayor Eric Orsborn, City of Buckeye
Mayor Alexis Hermosillo, City of El Mirage
Councilmember Bill Stipp, City of Goodyear
Supervisor Steve Gallardo, Maricopa County
Councilmember Linda Laborin, City of Tolleson
Mayor Evertt Sickles, Town of Wickenburg

**Valley Metro Rail Participants**
Mayor Thelda Williams, City of Phoenix **(Chair)**
Councilmember Robin Arredondo-Savage, City of Tempe **(Vice Chair)**
Councilmember Lauren Tolmachoff, City of Glendale
Mayor Kevin Hartke, City of Chandler
Councilmember Francisco Heredia, City of Mesa

Chair Tolmachoff called the meeting to order at 12:20 p.m. The Pledge was recited. Good afternoon. Welcome to the Valley Metro joint board meeting of March 21. I'm going to call the meeting to order.

1. Public Comment

Chair Tolmachoff said we do have a public comment card here. The public will be provided an opportunity at this time to address the committees on non-agenda items and all action items. Up to three minutes will be provided per speaker unless the chair allows more. A total of 15 minutes for all speakers will be provided.

We have Blue Crowley.

Mr. Crowley said I can't see it as well as if they were turned towards me. Thank you appreciate that. Well, I figure that since I'm addressing you, I should be able to see and know who it is that I'm addressing being that if it weren't were for you having the meeting for those TV cameras rather than the public et cetera, as in you spent a million dollars to redo the place, I figure you would have been able to do it better.

I want to thank Mayor Sickles for two months ago when he said and pushed to have me get the stuff on Waymo.

Well, I was handed a document at the manager's and your announcement, Mr. Smith, in the two paragraphs was not the contract. It was not showing the service area that they're going to be dealing with. It did not show the amount of Valley Metro staff or the percentage of staff that are accessible to use it and are using it.

So, being that y'all instructed them to get me this information, I'd appreciate it if they would do that since that's what they were instructed to do.

Back in 1986, I got to deal with Mr. Grote there and Neal Manske and Dick Thomas. And it was my first time of experiencing and getting involved in this. And at that hearing of May 26, they were requesting $28 million. And the public agreed and pushed it on through. So whatever happened to that $28 million?

Well, the reason it was done, Mr. Grote, right, was so that the bridge would be reinforced concrete so that you could put the rail on it. But the disguise was that they were putting together a transit center in the middle of Deck Park.

Now it's still there. Why hasn't it been dealt with and that. Now is it the City of Phoenix that owns that or is it the State or is it Valley Metro or who and why and what is going on and what are you going to be doing with it?

And in the part of the Valley Metro meeting that you have later of just the one group, where it's got the funding sources, one of them it says is federal grants. Well, like in your proposed changes coming up, the federal grants is that the one that covered the rural routes, because I'd like you to get that Wickenburg connector back, and what was the percentage that it went down?

And then when I see that you also got on here fixed route, 50 percent of the operating budget supports fixed route bus service. And then it says transit contractors and that's 86 percent.

Well, if 50 percent of that goes to the operating, what do those other 36 percent going for? And is that administration, is it for infrastructure, because I think that it could be expressed a little bit better than that. And with that, I'll give you back five seconds.

2. <u>Chief Executive Officer's Report</u>

Chair Tolmachoff said the next item on the agenda is the chief executive officer's report. Mr. Smith.

Mr. Smith said thank you, Madam Chair. I'd like to get you updated as to what's been going on at Valley Metro over the last month since we were last together.

Just in the last couple of days we hosted officials from Federal Transit Administration Region 9 Office. We have a new Region 9 Administrator, Mr. Ray Tellis, who has been with the FTA for about two decades working exclusively in Los Angeles. He takes over for Leslie Rogers, who I think many of you know, and who's served us well. They asked for the staff, of which you see pictured here in front of one of our fairly new express buses, asked for a tour of the valley and of our system and many of our facilities. And we did that Tuesday afternoon.

And then yesterday met with them in our quarterly meeting. They come down here. We sort of switch on and off, but we do meet with FTA regional officials on Tuesday.

I also had formal meetings with FTA headquarter staff, the Acting Administrator Jean Williams and Chief Executive Officer Matt Welbes, met with them on Sunday. Had a very good talk with them about the projects we have in our valley and what's going on at Valley Metro and our cities.

I'd like to show you something that MAG recently produced with the assistance of our staff. It talks about the future of transportation in the valley, and I would just like to play this short little video for you.

While we're working on that, I want to make you aware you're not having an April meeting and there will be some service change that will be discussed. Well, I guess, it doesn't help that I don't have the visual up there to show you what we're going to.

We have service changes.  This is a slide which talks about all the service changes that will take effect.  We will—if you have a question on the service changes on Routes 30, 77, 104, 136 in the East Valley, route changes 40, 81, other things, and construction impacts.  Apparently the Central Station downtown Phoenix is starting construction and we'll have some change to that -- you can talk to our staff and we'll go into more detail. We'll also in our next study session include any details that you need to know about our service changes that will take effect in October.

We also have a public process related to those October service changes.  As you recall, we change service once or twice a year, in April and October, and we'll have newspaper advertisements, social media, Webinar, and single public hearing on May 22nd related to those.

Would like to announce that the Northwest Extension Phase II, which is the favorite project of somebody in this room, I don't know who it is, received a very important clearance from the Federal Transit Administration, the FONSI or finding of no significant impact.

It's an environmental finding that allows us to move forward into the next stage which is to move into engineering.  Part of what we talked about and we toured with the FTA was this site.  So we're moving forward on that.

We're also excited to announce that we have begun testing on the Gilbert Road extension.  This is the first train to go down the tracks going through our roundabout at Horne and Main Street.  We're excited about that.  They continue testing looking for a May 18 opening to public service that 2-mile extension.

One of the interesting things that we do is that you have to do a test of the electrical system to make sure that it can handle the heaviest load, so we have what we call a pull-out test.

We put two trains at a station.  We simulate it having being completely full of passengers and then we pull away at the same time and we if we crash the system. Well, we're happy to say that it passed, but people ask well, how do you simulate.

Here's how we simulate 30,000 pounds of people on a train.  Used to do it with sandbags.  Now we've decided that this is much easier to do.  Those are pallets of water.  I've been told that's three semi-trucks full of water.

And a little test for you, thirty thousand pounds how many gallons of water is that on a train?  Do your math quickly.  Okay.  I'll do it for you.  Thank you, Blue.  There's eight pounds to a gallon of water, so that's approximately 46,000 gallons of water.

People ask what do you do afterwards after with this water.  Well, the good thing is that we've made arrangements with the United Food Bank of the East Valley and we are contributing that and that will be distributed out to their clients throughout—not only the East Valley, but throughout eastern and northeastern Arizona, so we're happy to do that.  And, by the way, the trains did pass.  Okay.  The system did pass and it's moving on toward May opening.

I would also like to tell you that construction activity started at the Peoria Park and Ride. It's located at northeast of Grand Avenue adjacent to Peoria Avenue.  We've cleared the site.  We're moving ahead.

It will serve bus routes from 83rd Avenue, 106, Grand Avenue Limited.  It will have 71 parking spaces, 48 of which are covered, two which are equipped with electrical charging stations.  I may drive out there just to use them.

And we're looking for actual construction of the building on the shade facilities to start soon.  We hope to complete it by the end of this summer.

Community Streetcar Coalition, which is a national organization that held its annual — we are a member of by the way, held its meeting, and Councilmember Arredondo-Savage has gone to their meeting.  And they had their annual meeting in Tucson this year.  And as part of the meeting they had a group that came up to look at the construction site of the Tempe streetcar.  And so we are glad to host them from around the country.

And if you want to know the difference, if you just want a little education, go drive down Mill and especially on the Durango Curve, Apache, you can see the difference between streetcar and light rail.  It's pretty slick to see the construction there.  And so far so good.  We're moving ahead.  And actually we're ahead of time and below budget on that.

We also as part of our community outreach hosted artists on the South Central project in a artists reception area.  Members of the public came in to meet the artists.  We've really stepped up our artwork on that extension, involved the community.  I'm pretty excited about how art's going to be an integral part of that.

We also are happy for our staff when they do great things, and this last year you got the quality of life report, I think a couple meetings ago, that was produced by Hannah Quincy—I was going to say we have a typo there.  Because I'm thinking her name is Hannah Quincy — Martin Ziech, Peter Valenzuela and Moriah Bedient.  See, I only know them by their first name.

And they received we received the Young Professional Transportation International for Excellence in Innovation/Research for the report that they did. So they received a national award for that. So we're really happy for them.

And I think if you've seen both the summary that she gave you, we're using those reports to put out real information. We find that when we're talking transit, especially light rail, there's a lot of misinformation and flat-out lies that are out there. It's nice to have this research of real data that we can share with you. So thank you for all of those things. And I promise I will actually learn your last names instead of just your first names.

We also had one of our teams that participated from internal audit who did a Developing Super Humans in Cyber Security. It sounds like an exciting audit class would go to. And they placed second in the 2019 Boss of the SOC Competition.

I've got to read this because this just I can't even explain it. The Traun Team made of our very own Jennifer Davis and Mary Modelski from our audit team and representatives of McKesson AT&T were beat out of first place by Team War Games by only 301 points. You see the staff there. They were almost there and sort of lapped all the other also ran.

Time ran out on this question: What was the Linux CVE of the vulnerability that was exploited to run commands on Linux hosts? Okay. I'm not even going to go any further on that. If you're going to lose, lose on that question, right.

Would also like to we'd also like to thank our staff that participated in the 19th North clean-up. 19th North has turned into a very vibrant organization. It was an outgrowth of the light rail construction on the Northwest extension, but it's become a very, very influential and powerful community group.

So they were established for the construction and they've stayed on and built on and really created a lot of fun things on the 19th Avenue in that community up there. And they had a clean-up and we participated in that.

I would also like to let you know ahead of the fact that April is Valley bike month. So I know a lot of your cities, your staff, are doing special events for Bike Month, you know, a ride to work and all sorts of things, so just be aware of that. And we also are a very active participant in the Bike Month.

And the calendar going forward, April 18 we will have a fare policy discussion and study session. We will not have — we don't have any business to take care of that much, so it will just be a study session.

But I think as we recall from our last study session, the fare policy, and that would include discussion on steps to be taken on reduced fare, and we'll get a presentation on the fare system that we are—that is currently out for RFP. That's with the City of Phoenix driving that. We'll give you an update and specific details on that. So it's one you don't want to miss. It's going to be exciting.

And on May 16, we'll start a study session at 9:30 talking about the transit life cycle program, which is basically our guide book that we go through every year to determine the levels of service in each of your communities, so I think it will be very informative for you.

And that, Madam Chair, is my report.

Chair Tolmachoff said thank you very much, Mr. Smith.

3. Minutes

Chair Tolmachoff said the next item on the agenda is the minutes of the February 21, 2019 joint board meeting. Are there any comments or corrections on the minutes?

**IT WAS MOVED BY COUNCILMEMBER PETERSON, SECONDED BY MAYOR WILLIAMS AND UNANIMOUSLY CARRIED TO APPROVE THE FEBRUARY 21, 2019 JOINT BOARD MEETING MINUTES.**

4. Fiscal Year 2018 (FY18) Transit Performance Report

Chair Tolmachoff said the next item on the agenda is the fiscal year 2018 transit performance report. Mr. Smith, would you please introduce this item.

Mr. Smith said thank you, Madam Chair. As it reads, each year we do a transit performance report where we gather statistics on our transit system and compare them, not only internally, but with peer cities. And this year we're going to have Martin Ziech, who's a planner in our CST division, and he will present the report. He was integral in putting this together, he and his team. So, Marty, go for it.

Mr. Ziech said thank you, Scott. Madam Chair, Members of the Board, I am here to present this year's transit performance report.

Before I get into the actual numbers, I just want to give a quick shout-out to all of your staff. We are very grateful for all of the help they provided to allow us to produce this report. Without their help, we would not have gotten this done, so huge shout-out and many thanks to all of the help they provided.

Next slide, please. So the way I'm going to structure this, I'm first going to go over a quick systemwide summary to talk about the main highlights of our performance in the past year systemwide.  And then I'll go into bus, rail and paratransit specifically, talking both about some historical trends and then also discussing how we compare to our peers.

And as a note for that, the list of peers that we use is something that's been predetermined and used for a number of years, but we are looking at that going forward to see if there are any changes we should make to our peer list.

So to talk about our system overall, we have seen an increase in the boardings as compared to the year prior which is notable in the sense that across the country transit ridership is down, so we're bucking the national trend.  It's pretty exciting.

In terms of our bus network, it's the workhorse of our system  -- it always has been and continues to be—carrying about three-quarters of all ridership.

Our rail system continues to have a very high performance in terms of the number of people that it carries efficiently and quickly throughout the valley.  Right now, we're at almost five boardings per mile.

In terms of our paratransit system, we saw a slight increase in the number of miles traveled by our ADA network to about 10.5 million.  And this is mainly due to some changes which we made to the paratransit system in general.  And I know you guys have talked about that and I'll reference that later on in the presentation.

Something to note with that is that we're actually seeing a slight decrease in the number of ADA paratransit customer trips and that slight decrease is being offset by customers opting to use our alternative services, such as, RideChoice and taxis.

And then finally, just as a quick shout-out for vanpool, we maintain a very competitive fare at $2.96 for our vanpool which leaves the agency   -- it's continuing from past years—with an operational profit.  This year at 22 cents per boarding.

So getting into our bus system specifically, and before I get into that, just a couple of housekeeping notes.  In your packet you'll have access to all of these charts.  They're in the executive summary.

And with those charts you'll see these dials that are on the right of each one of them. They're not meant to show if it's a positive or negative fact.  They're meant to look at how the performance has changed year on year.  So in the inside front cover of that executive summary on page 1, there's a long explanation to what those dials mean.

And then the other thing I would like to mention before getting into the specific trends, these are at a very high level.  And if you're looking for more detail, we also included in your board packets a very detailed set of graphs in what we're calling just the reference handout to those.

So, I'm happy to answer any questions on any of these trends, but just to note there is a more detailed set of numbers.

So, to get into our bus system, as I mentioned previously, we are seeing a slight increase in ridership. Overall, it's still a little bit down in comparison to Fiscal Year 2016, but looking at national trends for transit ridership it's remarkable to see that we are seeing an increase.

The main reason for this is that Phoenix T2050 continues to be implemented, so we are seeing service levels that are both more frequent and that are running at a greater span. So that kind of transitions into that second chart showing that our boardings per revenue miles are down.

And what this essentially means is that even though we are seeing a little bit higher of a ridership, we're adding some excess capacity to the system. So the buses might not necessarily be as full at certain times of the day, but we're providing service that we have not provided in the past to people that don't just work normal hours or live in the central parts of the valley.

And then finally to note our on time performance slipped a little bit, but it's still at a very high level. And we are addressing that through some technology that we're embracing in the system.

Compared to our peers, we are seeing a much lower operating cost per revenue mile than peers in general, which is showing that we're doing a good job of controlling our costs.

And then, as has been mentioned previously, our average fare collected is lower than our peer average. And again, this average fare collected looks at everything from those that are paying to use the system with monthly passes, Platinum Passes, day passes, all the way to our reduced fare.

And we acknowledge that we have room for improvement in terms of how that's going to work. And you guys have that discussion next month on everything that our finance department is doing to address the reduced fare problems.

In terms of our rail system, this is the first year that we've actually started to see a slight decrease in rail boardings. As I mentioned before, this is in line with national trends.

Transit ridership is going slightly down, and there are numerous factors nationally that we look to as to why potentially this is happening.

I'm happy to talk about those if you'd like me to, but the one I'd like to focus on is the one piece that is really within our control and that's the perception of safety that's on our rail system.

We acknowledge that we have room for improvement on that.  And to address that and especially to try to bring back our boardings, we've introduced the Respect the Ride program, which is very well into its implementation.

And then we recently released an app called Alert Valley Metro where rail riders can essentially alert our security services of anything that's happening within the system.

Compared to our peers, our rail system is performing very well.  We are second highest of all of our peer cities in terms of our boardings per revenue mile.  Only Houston metro is seeing more people get on their trains per mile than we are.  And, again, that's far above the peer average of about 3.25 customers per revenue mile

And then in terms of our operating cost per boarding and our operating subsidy per boarding, we're the second lowest of all of our peers.  Only San Diego's MTS requires less of an operating cost and less of a subsidy per boarding than Valley Metro rail.

So our costs are going up slightly.  Part of that is due to that we're seeing ridership start to drop off, so, you know, the cost per boarding if ridership is slightly going down will increase a bit, but in comparison to all agencies, rail is performing really well.

Our paratransit system, as I mentioned prior, there have been some major changes that have taken place in FY2018.  We saw a new service delivery model come into complete fruition for the East Valley, Northwest Valley and all regional paratransit bringing that shift from a hundred percent taxi provided services to a mix of taxi and paratransit vehicles.

What this has shown is that if you look at our operating costs per revenue hour, it is down significantly.  So through adding in those shared rides and through adding in all of the different pieces with advertising our RideChoice program and helping to make some of those changes take place, we are providing a service that is much more cost efficient.

In terms of our peers, just really quick on this, we are seeing a slightly better farebox recovery ratio than our peers in general, but we're also seeing that our operating costs per boarding is slightly higher.

And finally, I thought it would be good to show you one of the ways, at least, in which all of these TPR numbers are not just something that we're putting out as a report to release, but are actually going into our future planning efforts.

So the Transit Performance Report information is very much integrated into our transit standards and performance measures planning efforts, which we use to determine how we should help to further and better our service going forward.

So just a couple key things that I would like to point out here that shows how the TPR is integrated into the TSPM, we look to the bottom and the top performing quartiles of our bus routes to understand how are we doing with our farebox recovery ratios, how are we doing with our on time performance, and what do we need to do address some of the challenges that are there.

So just as kind of a couple quick things to look into, with our on time performance you can see in our bottom quartile there's some work to be done.  In our top quartile our contractors are really providing some great service, so it's acknowledging where we need to do some more and it's acknowledging also where we're doing some things that are really exciting.

And then just a couple more things to look into, our quartile boardings per revenue hour and then our farebox recovery, you can also see in that bottom quartile of routes, it's not very high, whereas in our top quartile of routes, there's a big jump.

So what we essentially look at from here is why are these numbers as they are, why are the splits where they are, and then what can we do to both address those bottom quartile routes, how do we improve the services we're providing, maybe look into modifying service levels or modifying what we're providing to better serve those communities.

And then in terms of our top performing routes, what are we doing right and what can we do to better serve the majority of our customers, how do we make sure that there's not overcrowding, those types of issues

So with that, that concludes my report and I'm happy to take any questions.

Chair Tolmachoff said any questions?  I don't see any.  Thank you.

5. <u>Travel, Expenditures, and Solicitations</u>

Chair Tolmachoff said the next item on the agenda is travel expenditures and solicitations.  It's presented for information only.

Are there any questions or comments on the travel expenditures and solicitations?

Chair Tolmachoff said thank you.  All right.  That information is for information only.

6. <u>Future Agenda Items and Report on Current Events</u>

Next item is future agenda items request and report on current events. Does anybody have any future agenda requests?

Councilmember Edwards said thank you. I'd like to request a future agenda item for more detailed discussion on our 2020 budget. I don't feel that we had enough time at the last meeting to really go in-depth in it, so I'd like a more detailed discussion on it, along with, if you could supply maybe a couple weeks in advance, having a detailed list of all of the budget items that are in the report.

And then I'd also like to have it -- I know that we're slated to have the budget adoption in May. I'd like to move that to June, so that we have enough time to be able to go over that.

Mr. Smith said these are Paul Hodgins questions.

Mr. Hodgins said we can certainly move it to June. We gave ourselves a little bit of a buffer. We wanted to start the discussion earlier with March and then a potential May, but certainly there's no problem with moving it to June.

Mr. Smith said and as far as those schedules, what we can do, and Paul and I have talked about this, we talked about it at the Audit and Finance committee, we'll give you whatever detail and you tell us when to stop as far as the detail that we have, and so Paul will work with you and your staff on that.

Councilmember Edwards said thank you. Thank you, Paul.

Chair Tolmachoff said thank you. Anybody else have anything? Okay. Seeing no further business, this meeting is adjourned.

With no further discussion the meeting adjourned at 12:50 p.m.

# Information Summary

**DATE** **AGENDA ITEM 4A**

May 9, 2019

**SUBJECT**

Annual Financial Audit Services Five-Year Contract Award

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to execute a five-year contract for Annual Financial Audit Services with CliftonLarsonAllen (CLA). The services will cover audit services for the fiscal years ending June 30, 2019 through 2023. The total amount not to exceed $475,173 which includes a $43,197 (10%) contingency

**BACKGROUND | DISCUSSION | CONSIDERATION**

In May 2018 the Board authorized the CEO to issue a Request for Proposal (RFP) for the audits of Valley Metro Rail Inc. (VMR) and the Regional Public Transportation Authority (RPTA) and Schedule of Expenditure of Federal Awards for the fiscal years ending June 30, 2019 through 2023. Valley Metro had been purchasing audit services through the State cooperative. Valley Metro chose to procure audit services through a RFP to ensure the scope of work was specific to the needs of VMR and RPTA, rather than the more generalized State of Arizona contract scope of work which was previously used. The scope of the audit for RPTA includes additional work required by the National Transit Database (NTD). With the more specific scope of work, the expectation is to obtain a better quality audit from auditors with specific transit experience.

These audits will be performed in accordance with auditing standards generally accepted in the United States of America, the standards set forth for financial audits in the Government Auditing Standards, issued by the Comptroller General of the United States, and Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

In February, Valley Metro issued a RFP for the Annual Financial Audit Services. A total of three firms submitted proposals. A selection committee comprised of Valley Metro and City of Phoenix staff evaluated the proposals. Based on the proposals CliftonLarsonAllen (CLA) was selected.

**COST AND BUDGET**

The cost for the annual financial statement audits would be funded by RPTA and VMR in proportion to the level of effort for each.

Funds are available in the Fiscal Year 2019 Annual Operating Budget for RPTA and VMR to cover the costs of the FY 2019 audits. Budget for the remaining four years of the contract will be included in the respective annual operating budgets as detailed below.

| RPTA Fiscal Year Audits | | VMR Fiscal Year Audits | |
|---|---|---|---|
| Contract Year 1 | $ 45,185.00 | Contract Year 1 | $ 37,775.00 |
| Contract Year 2 | 46,085.00 | Contract Year 2 | 38,530.00 |
| Contract Year 3 | 47,010.00 | Contract Year 3 | 39,340.00 |
| Contract Year 4 | 47,955.00 | Contract Year 4 | 40,165.00 |
| Contract Year 5 | 48,920.00 | Contract Year 5 | 41,010.00 |
| Total | $235,155.00 | Total | $196,820.00 |
| | | | |
| Total 10% contingency for the five years | $ 23,515.50 | Total 10% contingency for the five years | $ 19,682.00 |
| | $258,670.50 | Toal with Contingency | $216,502.00 |
| | | | |
| RPTA Audits include: CAFR Audit, Federal Funds Audit and NTD Agreed Upon Procedures | | VMR Audits include: CAFR Audit and Federal Funds Audit | |

For comparison purposes, the financial audit costs for FY2018 through the State contract totaled $49,494 for RPTA and $40,134 for VMR.

**COMMITTEE ACTION**
RTAG: April 16, 2019 for information
TMC/RMC: May 1, 2019 approved
Boards of Directors: May16, 2019 for action

**RECOMMENDATION**
Staff recommends the Board of Directors authorize the CEO to execute a five-year Annual Financial Audit Services contract with CliftonLarsonAllen (CLA) not to exceed $475,173.

**CONTACT**
Paul Hodgins
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**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 4B**
May 9, 2019

**SUBJECT**
Risk Management Consulting Services Contract Award

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Alliant Insurance Services, Inc. for Risk Management Consulting Services (comprised of Property and Casualty Insurance Brokerage Services, Claims Management Services and Risk Management Consulting Services) in an amount not to exceed $562,500.

**BACKGROUND | DISCUSSION | CONSIDERATION**
Arthur J. Gallagher has served as Valley Metro's broker for the last five years and its current contract will expire on June 30, 2019. The firm selected will be responsible for providing Valley Metro with analysis of risk exposure, development and maintenance of an insurance and risk program, third-party claims management and consultation and placement of proper coverage and endorsements related to Valley Metro's operations.

In November 2018, Valley Metro issued a Competitive Solicitations for the risk management services. Five firms submitted technical and price proposals. A selection committee made up of qualified staff from Valley Metro and the City of Tempe (the "Committee") reviewed the submitted technical proposals. The Committee determined that four of the five proposals were in the competitive selection range for further consideration.

The four firms:

- Alliant Insurance Services, Inc. (Alliant)
- Arthur J. Gallagher & Company Insurance Brokers of California, Inc. (AJG)
- Lockton, Inc. (Lockton)
- Willis of Arizona, Inc. (Willis)

The Committee continued to evaluate all aspects of technical and price proposals. The Committee arrived at its award recommendation using a "best value" process that allows for a contract award based on a combination of technical factors and cost analysis. Based on this evaluation process, the Committee completed its review and analysis.

Ranking of proposals:

| Proposers | Technical Scores | Price Differential Over Lowest Price | Committee Ranking |
|---|---|---|---|
| Willis | 623 | $147,500 | 3 |
| Alliant | 595 | $27,500 | 1 |
| AJG | 585 | 0 | 2 |
| Lockton | 532 | $41,984 | 4 |

The Committee awarded Willis the highest technical score. However, Willis' price proposal exceeded the lowest price proposal from AJG by $147,500 over the five-year contract period. The Committee determined that the extra $147,500 in Willis' price proposal did not provide Valley Metro with an additional level of service that justified the higher price.

The Committee awarded Alliant the second highest technical score. Alliant's price proposal exceeded the lowest price proposal from AJG by $27,500 over the five-year contract period, or $5,500 more per year. The Committee unanimously determined that Alliant's additional price of $5,500 per year was nominal and provided Valley Metro with a firm that possessed the right technical expertise and experience needed to provide Valley Metro with the best value. Based on these factors, the Committee unanimously determined that Alliant's technical expertise, experience and service level was most closely aligned in all material respects to the requirements and criteria set forth in the solicitation and presented the best value to Valley Metro.  Alliant's price proposal was within the independent cost estimate, consistent with previous years and aligned with current industry trends in the market.

**COST AND BUDGET**

The cost for Risk Management Consulting Services for a total term of five years is for an amount not to exceed $562,500. The contract will have an initial term of three years and the option to extend for two additional one-year periods. The total cost will be distributed over the life of the contract. By illustration, the cost for services in the first year of the contract is estimated to be $112,500, approximately 20% of the total contract cost. All costs are included in the RPTA and VMR FY2020 Annual Operating and Capital Budgets. Contract obligations beyond FY2020 are incorporated into the Valley Metro RPTA and VMR Five-Year Operating Forecasts and Capital Programs (FY2020-FY2024).

The anticipated annual cost allocation for risk management services between RPTA and VMR budgets has historically been about 15% to RPTA budget and 85% to VMR budget.

**STRATEGIC PLAN ALIGNMENT**
This item relates to the following goals and strategies in the Five-Year Strategic Plan:

- Goal 1: Increase customer focus
- Goal 2: Advance performance based operation
- Goal 3: Advance the value of transit

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
TMC/RMC: May 1, 2019 approved
Boards of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract with Alliant Insurance Services, Inc. for Risk Management Consulting Services in an amount not to exceed $562,500.

**CONTACT**
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**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 4C**
May 9, 2019

**SUBJECT**
Microsoft Enterprise License Agreement Triennial Renewal

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a three-year contract for Microsoft software licensing not to exceed $652,100 plus an additional $65,210 (10%) contingency for the period of July 1st, 2019 to June 30, 2022.

**BACKGROUND/DISCUSSION/CONSIDERATION**
Staff seeks to renew our Enterprise License Agreement (ELA) with Microsoft through reseller CDW-G's State contract for another three-year period. As part of this renewal the Agency's licensing will be shifted to Microsoft's online subscription services where feasible. This change reduces the three-year cost by an estimated 11% ($81,400) from the prior period despite an estimated 80% (240) increase in the number of licensed users.

This renewal will continue the Agency's access to the following software:
- Office productivity software (Office 365)
- Project management software (Project)
- Flowchart and diagramming software (Visio)
- Email and calendaring server software (Exchange)
- Database system software (SQL Server)
- Server operating systems (Windows Server)

In addition, the agency will gain access to online document collaboration (SharePoint 365) and secure file sharing (OneDrive) to allow more secure and efficient collaboration with our partner agencies, municipalities, and vendors.

**COST AND BUDGET**
The Microsoft ELA renewal is $717,310, which includes a 10% contingency of $65,210. The RPTA portion is $358,655 and the VMR portion is $358,655. All costs in FY20 are included in the proposed RPTA FY 2020 Operating and Capital Budget. These costs are funded using the agency's overhead allocation which includes member city, Public Transportation (Prop 400), and federal funds.

A contingency is included to cover any additional licenses needed during the three year period and the normal license price inflation for those licenses. Attached is the License & Cost History Summary.

| Purchase | Vendor | Contract | Cost |
|---|---|---|---|
| **Microsoft Enterprise License Agreement Renewal** | CDW-G | State Contract: ADSPO17-149774 | $717,310 |
| | | **Subtotal** | **$717,310** |

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
TMC/RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

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

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

**RECOMMENDATION**
Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with CDW-G for software licensing not to exceed $717,310 for the period of July 1, 2019 to June 30, 2022.

**CONTACT**
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**ATTACHMENT**
License & Cost History Summary

# License & Cost History Summary

| Microsoft Product | FY 2017 | FY 2018 | FY 2019 True-Up[1] | FY 2020 | FY 2021 *Estimate* | FY2022 *Estimate* |
|---|---|---|---|---|---|---|
| Core Client Access License (CAL) | 300 | 300 | 448 | 480 | *510* | *540* |
| Office | 300 | 300 | 448 | 480 | *510* | *540* |
| Windows Server | 110 | 110 | 110 | 136 | *136* | *136* |
| Windows Remote Desktop Services User CAL | 20 | 20 | 73 | 73 | *90* | *105* |
| SQL Server | 22 | 22 | 55 | 55 | *55* | *55* |
| SQL Server User CAL | 45 | 45 | 45 | 45 | *45* | *45* |
| Exchange Server | 4 | 4 | 4 | 4 | *4* | *4* |
| Exchange Server Enterprise CAL | 300 | 300 | 300 | - | - | - |
| SharePoint Server | 1 | 1 | 1 | 1 | *1* | *1* |
| SharePoint Server CAL | 100 | 100 | 100 | - | - | - |
| Project | 3 | 3 | 7 | 7 | *15* | *20* |
| Visio | 3 | 3 | 48 | 48 | *65* | *80* |
| Visual Studio Professional | - | - | 4 | 4 | *4* | *4* |
| Visual Studio Standard | - | - | 1 | 1 | *1* | *1* |
| Power BI | - | - | 3 | 3 | *3* | *3* |
| **Annual Costs** | **$195,400** | **$195,400** | **$341,500** | **$194,900** | ***$224,500*** | ***$232,700*** |
| **Agreement Total Cost** | | | **$733,500** | | | ***$652,100*** |

[1]In late FY 2018, a standard review by Microsoft found software utilization had grown to exceed the agreement's license counts. As a result, the additional licensure needed to address the shortfall was added to the FY 2019 renewal.

# Information Summary

**DATE** **AGENDA ITEM 4D**
May 9, 2019

**SUBJECT**
Armored Car Services Contract Award

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Brinks, Inc. to provide armored car services effective July 1, 2019 for a three-year base term with two one-year options for a not to exceed amount of $1,786,000.

**BACKGROUND | DISCUSSION | CONSIDERATION**
RPTA and Valley Metro Rail (VMR) contracts with a third party service provider for its armored car services for the collection of fare revenue and counting services from ticket vending machines and two bus operation and maintenance facilities. These services ensure fare revenue is collected, counted and securely deposited for monthly fare revenue distribution. The current contract for armored car services expires on June 30, 2019.

The armored car services industry has recently experienced mergers between major service providers which in turn has affected government entities requiring collection of fare revenue and counting services. Historically Valley Metro's solicitations for armored car services have resulted in minimal or no competition. When the expiring contract was solicited in FY 2016 only two proposals were received. One from Brinks and the other from Dunbar. They have since merged. Industry research conducted with other transit agencies confirms there is a lack of competition for armored car services industry wide.

As result of the limited amount of armored car service providers, Valley Metro issued a Request for Expression of Interest (RFEOI) on May 2, 2018 to measure and foster competition. Brinks, Inc. (the incumbent) and Dunbar Armored (recently acquired by Brinks, Inc.) responded to the RFEOI, their feedback resulted in changes to the proposed scope of work. A Request for Proposals was then issued on October 25, 2018

The RFP received two responses. A "no bid" from Loomis was received that stated they were unable to meet the solicitation requirements without considerable cost and risk. The Brinks response was marginal and did not conform to all of the requirements of the solicitation. However, through clarifications and negotiations staff was able to negotiate a satisfactory contract and recommend Brinks for contract award.

## COST AND BUDGET

For the Fiscal Year 2020, the VMR contract obligation is $216,000, which is fully funded within the VMR Preliminary FY20 Operating and Capital Budget. Contract Obligations beyond FY20 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024). The source of funding is Member City.

For the Fiscal Year 2020, the RPTA contract obligation is $126,000, which is fully funded within the Valley Metro Preliminary FY20 Operating and Capital Budget. Contract Obligations beyond FY20 are incorporated into the Valley Metro RPTA Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024). The costs are allocated to the fixed route project's cost per mile and the sources of funds are of Member City and Prop 400 (PTF).

**Base Years**

| | Year 1 | Year 2 | Year 3 | Total |
|---|---|---|---|---|
| **VMR** | $216,000 | $220,000 | $225,000 | $661,000 |
| **RPTA** | $126,000 | $129,000 | $131,000 | $386,000 |
| | $342,000 | $349,000 | $356,000 | $1,047,000 |

**Option Years**

| | Year 1 | Year 2 | | Total |
|---|---|---|---|---|
| **VMR** | $230,000 | $236,000 | | $466,000 |
| **RPTA** | $135,000 | $138,000 | | $273,000 |
| | $365,000 | $374,000 | | $739,000 |

| | |
|---|---|
| **VMR** | **$1,127,000** |
| **RPTA** | **$659,000** |
| **Total** | **$1,786,000** |

## COMMITTEE ACTION

RTAG: April 16, 2019 for information
TMC/RMC: May 1, 2019 approved
Boards of Directors: April 18, 2019 for action

## STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation

**RECOMMENDATION**
Staff recommends that the Boards of Directors authorize the CEO to execute a contract with Brinks, Inc. to provide armored car services effective July 1, 2019 for a three-year base term with two one-year options for a not to exceed amount of $1,786,000.

**CONTACT**
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**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 4E**
May 9, 2019

**SUBJECT**
Twilio Text Services Contract Renewal

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a five-year contract to purchase a short code lease and SMS texting services from Twilio for a cost not to exceed $569,100 plus an additional $56,910 (10%) contingency for the period of May 1, 2019 to June 30, 2024.

**BACKGROUND/DISCUSSION/CONSIDERATION**
The Agency uses Twilio's cloud communications platform-as-a-service to provide Valley Metro's Next Ride functionality. Twilio was originally engaged as part of an emergency procurement in 2017 when the Agency's previous provider for those services gave notice that they were instituting a 400% price increase at the end of the billing cycle. Valley Metro then procured the current service under the State of Arizona cooperative contract with SHI International Corp. That purchase order was extended in June of 2018 with Board approval and is now set to expire on June 30, 2019, however, greater than anticipated public utilization of Next Ride will exhaust the funding allocated by April 30, 2019 necessitating approval retroactive to May 1, 2019.

Staff now seeks to extend the Agency's existing relationship with Twilio into a five-year contract. This proposal also expands the services provided to the Agency by Twilio to include additional SMS text services so that Community Relations may communicate with and update community stakeholders via SMS text, and the valleymetro.org website may be modified to allow customers to sign up for notifications and route alerts via SMS text.

Twilio's services will be procured using a software value-added reseller (SVAR) cooperative contract with SHI International Corp., awarded by the Strategic Alliance for Volume Expenditures (S.A.V.E) consortium from a request for proposals conducted by the City of Mesa[i]. Valley Metro attempted to get quotes from other SVAR vendors, including the new SVAR on State cooperative contract, but no other SVARs on available cooperative contracts can provide Twilio. Purchasing under a cooperative contract saves Valley Metro resources due to the simplified acquisition process, cooperative purchasing power of multiple agencies, and terms and conditions that have previously been negotiated.

**COST AND BUDGET**
The Twilio contract carries an estimated cost of $626,010[ii] over five years, which includes a contingency amount of $56,910. The contingency is necessary because the

SMS text service contract is billed on a cost per text basis. As a result, fluctuating usage levels may impact the estimated contract cost. Conversely, if usage is lower than estimated, only the actual usage will be purchased.

| Purchase | Vendor | Contract | Cost |
|---|---|---|---|
| **Twilio Leased Short Code** | SHI | S.A.V.E. Contract: 2018011 | $66,000 |
| **Twilio SMS Text Services** | SHI | S.A.V.E. Contract: 2018011 | $560,010 |
| | | **Total** | **$626,010** |

The RPTA portion will total $313,005 and the VMR portion will total $313,005. All costs in FY2019 are included in the RPTA FY 2019 Revised Operating and Capital Budget. FY 2020 costs will be included in the FY 2020 Operating and Capital Budget. These costs are funded using Public Transportation Funds (Prop 400).

**COMMITTEE PROCESS**
TMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

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

- Goal 1: Increase customer focus
- Goal 3: Grow transit ridership

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute a five-year contract to purchase a short code lease and SMS texting services from Twilio for a cost not to exceed $626,010 retroactively for the period of May 1, 2019 to June 30, 2024.

**CONTACT**
Phil Ozlin
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**ATTACHMENT**
Short Code Usage & Cost Summary
Twilio Text Services Renewal Endnotes

# Short Code Usage & Cost Summary

| Month | Inbound SMS Messages | Outbound SMS Messages | Total SMS Messages | Cost |
|---|---|---|---|---|
| June ‘17 | N/A | N/A | N/A | $732 |
| July ‘17 | 153,039 | 124,575 | 277,614 | $2,029 |
| August ‘17 | 205,837 | 172,650 | 378,487 | $6,018* |
| September ‘17 | 233,876 | 196,588 | 430,464 | $3,040 |
| October ‘17 | 242,965 | 208,022 | 450,987 | $3,374 |
| November ‘17 | 245,566 | 212,094 | 457,660 | $6,577* |
| December ‘17 | 236,106 | 204,986 | 441,092 | $4,183 |
| January ‘18 | 285,724 | 245,550 | 531,274 | $5,145 |
| February ‘18 | 277,883 | 242,811 | 520,694 | $8,325* |
| March ‘18 | 289,132 | 247,752 | 536,884 | $5,192 |
| April ‘18 | 275,129 | 239,628 | 514,757 | $5,033 |
| May ‘18 | 262,285 | 237,009 | 499,294 | $8,187* |
| June ‘18 | 232,197 | 209,473 | 441,670 | $4,358 |
| July ‘18 | 221,061 | 201,046 | 422,107 | $4,052 |
| August ‘18 | 270,341 | 245,569 | 515,910 | $8,132* |
| September ‘18 | 268,362 | 247,045 | 515,407 | $4,511 |
| October ‘18 | 277,611 | 248,676 | 526,287 | $4,592 |
| November ‘18 | 267,754 | 236,066 | 503,820 | $7,716* |
| December ‘18 | 243,091 | 220,592 | 463,683 | $4,100 |
| January ‘19 | 257,262 | 230,181 | 487,443 | $4,308 |
| February ‘19 | 227,005 | 203,427 | 430,432 | $7,078* |
| March ‘19 | 231,724 | 208,271 | 439,995 | $3,900 |
| **Totals** | **5,203,950** | **4,582,011** | **9,785,961** | **$110,582** |
| **Prior Year Avg.** | **252,819** | **227,249** | **480,068** | **$5,027** |

**Cost entries marked with a star include a $3,000 quarterly renewal fee for the short code lease in addition to the normal monthly SMS services usage-based pricing.*

# Twilio Text Services Renewal Endnotes

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[i] SHI was replaced as the State cooperative contract vendor by CDW-G. CDW-G has declined to offer Twilio's software.
[ii] Twilio usage is forecasted to grow as follows:

1. **Next Ride messaging** – based on historic Next Ride usage, Maricopa County population growth estimates from MAG (2% per year), and the additional miles of light rail and bus routes planned during the period (52% through FY 2024), this service is forecasted to grow by an average of 10.5% year over year.
2. **Community Relations messaging** – based on Community Relations usage of mass-market email communication during FY 2019, this service is projected to add another 314,000 messages in FY 2020 assuming an 80% adoption rate, and to grow by an average of 10.5% year over year based on the above population and service expansion expectations.
3. **Website notifications and alerts** – based on ridership numbers for the trailing 12 months and the 80% of riders that report carrying a mobile phone, this service is projected to add another 1,563,000 messages during FY 2020 assuming a 30% adoption rate and experience the same population-based growth as Next Ride messaging.

