MEETINGS OF THE

Boards of Directors

Joint Meeting of Valley Metro RPTA and Valley Metro Rail	Valley Metro RPTA	Valley Metro Rail

Date:

June 20, 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

June 13, 2019

Joint Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, June 20, 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 Board of Directors on current issues.

3. Minutes — 3. For action

Minutes from the May 16, 2019 Joint Board meeting are presented for approval.

4. Audit and Finance Subcommittee (AFS) Update — 4. For information

Vice Mayor Orsborn, Chair of AFS, will provide an update on the discussions and actions taken at the Audit and Finance Subcommittee meeting.

CONSENT AGENDA

5A. Non-Revenue Vehicle Fuel Purchase — 5A. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a cooperative agreement purchase order with US Bank Voyager Fleet Systems for non-revenue vehicle fuel for a not-to-exceed amount of $1,352,000 over a five-year period.

5B. Security Orchestration, Automation, and Response Software Contract Award — 5B. For action

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 $231,330 for the period of July 1, 2019 to June 30, 2022.

5C. Wayfinding Map Design Services Contract Award — 5C. For action

Staff recommends that the Boards of Directors authorize for the CEO to execute a five-year contract with CHK America, Inc. for wayfinding map design services for an amount of $835,494.

5D. Fiscal Year 2020 (FY20) Intergovernmental Agreements (IGA) — 5D. For action

Staff recommends that the Boards of Directors authorize the CEO to execute the FY20 IGAs and IGA amendments in the Valley Metro RPTA and Valley Metro Rail FY20 Operating and Capital Budgets as listed and for the periods of performance and in the amounts indicated for each agreement.

REGULAR AGENDA

6. Allied Universal Services (AUS) Contract Change Order — 6. For action

Staff recommends that the Boards of Directors authorize the CEO to exercise the two contract option years with AUS for the security services for the period of July 1, 2019 through June 30, 2021 and approve an increase to the amount previously approved for the two-year option period in an amount not to exceed $3,616,775, for an overall contract value of $16,297,000 for fiscal years 2020 and 2021.

7.	Travel, Expenditures and Solicitations	7. For information

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

8.	Future Agenda Items Request and Update on Current Events	8. 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 **AGENDA ITEM 1**
June 13, 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 only.

CONTACT
Scott Smith
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2**
May 29, 2019

SUBJECT
Chief Executive Officer's Report

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

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
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ATTACHMENT
None

Minutes

June 13, 2019 **AGENDA ITEM 3**

Joint Boards of Directors
Thursday, May 16, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
Councilmember Lauren Tolmachoff, City of Glendale **(Chair)**
Mayor Kevin Hartke, City of Chandler **(Vice Chair)**
Mayor Kate Gallego, City of Phoenix
Vice Mayor Pat Dennis, City of Avondale
Vice Mayor Eric Orsborn, City of Buckeye (phone)
Mayor Alexis Hermosillo, City of El Mirage (phone)
Councilmember Mark Scharnow, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Bill Stipp, City of Goodyear (phone)
Councilmember Francisco Heredia, City of Mesa
Councilmember Jon Edwards, City of Peoria
Councilmember Susanne Klapp, City of Scottsdale (phone)
Vice Mayor Roland F. Winters Jr., City of Surprise
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown

Members Not Present
Supervisor Steve Gallardo, Maricopa County
Councilmember Linda Laborin, City of Tolleson
Mayor Evertt Sickles, Town of Wickenburg

Valley Metro Rail Participants
Mayor Kate Gallego, 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 11:19 a.m. The Pledge was recited and a safety message was provided.

First order of business is I would like to welcome Mayor Gallego to the board. Welcome, Kate.

1. Public Comment

The first item on the agenda is public comment. Mr. Howard May.

Mr. May said good afternoon, and welcome, mayor, Ms. Kate Gallego, to the board. I'm happy to say that I'm pleased at the technology that has been added the our buses. However, we need to remind our bus drivers and our contractors that just because the box the stops doesn't mean we stop doing ADA policies.

A couple times I don't have drivers ask me where I'm going even though I do know and I listen to the box. That's one.

Two, I'm happy about the 50th Street Station that was opened last week, so that's one good thing. Then coming up soon we have the making tracks going east. Thank you.

Chair Tolmachoff said thank you, Mr. May.

2. Chief Executive Officer's Report

The next item on the agenda is the CEO's report, Mr. Smith.

Mr. Smith said thank you, Madam Chair. And I would also like to welcome Mayor Gallego and to sort of celebrate that the first thing I'm going to report on -- here she is front and center -- as was mentioned we're excited about the opening of 50th Street --

We are very excited about the opening of the 50th Street Station a couple weeks ago. For those of you who haven't heard, the thing that makes it exciting is, first of all, it's the first rail project funded by T2050. Second thing, though, we worked in conjunction with Ability360 to basically make this a laboratory of what can we do to really accelerate or elevate access. So this is a great station where we have a lot of things that we will learn from and maybe incorporate it as we move forward with other projects. You can see Mayor Gallego there, of course, vice-mayor Roland Winters who was also there and a great turnout, so we appreciate that.

Those people who helped in designing this station. And also will reap the many benefits and we've already had a stellar use of the stadium -- stadium -- of the station. Ability360 had a couple of events since then and really, really well received at the station. Thanks to all of those from the City of Phoenix, Ability360 and Valley Metro staff who made that happen.

We also had another service that we implemented since we met. On April 22, city of Peoria kicked off Peoria on the go or POGO. Councilmember John Ed wards was there along with mayor car lot and Karl lot and we really appreciated this new service for the city of Peoria which we think will help change their community. Nice buses, great name, good logo and great partners, so we're already experiencing good feedback on the POGO.

Last month was Valley Bike Month. Every year, not only Valley Metro but all of your cities are active participants.

There are many events that take place around the valley. Your cities sponsor many events in Valley Bike Month, so, once again, we'd like to thank them.

The artwork that you see there was designed by a local artist Lucretia Torva, who is in the picture the photo of the train wrap. It's currently featured on one of our trains, and it's something that we're very happy to be involved with.

Also, we'd like to explain to you a little bit about one service that doesn't get mentioned enough and that's our vanpool service. These are employees of Arizona Department of Corrections and they used to use another service and they recently converted all of their vanpool needs, a total of seven vans so far, and thirty vans will be added eventually to our vanpool program. This primarily works to serve the prison complex out west of Buckeye, the large complex out there.

Vanpool is something which is extremely successful, over a million riders a year. And we provide the vans, the drivers drive and the participants help share the cost and we actually cover all of our operating costs, so it's the one transit service that does. We carry almost as many vanpool as we do with paratransit to show you popular and yet pretty low key it is, but it is a very, very successful.

As of February 2019 we had over almost 360 vanpools operating throughout valley and looking for opportunities wherever we can find them. These vans are normally purchased with federal funds, so it's a good deal for the valley all the way around.

The travel reduction program been in effect for thirty years. We had a celebration Tuesday, April 30 with the Maricopa County Air Quality Department, who is primarily in charge of it and they've partnered with us to do billboards, light wrap. We work with employers and others to make sure we get people out of cars or adjoining cars like we did with the -- looking for the next slide here -- there we go.

Well, you would have a slide that would show the travel reduction. Now let's go back to -- now we have no signal. Well, we'll catch up.

I tell you when we talk about we had a big discussion or lengthy discussion in the study session about training. We actually when we ever get the chance to host national training here, the one interesting thing is that when we have people we need to train on how ride a train system or even a bus system there's not a whole lot of places to go. So we generally go with systems outside of our area. And we invite them in.

In April, we hosted the fifth Transportation Safety Institute course that brought people in from around the country. It enabled us to have more of our employees attend without having to have them travel elsewhere.

And so we are very actively trying to host more of these classes. We have two more classes in July focusing on crime prevention and on our rail design for our capital improvement program. It's great to bring those in from other systems and share best practices.

This Saturday we are so excited to open our latest light rail extension, the Gilbert Road extension. So Saturday morning if you're in the East Valley in Mesa or if you just want to be there go to Gilbert Road and Maine and see a beautiful, beautiful new extension. We're really proud of it.

I should have asked you before that. We're all going to be there. Two miles added a lot. And you can go see how the train goes through a round roundabout, too, that will be the fun part. It's a lot of fun to see that. That's this Saturday.

We also, last week, had something which is part of our South Central/Downtown Hub and that's our Engineers of the Future. I think I've explained this to you before where we have some of our engineering firm partners and schools who have operated this.

Engineers of the future is a STEM focus membership program for seventh and eighth graders in south Phoenix from a variety of schools.

Last week we had a competition. You see the first place winner there from South Point Junior High. This is the culmination of a semester long project where they did things like build bridges out of Popsicle sticks and then test them, design transit centers. It was great. And many of our staff and the engineering staff donated their time to mentor some of these students and it's great to have those who have an interest in and a talent for who don't have that opportunity to mix with mentors, people who come from similar backgrounds but are now in the professional ranks. Great future.

You can see some of the other winners from the teams, so I would like to thank our those from PGH Wong, Cliff Wong and others and Y2K Engineering and others who were really sponsoring this great program that we're going to continue through the South Central program.

The other thing we introduced to you a couple years ago and we're continuing on is driving for books campaign. This actually was a program started by one of our bus operators. And out in Tempe we actually this is the third time we've help sponsor this. Before that, the operator did it -- he's been in here in this meeting -- he did it on his own.

This year we collected close to seven thousand books throughout the West Valley and distributed them to K-6 students at eight different schools in Chandler, Gilbert, Phoenix, Paradise Valley, Mesa and Tempe. We had our first drop-off at Cactus Wren Elementary in Tempe and I think every student at Cactus Wren received a book. So that was just a couple days ago.

I'd like to go over the calendar. On June 20, we have, once again, another study session on fare policy. We'll be talking about our new system, reduced fare, some of the challenges we have and let you know about, which is going to be one of the largest endeavors other than building a light rail project that we will have and it will affect all of our buses and trains and everything. That will be on June 20.

July we'll only have a meeting if we need one. And then in August we moved the start time to -- well, we've actually moved both the time and date of the meeting and the start time, so if you want to make sure your calendar is up to date.

I also want to introduce or tell you about we just recently in the last week received a letter of no prejudice from the Federal Transit Administration. We received two of them as a matter of fact. One on the Tempe Streetcar which allows us to continue work. We have a great problem in Tempe. We're actually completing the work faster than scheduled and below budget for right now. Something may come up, so I'm not going to (unintelligible), but that meant that we got ahead of the grant game and the FTA has worked with us well to allow us to continue on the construction process without pulling the contractor. We also got another approval on South Central/Downtown Hub project that will allow us to continue on. We're doing work utility work and other things, obviously with the initiative in August in our mind, major construction will not start until after that, but it allows us to go forward order things that take a long time.

And finally, something that came up in our budget discussion, I'd like to introduce you to chief administrative officer Jim Hilliard. Jim comes to us from after a stellar career at the State of Arizona, most recently the Arizona Department of Economic Security. He's primarily responsible for administrative issues and helps me out.

Prior to Jim coming on board, I had twelve direct reports and that's too many with all the other things I have. And so we've shuffled a few things around and brought Jim on. And in the three weeks that he's been here he's already had a huge impact on streamlining some of our processes and on bringing our leadership team and others up to speed in doing some things. So he's had a great impact. So if you have anything administratively and right now he's sort of filling in because as you know, Rob Antoniak left us for the private sector. We will be hiring a replacement for rob in the near future and in the interim Jim's sort of pulling double duty and managing those areas that Rob had been managing, too. So, thank you.

3. Minutes

Chair Tolmachoff said let's move on to the minutes from the March 21 joint board meeting. Are there any comments or corrections on the minutes? If not, can I have a motion?

IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECONDED BY MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE THE JOINT BOARD MEETING MINUTES FOR MARCH 21, 2019.

4. Consent Agenda

Chair Tolmachoff said the next item on the agenda is the consent agenda which is presented and intended to be approved in one motion. Would anybody like to have any of these items heard separately or any comment or discussion on any of the items? If not, can I have a motion?

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

5. Quarterly Reports

Chair Tolmachoff said the next item on the agenda are the quarterly reports presented for information only. Are there any questions or any discussion on the quarterly reports? All right.

This item was provided for information only.

6. Travel, Expenditures and Solicitations

Chair Tolmachoff said the next item is the travel, expenditures and solicitations presented for information. Any discussion or questions on that?

This item was provided for information only.

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

Chair Tolmachoff said we will move on to future agenda items request and report on current events. Does anybody have anything?

I do have something. You had the minutes here from the Budget and Finance Subcommittee or the Audit and Finance. I would like to -- and if the rest of the board we can have a discussion at a future meeting or if everybody's in consensus to do that to have them bring a report to the board when they do we could agendize it and have them report to the board when they do have something to report to the board.

Mr. Smith said we can do that.

With no further discussion the meeting adjourned at 11:34 a.m.