# Information Summary

**DATE** **AGENDA ITEM 6**
May 9, 2019

**SUBJECT**
Quarterly Reports

**PURPOSE**
To provide an informational update of activities at Valley Metro.

**BACKGROUND | DISCUSSION | CONSIDERATION**
Quarterly Reports are provided as an informational update of Valley Metro activities

- Operations
- Safety and Security
- Finance
- Capital and Service Development
- Communication & Strategic Initiatives
- Marketing

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
TMC/RMC: May 1, 2019 for information
Boards of Directors: May 16, 2019 for information

**RECOMMENDATION**
This item is presented for information only.

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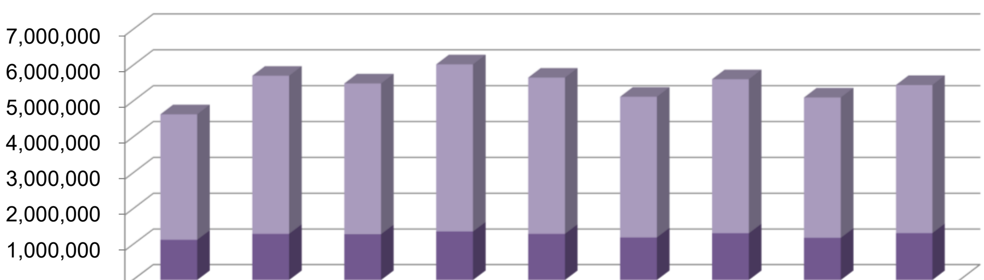
# Fiscal Year 2019 Quarterly Report

**May 2019**

VALLEY METRO RAIL
VALLEY METRO

## Regional Ridership

VALLEY METRO RAIL
VALLEY METRO




| | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar |
|---|---|---|---|---|---|---|---|---|---|
| Bus | 3,504,926 | 4,411,394 | 4,206,270 | 4,663,884 | 4,359,168 | 3,927,298 | 4,298,464 | 3,918,140 | 4,132,798 |
| Light Rail | 1,132,145 | 1,300,396 | 1,290,632 | 1,366,460 | 1,300,637 | 1,198,822 | 1,316,749 | 1,187,969 | 1,321,957 |

| | FY19 Q2 | FY18 Q3 | FY19 Q3 |
|---|---|---|---|
| Bus | 12,950,350 | 13,193,245 | 12,349,402 |
| Light Rail | 3,865,919 | 4,033,302 | 3,826,675 |
| Total | **16,816,269** | **17,226,547** | **16,176,077** |

2

# Fixed Route Bus – East Valley

| Performance Indicator | Target | FY19 Q2 | FY18 Q3 | FY19 Q3 |
|---|---|---|---|---|
| On-Time Performance | ≥ 92% | 91% | 92% | 92% |
| Complaints Per 100,000 Boardings | ≤ 45 | 56 | 51 | 55 |
| Mechanical Failures Per 100,000 Revenue Miles | ≤ 12 | 3 | 3 | 2.5 |
| Revenue Service Completed | ≥ 99.85% | 99.97% | 99.97% | 99.97% |
| Preventable Accidents per 100,000 Miles | ≤ 0.90 | 0.69 | 0.74 | 0.50 |
| Ridership | -- | 3,477,303 | 3,731,098 | 3,407,860 |

3

# Fixed Route Bus – West Valley

| Performance Indicator | Target | FY19 Q2 | FY18 Q3 | FY19 Q3 |
|---|---|---|---|---|
| On-Time Performance | ≥ 92% | N/A** | 91% | N/A** |
| Valid Complaints Per 1,000 Boardings | ≤ 0.25 | 0.09 | 0.14 | 0.14 |
| Miles Between Road Calls | > 5,000 | 19,955 | 14,735 | 19,805 |
| Revenue Service Completed | ≥ 99.85% | 99.96% | 99.96% | 100% |
| Preventable Accidents per 100,000 Miles | ≤ 1.50 | 0.35 | 0.32 | 0.35 |
| Ridership | -- | 95,061* | 139,083 | 100,936* |

**Express, & Circulator Service Only (Route 251 transferred to Phoenix to operate)*
***Due to Clever/CAD installations on the Total Ride fleet, the older VMS OrbCAD version was disabled and OTP information is not available at this time.*

4

# Light Rail

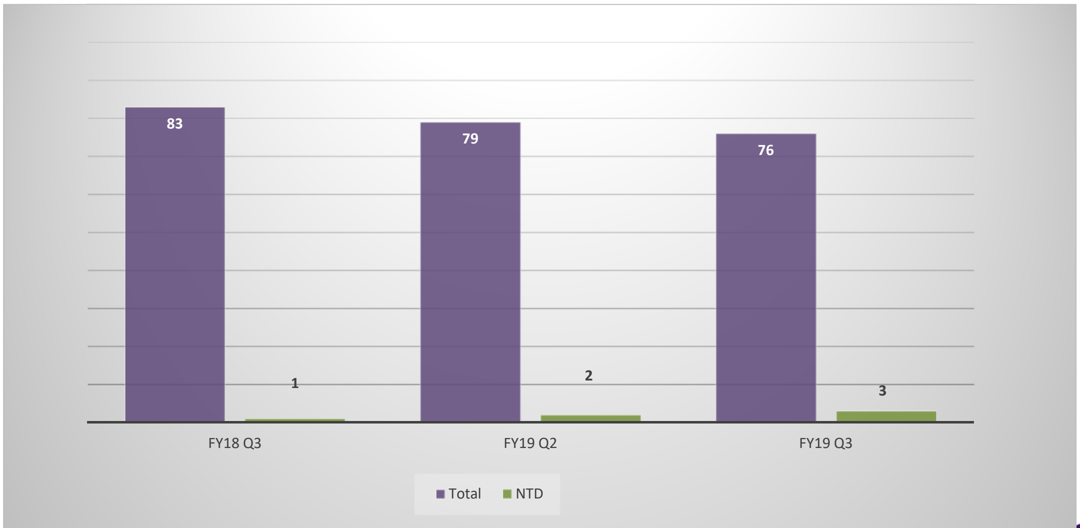
| Performance Indicator | Target | FY19 Q2 | FY18 Q3 | FY19 Q3 |
|---|---|---|---|---|
| On-Time Performance | ≥ 95% | 93% | 92% | 87% |
| Complaints Per 100,000 Boardings | ≤ 3.0 | 0.90 | 0.30 | 0.60 |
| Preventative Maintenance Inspections - % On-Time (LRV) | ≥ 80% | 99% | 100% | 100% |
| Preventative Maintenance Inspections - % On-Time (Systems) | ≥ 80% | 100% | 99% | 100% |
| Preventable Accidents per 100,000 Miles | ≤ 0.90 | 0.70 | 0.00 | 0.37 |
| Ridership | -- | 3,865,919 | 4,033,302 | 3,826,675 |



# Customer Service – Call Center

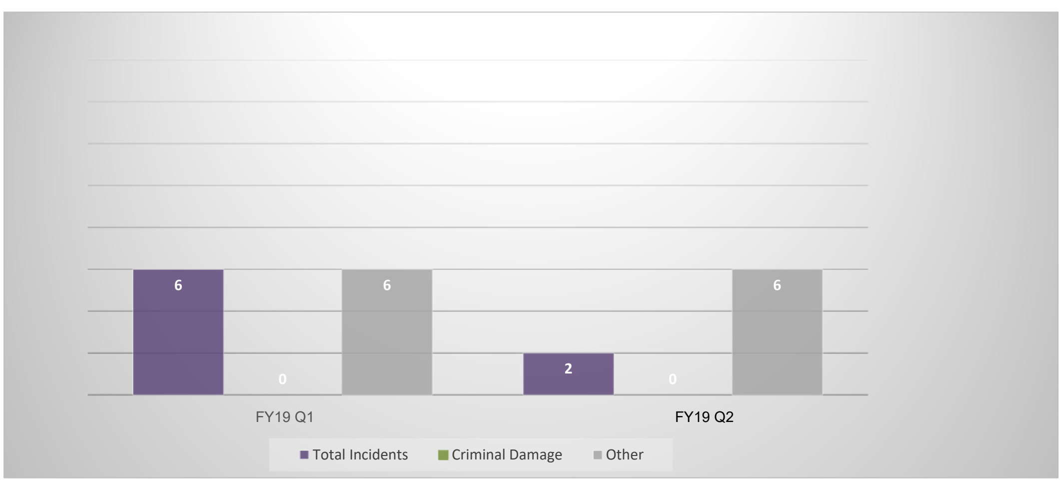
| Performance Indicator | Target | FY19 Q2 | FY18 Q3 | FY19 Q3 |
|---|---|---|---|---|
| Calls Received | -- | 322,470 | 322,287 | 302,830 |
| Complaints Processed | -- | 9,198 | 8,993 | 9,190 |
| NextRide Inquiries Handled by Interactive Voice Response (IVR) | -- | 233,700 | 236,937 | 209,765 |
| NextRide Inquiries Handled by Text Messaging | -- | 685,699 | 707,934 | 623,323 |
| Average Talk Time | -- | 2:32 | 2:28 | 2:26 |
| Average Speed of Answer | ≤ 1.00 | :17 | :18 | :18 |

# Bus Accidents

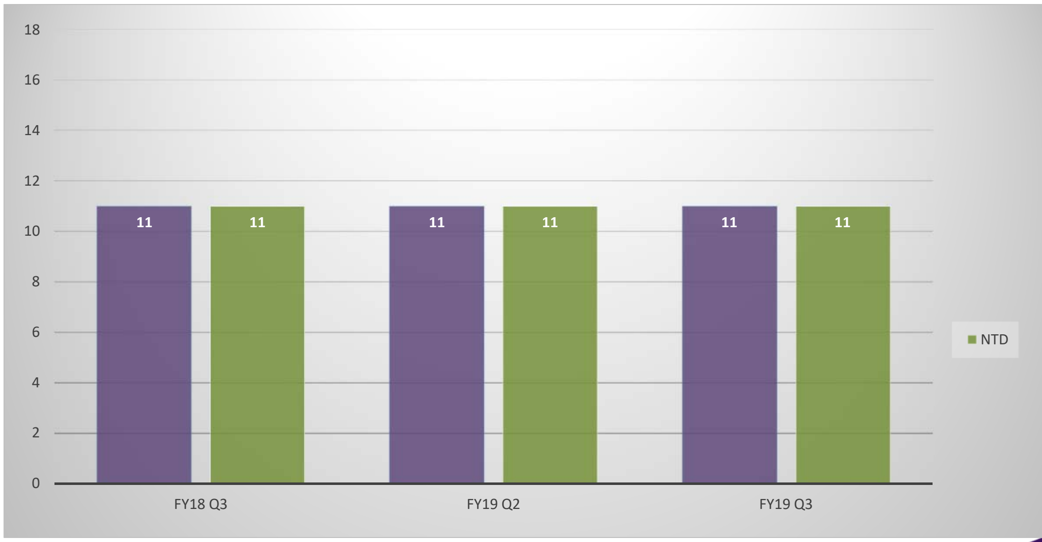





# Police Incidents - Bus

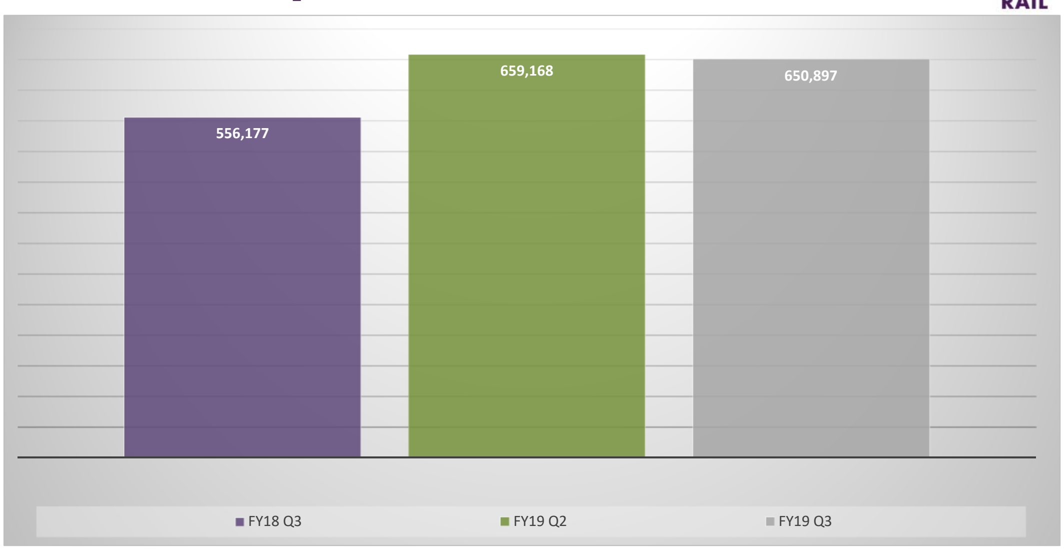


# Rail Accidents



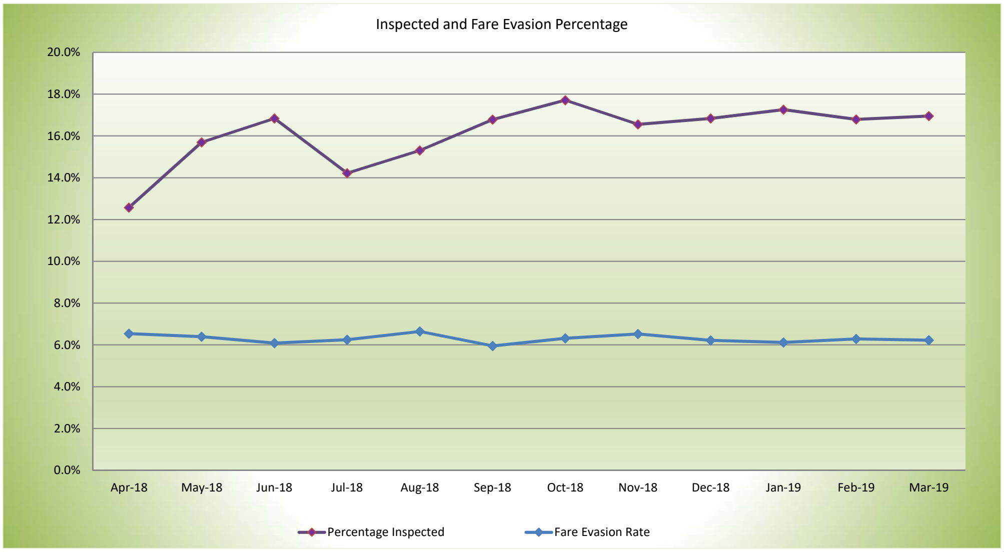

9

# Fares Inspected




10

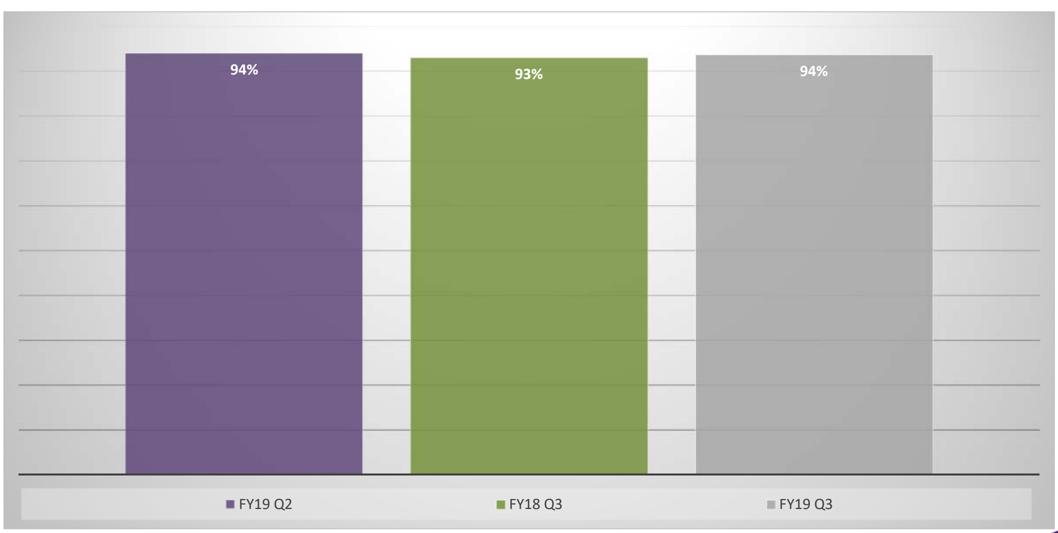
# Fare Inspections and Fare Evasions




11

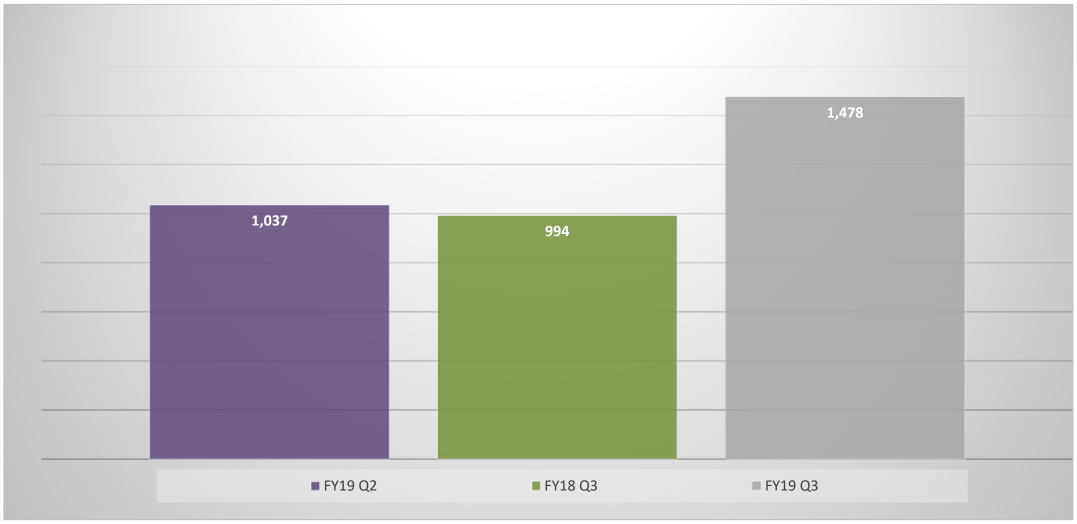
# Fare Compliance

## Total Inspections for Q3= 650,897



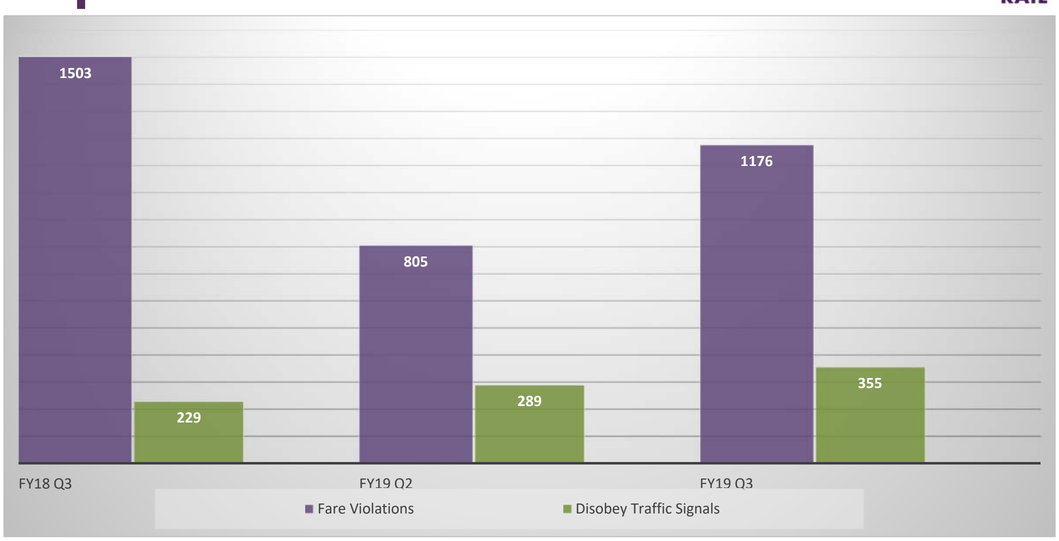

12

# Citations Issued by Allied Universal

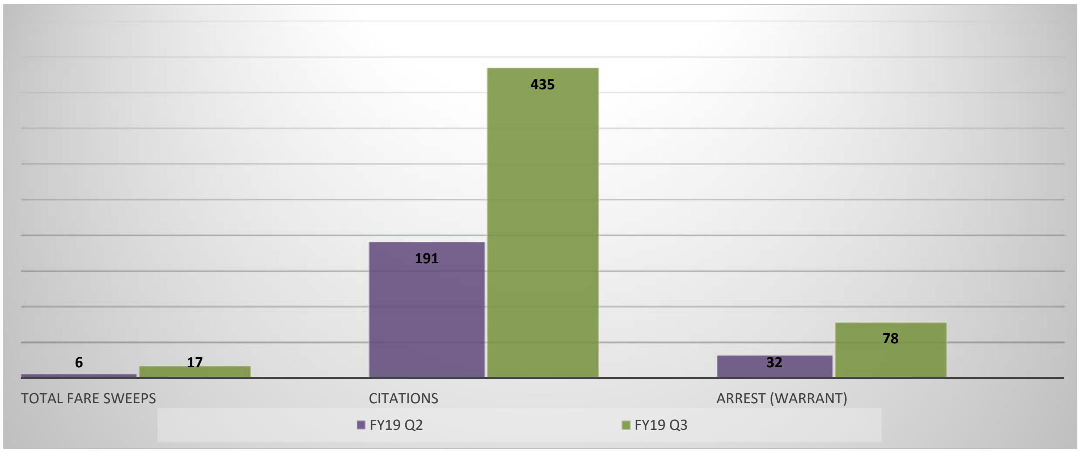





# Top Violations



# Fare Sweeps Total Activity




*The purpose of a fare sweep is to ensure fare compliance and revenue recovery.*
*Fare Sweeps are conducted with the support of sworn officers.*

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# Activity

| Activity | | FY19 Q2 | FY18 Q3 | FY19 Q3 |
|---|---|---|---|---|
| Property Crimes | System | 5 | 6 | 2 |
| | Park N' Ride | 0 | 1 | 0 |
| Crimes Against Persons | System | 36 | 42 | 31 |
| | Park N' Ride | 2 | 0 | 0 |
| Code of Conduct | System | 317 | 375 | 376 |
| | Park N' Ride | 11 | 45 | 2 |
| Activity | | FY19 Q2 | FY18 Q3 | FY19 Q3 |
| Medical Responses | System | 185 | 247 | 181 |
| | Park N' Ride | 4 | 2 | 3 |
| Warrant Arrests | System | 36 | 24 | 21 |
| | Park N' Ride | 1 | 0 | 0 |

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# Incident Table

| | City Jurisdiction | | |
|---|---|---|---|
| | Phoenix | Tempe | Mesa |
| Crimes Against Persons | 24 | 6 | 2 |
| Property Crimes | 3 | 0 | 0 |
| Code of Conduct | 327 | 47 | 20 |
| Grand Total | 354 | 53 | 22 |

| Platform Activity | | | | | | |
|---|---|---|---|---|---|---|
| City | Phoenix | | Tempe | | Mesa | |
| Total Platforms Per City | 26 | | 10 | | 5 | |
| Crimes Against Persons | 19th/Dunlap | 5 | Center Pkwy/Washington | 0 | Mesa/Main | 2 |
| | 19/Montebello | 2 | Dorsey/Apache | 0 | Alma School/Main | 2 |
| | 19th/Camelback | 1 | Mill Ave/3rd | 0 | Country Club/Main | 2 |
| | 19/Glendale | 1 | | | | |
| | McDowell/Central | 1 | | | | |
| Property Crimes | 19th/Glendale | 0 | | | | |
| | Thomas/Central | 0 | | | | |
| | Encanto/Central | 0 | | | | |
| | 12st/Washington | 0 | | | | |
| Code of Conduct | 19th/Dunlap | 51 | Price/Apache | 9 | Alma School/Main | 2 |
| | 19th/Camelback | 23 | Priest/Washington | 5 | Sycamore/Main | 1 |
| | 24th/Washington | 31 | Veterans Way/College | 2 | Country Club/Main | 6 |
| | 7th/Camelback | 19 | | | Center/Main | 1 |
| | 19th/Montebello | 21 | | | Mesa/Main | 10 |

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# Transit Planning Projects

| Project/Study Name | Completion Date | Status |
|---|---|---|
| **Transit Stop Inventory Reconciliation with Bus Stop Database** | July 2019 | • Verifying bus stop amenities and locations for newly added bus stop for use in on-line maps<br>• Preparing bus stop photos for on-line publishing |
| **Transit Standards and Performance Measures – Phase IV** | Summer 2019 | • Introduced additional planning tools and system evaluation practices<br>• Developed system to classify capital facilities<br>• Introduced Bus Stop Design Guidelines<br>• Gained consensus for coordination of Mobility Enhancement Uses and Locally Funded Services |
| **Tempe Downtown Transit Study** | Summer 2019 | • Presented Existing Conditions section of study to Tempe and ASU<br>• Developed intercept survey for riders at Tempe Transportation Center |

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# Transit Planning Projects

| Project/Study Name | Completion Date | Status |
|---|---|---|
| **Fountain Hills Local Transit Study** | Summer 2019 | • Received concurrence on scope of work from Fountain Hills staff. |
| **Northwest Valley Sun Cities Transit Study** | End of 2019 | • Developed Public Outreach Plan and Survey for Sun Cities Residents<br>• Began administering surveys |
| **2019 Origin and Destination Study** | November 2019 | • Survey data collection underway ~85% completed |
| **Ridership Growth Analysis** | June 2019 | • Gathered existing conditions data for Valley Metro rail and select bus routes<br>• Identifying ridership growth opportunities and barriers<br>• Conducting review of ridership opportunities/barriers at peer agencies |



# Corridor and Facilities Planning

| Project | Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|---|
| **Northwest LRT Extension Phase II** | 2023 | Project Development | Fall 2019 | • Submitted notification to FTA of intent to request Entry into Engineering<br>• FTA issued a finding of no significant impacts (FONSI), providing environmental clearance for the project<br>• Subsurface utilities engineering investigation complete<br>• Conducting potholes in field to verify utility locations and conflicts |
| **Capitol/I-10 West LRT Extension** | 2023 (Phase I) | Environmental Assessment (EA) | Spring 2020 | • Traffic analysis and modeling ongoing<br>• Refinement of concepts and evaluation of Phase 1 options<br>• Stakeholder coordination ongoing |
| **West Phoenix** | TBD | Alternatives Analysis | NA | • In March 2019 Phoenix City Council took action to defer project |
| **Paratransit O&M Facility Study** | Summer 2019 | Site Design | Spring 2019 | • Developing 15% design for the secondary facility<br>• Developing cost estimate based on design |

# Corridor and Facilities Planning

| Project | Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|---|
| **OMC Expansion** | 2021 | Design | Fall 2019 | • Received Board approval in January 2019 to award a Design/Build contract to Hensel Phelps<br>• Provided a Limited Notice to Proceed for the design portion of the project. |
| **North Glendale Park-and-Ride Study** | June 2019 | Preliminary Engineering | June 2019 | • City of Glendale continuing negotiations with property owner of recommended site – Dream City Church (at 75th Ave/Loop 101) for shared parking usage |
| **I-10/I-17 Direct Access Bus Ramp** | *TBD* | Planning | March 2019 | • Completed traffic and initial safety analyses<br>• Finalizing 15% design concept and Project Assessment for an early action bus ramp |
| **Fiesta District Alternatives Analysis** | Summer 2019 | Tier 2 Analysis | April 2019 | • Completed Tier 1 Analysis Report<br>• Initiated Tier 2 quantitative analysis |



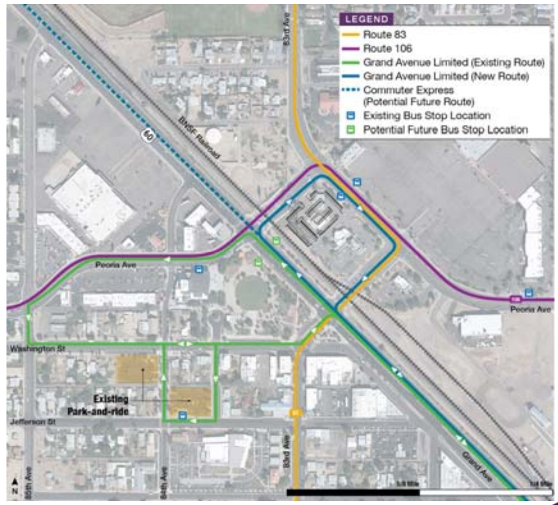
# Corridor and Facilities Planning

| Project | Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|---|
| **Arizona Avenue Alternative Analysis** | February 2020 | Alternatives Development | Summer 2019 | • Coordinating with Chandler staff and their consultant on the ongoing Chandler Transportation Master Plan (TMP) 2019 Update.<br>• Concluded public meetings and survey coinciding with the TMP update.<br>• Completed a draft of the Existing Conditions Report. |
| **Tempe/Mesa Streetcar Feasibility Study** | March 2020 | Tier 2 Analysis | July 2019 | • Completed Tier 1 Evaluation Results Final Report<br>• Developing streetcar conceptual designs for corridors advancing to the Tier 2 evaluation<br>• Initiated the quantitative Tier 2 evaluation |
| **Northeast Feasibility Study** | June 2019 | Feasibility Study | June 2019 | • Conducting analysis of feasibility for bus priority transit in northeast corridors.<br>• Collected travel market data and identified opportunities for bus travel time spot improvements. |

# Peoria Park-and-Ride

| Project Complete | Current Phase | Phase Complete |
|---|---|---|
| September 2019 | Construction | September 2019 |

| Status |
|---|
| • All permits approved<br>• Demolition complete<br>• Construction has started |

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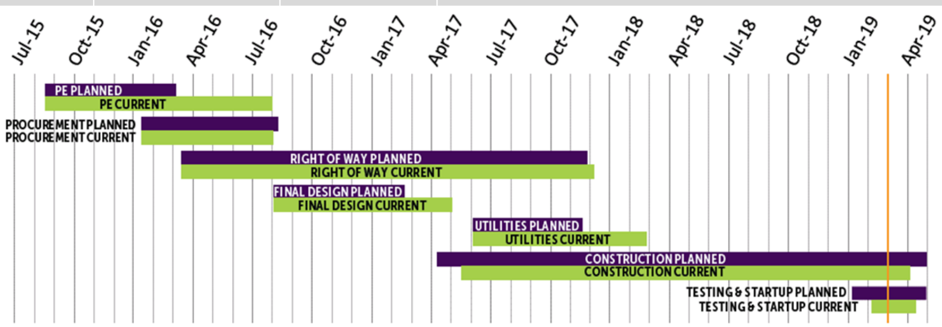
# 50th Street Station

| Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|
| 2019 | Construction | Spring 2019 | • Completed installation of station ramp concrete<br>• Completed installation of base course asphalt for length of project<br>• Completed installation of traffic signal poles<br>• Project opening date is April 25, 2019 |




Data as of March 2019. For more details, visit valleymetro.org

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# 50th Street Station Expenditures to Date

| Description | Expended ($M) |
|---|---|
| Contracted Services | $ 13.0 |
| Right of Way | $ 0.8 |
| Professional Services | $ 4.9 |
| **Total** | **$ 18.7** |

# Project Contingency

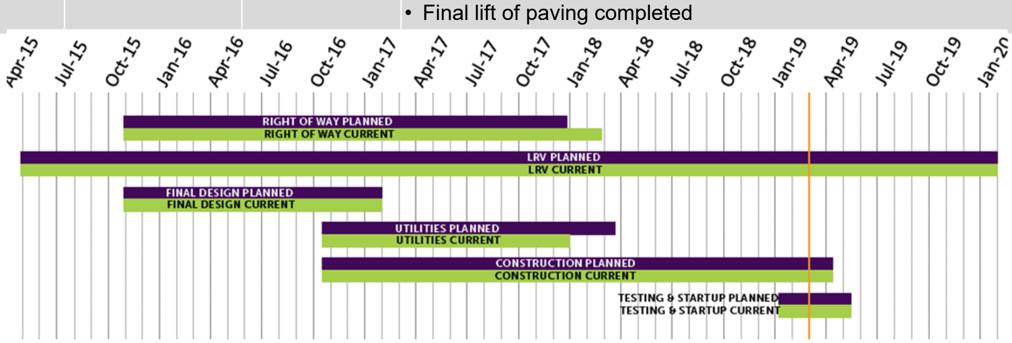
| Description | Dollars ($M) |
|---|---|
| Total Contingency | $ 4.6 |
| Executed Change Orders & Budget Transfers | $ (3.5) |
| Total Project Contingency Remaining | $ 1.1 |

Data as of March 2019.

25

# Gilbert Road Extension

| Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|
| 2019 | Construction (95% complete) | May 2019 | • System Integration testing continues on site bringing the SCADA online<br>• All station devices have been terminated in communications cabinet on both stations<br>• Final lift of paving completed |




Data as of March 2019. For more details, visit valleymetro.org

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# Gilbert Road Extension Expenditures to Date

| Description | Expended ($M) |
|---|---|
| Contracted Services | $ 111.2 |
| Light Rail Vehicles | $ 6.1 |
| Right of Way | $ 10.2 |
| Professional Services | $ 24.3 |
| **Total** | $ **151.8** |

# Project Contingency

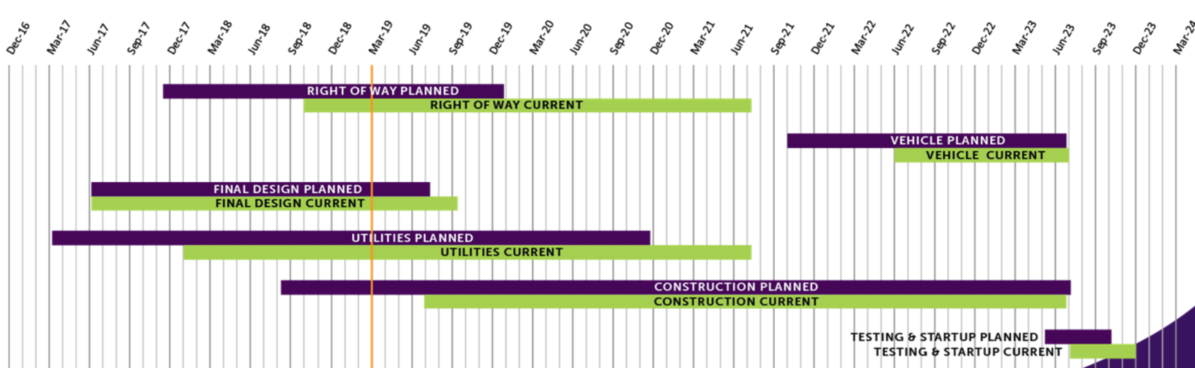
| Description | Dollars ($M) |
|---|---|
| Total Contingency | $ 10.7 |
| Executed Change Orders & Budget Transfers | $ (6.8) |
| Total Project Contingency Remaining | $ 3.9 |

Data as of March 2019.

27

# South Central Extension

| Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|
| 2024 | Design<br>(80% complete) | Fall 2019 | ▪ Continued third party design for advancement of relocation activities<br>▪ Project subsurface exploration is continuing<br>▪ Design efforts continuing to meet design deadlines |




Data as of March 2019. For more details, visit valleymetro.org

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# South Central Extension Expenditures to Date

| Description | Expended ($M) |
|---|---|
| Contracted Services | $ 4.1 |
| Right of Way | $ 0.5 |
| Professional Services | $ 37.2 |
| **Total** | **$ 41.8** |

# Project Contingency

| Description | Dollars ($M) |
|---|---|
| Total Contingency | $ 377.4 |
| Executed Change Orders & Budget Transfers | $ (3.1) |
| Total Project Contingency Remaining | $ 374.3 |

Data as of March 2019.



# Tempe Streetcar

| Project Complete | Current Phase | Phase Complete | Status |
|---|---|---|---|
| 2021 | Construction (21% complete) | Winter 2020 | ▪ Most concrete construction of driveways along Rio Salado has been completed<br>▪ Preparation and completion of roadway paving along the Gammage Curve area has been achieved |


Data as of March 2019. For more details, visit valleymetro.org

# Tempe Streetcar Expenditures to Date

| Description | Expended ($M) |
|---|---|
| Contracted Services | $ 25.7 |
| Vehicles | $ 7.5 |
| Right of Way | $ 0.5 |
| Professional Services | $ 19.8 |
| **Total** | **$ 53.5** |

# Project Contingency

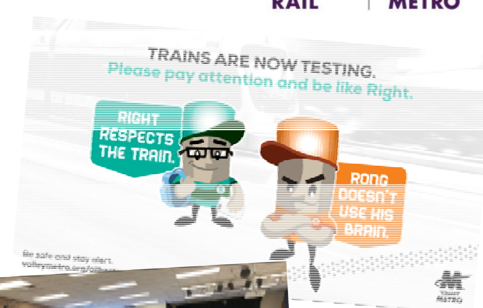
| Description | Dollars ($M) |
|---|---|
| Total Contingency | $ 37.5 |
| Executed Change Orders & Budget Transfers | $(18.9) |
| Total Project Contingency Remaining | $ 18.6 |

Data as of March 2019



# Community Relations Update

- Implemented safety outreach campaign for train testing for the Gilbert Road Extension
- Conducted public meetings/outreach for:
  - Arizona Avenue Alternatives Analysis
  - South Central Extension Design and Art Elements Update
- Business assistance program, Shop On, sponsored the Angels Spring Training to promote Tempe Streetcar businesses
- As part of the Engineers of the Future workforce development program, participating South Phoenix students took a field trip to ASU




# Community Relations Update

- Held final Community Advisory Board (CAB) meeting for Gilbert Road Extension in February
- Stacy & Witbeck/Sundt Joint Venture received 100% for the final quarter
- Held the first CAB meeting for Tempe Streetcar in February

| 2019 | JAN | FEB | MAR | 9th Quarter Rating |
|---|---|---|---|---|
| Public Outreach | 90% | 100% | N/A | 100% |
| Contractor Response | 100% | 100% | N/A | |
| Traffic Management | 100% | 100% | N/A | |
| Property Restoration | 100% | 100% | N/A | |
| **Monthly Rating** | **100%** | **100%** | N/A | |


Tempe Streetcar CAB Meeting

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# Valley Metro RPTA Operating Results – Q3

**RPTA Budget vs. Actual Report**
For the quarter ending March 31, 2019

$ Millions

| Operations Expenditures | 3rd Quarter Budget | 3rd Quarter Actual | 3rd Quarter Variance (Unfav.) | Year to Date Budget | Year to Date Actual | Year to Date Variance (Unfav.) |
|---|---|---|---|---|---|---|
| Fixed Route Bus | 24.0 | 23.8 | 0.2 | 71.9 | 61.2 | 10.7 |
| Paratransit | 9.8 | 7.9 | 1.9 | 29.3 | 26.0 | 3.3 |
| Vanpool | 0.2 | 0.2 | 0.0 | 0.7 | 0.5 | 0.2 |
| Regional Services | 3.2 | 2.7 | 0.5 | 9.7 | 8.2 | 1.5 |
| Planning | 1.0 | 1.0 | 0.0 | 3.0 | 1.7 | 1.3 |
| Administration | 0.9 | 0.9 | 0.0 | 2.7 | 2.9 | (0.2) |
| METRO Rail (Salary, Fringe, OH) | 5.9 | 4.9 | 1.0 | 17.6 | 15.5 | 2.1 |
| Total Operations Expenditures | **45.0** | **41.4** | **3.6** | **134.9** | **116.0** | **18.9** |

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# Valley Metro RPTA Capital Results – Q3

**RPTA Budget vs. Actual Report**
For the quarter ending March 31, 2019

$ Millions

| Capital Expenditures | 3rd Quarter Budget | 3rd Quarter Actual | 3rd Quarter Variance (Unfav.) | Year to Date Budget | Year to Date Actual | Year to Date Variance (Unfav.) |
|---|---|---|---|---|---|---|
| Bus Purchases | | | | | | |
| Valley Metro | 9.4 | 0.0 | 9.4 | 28.2 | 10.1 | 18.1 |
| Lead Agency | 1.0 | 0.0 | 1.0 | 2.9 | 0.0 | 2.9 |
| Paratransit Vehicles | | | | | | |
| Lead Agency | 0.1 | 0.0 | 0.1 | 0.4 | 0.0 | 0.4 |
| Vanpool Vehicles | 0.8 | 0.0 | 0.8 | 2.3 | 1.0 | 1.3 |
| Other Capital | 2.9 | 1.2 | 1.7 | 8.8 | 3.4 | 5.4 |
| METRO Rail | 11.8 | 12.4 | (0.6) | 35.3 | 25.4 | 9.9 |
| Total Capital Expenditures | **26.0** | **13.6** | **12.4** | **77.9** | **39.9** | **38.1** |

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# Valley Metro Rail Operating Results – Q3

**VMR Budget vs. Actual Report**
For the quarter ending March 31, 2019

$ Millions

| Operations Expenditures | 3rd Quarter Budget | 3rd Quarter Actual | 3rd Quarter Variance (Unfav.) | Year to Date Budget | Year to Date Actual | Year to Date Variance (Unfav.) |
|---|---|---|---|---|---|---|
| Rail Operations | 13.0 | 11.4 | 1.6 | 39.0 | 31.3 | 7.7 |
| Future Project Development | 3.7 | 4.2 | (0.5) | 11.2 | 8.5 | 2.7 |
| Agency Operating | 0.4 | 0.4 | 0.0 | 1.3 | 1.1 | 0.2 |
| Total Operating Activities | **17.1** | **16.0** | **1.1** | **51.5** | **40.9** | **10.6** |

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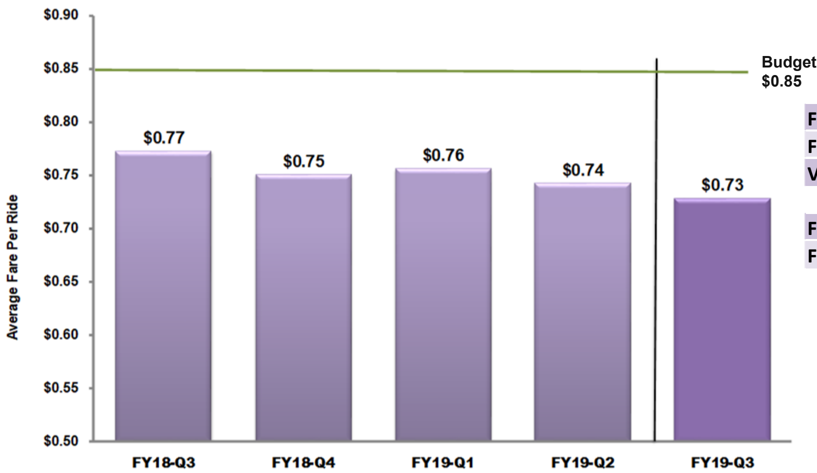
# Average Rail Fare
# FY2018 History / FY2019 3rd Quarter

VALLEY METRO RAIL | VALLEY METRO

## Average Fare – 12 Months Rolling by Quarter




| | Q3 |
|---|---|
| **Fare Revenue Budget** | $3,776,147 |
| **Fare Revenue Collected** | $2,802,890 |
| **Variance** | ($973,257) |

| | |
|---|---|
| **Fare Recovery Budget** | 29.0% |
| **Fare Recovery Actual** | 24.7% |

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# Valley Metro Rail
# Capital Results – Q3

VALLEY METRO RAIL | VALLEY METRO

**VMR Budget vs. Actual Report**

For the quarter ending March 31, 2019

$ Millions

| | 3rd Quarter | | | Year to Date | | |
|---|---|---|---|---|---|---|
| **Capital Expenditures** | **Budget** | **Actual** | **Variance (Unfav.)** | **Budget** | **Actual** | **Variance (Unfav.)** |
| Rail Projects | | | | | | |
| Tempe Streetcar | 14.4 | 7.2 | 7.2 | 13.5 | 15.7 | (2.2) |
| Gilbert Rd | 23.1 | 19.6 | 3.5 | 37.6 | 45.1 | (7.5) |
| 50th St LRT Station | 3.6 | 2.9 | 0.7 | 4.1 | 6.0 | (1.9) |
| South Central | 18.7 | 7.3 | 11.4 | 14.3 | 16.5 | (2.2) |
| Northwest Phase II | 8.7 | 0.0 | 8.7 | 4.3 | 0.0 | 4.3 |
| OMC Expansion | 2.5 | 0.1 | 2.4 | 0.4 | 0.2 | 0.2 |
| System-wide Improvements | 6.3 | 1.2 | 5.1 | 12.6 | 3.9 | 8.7 |
| Total Capital | **77.3** | **38.3** | **39.0** | **86.8** | **87.4** | **(0.6)** |

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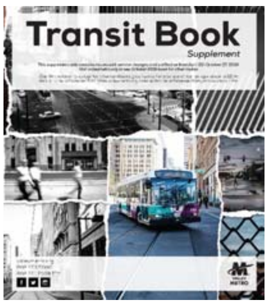
# Marketing Update

- Printed/distributed new April 22nd Transit Book & 2,183 wayfinding maps for light rail stations, Transit Centers & bus stops throughout the Valley. Ads/outreach materials for October 2019 proposed service changes also hitting the streets.
- Suns Season/Talking Stick Resort Arena Rail Ride program reaches up to 1.5m attendees at 130+ games/events each year.
- ASU Football/Basketball athletic partnership included onsite campaign reaching over 1m game attendees, multimedia campaign reaching over 500k alumni and social media campaign reaching over 325k followers.







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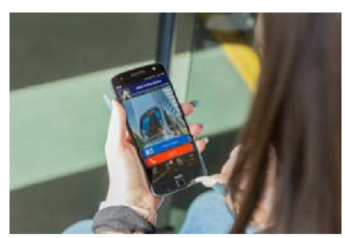
# Communications Update

- Created education plan related to anti-light rail initiative
- Grew AlertVM downloads to 1,800+
- Coordinated with Rising Youth Theatre for another year of Light Rail Plays
- Supported Accessible Transit in paratransit program changes
- Built ticket partnerships with McDowell Mountain & Pot of Gold music festivals
- Media planning for 50th Street Station opening
- Supported PR efforts including:
  - Engineers of the Future
  - Water donation as part of Gilbert Road Extension



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# Community Relations Update

- Coordinated with Peoria on outreach for the new POGO circulator & park-and-ride
- Developed outreach plan for April service change implementation
- Delivered Cool Transit Stuff 3rd grade art contest calendars across Valley
- Recruited submissions for the 19th annual Design a Transit Wrap high school art contest
- Issued youth construction safety information for Tempe Streetcar schools
- Conducted outreach for Sun City transit study

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# Information Summary

**DATE** **AGENDA ITEM 6**
May 9, 2019

**SUBJECT**
Travel, Expenditures and Solicitations

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information only.