Information Summary

DATE **AGENDA ITEM 4**
June 13, 2019

SUBJECT
Audit and Finance Subcommittee (AFS) Update

PURPOSE
Vice Mayor Orsborn, Chair of AFS, will brief the Joint Boards of Directors on discussions and actions taken on the Audit and Finance Subcommittee meeting.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 5A**
June 13, 2019

SUBJECT
Non-Revenue Vehicle Fuel Purchase

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a cooperative agreement purchase order with US Bank Voyager Fleet Systems for non-revenue vehicle fuel for a not-to-exceed amount of $1,352,000 over a five-year period. The RPTA portion will not exceed $52,000 and the Valley Metro Rail (VMR) portion will not exceed $1,300,000.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro currently has 98 non-revenue vehicles in its fleet, 18 RPTA vehicles and 80 VMR vehicles. The vehicles are used for the ongoing maintenance of the 26.2-mile light rail line, support of contracted light rail operations, and for integrated agency staff use. Valley Metro uses fleet fuel cards through Voyager Fleet Systems to refuel non-revenue vehicles as needed. Using the Voyager fleet fuel cards allows Valley Metro to refuel at many locations throughout the Valley.

Valley Metro has been utilizing the Voyager Fleet Systems fuel card program but due to the increase in the non-revenue fleet inventory and the addition of the agency owned contracted light rail operations support vehicles, the annual costs will exceed the CEO's contract authority amount. The light rail operations contractor was previously fueling the agency owned vehicles and invoicing Valley Metro for the fuel cost each month. The contractor was asked to begin using the Voyager fleet fuel cards for efficiency and allows for accurate tracking of mileage and proper maintenance scheduling.

Cooperative Agreements are contracts that are solicited and awarded by other public entities and whose cooperative language allows Valley Metro to utilize these contracts for goods and services it requires. This cooperative contract for non-revenue vehicle fuel was procured via the State of Arizona Procurement Office of the Department of Administration and is currently awarded to, US Bank Voyager Fleet Systems. Valley Metro uses this contract to fulfill its non-revenue vehicle fuel purchase needs.

This cooperative agreement purchase order with US Bank Voyager Fleet Systems will start July 1, 2019 for a five-year period.

COST AND BUDGET
The non-revenue vehicle fuel usage over five years has a total estimated value of $1,352,000. The five year forecast for fuel is in the chart below.

	FY 20	FY 21	FY 22	FY 23	FY 24	Total
VMR	$ 220,000	$ 240,000	$ 260,000	$ 280,000	$ 300,000	$ 1,300,000
RPTA	$ 10,300	$ 10,350	$ 10,400	$ 10,450	$ 10,500	$ 52,000

The RPTA contract obligation is $52,000 and is included in the RPTA Proposed 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 VMR contract obligation is $1,300,000 and is included in the Valley Metro Rail Proposed 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 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: May 21, 2019 for information
TMC/RMC: June 5, 2019 approved
Boards of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a cooperative agreement purchase order with US Bank Voyager Fleet Systems for non-revenue vehicle fuel for a not-to-exceed amount of $1,352,000 over a five-year period.

CONTACT
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 5B**
June 13, 2019

SUBJECT
Security Orchestration, Automation, and Response Software Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a three-year contract for Demisto software licensing not to exceed $210,300 for the period of July 1st, 2019 to June 30, 2022.

BACKGROUND/DISCUSSION/CONSIDERATION
Like many organizations, Valley Metro is struggling to address a steadily growing number of IT security threats with finite Information Security staffing. A new type of software known as Security Orchestration, Automation, and Response (SOAR) automates incident investigation and some types of incident response, reducing incident response times and allowing staff to handle more incidents. After several months researching various SOAR software packages, staff settled on the Demisto Enterprise Platform. This determination is consistent with IT research firm Gartner's 2018 identified of Demisto as one of the leading SOAR providers.

As a result, Valley Metro engaged in a 30-day proof of concept using Demisto to automate the review of reported phishing emails. Automating this single process saved Agency Information Security personnel an estimated $4,260[1] in labor costs. It also identified several other benefits of Demisto's use:

- Reducing the risk of IT security incidents by automating containment actions such as removing a machine from the network or blocking network traffic through a firewall when an incident is detected.
- Establishing digital playbooks that document and automate the Agency's triage process and incident response procedures.
- Reducing the risk that a critical security incident alert will be missed by using automation to screen alerts and highlight critical alerts.

Therefore, Valley Metro has determined that Demisto can reduce IT security risk, improve consistency, and mitigate the need for Information Security staff growth.

[1] Valuation based on the 165 reported phishing emails during the period, the blended, loaded labor rate of all Agency Information Security personnel, and an 83% reduction in the average time a human spent interacting with a suspect message.

Demisto's services will be procured using a software value-added reseller cooperative contract with CDW-G, awarded by the Arizona State Procurement Office. 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
Demisto software licensing is $210,300. The RPTA portion is $105,150 and the VMR portion is $105,150. All costs in FY 2020 are included in the proposed RPTA FY 2020 Operating and Capital Budget. These costs are funded using the agency's overhead allocation.

Purchase	Vendor	Contract	Cost
Demisto Enterprise Platform 3-Year	CDW-G	State Contract: ADSPO17-149774	$210,300
		Subtotal	**$210,300**

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
TMC/RMC: June 5, 2019 approved
Boards of Directors: June 20, 2019 for action

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

- Goal 2: Advance performance based operation

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with CDW-G for software licensing not to exceed $210,300 for the period of July 1, 2019 to June 30, 2022.

CONTACT
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 5C**
June 13, 2019

SUBJECT
Wayfinding Map Design Services Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a five-year wayfinding map design services contract with CHK America, Inc. for an amount not to exceed $1,172,094[i] which includes a 10% contingency of $106,554.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro currently outsources the design of wayfinding maps to provide customers a variety of wayfinding maps to facilitate transfers and wayfinding at transit centers, light rail stations, on board light rail vehicles and bus stops throughout the Valley. The system map is also distributed through the Transit Book and at outreach events. The current contract with CHK America, Inc. expires on June 30, 2019 a new five-year contract is scheduled to be in place by July 1, 2019.

In 2014, under a Request for Proposals (RFP) process, a five-year contract was awarded to CHK America, Inc. Over the past five years, we have utilized this contract to design and update the following items on a biannual basis to reflect all relevant service changes:

- Valley Metro system map that is included in each edition of the transit book and also printed for bus shelters throughout the Valley
- Transit center and light rail station spider maps
- Guide-a-Ride signs at bus stops throughout the Valley
- Light Rail line map decals onboard vehicles

In order to provide our customers with an excellent riding experience, Valley Metro needs to continue to provide updated, accurate and user-friendly maps at our facilities and throughout the service area.

In March 2019, Valley Metro issued an RFP for Wayfinding Map Design Services. Four proposals were received. Of the four, three proposals were determined responsive. A selection committee comprised of Valley Metro and City of Tempe staff evaluated the proposals using the following criteria:

- Firm Qualifications and Experience - 175 points
- Previous Work Examples - 175 points
- Understanding/Approach to the scope of services - 150 points
- Qualifications and Experience of Assigned Personnel - 100 points
- Price - 400 points

City ID LLC and CHK America, Inc. were deemed to be within the competitive range. The Committee utilizing the rankings below arrived at its contract award recommendation to CHK America, Inc. using the “best value” selection process that allows for tradeoffs and the analysis of overall cost and value to the Agency. Under best value, we are awarding to the lowest priced, highest technically rated Proposer.

Ranking of proposals:

Proposers	Technical Points	Pricing Points	Total Points
CHK America, Inc.	580	400	980
City ID LLC	579	299	878
Michael Wilder Agency	356	18	374

COST AND BUDGET

The proposed Wayfinding Map Design Services contract has a total term of five years. Costs are incurred on a per map basis when new prototype maps or map updates are required. For the five-year term of the contract, the estimated cost for all maps is $1,172,094[ii], with an RPTA portion of $549,494 and the VMR portion of $622,600. For Fiscal Year 2020, the estimated RPTA cost is $97,540 and the estimated VMR cost is $83,500. Both are fully funded within the Valley Metro Preliminary FY 2020 Operating and Capital Budget. Estimated contract costs beyond FY 2020 are incorporated into the Valley Metro RPTA and VMR Five-Year Operating Forecast and Capital Program (FY 2020 thru FY 2024). The source of funding is Prop 400 (PTF).

STRATEGIC PLAN ALIGNMENT

FY 2016 – 2020:

- Goal 1: Increase customer focus
- Goal 3: Grow transit ridership
- Goal 5: Advance the value of transit

COMMITTEE PROCESS

RTAG: May 21, 2019 for information
TMC/RMC: June 5, 2019 approved
Board: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to execute a five-year contract with CHK America, Inc. for wayfinding map design services with an estimated cost of $1,172,094.

CONTACT

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Chief Administration Officer
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ATTACHMENT

None

Wayfinding Map Design Services Endnotes

[i] When presented to RTAG, the estimated total cost of this contract, including contingency, was $835,494. Subsequent to that meeting, it was discovered that the estimated cost didn't correctly reflect the cost of new prototype spider maps for the Tempe Streetcar ($38,500) and for South Central/Downtown Hub, Northwest Phase II, and Capital I-10 phase I ($41,250). It also erroneously included funding for updating spider maps once per year rather than the two times required by the Spring and Fall service changes ($256,850).

[ii] Wayfinding Map Design Services are forecasted to grow as follows:

1. Transit Maps
    a. A new prototype transit map will be needed when the South Central Extension is scheduled to open in year four of the contract.
    b. The per map cost for a prototype map and map update has stayed the same from the previous contract to the proposed contract.
2. Spider Maps
    a. The number of Spider Maps will increase by 14 in year 2020 due to the opening of the Tempe Streetcar and by 15 in 2023 due to the anticipated openings of the South Central, Capital/I-10, and North West Phase II light rail extensions.
    b. The per map cost for a prototype map has decreased by $1,000 from the previous contract to the proposed contract. The per map cost for a map update has decreased by $250 from the previous contract to the proposed contract.
3. Neighborhood Maps
    a. The number of Neighborhood Maps is forecasted to increase by 10% in years 4 and 5 of the contract due to forecasted economic development along the light rail system.
    b. The per map cost for a prototype map has decreased by $1,000 from the previous contract to the proposed contract. The per map cost for a map update has stayed the same from the previous contract to the proposed contract.
4. Guide-a-Ride Maps
    a. Guide-a-Ride Map prototypes may increase in years 1 and 2 of the contract to provide more efficient map solutions at bus stop locations.
    b. The per map cost for a prototype map has stayed the same from the previous contract to the proposed contract. The per map cost for a map update has increased by $40 from the previous contract to the proposed contract.

Information Summary

DATE **AGENDA ITEM 5D**
June 13, 2019

SUBJECT
Fiscal Year 2020 (FY20) Intergovernmental Agreements (IGA)

PURPOSE
To authorize the Chief Executive Officer (CEO) to execute FY20 IGAs and IGA amendments for projects in the approved Valley Metro RPTA FY20 Operating and Capital Budget.

BACKGROUND | DISCUSSION | CONSIDERATION
There are a number of IGAs and IGA amendments that require Board approval prior to the start of FY20. The attachment provides a list of the FY20 RPTA required IGAs and renewals.

The IGAs are based on the latest estimates of costs and services funded by each member. IGA changes that are required as a result of service changes in October 2019 and April 2020 will be brought to the Board for approval after the final list of service changes is determined.

COST AND BUDGET
Please see the attached spreadsheet.

COMMITTEE ACTION
RTAG: May 21, 2019 for information
TMC/RMC: June 5, 2019 approved
Boards of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute the FY20 IGAs and IGA amendments in the Valley Metro RPTA and Valley Metro Rail FY20 Operating and Capital Budgets as listed and for the periods of performance and in the amounts indicated for each agreement.

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ATTACHMENT
Attachment 1 - List of FY20 IGAs

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2019 Amount	FY 2020 AMOUNT	Change from FY 2018 to FY 2019
Expense	AZ Dept. of Environmental Quality	Repayment of Lottery Advance	$0	$2,000,000	$2,000,000
No Budget Impact	ADOT - M696601X	Loop 101 Mobility Project	$0	$0	$0
PTF Reimbursement	City of Avondale 106-75-2020	ADA Allocations	$143,900	$148,200	$4,300
PTF Reimbursement	City of Avondale 106-75-2020	Fixed Route Transit Services	$666,620	$1,199,913	$533,293
PTF Reimbursement	City of Avondale 106-75-2020	Regional DAR	$90,265	$148,200	$57,935
Revenue	City of Avondale 106-75-2020	ADA Allocations	$0	$6,505	$6,505
Revenue	City of Avondale 106-75-2020	Fixed Route Transit Services	$981,322	$1,276,849	$295,527
Revenue	City of Buckeye 166-75-2020	Fixed Route Transit Services	$35,010	$39,500	$4,490
PTF Reimbursement	City of Chandler 118-75-2020	ADA Allocations	$1,685,000	$1,719,350	$34,350
PTF Reimbursement	City of Chandler 118-75-2020	East Valley DAR	$1,244,763	$0	($1,244,763)
PTF Reimbursement	City of Chandler 118-75-2020	Fixed Route Transit Services	$5,685,817	$6,011,005	$325,188
PTF Reimbursement	City of Chandler 118-75-2020	Regional DAR	$440,237	$1,719,350	$1,279,113
Revenue	City of Chandler 118-75-2020	Regional DAR	$735,490	$906,245	$170,755
Revenue	City of Chandler 118-75-2020	Fixed Route Transit Services	$1,597,554	$1,734,532	$136,978
Revenue	City of Chandler 118-75-2020	RideChoice	$163,347	$194,290	$30,943
Revenue	City of Chandler AAFA-COC-2019	Arizona Avenue Alternatives Analysis FA	$0	$600,000	$600,000
PTF Reimbursement	City of El Mirage 121-48-2020	ADA Allocations	$26,200	$26,900	$700
PTF Reimbursement	City of El Mirage 121-48-2020	Regional DAR	$4,341	$26,900	$22,559
Revenue	City of El Mirage 121-48-2020	Northwest Valley DAR	$0	$0	$0

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2019 Amount	FY 2020 AMOUNT	Change from FY 2018 to FY 2019
Revenue	City of El Mirage 121-48-2020	Regional DAR	$0	$7,419	$7,419
PTF Reimbursement	City of Glendale 133-75-2020	ADA Allocations	$769,708	$784,844	$15,136
PTF Reimbursement	City of Glendale 133-75-2020	Fixed Route Transit Services	$3,920,000	$3,843,888	($76,112)
Revenue	City of Glendale 133-75-2020	Regional DAR	$759,610	$1,192,995	$433,385
PTF Reimbursement	City of Goodyear 136-75-2020	ADA Allocations	$14,000	$14,400	$400
PTF Reimbursement	City of Goodyear 136-75-2020	Regional DAR	$7,039	$14,400	$7,361
PTF Reimbursement	City of Goodyear 136-75-2020	Fixed Route Transit Services	$10,096	$16,215	$6,119
Revenue	City of Goodyear 136-75-2020	Fixed Route Transit Services	$149,617	$191,378	$41,761
Revenue	City of Goodyear 136-75-2020	Regional DAR	$12,692	$75,119	$62,427
Revenue	City of Mesa 145-75-2020	Regional DAR	$0	$754,783	$754,783
PTF Reimbursement	City of Mesa 145-75-2020	ADA Allocations	$3,730,723	$3,843,530	$112,807
PTF Reimbursement	City of Mesa 145-75-2020	East Valley DAR	$3,266,804	$0	($3,266,804)
PTF Reimbursement	City of Mesa 145-75-2020	Fixed Route Transit Services	$9,917,440	$11,582,811	$1,665,371
PTF Reimbursement	City of Mesa 145-75-2020	Regional DAR	$463,919	$3,843,530	$3,379,611
Revenue	City of Mesa 145-75-2020	East Valley DAR	$221,946	$0	($221,946)
Revenue	City of Mesa 145-75-2020	Fixed Route Transit Services	$4,748,696	$4,738,298	($10,398)
Revenue	City of Mesa 145-75-2020	RideChoice	$593,354	$914,968	$321,614
PTF Reimbursement	City of Mesa FDAA-COM-2019	Fiesta District Alternative Analysis FA	$0	$900,000	$900,000
PTF Reimbursement	City of Peoria 151-75-2020	ADA Allocations	$240,600	$247,100	$6,500

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2019 Amount	FY 2020 AMOUNT	Change from FY 2018 to FY 2019
PTF Reimbursement	City of Peoria 151-75-2020	Fixed Route Transit Services	$1,481,090	$1,651,871	$170,781
PTF Reimbursement	City of Peoria 151-75-2020	Regional DAR	$0	$0	$0
PTF Reimbursement	City of Peoria 151-75-2020	Northwest Valley DAR	$0	$0	$0
Revenue	City of Peoria 151-75-2020	Northwest Valley DAR	$250,927	$0	($250,927)
Revenue	City of Peoria 151-75-2020	Regional DAR	$196,443	$547,710	$351,267
Revenue	City of Peoria 151-75-2020	Fixed Route Transit Services	$259,052	$1,272,957	$1,013,905
PTF Reimbursement	City of Peoria 151-75-2020	Capital Projects	$2,097,924	$0	($2,097,924)
No Budget Impact	City of Peoria 151-35-2020	Peoria Park and Ride Operations and Maintenance	$0	$697,362	$697,362
Expense	City of Phoenix 139285	Fixed Route Transit Services - RPTA Buys	$8,584,006	$10,635,095	$2,051,089
PTF Reimbursement	City of Phoenix 143071	Fixed Route Transit Services	$1,374,734	$1,501,211	$126,477
Revenue	City of Phoenix 143071	Fixed Route Transit Services - Phx Buys	$7,588,779	$8,182,583	$593,804
PTF Reimbursement	City of Phoenix - ATAN	ATAN Bus Stop Improvement Projects	$0	$1,017,000	$1,017,000
PTF Reimbursement	City of Scottsdale 160-75-2020	ADA Allocations	$1,560,500	$1,602,600	$42,100
PTF Reimbursement	City of Scottsdale 160-75-2020	Capital Projects	$0	$0	$0
PTF Reimbursement	City of Scottsdale 160-75-2020	Regional DAR	$917,426	$0	($917,426)
PTF Reimbursement	City of Scottsdale 160-75-2020	Fixed Route Transit Services	$7,815,299	$8,123,385	$308,086
PTF Reimbursement	City of Scottsdale 160-75-2020	Regional DAR	$292,115	$1,475,654	$1,183,539
Revenue	City of Scottsdale 160-75-2020	Regional DAR	$0	$12,050	$12,050
Revenue	City of Scottsdale 160-75-2020	Fixed Route Transit Services	$307,802	$0	($307,802)

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2019 Amount	FY 2020 AMOUNT	Change from FY 2018 to FY 2019
PTF Reimbursement	City of Surprise 166-75-2020	ADA Allocations	$51,100	$52,600	$1,500
PTF Reimbursement	City of Surprise 166-75-2020	Regional DAR	$51,100	$52,600	$1,500
PTF Reimbursement	City of Surprise 166-75-2020	Senior Shuttle	$0	$0	$0
PTF Reimbursement	City of Surprise 166-75-2020	Fixed Route Transit Services	$121,050	$125,038	$3,988
Revenue	City of Surprise 166-75-2020	Fixed Route Transit Services	$103,106	$106,641	$3,535
Revenue	City of Surprise 166-75-2020	Senior Shuttle	$119,900	$125,985	$6,085
Revenue	City of Surprise 166-75-2020	RideChoice	$439,000	$444,102	$5,102
Revenue	City of Surprise 166-75-2020	Regional DAR	$367,500	$301,053	($66,447)
Expense	City of Tempe 169-75-2020-EVBOM	EVBOM	$5,802,867	$5,788,277	($14,590)
Revenue	City of Tempe 169-31-2019	Reduced Fare	$1,000	$1,000	$0
Revenue	City of Tempe 169-31-2019	East Valley DAR	$693,516	$0	($693,516)
Revenue	City of Tempe 169-31-2019	Regional DAR	$0	$600,607	$600,607
Revenue	City of Tempe 169-31-2019	RideChoice	$153,074	$195,416	$42,342
PTF Reimbursement	City of Tempe 169-31-2020	Fixed Route Transit Services	$5,722,643	$5,927,375	$204,732
Revenue	City of Tempe 169-31-2020	Fixed Route Transit Services	$18,942,214	$20,107,819	$1,165,605
PTF Reimbursement	City of Tempe 169-31-2020	East Valley DAR	$821,363	$0	($821,363)
PTF Reimbursement	City of Tempe 169-31-2020	Regional DAR	$289,797	$1,141,170	$851,373
PTF Reimbursement	City of Tolleson 172-75-2020	ADA Allocations	$11,000	$11,300	$300
PTF Reimbursement	City of Tolleson 172-75-2020	Fixed Route Transit Services	$380,621	$362,602	($18,019)

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2019 Amount	FY 2020 AMOUNT	Change from FY 2018 to FY 2019
Revenue	City of Tolleson 172-75-2020	Regional DAR	$1,970	$61,285	$59,315
Revenue	City of Tolleson 172-75-2020	Fixed Route Transit Services	$316,881	$411,277	$94,396
Revenue	Gila River Indian Community 128-75-2020	Fixed Route Transit Services	$136,232	$151,120	$14,888
Revenue	Maricopa Association of Governments (MAG) #1	Transit Planning Services	$724,720	$724,720	$0
Revenue	Maricopa Association of Governments (MAG) #2	Origin Destination Study Agreement	$200,000	$200,000	$0
Revenue	Maricopa Association of Governments (MAG) #3	Regional Rideshare/Telework	$594,000	$594,000	$0
Revenue	Maricopa Association of Governments (MAG) #954	Northwest Sun Cities Transit Implementation Study	$0	$64,452	$64,452
PTF Reimbursement	Maricopa County	Regional DAR	$139,500	$143,300	$3,800
Revenue	Maricopa County	RideChoice	$0	$871,949	$871,949
Revenue	Maricopa County	RideChoice	$53,528	$0	($53,528)
Revenue	Maricopa County	Northwest Valley DAR	$2,676,147	$0	($2,676,147)
Revenue	Maricopa County	Regional DAR	$220,987	$761,898	$540,911
Revenue	Maricopa County	Regional DAR	$1,515,198	$0	($1,515,198)
PTF Reimbursement	Maricopa County	ADA Allocations	$139,500	$143,300	$3,800
Revenue	Maricopa County	Trip Reduction Expansion	$370,000	$370,000	$0
Revenue	Maricopa County	Trip Reduction	$150,000	$150,000	$0
PTF Reimbursement	Salt River Pima Indian Community 162-75-2020	Fixed Route Transit Services	$0	$0	$0
PTF Reimbursement	Town of Fountain Hills 124-75-2020	ADA Allocations	$14,500	$14,900	$400
PTF Reimbursement	Town of Fountain Hills 124-75-2020	Fixed Route Transit Services	$34,120	$28,120	($6,000)

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2019 Amount	FY 2020 AMOUNT	Change from FY 2018 to FY 2019
PTF Reimbursement	Town of Fountain Hills 124-75-2020	RideChoice	$6,831	$14,900	$8,069
Revenue	Town of Fountain Hills 124-75-2020	RideChoice	$0	$7,711	$7,711
PTF Reimbursement	Town of Gilbert 130-75-2020	East Valley DAR	$1,085,411	$0	($1,085,411)
PTF Reimbursement	Town of Gilbert 130-75-2020	Fixed Route Transit Services	$3,802,548	$4,011,931	$209,383
PTF Reimbursement	Town of Gilbert 130-75-2020	Regional DAR	$194,589	$1,318,400	$1,123,811
Revenue	Town of Gilbert 130-75-2020	Regional DAR	$844,958	$1,143,102	$298,144
Revenue	Town of Gilbert 130-75-2020	RideChoice	$78,640	$91,990	$13,350
PTF Reimbursement	Town of Guadalupe 139-75-2020	ADA Allocations	$0	$0	$0
PTF Reimbursement	Town of Guadalupe 139-75-2020	Fixed Route Transit Services	$214,699	$230,210	$15,511
PTF Reimbursement	Town of Youngtown 172-75-2020	Northwest Valley DAR	$0	$0	$0
PTF Reimbursement	Town of Youngtown 172-75-2020	Regional DAR	$1,600	$1,600	$0
Revenue	Town of Youngtown 172-75-2020	Northwest Valley DAR	$48,580	$0	($48,580)
Revenue	Town of Youngtown 172-75-2020	Regional DAR	$42,759	$85,875	$43,116

Information Summary

DATE **AGENDA ITEM 6**
June 13, 2019

SUBJECT
Allied Universal Services (AUS) Contract Change Order

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order to exercise the two contract option years concurrently for a not to exceed amount of $12,680,225 and to increase the contract authority by $3,616,775 for an overall not to exceed grand total of $16,297,000 for fiscal years 2020 and 2021. This increase of $3,616,775 includes staffing increases for two extensions as well as hourly rate increase of 2% for each fiscal year.

BACKGROUND | DISCUSSION | CONSIDERATION
On August 18, 2016, Valley Metro Rail and RPTA Boards of Directors awarded a three-year base contract with two one-year options to Allied Universal Security. The two option years combined contract authority is set at $12,680,225. The current three-year base contract for Fare Inspection and Security Service expires on June 30, 2019.

The contract scope provides for fare inspection services, ordinance compliance and security for the light rail system, fixed post security for the Greenfield Bus Operations and Maintenance as well as the rail Operations and Maintenance Center.

In 2017, Valley Metro revised and received Board approval for the Code of Conduct, implemented Respect the Ride and enhanced security presence with additional hours to the existing contract. Valley Metro also recognized the need to improve the starting hourly rate in order to attract and retain more qualified applicants. In addition, new operations of the Gilbert Road Extension beginning in May 2019 and the Tempe Streetcar beginning in May 2021. To address these changes in security needs, staff is recommending an increase to the overall contract authority for the next two years by $3,616,775.

Allied Universal Services (AUS) provides a high-level of customer service and an enhanced training and managerial oversight of the contract work that has contributed to the improvement of the customer experience as well as fewer customer complaints over the last three years.

COST AND BUDGET

The cost for the two one-year option years is as follows:

Year	RPTA Budget	VMR Budget	Total
FY19	$277,300	$6,524,000	$6,802,000
FY20	$290,500	$7,722,000	**$8,012,500**
FY21	$296,300	$7,988,200	**$8,284,500**
Total Change Order	**FY20 and FY21**		**$16,297,000**

Estimated costs for the first year are included in the Valley Metro RPTA and VMR FY2020 Annual Operating and Capital Budgets and are funded through local contributions. Contract obligations beyond FY2020 are incorporated into the Valley Metro RPTA and VMR Five-Year Operating Forecasts and Capital Programs (FY2020-2024).

Upcoming extended Service Details and increase in hourly rate:
The estimate for security services for FY20 includes additional service related to the Gilbert Road extension, opening May 18, 2019 (budgeted under current FY19 budget for the two months remaining) and 2 months of Tempe Street Car (May and June 2021).