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

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

**Valley Metro**
**Travel Reimbursement Report**
For Travel Completion Dates
3/16/18 through 4/15/19

| Job Title | Purpose of Travel | Location | Dates Traveled | Total Travel Cost | Airfare | Other Transport | Lodging | Meals | Misc. |
|---|---|---|---|---|---|---|---|---|---|
| Planner II | National Shared Mobility Summit | Chicago, IL | 3/4/19-3/8/19 | $1,440.56 | $456.96 | $26.48 | $615.12 | $342.00 | $0.00 |
| Governmental Relations Officer | APTA Legislative Conference | Washington, DC | 3/16/19-3/20/19 | $2,474.77 | $602.61 | $49.26 | $1,535.90 | $287.00 | $0.00 |
| Deputy Director, Corridor Planning | National Shared Mobility Summit | Vancouver, BC | 3/16/19-3/22/19 | $1,801.42 | $573.93 | $0.00 | $807.24 | $360.25 | $60.00 [1] |

*Report reflects Out of State (AZ) Travel*
[1] *Baggage*

**Valley Metro**
**Travel Reimbursement Report**
For Travel Completion Dates
2/16/18 through 3/15/19

| Job Title | Purpose of Travel | Location | Dates Traveled | Total Travel Cost | Airfare | Other Transport | Lodging | Meals | Misc. |
|---|---|---|---|---|---|---|---|---|---|
| CEO | APTA Leadership | Washington, DC | 11/27/18-11/30/18 | $1,789.22 | $633.40 | $34.13 | $824.19 | $241.50 | $56.00 [1] |
| CEO | APTA Strategic Plan | Washington, DC | 02/07/19-02/08/19 | $864.35 | $492.59 | $35.95 | $208.06 | $99.75 | $28.00 [1] |
| General Counsel | APTA Legal Affairs | New Orleans, LA | 02/23/19-02/26/19 | $1,475.17 | $410.98 | $134.46 | $725.73 | $167.00 | $37.00 [1] |
| Community Outreach Program Coordinator | 2019 Marketing & Communications Conference | New Orleans, LA | 02/23/19-02/27/19 | $1,903.84 | $584.96 | $0.00 | $988.88 | $283.50 | $46.50 [1] |
| Public Information Specialist | 2019 Marketing & Communications Conference | New Orleans, LA | 02/23/19-02/27/19 | $1,716.61 | $379.99 | $0.00 | $988.88 | $283.50 | $64.24 [1] |
| Marketing Program Coordinator | APTA 2019 | New Orleans, LA | 02/23/19-02/27/19 | $1,792.32 | $481.96 | $0.00 | $988.88 | $283.50 | $37.98 [1] |
| Planner I | SWTA & TTA Freedom Through Transit Conference | El Paso, TX | 03/03/19-03/06/19 | $1,073.14 | $299.28 | $27.12 | $619.24 | $127.50 | $0.00 |
| COO | National Shared Mobility Summit | Chicago, IL | 03/04/19-03/07/19 | $1,312.89 | $284.20 | $195.69 | $567.00 | $266.00 | $0.00 |

*Report reflects Out of State (AZ) Travel*
*[1] Parking*

# Valley Metro Regional Public Transportation Authority
## Monthly AP Payments over $25,000
## March 21, 2019 to April 20, 2019

| Document Number | Name | Transaction Description | Effective Date | Transaction Amount |
|---|---|---|---|---|
| 20190328W001 | First Transit, Inc. | Feb 2019 Fixed Route Bus Service | 3/28/2019 | 5,152,807.87 |
| 20190321W001 | City of Phoenix | Mar 2019 FR Bus Service, DAR, FR Svc Op Supp | 3/21/2019 | 2,329,214.03 |
| 20190328W006 | Transdev Services, Inc | Jan. 2019 Regional Paratransit Services | 3/28/2019 | 1,754,077.84 |
| 20190411W004 | Transdev Services, Inc | Feb 219 Regional Paratransit Services | 4/11/2019 | 1,622,418.50 |
| 20190412W | ADP | PPE 4/7/19 Wages Payable - Reverse Wire | 4/12/2019 | 568,829.47 |
| 20190329 | ADP | PPE 3-24-19 Wages Payable - Reverse Wire | 3/29/2019 | 566,508.58 |
| 20190404W003 | United Healthcare | April 2019 EE Medical & Vision Coverage | 4/4/2019 | 393,713.69 |
| 20190321W005 | United Healthcare | March 2019 EE Medical and Vision Coverage | 3/21/2019 | 389,603.86 |
| 20190412W | ADP | PPE 4/7/19 Federal State, SS/Med EE/ER Tax - ACH | 4/12/2019 | 227,823.44 |
| 20190329 | ADP | PPE 3-24-19 Federal, State, SS/Med EE/ER Tax - ACH | 3/29/2019 | 225,259.85 |
| 39944 | ETC Institute | March 2019 Origin and Destination Study | 4/10/2019 | 161,177.85 |
| 20190404W002 | Total Transit Enterprises, LLC | Feb 2019 Avondale Zoom Bus Run - South | 4/4/2019 | 130,905.92 |
| 20190404W002 | Total Transit Enterprises, LLC | February 2019 Glendale Express Bus | 4/4/2019 | 115,794.17 |
| 39935 | American Logistics Company, LLC | Feb 2019 RideChoice Management Services | 4/10/2019 | 110,543.00 |
| 20190330 | ASRS | PPE 3-24-19 ASRS Contributions Employee | 3/29/2019 | 103,148.28 |
| 20190330 | ASRS | PPE 3-24-19 ASRS Contributions Employer | 3/29/2019 | 103,148.28 |
| 20190412W001 | ASRS | PPE 4/7/19 ASRS Contributions Employee | 4/12/2019 | 102,572.39 |
| 20190412W001 | ASRS | PPE 4/7/19 ASRS Contributions Employer | 4/12/2019 | 102,572.39 |
| 39935 | American Logistics Company, LLC | Dec 2018 RideChoice Management Services | 4/10/2019 | 89,532.43 |
| 04152019 | Wells Fargo | March 2019 Wells Fargo Credit Card Purchases | 4/15/2019 | 64,478.53 |
| R20190331W003 | City of Mesa | March 2019 Utilities | 3/31/2019 | 59,349.93 |
| 20190404W002 | Total Transit Enterprises, LLC | Feb 2019 Avondale Zoom Bus Run- North | 4/4/2019 | 58,196.54 |
| 20190328W003 | Second Generation, Inc. dba Ajo Transportation | Feb 2019 Rural Connector Route | 3/28/2019 | 54,225.27 |
| 20190321W002 | CopperPoint Mutual Insurance Company c/o Knight Management | April 2019 Mobility Center Rent | 3/21/2019 | 51,086.49 |
| 39917 | Creative Bus Sales Inc. | 49294 2019 Ford Transit 350 Van Silver | 4/3/2019 | 50,101.23 |
| 39920 | Enterprise Rideshare | Feb 2019 Vanpool Services | 4/3/2019 | 43,973.99 |
| 39917 | Creative Bus Sales Inc. | 49279 2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |
| 39917 | Creative Bus Sales Inc. | 49280 2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |
| 39917 | Creative Bus Sales Inc. | 49284 2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |
| 39917 | Creative Bus Sales Inc. | 49285 2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |

**Valley Metro Regional Public Transportation Authority**
**Monthly AP Payments over $25,000**
**March 21, 2019 to April 20, 2019**

| Document Number | Name | Transaction Description | Effective Date | Transaction Amount |
|---|---|---|---|---|
| 39917 | Creative Bus Sales Inc. | 49286  2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |
| 39917 | Creative Bus Sales Inc. | 49289  2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |
| 39917 | Creative Bus Sales Inc. | 49291  2019 Ford Transit 150 Van Silver | 4/3/2019 | 41,818.38 |
| 39978 | Creative Bus Sales Inc. | 49287  2019 Ford Transit Van Silver | 4/17/2019 | 41,818.38 |
| 39978 | Creative Bus Sales Inc. | 49290  2019 Ford Transit Van Silver | 4/17/2019 | 41,818.38 |
| 39978 | Creative Bus Sales Inc. | 49268  2019 Ford Transit Van Silver | 4/17/2019 | 40,959.04 |
| 39978 | Creative Bus Sales Inc. | 49272  2019 Ford Transit Van Silver | 4/17/2019 | 40,959.04 |
| 39978 | Creative Bus Sales Inc. | 49275  2019 Ford Transit Van Silver | 4/17/2019 | 40,959.04 |
| 39978 | Creative Bus Sales Inc. | 49278  2019 Ford Transit Van Silver | 4/17/2019 | 40,959.04 |
| 39917 | Creative Bus Sales Inc. | 49267 2019 Ford Transit 150 Van Silver | 4/3/2019 | 40,959.04 |
| 39917 | Creative Bus Sales Inc. | 49269 2019 Ford Transit 150 Van Silver | 4/3/2019 | 40,959.04 |
| 39917 | Creative Bus Sales Inc. | 49273 2019 Ford Transit 150 Van Silver | 4/3/2019 | 40,959.04 |
| 39917 | Creative Bus Sales Inc. | 49274 2019 Ford Transit 150 Van Silver | 4/3/2019 | 40,959.04 |
| 20190418W003 | Senergy Petroleum LLC | Mesa Diesel Fuel | 4/18/2019 | 37,598.97 |
| 39994 | R.S. Hughes | Fall Protection Safety Equipment for Tempe Bus Garage | 4/17/2019 | 37,168.42 |
| 39955 | Mosaic451, LLC | March 2019 Managed Security Services | 4/10/2019 | 34,600.00 |
| 39917 | Creative Bus Sales Inc. | 49295  2019 Ford Transit 350 Van Silver | 4/3/2019 | 34,591.63 |
| 20190321W | Bentley Systems, Inc | ProcureWare Subscription Unlimited PPA | 3/21/2019 | 27,150.00 |
| 39981 | DLT Solutions, LLC | Human Resources Information System | 4/17/2019 | 26,929.82 |
| 20190404W002 | Total Transit Enterprises, LLC | Feb 2019 Engine Rehab | 4/4/2019 | 26,350.97 |
| | | | **Total** | 15,559,491.37 |

# Valley Metro Rail, Inc.
## Monthly AP Payments over $25,000
## March 21, 2019 to April 20, 2019

| Document Number | Name | Transaction Description | Effective Date | Transaction Amount |
|---|---|---|---|---|
| 20190411W004 | Stacy and Witbeck, Inc. | Feb. 2019 Stacy & Witbeck-Tempe Streetcar | 4/11/2019 | 4,636,497.71 |
| 033056 | Hensel Phelps Construction Co | Feb. 2019 OMC Expansion | 4/10/2019 | 2,829,171.00 |
| 20190411W005 | Stacy and Witbeck-Sundt JV GRE | Feb 2019 Stacy Witbeck/Sundt GRE | 4/11/2019 | 2,110,990.10 |
| 20190328W | AECOM Technical Services, Inc. | Feb. 2019 South Central LRT Extension | 3/28/2019 | 1,223,961.54 |
| 20190404W006 | Stacy and Witbeck, Inc. | Feb. 2019 Stacy Witbeck 50th St Station | 4/4/2019 | 1,219,021.86 |
| 20190411W002 | Kiewit Infrastructure West Co. | Feb. 2019 South Central Extension | 4/11/2019 | 1,108,655.19 |
| 033042 | Brookville Equipment Corp | Milestone B Partial | 4/10/2019 | 1,082,855.76 |
| 20190404W | Alternate Concepts Inc. | Feb. 2019 Transportation Services | 4/4/2019 | 842,370.09 |
| 20190321W002 | Kiewit Infrastructure West Co. | Dec. 2018-Jan. 2019 South Central Extension | 3/21/2019 | 647,496.88 |
| 20190328W002 | HDR Engineering, Inc. | Dec 2018 Planning and Community Relations | 3/28/2019 | 564,733.43 |
| 20190328W001 | Allied Universal Security Services | Feb. 2019 Fare Inspection and Security Services | 3/28/2019 | 519,762.27 |
| 20190418W001 | Hill International, Inc. | Feb. 2019 FY 2019 Program Management | 4/18/2019 | 479,650.98 |
| 20190404W005 | Hill International, Inc. | Jan. 2019 Hill International Prgram Mngt | 4/4/2019 | 420,620.91 |
| 20190321W003 | Stacy and Witbeck, Inc. | Jan. 2019 50th St Station | 3/21/2019 | 389,112.10 |
| 20190411W001 | Jacobs Engineering | Feb. 2019 Northwest Ext. II | 4/11/2019 | 386,810.17 |
| 20190321W001 | DMS - Facility Services, Inc. | Feb. 2019 Facilities and LRV Cleaning Services | 3/21/2019 | 182,629.38 |
| V20190331W | APS | March 2019 Utilities | 3/31/2019 | 167,349.93 |
| 20190321W004 | USBC Real Estate LLC | April 2019 Rent, CAM, Real Estate Tax | 3/21/2019 | 159,139.34 |
| 20190328W003 | PB-Wong Joint Venture | TO 19 GRE 4036 Feb. 2019 Project Mngt Construction Mngt | 3/28/2019 | 119,402.98 |
| 033023 | Penn Machine Company, LLC | Tire Kits | 4/3/2019 | 111,084.96 |
| 033030 | Sundt Construction Inc | Stipend Agreement, Non-Selected Firm is Reimbursed for their Efforts | 4/3/2019 | 100,000.00 |
| 20190404W001 | ARCADIS | Feb. 2019 Arcadis Consulting Support Svc | 4/4/2019 | 92,071.78 |
| 033098 | Hutchinson Aerospace & Industry, Inc. | Rubber Cushions | 4/17/2019 | 73,256.40 |
| V20190331W018 | SRP | March 2019 Utilities | 3/31/2019 | 71,267.42 |
| 033116 | Peoria Ford | 2019 Ford Escape | 4/17/2019 | 67,260.21 |
| 20190404W003 | DMS - Facility Services, Inc. | Feb. 2019 Facilitiy Maintenance Services | 4/4/2019 | 66,204.81 |
| 033029 | Stantec Consulting Services, Inc. | Jan. 2019 Tempe Streetcar Design Services | 4/3/2019 | 53,164.50 |
| 20190411W | City of Mesa | Feb. 2019 Gilbert Road Extension | 4/11/2019 | 51,512.50 |
| 20190411W003 | Scheidt & Bachmann USA, Inc. | TVM Cleanup and Relocation | 4/11/2019 | 46,966.22 |
| 033118 | Railquip, Inc. | 40% Pymt on Mobile Sand Filling System | 4/17/2019 | 45,644.00 |
| 033116 | Peoria Ford | 2019 Ford Fusion | 4/17/2019 | 44,473.86 |
| 20190321W | Dellner Inc. | Overhaul Couplers 022 and 026 | 3/21/2019 | 42,996.00 |
| 20190418W | Dellner Inc. | LRV Coupler Overhaul (2) | 4/18/2019 | 42,996.00 |
| 033124 | Stantec Consulting Services, Inc. | Feb. 2019 Tempe Streetcar Design Service | 4/17/2019 | 39,202.50 |
| 032982 | SRP Miscellaneous Accts Receivable | Jan. 2019 Gilbert Rd Extension Utilities | 3/27/2019 | 34,649.01 |
| 20190411W001 | Jacobs Engineering | Feb. 2019 Gilbert Road Extension Design Svcs | 4/11/2019 | 33,140.87 |
| 033000 | City of Phoenix | March 2018 - Fare Handling Fee | 4/3/2019 | 28,641.00 |
| 033126 | Tempe Police Department | Feb. 2019 P.M. Platform Security Enforcement | 4/17/2019 | 27,861.63 |
| 032996 | Barbara Grygutis Sculpture LLC | 12 Fabrication 50th St Station | 4/3/2019 | 25,000.00 |
| | | | **Total** | 20,187,625.29 |

VALLEY METRO

**ACTIVE SOLICITATIONS**
**as of 04/24/19**

| Agency | Solicitation Type | Solicitation Title | Release Date | Proposal Due Date | Targeted Board Award Date | Term of Contract |
|---|---|---|---|---|---|---|
| VMR | SS | LRV Accident & Body Repair | 12/13/2018 | 12/21/2018 | 12/13/2018 | 5 years |
| VMR | RFP | Vehicle Communication & Video System Upgrade | 8/27/2018 | 11/19/2018 | 3/21/2019 | 5 years |
| VMR | SS | LRV Window Glass | 1/8/2019 | 1/24/2019 | 5/16/2019 | 5 years |
| Joint | RFP | Risk Management Consulting Services | 11/29/2018 | 1/24/2019 | 5/16/2019 | 5 years |
| Joint | RFP | Financial Audit Services | 2/7/2019 | 3/7/2019 | 5/16/2019 | 5 years |
| Joint | RFP | Employee Benefits Consulting Services | 12/20/2018 | 2/5/2019 | 6/20/2019 | 5 years |
| Joint | RFP | Wayfinding Map Design Services | 3/18/2019 | 4/11/2019 | 6/20/2019 | 5 years |
| VMR | RFP | LRV Painting | 3/25/2019 | 5/2/2019 | 8/22/2019 | 5 Years |
| RPTA | RFP | Commuter Express Buses | 3/14/2019 | 4/25/2019 | 8/22/2019 | 5 years |
| VMR | RFP | Corrosion Control Services | 3/29/2019 | 5/7/2019 | 8/22/2019 | 5 years |
| VMR | SS | LRV Traction Motors | 4/1/2019 | 4/12/2019 | N/A | 1 time purchase |
| VMR | SS | LRV Bumper Parts | 4/1/2019 | 4/12/2019 | N/A | 1 time purchase |
| VMR | SS | LRV Bumper Parts Inventory Replenishment | 5/17/2019 | 5/17/2019 | 5/16/2019 | 5 years |
| VMR | IFB | Line Filter Choke Overhaul | 2/14/2019 | 3/14/2019 | 6/20/2019 | 18 months |
| Joint | RFP | Transit Asset Management | 5/3/2019 | 5/30/2019 | 8/22/2019 | 5 years |

**UPCOMING SOLICITATIONS**

| Agency | Solicitation Type | Solicitation Title | Release Date | Proposal Due Date | Targeted Board Award Date | Term of Contract |
|---|---|---|---|---|---|---|
| Joint | RFP | Market Research Services | 2nd Qtr 2019 | 2nd Qtr 2019 | 8/22/2019 | 5 years |
| Joint | RFP | Retail Network for Fare Collection | 3rd Qtr 2019 | 3rd Qtr 2019 | 4th Qtr 2019 | 5 years |
| VMR | SS | SCV Managed Inventory Program | 3rd Qtr 2019 | N/A | 4th Qtr 2019 | 5 years |
| RPTA | RFP | Bus Wash System Replacement | 3rd Qtr 2019 | 3rd Qtr 2019 | 3rd Qtr 2019 | 1 time purchase |
| Joint | RFP | Construction Services - JOC Supplemental | 4th Qtr 2019 | 4th Qtr 2019 | TBD | 3 years |
| Joint | RFP | Printing Services | TBD | TBD | TBD | 5 years |
| RPTA | TBD | Shop Floor Refurbishment | TBD | TBD | TBD | 1 time purchase |

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

# Information Summary

**DATE** **AGENDA ITEM 7**
May 9, 2019

**SUBJECT**
Future Agenda Items Request and Report on Current Events

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

**BACKGROUND/DISCUSSION/CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information only.

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

**ATTACHMENT**
None.

**Pending Items Request**

| Item Requested | Date Requested | Planned Follow-up Date |
|---|---|---|
| | | |
| | | |

# Agenda

May 9, 2019

**Valley Metro RPTA**
Thursday, May 16, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

| | | | Action Recommended |
|---|---|---|---|
| 1. | Public Comment (blue card) | 1. | For Information |

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

| | | | |
|---|---|---|---|
| 2. | Minutes | 2. | For action |

Minutes from the March 21, 2019 Board meeting are presented for approval.

**CONSENT AGENDA**

| | | | |
|---|---|---|---|
| 3A. | Authorization to Issue a Competitive Solicitation for Miscellaneous Construction Services | 3A. | For action |

Staff recommends that the Board of Directors authorize the CEO to issue a federally compliant competitive solicitation for up to three contracts to provide miscellaneous construction services for existing and proposed bus and rail facilities.

| | | | |
|---|---|---|---|
| 3B. | City of Phoenix Grant Pass-Through Change Orders | 3B. | For action |

Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

| | | | |
|---|---|---|---|
| 3C. | East Valley Bus Operations and Maintenance (EVBOM) Facility Cisco Telephony System | 3C. | For action |

Staff recommends that the Board of Directors authorize the CEO to purchase hardware and licensing to extend the Agency telephony systems to the East Valley Bus Operations & Maintenance location in an amount not to exceed $67,940.

## REGULAR AGENDA

| | | | |
|---|---|---|---|
| 4. | Valley Metro RPTA Fiscal Year 2020 (FY20) Proposed Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY20 thru FY24) | 4. | For information |

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the FY20 Prposed Operating and Capital Budget.

| | | | |
|---|---|---|---|
| 5. | Future Agenda Items Request and Report on Current Events | 5. | For information |

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

| | | | |
|---|---|---|---|
| 6. | Next Meeting | 6. | For information |

The next Board meeting is scheduled for **Thursday, June 20, 2019 at 11:15 a.m.**

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

# Information Summary

**DATE** **AGENDA ITEM 1**
May 9, 2019

**SUBJECT**
Public Comment

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information.

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

**ATTACHMENT**
None

# Minutes

May 9, 2019 **AGENDA ITEM 2**

**Board of Directors**
**Thursday, March 21, 2019**
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

**RPTA Meeting Participants**
Councilmember Lauren Tolmachoff, City of Glendale **(Chair)**
Mayor Kevin Hartke, City of Chandler **(Vice Chair)**
Mayor Thelda Williams, City of Phoenix, **(Treasurer)**
Vice Mayor Pat Dennis, City of Avondale (phone)
Councilmember Mark Scharnow, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Francisco Heredia, City of Mesa
Councilmember Jon Edwards, City of Peoria
Councilmember Susanne Klapp, City of Scottsdale (phone)
Councilmember Roland F. Winters Jr., City of Surprise
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown

**Members Not Present**
Vice Mayor Eric Orsborn, City of Buckeye
Mayor Alexis Hermosillo, City of El Mirage
Councilmember Bill Stipp, City of Goodyear
Supervisor Steve Gallardo, Maricopa County
Councilmember Linda Laborin, City of Tolleson
Mayor Evertt Sickles, Town of Wickenburg

Chair Tolmachoff called the RPTA meeting to order at 12:50 p.m.

1. Public Comment

Chair Tolmachoff said the first thing we have is public comment, and I believe we have Blue.

Mr. Crowley said from my statements before, I'm hoping that Mr. Smith and them will get the information on Waymo to me or does it necessitate the board again instructing him to get that information, because, as I said, the two paragraph press release and what he gave me was not the contract, it was not showing the interplay between the two agencies. And being that this is the bus committee and that's where they're getting the money for the Waymo project, I believe that needs to be addressed. So hopefully they will get that stuff to me.

I noted that we don't have a legislative update. And Mr. Farry, they haven't sine died yet; right, so they're active.

The one I have is from last month and being that we pay money to a lobbyist to do your bidding down there at 19th, I would want to know the legislative update because they are still in session. The hopper has been closed.

But what is it that they're doing down there that is to our benefit? What down there are they doing that is not of our benefit? And I also know that you can't be specific on it because they could do a scratch all and turn tables on us right before sine die, but there wasn't a legislative update over there. And I think that it's one of the things that you need to be doing and have going for you.

My many times I've brought the document that we of the ones that wrote Prop 400 showed for the master plan of expanding the grid in fact, we wanted you guys to —— not just what we had there but to expand into all of your communities.

You remember, Pat, when we were doing it it was to make sure that the grid was used and functioned and that we were being multimodal. And these proposed changes don't do any of that.

In one of the proposed changes I still don't see is reestablishing the Wickenburg connector and doing stuff on the west side. I don't see where in the proposed changes you have even considered going to Tonopah, not that there's anybody living over on that west side and such.

And when you do give the documentation of what you believe is going to be the population around here, remember the Belmont, the area behind the White Tanks, is supposed to get six million people.

So what I see you're doing, you're not as in where's the information on the legislature of what they are doing that has real interplay with y'all and what's happening at the federal level because it's not stated over there. It hasn't been communicated.

And lastly, when it does come to that 100,000 that you give the lobbyist, what's he doing. You know, it would be nice if the public would know what you have them doing. And if you're not having them do your bidding, what are they doing.

Chair Tolmachoff said thank you, Blue.

2. <u>Minutes</u>

Chair Tolmachoff said the next item on the agenda is the minutes from the February 21, 2019 board meeting. Are there any comments or corrections on the minutes?

Councilmember Peterson said Madam Chair, same correction as last time, myself and Pat Dennis, please, thank you.

**IT WAS MOVED BY COUNCILMEMBER PETERSON, SECONDED BY VICE MAYOR DENNIS AND UNANIMOUSLY CARRIED TO APPROVE THE FEBRUARY 21, 2019 BOARD MEETING MINUTES.**

3. Consent Agenda

Chair Tolmachoff said the next item on the agenda is the consent agenda. These items are intended to be approved in one motion.

Would anybody like to have any item heard separately, or are there any questions or comments on any of the items on the consent agenda? Seeing none, can I have a motion?

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

4. Valley Metro RPTA Fiscal Year 2020 (FY20) Preliminary Operating and Capital Budget

Chair Tolmachoff said the next item on the agenda is Valley Metro RPTA preliminary operating capital budget five-year operating forecast and capital program. Mr. Smith.

Mr. Smith said thank you, Madam Chair. I'll reintroduce Paul Hodgins, our CFO, who will give an overview, which will of course be followed in subsequent months by a more detailed analysis, but for now an overview of the preliminary budget. Paul.

Mr. Hodgins said thank you, Mr. Smith. Madam Chair, members of the board, the presentation builds a little bit on this study session budget presentation we did. Some of the slides are the same.

Just to highlight what some of the big assumptions are what's included in the budget, I'll try to go over those quickly since we discussed them at length at the budget session.

I'll also note there are a few slides with some tables of numbers. I hadn't planned on discussing those. They're just provided more for information. We'll hit kind of the information slides, but certainly I can answer any questions on those.

So, just a high-level look at our uses of funds for operating and capital, we're looking at about a $332 million operating and capital budget. The largest piece for passenger services about 43 percent overall of capital activities.

Fiscal administration just for clarification that includes pass-through items like the lottery funds that we get that we pass through to your cities. It includes debt service. And then some of the pass-through items that we pay for on behalf of Valley Metro Rail, so it's more of a fiduciary responsibility for those as opposed to agency administration which truly are the administrative costs for the agency.

Mr. Smith said and if you could just clarify that, for some reason historically, rather than net those out, like lottery funds, we are a pass-through.

So what we'll do is that we'll include our receipt is the lottery funds in revenue and the disbursement of the cities in expense as opposed to netting them out. Our purpose is basically zero.

But we report it on a gross-up basis where you get the gross-up and the gross-up, so just so you understand that. We actually don't spend those moneys, we give them to you. But that's just how it's always been reported. You know, I prefer that it be netted, but that's not how we do it. That's how it has always been done.

Mr. Hodgins said our main source of revenues, the Prop 400 transportation excise tax, as we noted at the study session, it's a 20-year tax that will expire in December of 2025. One-third of that comes to the public transportation fund for transit-related activities including bus and light rail. The other two-thirds is the regional area road fund for freeways and arterials.

So we do have some pass-through funds, as I mentioned. These are part of our fiscal administration. The transportation revenues that we get, we get them from the Department of Revenue. They come to RPTA to manage on behalf of RPTA and Valley Metro Rail light rail, so we disburse those.

And these are considered some of the pass-through funds that I mentioned. So for capital activities for transit life cycle rail projects. And then we also pay for VMR personnel costs. RPTA is the statutory agency. We hire all the employees, but then VMR fully reimburses RPTA for the salaries, fringe, overhead, everything associated with those personnel, so they're passed through, back and forth, some of those costs.

In terms of the sources of the operating and capital budget, again, public transportation fund, the Prop 400 is the biggest source. You'll see it in two places here, one is the bus-related activities and the other for VMR the light rail related activities. Federal funds primarily for capital activities.

And then transit service reimbursements, those are the funds that your cities pay Valley Metro to operate both fixed route and paratransit on your behalf.

Just another showing the operating funds highlights the public transportation funds, Prop 400 again, the largest source, transit service agreements the next largest, some of the pass-through funds.

A little bit of an increase for most of those sources. The one notable exception is fare revenues are decreasing overall for the operating budget. And we'll talk a little bit more about that especially on the fixed route side.

Let me explain this slide a little bit. We're trying some different things to highlight. So what we have here are changes from Fiscal '19 to '20 by area, so the bar chart represents a dollar amount, so you can see the scale at the bottom is the dollar amount of the change, but then we noted at the top or next to the bar what the percent change is.

So, for instance, the fixed route, it's a 5 percent increase from Fiscal '19, which is just over four million dollars.  So the biggest change there is we've increased some service and just contractual changes which we'll talk about a little bit more.

Demand services are paratransit and RideChoice.  Again, it's a 5 percent increase just under a two-million-dollar change.  Vanpool operations are pretty consistent year to year.  Regional services that includes our mobility center, the customer service call center, regional marketing, the biggest change there it's just under two million dollars, but it's a 15 percent increase.  The biggest change is related to our new ADA certification contractor.

They're a little bit more expensive as a contract, but also the volumes of certifications are increasing and then the travel training they're doing, we're doing a lot more of that, so it's most of that increase is related to that.

A decrease in planning is mainly related to the origin and destination survey that will be completed this year.  We only do that every three or four years, so obviously that's not in next year's budget, so that's the big reason for the decrease.

Administration and finance, while it's a small dollar amount again, it's about a 15 percent increase, that's largely related to some IT needs and some consultants doing a study for us on potentially a new ERP system.

Mr. Smith said could you explain what an ERP is?

Mr. Hodgins said oh, I'm sorry.  Enterprise Resource Planning system, it's financial procurement.  It's got different modules.  It's basically a new financial system that we're looking at.  Sorry about that.

I'm going to show a couple of maps that we showed at the budget study session again. One's funding by route.  And then operators by agency, mainly Valley Metro and Phoenix who operate service.

So on the funding source, the purple lines represent routes that are funded by the regional PTF, the Prop 400, across the valley mainly —— well, lots of local and express service.

The blue lines represent routes that are a mixed funding that has some regional Prop 400 and also some local.  And then the green lines are all locally funded.  So as was mentioned earlier, you can see that the vast majority of the service is locally funded.

And then by operator, the purple lines are operated by Valley Metro.  The blue lines are operated by the City of Phoenix with their two contractors.  And then there's some circulator and local services operated by both Glendale and City of Scottsdale.

So putting those two together, the services that we actually budget for are those that we fund in purple and those that we operate, in some cases they're the same, but not in all cases. So anything that we don't fund or operate would not be included in the budget.

As I mentioned at the study session, 50 percent of our operating budget is related to fixed route, and it's driven largely by our transportation contracts which are on a per revenue-mile basis.

So the service that we operate and the service that we fund is all done on a revenue mile basis, and so what really drives this budget amount is the service we provide and the contracts, fuel, facility, others.

So the contract rates for the East Valley service with First Transit, those are known for the next four years. But the contract will expire in '23 and we'll have to rebid, so we don't have a number for '24. We'll have to do some estimating for that.

And then the West Valley contract with Total Transit that was just awarded by the board, you can see rates are generally flat for the first two years and then with some modest increases, small increases, moving forward. But the contract rates and the service we provide really drive that fixed route budget.

So the baseline assumptions for the fixed route, passengers we're estimating will be generally flat for the service we provide, maybe a slight increase due to the Peoria circulator, the Pogo, that will have a full year of operation. And that's reflected in the revenue miles. You see a slight increase again back to the circulator.

Operating costs, approximately four-million-dollar increase that I mentioned before. And then the big one is the fare revenues will see a decrease, a fairly substantial decrease, largely due to a decreasing average fare. We talked a little bit at the study session and we'll be discussing that further at next month's study session. Decreasing this year is about 85 cents, next year about 74 cents per boarding.

On the demand services paratransit and RideChoice again, that's about 20 percent of our budget just as with fixed route transportation contracts are largely driving it.

You know, we talked about this a little bit in the study session, you can see the difference in the rates between the paratransit and the RideChoice per trip. RideChoice, we control those much easier, so a much lower cost per trip. But still, paratransit in the forties and RideChoice in the twenties, much more expensive than fixed route which estimated about $6.25 a trip.

As far as the baseline service that we're assuming, these stacked bar charts show the Fiscal '19 mix. The orange part of the bar is our paratransit, the more expensive trips. And the gray or green-ish gray, whatever that is, is the RideChoice. So you can see for Fiscal '20, we're assuming that the more expensive paratransit trips we'll operate many fewer of those, about 50,000 fewer, and pick those up with the RideChoice, so while overall there's a slight increase, the mix is changing considerably between the two services. Cost per trip overall will increase a couple of dollars up to about 46.90.

Operating costs are increasing about two million dollars. Fare revenues are basically flat. It seems counterintuitive given that trips are increasing a little. The difference being paratransit trips are generally a four dollars per ride, RideChoice at three dollars. So we're doing more trips but at a lower fare revenue or lower cost.

Jumping to the capital program, sources of funds, the biggest piece that we have are pass-through PTF Prop 400 funds that we're passing through to Valley Metro Rail for the light rail program.

Federal grants again, a significant portion of our budget that fund mainly fleet replacement, PTF and carry forwards and reserves, those are Prop 400 funds that we have in the fund balance.

Some of the changes decreases in member agency disbursements. What that means there are projects that we fund with regional Prop 400 funds. For example, Phoenix buys its own buses; we'll provide the local match, so it's a reimbursement to Phoenix for the local match. So we do that for facilities and fleet, so that's a little decrease mainly based on the fleet replacement cycle.

The other regional projects we're wrapping up our regional communication system, so that's decreasing, regional facilities, we have a little bit of an increase. The three that are included are the Peoria Park and Ride, the Lavine Park and Ride in the City of Phoenix, and the north Glendale Park and Ride that we're working on.

And then fleet, it's a slight decrease, it's about two million dollars, but about a 4 percent. Again, based on the fleet replacement plan.

So, some changes in the pass-through funds, the two main areas, a big increase in our disbursements to VMR for capital for the light rail program. And then a big increase, significant increase, 19 percent, in personnel cost that get reimbursed by Valley Metro Rail.

So to highlight that, we have some changes in the staffing that's proposed. Again, a stack bar, the purple, represents the RPTA, the green represents Valley Metro Rail, so you can see about a four-million-dollar increase there in VMR's share, a slight increase in RPTA's.

The number of positions that we're looking at overall is 45 next year, but only two of them or the equivalent of two attributed to RPTA and 43 for Valley Metro Rail. Some of those positions I'll note are not full-year positions. We've counted them all up, but it's not necessarily 45 full-time equivalents because some of them are expected to be hired mid-year or later.

So the seven that are not directly related to operations and maintenance for Valley Metro Rail, those are shared between the two agencies. And we're still analyzing those, whether we can repurpose some existing vacancies to take care of those and not have to add positions.

There's some discussion at the study session about travel and conferences. Just some notes, we have travel that we believe is required, things such as FTA quarterly meetings. It's important to meet with them on a regular basis. Site visits to manufacturers, there are quite a number of those planned for next year for the light rail vehicles for the streetcars and also for bus fleet. We have a central travel and then some professional development.

And for the preliminary budget we've shown the FY18 actuals, FY19 budget. And then the FY20, you can see the travel budget's actually decreasing a little bit, but we are putting more emphasis on conferences and seminars and professional development. That was also a discussion at the last budget study session.

So overall for those categories, it's an increase, just a different mix in where those are. So as far as the schedule, this will update based on some of the discussion we've had, but it's just for information today. We were looking for member city comments by April 15. We'll probably extend that out given that we're going to push the adoption cycle to June.

We're planning to meet with the Audit and Finance Subcommittee in April. Even those there's no board meeting, we'll primarily focus on the budget, provide more detail, some more discussion.

And then we can either come back in May to the board for additional discussion, or we can just wait until June for adoption. I would leave that up to the board, if they want another information item or just more time for the staff to discuss.

Councilmember Arredondo-Savage said thank you, Madam Chair. Just a couple of things, being on the Audit and Finance Subcommittee, I just want to kind of relay some of the information.

In some of the questions that we asked there. And I'm not really sure that I'm seeing exactly what we were looking for at least from my perspective.

One of the things that we had talked about it was actually adding another column to have the FY18 year in there to do some comparison to be able to get us a bigger picture. It's only in that last slide, but it's not in any of the slides before that.

You talked a little bit —— one of the other things we talked about was the increased staffing numbers, just to kind of really understand in what divisions they're going to be in. I know we were talking about doing the ambassadors, we're doing, you know, fleet expansion. It probably would be good to get some more specifics on those.

And another thing that we talked about, too, was a forecast because we did talk a lot about fare recovery and how important it is. And I know we're going to address that next month. You know, it's kind of hard to see our ridership increase and fare recovery decrease, but I think if you are able to see the forecast in years to come outside of just, you know, 2020 that might be helpful, too. So those were just some of the things from the Audit and Finance Subcommittee I wanted to relay.

I was kind of expecting to see a little bit more detail. I know we just recently met, so I know it hasn't been a lot of time. And I would say, too, if there's other things that we hear here, we're more than happy to take that back to the Audit and Finance Subcommittee because we're trying to be a lot more thorough and detailed.

Mr. Hodgins said Madam Chair, Councilmember Arredondo-Savage, yeah, we absolutely heard your request. It was just a week ago that we met. We were planning to bring that detail back to the April AFS meeting to go through. And then obviously pushing the adoption to June, we have some additional time. We can meet again in May for any additional questions or additional detail.

We only had the Fiscal '20 proposed budget today. We are finishing up the five year. We should have that done this week and publish that probably next week, so we'll have that available also for the April AFS meeting to see more of the forecast.

I apologize it wasn't ready for today, but we will absolutely have that for the April AFS meeting.

Mayor Hartke said to me it would seem that you want to know whether it would be good to discuss this again in May or as opposed to just wait until we vote on it in June.

It seems like if there's still some things that we're waiting on, I'd rather hash that out so that when we actually get to the voting, then it's going to be a lot cleaner and hopefully easier rather than waiting. So whether I say it now or wait for a future agenda item, but I think it would be prudent to relook at this again in the May.

Mr. Hodgins said okay. Absolutely. We can have another information item in May to go through some of the additional detail and maybe answer some any additional questions that come up with the AFS. Absolutely. Thank you.

Chair Tolmachoff said anybody else? No. Okay. Thank you, Mr. Hodgins.

This item was presented for information.

5. Future Agenda Items Request and Report on Current Events

Chair Tolmachoff the next item on the agenda is future agenda rights request or report on current events. Would anybody like to request anything for a future agenda or study session?

Seeing none, the next meeting is Thursday, April 18. This says 11:15, but I believe that will be changed.

With no further discussion the meeting adjourned at 1:14 p.m.

# Information Summary

**DATE** **AGENDA ITEM 3A**
May 9, 2019

**SUBJECT**
Authorization to Issue a Competitive Solicitation for Miscellaneous Construction Services

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to issue a federally compliant competitive solicitation to hire up to three contractors to provide miscellaneous construction services for existing and proposed bus and rail facilities.

**BACKGROUND | DISCUSSION | CONSIDERATION**
RPTA and Valley Metro Rail (VMR) often need construction support for small capital projects, including new facilities, routine modernizations, and emergency rail construction/repair activities. Valley Metro currently has a $12 million, three-year contract with SDB, Inc. to provide these services. This was a joint procurement involving RPTA and VMR. Projects are assigned on a task order basis and typically range from $50,000 to no more than $2.5 million each. The SDB contract runs through September 2020 and $7.6 million has been spent or is dedicated to current or proposed task orders.

Construction needs are growing and are quickly exceeding the capabilities of the SDB contract. VMR's immediate need is to repaint all existing rail stations, which will cost about $5 million. The existing contract limits individual SDB task orders to $2.5 million. SDB is currently painting some of the stations, but a separate contractor is needed to complete the work.

In addition, the list of anticipated small construction projects for RPTA and VMR is growing. While support is needed to construct new or expanded facilities, the greater need is to modernize and maintain aging bus and rail facilities. The attached list identifies potential projects that will be needed over the next three years with a rough cost in the range of $10 million to $11 million. It is anticipated that this list could grow and may include small transit facility needs for our member cities. Examples of RPTA construction activities could include:

- Bus stop improvements
- Passenger facility improvements and modifications
- Maintenance facility modernization
- Small park-and-ride projects

One or more additional miscellaneous construction services contracts, each with a three-year term, are proposed to meet future Valley Metro and member city needs. It is proposed, once again, to issue a joint RPTA/VMR procurement to allow RPTA to take advantage of administrative efficiencies and economies of scale.

The number of contractors selected (maximum of three) will depend upon the number of proposals received and their responsiveness to meeting Valley Metro's needs. In combination, the total funding for these contracts will not exceed $12 million. Specific construction assignments and their budgets will be negotiated and issued on a task order basis. Contractors will be selected for individual tasks based upon their expertise, with a goal to balance work amongst the contractors selected.

When the current miscellaneous construction services contract was prepared, Valley Metro staff worked with the Arizona Chapter of the Associated General Contractors (AZAGC) to identify contracting options. It was agreed that this type of contract would provide an opportunity for construction firms, having little or no past involvement in local transit construction projects, to gain experience with Valley Metro on small projects and perhaps provide them with greater opportunities in the future. It was also agreed to limit the contract to three years to provide opportunity for others. The solicitation identified in this memorandum continues this practice and intends to further distribute work by offering opportunities for multiple firms.

**COST AND BUDGET**

The overall combined cost for the new contracts awarded will not exceed $12 million over three years, with an estimated 30% of the work attributed to RPTA and 70% to VMR.

For the upcoming fiscal year, anticipated RPTA projects have been incorporated into the proposed FY 2020 Operating and Capital Budget. Anticipated projects beyond FY 2020 are incorporated into the Valley Metro RPTA Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

The source of funding will be determined on a project by project basis and will be from member cities, the regional Public Transportation Fund (Prop 400/PTF), and/or federal funding.

**COMMITTEE PROCESS**

RTAG: April 16, 2019 for information
TMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**STRATEGIC PLAN ALIGNMENT**

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

- Goal 1: Increase Customer Focus
- Goal 3: Grow Transit Ridership

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to issue a federally compliant competitive solicitation to hire up to three contractors to provide miscellaneous construction services for existing and proposed bus and rail facilities.

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

**ATTACHMENT**
List of Potential Miscellaneous Small Construction Projects

# ATTACHMENT

## POTENTIAL MISCELLANEOUS SMALL CONSTRUCTION PROJECTS

(ANTICIPATED IN THE NEXT THREE YEARS FOR BOTH RPTA AND VMR)

| Project Name |
|---|
| Light Rail Station Painting (Multiple Task Orders) |
| Sycamore Park and Ride Reconfiguration |
| Avondale Bus Stop Improvements |
| Glendale Park and Ride |
| HVAC Replacement TPSS Buildings |
| Greenfield Bus Facility Misc. Improvements |
| OMC Roof Repairs |
| OMC Wash Bay Wall Repairs |
| Park and Ride Security Building Remodels |
| System Fence Repairs |
| Mesa Drive Park and Ride Landscaping |
| Light Rail Station Emergency Exit Gates |

# Information Summary

**DATE** **AGENDA ITEM 3B**
May 9, 2019

**SUBJECT**
City of Phoenix Grant Pass-Through Change Orders

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute contract change orders with City of Phoenix extending the term of grant pass-through intergovernmental agreements.

**BACKGROUND/DISCUSSION/CONSIDERATION**
Valley Metro has requested extensions to the pass-through IGAs for four existing grants. The extensions are needed to allow additional time to complete the projects identified in the grants. The table below summarizes the requested changes:

| Grant | Source | Extension |
|---|---|---|
| AZ-90-X136 | 5307 – Formula | December 31, 2019 |
| AZ-90-X137 | 5307 – Formula | October 31, 2020 |
| AZ-2016-011 | 5307 – Formula | December 31, 2019 |

- Grant AZ-90-X136 includes funds awarded through the Section 5307 Urbanized Area Formula Program for the Glendale Park-and-Ride. The extension is required to allow additional time to draw the funds.
- Grant AZ-90-X137 includes funds awarded through the Section 5307 Urbanized Area Formula Program for bus stop improvements in the Southwest Valley. The extension is required to allow additional time to draw the funds.
- Grant AZ-2016-011 include funds from the Section 5339 Bus and Bus Facilities Program for the Peoria Park-and-Ride. The extension is required to allow additional time to purchase vans and draw the funds.