There is an increase of $3,616,775 from the original option contract authority of $12,680,225 as a result of expanded services and staffing along with an increase to hourly rates from the original three-year base contract period. Of the $3,616,775 the 2% increase equates to $826,000 in year one and $995,000 in year two. This rate increase is incorporated in an effort to attract and retain more qualified candidates to the security positions.

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 ACTION

RTAG: May 21, 2019 for information
TMC/RMC: June 5, 2019 for action
Boards of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to exercise the two contract option years with Allied Universal Security for the security services for the period July 1, 2019 through June 30, 2021 and approve an increase to the amount previously approved for the two-year option period in an amount not to exceed $3,616,775, for an overall contract value of $16,297,000 for fiscal years 2020 and 2021.

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Information Summary

DATE **AGENDA ITEM 7**

June 13, 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

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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
4/16/19 through 5/15/19

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
Rail Systems Engineer	Traction Power Systems Course	Philadelphia, PA	4/1/19-4/4/19	$1,273.05	$451.60	$49.94	$590.01	$181.50	$0.00
Planner II	Light Rail and Streetcar Conference	Jersey City, NJ	4/6/19-4/10/19	$1,852.84	$327.96	$22.50	$1,254.88	$247.50	$0.00
Customer Service Supervisor	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,715.51	$431.96	$0.00	$1,047.55	$236.00	$0.00
Facilities Maintenance Coordinator	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,715.51	$431.96	$0.00	$1,047.55	$236.00	$0.00
Technical Trainer, LRT Systems	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,715.51	$431.96	$0.00	$1,047.55	$236.00	$0.00
Supervisor, Maintenance of Way	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,715.51	$431.96	$0.00	$1,047.55	$236.00	$0.00
Budget & Operations Financial Controls Manager	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,632.15	$327.60	$0.00	$1,047.55	$197.00	$60.00 [1]
Sr. Contracts Administrator	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,596.51	$351.96	$0.00	$1,047.55	$197.00	$0.00
Public Arts Administrator	EnoMAX	Denver, CO	4/7/19-4/12/19	$1,635.16	$330.61	$0.00	$1,047.55	$197.00	$60.00 [1]
Controller	TFLEX 2019	Las Vegas, NV	4/14/19-4/16/19	$613.75	$154.96	$23.18	$311.11	$124.50	$0.00
Director, Internal Audit	TFLEX 2019	Las Vegas, NV	4/15/19-4/16/19	$471.90	$154.96	$53.54	$183.90	$79.50	$0.00
Superintendent, LRV Maintenance	First Article Inspection	Atlanta, GA	4/16/19-4/18/19	$1,140.45	$508.60	$106.83	$372.52	$152.50	$0.00

Report reflects Out of State (AZ) Travel

[1] Baggage

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

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
20190502W001	First Transit, Inc.	March 2019 Fixed Route Bus Service	5/2/2019	5,556,144.49
20190425W	City of Phoenix	April 2019 Fixed Bus Route, Regional Services, Fare Media Distribution	4/25/2019	2,329,213.03
20190516W	City of Phoenix	May 2019 FR Bus Service, DAR, FR Svc Op Supp	5/16/2019	2,329,213.03
20190516W004	Transdev Services, Inc	March 2019 Regional Paratransit Services	5/16/2019	1,725,137.27
20190426W	ADP	PPE 4-21-19 Wages Payable - Reverse Wire	4/26/2019	590,339.59
20190510W	ADP	PPE 5/5/19 Wages Payable-Reverse Wire	5/10/2019	568,605.25
20190425W005	United Healthcare	May 2019 Health Insurance Premiums	4/25/2019	391,741.00
20190426W	ADP	PPE 4-21-19 Federal, State, SS/Med EE/ER Tax - ACH	4/26/2019	236,030.78
20190510W	ADP	PPE 5/5/19 Federal, State, SS/Med EE/ER Tax- ACH	5/10/2019	227,231.72
40035	City of Tolleson	ATAN Project Request Reimbursement	5/1/2019	146,400.00
20190509W002	Total Transit Enterprises, LLC	March 2019 Zoom (Avondale) Bus Run-South	5/9/2019	141,434.70
40088	American Logistics Company, LLC	March 2019 Ridechoice Mngt Services	5/15/2019	127,290.22
20190510W001	ASRS	PPE 5/5/19 ASRS Contributions Employee	5/10/2019	102,943.68
20190510W001	ASRS	PPE 5/5/19 ASRS Contributions Employer	5/10/2019	102,943.68
20190426W001	ASRS	PPE 4-21-19 ASRS Contributions Employee	4/26/2019	102,891.86
20190426W001	ASRS	PPE 4-21-19 ASRS Contributions Employer	4/26/2019	102,891.86
05152019	Wells Fargo	April 2019 Wells Fargo Credit Card Purchases	5/15/2019	98,223.41
20190509W002	Total Transit Enterprises, LLC	March Glendale Express Run and PM	5/9/2019	93,656.01
20190509W002	Total Transit Enterprises, LLC	March 2019 Zoom (Avondale) Bus Run-North	5/9/2019	62,703.08
20190425W004	Second Generation, Inc. dba Ajo Transportation	March 2019 Rural Connector Route	4/25/2019	57,714.56
40090	ETC Institute	April 2019 Origin and Destination Study	5/15/2019	52,972.21
20190425W001	CopperPoint Mutual Insurance Company c/o Knight Management	May 2019 Mobility Center Rent	4/25/2019	51,086.49
40008	Dell Marketing L.P.	March 2019 Computer Hardware Purchases	4/24/2019	50,705.06
20190516W003	Senergy Petroleum LLC	West Valley Diesel Fuel	5/16/2019	49,179.33
40006	Creative Bus Sales Inc.	49293 2019 Ford Transit Van Silver	4/24/2019	48,509.11
R20190430W003	City of Mesa	April 2019 Utilities	4/30/2019	43,542.12
40006	Creative Bus Sales Inc.	49281 2019 Ford Transit Van Silver	4/24/2019	41,818.38
40006	Creative Bus Sales Inc.	49282 2019 Ford Transit Van Silver	4/24/2019	41,818.38
40006	Creative Bus Sales Inc.	49283 2019 Ford Tramsit Van Silver	4/24/2019	41,818.38
40006	Creative Bus Sales Inc.	49288 2019 Ford Transit Van Silver	4/24/2019	41,818.38
40006	Creative Bus Sales Inc.	49292 2019 Ford Transit Van Silver	4/24/2019	41,818.38

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

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
40006	Creative Bus Sales Inc.	49270 2019 Ford Transit Van Silver	4/24/2019	40,959.04
40006	Creative Bus Sales Inc.	49276 2019 Ford Transit Van Silver	4/24/2019	40,959.04
40006	Creative Bus Sales Inc.	49277 2019 Ford Transit Van Silver	4/24/2019	40,959.04
40073	Creative Bus Sales Inc.	49271 2019 Ford Transit 150 Van Silver	5/8/2019	40,959.04
40038	Enterprise Rideshare	March 2019 Vanpool Services	5/1/2019	36,621.36
40071	CDW Government LLC	DUO Access Edition (500 Licenses)	5/8/2019	35,186.40
40089	Environmental Systems Research Institute, Inc.	GIS Annual Renewal plus Add-ons	5/15/2019	35,100.61
40100	Mosaic451, LLC	April 2019 Managed Security Services	5/15/2019	34,600.00
20190502W001	First Transit, Inc.	8514 Engine Mid-Life Overhaul	5/2/2019	29,481.09
20190425W	City of Phoenix	March 2019 Platinum Pass Program	4/25/2019	29,437.00
			Total	15,962,098.06

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

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
20190516W005	Stacy and Witbeck-Sundt JV GRE	March 2019 Stacy Witbeck/Sundt GRE	5/16/2019	2,475,748.48
20190516W004	Hensel Phelps Construction Co	March 2019 OMC Expansion	5/16/2019	1,611,700.00
20190509W005	Siemens Mobility, Inc.	CI Carshell 02 Complete	5/9/2019	1,075,241.94
20190509W006	Stacy and Witbeck, Inc.	March 2019 Stacy Witbeck 50th ST Station	5/9/2019	861,672.20
20190509W004	Jacobs Engineering	March 2019 March 2019 Northwest Extension II	5/9/2019	858,994.54
20190516W	Alternate Concepts Inc.	March 2019 Transportation Services	5/16/2019	826,226.24
20190509W003	HDR Engineering, Inc.	Jan 2019 Planning and Community Relations	5/9/2019	752,869.40
20190516W003	HDR Engineering, Inc.	Feb. 2019 HDR Planning and Comm. Relations	5/16/2019	658,298.22
20190502W	Allied Universal Security Services	March 2019 Fare Inspection and Security Services	5/2/2019	597,523.43
033226	SDB Contracting Services	Dec. 2018 - Feb. 2019 Construction Services - JOC	5/1/2019	401,592.41
033192	Bridgestone Industrial Products America, Inc.	Air Spring Assemblies	5/1/2019	377,000.00
033188	B & C Transit, Inc.	Nov. 2018-3/15/19 SCADA Upgrade	5/1/2019	356,560.00
033223	PGH Wong Engineering, Inc.	January 2019 South Central Ext. Systems Design	5/1/2019	301,594.57
033229	SRP Miscellaneous Accts Receivable	Gilbert Road Extension Prior Right Utilities	5/1/2019	196,291.94
20190509W001	City of Phoenix	Jan through March 2019 Advertising Revenue Distribution	5/9/2019	190,949.00
033192	Bridgestone Industrial Products America, Inc.	Airspring Assemblies	5/1/2019	188,500.00
V20190430W	APS	April 2019 Utilities Surepays	4/30/2019	184,857.96
20190425W	DMS - Facility Services, Inc.	March 2019 Facilities and LRV Cleaning Services	4/25/2019	182,629.38
20190425W002	USBC Real Estate LLC	May 2019 101 Bldg Rent, CAM, RE Taxes	4/25/2019	159,139.34
20190502W001	ARCADIS	March 2019 Consulting Support Services	5/2/2019	127,793.66
20190502W006	Kiewit-McCarthy, a Joint Venture (NWE2)	Feb. 2019 Northwest Phase II Light Rail Ext.	5/2/2019	125,616.13
20190425W001	PB-Wong Joint Venture	March 2019 Project Mngt Construction Mngt	4/25/2019	124,623.68
20190502W007	Scheidt & Bachmann USA, Inc.	March 2019 Fare Box Upgrade	5/2/2019	100,587.49
033223	PGH Wong Engineering, Inc.	January 2019 Northwest Extension Project Phase 2	5/1/2019	88,057.85
V20190430W019	SRP	April 2019 Utilities Surepays	4/30/2019	69,839.18
20190425W	DMS - Facility Services, Inc.	March 2019 Facility Maintenance Services	4/25/2019	66,204.81
033166	NASG Holdings Inc.	Windows	4/24/2019	53,700.00
20190502W003	City of Mesa	March 2019 Gilbert Road Extension	5/2/2019	50,027.46
033262	OH Partners	March 2019 South Central Campaign	5/8/2019	47,340.00
20190509W002	City of Tempe	Jan through March 2019 Advertising Revenue Distribution	5/9/2019	46,113.00
20190502W004	Dellner Inc.	LRV Couplers Overhaul	5/2/2019	42,996.00
033230	Stantec Consulting Services, Inc.	March 2019 Tempe Streetcar Design Service	5/1/2019	40,708.00
20190509W	City of Mesa	Jan through March 2019 Advertising Revenue Distribution	5/9/2019	37,938.00
033143	City of Phoenix	Feb. 2019 - Fare Handling Fee	4/24/2019	37,286.00
20190502W005	Gannett Fleming, Inc.	March 2019 50th St Design Services	5/2/2019	34,945.48
033181	URW, LLC	March 2019 Facilities Landskeeping Services	4/24/2019	33,030.88
033272	Tempe Police Department	March 2019 PM Platform Security Enforcement	5/8/2019	30,687.88
033141	Brookville Equipment Corp	Milestone B Partial	4/24/2019	30,313.94
033175	Sperry Rail, Inc.	Sperry Walking Stick and Mobilization Fee	4/24/2019	29,000.00
033197	City of Phoenix	April 2019 - Fare Handling Fee	5/1/2019	28,641.00
V20190430W004	City of Mesa	April 2019 Utilities Surepays	4/30/2019	27,716.38
033182	UTCRAS LLC	Gearbox Axle Overhaul US285, US267, US061,US121	4/24/2019	25,643.80
033169	OH Partners	Feb. 2019 South Central Campaign	4/24/2019	25,260.00
			Total	13,581,459.67

VALLEY METRO

ACTIVE SOLICITATIONS
as of 06/12/19

Agency	Solicitation Type	Solicitation Title	Release Date	Proposal Due Date	Targeted Board Award Date	Term of Contract
VMR	IFB	Line Filter Choke Overhaul	2/14/2019	3/14/2019	6/20/2019	18 months
Joint	RFP	Wayfinding Map Design Services	3/18/2019	4/11/2019	6/20/2019	5 years
VMR	SS	LRV PCB Supply Agreement	5/21/2019	6/4/2019	7/29/2019	5 years
RPTA	RFP	Commuter Express Buses	3/14/2019	4/25/2019	8/22/2019	5 years
VMR	RFP	LRV Painting	3/25/2019	5/2/2019	8/22/2019	5 Years
Joint	RFP	Transit Asset Management	6/19/2019	7/11/2019	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	Mesa Bus Wash System Replacement	3rd Qtr 2019	3rd Qtr 2019	4th Qtr 2019	1 time purchase
RPTA	RFP	Tempe Circulator Vehicles	3rd QTR 2019	TBD	TBD	5 Years
Joint	RFP	Construction Services - JOC Supplemental	4th Qtr 2019	4th Qtr 2019	TBD	3 years
VMR	RFP	Corrosion Control Services - Re-Issue of previously canceled solicitation	4th Qtr 2019	TBD	TBD	5 years
Joint	RFP	Printing Services	TBD	TBD	TBD	5 years
RPTA	TBD	Mesa Shop Floor Refurbishment	TBD	TBD	TBD	1 time purchase
RPTA	RFP	Web-Based Transportation Demand Management (TDM) Solution	TBD	TBD	TBD	5 years

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

Information Summary

DATE **AGENDA ITEM 8**
June 13, 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

June 13, 2019

Valley Metro RPTA
Thursday, June 20, 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 May 16, 2019 Board meeting are presented for approval.

CONSENT AGENDA

3A. Authorization to Issue a Competitive Solicitation to Purchase Vanpool Vehicles for the Regional Vanpool Program — 3A. For action

Staff recommends that the Board of Directors authorize the CEO to issue a federally compliant solicitation to purchase vanpool vehicles for the Regional Vanpool Program.

3B. Authorization to Issue a Competetive Solicitation for an Enterprise Resource Planning (ERP) System — 3B. For action

Staff recommends that the Board of Directors authorize the CEO to issue a competitive solicitation for an ERP System.

3C. Authorization to Issue a Competetive Solicitation for Retail Network, Fare Media, and Customer Services for the New Fare Collection System (FCS) — 3C. For action

Staff recommends that the Board of Directors authorize the CEO to issue a competitive solicitation for FCS-related support services.

3D. Employee Benefits Consulting Services Contract Award — 3D. For action

Staff recommends that the Board of Directors authorize the CEO to execute a three-year contract base term and two one-year options with Hays Companies to provide employee benefits consulting services for an amount not to exceed $352,000.

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 action

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will request that the Board of Directors approvwe Valley Metro RPTA FY20 Proposed Operating and Capital Budget and acceptance of the Five-Year Operating Forecast and Capital Program (FY 2020 thru 2024).

5. FY20-24 Short Range Transit Program — 5. For action

Scott Smith, CEO, will introduce Joe Gregory, Manager, Service Planning, who will provide an overview of the FY20-24 Short Range Transit Program and request that the Board of Directors accept the FY20-24 Short Range Transit Program report and direct the CEO to share it with the Maricopa Association of Governments (MAG) in support of the Transportation Improvement Program process.

6.	2019 Transit Life Cycle Program – Bus Update	6.	For information

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the 2019 Transit Life Cycle Program – Bus Update.

7.	Fiscal Year 2020 (FY20) Election of RPTA Board Officers and Subcommittee Positions	7.	For action

The Board will elect Board officers and Board subcommittee positions for FY 2020.

8.	Future Agenda Items Request and Report on Current Events	8.	For information

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

9.	Next Meeting	9.	For information

The next Board meeting is scheduled for **Thursday, August 29, 2019 at 12:00 p.m.**

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

Information Summary

DATE **AGENDA ITEM 1**
June 13, 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

June 13, 2019 **AGENDA ITEM 2**

Board of Directors
Thursday, May 16, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
Councilmember Lauren Tolmachoff, City of Glendale **(Chair)**
Mayor Kevin Hartke, City of Chandler **(Vice Chair)**
Mayor Kate Gallego, City of Phoenix
Vice Mayor Pat Dennis, City of Avondale
Vice Mayor Eric Orsborn, City of Buckeye (phone)
Mayor Alexis Hermosillo, City of El Mirage (phone)
Councilmember Mark Scharnow, Town of Fountain Hills
Councilmember Brigette Peterson, Town of Gilbert
Councilmember Bill Stipp, City of Goodyear (phone)
Councilmember Francisco Heredia, City of Mesa
Councilmember Jon Edwards, City of Peoria
Councilmember Susanne Klapp, City of Scottsdale (phone)
Vice Mayor Roland F. Winters Jr., City of Surprise
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown

Members Not Present
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 11:34 a.m.

1. Public Comment

None.

2. Minutes

Chair Tolmachoff said the next item on the agenda is the minutes from the March 21, 2019 board meeting are presented for approval. Are there any comments or questions on those minutes? If not, can I have a motion?

IT WAS MOVED BY COUNCILMEMBER EDWARDS, SECONDED BY MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE THE MARCH 21, 2019 BOARD MEETING MINTUES.

3. Consent Agenda

Chair Tolmachoff said the next item on the agenda is the consent agenda intended to be approved in one motion. Would anybody like to have any discussion or have any of the items heard separately? No.

Councilmember Arredondo-Savage said yes, thank you. I just noticed on Item 3A and I'm pulling it because of what it is. I'm just saying it's a very large amount for a consent agenda and maybe that's something that we need to think about in the future.

And I don't know if we have a policy in regards to -- and I'm sure probably some cities do. I know we do when there's a really large amount we try to take it off the consent just for transparency purposes. And I do appreciate Wulf because he gave us some really good information because we asked for some more detail, so certainly do appreciate it.

But I thought that would have been really good information for everybody to have, so I don't know what that might look like in the future. It was just something that I noticed and thought when we talk about process we could possibly, you know, incorporate some thoughts about that.

Mr. Smith said there's no firm rule. We take the lead from our presentations at our management committee, things that evoke discussion. If they don't evoke discussion, as this one didn't, so, you know, it's just sort of play -- and you always can pull something off. We're always prepared to give a presentation.

We start out trying to streamline this knowing that you're here a long time, but that doesn't mean that any item anytime you can pull it off we'll have a full, more discussion full board discussion because we're ready with a presentation if you need it.

For example, if you would like to have Wulf give a presentation on that, we're more than willing to do it.

Chair Tolmachoff said would anyone like to hear the presentation on Item 3A?

Councilmember Arredondo-Savage said sorry, Wulf, I totally put you on the spot and I didn't mean to. It was just because large ticket item was the only reason why we asked a question, but the answer was really good. It was really good information, very thorough, so I certainly do appreciate that. And I'm confident in the item. To me, it was more about policy and what we do in regards to transparency.

Mr. Smith said and just so you know, we work with your staff. If something comes up at the management committee meetings, they will tell us, hey, I think should be on the regular agenda or not or whatever. And this one actually, I believe, it started out as a separate item and it evoked virtually no conversation which is what happens to move to consent. So, you know, we're flexible, either way.

I think what we're trying to get away from is when I first came here every item we had a presentation and every item was presented and we were here for two and a half, three hours sometimes. Trying to streamline it we move more toward trying to get things done using the management committees for really as a sounding board as to what to do and consolidate as much for the board. But we're here to follow what you want to do.

Councilmember Arredondo-Savage said and it's not necessarily about the item. I just was I concerned about the large dollar consent agenda item so that was the reason it stuck out to me.

IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECONDED BY MAYOR HARTKE AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT 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)

Chair Tolmachoff said the next item on the agenda is the budget. Valley Metro RPTA Fiscal Year 2020 Proposed Operating and Capital Budget.

Mr. Smith said and actually, Madam Chair, the only reason we left this on the agenda is in case we ran out of time in the study session and there was a discussion that you wanted to have or some more specific questions it would be on the agenda so we could handle it now.

So if your questions were answered and we had a satisfactory discussion during the study session then we can just skip on. If you would like to have more discussion we're ready to have that.

Councilmember Edwards said I don't have a question. I just have a comment. I would just like maybe in a future study session is to have -- I just want us -- and we talked a lot about transparency and I'd want to continue with that theme and I really think that we should maybe evaluate our budget process and have a study session so that we can identify some strength and weaknesses.

Because I really do want to -- it's all about accountability and I kind of want to streamline it a little bit so it's more in conjunction with the way boards and cities and towns do their budgets and so it's kind of the same process, if that makes sense to you.

Mr. Smith said no, it makes perfect sense. And ours is, just so you know, I absolutely agree with you and whatever you would like, you're the one that makes it policy and is ultimately responsible.

Our budget process actually involves four separate groups, so I would love, if we're going to do that, let's have a conversation of how it plays through, because Paul works with the financial planning group, we work with the RTAG on budget issues, which is the regional transportation advisory group -- or transit advisory group, which includes all your transit staff and others in those meetings. We then bring it before the management committees of both the Transit Management Committee and the Rail Management Committee and then the board -- oh, and AFS, so there's actually five different groups.

If, I would love it if we could top to bottom have a very, very well-defined process because what we find out is that we'll get into minute -- into literally minutia with one or two of those groups, and I think we need to do a better job of -- and Councilmember Tolmachoff brought that up that many times that information does not transfer upstream or horizontally to other groups.

And so, we're not intending to bypass things. We've had two very detailed discussions and then we get here or to the management committee and find out that nobody's talked.

So I would -- and I think Paul would also appreciate that so we can maybe bring a little bit more formality into that so that it builds upon from very detailed up to whatever detail we need to carry forward among those five separate groups to make sure that you feel comfortable about the information you're given.

I agree with you. When I first came here and I heard some of this stuff, this is a confusing setup. Our organization is confusing because of the dual organization, the rail and the RPTA which is also more confusing because the RPTA is a quasi-government entity; Valley Metro Rail is not. So a lot of things at Valley Metro Rail funnel through RPTA which confused the heck out of me, but it's the reality.

We talked about overhead allocations. We talked about flow-throughs, we talked reimbursements. You know, I get it. That's very confusing. I would love to do that. We will put that on a study session. But I'm saying that I'd like your staff to be involved also and hear from them, staff at all those different meetings so we can then come up perhaps for next year a very well-defined process that is not only time sensitive but also functioning functionally. Paul, does that sound okay?

Mr. Hodgins said absolutely.

5. Future Agenda Items Request and Report on Current Events

Chair Tolmachoff said does anybody have anything they would like to request or announce?

If not, information regarding board officer and subcommittee elections will be sent out on May 17, which is tomorrow. And that concludes the RPTA meeting. The meeting is adjourned.

With no further discussion the meeting adjourned at 11:42 a.m.

Information Summary

DATE **AGENDA ITEM 3A**
June 13, 2019

SUBJECT
Authorization to Issue a Competitive Solicitation to Purchase Vanpool Vehicles for the Regional Vanpool Program

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue a federally compliant solicitation to purchase up to 351 vanpool vehicles over a five-year term for the regional vanpool program.

BACKGROUND | DISCUSSION | CONSIDERATION
On April 16, 2015, Valley Metro entered into a five-year firm fixed price contract with Creative Bus Sales, to purchase vehicles and make them ready for the regional vanpool program. The contract with Creative Bus Sales expires on April 16, 2020.

Vanpooling is a convenient, stress-free, environmentally-friendly alternative to driving alone to work. A group of six to 15 people who live and work near each other form the group. One person volunteers to serve as the driver. Riders pay a monthly fare that covers fuel, vehicle maintenance and insurance.

Today, more than 2,500 Valley residents commute daily via Valley Metro's vanpool program with an average commute distance of 75 miles round trip, taking thousands of vehicles off the roads during rush hour traffic. More than 360 vanpools typically travel to and from locations where fixed-route bus and light rail are not as available. Valley Metro owns all vanpool vans and maintains and disposes of vehicles according to Federal Transit Administration (FTA) standards.

Staff is seeking authorization to issue a federally compliant solicitation to purchase replacement and expansion vanpool vehicles for the regional vanpool program for a five-year period.

The solicitation will include a technical evaluation to determine the acceptability of the vehicles and make ready requirements. Bids that are deemed technically acceptable will then have their seal bids opened and contact award will be made to the lowest, responsive and responsible bidder.

COST AND BUDGET

Vanpool vehicles are purchased with federal funds. The budget is established during the annual budgeting process. Program expansion is based on historical trends. Listed below is the funding allocated to replacement and expansion vanpool vehicles in the FY20 Operating and Capital Budget and FY20 – FY24 Five-Year Plan:

Vanpool Fleet	FY20	FY21	FY22	FY23	FY24	Total
Replacement Project 9050	52 vehicles	46	46	37	45	226
	$2,152,500	$2,151,000	$2,215,850	$1,850,000	$2,250,000	$10,619,350
Expansion Project 9051	25	25	25	25	25	125
	$1,126,250	$1,159,250	$1,195,250	$1,236,250	$1,250,000	$5,967,000
Totals	77	71	71	62	70	351
	$3,278,750	$3,310,250	$3,411,100	$3,086,250	$3,500,000	$16,586,350
Funding Source: FHWA STBGP/FTA 5307						

Costs vary slightly based on size of passenger vans. In the program today, Valley Metro has 8, 9, 10, 12 and 15-passenger vans.

COMMITTEE PROCESS

RTAG: May 21, 2019 for information
TMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to issue a federally compliant solicitation to purchase vanpool vehicles for the Regional Vanpool Program.

CONTACT

Jim Hillyard
Chief Administrative Officer
602-495-8234
jhillyard@valleymetro.org

ATTACHMENT

None

Information Summary

DATE **AGENDA ITEM 3B**
June 13, 2019

SUBJECT
Authorization to Issue a Competetive Solicitation for an Enterprise Resource Planning (ERP) System

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to issue a competitive solicitation for an ERP system.