The City of Phoenix is the designated recipient for all FTA grant funds for the region. Valley Metro undertakes projects approved for FTA grant funding, then submits requests to Phoenix for reimbursement of actual expenses incurred. Phoenix then executes a drawdown of funds from FTA to pass-through the reimbursement to Valley Metro. The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

**COST AND BUDGET**
All expenses are in the approved budget for FY19 Annual and 5-Year Capital and Operating Forecast. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

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

- Goal 2: Advance performance based operation
- Goal 4: Focus on economic development, regional competitiveness and financial resources

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
TMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

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

**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 3C**
May 9, 2019

**SUBJECT**
East Valley Bus Operations and Maintenance (EVBOM) Facility Cisco Telephony System

**PURPOSE**
To request that the TMC forward to the Board of Directors authorization for the Chief Executive Officer (CEO) to purchase hardware and enter into a licensing agreement to extend the Agency telephony systems to the East Valley Bus Operations & Maintenance facility in an amount not to exceed $67,940 which includes a 10% contingency.

**BACKGROUND | DISCUSSION | CONSIDERATION**
Currently Agency staff and contractors located at EVBOM are utilizing City of Tempe telephony equipment on the City of Tempe voice network. Staff are seeking to purchase equipment and licensing from authorized Cisco reseller World Wide Technology, Inc. to extend the Agency's voice network to EVBOM to support the 50+ Agency personnel working at that facility. This purchase includes modern hardware to replace the aging, end-of-life Agency network infrastructure at EVBOM and support the voice network.

Because Agency personnel at EVBOM are using equipment distinct from the Agency's voice network, Agency IT staff have no control of the following processes:

- Adding or removing a telephone
- Setup of and access to voicemail
- Frequency of upgrades
- Maintenance windows
- Redundancy and disaster recovery

Providing direct access to the Agency voice network and telephony equipment would allow those Agency personnel working out of EVBOM to:

- Utilize intra-Agency four-digit dialing
- Access the Agency voice network's digital directory
- Utilize the Agency's Unified Communications Application, Cisco Jabber, which provides instant messaging, desktop sharing, and conferencing capabilities
- Have a single phone number that rings both phones for those who alternate between Mesa Transit Facility (MTF) and EVBOM
- Have a single voicemail box for those who alternate between MTF and EVBOM

**COST AND BUDGET**
All costs are included in the RPTA and VMR Amended FY 2019 Operating and Capital Budgets. This direct purchase carries a cost of $67,940 which includes a 10% contingency. The contingency is to cover any fluctuation in number of personnel needing voice network access or the equipment/licensing pricing in the time between the initial quote and execution of the purchase order.

The funding for this project will be a combination of Prop 400 (Public Transportation Funds) and member city contributions.

| Purchase | Vendor | Contract | Cost |
|---|---|---|---|
| **Cisco Telephony Equipment & Licensing** | WWT | State Contract: ADSPO16-137345 | $67,940 |
| | | **Subtotal** | **$67,940** |

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
TMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

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

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

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to purchase hardware and enter into a licensing agreement to extend the Agency telephony systems to the East Valley Bus Operations & Maintenance location in an amount not to exceed $67,940.

**CONTACT**
Phil Ozlin
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602-495-8253
pozlin@valleymetro.org

**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 4**

May 9, 2019

**SUBJECT**

Valley Metro RPTA Fiscal Year 2020 (FY20) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY20 thru FY24)

**PURPOSE**

To provide and overview of the FY20 Preliminary Operating and Capital Budget and the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

**BACKGROUND/DISCUSSION/CONSIDERATION**

The Valley Metro Regional Public Transportation Authority (RPTA) FY20 combined operating and capital budget (the budget) is $366.0 million (M) and includes $115.3M of expenses for light rail/high capacity transit capital.

The preliminary FY20 budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards and reserves when needed. The budget was developed in compliance with Board of Directors' adopted budget, financial and Transit Life Cycle Program (TLCP) policies.

The annual budget is prepared on an accrual basis and adopted by the Board of Directors each fiscal year. The legal level of budgetary control is the total annual appropriated budget. With respect to Capital Budgets, project contingency accounting is used to control expenditures within available project funding limits. With respect to Operating Budgets, encumbrance accounting is not used and all appropriations lapse at the end of the year. Prior to final adoption, a proposed budget is presented to the Board of Directors for review and public comment is received.  Final adoption of the budget must be on or before June 30 of each year.

The RPTA budget includes a significant level of expenditures on behalf of Valley Metro Rail (VMR). RPTA is the official employer for all Valley Metro employees therefore all employee related expenses for VMR are include in the RPTA budget. VMR reimburses RPTA for its share of employee expenses. RPTA is also the recipient of all public transportation funds received from Proposition 400. Revenues to support the rail program are passed through to VMR on a reimbursement basis.

The total operating budget of $201.7M represents a $10.7M (6%) increase from the previous year's operating budget of $191.0M. The total capital budget of $164.3M represents a $37.2M (29%) increase from the previous year's capital budget of $127.1M.

The RPTA and Valley Metro Rail (VMR) budgets are developed with a unified staff plan, with department managers planning the level of effort required to meet the bus and rail activities. Salary and overhead charges to bus and rail projects are based on actual time worked on each project. For FY20 there are 427 employees budgeted in the integrated agency, with 154 FTE's budgeted to RPTA activities and 273 budgeted to VMR activities. Compensation budget is based on a 3.0% increase. For staff salary changes, merit increases are evaluated based on employee performance; division level control to manage total costs within budget.

**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

**COMMITTEE PROCESS**
Preliminary Budget Review:
Financial Working Group: February 19, 2019 for information
RTAG: February 19, 2019 for information
TMC: March 6, 2019 for information
AFS: March 14, 2019 and April 11, 2019 for information
Board of Directors: March 21, 2019 for information

TMC: May 1, 2019 for information
AFS: May 9, 2019 for information
Board of Directors: May 16, 2019 for information

Proposed Budget Adoption:
TMC: June 5, 2019 for action
AFS: June 13, 2019 for action
Board of Directors: June 20, 2019 for action

**RECOMMENDATION**
This item is presented for information.

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

**ATTACHMENT**
FY20 Preliminary Operating and Capital Budget & Five-Year Plan (linked here)
FY20-24 Capital Improvement Program
FY20 Handout – Project Summary
FY20 Handout – Other Detail

# Fiscal Years 2020-2024

## Capital Improvement Program

# Regional Public Transportation Authority & Valley Metro, Inc.

PHOENIX, ARIZONA

## FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2020 THROUGH FISCAL YEAR 2024

*(JULY 1, 2019 THROUGH JUNE 30, 2024)*

# EXECUTIVE MANAGEMENT TEAM

**Scott Smith**
*Chief Executive Officer*

**Raymond Abraham**
*Chief Operations Officer*

**Hillary Foose**
*Director, Communication & Strategic Initiatives*

**Wulf Grote**
*Director, Capital and Service Development*

**Jim Hillyard**
*Chief Administrative Officer*

**Paul Hodgins**
*Chief Financial Officer*

**Penny Lynch**
*Director, Human Resources Director*

**Michael Minnaugh**
*General Counsel*

**Mary Modelski**
*Director, Internal Audit*

**Adrian Ruiz**
*Director, Safety, Security and Quality Assurance*

**Vacant**
*Chief Operating Officer*

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## CAPITAL IMPROVEMENT PROGRAM



## VALLEY METRO RAIL



## REGIONAL PUBLIC TRANSPORTATION AUTHORITY

# CAPITAL IMPROVEMENT PROGRAM

# CAPITAL IMPROVEMENT PROGRAM

## *OVERVIEW*

Valley Metro's Capital Improvement Program (CIP) is a plan developed to meet the capital and capital maintenance needs of both Valley Metro Rail (VMR) and the Regional Public Transportation Authority (RPTA) while ensuring available revenues are efficiently utilized to support the existing infrastructure, assets, and state of good repair needs. Projects within the CIP are at least $25,000 and have a useful life or replacement interval of at least 3 years. The CIP covers the current 5-year period, while long-range projects are tracked within the Transit Life Cycle Program (TLCP). This plan is developed based on agency-wide input from departments, with executive review, and is updated each year in coordination with the annual budget development and 5-year forecasts.

## *FUNDING SOURCES*

The Capital Improvement Program is funded by three primary sources: Federal, Regional, and Operations. Based on the revenue projections for the various sources, funding is programed based on availability and priority of the project.

There are several major sources of federal funds which support the CIP. Formula programs are the largest Federal Transit Administration (FTA) programs, supporting fleet and fleet facilities. The funds are allocated annually to each area, as defined by the Census Bureau. The areas are split into three tiers: urbanized areas over 200,000 population, urbanized areas over 50,000 but less than 200,000 and non-urbanized areas. Each urbanized area must have a designated recipient that applies for the funds to FTA. Within an area, there can be additional recipients of funds. These sub-recipients deal with the designated recipient and not with FTA directly. The City of Phoenix is the designated recipient for the Phoenix-Mesa urbanized area. RPTA and METRO are considered sub-recipients to Phoenix. FTA funds include 5307 Urban Area Formula, 5309 Capital Investment Grants, 5337 State of Good Repair, 5339 Bus and Bus Facilities, 5311 Rural Area Formula, and 5310 New Freedom. Other revenues received from the Federal Highway Administration include the Surface Transportation Program and Congestion Mitigation/Air Quality funds.

Regional revenues are sourced from the Proposition 400 Transportation Excise Tax which is a 20-year half-cent sales tax, sunsetting in December of 2025. One third of the revenues generated goes to public transportation funds with the remainder going to regional area road funds. We receive approximately $160M in Public Transportation Funds (PTF) annually which is allocated between bus and rail, by 57% and 43% respectively, based upon the statutory requirement. PTF can be used for both operating and capital expenditures by RPTA, however it can only be used to support capital programs for VMR.

Operations revenues are composed of member city contributions, fare revenues, advertising, and any other revenues received for operations. VMR member cities include Phoenix, Tempe, Mesa, Chandler, and Glendale. RPTA member cities include Avondale, Buckeye, Chandler, El Mirage, Fountain Hills, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Tolleson, Wickenburg, and Youngtown.

## *CATEGORIES*

Based on the National Transit Database's definitions.

**Administrative buildings** - Administrative buildings are the general administrative offices owned by a transit agency. Administrative buildings usually house executive management and support activities for overall transit operations, including accounting, finance, engineering, legal, safety, security, customer services, scheduling, and planning. Administrative buildings also include separate buildings for customer information or ticket sales that a transit agency owns and that are not part of passenger stations.

**Communication Systems** - Communication systems include two-way radio systems between dispatchers and vehicle operators, cab signaling, and train control equipment in rail systems, automatic vehicle locator systems, automated dispatching systems, vehicle guidance systems, telephones, facsimile machines, and public address systems.

**Fare revenue collection equipment** - Fare revenue collection equipment includes, fare boxes, automated fare boxes and related software, farebox vaulting equipment, and ticket vending machines.

**Guideways -** A public transportation facility using and occupying a separate right-of-way (ROW) or rail for the exclusive use of public transportation including the buildings and structures dedicated for the operation of transit vehicles such as:

- At-Grade
- Elevated
- Below-Grade

Guideway does not include passenger stations and transfer facilities, bus pull-ins or communication systems (e.g., cab signaling and train control).

**Information Systems** - Information systems include computers, monitors, printers, scanners, data storage devices, and associated software that support transit operations. Associated software may include general office, accounting, scheduling, planning, vehicle maintenance, non-vehicle maintenance, and customer service programs.

**Maintenance buildings -** Maintenance facilities are those where routine maintenance repairs or heavy maintenance, or unit rebuilds are conducted. Maintenance buildings include garages, shops, operations centers, and equipment that enhance maintenance, such as diagnostic equipment.

**Passenger stations -** A passenger boarding / deboarding facility with a platform, which may include:

- Elevators, Escalators, Canopies, Wind shelters, Lighting, Signs,

Does not include stops (which are typically on-street locations at the curb or in a median, sometimes with a shelter, signs, or lighting) for:

- Bus
- Light rail

**Revenue vehicles - new** - Replacing a fleet — the replacement of revenue vehicles having reached the end of their service lives. Expanding a fleet — the acquisition of revenue vehicles for expansion of transit service.

**Revenue vehicles – overhaul (SOGR)** - • Rebuilding a fleet — the installation of new or rebuilt major components (e.g., engines, transmissions, body parts) and/or structural restoration of revenue vehicles to extend service life. Overhauling a rail fleet — the one-time rebuild or replacement of major subsystems on revenue producing light rail cars and streetcars, commonly referred to as midlife overhaul

**Service vehicles (non-revenue)** - Service vehicles include supervisor vans, ~~tow trucks~~, mobile repair trucks, transit security cars, and staff cars.

**Other -** Furniture and equipment that are not an integral part of buildings and structures. Shelters, signs, and passenger amenities (e.g., benches) not in passenger stations

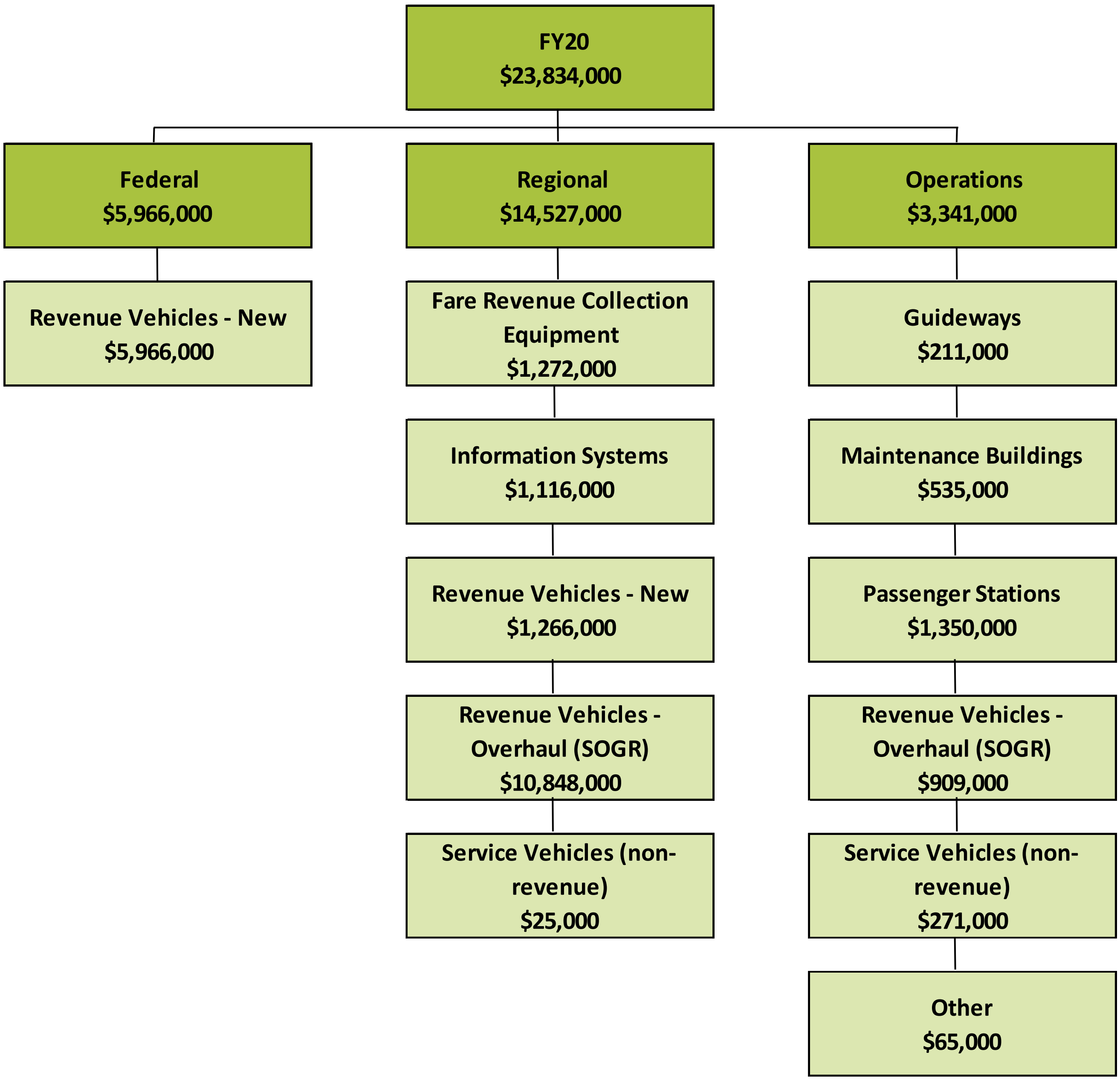
## *TYPES*

Most categories have four unique types identify the major actvities within the category. Other type is uses for items outside the major four types.

| Category | Type |
|---|---|
| Administrative Buildings | 101 Building<br>Mobility Center |
| Communication Systems | Radios<br>Switches<br>SCADA<br>Public address systems<br>Other |
| Fare Revenue Collection Equipment | Farebox<br>Software<br>Ticket Vending Machine |
| Guideways | Track<br>Catenary<br>Switches<br>Traction Power Substation<br>Other |
| Information Systems | Hardware<br>Software<br>Printers<br>Storage devices<br>Other |
| Maintenance Buildings | Operation & Maintenance Center<br>Maintenance of Way<br>Maintenance of Equipment<br>Mesa Bus & Operations Maintenance |
| Passenger Stations | Communication Cabinet<br>Landscaping<br>Park and Ride<br>Pavers/Asphalt<br>Other |
| Revenue Vehicles - Overhaul | Bus<br>Paratransit<br>Vanpool<br>Rail<br>Streetcar |
| Revenue Vehicles - New | Bus<br>Paratransit<br>Vanpool<br>Rail<br>Streetcar |
| Service Vehicles (non-revenue) | Service<br>Administrative |
| Other | Furniture/Equipment<br>Shelters<br>Signs<br>Passenger amenities<br>Other |

# VALLEY METRO RAIL, INC

# CURRENT YEAR FUNDING SUMMARY



# SUMMARY

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **USES OF FUNDS** | | | | | | |
| Communication Systems | $ - | $ 25,000 | $ - | $ - | $ - | $ 25,000 |
| Fare Revenue Collection Equipment | 1,272,000 | 1,980,000 | 1,056,000 | - | - | 4,308,000 |
| Guideways | 211,000 | 106,000 | 170,000 | 106,000 | - | 593,000 |
| Information Systems | 1,116,000 | 821,000 | 71,000 | 71,000 | 71,000 | 2,150,000 |
| Maintenance Buildings | 535,000 | 1,970,000 | - | 91,000 | - | 2,596,000 |
| Passenger Stations | 1,350,000 | 2,175,000 | 2,280,000 | - | - | 5,805,000 |
| Revenue Vehicles - New | 7,232,000 | 5,108,000 | 5,377,000 | - | - | 17,717,000 |
| Revenue Vehicles - Overhaul (SOGR) | 11,757,000 | 8,192,000 | 4,289,000 | 1,947,000 | 405,000 | 26,590,000 |
| Service Vehicles (non-revenue) | 296,000 | 240,000 | 250,000 | 260,000 | 620,000 | 1,666,000 |
| Other | 65,000 | - | - | - | - | 65,000 |
| **Total Uses of Funds** | **$ 23,834,000** | **$ 20,617,000** | **$ 13,493,000** | **$ 2,475,000** | **$ 1,096,000** | **$ 61,515,000** |

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | | |
| Federal Funding | $ 5,966,000 | $ 4,214,000 | $ 4,436,000 | $ - | $ - | $ 14,616,000 |
| Regional Funding | 14,527,000 | 11,140,000 | 5,612,000 | 1,421,000 | 221,000 | 32,921,000 |
| Operations Funding | 3,341,000 | 5,263,000 | 3,445,000 | 1,054,000 | 875,000 | 13,978,000 |
| **Total Sources of Funds** | **$ 23,834,000** | **$ 20,617,000** | **$ 13,493,000** | **$ 2,475,000** | **$ 1,096,000** | **$ 61,515,000** |

# COMMUNICATIONS SYSTEMS

## *SCADA*

**Batteries**

The 40 SCADA Uninterruptible Power Supply (UPS) batteries are reaching the end of their useful life. These units are a backup to the SCADA system in the event of a power outage.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 25,000 | - | - | - | 25,000 |
| **Total Project** | **$ -** | **$ 25,000** | **-** | **$ -** | **$ -** | **$ 25,000** |
| **Type Total** | **$ -** | **$ 25,000** | **$ -** | **$ -** | **$ -** | **$ 25,000** |
| **Category Total** | **$ -** | **$ 25,000** | **$ -** | **$ -** | **$ -** | **$ 25,000** |

# FARE REVENUE COLLECTION EQUIPMENT

## *Ticket Vending Machine (TVM)*

**Equipment**

The new fare system will move away from magnetic-striped, paper passes toward electronic fare media, including mobile tickets and smartcards. The account-based electronic fare media will allow for greater control of reduced fares at the point of sale.

The new system will have an open architecture. This means that Valley Metro and the City of Phoenix would own the keys and dictate how hardware would interact with the back end software. This will allow for the use of generic hardware that meets the technical needs.

The City of Phoenix is funding the project. Valley Metro is budgeting the public transportation fund (PTF) portion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 1,272,000 | 1,980,000 | 1,056,000 | - | - | 4,308,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 1,272,000** | **$ 1,980,000** | **1,056,000** | **$ -** | **$ -** | **$ 4,308,000** |
| **Type Total** | **$ 1,272,000** | **$ 1,980,000** | **$ 1,056,000** | **$ -** | **$ -** | **$ 4,308,000** |
| **Category Total** | **$ 1,272,000** | **$ 1,980,000** | **$ 1,056,000** | **$ -** | **$ -** | **$ 4,308,000** |

# GUIDEWAYS

## *Other*

### Bar Signals

Bar Signal indicates to the train operator with to stop and go at intersections. There are a total of 310 bar signals on the original system. The life expectancy is around 10 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 126,000 | - | - | - | - | 126,000 |
| **Total Project** | **$ 126,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 126,000** |
| **Type Total** | **$ 126,000** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 126,000** |

## *Traction Power Substation (TPSS)*

### Battery Controls

These batteries in the substations that are used to keep control power up in case of a power outage. The replacements are for the 16 substations on original system each containing 31 batteries. The life expectancy of the batteries is 15 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 106,000 | 106,000 | 106,000 | - | 318,000 |
| **Total Project** | **$ -** | **$ 106,000** | **106,000** | **$ 106,000** | **$ -** | **$ 318,000** |

### Battery Chargers

There is one battery charger per substation. This project will replace 16 units on the original system due to the life expectancy is 10-14 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | 64,000 | - | - | 64,000 |
| **Total Project** | **$ -** | **$ -** | **64,000** | **$ -** | **$ -** | **$ 64,000** |

**Batteries**

Replacement battery cartridge for platform uninterruptible power supply. During utility power outage they keep the communication from the operations control center up. There are 56 batteries at each station. The original system has 33 stations for a total 1,850 batteries needing replacements. The life expectancy is 3-6 years with the Arizona climate.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 85,000 | - | - | - | - | 85,000 |
| **Total Project** | **$ 85,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 85,000** |
| **Type Total** | **$ 85,000** | **$ 106,000** | **$ 170,000** | **$ 106,000** | **$ -** | **$ 467,000** |
| **Category Total** | **$ 211,000** | **$ 106,000** | **$ 170,000** | **$ 106,000** | **$ -** | **$ 593,000** |

# INFORMATION SYSTEMS

## Hardware

**Hardware**

General computer hardware needs for the Agency.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 366,000 | 71,000 | 71,000 | 71,000 | 71,000 | 650,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 366,000** | **$ 71,000** | **71,000** | **$ 71,000** | **$ 71,000** | **$ 650,000** |
| **Type Total** | **$ 366,000** | **$ 71,000** | **$ 71,000** | **$ 71,000** | **$ 71,000** | **$ 650,000** |

## Software

**Financial system - ERP**

Valley Metro currently has multiple financial systems that are not integrated and/or unable to integrate with each other. Certain aspects of these systems have been in use for more than ten years. The new Financial Enterprise Resource Planning (ERP) will integrate multiple systems.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 750,000 | 750,000 | - | - | - | 1,500,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 750,000** | **$ 750,000** | **-** | **$ -** | **$ -** | **$ 1,500,000** |
| **Type Total** | **$ 750,000** | **$ 750,000** | **$ -** | **$ -** | **$ -** | **$ 1,500,000** |
| **Category Total** | **$ 1,116,000** | **$ 821,000** | **$ 71,000** | **$ 71,000** | **$ 71,000** | **$ 2,150,000** |

# MAINTENANCE BUILDINGS

## *Maintenance of Equipment (MOE)*

### Communication Room UPS

Communication room at the Maintenance of Equipment building has one uninterruptable power supply (UPS). The UPS is for the SCADA system. The life expectancy is 10- 15 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | 91,000 | - | 91,000 |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 91,000** | **$ -** | **$ 91,000** |

### Wash Systems

This project replaces the rail vehicle wash system as it is reaching the end of its useful life.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 1,200,000 | - | - | - | 1,200,000 |
| **Total Project** | **$ -** | **$ 1,200,000** | **-** | **$ -** | **$ -** | **$ 1,200,000** |
| **Type Total** | **$ -** | **$ 1,200,000** | **$ -** | **$ 91,000** | **$ -** | **$ 1,291,000** |

## *Maintenance of Way (MOW)*

### Equipment

The purchase of the new scissor lift that has more capability and can extend higher than our current model. This will assist in accessing certain areas of the maintenance shop.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 30,000 | - | - | - | - | 30,000 |
| **Total Project** | **$ 30,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 30,000** |
| **Type Total** | **$ 30,000** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 30,000** |

## *Operations & Maintenance Center (OMC)*

**Erosion Control**

Erosion of the ground soil at the Operations & Maintenance Center needs to be addressed before further erosion occurs.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 55,000 | 150,000 | - | - | - | 205,000 |
| **Total Project** | **$ 55,000** | **$ 150,000** | **-** | **$ -** | **$ -** | **$ 205,000** |

**Lighting**

Retrofitting the lighting in the rail yard and shop areas with LED lighting. This long term cost saving measure will provide better lighting and safety hazards.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 500,000 | - | - | - | 500,000 |
| **Total Project** | **$ -** | **$ 500,000** | **-** | **$ -** | **$ -** | **$ 500,000** |

**Equipment**

The evaporative cooler units at the Maintenance of Equipment (3) and Maintenance of Way (1) have reached the end of is useful life. The current units are approximately 12 years old and have significant corrosion issues.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 450,000 | 120,000 | - | - | - | 570,000 |
| **Total Project** | **$ 450,000** | **$ 120,000** | **-** | **$ -** | **$ -** | **$ 570,000** |
| **Type Total** | **$ 505,000** | **$ 770,000** | **$ -** | **$ -** | **$ -** | **$ 1,275,000** |
| **Category Total** | **$ 535,000** | **$ 1,970,000** | **$ -** | **$ 91,000** | **$ -** | **$ 2,596,000** |

# PASSENGER STATIONS

## *Communication Cabinet*

**APC/ Heads Communications**

This is the unit that controls charging of the batteries cartridges for the uninterruptable power supply for each platform. There are 33 platforms on the original system. The life expectancy of 10-12 years. Some of these units have started to fail.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | 30,000 | - | - | 30,000 |
| **Total Project** | **$ -** | **$ -** | **30,000** | **$ -** | **$ -** | **$ 30,000** |

**CPU, back plane & power supply**

CPU, back plane & power supply are the power supplies for the communication cabinets that provide the power to the equipment. These units are no longer available and need replacing. The units that we are looking to replace them with are backward compatible to the equipment that they supply. There are 33 platforms with 1 per platform.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 133,000 | - | - | - | 133,000 |
| **Total Project** | **$ -** | **$ 133,000** | **-** | **$ -** | **$ -** | **$ 133,000** |
| **Type Total** | **$ -** | **$ 133,000** | **$ 30,000** | **$ -** | **$ -** | **$ 163,000** |

## *Landscaping*

**Greenery**

This project is to replace missing or damaged landscaping around the platforms and park and rides.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 50,000 | 75,000 | - | - | - | 125,000 |
| **Total Project** | **$ 50,000** | **$ 75,000** | **-** | **$ -** | **$ -** | **$ 125,000** |
| **Type Total** | **$ 50,000** | **$ 75,000** | **$ -** | **$ -** | **$ -** | **$ 125,000** |

## *Other*

### Painting

Painting the initial CPEV (Central Phoenix East Valley) system stations due to normal wear at the stations. Ten stations are scheduled each year.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 1,250,000 | 1,250,000 | 1,250,000 | - | - | 3,750,000 |
| **Total Project** | **$ 1,250,000** | **$ 1,250,000** | **1,250,000** | **$ -** | **$ -** | **$ 3,750,000** |

### Message Boards

Visual message boards are on the platforms. There are 2-4 message boards per platform with 132 total on the original system. The life expectancy is 7-10 years. The replacements may get pushed back if they continue to perform with little to no functionality failures.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 667,000 | - | - | - | 667,000 |
| **Total Project** | **$ -** | **$ 667,000** | **-** | **$ -** | **$ -** | **$ 667,000** |
| **Type Total** | **$ 1,250,000** | **$ 1,917,000** | **$ 1,250,000** | **$ -** | **$ -** | **$ 4,417,000** |

## *Pavers/Asphalt*

### Pavers

The initial CPEV platforms with pavers need leveling because of the sand displacement between and below the pavers. The unleveled pavers are a safety hazard which needs rectifying.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 50,000 | 50,000 | - | - | - | 100,000 |
| **Total Project** | **$ 50,000** | **$ 50,000** | **-** | **$ -** | **$ -** | **$ 100,000** |
| **Type Total** | **$ 50,000** | **$ 50,000** | **$ -** | **$ -** | **$ -** | **$ 100,000** |
| **Category Total** | **$ 1,350,000** | **$ 2,175,000** | **$ 1,280,000** | **$ -** | **$ -** | **$ 4,805,000** |

# REVENUE VEHICLES - NEW

## *Rail*

**Fleet**

Purchase of 8 Siemens light rail vehicles. Estimated delivery begins in February 2020.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 5,966,000 | $ 4,214,000 | $ 4,436,000 | $ - | $ - | $ 14,617,000 |
| Regional | 1,266,000 | 894,000 | 941,000 | - | - | 3,100,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 7,232,000** | **$ 5,108,000** | **5,377,000** | **$ -** | **$ -** | **$ 17,717,000** |
| **Type Total** | **$ 7,232,000** | **$ 5,108,000** | **$ 5,377,000** | **$ -** | **$ -** | **$ 17,717,000** |
| **Category Total** | **$ 7,232,000** | **$ 5,108,000** | **$ 5,377,000** | **$ -** | **$ -** | **$ 17,717,000** |

# REVENUE VEHICLES – OVERHAULS (SOGR)

## Rail

### Communication Systems

Valley Metro has a fleet of 50 Kinkisharyo (KI) Light Rail Vehicles (LRVs). The current age of the light rail vehicles is 10 years in revenue service. The communication system in the KI LRVs is suffering from obsolescence and has performance issues. Valley Metro has determined that the current system has completed its life cycle and value and needs to replace it with a new and more reliable, user-friendly communication system. The on-board communication system includes:

•Public-address system (PA)
•Intercom system including cab-to-cab intercom and passenger-to-operator intercom (POIC)
•Passenger information system (PIS)
•Video surveillance (CCTV)
•Vehicle position system, GPS receiver, train to train communication, vehicle wireless communication to wayside, event recorder and the monitoring and diagnostic system (MDS).

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 7,300,000 | 4,500,000 | - | - | - | 11,800,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 7,300,000** | **$ 4,500,000** | **-** | **$ -** | **$ -** | **$ 11,800,000** |

### Line Filter Chokes

Reconditioning of Line Filter Choke - There are 100 line chokes in the fleet that require reconditioning to address wear to the insulating varnish of the windings and to refinish the electrical connections. This will be conducted by a vendor offsite. Line filter chokes act like a surge protector to prevent spikes in power to damage components.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 200,000 | 200,000 | - | - | - | 400,000 |
| **Total Project** | **$ 200,000** | **$ 200,000** | **-** | **$ -** | **$ -** | **$ 400,000** |

### Air Compressors

Air compressors are scheduled for overhaul on a 5-year interval. There are 54 units in the fleet, each taking 40 hours to overhaul. Components include the frame assembly, compressor, motor, air dryer, and controls.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | 90,000 | - | 90,000 |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 90,000** | **$ -** | **$ 90,000** |

**Auxiliary Power Supply**

Overhaul Auxiliary Power Supply (APS)- Replacement of normal wear items such as contactors and transistors. This will also include cooling fan replacement.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | 347,000 | - | - | 347,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ - | $ - | 347,000 | $ - | $ - | $ 347,000 |

**Bumpers**

The current age of the light rail vehicles is 10 years in revenue service with an average mileage of each vehicle being approximately 470,000 miles. There are currently 104 units in the total fleet, each taking 80 hours to overhaul. The purpose of the overhaul is to keep the equipment in a state of good repair and to maintain safe and reliable operation. This is consistent with the approved Transit Asset Management (TAM) Plan.
LRV bumper overhaul program include sensor parts kits and cast components of the bumper assembly. All labor will be done in house by Valley Metro Rail staff.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 250,000 | - | - | - | - | 250,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 250,000 | $ - | - | $ - | $ - | $ 250,000 |

**Center Trucks**

Center truck axles are scheduled for overhaul on a 3-year interval. There are 54 truck sets in the fleet, each taking 80 hours to overhaul. Components include hubs and bearings. Additional components of the center truck are scheduled for overhaul on a 10-year interval. There are 52 units in the fleet, each taking 40 hours to overhaul. Components include frame, primary, suspension, auxiliary suspension, sway control, track brakes, friction brakes, leveling, electrical, and centering.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 239,000 | - | - | - | - | 239,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 239,000 | $ - | - | $ - | $ - | $ 239,000 |

**Couplers**

Coupler assembly are scheduled for overhaul on a 10-year interval. There are 102 units in the fleet, each taking 16 hours to overhaul.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 707,000 | 707,000 | 281,000 | - | - | 1,695,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 707,000** | **$ 707,000** | **281,000** | **$ -** | **$ -** | **$ 1,695,000** |

**Door Operating Units**

Door operating unit assembly are scheduled for overhaul on a 10-year interval. There are 400 units in the fleet, each taking 5 hours to overhaul. Door units components include the door control unit, energy chain and wiring, and drive belt.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 68,000 | - | - | - | - | 68,000 |
| **Total Project** | **$ 68,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 68,000** |

**Friction Brakes**

Friction brakes are scheduled for overhaul on a 5-year interval. There are 50 car set in the fleet, each taking 28 hours to overhaul. Each car set consists of four motor truck calipers, four center truck calipers, and three electro-hydraulic units.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 645,000 | 759,000 | 380,000 | - | - | 1,784,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 645,000** | **$ 759,000** | **380,000** | **$ -** | **$ -** | **$ 1,784,000** |

### Light Rail Vehicles

LRV Mid-Life Overhauls - These overhauls will be conducted on site by VMR staff and will address items such as converting the LRV over to LED lighting, replacing high cycle count items such as certain relays and contactors and other items that have reached end of usable life on all 50 LRVs.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | 2,000,000 | 1,200,000 | - | 3,200,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ -** | **$ -** | **2,000,000** | **$ 1,200,000** | **$ -** | **$ 3,200,000** |

### Motor Trucks

Motor trucks are scheduled for overhaul on a 10-year interval. There are 104 units in the fleet, each taking 80 hours to overhaul. Motor truck component consists of electrical box, bolster, auxiliary suspension, sway control, track brake, sander, motor, axle and gearbox, frame, brake rotor, brake caliper, safety bar, flange lube nozzles, suspension linkages, motor connections, ground boxed, friction brakes, and flange and too of rail lubrication. Each motor truck is comprised of over 1,400 parts that must be removed, cleaned, inspected, and reinstalled or replaced.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 641,000 | 321,000 | - | - | - | 962,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 641,000** | **$ 321,000** | **-** | **$ -** | **$ -** | **$ 962,000** |

### Gear Units

Continuation of ongoing offsite overhaul of gear units and axle components addressing seals, bearings and other high wear items to be completed every 10 years. There are 212 gear units total and to date 19 gear units have been completed.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 686,000 | 622,000 | - | - | - | 1,308,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 686,000** | **$ 622,000** | **-** | **$ -** | **$ -** | **$ 1,308,000** |

**Traction Inverters**

Traction inverters overhaul replaces the normal wear items such as contactors and transistors. This will also include cooling fan replacement.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | 416,000 | 416,000 | - | - | 832,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ -** | **$ 416,000** | **416,000** | **$ -** | **$ -** | **$ 832,000** |

**Passenger Seating**

Due to normal wear, the 66 passenger seat bottom cushions in each of the 50 light rail vehicles needs to the re-upholstered. This is a reoccurring item done every 2 years due to normal wear and tear.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | 192,000 | - | - | 192,000 |
| **Total Project** | **$ -** | **$ -** | **192,000** | **$ -** | **$ -** | **$ 192,000** |

**LRV Exteriors**

The vehicles are over 10 years old and the exterior paint is showing signs of aging. With updating the exterior, the vehicles will be painted with the rebranding colors, coordinating with the new vehicles that will be delivered in the near future.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 312,000 | 312,000 | 312,000 | 208,000 | - | 1,144,000 |
| **Total Project** | **$ 312,000** | **$ 312,000** | **312,000** | **$ 208,000** | **$ -** | **$ 1,144,000** |

**Passenger Seating**

Due to normal wear, the 66 passenger seat backs in each of the 50 light rail vehicles needs to the re-upholstered. The seat backs are replaced approximately every 10 year, based on wear.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 100,000 | - | - | - | - | 100,000 |
| **Total Project** | **$ 100,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 100,000** |

**Traction Inverter Contactors**

This is a planned maintenance project to replace the contact tips of the main contactor in the traction inverters on each LRV. There are 100 units to replace tips on.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | 51,000 | - | 51,000 |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 51,000** | **$ -** | **$ 51,000** |

**Traction Motors**

Continuation of ongoing offsite overhaul of traction motors to replace the motor bearings, sensors and mounts to be completed every 10 years. There are 212 traction motors and to date 18 motor have been completed.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 380,000 | 120,000 | 120,000 | 150,000 | 150,000 | 920,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 380,000** | **$ 120,000** | **120,000** | **$ 150,000** | **$ 150,000** | **$ 920,000** |

**Truck Tires**

Replacement of truck tires due to normal wear.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 229,000 | 235,000 | 241,000 | 248,000 | 255,000 | 1,208,000 |
| **Total Project** | **$ 229,000** | **$ 235,000** | **241,000** | **$ 248,000** | **$ 255,000** | **$ 1,208,000** |
| **Type Total** | **$ 11,757,000** | **$ 8,192,000** | **$ 4,289,000** | **$ 1,947,000** | **$ 405,000** | **$ 26,590,000** |
| **Category Total** | **$ 11,757,000** | **$ 8,192,000** | **$ 4,289,000** | **$ 1,947,000** | **$ 405,000** | **$ 26,590,000** |

# SERVICE VEHICLES (NON-REVENUE)

## *Administrative*

**New**

The purchase of a Ford Fusion (1) and a Ford Ranger (1) are due to the increase staffing as the result of system expansion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 55,000 | - | - | - | - | 55,000 |
| **Total Project** | **$ 55,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 55,000** |

**Replacement**

Replacing a pool vehicle at the  administration building due to the age and mileage on the vehicle being replaced.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 25,000 | - | - | - | - | 25,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 25,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 25,000** |

**Replacement**

The schedule miles planned on the existing vehicles, the following will need to be replaced.
FY20: Bucket truck (1), Service trucks (2), Mini Van (1);
FY21: Bucket truck (1), Service trucks (4), Mini Van (1);
FY22: Bucket truck (1), Service trucks (4), Mini Van (1);
FY23: Bucket truck (1), Service trucks (3), Mini Van (2);
FY24: Bucket truck (2), Service trucks (3), Mini Van (1).

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 216,000 | 240,000 | 250,000 | 260,000 | 620,000 | 1,586,000 |
| **Total Project** | **$ 216,000** | **$ 240,000** | **250,000** | **$ 260,000** | **$ 620,000** | **$ 1,586,000** |
| **Type Total** | **$ 296,000** | **$ 240,000** | **$ 250,000** | **$ 260,000** | **$ 620,000** | **$ 1,666,000** |
| **Category Total** | **$ 296,000** | **$ 240,000** | **$ 250,000** | **$ 260,000** | **$ 620,000** | **$ 1,666,000** |

# OTHER

## *Other*

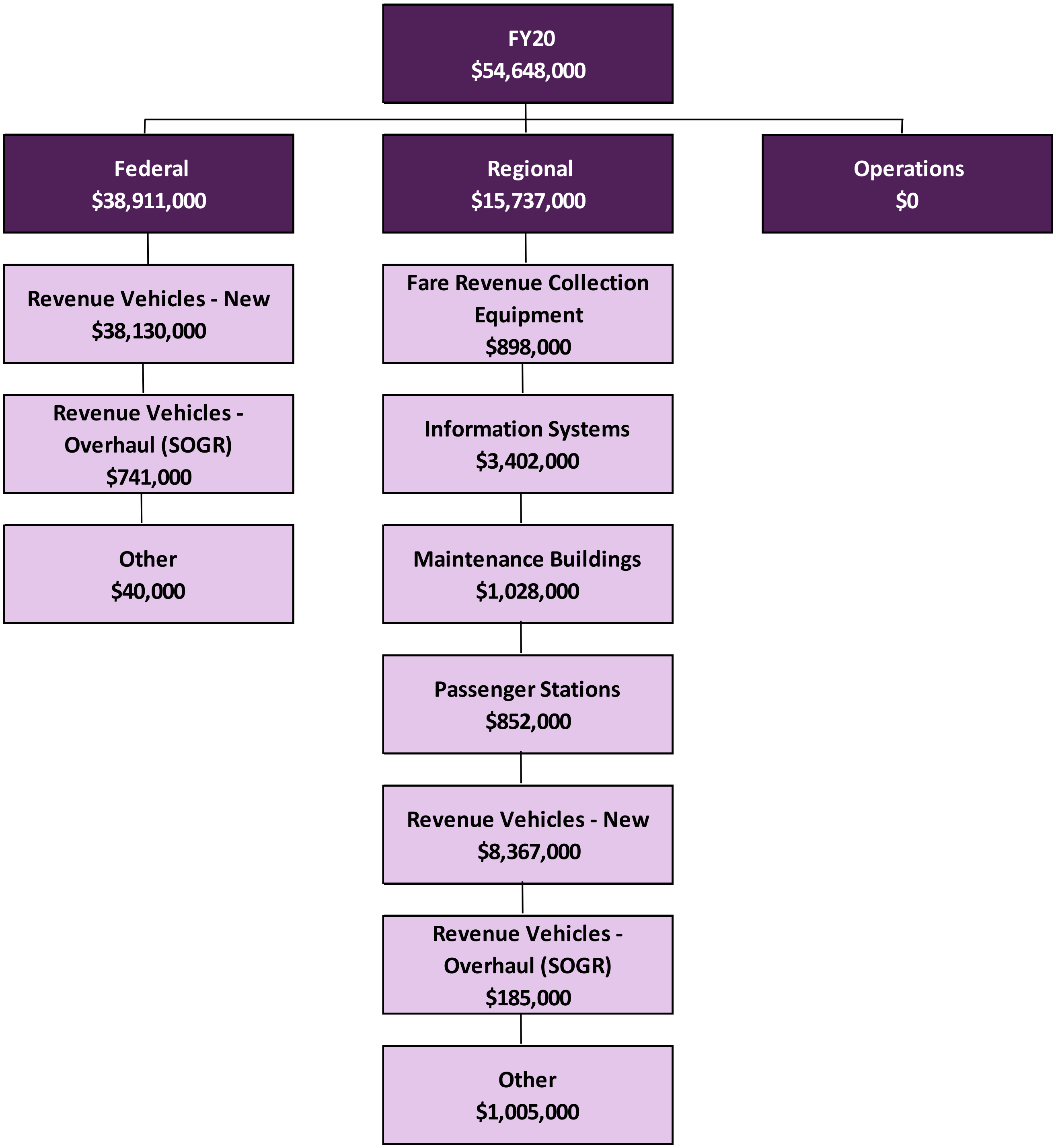
**Asphalt**

This project is for striping, asphalt repairs, seal coating of the OMC, Park and Rides, TPSS and signal buildings parking areas. Over the years the asphalt degrades and needs significant maintenance for upkeep or replacement.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 65,000 | - | 1,000,000 | - | - | 1,065,000 |
| **Total Project** | **$ 65,000** | **$ -** | **1,000,000** | **$ -** | **$ -** | **$ 1,065,000** |
| **Type Total** | **$ 65,000** | **$ -** | **$ 1,000,000** | **$ -** | **$ -** | **$ 1,065,000** |
| **Category Total** | **$ 65,000** | **$ -** | **$ 1,000,000** | **$ -** | **$ -** | **$ 1,065,000** |

# REGIONAL PUBLIC TRANSPORTATION AUTHORITY

# CURRENT YEAR FUNDING SUMMARY



# SUMMARY

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **USES OF FUNDS** | | | | | | |
| Fare Revenue Collection Equipment | 898,000 | 1,370,000 | 704,000 | 3,340,000 | - | 6,312,000 |
| Information Systems | 3,402,000 | 2,938,000 | 2,249,000 | 2,300,000 | 2,365,000 | 13,254,000 |
| Maintenance Buildings | 1,028,000 | - | - | - | 150,000 | 1,178,000 |
| Passenger Stations | 852,000 | - | - | - | - | 852,000 |
| Revenue Vehicles - New | 46,497,000 | 46,891,000 | 18,472,000 | 36,214,000 | 14,882,000 | 162,956,000 |
| Revenue Vehicles - Overhaul (SOGR) | 926,000 | 1,079,000 | 1,484,000 | 1,532,000 | 745,000 | 5,766,000 |
| Other | 1,045,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 5,045,000 |
| **Total Uses** | **$ 54,648,000** | **$ 53,278,000** | **$ 23,909,000** | **$ 44,386,000** | **$ 19,142,000** | **$ 195,363,000** |

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | | |
| Federal Funding | $ 38,911,000 | $ 37,813,000 | $ 13,897,000 | $ 30,700,000 | $ 12,525,000 | $ 133,846,000 |
| Regional Funding | 15,737,000 | 16,215,000 | 10,012,000 | 13,686,000 | 6,617,000 | 62,267,000 |
| **Total Sources of Funds** | **$ 54,648,000** | **$ 54,028,000** | **$ 23,909,000** | **$ 44,386,000** | **$ 19,142,000** | **$ 196,113,000** |

# FARE REVENUE COLLECTION EQUIPMENT

## Farebox

**Equipment**

The new fare system will be phased to move away from magnetic-striped, paper passes toward electronic fare media, including mobile tickets and smartcards. The account-based electronic fare media will allow for greater control of reduced fares at the point of sale.