BACKGROUND | DISCUSSION | CONSIDERATION
In December 2018 the Board authorized the CEO to enter into a contract with Plante Moran PLLC for ERP Consultant Services. Plante Moran has completed a comprehensive evaluation of the various applications currently in use throughout Valley Metro against business needs and best practices for transit agencies.

The Needs Assessment was started in January 2019. Plante Moran has presented the preliminary Needs Assessment Summary Findings to the ERP Project Steering committee on April 22, 2019 and to the Audit and Finance Subcommittee on May 9, 2019. Plante Moran is recommending that Valley Metro move forward with a competitive solicitation for a new ERP system.

This new system, or suite of integrated systems, would encompass financials, fixed assets, asset management and work orders, inventory, procurement, contracts management, grants management and payroll. The new system would be integrated into any existing systems not being replaced, such as Oracle HRIS.

Plante Moran is assisting with the development of the technical requirements and the competitive solicitation process. It is planned that the competitive solicitation will be released in July 2019.

COST AND BUDGET
Plante Moran estimates that the upfront cost of the system will be approximately $3.1 million. The system is expected to be in place for a minimum of 10 years. The 10-year life cycle cost is estimated at $11.5 million. The cost of maintaining the current systems is estimated at $900,000 per year.

The upfront costs will be shared between RPTA and Valley Metro Rail (VMR). Funding from RPTA will be from Regional Area Road Funds (RARF). Funding from VMR will be regional Public Transportation Funds (PTF). On-going costs over 10 years will be shared among RARF, PTF and member city contributions.

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
TMC: June 5, 2019 approved
Board of Directors: June 20, 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 issue a competitive solicitation for an ERP System.

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

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 3C**

June 13, 2019

SUBJECT

Authorization to issue a competetive solicitation for retail network, fare media, and customer services for the new Fare Collection System (FCS)

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to issue a competitive solicitation for up to three vendors to provide retail network administration, smartcard fare media, and customer support services for the new FCS.

BACKGROUND | DISCUSSION | CONSIDERATION

RPTA, Valley Metro Rail (VMR), and the City of Phoenix (COP) are partners in the development of a replacement FCS for the region. The COP is actively undergoing procurement for the system (hardware and software) replacement. RPTA will release the solicitation for the retail services portion of the new system. Those services consist of 1) third-party retail network administration for a pre-paid gift card style fare media, 2) stored value smartcard fare media, and 3) customer service support for smartcard sales, inquiries, refund processing, and reduced fare identification card application processing. While all three services will be included in the procurement, it is possible that up to three awards could be made based on the qualifications and proposed price of the responders.

The competitive solicitation will be released following the recommendation to award on the COP procurement, likely in August/September 2019 and contract award recommendation would be brought back for Board approval near mid FY20.

COST AND BUDGET

Consultant research indiciates that the three-year cost for the services could be as much as $21,500,000, plus up to to $14,300,000 for a two-year renewal option. Contracts may not run concurrently depending on the core FCS implementation plan and timeline. These costs will replace costs currently incurred elsewhere today including vendor commissions/discounts and fare media, and there is potential for revenue generation from smartcard sales.

The first year cost is estimated to be $2,500,000 for retail network design/integration and ramp up of customer support services, and will be included in the FY21 Operating Budget. Contract obligations beyond FY21 will be incuded in the Five-Year Operating Forecast.

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
TMC: June 5, 2019 approved
Board of Directors: June 20, 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 issue a competitive solicitation for FCS-related support services.

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

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 3D**
June 13, 2019

SUBJECT
Employee Benefits Consulting Services Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a five-year Employee Benefits Consulting Services contract with Hays Companies.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro's current contract with AON for Employee Benefits Consulting Services will expire June 30, 2019. Valley Metro continues to have a need for employee benefits consulting services.

In December 2018, Valley Metro issued a Request for Proposals from qualified firms to perform employee benefits consulting services. The consultant shall provide a full range of employee benefits consulting services and benefit plan administration services as listed in the scope of work beginning FY20 enrollment cycle. Consulting services will include:

- Negotiation of annual health insurance renewals
- Benefit plan design or redesign
- Claims experience analysis and reporting
- Contract review
- Benefits strategic planning
- Claims management and cost control
- Legislative updates and interpretation related to employee benefits
- Other employee health and welfare issues.

A selection committee, comprised of staff from Valley Metro, City of Scottsdale and Town of Gilbert, evaluated the consulting service proposals. Proposals were evaluated based on the following criteria:

(1) Firm Qualifications and Experience
(2) Personnel Qualifications and Experience
(3) Understanding / Approach to the Scope of Services
(4) Price

Six proposals were received and after completing the technical evaluation the selection committee determined Hays Companies was the highest rated offeror and best value for the Agency.

Ranking of the six proposals:

Offerors	Technical Scores	Price Scores	Final Scoring	Ranking
Hays	727	200	927	1
AON	717	198	915	2
Lockton	695	176	871	3
Segal	723	141	864	4
Alliant	726	133	859	5
Gallagher	643	167	810	6

COST AND BUDGET

The Employee Benefits Consulting Services contract with Hays Companies has a total term of 5 years (3-year base contract plus 2 one-year extensions), beginning on July 1, 2019. For the total term of the contract, the award is $352,000. A contract contingency of $32,000 (10%) is established that is included within the overall budget established for the project.

For the FY 2020, the RPTA contract obligation is $62,000, which is fully funded within the Valley Metro FY 2020 Operating and Capital Budget. Contract Obligations beyond FY 2020 are incorporated into the Valley Metro RPTA Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024). Costs are allocated through the overhead pool.

5-Year Firm Fixed Price	
Year	**Total**
FY20	$62,000
FY21	$63,000
FY22	$64,000
FY23	$65,000
FY24	$66,000
Contingency (10%)	**$32,000**
Total Contract Award	**$352,000**

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: May 21, 2019 for information
TMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a three-year contract base term and two one-year options with Hays Companies to provide employee benefits consulting services for an amount not to exceed $352,000.

CONTACT
Penny Lynch
Director, Human Resources
602-523-6024
PLynch@valleymetro.org

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 4**

June 13, 2019

SUBJECT

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

PURPOSE

To request approval of the FY20 Proposed Operating and Capital Budget and acceptance of 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 $365.4 million (M) and includes $115.4M of expenses for light rail/high capacity transit capital.

The Proposed 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 $200.4M represents a $9.4M (5%) increase from the previous year's operating budget of $191.0M. The total capital budget of $165.0M represents a $37.9M (30%) 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 156 FTE's budgeted to RPTA activities and 271 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:
RTAG: May 21, 2019 for information
TMC: June 5, 2019 approved
AFS: June 18, 2019 for action
Board of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that Board of Directors approve the Valley Metro RPTA FY20 Proposed Operating and Capital Budget and acceptance of the Five-Year Operating Forecast and Capital Program (FY 2020 thru 2024).

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

ATTACHMENT
FY20 Proposed Operating and Capital Budget & Five-Year Plan (linked here)
FY20-24 Capital Improvement Program

RPTA FY Budget Update

June 2019

FY20 Budget Update

Changes from May version

- Adjusted phasing in of new staff
- Added unfilled credit to regional call center
- Reduced transit book printing expenses
- Reduced employee development to FY19 budget levels
- Reduced planned travel
- Reduced consulting for planning

Uses of Funds: Operating ($,000,000)

Uses of Funds	May	June	Change $
Fixed Route Operations	$99.3	$99.2	($0.1)
Demand Service Operations	41.0	41.0	-
Vanpool Operations	0.9	0.9	-
Planning	2.3	2.1	($0.2)
Commute Solutions	1.3	1.3	-
Administration and Finance	4.7	4.6	($0.1)
Regional Services	13.4	13.1	($0.3)
Sub-Total RPTA Operating	**$162.9**	**$162.2**	**($0.7)**
VMR Personnel Costs	$27.1	$26.5	($0.6)
VMR RARF Disbursements	0.5	0.5	-
AZ Lottery Funds Disbursements	11.2	11.2	-
Sub-Total Pass-Through Funds	**$38.8**	**$38.2**	**($0.6)**
Total Operating Uses	**$201.7**	**$200.4**	**($1.3)**

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Uses of Funds: Capital ($,000,000)

Uses of Funds	May	June	Change $
Regional Fleet	$39.3	$39.3	-
Regional Facilities	5.6	5.6	-
Other Regional Projects	1.0	1.0	-
Member Agency Disbursements	5.4	5.4	-
Debt Service	25.3	25.3	-
Sub-Total RPTA Capital	**$76.6**	**$76.6**	**$0.0**
Rail Program Disbursements	$88.2	$88.4	$0.2
Reserved for Future Use	0.0	0.0	-
Sub-Total VMR Capital	**$88.2**	**$88.4**	**$0.2**
Total Capital Uses	**$164.8**	**$165.0**	**$0.2**

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Sources of Funds: Operating ($,000,000)

Source of Funds	May	June	Change $
Public Transportation Funds	$86.3	$86.1	($0.2)
Regional Area Road Funds	5.1	5.1	-
Transit Service Agreements	48.5	48.4	($0.1)
MAG Funds	0.5	0.5	-
AZ Lottery Funds	0.2	0.2	-
Federal Grants	8.8	8.9	$0.1
Fare Revenues	11.6	11.6	-
Other Revenues	0.6	0.6	-
Carry forward and Reserves	1.6	1.2	($0.4)
Sub-Total RPTA Operating	**$163.2**	**$162.5**	**($0.7)**
VMR Reimbursements	27.3	26.7	($0.6)
AZ Lottery Funds	11.2	11.2	-
Sub-Total Pass-Through Funds	**$38.5**	**$37.9**	**($0.6)**
Total Operating Revenues	**$201.7**	**$200.4**	**($1.3)**

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Sources of Funds: Capital ($,000,000)

Sources of Funds	May	June	Change $
Public Transportation Funds	$25.2	$25.4	$0.2
Federal Grants	34.4	34.5	$0.1
Other Revenues	0.3	0.3	-
Carry forward and Reserves	16.7	16.4	($0.3)
Sub-Total RPTA Capital	**$76.6**	**$76.6**	**$0.0**
VMR PTF Rail Program	52.2	52.2	-
VMR PTF Reserve Funds	35.9	36.2	$0.2
Sub-Total VMR Capital	**$88.2**	**$88.4**	**$0.2**
Total Capital Sources	**$164.8**	**$165.0**	**$0.2**

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Employee Development

		FY19 Budget	May FY20 Budget	June FY20 Budget	Change
Combined Agency					
Training, Conferences & Seminars	$	459,000	$ 608,000	$ 459,000	$ (149,000)
Employee Development		155,000	283,000	155,000	(128,000)
Totals	**$**	**614,000**	**$ 891,000**	**$ 614,000**	**$ (277,000)**

		FY19 Budget	May FY20 Budget	June FY20 Budget	Change
VMR					
Training, Conferences & Seminars	$	186,000	$ 284,000	$ 186,000	$ (98,000)
Employee Development		-	-	-	-
Totals	**$**	**186,000**	**$ 284,000**	**$ 186,000**	**$ (98,000)**

		FY19 Budget	May FY20 Budget	June FY20 Budget	Change
RPTA					
Training, Conferences & Seminars	$	273,000	$ 324,000	$ 273,000	$ (51,000)
Employee Development		155,000	283,000	155,000	(128,000)
Totals	**$**	**428,000**	**$ 607,000**	**$ 428,000**	**$ (179,000)**

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Travel Budget - RPTA

Category	May	June	Change
Required	$ 50,000	$ 50,000	$ -
Essential	19,000	17,000	(2,000)
Discretionary	103,000	88,000	(15,000)
	$ 172,000	**$ 155,000**	**$ (17,000)**

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Travel Budget - VMR

Category	May	June	Change
Required	$ 103,000	$ 103,000	$ -
Essential	29,000	28,000	(1,000)
Discretionary	140,000	107,000	(33,000)
	$ 272,000	**$ 238,000**	**$ (34,000)**

Budget Process – FY21

Process review – summer 2019

- Update timeline
- Discuss FTE process
- Discuss deliverables and milestones

Recommendation

Staff recommends that Board of Directors approve the Valley Metro RPTA FY20 Proposed Operating and Capital Budget and acceptance of the Five-Year Operating Forecast and Capital Program (FY 2020 thru 2024).

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

TABLE OF CONTENTS

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 Mobility Center
Communication Systems	Radios Switches SCADA Public address systems Other
Fare Revenue Collection Equipment	Farebox Software Ticket Vending Machine
Guideways	Track Catenary Switches Traction Power Substation Other
Information Systems	Hardware Software Printers Storage devices Other
Maintenance Buildings	Operation & Maintenance Center Maintenance of Way Maintenance of Equipment Mesa Bus & Operations Maintenance

Category	Type
Passenger Stations	Communication Cabinet Landscaping Park and Ride Pavers/Asphalt Other
Revenue Vehicles - Overhaul	Bus Paratransit Vanpool Rail Streetcar
Revenue Vehicles - New	Bus Paratransit Vanpool Rail Streetcar
Service Vehicles (non-revenue)	Service Administrative
Other	Furniture/Equipment Shelters Signs Passenger amenities Other

VALLEY METRO RAIL, INC

CURRENT YEAR FUNDING SUMMARY

- **FY20 $23,834,000**
  - **Federal $5,966,000**
    - **Revenue Vehicles - New $5,966,000**
  - **Regional $14,527,000**
    - **Fare Revenue Collection Equipment $1,272,000**
    - **Information Systems $1,116,000**
    - **Revenue Vehicles - New $1,266,000**
    - **Revenue Vehicles - Overhaul (SOGR) $10,848,000**
    - **Service Vehicles (non-revenue) $25,000**
  - **Operations $3,341,000**
    - **Guideways $211,000**
    - **Maintenance Buildings $535,000**
    - **Passenger Stations $1,350,000**
    - **Revenue Vehicles - Overhaul (SOGR) $909,000**
    - **Service Vehicles (non-revenue) $271,000**
    - **Other $65,000**

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

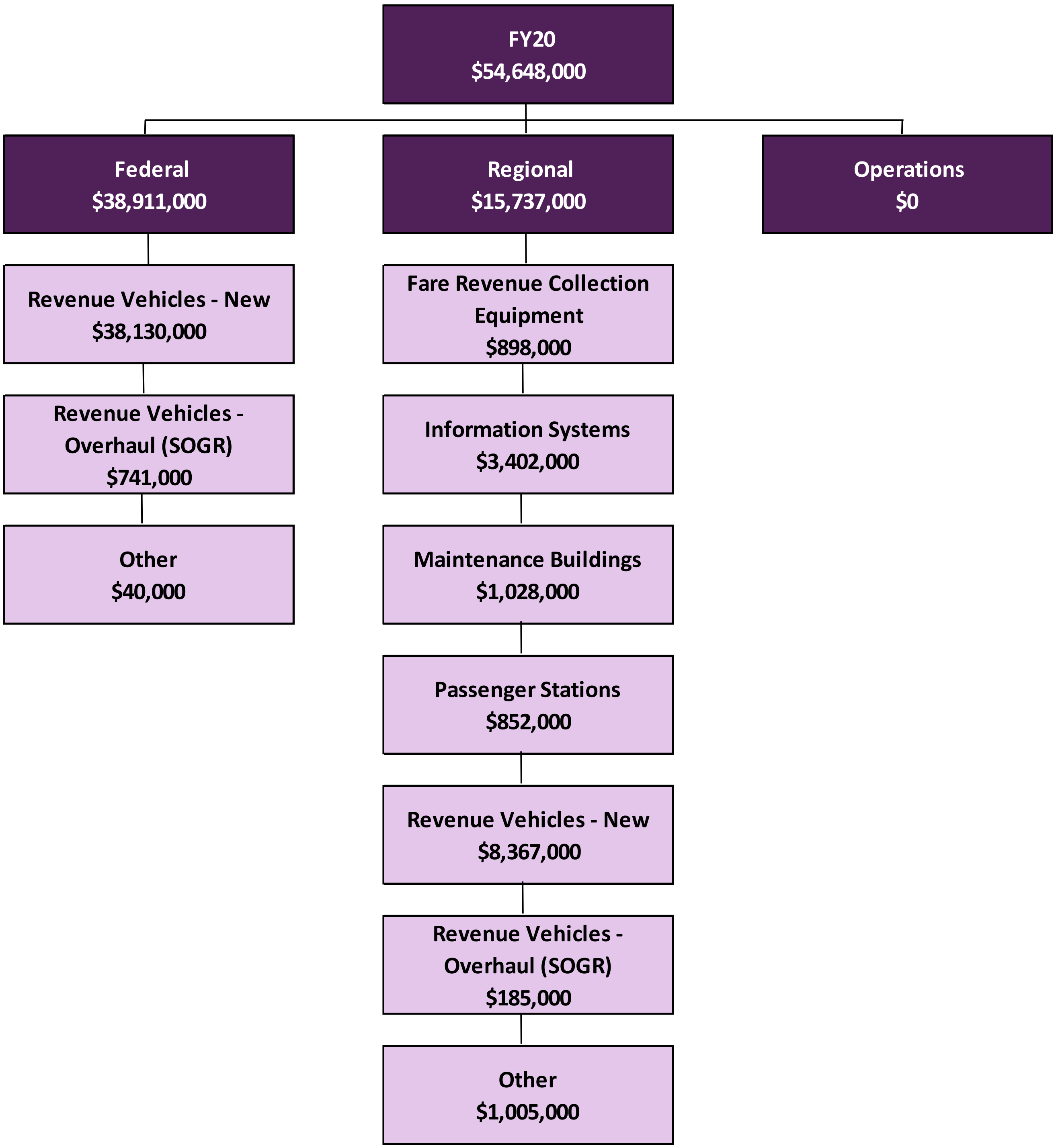
Asphalt

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

USES OF FUNDS	FY20	FY21	FY22	FY23	FY24	Total 5-Year
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**

SOURCES OF FUNDS	FY20	FY21	FY22	FY23	FY24	Total 5-Year
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

Information Summary

DATE **AGENDA ITEM 5**

June 13, 2019

SUBJECT

FY20-24 Short Range Transit Program

PURPOSE

To request acceptance of the FY20-24 Short Range Transit Program (SRTP) report and direction for the Chief Executive Officer (CEO) to share it with the Maricopa Association of Governments (MAG) in support of the Transportation Improvement Program (TIP) process.

BACKGROUND | DISCUSSION | CONSIDERATION

The SRTP documents potential transit service modifications throughout the region over the next five years and builds upon previous planning efforts. It identifies regional and local transit service improvements programmed in the Transit Life Cycle Program (TLCP) and includes services proposed and funded by member cities. This document provides a platform on which all short range transit plans for the region may be shared, collectively coordinated, and integrated to maximize efficiency and effectiveness in service provided to the public. It also serves as input for the Transit Life Cycle Program (TLCP), Fleet Management Plan (FMP), bi-annual service changes and the TIP.

The SRTP includes two planning periods, the short-term (one to two years), known as production years, and the long-term (three to five years), known as development years. Production year services must have committed funding sources and an implementation schedule. Development year services may require further analysis. For the production years, the SRTP analyzes all potential regionally funded modifications through a set of guiding principles and city feedback. The recommendations are developed concurrently with the annual TLCP update and are included therein.

SRTP Annual Update Process and Guiding Principles:

Staff worked with Valley Metro cities to document service modification requests and analyze, if applicable, the service requests using six Guiding Principles, which are built around the TLCP and Board adopted Transit Standards and Performance Measures. The Principles consider the following:

1. Financially Sustainable (Operations)
2. Financially Sustainable (Capital)
3. Current Transit Performance Threshold Quartile
4. Route in Original Proposition 400 Plan
5. Supports Major High-Capacity Transit Investments
6. Future Performance

The principles are used to evaluate regionally-funded service changes requested, by fiscal year, for consideration to include them in the SRTP, as well as to update priorities. The principles are only used for significant service changes such as route extensions or new routes, and do not analyze minor modifications, such as small trip or weekend adjustments. Fleet availability is also an important consideration in determining the ability to implement service changes and the year in which to include them.

As called for in Guiding Principle 3, performance threshold quartiles are developed using five performance measures to evaluate existing transit services:

- On-Time Performance
- Boardings per revenue mile
- Boardings per revenue hour
- Boardings per revenue trip[1]
- Farebox Recovery

Based on the FY19 Transit Performance Report, routes that were within the top or bottom quartile (listed in Appendix 1) on any two of these performance measures were analyzed to identify potential performance improvements. Top performing routes are included if enhancements are needed to alleviate overcrowding. Each service type (such as local, key local, express, etc.) is ranked and analyzed separately.

Staff met several times with the Service Planning Working Group and held three sub-regional meetings to review proposed changes, the analysis and to determine production and development year services for the FY20-24 SRTP update. Production year services will be considered for the bi-annual service change process and annual TLCP updates. For the complete list of proposed production and development year service proposals, see Appendix 2.

COST AND BUDGET
Costs for proposed service changes identified in the SRTP will be vetted through the appropriate TLCP or service change processes and will be included within the agency budget starting with the year that the change is implemented.

[1] For commuter express and limited stop peak service only

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
TMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

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

- Goal 2: Advance performance based operations
- Goal 3: Grow transit ridership
- Goal 4: Focus on economic development, regional competitiveness and financial resources

RECOMMENDATION
Staff recommends that the Board of Directors accept the FY20-24 Short Range Transit Program report and direct the CEO to share it with the Maricopa Association of Governments in support of the Transportation Improvement Program process.

CONTACT
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ATTACHMENT
Appendix 1: FY19 Transit Performance Report (TPR) Top and Bottom Quartiles
Appendix 2: Short Range Transit Program FY2020 - FY2024 Production and Development Year Improvement Inventory

Appendix 1:

FY19 Transit Performance Report (TPR)

Top and Bottom Quartiles

Bottom Quartile: Low Performance Routes

Service Type	Route #	On-Time Performance	Weekday Boardings per Revenue Hour	Weekday Boardings per Revenue Mile	Weekday Farebox Recovery Rate (%)	Weekday boardings per TRIP
Local Routes	1	★	★	★	★	N/A
	28		★	★	★	N/A
	39		★	★	★	N/A
	52		★	★	★	N/A
	83*		★	★	★	N/A
	108		★	★	★	N/A
	140*			★	★	N/A
	154		★	★	★	N/A
	170		★	★		N/A
	184		★	★	★	N/A
Key Local Routes	7		★	★	★	N/A
	45		★	★		N/A
	72		★	★	★	N/A
Commuter Express	514		★	N/A	★	★
	520		★	N/A	★	★
	521		★	N/A	★	★
	573	★		N/A	★	
	SME		★	N/A	★	★

*Routes which have been newly added or dramatically augmented within the past two years are in a growth period for developing ridership. While they are measured equally against routes in their category they are typically given until the end of these two years to be considered fully developed.

Top Quartile: High Performance Routes

Service Type	Route #	On-Time Performance	Weekday Boardings per Revenue Hour	Weekday Boardings per Revenue Mile	Weekday Farebox Recovery Rate (%)	Weekday boardings per TRIP
Local Routes	10		★	★	★	N/A
	32			★	★	N/A
	43		★	★	★	N/A
	59			★	★	N/A
	60		★	★	★	N/A
	65	★			★	N/A
	67		★	★	★	N/A
	90		★	★	★	N/A
	96		★	★	★	N/A
	112	★	★	★	★	N/A
	120	★		★		N/A
	156	★	★	★		N/A
Key Local Routes	29		★	★	★	N/A
	41		★	★	★	N/A
	70	★	★			N/A
Commuter Express	533	★	★	N/A		★
	535		★	N/A	★	★
	542		★	N/A		★
	562		★	N/A	★	★
	I-17	★		N/A	★	
	SR51		★	N/A	★	

Appendix 2:

Short Range Transit Program FY2020 - FY2024

Production and Development Year Improvement Inventory

Route Name	Route Index	Service Type	Impacted City/Town	Operator	Change Type	Change Month	Change Year	Fiscal Year	Potential Service Change Concept	Additional Fleet Needed	Additional Fleet Rank	Funding Source
Production Years (Funding Committed)												
University	30	Local	Tempe	Valley Metro	Cost Allocation	July	2019	**FY20**	City of Tempe requests that the entire cost for the Tempe segment of this route to be funded using Tempe's PTF allocation.			PTF
Scottsdale/ Rural	72	Key Local	Tempe, Chandler, Scottsdale, Phoenix	Valley Metro	Route Modification	October	2019	**FY20**	Potential change to adjust run-time, depending on results from the Downtown Tempe Transit Study			PTF
Baseline	77	Local	Mesa	Valley Metro	Cost Allocation	July	2019	**FY20**	Begin PTF funding of Route 77 in Mesa.			PTF
Baseline	77	Local	Mesa	Valley Metro	Extension	October	2019	**FY20**	Add one additional westbound weeknight trip. Implement 30 min Sat and Sun service. Match Sun to Sat span; this service change will be funded with PTF.			PTF
Alma School	104	Local	Mesa	Valley Metro	Cost Allocation	July	2019	**FY20**	Begin PTF funding of Route 104 in Mesa.			PTF
Alma School	104	Local	Mesa, Chandler	Valley Metro	Service	October	2019	**FY20**	**Mesa:** Extend weekday span of service to 11:30pm. Increase Saturday span of service to 6am-10p. Improve frequency to 30 minutes. Add Sunday service to match Saturday service in span and frequency. **Chandler:** Add weekday trips until 9pm for the short trips.			PTF
Gilbert Rd	136	Local	Mesa	Valley Metro	Modification	October	2019	**FY20**	Extend weekday span of service to 11 pm. Increase Saturday span of service to 6am-10p, improve frequency to 30 minutes. Add Sunday service to match Saturday service in span and frequency.			PTF
Gilbert Rd	136	Local	Mesa	Valley Metro	Modification	April	2020	**FY20**	Streamline route by removing deviation to Boeing.			PTF