The new system will have an open architecture, meaning that Valley Metro and the City of Phoenix would own the keys and dictate how hardware would interact with the back end software. This will allow for the use of generic hardware that meets the technical needs.

The City of Phoenix is funding the project. The RPTA budget includes the local PTF portion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 898,000 | 1,370,000 | 704,000 | 3,340,000 | - | 6,312,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 898,000** | **$ 1,370,000** | **704,000** | **$ 3,340,000** | **$ -** | **$ 6,312,000** |
| **Type Total** | **$ 898,000** | **$ 1,370,000** | **$ 704,000** | **$ 3,340,000** | **$ -** | **$ 6,312,000** |
| **Category Total** | **$ 898,000** | **$ 1,370,000** | **$ 704,000** | **$ 3,340,000** | **$ -** | **$ 6,312,000** |

# INFORMATION SYSTEMS

## *Hardware*

**Computer Hardware/Software**

Administrative agency IT-related hardware and software needs

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 2,652,000 | 2,938,000 | 2,249,000 | 2,300,000 | 2,365,000 | 12,504,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 2,652,000 | $ 2,938,000 | 2,249,000 | $ 2,300,000 | $ 2,365,000 | $ 12,504,000 |
| **Type Total** | $ 2,652,000 | $ 2,938,000 | $ 2,249,000 | $ 2,300,000 | $ 2,365,000 | $ 12,504,000 |

## *Software*

**Financial system - ERP**

Valley Metro currently has multiple financial systems that are not integrated and/or unable to integrate with each other. Certain aspects of these systems have been in use for more than ten years. The new Financial Enterprise Resource Planning (ERP) will integrate multiple systems.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 750,000 | 750,000 | - | - | - | 1,500,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 750,000 | $ 750,000 | - | $ - | $ - | $ 1,500,000 |
| **Type Total** | $ 750,000 | $ 750,000 | $ - | $ - | $ - | $ 1,500,000 |
| **Category Total** | $ 3,402,000 | $ 3,688,000 | $ 2,249,000 | $ 2,300,000 | $ 2,365,000 | $ 14,004,000 |

# MAINTENANCE BUILDINGS

## *Mesa Bus and Operations Maintenance (MBOM)*

**Bus Washers**

The second bus washer replacement at Mesa maintenance facility is scheduled for FY20. One bus washer is being replaced currently.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 750,000 | - | - | - | - | 750,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 750,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 750,000** |

**Fuel Station Upgrades**

Mesa facility CNG fuel station hardware upgrades

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 78,000 | - | - | - | - | 78,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 78,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 78,000** |

**Lighting**

LED lighting conversion at the Mesa maintenance facility

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 100,000 | - | - | - | - | 100,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 100,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 100,000** |

**Lot Repairs**

Mesa maintenance facility lot repair needs

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 100,000 | - | - | - | - | 100,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 100,000 | $ - | - | $ - | $ - | $ 100,000 |

**Air Conditioners**

Replace 2 large 20-40 ton AC units at the Mesa maintenance facility

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | 150,000 | 150,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ - | $ - | - | $ - | $ 150,000 | $ 150,000 |
| **Type Total** | $ 1,028,000 | $ - | $ - | $ - | $ 150,000 | $ 1,178,000 |
| **Category Total** | $ 1,028,000 | $ - | $ - | $ - | $ 150,000 | $ 1,178,000 |

# PASSENGER STATIONS

## *Park and Ride*

**Park and Ride**

Lead agency PTF disbursement for construction and oversight of the 59th Ave/Baseline Park and Ride

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 852,000 | - | - | - | - | 852,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 852,000 | $ - | - | $ - | $ - | $ 852,000 |
| **Type Total** | $ 852,000 | $ - | $ - | $ - | $ - | $ 852,000 |
| **Category Total** | $ 852,000 | $ - | $ - | $ - | $ - | $ 852,000 |

# REVENUE VEHICLES - NEW

## *Bus*

**Express/BRT Expansions**

In FY21, one standard bus is planned for short range transit plan (SRTP) expansion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ 701,000 | $ - | $ - | $ - | $ 701,000 |
| Regional | - | 124,000 | - | - | - | 124,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ - | $ 825,000 | - | $ - | $ - | $ 825,000 |

**Express/BRT Replacements**

In FY20, purchases of 4 over the road buses are planned for Express service replacement vehicles. In FY21, the purchase 20 over the road buses and 12 standard buses are planned. In FY22, the purchase of 6 over the road buses are planned.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 2,723,000 | $ 20,018,000 | $ 4,332,000 | $ - | $ - | $ 27,073,000 |
| Regional | 480,000 | 3,533,000 | 765,000 | - | - | 4,778,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 3,203,000 | $ 23,550,000 | 5,097,000 | $ - | $ - | $ 31,850,000 |

**Standard Bus Expansions**

In FY20, the plan includes purchasing 16 standard buses for SRTP agency expansion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 9,315,000 | $ - | $ - | $ - | $ - | $ 9,315,000 |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 9,315,000 | $ - | - | $ - | $ - | $ 9,315,000 |

### Standard Bus Replacements

In FY20, lead agency PTF disbursements for the local match of 31 buses are planned. In FY21, the lead agency disbursements are for 30 replacement buses. In FY22, the lead agency PTF disbursements are for 25 buses. In FY23, the lead agency disbursements are for 12 buses and in FY24, 25 buses are planned to need PTF disbursements.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 3,561,000 | 3,623,000 | 3,739,000 | 1,415,000 | 882,000 | 13,220,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 3,561,000** | **$ 3,623,000** | **3,739,000** | **$ 1,415,000** | **$ 882,000** | **$ 13,220,000** |

### Rural Fleet Replacements

In FY23, the purchase of 4 replacement buses for Gila Bend Connector service is planned.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ 676,000 | $ - | $ 676,000 |
| Regional | - | - | - | 119,000 | - | 119,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 795,000** | **$ -** | **$ 795,000** |

### Standard Bus Replacements

In FY20, RPTA plans to purchase replacements for 29 standard buses and 19 circulator buses. In FY21, the plans are to purchase 21 standard buses and 8 circulators. In FY22, the purchase of 10 replacement buses are planned. In FY23, purchases of 22 standard buses and 17 articulated buses are planned. In FY24, the plan is to purchase 16 standard bus replacements.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 22,813,000 | $ 12,921,000 | $ 4,967,000 | $ 25,713,000 | $ 8,429,000 | $ 74,843,000 |
| Regional | 4,026,000 | 2,280,000 | 876,000 | 4,538,000 | 1,488,000 | 13,208,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 26,839,000** | **$ 15,201,000** | **5,843,000** | **$ 30,250,000** | **$ 9,917,000** | **$ 88,050,000** |
| **Type Total** | **$ 42,918,000** | **$ 43,199,000** | **$ 14,679,000** | **$ 32,460,000** | **$ 10,799,000** | **$ 144,055,000** |

## Paratransit

### Replacements

The FY20 amount includes lead agency PTF disbursements for local match of 25 paratransit buses. In FY21, lead agency PTF disbursements are for local match of 30 buses. In FY22, lead agency PTF disbursements are for local match of 30 buses. In FY23, lead agency PTF disbursements are for local match of 48 buses. In FY24, lead agency PTF disbursements are for local match of 42 buses.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 300,000 | 382,000 | 382,000 | 669,000 | 583,000 | 2,316,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 300,000 | $ 382,000 | 382,000 | $ 669,000 | $ 583,000 | $ 2,316,000 |
| **Type Total** | $ 300,000 | $ 382,000 | $ 382,000 | $ 669,000 | $ 583,000 | $ 2,316,000 |

## Vanpool

### Replacements

In FY20, 52 replacement vanpool vehicle purchases are planned. The future four years' plans are for 46 replacements, 48 replacements, 37 replacements and 45 replacement vehicles to cycle out high mileage vehicles.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 2,153,000 | $ 2,151,000 | $ 2,216,000 | $ 1,850,000 | $ 2,250,000 | $ 10,620,000 |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 2,153,000 | $ 2,151,000 | 2,216,000 | $ 1,850,000 | $ 2,250,000 | $ 10,620,000 |

### Expansions

For FY20-24, 25 expansion vehicles are planned each fiscal year, based on Short Range Transit Plan estimates.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 1,126,000 | $ 1,159,000 | $ 1,195,000 | $ 1,235,000 | $ 1,250,000 | $ 5,965,000 |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 1,126,000 | $ 1,159,000 | 1,195,000 | $ 1,235,000 | $ 1,250,000 | $ 5,965,000 |
| **Type Total** | $ 3,279,000 | $ 3,310,000 | $ 3,411,000 | $ 3,085,000 | $ 3,500,000 | $ 16,585,000 |
| **Category Total** | $ 46,497,000 | $ 46,891,000 | $ 18,472,000 | $ 36,214,000 | $ 14,882,000 | $ 162,956,000 |

# REVENUE VEHICLES – OVERHAULS (SOGR)

## *Bus*

**Engine & Transmission Rebuilds**

Planned transmission and engine rebuilds for FY20-24 are: FY20 - 21 engines and 19 transmissions, FY21 - 28 engines and 18 transmissions, FY22 - 47 engines and 17 transmissions, FY23- 49 engines and 17 transmissions, and FY24 - 23 engines and 15 transmissions.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 741,000 | $ 863,000 | $ 1,187,000 | $ 1,226,000 | $ 596,000 | $ 4,613,000 |
| Regional | 185,000 | 216,000 | 297,000 | 306,000 | 149,000 | 1,153,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 926,000** | **$ 1,079,000** | **1,484,000** | **$ 1,532,000** | **$ 745,000** | **$ 5,766,000** |
| **Type Total** | **$ 926,000** | **$ 1,079,000** | **$ 1,484,000** | **$ 1,532,000** | **$ 745,000** | **$ 5,766,000** |
| **Category Total** | **$ 926,000** | **$ 1,079,000** | **$ 1,484,000** | **$ 1,532,000** | **$ 745,000** | **$ 5,766,000** |

# OTHER

## *Other*

**Achieving Transit Accessibility Now (ATAN)**

This program addresses immediate and critical needs for improved accessibility to bus stops.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 5,000,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 1,000,000 | $ 1,000,000 | 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,000,000 |

**Equipment**

A mobile lift for under-vehicle preventative maintenance is needed for the Ajo service.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 40,000 | $ - | $ - | $ - | $ - | $ 40,000 |
| Regional | 5,000 | - | - | - | - | 5,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 45,000 | $ - | - | $ - | $ - | $ 45,000 |
| **Type Total** | $ 1,045,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,045,000 |
| **Category Total** | $ 1,045,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,045,000 |

# Audit & Finance Subcommittee

# FY20 Preliminary Operating & Capital Budget

## OVERVIEW

| | | FY18 Actual | | FY19 Budget | | FY20 Budget |
|---|---|---|---|---|---|---|
| **Combined** | | | | | | |
| Operating | $ | 175,922,000 | $ | 190,998,000 | $ | 201,741,000 |
| Capital | | 124,596,000 | | 127,075,000 | | 164,260,000 |
| **Total Combined** | $ | 300,518,000 | $ | 318,073,000 | $ | 366,001,000 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Full Time Equivalents** | | | |
| Operating | 149.3 | 149.4 | 152.4 |
| Capital | 0.9 | 1.9 | 1.7 |
| **Total** | **150.2** | **151.3** | **154.1** |

# OPERATING

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Fixed Route Operations** | | | |
| **Operation Services** | | | |
| Contractual Services | $ 1,140,000 | $ 1,371,000 | $ 1,580,000 |
| Fuel & Lubricants | 4,582,000 | 5,126,000 | 5,551,000 |
| Transit Services | 79,769,000 | 81,815,000 | 85,564,000 |
| **Total Operation Services** | **85,491,000** | **88,312,000** | **92,695,000** |
| **Facility Maintenance** | | | |
| Contractual Services | 2,425,000 | 2,743,000 | 2,591,000 |
| Utilities | 930,000 | 943,000 | 922,000 |
| Other | 112,000 | 123,000 | 131,000 |
| **Total Facility Maintenance** | **3,467,000** | **3,809,000** | **3,644,000** |
| **Administrative Support** | | | |
| Personal Services | 992,000 | 1,108,000 | 1,137,000 |
| Advertising | 4,000 | 4,000 | 4,000 |
| Computers & Software | 4,000 | 21,000 | - |
| Contractual Services | 687,000 | 1,038,000 | 828,000 |
| Equipment | 13,000 | - | - |
| Fuel & Lubricants | 2,000 | 6,000 | 7,000 |
| Insurance | 84,000 | 84,000 | 49,000 |
| Supplies | 15,000 | 12,000 | 10,000 |
| Travel & Meetings | 4,000 | 9,000 | 9,000 |
| Other | 340,000 | 464,000 | 890,000 |
| **Total Administrative Support** | **2,145,000** | **2,746,000** | **2,934,000** |
| **Total Fixed Route Operations** | **$ 91,103,000** | **$ 94,867,000** | **$ 99,273,000** |
| **Full Time Equivalents** | 11.1 | 9.9 | 10.3 |
| **Service Miles-RPTA Operated** | 12,824,000 | 12,878,000 | 13,085,000 |
| **Service Miles-COP Operated** | 1,365,000 | 1,520,000 | 1,594,000 |
| **Boardings** | 14,730,000 | 14,136,000 | 14,163,000 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Paratransit Operations** | | | |
| **Operation Services** | | | |
| Fuel & Lubricants | $ - | $ 1,367,000 | $ 1,440,000 |
| PTF Disbursements | 17,212,000 | 17,619,000 | 17,487,000 |
| Transit Services | 18,593,000 | 19,257,000 | 20,420,000 |
| **Total Operation Services** | **35,805,000** | **38,243,000** | **39,347,000** |
| **Administrative Support** | | | |
| Computers & Software | 2,000 | - | 83,000 |
| Contingency | - | - | 628,000 |
| Personal Services | 525,000 | 590,000 | 579,000 |
| Insurance | 33,000 | 27,000 | 51,000 |
| Other | 170,000 | 227,000 | 303,000 |
| **Total Administrative Support** | **730,000** | **844,000** | **1,644,000** |
| **Total Paratransit Operations** | **$ 36,535,000** | **$ 39,087,000** | **$ 40,991,000** |
| **Full Time Equivalents** | 5.6 | 5.8 | 5.9 |
| **Trips** | 518,000 | 538,000 | 545,000 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Vanpool Operations** | | | |
| **Operation Services** | | | |
| Transit Services | $ 573,000 | $ 606,000 | $ 574,000 |
| **Total Operation Services** | **573,000** | **606,000** | **574,000** |
| **Administrative Support** | | | |
| Personal Services | 124,000 | 134,000 | 136,000 |
| Advertising | - | 25,000 | 25,000 |
| Contractual Services | 6,000 | 6,000 | 6,000 |
| Insurance | 101,000 | 101,000 | 53,000 |
| Supplies | 13,000 | 20,000 | 20,000 |
| Travel & Meetings | 2,000 | 4,000 | 2,000 |
| Other | 42,000 | 56,000 | 76,000 |
| **Total Administrative Support** | **288,000** | **346,000** | **318,000** |
| **Total Vanpool Operations** | **$ 861,000** | **$ 952,000** | **$ 892,000** |
| **Full Time Equivalents** | 1.2 | 1.4 | 1.4 |
| **Active Vanpools** | 390 | 405 | 390 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Planning** | | | |
| **Systems Development** | | | |
| Personal Services | $ 610,000 | $ 551,000 | $ 94,000 |
| Computers & Software | 65,000 | 236,000 | 94,000 |
| Contractual Services | 232,000 | 1,720,000 | 620,000 |
| Other | 205,000 | 210,000 | 50,000 |
| **Total Systems Development** | **1,112,000** | **2,717,000** | **858,000** |
| **Corridor & Facility** | | | |
| Personal Services | 126,000 | 188,000 | 329,000 |
| Contractual Services | 298,000 | 550,000 | 592,000 |
| Other | 43,000 | 73,000 | 172,000 |
| **Total Corridor & Facility** | **467,000** | **811,000** | **1,093,000** |
| **Administrative Support** | | | |
| Personal Services | 184,000 | 239,000 | 206,000 |
| Computers & Software | 2,000 | 13,000 | 14,000 |
| Contractual Services | 8,000 | 6,000 | 8,000 |
| Supplies | - | 2,000 | 3,000 |
| Travel & Meetings | 8,000 | 19,000 | 16,000 |
| Other | 64,000 | 116,000 | 141,000 |
| **Total Administrative Support** | **266,000** | **395,000** | **388,000** |
| **Total Planning** | **$ 1,845,000** | **$ 3,923,000** | **$ 2,339,000** |
| **Full Time Equivalents** | 8.2 | 8.6 | 5.3 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Commute Solutions** | | | |
| **Administrative Support** | | | |
| Personal Services | $ 534,000 | $ 565,000 | $ 551,000 |
| Advertising | 118,000 | 147,000 | 147,000 |
| Contractual Services | 215,000 | 202,000 | 202,000 |
| Supplies | 29,000 | 15,000 | 15,000 |
| Travel & Meetings | 2,000 | 6,000 | 6,000 |
| Other | 295,000 | 335,000 | 408,000 |
| **Total Administrative Support** | **1,193,000** | **1,270,000** | **1,329,000** |
| **Total Commute Solutions** | **$ 1,193,000** | **$ 1,270,000** | **$ 1,329,000** |
| **Full Time Equivalents** | 6.0 | 5.8 | 5.7 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Regional Services** | | | |
| **Operation Services** | | | |
| Transit Services | $ 938,000 | $ 995,000 | $ 1,592,000 |
| **Total Operation Services** | **938,000** | **995,000** | **1,592,000** |
| **Administrative Support** | | | |
| Personal Services | 4,389,000 | 5,000,000 | 5,093,000 |
| Advertising | 288,000 | 587,000 | 401,000 |
| Computers & Software | 84,000 | 226,000 | 122,000 |
| Contractual Services | 952,000 | 1,351,000 | 1,210,000 |
| Leases/Rent | 595,000 | 621,000 | 621,000 |
| Supplies | 272,000 | 438,000 | 597,000 |
| Transit Books | 243,000 | 372,000 | 410,000 |
| Travel & Meetings | 19,000 | 92,000 | 107,000 |
| Other | 1,703,000 | 2,400,000 | 3,242,000 |
| **Total Administrative Support** | **8,545,000** | **11,087,000** | **11,803,000** |
| **Total Regional Services** | **$ 9,483,000** | **$ 12,082,000** | **$ 13,395,000** |
| **Full Time Equivalents** | 76.3 | 77.5 | 77.3 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Administration and Finance** | | | |
| **Administrative Support** | | | |
| Personal Services | $ 1,060,000 | $ 1,317,000 | $ 1,510,000 |
| Advertising | 1,000 | 2,000 | 2,000 |
| Computers & Software | 812,000 | 585,000 | - |
| Contingency | - | 562,000 | 579,000 |
| Contractual Services | 548,000 | 388,000 | 613,000 |
| Furniture & Fixtures | 317,000 | 64,000 | 146,000 |
| Non-Revenue Vehicles | 25,000 | 52,000 | - |
| Site Improvements | 328,000 | 109,000 | 278,000 |
| Supplies | 20,000 | 23,000 | 15,000 |
| Travel & Meetings | 106,000 | 111,000 | 108,000 |
| Other | 944,000 | 945,000 | 1,440,000 |
| **Total Administrative Support** | **4,161,000** | **4,158,000** | **4,691,000** |
| **Total Administration and Finance** | **$ 4,161,000** | **$ 4,158,000** | **$ 4,691,000** |
| **Full Time Equivalents** | 10.6 | 10.2 | 10.8 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Pass-Through** | | | |
| **AZ Lottery Funds Disbursements** | | | |
| AZ Lottery Disbursements | $ 10,670,000 | $ 10,366,000 | $ 10,366,000 |
| AZ Lottery Proceeds Transfer Out | 859,000 | 834,000 | 834,000 |
| **Total AZ Lottery Funds Disbursements** | **11,529,000** | **11,200,000** | **11,200,000** |
| **VMR RARF Disbursements** | | | |
| RARF Disbursements | 500,000 | 500,000 | 500,000 |
| **Total VMR RARF Disbursements** | **500,000** | **500,000** | **500,000** |
| **Valley Metro Rail** | | | |
| Other | 1,432,000 | 1,871,000 | 2,367,000 |
| Personal Services | 17,280,000 | 21,088,000 | 24,764,000 |
| **Total Valley Metro Rail** | **18,712,000** | **22,959,000** | **27,131,000** |
| **Total Pass-Through** | **$ 30,741,000** | **$ 34,659,000** | **$ 38,831,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Overhead Pools** | | | |
| **Cost Allocation 1015 -Shared Agency** | | | |
| Personal Services | $ 1,597,000 | $ 1,901,000 | $ 2,169,000 |
| Computers & Software | - | 36,000 | 192,000 |
| Contractual Services | 214,000 | 456,000 | 410,000 |
| Insurance | 9,000 | 10,000 | 10,000 |
| Supplies | 24,000 | 12,000 | 23,000 |
| Travel & Meetings | 9,000 | 14,000 | 16,000 |
| Other | 292,000 | 328,000 | 485,000 |
| **Total Cost Allocation 1015 -Shared Agency** | **2,145,000** | **2,757,000** | **3,305,000** |
| **Cost Allocation 1016- RPTA Agency** | | | |
| Personal Services | 1,037,000 | 1,315,000 | 1,700,000 |
| Advertising | 2,000 | 1,000 | 1,000 |
| Computers & Software | 4,000 | - | - |
| Contractual Services | 88,000 | 257,000 | 1,128,000 |
| Fuel & Lubricants | 16,000 | 20,000 | 12,000 |
| Insurance | 44,000 | 50,000 | 63,000 |
| Leases/Rent | 670,000 | 893,000 | 860,000 |
| Supplies | 116,000 | 165,000 | 190,000 |
| Travel & Meetings | - | 1,000 | 3,000 |
| Other | 117,000 | 237,000 | 254,000 |
| **Total Cost Allocation 1016- RPTA Agency** | **2,094,000** | **2,939,000** | **4,211,000** |
| **Total Overhead Pools** | **$ 4,239,000** | **$ 5,696,000** | **$ 7,516,000** |
| **Full Time Equivalents** | 30.5 | 30.3 | 35.8 |

# CAPITAL

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Regional Fleet** | | | |
| **Bus** | | | |
| Fleet | $ 39,168,000 | $ 37,512,000 | $ 35,761,000 |
| Travel & Meetings | 6,000 | 5,000 | - |
| Other | 22,000 | 59,000 | 34,000 |
| **Total Bus** | **39,196,000** | **37,576,000** | **35,795,000** |
| **Vanpool** | | | |
| Fleet | 4,623,000 | 3,010,000 | 3,275,000 |
| Other | 9,000 | 3,000 | 4,000 |
| **Total Vanpool** | **4,632,000** | **3,013,000** | **3,279,000** |
| **Other** | | | |
| Parts | 27,000 | 8,000 | 13,000 |
| Other | - | 186,000 | 176,000 |
| **Total Other** | **27,000** | **194,000** | **189,000** |
| **Total Regional Fleet** | **$ 43,855,000** | **$ 40,783,000** | **$ 39,263,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

| | | FY18 Actual | | FY19 Budget | | FY20 Budget |
|---|---|---|---|---|---|---|
| **Regional Facilities** | | | | | | |
| **Maintenance Facilities** | | | | | | |
| Equipment | $ | 132,000 | $ | 1,950,000 | $ | 873,000 |
| Furniture & Fixtures | | 58,000 | | - | | - |
| Contractual Services | | 61,000 | | - | | - |
| Site Improvements | | 204,000 | | 1,740,000 | | 200,000 |
| Other | | 85,000 | | - | | - |
| **Total Maintenance Facilities** | | **540,000** | | **3,690,000** | | **1,073,000** |
| **Passenger Facilities** | | | | | | |
| Personal Services | | 4,000 | | 295,000 | | 184,000 |
| Contractual Services | | - | | 121,000 | | - |
| Site Improvements | | - | | 1,960,000 | | 829,000 |
| Other | | 2,000 | | 113,000 | | 100,000 |
| **Total Passenger Facilities** | | **6,000** | | **2,489,000** | | **1,113,000** |
| **IT Infrastructure** | | | | | | |
| Computers & Software | | 482,000 | | 1,105,000 | | 3,379,000 |
| Other | | - | | - | | 25,000 |
| **Total IT Infrastructure** | | **482,000** | | **1,105,000** | | **3,404,000** |
| **Total Regional Facilities** | **$** | **1,028,000** | **$** | **7,284,000** | **$** | **5,590,000** |
| **Full Time Equivalents** | | 0.9 | | 1.9 | | 1.7 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Other Regional Projects** | | | |
| **Fare Collection Systems** | | | |
| Equipment | $ 1,146,000 | $ 50,000 | $ 50,000 |
| **Total Fare Collection Systems** | **1,146,000** | **50,000** | **50,000** |
| **State of Good Repair** | | | |
| Equipment | 1,413,000 | 1,452,000 | 926,000 |
| **Total State of Good Repair** | **1,413,000** | **1,452,000** | **926,000** |
| **Vehicle Management/Communications** | | | |
| Site Improvements | 2,000 | - | - |
| Contractual Services | 580,000 | - | - |
| **Total Vehicle Management/Communicat** | **582,000** | **-** | **-** |
| **Total Other Regional Projects** | **$ 3,141,000** | **$ 1,502,000** | **$ 976,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Member Agency Disbursements** | | | |
| **Bus** | | | |
| PTF Disbursements | $ 6,772,000 | $ 3,803,000 | $ 3,562,000 |
| **Total Bus** | **6,772,000** | **3,803,000** | **3,562,000** |
| **Fare Collection Systems** | | | |
| PTF Disbursements | - | - | 848,000 |
| **Total Fare Collection Systems** | **-** | **-** | **848,000** |
| **Other** | | | |
| PTF Disbursements | 483,000 | 490,000 | 300,000 |
| **Total Other** | **483,000** | **490,000** | **300,000** |
| **Passenger Facilities** | | | |
| PTF Disbursements | 723,000 | 738,000 | 738,000 |
| **Total Passenger Facilities** | **723,000** | **738,000** | **738,000** |
| **Vehicle Management/Communications** | | | |
| PTF Disbursements | 3,205,000 | 2,034,000 | - |
| **Total Vehicle Management/Communications** | **3,205,000** | **2,034,000** | **-** |
| **Total Member Agency Disbursements** | **$ 11,183,000** | **$ 7,065,000** | **$ 5,448,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Debt Service** | | | |
| **Administration** | | | |
| Principal | $ 15,230,000 | $ 15,985,000 | $ 18,805,000 |
| Interest | 8,207,000 | 7,384,000 | 6,519,000 |
| **Total Administration** | **23,437,000** | **23,369,000** | **25,324,000** |
| **Total Debt Service** | **$ 23,437,000** | **$ 23,369,000** | **$ 25,324,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Pass-Through** | | | |
| **VMR PTF Program** | | | |
| Rail Program Disbursements | $ 32,425,000 | $ 29,897,000 | $ 87,659,000 |
| VMR Reserve for Future Use | 9,527,000 | 17,175,000 | - |
| **Total PTF Program** | **41,952,000** | **47,072,000** | **87,659,000** |
| **Total Pass-Through** | **$ 41,952,000** | **$ 47,072,000** | **$ 87,659,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

# FIVE YEAR OPERATING

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total |
|---|---|---|---|---|---|---|
| **Operating** ($,000) | | | | | | |
| **Sources of Funds** | | | | | | |
| Public Transportation Funds | $ 88,140 | $ 90,363 | $ 96,623 | $ 98,475 | $ 102,307 | $ 475,908 |
| Regional Area Road Funds | 5,089 | 5,165 | 5,243 | 5,321 | 5,400 | 26,218 |
| Transit Service Reimbursements | 48,501 | 48,505 | 47,021 | 48,972 | 50,280 | 243,279 |
| VMR Reimbursements | 27,318 | 28,326 | 29,447 | 30,330 | 32,839 | 148,261 |
| AZ Lottery Funds | 11,200 | 11,200 | 11,200 | 11,200 | 11,200 | 56,000 |
| Federal Funds | 8,842 | 9,019 | 9,199 | 9,383 | 9,571 | 46,014 |
| Fares | 11,578 | 11,634 | 11,830 | 12,030 | 12,233 | 59,305 |
| MAG Funds | 500 | 500 | 500 | 500 | 500 | 2,500 |
| Other | 573 | 584 | 596 | 608 | 620 | 2,982 |
| **Total Sources of Funds** | **201,741** | **205,296** | **211,660** | **216,819** | **224,950** | **1,060,466** |
| **Uses of Funds** | | | | | | |
| Fixed Route Operations | 99,273 | 100,667 | 103,594 | 106,663 | 111,301 | 521,498 |
| Paratransit Operations | 40,991 | 41,682 | 43,527 | 44,252 | 44,676 | 215,127 |
| Vanpool Operations | 892 | 919 | 946 | 975 | 1,004 | 4,736 |
| Planning | 2,339 | 2,386 | 2,433 | 2,482 | 2,532 | 12,172 |
| Commute Solutions | 1,329 | 1,356 | 1,383 | 1,410 | 1,439 | 6,916 |
| Regional Services | 13,395 | 13,663 | 13,936 | 14,215 | 14,499 | 69,708 |
| Adminstration and Finance | 4,112 | 4,194 | 4,278 | 4,364 | 4,451 | 21,399 |
| Operating Contingency | 579 | 596 | 614 | 633 | 720 | 3,142 |
| Pass-through Disbursements | 38,831 | 39,833 | 40,949 | 41,826 | 44,329 | 205,768 |
| **Total Uses of Funds** | **$ 201,741** | **$ 205,296** | **$ 211,661** | **$ 216,819** | **$ 224,950** | **$ 1,060,466** |

# FIVE YEAR CAPITAL

| | | FY20 | | FY21 | | FY22 | | FY23 | | FY24 | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Capital** ($,000) | | | | | | | | | | | | |
| **Sources of Funds** | | | | | | | | | | | | |
| Public Transportation Funds | $ | 25,227 | $ | 40,008 | $ | 33,683 | $ | 35,488 | $ | 28,157 | $ | 162,563 |
| Federal Funds | | 34,398 | | 37,755 | | 13,830 | | 30,700 | | 12,188 | | 128,871 |
| Other | | 299 | | 189 | | 109 | | 117 | | 108 | | 822 |
| Carry Forward & Reserves | | 16,677 | | 1,273 | | 1,363 | | 1,306 | | 1,487 | | 22,106 |
| VMR Public Transportation Funds I | | 52,221 | | 56,329 | | 60,180 | | 64,240 | | 68,391 | | 301,361 |
| VMR Public Transportation Funds I | | 35,438 | | 20,379 | | 8,155 | | 4,534 | | - | | 68,506 |
| **Total Sources of Funds** | | **164,260** | | **155,933** | | **117,320** | | **136,385** | | **110,331** | | **684,229** |
| **Uses of Funds** | | | | | | | | | | | | |
| Regional Fleet | | 39,263 | | 43,074 | | 14,460 | | 34,247 | | 13,525 | | 144,569 |
| Regional Facilities | | 5,590 | | 4,688 | | 3,249 | | 3,300 | | 3,515 | | 20,342 |
| Other Regional Projects | | 976 | | 1,129 | | 1,483 | | 1,534 | | 746 | | 5,868 |
| Member Agency Disbursements | | 5,448 | | 5,325 | | 4,825 | | 5,424 | | 1,465 | | 22,487 |
| Debt Service | | 25,324 | | 25,009 | | 24,968 | | 23,106 | | 22,689 | | 121,096 |
| Rail Program Disbursements | | 87,659 | | 76,708 | | 68,335 | | 68,774 | | 61,033 | | 362,509 |
| VMR Reserve for Future Use | | - | | - | | - | | - | | 7,358 | | 7,358 |
| **Total Uses of Funds** | **$** | **164,260** | **$** | **155,933** | **$** | **117,320** | **$** | **136,385** | **$** | **110,331** | **$** | **684,229** |

# Breakout of "Other" line item

## Operating

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Administration and Finance** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 354,000 | $ 505,000 | $ 789,000 |
| | Other | Bank charges | 1,000 | - | 15,000 |
| | | Equipment Unit Cost under $5k | 6,000 | 13,000 | - |
| | | Furniture & Fixtures Unit Cost under $5k | 162,000 | 2,000 | 2,000 |
| | | HR/Employee Expense | - | - | - |
| | | Memberships & Subscriptions | 271,000 | 204,000 | 275,000 |
| | | Organizational development | 52,000 | 90,000 | 125,000 |
| | | Postage | - | 2,000 | 2,000 |
| | | Printing | 7,000 | 1,000 | - |
| | | Training & Seminars | 91,000 | 128,000 | 232,000 |
| **Administration and Finance Total** | | | **$ 944,000** | **$ 945,000** | **$ 1,440,000** |
| **Commute Solutions** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 171,000 | $ 216,000 | $ 289,000 |
| | Other | Memberships & Subscriptions | - | - | - |
| | | Misc non-grant TDM related expenses | 25,000 | 45,000 | 45,000 |
| | | Postage | 32,000 | 39,000 | 39,000 |
| | | Printing | 66,000 | 33,000 | 33,000 |
| | | Training & Seminars | 1,000 | 2,000 | 2,000 |
| **Commute Solutions Total** | | | **$ 295,000** | **$ 335,000** | **$ 408,000** |
| **Fixed Route Operations** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 337,000 | $ 425,000 | $ 596,000 |
| | Other | Data/Telecommunications | - | 34,000 | 287,000 |
| | | Facility other misc expenses | 112,000 | 123,000 | 131,000 |
| | | Memberships & Subscriptions | 1,000 | - | - |
| | | Printing | 1,000 | 2,000 | 2,000 |
| | | Training & Seminars | 1,000 | 3,000 | 5,000 |
| **Fixed Route Operations Total** | | | **$ 452,000** | **$ 587,000** | **$ 1,021,000** |
| **Paratransit Operations** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 170,000 | $ 226,000 | $ 303,000 |
| | Other | Printing | - | 1,000 | - |
| **Paratransit Operations Total** | | | **$ 170,000** | **$ 227,000** | **$ 303,000** |
| **Planning** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 307,000 | $ 374,000 | $ 331,000 |
| | Other | Memberships & Subscriptions | 2,000 | 10,000 | 12,000 |
| | | Postage | - | 1,000 | 1,000 |
| | | Printing | 1,000 | 1,000 | 1,000 |
| | | Training & Seminars | 2,000 | 13,000 | 18,000 |
| **Planning Total** | | | **$ 312,000** | **$ 399,000** | **$ 363,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Regional Services** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 1,425,000 | $ 1,914,000 | $ 2,669,000 |
| | Other | Data/Telecommunications | 81,000 | 50,000 | 74,000 |
| | | Memberships & Subscriptions | 12,000 | 13,000 | 13,000 |
| | | Postage | 22,000 | 69,000 | 70,000 |
| | | Printing | 146,000 | 253,000 | 375,000 |
| | | Training & Seminars | 17,000 | 101,000 | 41,000 |
| **Regional Services Total** | | | **$ 1,703,000** | **$ 2,400,000** | **$ 3,242,000** |
| | | | | | |
| **Vanpool Operations** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 41,000 | $ 52,000 | $ 72,000 |
| | Other | Postage | - | 1,000 | 1,000 |
| | | Printing | - | 2,000 | 2,000 |
| | | Training & Seminars | 1,000 | 1,000 | 1,000 |
| **Vanpool Operations Total** | | | **$ 42,000** | **$ 56,000** | **$ 76,000** |
| | | | | | |
| **Pass-Through** | **Valley Metro Rail** | | | | |
| | | Allocated Overhead | $ 1,432,000 | $ 1,871,000 | $ 2,367,000 |
| **Pass-Through Total** | | | **1,432,000** | **1,871,000** | **2,367,000** |
| | | | | | |
| **Operating Total** | | | **$ 5,350,000** | **$ 6,820,000** | **$ 9,220,000** |

# Capital

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Regional Facilities** | | | | | |
| | Allocated Overhead | Allocated Overhead | $ 2,000 | $ 113,000 | $ 100,000 |
| | Other | Equipment Unit Cost under $5k | - | - | 25,000 |
| | | Furniture & Fixtures Unit Cost under $5k | 85,000 | - | - |
| **Regional Facilities Total** | | | **$ 87,000** | **$ 113,000** | **$ 125,000** |
| | | | | | |
| **Regional Fleet** | | | | | |
| | Other | Equipment Unit Cost under $5k | $ 12,000 | $ - | $ - |
| | | Fleet inspections | 19,000 | 62,000 | 38,000 |
| | | Reserve for future capital assets | - | 186,000 | 176,000 |
| **Regional Fleet Total** | | | **$ 31,000** | **$ 248,000** | **$ 214,000** |
| | | | | | |
| **Capital Total** | | | **$ 118,000** | **$ 361,000** | **$ 339,000** |

# Information Summary

**DATE** **AGENDA ITEM 5**
April 24, 2019

**SUBJECT**
Future Agenda Items Request and Report on Current Events

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
None

**COST AND BUDGET**
None

**STRATEGIC PLAN ALIGNMENT**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information only.

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

**ATTACHMENT**
None

**Pending Items Request**

| Item Requested | Date Requested | Planned Follow-up Date |
|---|---|---|
| | | |
| | | |

# Agenda

May 9, 2019

**Valley Metro Rail**
Thursday, May 16, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
**11:15 a.m.**

| | Action Recommended |
|---|---|
| 1. Public Comment (blue card) | 1. For Information |
| The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items.** Up to three minutes will be provided per speaker unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided. | |
| 2. Minutes | 2. For action |
| Minutes from the March 21, 2019 Board meeting are presented for approval. | |
| **CONSENT AGENDA** | |
| 3A. Light Rail Vehicle (LRV) Bumper Parts Contract Award | 3A. For action |
| Staff recommends that the Board of Directors authorize the CEO to execute a 5-year supply contract for LRV bumper parts requirements from Hubner Manufacturing Corporation in an amount not to exceed $500,000. | |
| 3B. Light Rail Vehicle (LRV) Window Glass Contract Award | 3B. For action |
| Staff recommends that the Board of Directors authorize the the CEO to execute a 5-year supply contract for LRV window glass requirements from NASG Holdings, Inc. in an amount not to exceed $1,081,000. | |

3C. <u>Cleaning Services Contract Change Order</u> — 3C. For action

Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with DMS Facility Services for operations cleaning services in an amount not to exceed $616,360 for the period July 1, 2019 to December 31, 2020.

3D. <u>Northwest Phase II Light Rail Extension Construction Management at Risk Contract Amendment</u> — 3D. For action

Staff recommends that the Board of Directors authorize the CEO increase the Northwest Phase II Light Rail Extension Construction Manager At Risk contract with Kiewit-McCarthy, A Joint Venture, by $1,659,708.

3E. <u>Revised Point of Interest Name for University/Rural Station</u> — 3E. For action

Staff recommends that the Board of Directors approve the adjustment to the Point of Interest name of the University Dr/Rural Rd station from “ASU Tempe Campus” to “ASU Earth/Space/Life Center.”

3F. <u>Pass-Through Agreement for Tempe Streetcar Small Starts Single-Year Grant</u> — 3F. For action

Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the Tempe Streetcar Small Starts Single-Year Grant.

3G. <u>City of Phoenix Grant Pass-Through Change Orders</u> — 3G. For action

Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

## REGULAR AGENDA

| | | | |
|---|---|---|---|
| 4. | South Central/Downtown Hub Light Rail Extension Design Services Contract Amendment | 4. | For action |

Staff recommends that the Board of Directors authorize the CEO to increase the South Central/Downtown Hub Light Rail Extension design contract with AECOM by $13,253,749 to extend Design Services and add Design Services During Construction.

| | | | |
|---|---|---|---|
| 5. | Valley Metro Rail, Inc. Fiscal Year 2020 (FY20) Proposed Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY20 thru FY24) | 5. | For information |

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the FY20 Proposed Operating and Capital Budget.

| | | | |
|---|---|---|---|
| 6. | Future Agenda Items Request and Report on Current Events | 6. | For information |

Chair Gallego will request future agenda items from members and members may provide a report on current

| | | | |
|---|---|---|---|
| 7. | Next Meeting | 7. | For information |

The next meeting of the Board is scheduled for **Thursday, June 20, 2019 at 11:15 a.m.**

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

# Information Summary

**DATE**
May 9, 2019

**AGENDA ITEM 1**

**SUBJECT**
Public Comment

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE PROCESS**
None

**RECOMMENDATION**
This item is presented for information only.

**CONTACT**
Scott Smith
Chief Executive Officer
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ssmith@valleymetro.org

**ATTACHMENT**
None

# Minutes

May 9, 2019 **AGENDA ITEM 2**

**Board of Directors**
Thursday, March 21, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
12:15 p.m.

**Meeting Participants**
Mayor Thelda Williams, City of Phoenix **(Chair)**
Councilmember Robin Arredondo-Savage, City of Tempe **(Vice Chair)**
Vice Mayor Lauren Tolmachoff, City of Glendale
Mayor Kevin Hartke, City of Chandler
Councilmember Francisco Heredia, City of Mesa

Chair Williams called the meeting to order at 1:14 p.m. First is public comment.

1. Public Comment

Chair Williams said Public comment, I think the card we have is Blue. Is he still here?

Ms. Dillon said I don't think so.

2. Minutes

Chair Williams said we will go to the minutes of February 21, 2019. Are there any modifications, discussion?

**IT WAS MOVED COUNCILMEMBER TOLMACHOFF, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE FEBRUARY 21, 2019 BOARD MEETING MINUTES.**

3. Consent Agenda

Chair Williams said next is the consent agenda. Do you want to briefly mention them? Does anyone have any questions on the consent agenda? It's naming an extension and purchase.

Mr. Smith said bucket trucks and naming of stations. We bring the naming of stations as part of the policy of Valley Metro. Any station names have to be formally approved by the board.  I think that was to keep people from me from getting creative in naming stations, because I could have a fun time with it.

Chair Williams said do they have to be assigned to a road?

Mr. Smith said the general policy is that we do -- we actually allow two types of names on stations.  The primary one is the physical location which is based on the presence of crossroads.  That's why you have Stapley and Main and Gilbert and Main.

Then we also have a secondary which is a location, for example, you would have downtown, ASU, Sun Devil Stadium and those kind of things and we put those on there also.  These are the primary names.

Chair Williams said all right.  Any other questions, comments, a motion?

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

4. Light Rail Vehicle (LRV) Communications and Video System Upgrade Contract Award

Chair Williams said Item 4 is the communication and video system upgrade.

Mr. Smith said yes, Madam Chair.  This is a pretty significant dollar amount, so we thought it would be good to explain to you what we're doing here.  And I would like to -- Rob, you're going to do this?  Rob Rosenberg, who's in charge of our -- he knows everything about our rail cars and how to maintain and how to build them, so we're going to turn it over to Rob, who would like to give you a background on this item.

Mr. Rosenberg said good afternoon.  I'd like to talk a little bit about the LRV communication system replacement that we are proposing.

The catalyst for this was that one of our suppliers of the monitoring and diagnostic system on the LRV let us know they're no longer going to support their equipment.  As a matter of fact, they got completely out of the transportation business.  They notified us on January 1 of '18.

So what the monitoring and diagnostic system is that's the part of the train that communicates with basically all the other systems, the propulsion, brakes, lets the operator and the maintenance know how the train is doing, so we have lost support for that.

Once we were notified of this, we took some immediate steps, we purchased all the spare parts we could from Rheinmetall, the manufacturer.  We also got in contact with Kinkisharyo, who's the train manufacturer, and bought all the spare equipment that they had also.

So we attempted about this time the City of Phoenix was, of course, going through the CAD/AVL program, so there are some similarities between this requirement and the CAD/AVL system, so we explored the possibility of piggybacking on that procurement and getting the system replaced.

But we came to the determination that because of the requirements of the two different systems, bus to rail, and really the biggest piece of monitoring the diagnostics that that wasn't feasible. So we are able to maintain the system as we currently have it until we can come up with a permanent solution.

So when we look at it's kind of a bigger picture than just the monitoring and diagnostics, ten-year old train, a lot of these electronic parts we're finding obsolete now. I won't go through and list them all, but we've labeled them here for you. Of course, the most critical of that is the monitoring and diagnostic computer and the train operator display which gives us the interface with the train.

The voice radio system also needs to be replaced, so they're going to a digital trunking system, so whether through this procurement or any other really - we would have to make this change on the radio whether we do it now or whether we do it in the future because they're switching to a digital trunking system, so we've included that in this procurement.

Mr. Smith said Rob, what is a digital trunking system?

Mr. Rosenberg said it's just the electronics behind it. We are on analog and they're working to switch it over now. So we're currently able to use our analog, but we think probably I believe it's going to be a year and a half to two years from now the trains that—the radios on the trains will be obsolete. All our portable units we've already switched over to the digital trunking, so the train's kind of the last thing to be changed.

The new trains and the streetcars have all been specked with the newest radios that have the digital trunking system.

So we're also having difficulty with our software that's no longer supported. We use basically laptops, we call them PTUs, to interface with the train. We can't -- the problem is we can't buy hardware that will run the old outdated software and the manufacturers there's no real need or incentive for them to upgrade that.

And in the case of Rheinmetall and the monitoring diagnostic system, they just refused to do anything with it at this point because they've gotten out of the business.
We'll also be getting a new video system. One of the benefits to that is the ability of us to pull videos. Last fiscal year we spent over 1500 hours because it's a manual process. We have to go to the train, grab the video for a police request or any incident.

So with the new system we'll be able to do that remotely.  It will save us a significant number of man hours.

So our procurement process, we went out in August of 2018.  We had a total of five firms that submitted bids.  Siemens was selected the winner through this process. One of the advantages of selecting Siemens is that, of course, our new LRVs that we're purchasing are Siemens, so all of the communication equipment will be almost identical. That's going to save us on what we have to have for spare units and to allow us to keep better control of our upkeep and maintenance practices.

So the cost of this Siemens contract to replace this is roughly $13.8 million and we're asking for a contingency of $700,000.  That contingency is for any unforeseen installation issues we may have, as well as any additional engineering that we couldn't quite foresee.

Chair Williams said could you tell us what the life span of the new one that you're proposing would be, and why do you wait to the very end of their life to begin this process?

Mr. Rosenberg said right.  So like I said, the catalyst for the replacement at this time was due to Rheinmetall basically telling us they're not going to support their equipment anymore.

To be honest with you, we had a vision of needing to replace the communication system just because of some other obsolescence issues and really some quality issues that we're dealing with, but we thought we had roughly three to four years past this point before we'd really have to start doing that, so that's why we had to do it.
Now how long we expect the current system that we're proposing to purchase, that's a great question.  I'd like to be able to say forever, but I can tell we've done a little bit more background on the system.  Siemens is actually using Televik as their main supplier.

Televik has a much more extensive history than our current supplier of our communication system.  I've actually was back at their facility six months ago and I personally observed them keeping up their equipment and doing repairs on equipment that was over ten years old.  It's actually about fifteen years old.  So we have a higher degree of confidence that we're going to get a longer life span out of this system.

Chair Williams said as this progresses, have you included in the RFP that they have to do certain upgrades as improvements are made?  Ten years is a long time in that world. Technology is changing so quickly.

Mr. Rosenberg said yes, for upgrades we haven't kind of what we've done is we've gone through the vendor managed inventory is what we're going to be doing with our new LRVs, and because it's the same system that's kind of that's one of our assurances that we're not going to run into the obsolescence program for at least as long as we do the vendor managed inventory with the new LRVs.

Because it's the same system, they're required -- they're not required to maintain it, but they're required to supply the parts for it and upkeep it, so I think that's a little extra assurance that this new system is going to last longer.

Councilmember Tolmachoff said so would upgrades and modules have to be purchased? Is this a cloud based system where you can just download changes or -- to the software?

Mr. Rosenberg said to the software? It's not cloud based. For the trains all the software resides -- all the software for the train operation resides on the software. There's some backend software that deals with passenger counting stuff and downloading videos. But for the most part we keep that on a closed system and they'll supply those upgrades to us.

The other thing is that the communication system on our vehicle is very unique. The system that Siemens proposed is on a significant number of other S70 platforms, so there's a little more incentive there to upkeep this system.

Councilmember Arredondo-Savage said just a quick question in regards to budgeting for this. I mean, was this something that we expected and budgeted for, or are we tapping into reserves to be able to pay, I mean, because this is really a big-ticket item.

Mr. Hodgins said Madam Chair, Councilmember, we have I believe about $2 million budgeted in the current fiscal year, another $7.3 million or $7.5 million for next year. And then we'd finish up the following fiscal year, so we do have a small amount in this year's budget. It's about a three-year project though and is funded with PTF regional Prop 400 funds.

Council Got it. You know what would be kind of really helpful, too, if that was actually in the background information, too, that would be exactly where the funds are coming from, I mean, just for future reference.

Mayor Hartke said just a quick question just about the process. Again, I'm not a believer that low bid is best and you've identified a couple other items in terms of durability, their ability to, you know, go back and linking into what's existing, but were there any other factors that you chose Siemens over the other and what was the delta just in the prices as well?

Mr. Rosenberg said yes, I believe I have a slide on that. So in the proposal process really there were three different contractors that we believe were technically capable. It came down to Siemens, Klever and Woogen. Siemens was not the most inexpensive of the three.  They came in right at the middle, but when we factored in their technical scores as we graded them that pushed them over the edge.

So in this case through this process, they weren't the lowest bidder, but they were certainly they were the highest technically and they were very competitively pricewise. We can get you those exact figures.  I can make sure you get that.

Mr. Smith said Rob, did it matter that, you know, it would seem like if Siemens is the provider and you have a Siemens platform and you're going to buy --   we're buying Siemens LRVs, did that factor into the technical aspect of Siemens scoring?

Mr. Rosenberg said it was a benefit, but when we laid out the criteria, it was not --   it was something that we considered because it had a benefit, really that benefit—the benefit for Siemens came, one, because of the parts the amount of spare parts we would have to keep, but, two, they were also have already started the engineering process for the new vehicles we're buying for interface with the SCADA system, so when they had to interface with the OCC system, there's less of a risk in going with Siemens because they've already started going down that path.

Chair Williams said any other questions?  Do you want to continue?

Mr. Rosenberg said so just to quickly cover what the new system what will all be in it.  It will be a complete new video system with a complete monitoring and diagnostic system. And like I touched on before that interface is with the brakes, propulsion, doors, HVAC, basically all the other systems in the train.

The passenger information system will also be changed out and that's stuff that the passengers see on a daily basis as far as announcements, signs.  We'll also have a complete automatic passenger counting system.  That's a system that is also obsolete and will be taken care of with this procurement.

Mr. Smith said Rob, one of the added benefits of increasing those video and other things is part of our Respect the Ride.  You know, obviously if we have clear communications, if we have more visible, we have newer, it certainly changes the perception when people are on the train that they are in a more controlled environment, safety environment, so that's one reason why we decided to other than the fact that we had old cameras.  We saw the added benefit of really increasing the security perception and reality.

Mr. Rosenberg said right, and, you know, that's a big one when we're talking about the cameras because the current cameras on the trains are analog base cameras, so the new video system will be a high-definition base camera and the other security aspect of that is that the new cameras all of them have microphones associated.

Mr. Smith said it will have audio.

Mr. Rosenberg said which we don't have.  So currently we only have audio coming out of the operator compartment, or if a passenger presses the passenger to operator intercom, we'll hear that audio, but with the new system we'll be able to hear audio at any portion of the train.

Mr. Smith said which has been frustrating because while we don't have incidents very often, when we do we have the video, which is somewhat grainy video, but sometimes there's a verbal altercation that proceeds the incident that we have no record of.  You can't tell.  You see where people are arguing, but you can't tell.

And it would really help us if we could capture that because most of our incidents on the train, believe it or not, happen between people who know each other.  You could certainly confirm that if they're friends arguing or acquaintances, you can confirm that right off the bat and it gives you just a better record.  And it's absolutely a safety issue that increases our ability to be able to handle incidents on the trains.

Chair Williams said one of the things that we've talked about over the years is when we put a new system in it would also be able to have something that you could tell if they paid, whether it's a badge they flash or something.  Would that be part of this or is this totally something--

Mr. Smith said that's part of the fare -- well, that will be part of the fare revenue system.

Chair Williams said okay.  So it will be a second system on the train.

Mr. Smith said yeah, it's a separate system.  The passenger counter here is just the thing that counts passengers as they walk across the threshold.
But when we install the new fare collection system, one of the components will be an upgrade to our fare compliance officers and their ability to check fares. A lot of the fares that people pay on light rail will actually be on a phone.

And so you'll have integration between what shows up here and the fare inspector and that is part of that system and that overall fare collection which is part of what we'll present in our next study session.

Mr. Rosenberg said so we'll also be replacing our train line interface components, so the trains communicate to each other through an Ethernet base system.  And the one we currently have is very expensive to maintain due to proprietary parts and we're going to a more standardized system that will be easier to maintain and still provide us with a 100 megabit per second train–to-train traffic.

So we recommend that the Board of Directors authorize the CEO to execute a contract with Siemens Mobility in the amount not to exceed $14,554,000 to upgrade the communication system on the light rail vehicles.

Chair Williams said any further questions, comments, or a motion?

**IT WAS MOVED BY COUNCILMEMBER TOLMACHOFF, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A CONTRACT WITH SIEMENS MOBILITY, INC. FOR AN AMOUNT NOT TO EXCEED $14,554,000 TO UPGRADE THE COMMUNICATION AND VIDEO SYSTEM ON THE LIGHT RAIL VEHICLES.**

5. <u>Valley Metro Rail, Inc. Fiscal Year 2020 (FY20) Preliminary Operating and Capital Budget</u>

Mr. Smith said once again, Paul Hodgins.

Mr. Hodgins said thank you, Mr. Smith. Madam Chair, Members of the Board, it's a very high-level overview of the FY20 preliminary budget for Valley Metro Rail. Same general format.

The one thing I would point out on the overall uses of funds for operating capital, this is a very capital intensive budget this year, 85 percent of our budgeted expenditures are related to capital activities primarily corridor extensions, about 12 percent on passenger services, light rail service, planning, and then some administrative costs.

And the sources of funds, more than 50 percent, 55 percent by member cities by your cities. The cities fund all of the rail operations and will be funding some of the capital activities as well. The public transportation funds, Prop 400 about 18 percent. That funds primarily planning and then some of the capital extensions. Federal funds all related, pretty much, all related to capital extensions.

Our operating budget has four main components. We've broken this out a little bit from previous years. We have rail operations and maintenance as a separate item. That does not include any state of good repair or safety and security. Safety and security is the next item up. Future project development or planning and then just the agency operating. You'll see some significant increases particularly in safety and security all related to Respect the Ride, some increases in rail operations, slight decrease in the planning.

Looking at the rail operations, because we took state of good repair out, we've put that in the capital budget, the rail operations and maintenance about 65 percent.

And just as with the bus and paratransit, the biggest component of that is the transportation and maintenance, some propulsion power, and then some other general administrative costs that would typically because our contract arrangement is a little different, those would be typically provided as part of a contract for fixed route and paratransit, but we provide those here.

As far as baseline service, we are looking at a decrease in ridership that would continue the trend that we're seeing this year of 6 to 7 percent year-over-year decreases, so just a little under $16 million for next year.

Revenue miles are increasing. The Gilbert Road extension is planned to open in mid-May, so next year it will be a full 12 months so that explains that increase.

Operating cost for operations and maintenance, this also includes safety and security, it's about a four-and-a-half-million-dollar increase there. And then again, a big decrease in fare revenue few related to that average fare coming down due to the reduced fare abuse.

Some of the statistics then, we'd look at a boardings per revenue mile decreasing from $5 to about $4.4. Cost per passenger is increasing to $3.58, but again, light rail is expensive, but in comparing to paratransit, that was in the mid $40 per passenger. Fixed route is about $6.25 per passenger, so on a per passenger, light rail is still our most effective, cost-effective method of delivering service.

Fare recovery would drop down to just over 20 percent. Then as I mentioned, the average fare continues -- we're projecting a continued decline to about 74 cents per boarding.

We expect that to continue or hopefully flatten out as we implement hopefully implement some intermediate measures through Fiscal '20 and probably partway into '21. When we start implementing the new system, we should see that average fare start to come back up.

Some of the changes in the uses of funds, about a three-million-dollar increase in just the rail ops, operation and maintenance, 7 percent. It entirely explained by the additional service on Gilbert Road. It's about an 8 percent increase in revenue miles just for that piece.

Decrease in project development as projects move from planning into capital, an increase in security for all our Respect the Ride. We have an increase in the agency operating. It's a small dollar amount but a large percentage related mostly to some IT and overhead projects.

Sources of funds, again, member city contributions by far the largest for the operating budget. The Prop 400 PTF can only be used for planning in here. We cannot use those to support operations. Decrease in fares and then a couple of other smaller items of revenue.

Just a quick look at some of the planning projects that we have, the big one will be Capitol/I-10 West Phase I as we continue to move that through the planning process. Some other studies that we're doing on behalf of the members, so about a t$13.5

million-dollar planning budget.

Chair Williams said what's the West Phoenix that's listed on there?

Mr. Hodgins said the West Phoenix, that will likely come off based on yesterday's council decision.

Chair Williams said okay.

Mr. Hodgins said that was the Camelback corridor.

Chair Williams said all right.

Mr. Hodgins said we had been planning to do a little bit of work.

Chair Williams said but you haven't done any yet?

Mr. Hodgins said well, we have been doing some work over the years, but, yeah, I mean, we'll put a stop to that.

Chair Williams said I guess my concern is how far you work ahead on some of these projects.

Mr. Smith said we were very far ahead on that West Phoenix and when Glendale pulled out, we ramped back. We've just been doing very, have little for the last year or so on that corridor.

We were expecting—and one of the things we were expecting is that as we moved forward with other projects that that would kick back up in the next fiscal year that we would start reanalyzing that, reevaluating that route, frankly, for the idea of whether we were going to continue with it.

And so those funds that were budgeted for next fiscal year, once again, were part of assisting the City of Phoenix in making a decision. We've been in discussions with your staff for months over what the next step would be and we had decided to put that on hold pending some of these other issues with the idea that we would pick that up after some of the, you know, South Central entered into engineering, things like that.

Then when the initiative came up, the plan was wait and see what happened with the initiative. You know, if the initiative succeeds, well, then it's a moot point. It doesn't matter. If the initiative fails, then we still would have had to make the decision as to whether Phoenix wanted to move it along.

There's also some other considerations because with the changing cost environment with all of our other projects, the question is what would we do with the amounts that were budgeted and set aside for West Phoenix and that certainly would factor into that decision. Those issues were sort of made moot by your vote, the council vote last night, so there won't be any more work done on west Phoenix other than just to wrap up and putting files away and things like that.

Chair Williams said there's a second west Phoenix route planned, though.

Mr. Smith said that's Capitol-I-10.

Chair Williams said okay. That's Phase II.

Mr. Hodgins said yes Phase II, yes.

Mr. Smith said but this used to be called West Phoenix Glendale. Of course we dropped the Glendale, so it was just West Phoenix.

Mr. Hodgins said so just a quick look at the project schedule for all the extensions, Gilbert Road and 50th Street will be done this year. We'll have some closeout cost next fiscal year.

You can see we'll have four projects in construction, the streetcar, the OMC expansion, South Central and Northwest Phase II. The Capitol/I-10 Phase I should go into design, but then we have -- well, the West Phoenix was on the schedule, but then the Capitol/I-10 West Phase II is still in the planning stages, so it's still on there. So you can see we're working on quite a number of projects.

Sources of funds for the capital project -- capital budget, excuse me, public transportation funds, Prop 400, member city contributions up significantly largely related to South Central. We don't anticipate having a grant agreement for that until I believe in 2021, so a lot of the costs next year are fronted for that federal either from the City of Phoenix or some PTF, so ultimately some of those will be reimbursed, but we have to put the money up upfront. Slight decrease in federal funds for next year.

And again, just looking at the uses, streetcar nearly doubling, South Central significant increase in expenses related to South Central to get some of the construction going and then some of the other projects that were continue to work on. You'll see state of good repair is now a new project for us. This is the Fiscal '20 budget is mainly or probably half of that is the communication system that was just approved and then some other component upgrades.

Mr. Smith said and just so you know, you will see that more and more. First of all, our system is aging, so state of good repair, which is sort of a self-describing title, comes into play more than it has.

But also in the past we've mixed that budget I think inappropriately with the maintenance budget.  And it really is a separate budget.  I mean, it's a capital item.

For example, you're completely replacing a communication system.  That's not maintenance work.  That's keeping your trains up to where they can continue, you've extended their life, their real life, which is one reason why we can use regional funds for that and so you'll see us separate -- Paul proposed separating that out so we can really start tracking that because as it relates to both to the maintenance of the equipment, which is our trains, and then we call our others maintenance of way, which is taking care of the tracks and the catenary poles and the OCS, which is your power system, the lines, you'll see more and more of that budgeted in there because as those things go past ten years, we'll see more items wear out.  We just had a track break, what, last week, Ray?

Mr. Abraham said yeah, we had a rail break last week.

Mr. Smith said rail break, so you know, I mean, these things age, and we'll have to continue to spend more or some money as these things get older and we'll fix it and we'll go on to the next one.  We've split that out into a state of good repair and treated it as a separate project.

Mr. Hodgins said so we showed this earlier at the RPTA meeting, so I won't dwell on it. But I do want to talk a little bit about the position specifically for the operations and maintenance for Valley Metro Rail.

We have 38.  It's a big number.  Ten of them are the customer experience coordinators, the rail ambassadors that we've talked about for the Respect the Ride.  We have 28 in the maintenance area.  Twelve of them are specifically for the new fleet that we're requiring, the six streetcars and the eleven new Siemens vehicles.  Those positions will be phased in as the vehicles arrive, so the streetcars I believe begin arriving December. The Siemens LRVs later in the fiscal year, so we'll hire those techs, the new maintenance staff as the vehicles arrive, so it's not a full year of those 12 positions, just pieces of those.

But 12 is what we'll ultimately need when those vehicles get here.  The other 16 are related to state of good repair.  A lot of the overhauls we're doing on the vehicles, additional maintenance on the guideway and the track with additional inspections again, those also will be phased in over a couple years, so the 16 positions we believe are what we need.  They're not a hundred percent in next year's budget.  They'll be phased over a couple of years.

Chair Williams said you put the total number of positions, but for the budget amount does that based on a half year or a full year?

Mr. Hodgins said the budgeted dollars are right now 12 of the positions are budgeted at half the year.  That will change a little bit.  The others are currently in this budget at a hundred percent, but we're going to phase those in. So the budget numbers will go down, but these are just the number of positions.

Chair Williams said okay. So it's a full amount on this. You won't reduce it in the future?

Mr. Hodgins said yes. So when we come back to the AFS in April, we'll have some reduced numbers. We'll have a new plan for how to phase those in and will show that.

Mr. Smith said for dollar amounts.

Mr. Hodgins said dollar amounts and then expected phase-in for the positions.

Mr. Smith said so we'll reduce them to more of an FTE type of presentation where a single position will be one-tenth of a position and that will coordinate with the budget -- the money that is actually in the budget.

Councilmember Heredia said question on that, is there a need to add all 38 in the '20 budget? You just mentioned that they're for phasing into additional years, the 16, I believe, but is there a need to add them in the '20 budget?

Mr. Hodgins said the FTE equivalent will be less than 38 and what's in the budget. What we wanted to highlight here was just the ultimate need for what we believe is additional positions to support the vehicles and the additional state of good repair just so you're not surprised next year, but what will be in the budget will be an FTE equivalent that's probably maybe half that or less.

Mr. Smith said or less. For example, some of those, the LRVs I think are scheduled May, April, so they'll only be in the fiscal year literally two months. We'll of course hire somebody a month or two before that to get going, but they'll be on the payroll maybe four months of the 12 of the fiscal year, so that all of a sudden becomes a, you know, .3 FTE as opposed to full number.

But, as Paul said, we wanted to give you the full here are the number of bodies that two years from now will be in that system as opposed to giving -- you know, it was sort of choose one or the other. If we gave you the .3 FTEs, you might think it's somebody split among two or three different. No, those are going to be full-time come Fiscal '21 because by that time we'll have a good chunk of the cars in. We'll have to hire the people to be -- because what happens is when these cars come in, even though they're not put into service until later, our maintenance people work with the manufacturer to literally do the prep and the burn-in and the testing and all those of these cars, so we wanted -- we were sort of choose your poison and we chose to show you this is what it's going to take to maintain our system as it's expanded and as we receive these cars.

Councilmember Heredia said so detail wise, the numbers will be lower for this year than -- but increase --

Mr. Smith said I think that's what Paul was saying. For the next presentation we'll give you the dollar amounts and we'll reduce it to FTEs from a budget standpoint.

Councilmember Arredondo-Savage said I think it would be good, too, Paul, like we talked about in the AFS meeting is being able to kind of see the bigger picture, so a little bit of the history and then the growth, because I know we don't have like what we did last year or even the year before that and it would be really to be able to see the growth and the need for these individuals to help maintain the system moving forward.

Mr. Hodgins said yes. We'll have some of that additional detail. At the AFS I think you also asked for some of the FTEs by project to see how those are allocated out, so we'll have that additional detail as well plus a five-year look at the AFS meeting.

So as far as the schedule, I would assume that we want to extend the approval to June as we did with the RPTA, so we'll have at the AFS meeting, we'll have additional detail there, plus the five-year look, have an additional discussion in May with the board, and then come back in June for approval.

I'd be happy to answer any additional questions.

Councilmember Heredia said a question, and maybe I missed it while I was coming over here, but is the plan for next time we meet on the fare collection to have a plan for better collecting fare just noticing the drop on fare collection here, it's just concerning, but what is the plan for next meeting on this issue?

Mr. Smith said we're going to try and present two major -- discuss and present two major issues. One is a short-term plan and some of the things that we can and are trying to do. We met with your staff and gone over this, so we'll present that portion which is some short-term remedies that frankly will not solve the whole problem, but we hope will maybe make a dent in it.

The second thing we'll then present to you exactly what the new system will look like and why that we believe that will provide us with the control that we can use long-term to control fares and to be more efficient.

So it's really a two-prong approach and we'll try and separate those out and say here's -- you know, we've got the system we've got now and here's what we think we can do in the interim or what we would propose to do because some of them involve policy decisions, you know, like reducing the number of retail outlets and things like that, those are all options we can use, but they obviously have other impacts, so a lot of them are policy decisions that, frankly, specific city councils may need to take up.

The second thing is, hey, by this year we're going to start implementing new hardware, software and a new fare collection system and here's why we think it will solve long-term.

So we hope that it will be sort of a two-part thing so you'll get a better sense and we can get your feedback on what you think about that.

And City of Phoenix will be participating in that presentation as it relates especially to the -- since they're running the RFP, they'll be participating in that discussion also as presenters.

Councilmember Arredondo-Savage said just to piggyback on what Francisco said is, I mean, I'm not afraid of having to make policy changes. I think that needs to be part of an option.

Mr. Smith said we're just going to lay it out and we're going to try and separate out those things that we can do administratively and those things that would take either board action or even city council action.

We'll try and identify those. Like I said, the number of outlets, retail outlets, we can't unilaterally as a staff decide to do that. We know that. That will be certainly one of the things that will be thrown out there and let's talk about it, pros and cons. But that's something that we'll need to say, okay, if we're going to change this, then we'll start working on how we can change the policy.

There are some things, a lot of things that can -- that may need to be changed by just the Valley Metro board, but if you have a fare involved, for example, City of Phoenix has their fares embedded in ordinance in a lot of the things they do. So there may be one or two things that would have to go through the Phoenix City Council. I don't believe any other city has it in their ordinance. I know Mesa doesn't.

So, you know, we'll try and separate those out just to say so you'll be aware of what things can happen immediately, what things may take a few more efforts.

Councilmember Arredondo-Savage said right. And the impact of each; right?

Mr. Smith said yes.

Chair Williams said are there any other questions? Okay. Thank you very much.

This item was presented for information.

6. <u>Future Agenda Items Request and Report on Current Events</u>

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

Our next meeting will be April 18, 11:15 a.m. and there is a study session.

With no further discussion the meeting adjourned at 1:53 p.m.

# Information Summary

**DATE** **AGENDA ITEM 3A**
May 9, 2019

**SUBJECT**
Light Rail Vehicle (LRV) Bumper Parts Contract Award

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a 5-year supply contract for LRV bumper parts requirements from Hubner Manufacturing Corporation in an amount not to exceed $500,000.

**BACKGROUND | DISCUSSION | CONSIDERATION**
There are currently 50 Kinkisharyo light rail vehicles (LRVs) in the total fleet. Valley Metro maintains an inventory of bumper parts and components for the bumper assembly on the LRV. Bumper parts and components usage is dependent on the occurrence of incidents that damage the bumper assembly and accidents that occur on the rail alignment.

The recommendated award of the contract to Hubner Manufacturing Corpororation is a non-competitive procurement due to the company being the original equipment manufacturer (OEM). Hubner is the only source known to supply the specialty parts. Valley Metro has a unique light rail vehicle bumper system. No other agency in the nation has this system for their LRV. Hubner is the only source for parts and components for this specially designed system. There is no known market information that suggests there are alternative sources availble to meet OEM and Valley Metro's safety standards.

The contractor will provide the supply of bumper parts and components over the 5-year contract period. This is a inventory replenishment contract. All labor will be done in house by Valley Metro Rail staff.

An independent cost estimate and a non-competitive procurement justification including a cost comparison and price analysis have been completed. The proposed price has been deemed fair and reasonable based on the price analysis.

**COST AND BUDGET**
The cost for the bumper parts and components being purchased from Hubner Manufacturing Corporation is an amount not to exceed $500,000 over the 5-year term of the contract. This cost is based on past usage and past accident averages. The cost for the purchase of the bumper parts and components is included in the Valley Metro Rail Adopted FY 2019 Operating and Capital Budget. Contract obligations beyond FY

2019 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2019 thru FY2023).

The source of funding is from member cities.

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

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

- Goal 2: Advance performance based operation

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute a 5-year supply contract for LRV bumper parts requirements from Hubner Manufacturing Corporation in an amount not to exceed $500,000.

**CONTACT**
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**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 3B**
May 9, 2019

**SUBJECT**
Light Rail Vehicle (LRV) Window Glass Contract Award

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a 5-year supply contract for LRV window glass requirements from NASG Holdings, Inc. in an amount not to exceed $1,081,000.

**BACKGROUND | DISCUSSION | CONSIDERATION**
There are currently 50 light rail vehicles (LRVs) in the total fleet. Valley Metro maintains an inventory of windshield glass and other window glass for the sides of the LRV. Glass usage is dependent on the occurrence of vandilism incidents and/or accidents.

The LRV glass componets has a special film in between the glass to reduce solar load on the vehicles. Also, the windshield has a compound curvature that makes it diffucult to replicate. The recommended vendor to purchase the LRV glass from is NASG Holdings, Inc. and is a non-competitive procurement due to the company being the original equipment manufacturer (OEM). Due to the special nature of Valley Metro's glass requirements, it makes it difficult to replicate. At this time, there is no known market information that suggests there are alternative sources availble to meet Valley Metro's OEM standards.

The contractor will provide the supply of windshields and other LRV glass needs over the 5-year contract period. This is a materials/parts only requirements contract. All labor will be done in house by Valley Metro Rail staff.

An independent cost estimate and a non-competitive procurement justification including a cost comparison and price analysis have been completed. The proposed price has been deemed fair and reasonable based on the price analysis.

**COST AND BUDGET**
The cost for the glass components being purchased from NASG Holdings, Inc. is an amount not to exceed $1,081,000 over the 5-year term of the contract. This cost is based on past usage and past accident averages. The cost for the purchase of the glass components is included in the Valley Metro Rail Adopted FY 2019 Operating and Capital Budget. Contract obligations beyond FY 2019 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2019 thru FY2023).

The source of funding is from member cities.

**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

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute a 5-year supply contract for LRV window glass requirements from NASG Holdings, Inc. in an amount not to exceed $1,081,000.

**CONTACT**
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**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 3C**
May 9, 2019

**SUBJECT**
Cleaning Services Contract Change Order

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order with DMS Facility Services for operations cleaning services in an amount not to exceed $616,360 for the period July 1, 2019 to December 31, 2020.

**BACKGROUND | DISCUSSION | CONSIDERATION**
In November 2015, the Board of Directors authorized the CEO to execute a contract with DMS Facility Services to provide operations cleaning services effective January 1, 2016 for a total term of 5 years (3-year base contract plus one two-year renewal option). For the total 5-year term of the contract, the award amount was $9,530,200. Thereafter, a change order to the contract was approved by the Board in January 2017 in the amount of $1,062,671 due to the passage of Proposotion 206 which increased the minium wage.

DMS Facility Services has provided a stable workforce and more than a satisfactory level of quality service that enhances operations and contributes to low customer complaints. DMS Facility Services provides all necessary vehicles, tools, supplies, materials and other related equipment required to perform the cleaning services defined in the contract. Services performed under this contract include a full range of cleaning services related to bus and light rail.

In order to maintain the cleanliness of the rail platforms, other facilites along the rail alignment and light rail vehicles in revenue service on a consistent basis, an increase in scope is necessary that would increase the number of cleaners and pressure washing services. The Gilbert Road Extension will begin revenue service in the near future and includes three additional passenger stations, large park and ride lot, additional traction power subtations, and a shared security/operator building. Also, an increase in the frequency of pressure washing services is needed to maintain the passenger platforms and pavers along the alignment. The frequency of pressure washing will increase from once per month to once weekly. This is necessary to maintain a high degree of clealiness that aligns with Valley Metro's goals.

**COST AND BUDGET**
The cost of the change order to the cleaning services contract with DMS Facility Services over the remaining year and a half of the contract is an amount not to exceed $616,360 and is detailed in the chart below:

| Scope Change | July 1 – Dec. 31, 2019 | Jan. 1 – Dec. 31, 2020 | Total Increase |
|---|---|---|---|
| Additional Cleaning Route | $87,819 | $184,420 | $272,239 |
| Additional Pressure Washing | $111,007 | $233,114 | $344,121 |
| **Total** | **$198,826** | **$417,534** | **$616,360** |

For the Fiscal Year 2020, The VMR contract obligation is $407,593, which is included in the VMR Proposed FY20 Operating and Capital Budget. Contract Obligations beyond FY20 are incorporated into the Proposed Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024). Funding for this contract is from member cities.

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

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

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with DMS Facility Services for operations cleaning services in an amount not to exceed $616,360 for the period July 1, 2019 to December 31, 2020.

**CONTACT**
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**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 3D**
May 9, 2019

**SUBJECT**
Northwest Phase II Light Rail Extension Construction Manager at Risk Contract Amendment

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to increase the Northwest Phase II Light Rail Extension Construction Manager at Risk (CMAR's) contract with Kiewit-McCarthy, A Joint Venture (KWMC), by up to $1,659,708.

**BACKGROUND | DISCUSSION | CONSIDERATION**
To date the Board has authorized $1,760,000 in CM@Risk contract authority for preconstruction services as summarized below:

| CMAR Current Contract Authority | | | | |
|---|---|---|---|---|
| Date | Action | Cost | Contingency | Total Authority |
| Sep-2017 | Preconstruction Services | $1,600,000 | $160,000 | $1,760,000 |
| **Total** | | **$1,600,000** | **$160,000** | **$1,760,000** |

The CMAR's scope of work for the Northwest Phase II Light Rail Extension includes underground utility exploration, commonly known as "potholing." Adequate potholing is important to the project's design as this will increase knowledge of potential utility conflicts prior to commencing construction, and will reduce potential cost and schedule risks to the project.

Approximately 300 potholes were anticipated at the time of contract award. Based on early work efforts by Valley Metro's design consultant, it was determined that an additional 900 potholes will be needed to adequately support the design. Additional quantities were forecasted based on coordination efforts between the CMAR, the Designer of Record, and Valley Metro staff. As a result, the total number of potholes needed will be 1,200. The additional potholes are located throughout the project and will identify both private and public utilities. The increased pothole quantity for this project is in line with previous Valley Metro light rail projects.

In addition, potential change orders for additional preconstruction efforts and materials testing is expected to deplete the existing project contingency.

Based on approved and pending change orders, the current project contingency will be exceeded. Therefore, it is requested that an additional $1,659,708 be authorized for the CMAR contract to cover the cost of potholing, other anticipated change orders and to replenish contingency.

**COST AND BUDGET**
The current total CMAR contract authority is $1,760,000. The proposed increase is for an amount not to exceed $1,508,825. Staff will hold an additional $150,883 (10%) to use as a contingency. This will bring the total contract authority to $3,419,708.

Project funding will come from the City of Phoenix, the regional Public Transportation Fund (PTF) and the Federal Transit Administration. Funding is included in the Valley Metro Rail adopted FY19 Operating and Capital Budget. Contract obligations beyond FY19 are incorporated into the Five-Year Operating Forecast and Capital Program (FY18 thru FY22).

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

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

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO increase the Northwest Phase II Light Rail Extension Construction Manager at Risk contract with Kiewit-McCarthy, A Joint Venture, by $1,659,708.

**CONTACT**
Wulf Grote, PE
Director, Capital & Service Development
602-322-4420
wgrote@valleymetro.org

**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 3E**
May 9, 2019

**SUBJECT**
Revised Point of Interest Name for University/Rural Station

**PURPOSE**
To adjust the Point of Interest name of the University Dr/Rural Rd station from “ASU Tempe Campus” to “ASU Earth/Space/Life Center.”

**BACKGROUND | DISCUSSION | CONSIDERATION**
The Valley Metro Rail Board of Directors approved of a Station Naming Policy in 2004 that requires a geographic name as well as an optional Point of Interest name for light rail stations. Station names (both geographic and any Points of Interest) are approved by the Board. The intent of the Point of Interest is to provide added convenience and benefit to customers by identifying major, easily recognizable destinations to assist in wayfinding.

In summer 2008, the Board approved the station names for the original 20-mile system. For the University Dr/Rural Rd station, a Point of Interest was identified: ASU Tempe Campus. Since 2008, the ASU campus has significantly developed to include new, major institutions near this station area. At the request of ASU leadership, with concurrence from Tempe Board member, Councilmember Robin Arredondo-Savage, staff is recommending adjustment of this station’s Point of Interest from “ASU Tempe Campus” to “ASU Earth/Space/Life Center.”

**COST AND BUDGET**
There will be a minimal cost to replacing this sign at this station. The cost is contained within the adopted FY19 budget.

**STRATEGIC PLAN ALIGNMENT**
This item relates to the following goals and strategies in the Board adopted FY16 – 20 Strategic Plan:

- Goal 1: Increase customer focus
- Goal 3: Grow transit ridership

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors approve the adjustment to the Point of Interest name of the University Dr/Rural Rd station from "ASU Tempe Campus" to "ASU Earth/Space/Life Center."

**CONTACT**
Hillary Foose
Director, Communications & Strategic Initiatives
602-322-4486
hfoose@valleymetro.org

**ATTACHMENT**
Station Naming Policy

STATION NAMING POLICY
(Revised - September 29, 2004)

## Station Names

Valley Metro Rail, Inc. believes that the naming of rail stations and facilities along the light rail corridor is best performed using a standard set of established criteria. Therefore, the following criteria are established in the determination of station names and facilities.

Rail stations shall be named using the following standard criteria:

- **Rail stations should be named with the maximum benefit and convenience of the user in mind and to assist patrons in navigating the system;**

- **All names shall identify as closely as possible the geographic location of the station (e.g. cross streets at the station location);**

- **Rail stations shall not be named after individuals -- either living or deceased;**

Also, names of all light rail stations and facilities shall be subject to ratification by the Valley Metro Rail Board of Directors.

## Point Of Interest Naming Policy

The point of interest naming policy is provided as an addition to the Station Naming Policy and maintains the intent of providing maximum benefit and convenience of the transit system user.

Valley Metro Rail, Inc. believes that transit passengers are best served by both identifying strategic points of interest at station locations and by limiting the number of these points of interest. The introduction of too many points of interest will result in the overloading of information on station signage and system maps, to the detriment of information processing by the passenger.

Therefore, the following criteria are established in the determination of point of interest designations:

- Points of interest must be major civic or public educational facilities/areas that are easily recognized by the public as a desirable destination;

- Such names shall be simple so as to be clearly understood by the user;

- All point of interest names shall be of facilities or institutions that have been built with significant public participation or of defined areas that have been designated by City Council action,

- The point of interest names shall be appended to the station banner signs to provide passenger visibility, but not in such a way as to confuse or overshadow the official station name.

- The point of interest names shall be no longer than 26 characters, including spaces.

- Point of interest names may also be added to the station directory map and information maps and brochures that provide station name information.  The Agency shall retain the discretion to omit or shorten point of interest names with standard abbreviations where space is a consideration.

Also, point of interest names shall be subject to ratification by the Valley Metro Rail Board of Directors.

# Information Summary

**DATE** **AGENDA ITEM 3F**
May 9, 2019

**SUBJECT**
Pass-Through Agreement for Tempe Streetcar Small Starts Single-Year Grant

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

**BACKGROUND | DISCUSSION | CONSIDERATION**
The Tempe Streetcar is a 3.0 mile modern streetcar line that begins on Rio Salado Parkway at Marina Heights near Packard Drive, uses the Mill Avenue/Ash Avenue loop in downtown Tempe, travels south on Mill Avenue between University Drive and the Gammage Curve, turns east onto Apache Boulevard and continues to its terminus near the Dorsey/Apache Boulevard light rail station.

Tempe Streetcar will serve one of the highest transit ridership centers in the region. It will connect riders to neighborhoods, major business centers, and regional events and destinations. As the Valley's first modern streetcar line, it will add to the comprehensive transit network in Tempe, which includes buses, circulators, light rail, bicycle and pedestrian amenities.

The Federal Transit Administration (FTA) has allocated $75 million in Capital Investment Grant (CIG) funding for the project. The project is in the Small Starts category of the CIG Program. FTA allocated $50 million in federal FY2017 and $25 million federal FY2018. Valley Metro and the City of Phoenix are preparing a grant application to FTA for a single year grant for the full $75 million. The City of Phoenix is the designated grant recipient and an IGA is required to allow Phoenix to pass the funds to Valley Metro for eligible expenses.

**COST AND BUDGET**
All expenses are in the approved FY 2019 Adopted Operating and Capital Budget and 5-Year Capital Program. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

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

Goal 2: Advance performance based operation

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the Tempe Streetcar Small Starts Single-Year Grant.

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

**ATTACHMENT**
None

# Information Summary

**DATE**
May 9, 2019

**AGENDA ITEM 3G**

**SUBJECT**
City of Phoenix Grant Pass-Through Change Orders

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to execute contract change orders with City of Phoenix extending the term of grant pass-through intergovernmental agreements.

**BACKGROUND | DISCUSSION | CONSIDERATION**
Valley Metro has requested extensions to the pass-through IGAs for four existing grants. The extensions are needed to allow additional time to complete the projects identified in the grants. The table below summarizes the requested changes:

| Grant | Source | Extension |
|---|---|---|
| AZ-90-X131 | 5307 – Formula | December 31, 2019 |
| AZ-95-X015 | CMAQ Flex | December 31, 2019 |
| AZ-95-X023 | CMAQ Flex | December 31, 2019 |
| AZ-2016-013 | 5337 – State of Good Repair | December 31, 2019 |
| AZ-2017-002 | 5312 – Mobility on Demand | June 30, 2020 |

- Grant AZ-90-X131 includes funding awarded through the Section 5307 Formula Program for the Gilbert Road Extension transit center in Mesa. The extension is required to allow additional time to draw the funds.
- Grant AZ-95-X015 includes funds awarded through the Congestion Mitigation/Air Quality Program flexed from the Federal Highways Administration for design for the System Control and Data Acquisition (SCADA) system. The extension is required to allow additional time to draw the funds.
- Grant AZ-95-X023 includes funds awarded through the Congestion Mitigation/Air Quality Program flexed from the Federal Highways Administration currently programmed for the Central Mesa Extension. The extension is required to allow additional time to reprogram and draw the funds.
- Grant AZ-2016-013 include funds from the Section 5337 State of Good Repair Program for Light Rail Vehicle component overhauls. The extension is required to allow additional time to purchase vans and draw the funds.

- Grant AZ-2017-002 include funds from the Section 5312 Mobility on Demand Program for research and innovation. The extension is required to allow additional time to purchase vans and draw the funds.

The City of Phoenix is the designated recipient for all FTA grant funds for the region. Valley Metro undertakes projects approved for FTA grant funding, then submits requests to Phoenix for reimbursement of actual expenses incurred. Phoenix then executes a drawdown of funds from FTA to pass-through the reimbursement to Valley Metro. The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

**COST AND BUDGET**
All expenses are in the approved FY 2019 Adopted Operating and Capital Budget and 5-Year Capital Program. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

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

- Goal 2: Advance performance based operation
- Goal 4: Focus on economic development, regional competitiveness and financial resources

**COMMITTEE PROCESS**
RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**
Staff recommends that the Board of Directors authorize the CEO to execute change orders to the intergovernmental agreements with the City of Phoenix for the listed grants.

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

**ATTACHMENT**
None

# Information Summary

**DATE** **AGENDA ITEM 4**
May 9, 2019

**SUBJECT**
South Central/Downtown Hub Design Services Contract Amendment

**PURPOSE**
To request authorization for the Chief Executive Officer (CEO) to increase the South Central/Downtown Hub Light Rail Extension Design Services Contract with AECOM by up to $13,253,750 to extend Design Services and add Design Services During Construction.

**BACKGROUND/DISCUSSION/CONSIDERATION**
To date, the Board has authorized $38,357,638 in contract authority for design services as summarized below.

| Design Current Contract Authority | | | | |
|---|---|---|---|---|
| **Date** | **Action** | **Cost** | **Contingency** | **Total Authority** |
| May 2017 | Board Award for Design Services | $32,383,580 | $3,238,358 | $35,621,938 |
| October 2017 | Contract Amendment – Add Downtown Hub | $2,487,000 | $248,700 | $2,735,700 |
| **Total** | | | | **$38,357,638** |

During the project's design process, it was necessary for AECOM's team to conduct additional unanticipated work in several areas. These additional work efforts created additional agency and stakeholder coordination activities, caused rework of design drawings late in the process, and slowed overall design progress. Key additional work efforts, beyond those in the agreed upon scope of work, occurred in the following areas:

- Central Avenue 2-lane versus 4-lane analysis and community engagement during summer 2018 per Phoenix City Council request
- Existing underground utility exploration
- Third party utility coordination
- Coordination with artists
- Downtown private development projects coordination

For these reasons, it is necessary to amend the AECOM contract to provide additional funds to complete project design and to extend the design phase by 75 work days. Additionally, Design Services During Construction (DSDC) are needed because early work/procurement will commence this summer. The scope of services for this work will include review of contractor submittals, responses to requests for information, design changes, and performance of all special inspections during project construction. DSDC was included in the initial advertisement for this contract.

**COST AND BUDGET**

AECOM's current total design contract authority is $38,357,638. The negotiated not-to-exceed cost to extend design services is $2,015,380 and the addition of Design Services During Construction is $10,033,483. Staff will hold an additional $1,204,886 (10%) for use as a contingency. Therefore, the additional contract authority requested is $13,253,749, bringing the total contract amount to $51,611,387.

This project is funded by the City of Phoenix, the regional Public Transportation Fund (PTF) and the Federal Transit Administration. Funding is included in the Valley Metro Rail adopted FY19 Operating and Capital Budget. Contract obligations beyond FY19 are incorporated into the Five-Year Operating Forecast and Capital Program (FY19 thru FY23).

**STRATEGIC PLAN ALIGNMENT**

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

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

**COMMITTEE PROCESS**

RTAG: April 16, 2019 for information
RMC: May 1, 2019 approved
Board of Directors: May 16, 2019 for action

**RECOMMENDATION**

Staff recommends that the Board of Directors authorize the CEO to increase the South Central/Downtown Hub Light Rail Extension design contract with AECOM by $13,253,749 to extend Design Services and add Design Services During Construction.

**CONTACT**

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

**ATTACHMENT**

None

# Information Summary

**DATE** **AGENDA ITEM 5**
May 9, 2019

**SUBJECT**
Valley Metro Rail, Inc. Fiscal Year 2020 (FY20) Proposed Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY20 thru FY24)

**PURPOSE**
To provide an overview of the FY20 Proposed Operating and Capital Budget and the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

**BACKGROUND | DISCUSSION | CONSIDERATION**
The Valley Metro Rail, Inc. (VMR) FY20 combined operating and capital budget (the budget) is $480.5 million (M) and includes $87.7M in projects funded with Proposition 400 Public Transportation Fund (PTF) revenues for light rail/high capacity transit capital.

The preliminary FY20 budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards, reserves and bond proceeds. The budget was developed in compliance with Board of Directors' adopted budget, financial and Transit Life Cycle Program (TLCP) policies.

The annual budget is prepared on a modified accrual basis and adopted by the Board of Directors each fiscal year. The legal level of budgetary control is the total annual appropriated budget. With respect to Capital Budgets, project contingency accounting is used to control expenditures within available project funding limits. With respect to Operating Budgets, encumbrance accounting is not used and all appropriations lapse at the end of the year. Prior to final adoption, a proposed budget is presented to the Board of Directors for review and public comment is received. Final adoption of the budget must be on or before June 30 of each year.

The total operating budget of $72.0M represents a $3.4M (5%) increase from the previous year's operating budget of $68.7M. The total capital budget of $408.5M represents a $169.0M (71%) increase from the previous year's capital budget of $239.5M.

The RPTA and Valley Metro Rail (VMR) budgets are developed with a unified staff plan, with department managers planning the level of effort required to meet the bus and rail activities. Salary and overhead charges to bus and rail projects are based on actual time worked on each project. For FY20 there are 427 employees budgeted in the integrated agency, with 154 FTE's budgeted to RPTA activities and 273 budgeted to VMR activities. Compensation budget based on 3.0% increase. For staff salary changes, merit increases are evaluated based on employee performance; division level control to manage total costs within budget.

**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

**COMMITTEE PROCESS**
Preliminary Budget Review:
Financial Working Group: February 19, 2019 for information
RTAG: February 19, 2019 for information
RMC: March 6, 2019 for information
AFS: March 14, 2019 and April 11, 2019 for information
Board of Directors: March 21, 2019 for information

RMC: May 1, 2019 for information
AFS: May 9, 2019 for information
Board of Directors: May 16, 2019 for information

Proposed Budget Adoption:
RMC: June 5, 2019 for action
AFS: June 13, 2019 for action
Board of Directors: June 20, 2019 for action

**RECOMMENDATION**
This item is presented for information.

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

**ATTACHMENT**
FY20 Preliminary Operating and Capital Budget & Five-Year Plan (linked here)
FY20-24 Capital Improvement Program
FY20 Handout – Project Summary
FY20 Handout – Other Detail

# Fiscal Years 2020-2024

## Capital Improvement Program

# Regional Public Transportation Authority & Valley Metro, Inc.

PHOENIX, ARIZONA

## FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2020 THROUGH FISCAL YEAR 2024

*(JULY 1, 2019 THROUGH JUNE 30, 2024)*

# EXECUTIVE MANAGEMENT TEAM

**Scott Smith**
*Chief Executive Officer*

**Raymond Abraham**
*Chief Operations Officer*

**Hillary Foose**
*Director, Communication & Strategic Initiatives*

**Wulf Grote**
*Director, Capital and Service Development*

**Jim Hillyard**
*Chief Administrative Officer*

**Paul Hodgins**
*Chief Financial Officer*

**Penny Lynch**
*Director, Human Resources Director*

**Michael Minnaugh**
*General Counsel*

**Mary Modelski**
*Director, Internal Audit*

**Adrian Ruiz**
*Director, Safety, Security and Quality Assurance*

**Vacant**
*Chief Operating Officer*

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## CAPITAL IMPROVEMENT PROGRAM



## VALLEY METRO RAIL



## REGIONAL PUBLIC TRANSPORTATION AUTHORITY

# CAPITAL IMPROVEMENT PROGRAM

# CAPITAL IMPROVEMENT PROGRAM

## *OVERVIEW*

Valley Metro's Capital Improvement Program (CIP) is a plan developed to meet the capital and capital maintenance needs of both Valley Metro Rail (VMR) and the Regional Public Transportation Authority (RPTA) while ensuring available revenues are efficiently utilized to support the existing infrastructure, assets, and state of good repair needs. Projects within the CIP are at least $25,000 and have a useful life or replacement interval of at least 3 years. The CIP covers the current 5-year period, while long-range projects are tracked within the Transit Life Cycle Program (TLCP). This plan is developed based on agency-wide input from departments, with executive review, and is updated each year in coordination with the annual budget development and 5-year forecasts.

## *FUNDING SOURCES*

The Capital Improvement Program is funded by three primary sources: Federal, Regional, and Operations. Based on the revenue projections for the various sources, funding is programed based on availability and priority of the project.

There are several major sources of federal funds which support the CIP. Formula programs are the largest Federal Transit Administration (FTA) programs, supporting fleet and fleet facilities. The funds are allocated annually to each area, as defined by the Census Bureau. The areas are split into three tiers: urbanized areas over 200,000 population, urbanized areas over 50,000 but less than 200,000 and non-urbanized areas. Each urbanized area must have a designated recipient that applies for the funds to FTA. Within an area, there can be additional recipients of funds. These sub-recipients deal with the designated recipient and not with FTA directly. The City of Phoenix is the designated recipient for the Phoenix-Mesa urbanized area. RPTA and METRO are considered sub-recipients to Phoenix. FTA funds include 5307 Urban Area Formula, 5309 Capital Investment Grants, 5337 State of Good Repair, 5339 Bus and Bus Facilities, 5311 Rural Area Formula, and 5310 New Freedom. Other revenues received from the Federal Highway Administration include the Surface Transportation Program and Congestion Mitigation/Air Quality funds.

Regional revenues are sourced from the Proposition 400 Transportation Excise Tax which is a 20-year half-cent sales tax, sunsetting in December of 2025. One third of the revenues generated goes to public transportation funds with the remainder going to regional area road funds. We receive approximately $160M in Public Transportation Funds (PTF) annually which is allocated between bus and rail, by 57% and 43% respectively, based upon the statutory requirement. PTF can be used for both operating and capital expenditures by RPTA, however it can only be used to support capital programs for VMR.

Operations revenues are composed of member city contributions, fare revenues, advertising, and any other revenues received for operations. VMR member cities include Phoenix, Tempe, Mesa, Chandler, and Glendale. RPTA member cities include Avondale, Buckeye, Chandler, El Mirage, Fountain Hills, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Tolleson, Wickenburg, and Youngtown.

## *CATEGORIES*

Based on the National Transit Database's definitions.

**Administrative buildings** - Administrative buildings are the general administrative offices owned by a transit agency. Administrative buildings usually house executive management and support activities for overall transit operations, including accounting, finance, engineering, legal, safety, security, customer services, scheduling, and planning. Administrative buildings also include separate buildings for customer information or ticket sales that a transit agency owns and that are not part of passenger stations.

**Communication Systems** - Communication systems include two-way radio systems between dispatchers and vehicle operators, cab signaling, and train control equipment in rail systems, automatic vehicle locator systems, automated dispatching systems, vehicle guidance systems, telephones, facsimile machines, and public address systems.

**Fare revenue collection equipment** - Fare revenue collection equipment includes, fare boxes, automated fare boxes and related software, farebox vaulting equipment, and ticket vending machines.

**Guideways -** A public transportation facility using and occupying a separate right-of-way (ROW) or rail for the exclusive use of public transportation including the buildings and structures dedicated for the operation of transit vehicles such as:

- At-Grade
- Elevated
- Below-Grade

Guideway does not include passenger stations and transfer facilities, bus pull-ins or communication systems (e.g., cab signaling and train control).

**Information Systems** - Information systems include computers, monitors, printers, scanners, data storage devices, and associated software that support transit operations. Associated software may include general office, accounting, scheduling, planning, vehicle maintenance, non-vehicle maintenance, and customer service programs.

**Maintenance buildings -** Maintenance facilities are those where routine maintenance repairs or heavy maintenance, or unit rebuilds are conducted. Maintenance buildings include garages, shops, operations centers, and equipment that enhance maintenance, such as diagnostic equipment.

**Passenger stations -** A passenger boarding / deboarding facility with a platform, which may include:

- Elevators, Escalators, Canopies, Wind shelters, Lighting, Signs,

Does not include stops (which are typically on-street locations at the curb or in a median, sometimes with a shelter, signs, or lighting) for:

- Bus
- Light rail

**Revenue vehicles - new** - Replacing a fleet — the replacement of revenue vehicles having reached the end of their service lives. Expanding a fleet — the acquisition of revenue vehicles for expansion of transit service.

**Revenue vehicles – overhaul (SOGR)** - • Rebuilding a fleet — the installation of new or rebuilt major components (e.g., engines, transmissions, body parts) and/or structural restoration of revenue vehicles to extend service life. Overhauling a rail fleet — the one-time rebuild or replacement of major subsystems on revenue producing light rail cars and streetcars, commonly referred to as midlife overhaul

**Service vehicles (non-revenue)** - Service vehicles include supervisor vans, ~~tow trucks~~, mobile repair trucks, transit security cars, and staff cars.

**Other -** Furniture and equipment that are not an integral part of buildings and structures. Shelters, signs, and passenger amenities (e.g., benches) not in passenger stations

## *TYPES*

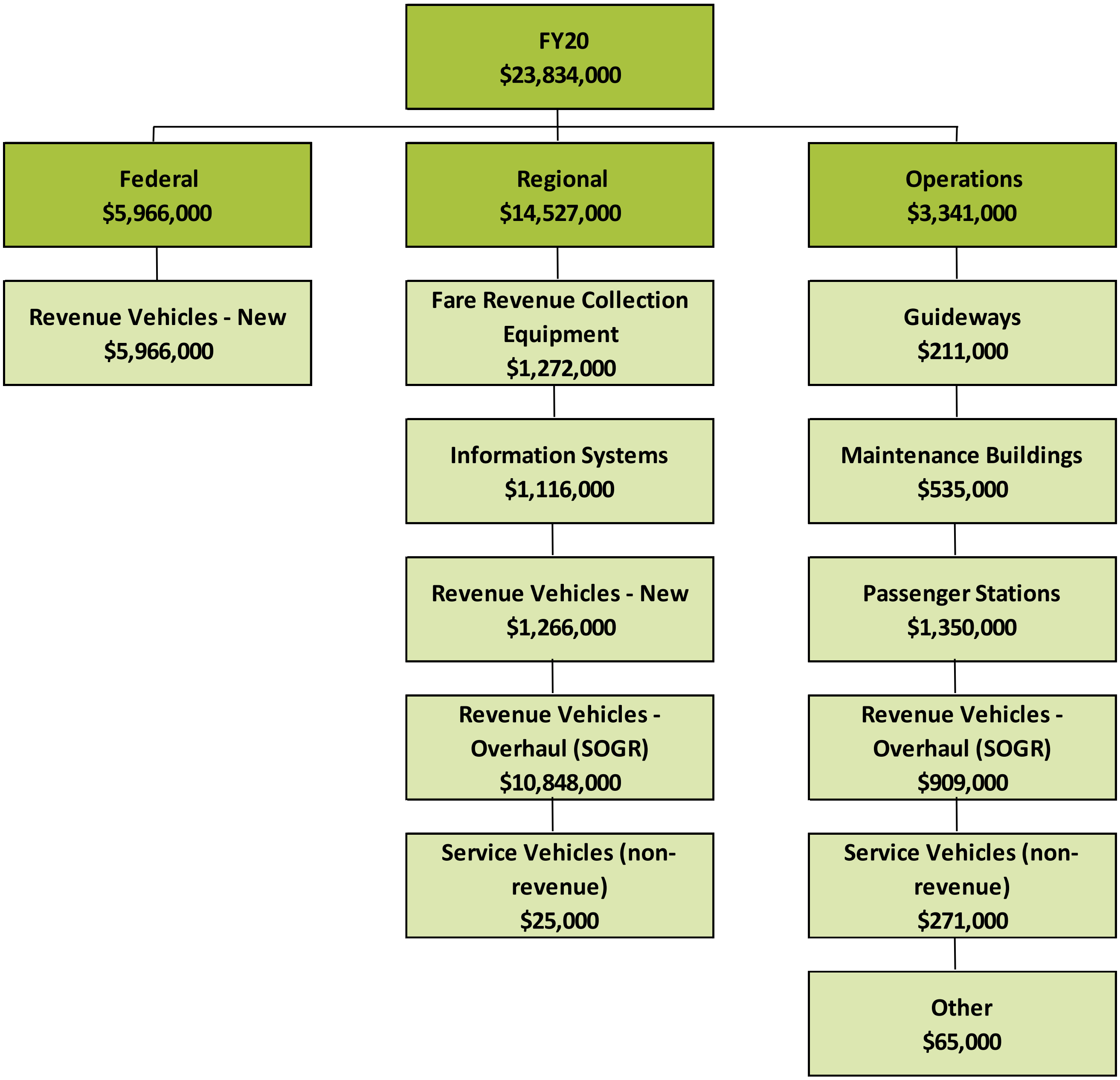
Most categories have four unique types identify the major actvities within the category. Other type is uses for items outside the major four types.

| Category | Type |
|---|---|
| Administrative Buildings | 101 Building<br>Mobility Center |
| Communication Systems | Radios<br>Switches<br>SCADA<br>Public address systems<br>Other |
| Fare Revenue Collection Equipment | Farebox<br>Software<br>Ticket Vending Machine |
| Guideways | Track<br>Catenary<br>Switches<br>Traction Power Substation<br>Other |
| Information Systems | Hardware<br>Software<br>Printers<br>Storage devices<br>Other |
| Maintenance Buildings | Operation & Maintenance Center<br>Maintenance of Way<br>Maintenance of Equipment<br>Mesa Bus & Operations Maintenance |

| Category | Type |
|---|---|
| Passenger Stations | Communication Cabinet<br>Landscaping<br>Park and Ride<br>Pavers/Asphalt<br>Other |
| Revenue Vehicles - Overhaul | Bus<br>Paratransit<br>Vanpool<br>Rail<br>Streetcar |
| Revenue Vehicles - New | Bus<br>Paratransit<br>Vanpool<br>Rail<br>Streetcar |
| Service Vehicles (non-revenue) | Service<br>Administrative |
| Other | Furniture/Equipment<br>Shelters<br>Signs<br>Passenger amenities<br>Other |

# VALLEY METRO RAIL, INC

# CURRENT YEAR FUNDING SUMMARY



# SUMMARY

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **USES OF FUNDS** | | | | | | |
| Communication Systems | $ - | $ 25,000 | $ - | $ - | $ - | $ 25,000 |
| Fare Revenue Collection Equipment | 1,272,000 | 1,980,000 | 1,056,000 | - | - | 4,308,000 |
| Guideways | 211,000 | 106,000 | 170,000 | 106,000 | - | 593,000 |
| Information Systems | 1,116,000 | 821,000 | 71,000 | 71,000 | 71,000 | 2,150,000 |
| Maintenance Buildings | 535,000 | 1,970,000 | - | 91,000 | - | 2,596,000 |
| Passenger Stations | 1,350,000 | 2,175,000 | 2,280,000 | - | - | 5,805,000 |
| Revenue Vehicles - New | 7,232,000 | 5,108,000 | 5,377,000 | - | - | 17,717,000 |
| Revenue Vehicles - Overhaul (SOGR) | 11,757,000 | 8,192,000 | 4,289,000 | 1,947,000 | 405,000 | 26,590,000 |
| Service Vehicles (non-revenue) | 296,000 | 240,000 | 250,000 | 260,000 | 620,000 | 1,666,000 |
| Other | 65,000 | - | - | - | - | 65,000 |
| **Total Uses of Funds** | **$ 23,834,000** | **$ 20,617,000** | **$ 13,493,000** | **$ 2,475,000** | **$ 1,096,000** | **$ 61,515,000** |

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | | |
| Federal Funding | $ 5,966,000 | $ 4,214,000 | $ 4,436,000 | $ - | $ - | $ 14,616,000 |
| Regional Funding | 14,527,000 | 11,140,000 | 5,612,000 | 1,421,000 | 221,000 | 32,921,000 |
| Operations Funding | 3,341,000 | 5,263,000 | 3,445,000 | 1,054,000 | 875,000 | 13,978,000 |
| **Total Sources of Funds** | **$ 23,834,000** | **$ 20,617,000** | **$ 13,493,000** | **$ 2,475,000** | **$ 1,096,000** | **$ 61,515,000** |

# COMMUNICATIONS SYSTEMS

## SCADA

**Batteries**

The 40 SCADA Uninterruptible Power Supply (UPS) batteries are reaching the end of their useful life. These units are a backup to the SCADA system in the event of a power outage.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 25,000 | - | - | - | 25,000 |
| **Total Project** | **$ -** | **$ 25,000** | **-** | **$ -** | **$ -** | **$ 25,000** |
| **Type Total** | **$ -** | **$ 25,000** | **$ -** | **$ -** | **$ -** | **$ 25,000** |
| **Category Total** | **$ -** | **$ 25,000** | **$ -** | **$ -** | **$ -** | **$ 25,000** |

# FARE REVENUE COLLECTION EQUIPMENT

## *Ticket Vending Machine (TVM)*

**Equipment**

The new fare system will move away from magnetic-striped, paper passes toward electronic fare media, including mobile tickets and smartcards. The account-based electronic fare media will allow for greater control of reduced fares at the point of sale.

The new system will have an open architecture. This means that Valley Metro and the City of Phoenix would own the keys and dictate how hardware would interact with the back end software. This will allow for the use of generic hardware that meets the technical needs.

The City of Phoenix is funding the project. Valley Metro is budgeting the public transportation fund (PTF) portion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 1,272,000 | 1,980,000 | 1,056,000 | - | - | 4,308,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 1,272,000** | **$ 1,980,000** | **1,056,000** | **$ -** | **$ -** | **$ 4,308,000** |
| **Type Total** | **$ 1,272,000** | **$ 1,980,000** | **$ 1,056,000** | **$ -** | **$ -** | **$ 4,308,000** |
| **Category Total** | **$ 1,272,000** | **$ 1,980,000** | **$ 1,056,000** | **$ -** | **$ -** | **$ 4,308,000** |

# GUIDEWAYS

## *Other*

### Bar Signals

Bar Signal indicates to the train operator with to stop and go at intersections. There are a total of 310 bar signals on the original system. The life expectancy is around 10 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 126,000 | - | - | - | - | 126,000 |
| **Total Project** | **$ 126,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 126,000** |
| **Type Total** | **$ 126,000** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 126,000** |

## *Traction Power Substation (TPSS)*

### Battery Controls

These batteries in the substations that are used to keep control power up in case of a power outage. The replacements are for the 16 substations on original system each containing 31 batteries. The life expectancy of the batteries is 15 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 106,000 | 106,000 | 106,000 | - | 318,000 |
| **Total Project** | **$ -** | **$ 106,000** | **106,000** | **$ 106,000** | **$ -** | **$ 318,000** |

### Battery Chargers

There is one battery charger per substation. This project will replace 16 units on the original system due to the life expectancy is 10-14 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | 64,000 | - | - | 64,000 |
| **Total Project** | **$ -** | **$ -** | **64,000** | **$ -** | **$ -** | **$ 64,000** |

**Batteries**

Replacement battery cartridge for platform uninterruptible power supply. During utility power outage they keep the communication from the operations control center up. There are 56 batteries at each station. The original system has 33 stations for a total 1,850 batteries needing replacements. The life expectancy is 3-6 years with the Arizona climate.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 85,000 | - | - | - | - | 85,000 |
| **Total Project** | **$ 85,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 85,000** |
| **Type Total** | **$ 85,000** | **$ 106,000** | **$ 170,000** | **$ 106,000** | **$ -** | **$ 467,000** |
| **Category Total** | **$ 211,000** | **$ 106,000** | **$ 170,000** | **$ 106,000** | **$ -** | **$ 593,000** |

# INFORMATION SYSTEMS

## Hardware

**Hardware**

General computer hardware needs for the Agency.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 366,000 | 71,000 | 71,000 | 71,000 | 71,000 | 650,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 366,000** | **$ 71,000** | **71,000** | **$ 71,000** | **$ 71,000** | **$ 650,000** |
| **Type Total** | **$ 366,000** | **$ 71,000** | **$ 71,000** | **$ 71,000** | **$ 71,000** | **$ 650,000** |

## Software

**Financial system - ERP**

Valley Metro currently has multiple financial systems that are not integrated and/or unable to integrate with each other. Certain aspects of these systems have been in use for more than ten years. The new Financial Enterprise Resource Planning (ERP) will integrate multiple systems.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 750,000 | 750,000 | - | - | - | 1,500,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 750,000** | **$ 750,000** | **-** | **$ -** | **$ -** | **$ 1,500,000** |
| **Type Total** | **$ 750,000** | **$ 750,000** | **$ -** | **$ -** | **$ -** | **$ 1,500,000** |
| **Category Total** | **$ 1,116,000** | **$ 821,000** | **$ 71,000** | **$ 71,000** | **$ 71,000** | **$ 2,150,000** |

# MAINTENANCE BUILDINGS

## *Maintenance of Equipment (MOE)*

### Communication Room UPS

Communication room at the Maintenance of Equipment building has one uninterruptable power supply (UPS). The UPS is for the SCADA system. The life expectancy is 10- 15 years.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | 91,000 | - | 91,000 |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 91,000** | **$ -** | **$ 91,000** |

### Wash Systems

This project replaces the rail vehicle wash system as it is reaching the end of its useful life.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 1,200,000 | - | - | - | 1,200,000 |
| **Total Project** | **$ -** | **$ 1,200,000** | **-** | **$ -** | **$ -** | **$ 1,200,000** |
| **Type Total** | **$ -** | **$ 1,200,000** | **$ -** | **$ 91,000** | **$ -** | **$ 1,291,000** |

## *Maintenance of Way (MOW)*

### Equipment

The purchase of the new scissor lift that has more capability and can extend higher than our current model. This will assist in accessing certain areas of the maintenance shop.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 30,000 | - | - | - | - | 30,000 |
| **Total Project** | **$ 30,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 30,000** |
| **Type Total** | **$ 30,000** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 30,000** |

## Operations & Maintenance Center (OMC)

**Erosion Control**

Erosion of the ground soil at the Operations & Maintenance Center needs to be addressed before further erosion occurs.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 55,000 | 150,000 | - | - | - | 205,000 |
| **Total Project** | **$ 55,000** | **$ 150,000** | **-** | **$ -** | **$ -** | **$ 205,000** |

**Lighting**

Retrofitting the lighting in the rail yard and shop areas with LED lighting. This long term cost saving measure will provide better lighting and safety hazards.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 500,000 | - | - | - | 500,000 |
| **Total Project** | **$ -** | **$ 500,000** | **-** | **$ -** | **$ -** | **$ 500,000** |

**Equipment**

The evaporative cooler units at the Maintenance of Equipment (3) and Maintenance of Way (1) have reached the end of is useful life. The current units are approximately 12 years old and have significant corrosion issues.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 450,000 | 120,000 | - | - | - | 570,000 |
| **Total Project** | **$ 450,000** | **$ 120,000** | **-** | **$ -** | **$ -** | **$ 570,000** |
| **Type Total** | **$ 505,000** | **$ 770,000** | **$ -** | **$ -** | **$ -** | **$ 1,275,000** |
| **Category Total** | **$ 535,000** | **$ 1,970,000** | **$ -** | **$ 91,000** | **$ -** | **$ 2,596,000** |

# PASSENGER STATIONS

## *Communication Cabinet*

**APC/ Heads Communications**

This is the unit that controls charging of the batteries cartridges for the uninterruptable power supply for each platform. There are 33 platforms on the original system. The life expectancy of 10-12 years. Some of these units have started to fail.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | 30,000 | - | - | 30,000 |
| **Total Project** | **$ -** | **$ -** | **30,000** | **$ -** | **$ -** | **$ 30,000** |

**CPU, back plane & power supply**

CPU, back plane & power supply are the power supplies for the communication cabinets that provide the power to the equipment. These units are no longer available and need replacing. The units that we are looking to replace them with are backward compatible to the equipment that they supply. There are 33 platforms with 1 per platform.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 133,000 | - | - | - | 133,000 |
| **Total Project** | **$ -** | **$ 133,000** | **-** | **$ -** | **$ -** | **$ 133,000** |
| **Type Total** | **$ -** | **$ 133,000** | **$ 30,000** | **$ -** | **$ -** | **$ 163,000** |

## *Landscaping*

**Greenery**

This project is to replace missing or damaged landscaping around the platforms and park and rides.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 50,000 | 75,000 | - | - | - | 125,000 |
| **Total Project** | **$ 50,000** | **$ 75,000** | **-** | **$ -** | **$ -** | **$ 125,000** |
| **Type Total** | **$ 50,000** | **$ 75,000** | **$ -** | **$ -** | **$ -** | **$ 125,000** |

## *Other*

**Painting**

Painting the initial CPEV (Central Phoenix East Valley) system stations due to normal wear at the stations. Ten stations are scheduled each year.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 1,250,000 | 1,250,000 | 1,250,000 | - | - | 3,750,000 |
| **Total Project** | **$ 1,250,000** | **$ 1,250,000** | **1,250,000** | **$ -** | **$ -** | **$ 3,750,000** |

**Message Boards**

Visual message boards are on the platforms. There are 2-4 message boards per platform with 132 total on the original system. The life expectancy is 7-10 years. The replacements may get pushed back if they continue to perform with little to no functionality failures.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | 667,000 | - | - | - | 667,000 |
| **Total Project** | **$ -** | **$ 667,000** | **-** | **$ -** | **$ -** | **$ 667,000** |
| **Type Total** | **$ 1,250,000** | **$ 1,917,000** | **$ 1,250,000** | **$ -** | **$ -** | **$ 4,417,000** |

## *Pavers/Asphalt*

**Pavers**

The initial CPEV platforms with pavers need leveling because of the sand displacement between and below the pavers. The unleveled pavers are a safety hazard which needs rectifying.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 50,000 | 50,000 | - | - | - | 100,000 |
| **Total Project** | **$ 50,000** | **$ 50,000** | **-** | **$ -** | **$ -** | **$ 100,000** |
| **Type Total** | **$ 50,000** | **$ 50,000** | **$ -** | **$ -** | **$ -** | **$ 100,000** |
| **Category Total** | **$ 1,350,000** | **$ 2,175,000** | **$ 1,280,000** | **$ -** | **$ -** | **$ 4,805,000** |

# REVENUE VEHICLES - NEW

## *Rail*

**Fleet**

Purchase of 8 Siemens light rail vehicles. Estimated delivery begins in February 2020.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 5,966,000 | $ 4,214,000 | $ 4,436,000 | $ - | $ - | $ 14,617,000 |
| Regional | 1,266,000 | 894,000 | 941,000 | - | - | 3,100,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 7,232,000** | **$ 5,108,000** | **5,377,000** | **$ -** | **$ -** | **$ 17,717,000** |
| **Type Total** | **$ 7,232,000** | **$ 5,108,000** | **$ 5,377,000** | **$ -** | **$ -** | **$ 17,717,000** |
| **Category Total** | **$ 7,232,000** | **$ 5,108,000** | **$ 5,377,000** | **$ -** | **$ -** | **$ 17,717,000** |

# REVENUE VEHICLES – OVERHAULS (SOGR)

## Rail

### Communication Systems

Valley Metro has a fleet of 50 Kinkisharyo (KI) Light Rail Vehicles (LRVs). The current age of the light rail vehicles is 10 years in revenue service. The communication system in the KI LRVs is suffering from obsolescence and has performance issues. Valley Metro has determined that the current system has completed its life cycle and value and needs to replace it with a new and more reliable, user-friendly communication system. The on-board communication system includes:

- Public-address system (PA)
- Intercom system including cab-to-cab intercom and passenger-to-operator intercom (POIC)
- Passenger information system (PIS)
- Video surveillance (CCTV)
- Vehicle position system, GPS receiver, train to train communication, vehicle wireless communication to wayside, event recorder and the monitoring and diagnostic system (MDS).

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 7,300,000 | 4,500,000 | - | - | - | 11,800,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 7,300,000** | **$ 4,500,000** | **-** | **$ -** | **$ -** | **$ 11,800,000** |

### Line Filter Chokes

Reconditioning of Line Filter Choke - There are 100 line chokes in the fleet that require reconditioning to address wear to the insulating varnish of the windings and to refinish the electrical connections. This will be conducted by a vendor offsite. Line filter chokes act like a surge protector to prevent spikes in power to damage components.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 200,000 | 200,000 | - | - | - | 400,000 |
| **Total Project** | **$ 200,000** | **$ 200,000** | **-** | **$ -** | **$ -** | **$ 400,000** |

### Air Compressors

Air compressors are scheduled for overhaul on a 5-year interval. There are 54 units in the fleet, each taking 40 hours to overhaul. Components include the frame assembly, compressor, motor, air dryer, and controls.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | 90,000 | - | 90,000 |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 90,000** | **$ -** | **$ 90,000** |

**Auxiliary Power Supply**

Overhaul Auxiliary Power Supply (APS)- Replacement of normal wear items such as contactors and transistors. This will also include cooling fan replacement.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | 347,000 | - | - | 347,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ - | $ - | 347,000 | $ - | $ - | $ 347,000 |

**Bumpers**

The current age of the light rail vehicles is 10 years in revenue service with an average mileage of each vehicle being approximately 470,000 miles. There are currently 104 units in the total fleet, each taking 80 hours to overhaul. The purpose of the overhaul is to keep the equipment in a state of good repair and to maintain safe and reliable operation. This is consistent with the approved Transit Asset Management (TAM) Plan.
LRV bumper overhaul program include sensor parts kits and cast components of the bumper assembly. All labor will be done in house by Valley Metro Rail staff.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 250,000 | - | - | - | - | 250,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 250,000 | $ - | - | $ - | $ - | $ 250,000 |

**Center Trucks**

Center truck axles are scheduled for overhaul on a 3-year interval. There are 54 truck sets in the fleet, each taking 80 hours to overhaul. Components include hubs and bearings. Additional components of the center truck are scheduled for overhaul on a 10-year interval. There are 52 units in the fleet, each taking 40 hours to overhaul. Components include frame, primary, suspension, auxiliary suspension, sway control, track brakes, friction brakes, leveling, electrical, and centering.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 239,000 | - | - | - | - | 239,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 239,000 | $ - | - | $ - | $ - | $ 239,000 |

**Couplers**

Coupler assembly are scheduled for overhaul on a 10-year interval. There are 102 units in the fleet, each taking 16 hours to overhaul.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 707,000 | 707,000 | 281,000 | - | - | 1,695,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 707,000** | **$ 707,000** | **281,000** | **$ -** | **$ -** | **$ 1,695,000** |

**Door Operating Units**

Door operating unit assembly are scheduled for overhaul on a 10-year interval. There are 400 units in the fleet, each taking 5 hours to overhaul. Door units components include the door control unit, energy chain and wiring, and drive belt.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 68,000 | - | - | - | - | 68,000 |
| **Total Project** | **$ 68,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 68,000** |

**Friction Brakes**

Friction brakes are scheduled for overhaul on a 5-year interval. There are 50 car set in the fleet, each taking 28 hours to overhaul. Each car set consists of four motor truck calipers, four center truck calipers, and three electro-hydraulic units.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 645,000 | 759,000 | 380,000 | - | - | 1,784,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 645,000** | **$ 759,000** | **380,000** | **$ -** | **$ -** | **$ 1,784,000** |

**Light Rail Vehicles**

LRV Mid-Life Overhauls - These overhauls will be conducted on site by VMR staff and will address items such as converting the LRV over to LED lighting, replacing high cycle count items such as certain relays and contactors and other items that have reached end of usable life on all 50 LRVs.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | 2,000,000 | 1,200,000 | - | 3,200,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ -** | **$ -** | **2,000,000** | **$ 1,200,000** | **$ -** | **$ 3,200,000** |

**Motor Trucks**

Motor trucks are scheduled for overhaul on a 10-year interval. There are 104 units in the fleet, each taking 80 hours to overhaul. Motor truck component consists of electrical box, bolster, auxiliary suspension, sway control, track brake, sander, motor, axle and gearbox, frame, brake rotor, brake caliper, safety bar, flange lube nozzles, suspension linkages, motor connections, ground boxed, friction brakes, and flange and too of rail lubrication. Each motor truck is comprised of over 1,400 parts that must be removed, cleaned, inspected, and reinstalled or replaced.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 641,000 | 321,000 | - | - | - | 962,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 641,000** | **$ 321,000** | **-** | **$ -** | **$ -** | **$ 962,000** |

**Gear Units**

Continuation of ongoing offsite overhaul of gear units and axle components addressing seals, bearings and other high wear items to be completed every 10 years. There are 212 gear units total and to date 19 gear units have been completed.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 686,000 | 622,000 | - | - | - | 1,308,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 686,000** | **$ 622,000** | **-** | **$ -** | **$ -** | **$ 1,308,000** |

**Traction Inverters**

Traction inverters overhaul replaces the normal wear items such as contactors and transistors. This will also include cooling fan replacement.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | 416,000 | 416,000 | - | - | 832,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ -** | **$ 416,000** | **416,000** | **$ -** | **$ -** | **$ 832,000** |

**Passenger Seating**

Due to normal wear, the 66 passenger seat bottom cushions in each of the 50 light rail vehicles needs to the re-upholstered. This is a reoccurring item done every 2 years due to normal wear and tear.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | 192,000 | - | - | 192,000 |
| **Total Project** | **$ -** | **$ -** | **192,000** | **$ -** | **$ -** | **$ 192,000** |

**LRV Exteriors**

The vehicles are over 10 years old and the exterior paint is showing signs of aging. With updating the exterior, the vehicles will be painted with the rebranding colors, coordinating with the new vehicles that will be delivered in the near future.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 312,000 | 312,000 | 312,000 | 208,000 | - | 1,144,000 |
| **Total Project** | **$ 312,000** | **$ 312,000** | **312,000** | **$ 208,000** | **$ -** | **$ 1,144,000** |

### Passenger Seating

Due to normal wear, the 66 passenger seat backs in each of the 50 light rail vehicles needs to the re-upholstered. The seat backs are replaced approximately every 10 year, based on wear.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 100,000 | - | - | - | - | 100,000 |
| **Total Project** | **$ 100,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 100,000** |

### Traction Inverter Contactors

This is a planned maintenance project to replace the contact tips of the main contactor in the traction inverters on each LRV. There are 100 units to replace tips on.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | 51,000 | - | 51,000 |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 51,000** | **$ -** | **$ 51,000** |

### Traction Motors

Continuation of ongoing offsite overhaul of traction motors to replace the motor bearings, sensors and mounts to be completed every 10 years. There are 212 traction motors and to date 18 motor have been completed.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 380,000 | 120,000 | 120,000 | 150,000 | 150,000 | 920,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 380,000** | **$ 120,000** | **120,000** | **$ 150,000** | **$ 150,000** | **$ 920,000** |

**Truck Tires**

Replacement of truck tires due to normal wear.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 229,000 | 235,000 | 241,000 | 248,000 | 255,000 | 1,208,000 |
| **Total Project** | **$ 229,000** | **$ 235,000** | **241,000** | **$ 248,000** | **$ 255,000** | **$ 1,208,000** |
| **Type Total** | **$ 11,757,000** | **$ 8,192,000** | **$ 4,289,000** | **$ 1,947,000** | **$ 405,000** | **$ 26,590,000** |
| **Category Total** | **$ 11,757,000** | **$ 8,192,000** | **$ 4,289,000** | **$ 1,947,000** | **$ 405,000** | **$ 26,590,000** |

# SERVICE VEHICLES (NON-REVENUE)

## *Administrative*

**New**

The purchase of a Ford Fusion (1) and a Ford Ranger (1) are due to the increase staffing as the result of system expansion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 55,000 | - | - | - | - | 55,000 |
| **Total Project** | **$ 55,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 55,000** |

**Replacement**

Replacing a pool vehicle at the administration building due to the age and mileage on the vehicle being replaced.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 25,000 | - | - | - | - | 25,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 25,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 25,000** |

**Replacement**

The schedule miles planned on the existing vehicles, the following will need to be replaced.
FY20: Bucket truck (1), Service trucks (2), Mini Van (1);
FY21: Bucket truck (1), Service trucks (4), Mini Van (1);
FY22: Bucket truck (1), Service trucks (4), Mini Van (1);
FY23: Bucket truck (1), Service trucks (3), Mini Van (2);
FY24: Bucket truck (2), Service trucks (3), Mini Van (1).

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 216,000 | 240,000 | 250,000 | 260,000 | 620,000 | 1,586,000 |
| **Total Project** | **$ 216,000** | **$ 240,000** | **250,000** | **$ 260,000** | **$ 620,000** | **$ 1,586,000** |
| **Type Total** | **$ 296,000** | **$ 240,000** | **$ 250,000** | **$ 260,000** | **$ 620,000** | **$ 1,666,000** |
| **Category Total** | **$ 296,000** | **$ 240,000** | **$ 250,000** | **$ 260,000** | **$ 620,000** | **$ 1,666,000** |

# OTHER

## *Other*

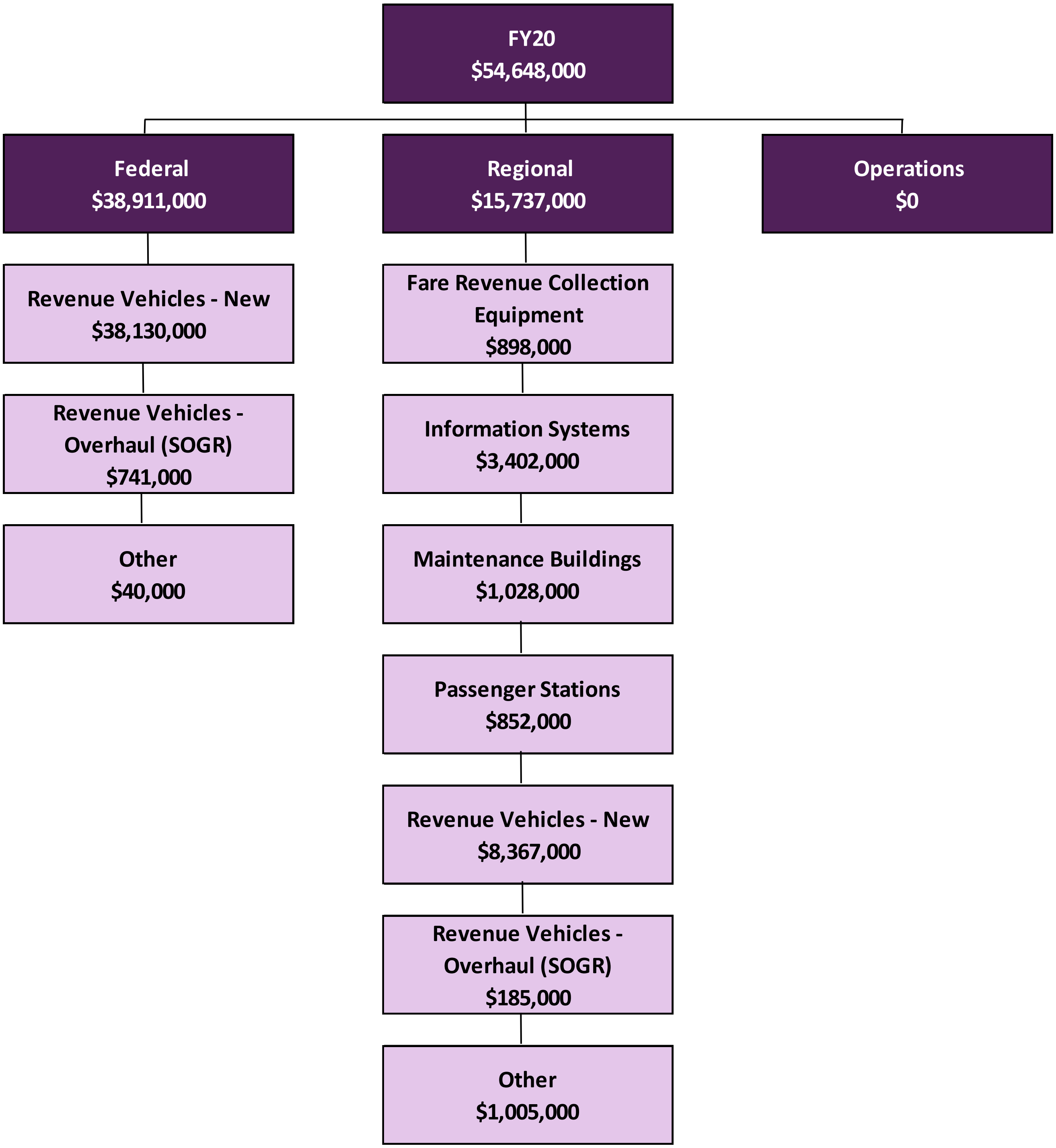
**Asphalt**

This project is for striping, asphalt repairs, seal coating of the OMC, Park and Rides, TPSS and signal buildings parking areas. Over the years the asphalt degrades and needs significant maintenance for upkeep or replacement.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | - | - |
| Operations | 65,000 | - | 1,000,000 | - | - | 1,065,000 |
| **Total Project** | **$ 65,000** | **$ -** | **1,000,000** | **$ -** | **$ -** | **$ 1,065,000** |
| **Type Total** | **$ 65,000** | **$ -** | **$ 1,000,000** | **$ -** | **$ -** | **$ 1,065,000** |
| **Category Total** | **$ 65,000** | **$ -** | **$ 1,000,000** | **$ -** | **$ -** | **$ 1,065,000** |

# REGIONAL PUBLIC TRANSPORTATION AUTHORITY

# CURRENT YEAR FUNDING SUMMARY



# SUMMARY

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **USES OF FUNDS** | | | | | | |
| Fare Revenue Collection Equipment | 898,000 | 1,370,000 | 704,000 | 3,340,000 | - | 6,312,000 |
| Information Systems | 3,402,000 | 2,938,000 | 2,249,000 | 2,300,000 | 2,365,000 | 13,254,000 |
| Maintenance Buildings | 1,028,000 | - | - | - | 150,000 | 1,178,000 |
| Passenger Stations | 852,000 | - | - | - | - | 852,000 |
| Revenue Vehicles - New | 46,497,000 | 46,891,000 | 18,472,000 | 36,214,000 | 14,882,000 | 162,956,000 |
| Revenue Vehicles - Overhaul (SOGR) | 926,000 | 1,079,000 | 1,484,000 | 1,532,000 | 745,000 | 5,766,000 |
| Other | 1,045,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 5,045,000 |
| **Total Uses** | **$ 54,648,000** | **$ 53,278,000** | **$ 23,909,000** | **$ 44,386,000** | **$ 19,142,000** | **$ 195,363,000** |

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| **SOURCES OF FUNDS** | | | | | | |
| Federal Funding | $ 38,911,000 | $ 37,813,000 | $ 13,897,000 | $ 30,700,000 | $ 12,525,000 | $ 133,846,000 |
| Regional Funding | 15,737,000 | 16,215,000 | 10,012,000 | 13,686,000 | 6,617,000 | 62,267,000 |
| **Total Sources of Funds** | **$ 54,648,000** | **$ 54,028,000** | **$ 23,909,000** | **$ 44,386,000** | **$ 19,142,000** | **$ 196,113,000** |

# FARE REVENUE COLLECTION EQUIPMENT

## Farebox

**Equipment**

The new fare system will be phased to move away from magnetic-striped, paper passes toward electronic fare media, including mobile tickets and smartcards. The account-based electronic fare media will allow for greater control of reduced fares at the point of sale.

The new system will have an open architecture, meaning that Valley Metro and the City of Phoenix would own the keys and dictate how hardware would interact with the back end software. This will allow for the use of generic hardware that meets the technical needs.

The City of Phoenix is funding the project. The RPTA budget includes the local PTF portion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 898,000 | 1,370,000 | 704,000 | 3,340,000 | - | 6,312,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 898,000 | $ 1,370,000 | 704,000 | $ 3,340,000 | $ - | $ 6,312,000 |
| **Type Total** | $ 898,000 | $ 1,370,000 | $ 704,000 | $ 3,340,000 | $ - | $ 6,312,000 |
| **Category Total** | $ 898,000 | $ 1,370,000 | $ 704,000 | $ 3,340,000 | $ - | $ 6,312,000 |

# INFORMATION SYSTEMS

## Hardware

**Computer Hardware/Software**

Administrative agency IT-related hardware and software needs

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 2,652,000 | 2,938,000 | 2,249,000 | 2,300,000 | 2,365,000 | 12,504,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 2,652,000 | $ 2,938,000 | 2,249,000 | $ 2,300,000 | $ 2,365,000 | $ 12,504,000 |
| **Type Total** | $ 2,652,000 | $ 2,938,000 | $ 2,249,000 | $ 2,300,000 | $ 2,365,000 | $ 12,504,000 |

## Software

**Financial system - ERP**

Valley Metro currently has multiple financial systems that are not integrated and/or unable to integrate with each other. Certain aspects of these systems have been in use for more than ten years. The new Financial Enterprise Resource Planning (ERP) will integrate multiple systems.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 750,000 | 750,000 | - | - | - | 1,500,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 750,000 | $ 750,000 | - | $ - | $ - | $ 1,500,000 |
| **Type Total** | $ 750,000 | $ 750,000 | $ - | $ - | $ - | $ 1,500,000 |
| **Category Total** | $ 3,402,000 | $ 3,688,000 | $ 2,249,000 | $ 2,300,000 | $ 2,365,000 | $ 14,004,000 |

# MAINTENANCE BUILDINGS

## *Mesa Bus and Operations Maintenance (MBOM)*

**Bus Washers**

The second bus washer replacement at Mesa maintenance facility is scheduled for FY20. One bus washer is being replaced currently.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 750,000 | - | - | - | - | 750,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 750,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 750,000** |

**Fuel Station Upgrades**

Mesa facility CNG fuel station hardware upgrades

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 78,000 | - | - | - | - | 78,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 78,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 78,000** |

**Lighting**

LED lighting conversion at the Mesa maintenance facility

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 100,000 | - | - | - | - | 100,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 100,000** | **$ -** | **-** | **$ -** | **$ -** | **$ 100,000** |

**Lot Repairs**

Mesa maintenance facility lot repair needs

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 100,000 | - | - | - | - | 100,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 100,000 | $ - | - | $ - | $ - | $ 100,000 |

**Air Conditioners**

Replace 2 large 20-40 ton AC units at the Mesa maintenance facility

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | - | - | - | - | 150,000 | 150,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ - | $ - | - | $ - | $ 150,000 | $ 150,000 |
| **Type Total** | $ 1,028,000 | $ - | $ - | $ - | $ 150,000 | $ 1,178,000 |
| **Category Total** | $ 1,028,000 | $ - | $ - | $ - | $ 150,000 | $ 1,178,000 |

# PASSENGER STATIONS

## *Park and Ride*

**Park and Ride**

Lead agency PTF disbursement for construction and oversight of the 59th Ave/Baseline Park and Ride

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 852,000 | - | - | - | - | 852,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 852,000 | $ - | - | $ - | $ - | $ 852,000 |
| **Type Total** | $ 852,000 | $ - | $ - | $ - | $ - | $ 852,000 |
| **Category Total** | $ 852,000 | $ - | $ - | $ - | $ - | $ 852,000 |

# REVENUE VEHICLES - NEW

## *Bus*

**Express/BRT Expansions**

In FY21, one standard bus is planned for short range transit plan (SRTP) expansion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ 701,000 | $ - | $ - | $ - | $ 701,000 |
| Regional | - | 124,000 | - | - | - | 124,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ - | $ 825,000 | - | $ - | $ - | $ 825,000 |

**Express/BRT Replacements**

In FY20, purchases of 4 over the road buses are planned for Express service replacement vehicles. In FY21, the purchase 20 over the road buses and 12 standard buses are planned. In FY22, the purchase of 6 over the road buses are planned.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 2,723,000 | $ 20,018,000 | $ 4,332,000 | $ - | $ - | $ 27,073,000 |
| Regional | 480,000 | 3,533,000 | 765,000 | - | - | 4,778,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 3,203,000 | $ 23,550,000 | 5,097,000 | $ - | $ - | $ 31,850,000 |

**Standard Bus Expansions**

In FY20, the plan includes purchasing 16 standard buses for SRTP agency expansion.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 9,315,000 | $ - | $ - | $ - | $ - | $ 9,315,000 |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 9,315,000 | $ - | - | $ - | $ - | $ 9,315,000 |

**Standard Bus Replacements**

In FY20, lead agency PTF disbursements for the local match of 31 buses are planned. In FY21, the lead agency disbursements are for 30 replacement buses. In FY22, the lead agency PTF disbursements are for 25 buses. In FY23, the lead agency disbursements are for 12 buses and in FY24, 25 buses are planned to need PTF disbursements.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 3,561,000 | 3,623,000 | 3,739,000 | 1,415,000 | 882,000 | 13,220,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 3,561,000** | **$ 3,623,000** | **3,739,000** | **$ 1,415,000** | **$ 882,000** | **$ 13,220,000** |

**Rural Fleet Replacements**

In FY23, the purchase of 4 replacement buses for Gila Bend Connector service is planned.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ 676,000 | $ - | $ 676,000 |
| Regional | - | - | - | 119,000 | - | 119,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ -** | **$ -** | **-** | **$ 795,000** | **$ -** | **$ 795,000** |

**Standard Bus Replacements**

In FY20, RPTA plans to purchase replacements for 29 standard buses and 19 circulator buses. In FY21, the plans are to purchase 21 standard buses and 8 circulators. In FY22, the purchase of 10 replacement buses are planned. In FY23, purchases of 22 standard buses and 17 articulated buses are planned. In FY24, the plan is to purchase 16 standard bus replacements.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 22,813,000 | $ 12,921,000 | $ 4,967,000 | $ 25,713,000 | $ 8,429,000 | $ 74,843,000 |
| Regional | 4,026,000 | 2,280,000 | 876,000 | 4,538,000 | 1,488,000 | 13,208,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 26,839,000** | **$ 15,201,000** | **5,843,000** | **$ 30,250,000** | **$ 9,917,000** | **$ 88,050,000** |
| **Type Total** | **$ 42,918,000** | **$ 43,199,000** | **$ 14,679,000** | **$ 32,460,000** | **$ 10,799,000** | **$ 144,055,000** |

## *Paratransit*

### Replacements

The FY20 amount includes lead agency PTF disbursements for local match of 25 paratransit buses. In FY21, lead agency PTF disbursements are for local match of 30 buses. In FY22, lead agency PTF disbursements are for local match of 30 buses. In FY23, lead agency PTF disbursements are for local match of 48 buses. In FY24, lead agency PTF disbursements are for local match of 42 buses.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 300,000 | 382,000 | 382,000 | 669,000 | 583,000 | 2,316,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 300,000 | $ 382,000 | 382,000 | $ 669,000 | $ 583,000 | $ 2,316,000 |
| **Type Total** | $ 300,000 | $ 382,000 | $ 382,000 | $ 669,000 | $ 583,000 | $ 2,316,000 |

## *Vanpool*

### Replacements

In FY20, 52 replacement vanpool vehicle purchases are planned. The future four years' plans are for 46 replacements, 48 replacements, 37 replacements and 45 replacement vehicles to cycle out high mileage vehicles.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 2,153,000 | $ 2,151,000 | $ 2,216,000 | $ 1,850,000 | $ 2,250,000 | $ 10,620,000 |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 2,153,000 | $ 2,151,000 | 2,216,000 | $ 1,850,000 | $ 2,250,000 | $ 10,620,000 |

### Expansions

For FY20-24, 25 expansion vehicles are planned each fiscal year, based on Short Range Transit Plan estimates.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 1,126,000 | $ 1,159,000 | $ 1,195,000 | $ 1,235,000 | $ 1,250,000 | $ 5,965,000 |
| Regional | - | - | - | - | - | - |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 1,126,000 | $ 1,159,000 | 1,195,000 | $ 1,235,000 | $ 1,250,000 | $ 5,965,000 |
| **Type Total** | $ 3,279,000 | $ 3,310,000 | $ 3,411,000 | $ 3,085,000 | $ 3,500,000 | $ 16,585,000 |
| **Category Total** | $ 46,497,000 | $ 46,891,000 | $ 18,472,000 | $ 36,214,000 | $ 14,882,000 | $ 162,956,000 |

# REVENUE VEHICLES – OVERHAULS (SOGR)

## *Bus*

**Engine & Transmission Rebuilds**

Planned transmission and engine rebuilds for FY20-24 are: FY20 - 21 engines and 19 transmissions, FY21 - 28 engines and 18 transmissions, FY22 - 47 engines and 17 transmissions, FY23- 49 engines and 17 transmissions, and FY24 - 23 engines and 15 transmissions.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 741,000 | $ 863,000 | $ 1,187,000 | $ 1,226,000 | $ 596,000 | $ 4,613,000 |
| Regional | 185,000 | 216,000 | 297,000 | 306,000 | 149,000 | 1,153,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | **$ 926,000** | **$ 1,079,000** | **1,484,000** | **$ 1,532,000** | **$ 745,000** | **$ 5,766,000** |
| **Type Total** | **$ 926,000** | **$ 1,079,000** | **$ 1,484,000** | **$ 1,532,000** | **$ 745,000** | **$ 5,766,000** |
| **Category Total** | **$ 926,000** | **$ 1,079,000** | **$ 1,484,000** | **$ 1,532,000** | **$ 745,000** | **$ 5,766,000** |

# OTHER

## *Other*

**Achieving Transit Accessibility Now (ATAN)**

This program addresses immediate and critical needs for improved accessibility to bus stops.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ - | $ - | $ - | $ - | $ - | $ - |
| Regional | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 5,000,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 1,000,000 | $ 1,000,000 | 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,000,000 |

**Equipment**

A mobile lift for under-vehicle preventative maintenance is needed for the Ajo service.

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total 5-Year |
|---|---|---|---|---|---|---|
| Federal | $ 40,000 | $ - | $ - | $ - | $ - | $ 40,000 |
| Regional | 5,000 | - | - | - | - | 5,000 |
| Operations | - | - | - | - | - | - |
| **Total Project** | $ 45,000 | $ - | - | $ - | $ - | $ 45,000 |
| **Type Total** | $ 1,045,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,045,000 |
| **Category Total** | $ 1,045,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 | $ 5,045,000 |

VALLEY METRO

101 North First Avenue | Suite 1400 | Phoenix, AZ 85003 | valleymetro.org

# Audit & Finance Subcommittee

# FY20 Preliminary Operating & Capital Budget

## OVERVIEW

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Combined** | | | |
| Operating | $ 55,351,000 | $ 68,684,000 | $ 72,046,000 |
| Capital | 132,610,000 | 239,458,000 | 408,521,000 |
| **Total Combined** | **$ 187,961,000** | **$ 308,142,000** | **$ 480,567,000** |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Full Time Equivalents** | | | |
| Operating | 173.3 | 180.6 | 225.1 |
| Capital | 36.5 | 44.1 | 47.8 |
| **Total** | **209.8** | **224.8** | **272.9** |

# OPERATING

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Rail Operations & Maintenance** | | | |
| Operations | $ 12,750,000 | $ 14,081,000 | $ 14,679,000 |
| Vehicle Maintenance | 7,279,000 | 8,872,000 | 9,144,000 |
| Maintenance of Way | 11,143,000 | 12,609,000 | 13,530,000 |
| Administrative Support | 6,166,000 | 8,696,000 | 9,880,000 |
| Total Rail Operations & Maintenance | $ 37,338,000 | $ 44,258,000 | $ 47,233,000 |
| Full Time Equivalents | | | |
| Operations | 0.0 | 0.0 | 0.0 |
| Vehicle Maintenance | 63.7 | 66.4 | 82.6 |
| Maintenance of Way | 48.1 | 52.3 | 63.3 |
| Administrative Support | 15.7 | 20.4 | 30.3 |
| **Track Miles** | 25.4 | 25.4 | 27.3 |
| **Revenue Miles** | 3,297,000 | 3,376,000 | 3,604,000 |
| **Boardings** | 15,787,000 | 16,874,000 | 15,827,000 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Operations** | | | |
| Contractual Services | $ 3,000 | $ - | $ - |
| Propulsion Power | 2,786,000 | 2,770,000 | 3,015,000 |
| Transit Services | 9,961,000 | 11,311,000 | 11,664,000 |
| **Total Operations** | **$ 12,750,000** | **$ 14,081,000** | **$ 14,679,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Vehicle Maintenance** | | | |
| Personal Services | $ 4,467,000 | $ 4,391,000 | $ 4,949,000 |
| Contractual Services | 613,000 | 646,000 | 682,000 |
| Parts | 2,126,000 | 3,770,000 | 3,405,000 |
| Other | 73,000 | 65,000 | 108,000 |
| **Total Vehicle Maintenance** | **$ 7,279,000** | **$ 8,872,000** | **$ 9,144,000** |
| **Full Time Equivalents** | 63.7 | 66.4 | 82.6 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Maintenance of Way** | | | |
| Personal Services | $ 3,721,000 | $ 4,256,000 | $ 5,088,000 |
| Computers & Software | 71,000 | 150,000 | 168,000 |
| Contractual Services | 2,706,000 | 4,305,000 | 5,018,000 |
| Equipment | 785,000 | 589,000 | - |
| Fuel & Lubricants | 262,000 | 242,000 | 271,000 |
| Other Capital | 49,000 | - | - |
| Parts | 1,212,000 | 1,123,000 | 932,000 |
| Site Improvements | 603,000 | - | - |
| Utilities | 1,338,000 | 1,498,000 | 1,554,000 |
| Other | 396,000 | 446,000 | 499,000 |
| **Total Maintenance of Way** | **$ 11,143,000** | **$ 12,609,000** | **$ 13,530,000** |
| **Full Time Equivalents** | 48.1 | 52.3 | 63.3 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Administrative Support** | | | |
| Personal Services | $ 1,517,000 | $ 2,236,000 | $ 3,214,000 |
| Advertising | 378,000 | 419,000 | 368,000 |
| Computers & Software | 134,000 | 254,000 | 154,000 |
| Contingency | - | 386,000 | 338,000 |
| Contractual Services | 574,000 | 983,000 | 948,000 |
| Equipment | 102,000 | - | - |
| Furniture & Fixtures | 7,000 | 15,000 | - |
| Insurance | 1,523,000 | 1,565,000 | 1,834,000 |
| Non-Revenue Vehicles | 28,000 | 205,000 | - |
| Site Improvements | 106,000 | - | - |
| Supplies | 184,000 | 129,000 | 124,000 |
| Travel & Meetings | 50,000 | 40,000 | 41,000 |
| Other | 1,563,000 | 2,464,000 | 2,859,000 |
| **Total Administrative Support** | **$ 6,166,000** | **$ 8,696,000** | **$ 9,880,000** |
| **Full Time Equivalents** | 15.7 | 20.4 | 30.3 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Security** | | | |
| **Security** | | | |
| Personal Services | 248,000 | 279,000 | 1,133,000 |
| Computers & Software | 37,000 | 50,000 | - |
| Contractual Services | 8,000 | 50,000 | 57,000 |
| Equipment | 86,000 | - | - |
| Other Capital | - | 25,000 | - |
| Safety & Security | 5,141,000 | 7,027,000 | 7,845,000 |
| Supplies | 18,000 | 20,000 | 25,000 |
| Travel & Meetings | 14,000 | 15,000 | 13,000 |
| Other | 130,000 | 317,000 | 307,000 |
| **Total Security** | **5,682,000** | **7,783,000** | **9,380,000** |
| **Total Security** | **$ 5,682,000** | **$ 7,783,000** | **$ 9,380,000** |
| **Full Time Equivalents** | 2.2 | 2.6 | 12.8 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Agency Operating** | | | |
| **Administrative Support** | | | |
| Personal Services | $ 688,000 | $ 923,000 | $ 1,101,000 |
| Contractual Services | 176,000 | 202,000 | 267,000 |
| Equipment | 87,000 | - | - |
| Furniture & Fixtures | 193,000 | - | - |
| Other Capital | 170,000 | - | - |
| Supplies | 13,000 | 37,000 | 35,000 |
| Travel & Meetings | 19,000 | 44,000 | 49,000 |
| Other | 401,000 | 528,000 | 772,000 |
| **Total Administrative Support** | **1,747,000** | **1,734,000** | **2,224,000** |
| **Total Agency Operating** | **$ 1,747,000** | **$ 1,734,000** | **$ 2,224,000** |
| **Full Time Equivalents** | 6.7 | 6.9 | 7.8 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Future Project Development** | | | |
| **Corridor & Facility** | | | |
| Personal Services | $ 586,000 | $ 691,000 | $ 687,000 |
| Contractual Services | 4,319,000 | 9,254,000 | 6,850,000 |
| Other | 265,000 | 341,000 | 429,000 |
| **Total Corridor & Facility** | **5,170,000** | **10,286,000** | **7,966,000** |
| **Systems Development** | | | |
| Personal Services | 123,000 | 340,000 | 277,000 |
| Contractual Services | 91,000 | 88,000 | 110,000 |
| Other | 58,000 | 168,000 | 172,000 |
| **Total Systems Development** | **272,000** | **596,000** | **559,000** |
| **Administrative Support** | | | |
| Personal Services | 1,695,000 | 1,801,000 | 1,783,000 |
| Advertising | - | 22,000 | 25,000 |
| Computers & Software | 131,000 | 28,000 | 38,000 |
| Contractual Services | 2,489,000 | 1,182,000 | 1,643,000 |
| Other Capital | 6,000 | 10,000 | 10,000 |
| Supplies | 15,000 | 7,000 | 8,000 |
| Travel & Meetings | 7,000 | 29,000 | 26,000 |
| Other | 799,000 | 948,000 | 1,151,000 |
| **Total Administrative Support** | **5,142,000** | **4,027,000** | **4,684,000** |
| **Total Future Project Development** | **$ 10,584,000** | **$ 14,909,000** | **$ 13,209,000** |
| **Full Time Equivalents** | 27.1 | 21.2 | 19.7 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Overhead Pool** | | | |
| **Expenses** | | | |
| Personal Services | $ 776,000 | $ 1,149,000 | $ 964,000 |
| Advertising | 2,000 | 10,000 | 10,000 |
| Computers & Software | 535,000 | 481,000 | 1,169,000 |
| Contractual Services | 332,000 | 318,000 | 1,558,000 |
| Fuel & Lubricants | 42,000 | 24,000 | 38,000 |
| Furniture & Fixtures | - | 64,000 | 146,000 |
| Leases/Rent | 798,000 | 1,044,000 | 1,005,000 |
| Site Improvements | 1,000 | 109,000 | 218,000 |
| Supplies | 165,000 | 192,000 | 237,000 |
| Travel & Meetings | 33,000 | 83,000 | 89,000 |
| Other | 250,000 | 517,000 | 662,000 |
| **Total Expenses** | **2,934,000** | **3,991,000** | **6,096,000** |
| **Total Overhead Pool** | **$ 2,934,000** | **$ 3,991,000** | **$ 6,096,000** |
| **Full Time Equivalents** | 10.1 | 10.9 | 8.8 |

# CAPITAL

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Tempe Streetcar** | | | |
| **Project Costs** | | | |
| Personal Services | $ 803,000 | $ 1,106,000 | $ 1,374,000 |
| Computers & Software | 160,000 | 69,000 | 2,000 |
| Contractual Services | 22,392,000 | 32,999,000 | 78,160,000 |
| Non-Prior Right Utilities | 169,000 | 9,833,000 | 2,780,000 |
| Non-Revenue Vehicles | 41,000 | - | - |
| Real Estate | 393,000 | 2,414,000 | 200,000 |
| Supplies | 27,000 | 48,000 | 45,000 |
| Travel & Meetings | 10,000 | 59,000 | 40,000 |
| Other | 421,000 | 781,000 | 1,055,000 |
| **Total Project Costs** | **24,416,000** | **47,309,000** | **83,656,000** |
| **Associated Costs** | | | |
| Art | 26,000 | 262,000 | 379,000 |
| Contractual Services | 1,177,000 | 500,000 | 1,651,000 |
| **Total Associated Costs** | **1,203,000** | **762,000** | **2,030,000** |
| **Total Tempe Streetcar** | **$ 25,619,000** | **$ 48,071,000** | **$ 85,686,000** |
| **Full Time Equivalents** | 11.5 | 9.6 | 12.1 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **South Central** | | | |
| **Project Costs** | | | |
| Personal Services | $ 848,000 | $ 1,288,000 | $ 2,011,000 |
| Advertising | - | 3,000 | 35,000 |
| Computers & Software | 198,000 | 205,000 | - |
| Contractual Services | 21,761,000 | 40,387,000 | 108,020,000 |
| Non-Prior Right Utilities | 79,000 | 1,612,000 | 11,231,000 |
| Non-Revenue Vehicles | 21,000 | 120,000 | - |
| OMC Expansion | - | 7,275,000 | 21,397,000 |
| Real Estate | 337,000 | 10,000,000 | 58,082,000 |
| Site Improvements | 3,000 | - | - |
| Supplies | 10,000 | 48,000 | 66,000 |
| Travel & Meetings | 9,000 | 15,000 | 25,000 |
| Other | 424,000 | 847,000 | 1,460,000 |
| **Total Project Costs** | **23,690,000** | **61,800,000** | **202,327,000** |
| **Associated Costs** | | | |
| Art | 130,000 | 303,000 | 1,084,000 |
| Contractual Services | - | 250,000 | 20,000,000 |
| **Total Associated Costs** | **130,000** | **553,000** | **21,084,000** |
| **Total South Central** | **$ 23,820,000** | **$ 62,353,000** | **$ 223,411,000** |
| **Full Time Equivalents** | 7.7 | 11.9 | 17.1 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Northwest Phase II** | | | |
| | | | |
| **Project Costs** | | | |
| Personal Services | $ - | $ 327,000 | $ 972,000 |
| Advertising | - | 3,000 | 1,000 |
| Computers & Software | - | 5,000 | - |
| Contractual Services | - | 18,501,000 | 21,287,000 |
| Non-Prior Right Utilities | - | 1,533,000 | 6,000,000 |
| Real Estate | - | 1,000,000 | 10,475,000 |
| Supplies | - | 13,000 | 44,000 |
| Travel & Meetings | - | 9,000 | 15,000 |
| Other | - | 170,000 | 836,000 |
| **Total Project Costs** | **-** | **21,561,000** | **39,630,000** |
| | | | |
| **Associated Costs** | | | |
| Art | 20,000 | 176,000 | 9,000 |
| **Total Associated Costs** | **20,000** | **176,000** | **9,000** |
| | | | |
| **Total Northwest Phase II** | **$ 20,000** | **$ 21,737,000** | **$ 39,639,000** |
| | | | |
| **Full Time Equivalents** | 0.0 | 2.8 | 7.6 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **OMC Expansion** | | | |
| | | | |
| **Project Costs** | | | |
| Personal Services | $ - | $ 465,000 | $ 837,000 |
| Contractual Services | - | 13,725,000 | 52,219,000 |
| Supplies | - | 5,000 | 2,000 |
| Travel & Meetings | - | 1,000 | 6,000 |
| Other | - | 193,000 | 428,000 |
| **Total Project Costs** | **-** | **14,389,000** | **53,492,000** |
| | | | |
| **Total OMC Expansion** | **$ -** | **$ 14,389,000** | **$ 53,492,000** |
| | | | |
| **Full Time Equivalents** | 0.0 | 3.6 | 6.0 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Gilbert Road Extension** | | | |
| **Project Costs** | | | |
| Personal Services | $ 1,208,000 | $ 1,183,000 | $ 268,000 |
| Computers & Software | 157,000 | 131,000 | 11,000 |
| Contractual Services | 57,413,000 | 56,041,000 | 3,585,000 |
| Leases/Rent | 207,000 | 207,000 | 52,000 |
| Non-Prior Right Utilities | 1,239,000 | 1,010,000 | - |
| Non-Revenue Vehicles | 21,000 | - | - |
| Real Estate | 5,182,000 | 5,803,000 | - |
| Supplies | 19,000 | 112,000 | 7,000 |
| Travel & Meetings | 10,000 | 51,000 | 12,000 |
| Other | 735,000 | 829,000 | 142,000 |
| **Total Project Costs** | **66,191,000** | **65,367,000** | **4,077,000** |
| **Associated Costs** | | | |
| Art | 345,000 | 301,000 | - |
| Contractual Services | 391,000 | 233,000 | - |
| **Total Associated Costs** | **736,000** | **534,000** | **-** |
| **Total Gilbert Road Extension** | **$ 66,927,000** | **$ 65,901,000** | **$ 4,077,000** |
| **Full Time Equivalents** | 10.0 | 10.3 | 2.1 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **50th Street Station** | | | |
| **Project Costs** | | | |
| Personal Services | $ 474,000 | $ 418,000 | $ 37,000 |
| Computers & Software | 30,000 | 18,000 | - |
| Contractual Services | 6,140,000 | 7,845,000 | 539,000 |
| Non-Prior Right Utilities | 410,000 | - | 435,000 |
| Real Estate | 608,000 | 100,000 | 25,000 |
| Supplies | 4,000 | 54,000 | 173,000 |
| Travel & Meetings | 1,000 | 4,000 | - |
| Other | 219,000 | 254,000 | 18,000 |
| **Total Project Costs** | **7,886,000** | **8,693,000** | **1,227,000** |
| **Associated Costs** | | | |
| Art | 120,000 | 86,000 | - |
| **Total Associated Costs** | **120,000** | **86,000** | **-** |
| **Total 50th Street Station** | **$ 8,006,000** | **$ 8,779,000** | **$ 1,227,000** |
| **Full Time Equivalents** | 5.9 | 3.4 | 0.4 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Central Mesa Extension** | | | |
| **Project Costs** | | | |
| Personal Services | $ 108,000 | $ 169,000 | $ 40,000 |
| Computers & Software | 4,000 | - | - |
| Contractual Services | 741,000 | - | 301,000 |
| Travel & Meetings | 9,000 | - | - |
| Other | 50,000 | 65,000 | 7,000 |
| **Total Project Costs** | **912,000** | **234,000** | **348,000** |
| **Total Central Mesa Extension** | **$ 912,000** | **$ 234,000** | **$ 348,000** |
| **Full Time Equivalents** | 1.3 | 1.2 | 0.4 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **Systemwide Improvements** | | | |
| **Project Costs** | | | |
| Personal Services | $ 20,000 | $ 204,000 | $ 286,000 |
| Computers & Software | 256,000 | 1,498,000 | 1,116,000 |
| Contractual Services | 6,243,000 | 15,841,000 | 5,982,000 |
| Equipment | 63,000 | 3,655,000 | 1,272,000 |
| Non-Revenue Vehicles | 145,000 | - | - |
| Other Capital | 530,000 | 3,687,000 | - |
| Parts | 6,000 | 317,000 | 689,000 |
| Travel & Meetings | 10,000 | 44,000 | 26,000 |
| Other | 11,000 | 23,000 | 33,000 |
| **Total Project Costs** | **$ 7,284,000** | **$ 25,269,000** | **$ 9,404,000** |
| **Total Systemwide Improvements** | **$ 7,284,000** | **$ 25,269,000** | **$ 9,404,000** |
| **Full Time Equivalents** | 0.1 | 1.4 | 2.2 |

| | FY18 Actual | FY19 Budget | FY20 Budget |
|---|---|---|---|
| **State of Good Repair** | | | |
| **Project Costs** | | | |
| Equipment | $ - | $ - | $ 691,000 |
| Furniture & Fixtures | - | - | 15,000 |
| Non-Revenue Vehicles | - | - | 271,000 |
| Revenue Vehicles | - | - | 11,657,000 |
| **Total Project Costs** | **-** | **-** | **12,634,000** |
| **Total State of Good Repair** | **$ -** | **$ -** | **$ 12,634,000** |
| **Full Time Equivalents** | 0.0 | 0.0 | 0.0 |

* Additional staff effort will be moved from vehicle maintenance to state of good repair.

# FIVE-YEAR OPERATING

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total |
|---|---|---|---|---|---|---|
| **Operating** ($,000) | | | | | | |
| **Sources of Funds** | | | | | | |
| Advertising | $ 1,400 | $ 1,400 | $ 1,400 | $ 1,400 | $ 1,500 | $ 7,100 |
| Fares | 11,713 | 11,849 | 13,087 | 13,754 | 15,763 | 66,166 |
| Federal Funds | 2,563 | 2,822 | 1,700 | 2,154 | 2,821 | 12,060 |
| MAG Funds | 500 | 500 | 500 | 500 | 500 | 2,500 |
| Member City Contributions | 44,823 | 46,940 | 52,968 | 54,309 | 62,068 | 261,108 |
| Public Transportation Funds | 10,547 | 10,411 | 10,304 | 10,740 | 11,238 | 53,240 |
| Regional Area Road Funds | 500 | 500 | 500 | 500 | 500 | 2,500 |
| **Total Sources of Funds** | **72,046** | **74,422** | **80,459** | **83,357** | **94,390** | **404,674** |
| **Uses of Funds** | | | | | | |
| Rail Operations & Maintenance | 47,233 | 49,589 | 55,918 | 57,595 | 66,076 | 276,411 |
| Security | 9,380 | 9,802 | 10,823 | 11,148 | 12,529 | 53,682 |
| Future Project Development | 13,209 | 12,739 | 11,356 | 12,180 | 13,278 | 62,762 |
| Agency Operating | 2,224 | 2,292 | 2,362 | 2,434 | 2,507 | 11,819 |
| **Total Uses of Funds** | **$ 72,046** | **$ 74,422** | **$ 80,459** | **$ 83,357** | **$ 94,390** | **$ 404,674** |

# FIVE-YEAR CAPITAL

| | FY20 | FY21 | FY22 | FY23 | FY24 | Total |
|---|---|---|---|---|---|---|
| **Capital** ($,000) | | | | | | |
| **Sources of Funds** | | | | | | |
| Federal Funds | $ 108,304 | $ 190,256 | $ 205,426 | $ 162,638 | $ 127,080 | $ 793,703 |
| Member City Contributions | 224,596 | 154,471 | 167,126 | 235,124 | 147,655 | 928,971 |
| City of Mesa Financing | (1,491) | (4,690) | - | - | - | (6,181) |
| Public Transportation Funds | 77,112 | 66,297 | 58,030 | 58,034 | 49,795 | 309,269 |
| **Total Sources of Funds** | **408,521** | **406,334** | **430,582** | **455,796** | **324,530** | **2,025,763** |
| **Uses of Funds** | | | | | | |
| Tempe Streetcar | 85,686 | 29,882 | 2,603 | - | - | 118,171 |
| South Central | 223,411 | 232,782 | 205,169 | 290,934 | 264,725 | 1,217,021 |
| Northwest Phase II | 39,639 | 70,211 | 145,475 | 86,003 | 19,736 | 361,064 |
| OMC Expansion | 32,095 | 17,306 | 4,952 | - | - | 54,353 |
| Gilbert Road Extension | 4,077 | 3,084 | 811 | - | - | 7,972 |
| 50th Street Station | 1,227 | - | - | - | - | 1,227 |
| Capitol I-10 West Phase I | - | 29,337 | 61,293 | 76,384 | 38,973 | 205,987 |
| Central Mesa Extension | 348 | - | - | - | - | 348 |
| Systemwide Improvements | 9,404 | 11,024 | 3,290 | 71 | 71 | 23,860 |
| State of Good Repair | 12,634 | 12,708 | 6,989 | 2,404 | 1,025 | 35,760 |
| **Total Uses of Funds** | **$ 408,521** | **$ 406,334** | **$ 430,582** | **$ 455,796** | **$ 324,530** | **$ 2,025,763** |

## Breakout of "Other" line item

# Operating

| Project/Subproject | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Rail Operations & Maintenance** | | | | | |
| **Vehicle Maintenance** | Overhead Allocation | Shared Agency Overhead Allocation | $ 395,000 | $ 383,000 | $ 457,000 |
| | Other | Claimant Payments | 50,000 | - | - |
| | | METRO Property Damage Recoveries | (372,000) | (318,000) | (349,000) |
| **Vehicle Maintenance Total** | | | **73,000** | **65,000** | **108,000** |
| **Maintenance of Way** | Overhead Allocation | Shared Agency Overhead Allocation | 285,000 | 372,000 | 477,000 |
| | Other | OMC Solar Power Cost | 103,000 | 52,000 | - |
| | | Other direct expenditures | 1,000 | - | - |
| | | Training & Seminars | 5,000 | 22,000 | 22,000 |
| | | TVM Testing | 2,000 | - | - |
| **Maintenance of Way Total** | | | **396,000** | **446,000** | **499,000** |
| **Administrative Support** | Overhead Allocation | Shared Agency Overhead Allocation | 124,000 | 199,000 | 306,000 |
| | | VMR Overhead Allocation | 375,000 | 697,000 | 1,398,000 |
| | Other | Bank charges | 2,000 | - | 2,000 |
| | | COP Handling Fees-Fare Revenue | 534,000 | 481,000 | 488,000 |
| | | Copier Leases | 5,000 | 5,000 | - |
| | | Data/Telecommunications | - | 567,000 | - |
| | | Equipment Unit Cost under $5k | 1,000 | - | - |
| | | Furniture & Fixtures Unit Cost under $5k | 45,000 | - | 10,000 |
| | | Memberships & Subscriptions | 1,000 | 1,000 | 1,000 |
| | | Postage | - | 3,000 | 3,000 |
| | | Printing | 97,000 | 90,000 | 228,000 |
| | | Refund of Prior Year Expense | 1,000 | - | - |
| | | Regional Customer Service | 181,000 | 187,000 | 190,000 |
| | | SFM Fare Collection Material Security | 188,000 | 225,000 | 221,000 |
| | | Training & Seminars | 6,000 | 9,000 | 12,000 |
| | | TVM Change Expense | 3,000 | - | - |
| **Administrative Support Total** | | | **1,563,000** | **2,464,000** | **2,859,000** |
| **Rail Operations & Maintenance Total** | | | **$ 2,032,000** | **$ 2,975,000** | **$ 3,466,000** |

| | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Security** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 19,000 | $ 25,000 | $ 108,000 |
| | | VMR Overhead Allocation | 89,000 | 113,000 | 162,000 |
| | Other | Equipment Unit Cost under $5k | 15,000 | 155,000 | 23,000 |
| | | Memberships & Subscriptions | 1,000 | 4,000 | 2,000 |
| | | Printing | 1,000 | 3,000 | 3,000 |
| | | Training & Seminars | 5,000 | 17,000 | 9,000 |
| **Security Total** | | | **$ 130,000** | **$ 317,000** | **$ 307,000** |

| | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Future Project Development** | | | | | |
| Corridor & Facility | Overhead Allocation | Shared Agency Overhead Allocation | $ 47,000 | $ 61,000 | $ 66,000 |
| | | VMR Overhead Allocation | 218,000 | 280,000 | 363,000 |
| **Corridor & Facility Total** | | | **265,000** | **341,000** | **429,000** |
| Systems Development | Overhead Allocation | Shared Agency Overhead Allocation | 10,000 | 30,000 | 26,000 |
| | | VMR Overhead Allocation | 48,000 | 138,000 | 146,000 |
| **Systems Development Total** | | | **58,000** | **168,000** | **172,000** |
| Administrative Support | Overhead Allocation | Shared Agency Overhead Allocation | 150,000 | 160,000 | 172,000 |
| | | VMR Overhead Allocation | 645,000 | 697,000 | 921,000 |
| | Other | Postage | 1,000 | 54,000 | 23,000 |
| | | Printing | 3,000 | 37,000 | 35,000 |
| **Administrative Support Total** | | | **799,000** | **948,000** | **1,151,000** |
| **Future Project Development Total** | | | **$ 1,122,000** | **$ 1,457,000** | **$ 1,752,000** |

| | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Agency Operating** | | | | | |
| Administrative Support | Overhead Allocation | Shared Agency Overhead Allocation | $ 58,000 | $ 84,000 | $ 105,000 |
| | | VMR Overhead Allocation | 260,000 | 374,000 | 582,000 |
| | Other | Bank charges | 12,000 | - | 5,000 |
| | | Memberships & Subscriptions | 58,000 | 46,000 | 56,000 |
| | | Printing | 1,000 | 3,000 | 1,000 |
| | | Training & Seminars | 12,000 | 21,000 | 23,000 |
| **Administrative Support Total** | | | **401,000** | **528,000** | **772,000** |
| **Agency Operating Total** | | | **$ 401,000** | **$ 528,000** | **$ 772,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Overhead** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 61,000 | $ 102,000 | $ 93,000 |
| | Other | Bank charges | | 42,000 | 50,000 |
| | | Copier Leases | 24,000 | 18,000 | - |
| | | Data/Telecommunications | 78,000 | 198,000 | 243,000 |
| | | Equipment Unit Cost under $5k | 1,000 | 13,000 | 21,000 |
| | | Furniture & Fixtures Unit Cost under $5k | 29,000 | | |
| | | HR/Employee Expense | 1,000 | | |
| | | Memberships & Subscriptions | 12,000 | 25,000 | 26,000 |
| | | Postage | 1,000 | 2,000 | 11,000 |
| | | Printing | 2,000 | | |
| | | Training & Seminars | 41,000 | 117,000 | 218,000 |
| **Overhead Total** | | | **$ 250,000** | **$ 517,000** | **$ 662,000** |

# Capital

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Tempe Streetcar** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 66,000 | $ 98,000 | $ 131,000 |
| | | VMR Overhead Allocation | 293,000 | 354,000 | 592,000 |
| | Other | Business Assistance | 41,000 | 150,000 | 150,000 |
| | | CAB Payments | - | 120,000 | 120,000 |
| | | Data/Telecommunications | - | 10,000 | 10,000 |
| | | Equipment Unit Cost under $5k | 1,000 | - | - |
| | | Postage | 3,000 | 25,000 | 25,000 |
| | | Printing | 16,000 | 24,000 | 27,000 |
| | | Training & Seminars | 1,000 | - | - |
| **Tempe Streetcar Total** | | | **$ 421,000** | **$ 781,000** | **$ 1,055,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **South Central** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 77,000 | $ 113,000 | $ 192,000 |
| | | VMR Overhead Allocation | 326,000 | 499,000 | 999,000 |
| | Other | Business Assistance | - | 150,000 | 200,000 |
| | | Data/Telecommunications | 7,000 | 18,000 | 10,000 |
| | | Furniture & Fixtures Unit Cost under $5k | 3,000 | - | - |
| | | Postage | 3,000 | 27,000 | 31,000 |
| | | Printing | 8,000 | 40,000 | 28,000 |
| **South Central Total** | | | **$ 424,000** | **$ 847,000** | **$ 1,460,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Northwest Phase II** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ - | $ 30,000 | $ 92,000 |
| | | VMR Overhead Allocation | - | 109,000 | 473,000 |
| | Other | Business Assistance | - | - | 150,000 |
| | | CAB Payments | - | - | 70,000 |
| | | Postage | - | 1,000 | 26,000 |
| | | Printing | - | 30,000 | 25,000 |
| **Northwest Phase II Total** | | | **$ -** | **$ 170,000** | **$ 836,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **OMC Expansion** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ - | $ 43,000 | $ 79,000 |
| | | VMR Overhead Allocation | - | 135,000 | 334,000 |
| | Other | Data/Telecommunications | - | 15,000 | 15,000 |
| **OMC Expansion Total** | | | **$ -** | **$ 193,000** | **$ 428,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Gilbert Road Extension** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 105,000 | $ 105,000 | $ 26,000 |
| | | VMR Overhead Allocation | 455,000 | 398,000 | 102,000 |
| | Other | Business Assistance | 17,000 | 150,000 | - |
| | | CAB Payments | 120,000 | 120,000 | - |
| | | Data/Telecommunications | 15,000 | 18,000 | 14,000 |
| | | Postage | 8,000 | 13,000 | - |
| | | Printing | 15,000 | 25,000 | - |
| **Gilbert Road Extension Total** | | | **$ 735,000** | **$ 829,000** | **$ 142,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **50th Street Station** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 42,000 | $ 38,000 | $ 3,000 |
| | | VMR Overhead Allocation | 178,000 | 144,000 | 15,000 |
| | Other | Business Assistance | - | 60,000 | - |
| | | Furniture & Fixtures Unit Cost under $5k | (3,000) | - | - |
| | | Postage | 1,000 | 5,000 | - |
| | | Printing | 1,000 | 7,000 | - |
| **50th Street Station Total** | | | **$ 219,000** | **$ 254,000** | **$ 18,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Central Mesa Extension** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 10,000 | $ 16,000 | $ 4,000 |
| | | VMR Overhead Allocation | 40,000 | 49,000 | 3,000 |
| **Central Mesa Extension Total** | | | **$ 50,000** | **$ 65,000** | **$ 7,000** |

| Project | Activity Category | Activity Description | FY18 Actuals | FY19 | FY20 |
|---|---|---|---|---|---|
| **Systemwide Improvements** | | | | | |
| | Overhead Allocation | Shared Agency Overhead Allocation | $ 4,000 | $ 19,000 | $ 27,000 |
| | | VMR Overhead Allocation | 7,000 | 4,000 | 6,000 |
| **Systemwide Improvements Total** | | | **$ 11,000** | **$ 23,000** | **$ 33,000** |

# Information Summary

**DATE** **AGENDA ITEM 6**
May 9, 2019

**SUBJECT**
Future Agenda Items Request and Report on Current Events

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

**BACKGROUND/DISCUSSION/CONSIDERATION**
None

**COST AND BUDGET**
None

**COMMITTEE ACTION**
None

**RECOMMENDATION**
This item is presented for information only.

**CONTACT**
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**ATTACHMENT**
None

**Pending Items Request**

| Item Requested | Date Requested | Planned Follow-up Date |
|---|---|---|
| | | |
| | | |