Route Name	Route Index	Service Type	Impacted City/Town	Operator	Change Type	Change Month	Change Year	Fiscal Year	Potential Service Change Concept	Additional Fleet Needed	Additional Fleet Rank	Funding Source
Power Rd	184	Local	Mesa, Gilbert	Valley Metro	Modification	April	2020	**FY20**	Streamline north end route deviation by removing deviation to RMCC. City of Mesa needs data from Valley Metro regarding impact to paratransit service area (numbers of residents impacted and number of trips in year pervious to change).			PTF
ZOOM North and South	ZOOM North and South	Local	Avondale		Modification	October	2019	**FY20**	Potentially combine Zoom North and South into a single loop route.			Local
Indian School	41	Local	Scottsdale	Phoenix	Service	October	2020	**FY21**	Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.			PTF
Broadway	45	Key Local	Mesa	Valley Metro	Cost Allocation	July	2020	**FY21**	Begin PTF funding of route in Mesa.			PTF
59th Av	59	Local	Phoenix	Phoenix	Service	October	2020	**FY21**	Increase peak frequency to 15 minutes. Increased frequency will be determined for up to 3 routes, and the final routes may be different than the routes identified here (59, 60, & 67)			Local
Bethany Home	60	Local	Phoenix	Phoenix	Service	October	2020	**FY21**	Increase peak frequency to 15 minutes. Increased frequency will be determined for up to 3 routes, and the final routes may be different than the routes identified here (59, 60, & 67)			Local
67th Av	67	Local	Phoenix	Phoenix	Service	October	2020	**FY21**	Increase peak frequency to 15 minutes. Increased frequency will be determined for up to 3 routes, and the final routes may be different than the routes identified here (59, 60, & 67)			Local
Dobson	96	Local	Mesa, Chandler	Valley Metro	Service	October	2020	**FY21**	Improve peak weekday frequency to 15 minutes from Riverview to Elliot Rd.			PTF and Local
Northern/ Shea	80	Local	Scottsdale	Phoenix	Service	October	2020	**FY21**	Add hourly trips to Mayo Clinic off-peak.			Local and PTF
Hayden/ McClintock or Dobson	81/96	Local	Chandler	Valley Metro	Extension	October	2020	**FY21**	Explore options to serve Price Corridor. Pending the results of the Transportation Master Plan. Estimated completion is December 2019.			Local
Mesa Dr	120	Local	Mesa	Valley Metro	Service	October	2020	**FY21**	Weekday service (both directions) start at 5am and end at 10PM. Improve Saturday and Sunday service span to 6am-9p and headways to 30 minutes.			Local

Route Name	Route Index	Service Type	Impacted City/Town	Operator	Change Type	Change Month	Change Year	Fiscal Year	Potential Service Change Concept	Additional Fleet Needed	Additional Fleet Rank	Funding Source
Stapley	128	Local	Mesa	Valley Metro	Service	October	2020	**FY21**	Weekday service (both directions) start at 5am and end at 10PM. Improve Saturday and Sunday service span to 6am-9p and headways to 30 minutes.			Local
Gilbert Rd	136	Local	Chandler, Gilbert	Valley Metro	Service	October	2020	**FY21**	Extend evening service weekdays and Saturdays to Chandler.			
Gilbert Rd	136	Local	Mesa, Gilbert	Valley Metro	Service	April	2021	**FY21**	Improve peak weekday frequency in Gilbert and Mesa (Main to Elliot).			PTF
Northwest Valley Express	573 & 575	Express	Glendale, Peoria, Phoenix	Valley Metro	Route Modification	October	2020	**FY21**	Depending on timing of new Glendale Park-and-Ride, routes may change.			PTF
ALEX	ALEX	Circulator	Phoenix	Phoenix	Service	April	2021	**FY21**	Increase frequency to 30 minutes.			Local
MARY	MARY	Circulator	Phoenix	Phoenix	Service	April	2021	**FY21**	Increase frequency to 30 minutes.			Local
SMART	SMART	Circulator	Phoenix	Phoenix	Service	April	2021	**FY21**	Increase frequency to 30 minutes.			Local
Phoenix Circulator	New	Circulator	Phoenix	Phoenix	Service	April	2021	**FY21**	New neighborhood circulator (ca. 10 linear miles).			Local
56th St	New	Local	Phoenix	Phoenix	Service	October	2020	**FY21**	New Route 56A from Shea Blvd to Deer Valley Road (Desert Ridge Mall area).			Local
Development Years (No funding commitment)												
Van Buren	3	Key Local	Goodyear	Phoenix	Extension	October	2021	**FY22**	Extend Route 3 West and North to Estrella Pkwy and McDowell.	2	6	
Thomas	29	Key Local	Avondale, Phoenix	Phoenix	Extension	October	2021	**FY22**	From Avondale mid-term Transit Plan, extend to Avondale Civic Center.	2	4	
University	30	Local	Mesa	Valley Metro	Cost Allocation	July	2021	**FY22**	Begin PTF funding of Route 30 in Mesa.			
University	30	Local	Mesa	Valley Metro	Service	October	2021	**FY22**	Improve weekend frequency in Mesa only.			
University	30	Local	Mesa	Valley Metro	Extension	October	2021	**FY22**	Extend route to Ellsworth Rd.	1	9	
Indian School	41	Key Local	Avondale	Phoenix	Extension	October	2021	**FY22**	From Avondale mid-term Transit Plan, extend to Litchfield Rd.	1	3	
48th St/Rio Salado	48	Local	Tempe, Mesa	Valley Metro	Extension	October	2021	**FY22**	Extend to Mesa Riverview along Rio Salado. Match Tempe days of operation, span of service and frequency.	2	7	

Route Name	Route Index	Service Type	Impacted City/Town	Operator	Change Type	Change Month	Change Year	Fiscal Year	Potential Service Change Concept	Additional Fleet Needed	Additional Fleet Rank	Funding Source
Scottsdale/ Rural	72	Key Local	Scottsdale, Tempe, Chandler	Valley Metro	Service	October	2021	**FY22**	Potential improvement to increase peak headways 15 minutes.	3	1	
Scottsdale/ Rural	72	Key Local	Scottsdale	Valley Metro	Route Extension	October	2021	**FY22**	Implement Pinnacle Extension.	1	7	
Alma School	104	Local	Chandler	Valley Metro	Service	October	2021	**FY22**	Add Saturday until 9pm in Chandler.			
Mesa Dr	120	Local	Mesa	Valley Metro	Extension	October	2021	**FY22**	Extend route to McKellips Rd.			
Chandler Blvd/ Williams Field Rd	156	Local	Chandler	Valley Metro	Service	October	2021	**FY22**	15-minute peak frequency from Kyrene to Gilbert Road.	2	9	
Bell	170	Local	Surprise, Glendale, Peoria, County	Phoenix	Extension	October	2021	**FY22**	Extend service to Surprise Civic Center	2	2	
Bell	170	Local	Scottsdale	Phoenix	Service	October	2021	**FY22**	Match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.			
Avondale/ Buckeye Express	563	Express	Buckeye	Valley Metro	Extension	October	2021	**FY22**	Add one additional trip to Buckeye PNR.	1	10	
Greenfield/Val Vista	New	Local	Mesa	Valley Metro	Service	October	2021	**FY22**	Add new route on Greenfield or Val Vista from 202, southern terminus TBD.	3	5	
83rd Av	83	Local	Peoria	Phoenix	Cost Allocation	July	2022	**FY23**	Begin PTF funding of route in Peoria.			
Northern/ Shea	80	Local	Peoria, Glendale	Phoenix	Extension	October	2022	**FY23**	Extend route 80 to 99th avenue.	1	1	
Thunderbird	138	Local	Surprise, El Mirage	Phoenix	Extension	October	2022	**FY23**	Extend service to Surprise Civic Center.	2	2	
Ray Rd	140	Local	Chandler, Phoenix, Gilbert	Valley Metro	New Route	October	2022	**FY23**	Add Sunday service.			
Bell Rd	170	Local	Surprise, Glendale,	Phoenix	Cost Allocation	October	2022	**FY23**	Begin PTF funding of Route 170 in Glendale.			

Route Name	Route Index	Service Type	Impacted City/Town	Operator	Change Type	Change Month	Change Year	Fiscal Year	Potential Service Change Concept	Additional Fleet Needed	Additional Fleet Rank	Funding Source
			Peoria, County									
Union Hills	186	Local	Glendale, Phoenix	Phoenix	Service	October	2022	**FY23**	All weekday trips go to Arrowhead.			
Buckeye Circulator	New	Circulator	Buckeye	Valley Metro	New Route	October	2022	**FY23**	New, ca. 10-mile circulator in Buckeye. From Buckeye Transit Plan.	3	5	
Surprise Circulator	New	Circulator	Surprise	Valley Metro	New Route	October	2022	**FY23**	Develop a new circulator route for downtown Surprise.	3	4	
Loop 202 RAPID	New	RAPID	Phoenix	Phoenix	New Route	October	2022	**FY23**	Once South Mountain Loop 202 is complete, create new RAPID from 59th Ave/202 to Downtown Phoenix.	3	3	
McDowell	17	Local	Avondale, Phoenix, Goodyear	Phoenix	Service Change	October	2023	**FY24**	Add Sunday service beyond 99th Ave. into Avondale & Goodyear.			
75th Av	75	Local	Peoria, Glendale	Phoenix	Extension	October	2023	**FY24**	Extend 75 to Arrowhead Town Center.	4	1	
Baseline	77	Local	Mesa, Gilbert	Valley Metro	Extension	October	2023	**FY24**	Extend to Juanita park-and-ride.	1	3	
Hayden/ McClintock	81	Local	Chandler, Tempe	Valley Metro	Service	October	2023	**FY24**	Weekday, improve service in Chandler by extending current service to add two evening round trips.			
Dunlap/ Cave Creek	90	Local	Peoria	Phoenix	Extension	October	2023	**FY24**	Extend route 90 to 99th Avenue.	1	2	
Dobson	96	Local	Chandler, Mesa	Valley Metro	Service	October	2023	**FY24**	Weekday, improve service in Chandler by extending current service to add one evening round trip.			
Country Club/ Arizona Ave	112	Local	Chandler	Valley Metro	Extension	October	2023	**FY24**	Extend Route 112 to Hamilton High School.	2	6	
Mesa Dr/ McQueen	120	Local	Chandler, Mesa, Gilbert	Valley Metro	Extension	October	2023	**FY24**	Extend to Warner Road in Gilbert.	1	5	
Ray Rd	140	Local	Chandler, Phoenix, Gilbert	Valley Metro	New Route	October	2023	**FY24**	Extend 140 from Gilbert Rd to Power Rd on Warner.	2	4	
Val Vista	New	Local	Gilbert	Valley Metro	New Route	October	2023	**FY24**	New local route on Val Vista Dr. from Greenfield on Baseline Rd. to south of Pecos Rd. to Gilbert Mercy Hospital, replacing deviation of Route 156.	3	7	
Luke Circulator	New	Circulator	Surprise	Valley Metro	New Route	October	2023	**FY24**	Consider local circulator down to Luke Air Base.	3	8	

Route Name	Route Index	Service Type	Impacted City/Town	Operator	Change Type	Change Month	Change Year	Fiscal Year	Potential Service Change Concept	Additional Fleet Needed	Additional Fleet Rank	Funding Source
BRT Corridor #1	New	BRT	Phoenix	Phoenix	New Route	April	2023	**FY24**	Route location to be determined in 2019/2020. BRT will evaluate alternative operating models.			
Gilbert Express	New	Express	Gilbert, Phoenix	Valley Metro	New Route	October	2024	**FY25**	Add new commuter Express from Williams Field Rd. and Greenfield Rd. to Downtown Phoenix.	4	1	
BRT Corridor #2	New	BRT	Phoenix	Phoenix	New Route	April	2024	**FY25**	Route location to be determined in 2019/2020. BRT will evaluate alternative operating models.			

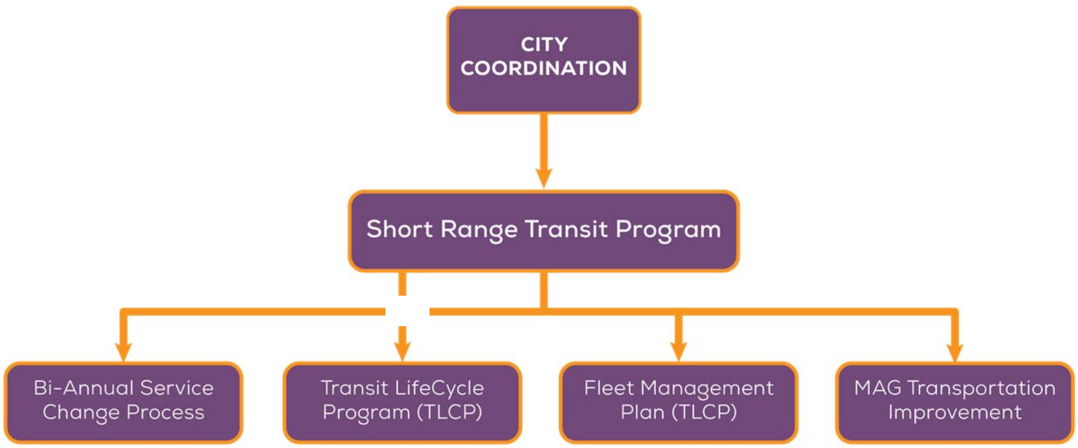
Short Range Transit Program FY20-24 Update

June 2019

Short Range Transit Program (SRTP)

- **Purpose**
  - 5-year plan for regional and local service changes
    - Per TLCP
    - Per member cities
  - Updated annually
  - Forum to share and coordinate proposed changes
  - Identifies a proposed implementation order

Short Range Transit Program (SRTP)



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SRTP Annual Update Process

- Review performance of existing services and analyze requested services
  - Transit Standards and Performance Measures (TSPM) as framework
- Update service implementation order
- Use Guiding Principles to evaluate regional services (PTF)

4

Service Change Evaluation

- **Principle 3: Current Transit Performance Thresholds**

Bottom Quartile (25% of routes ranked as lower performing)	Middle Quartiles (50% of routes ranked as performing)	Top Quartile (25% of routes ranked as higher performing)

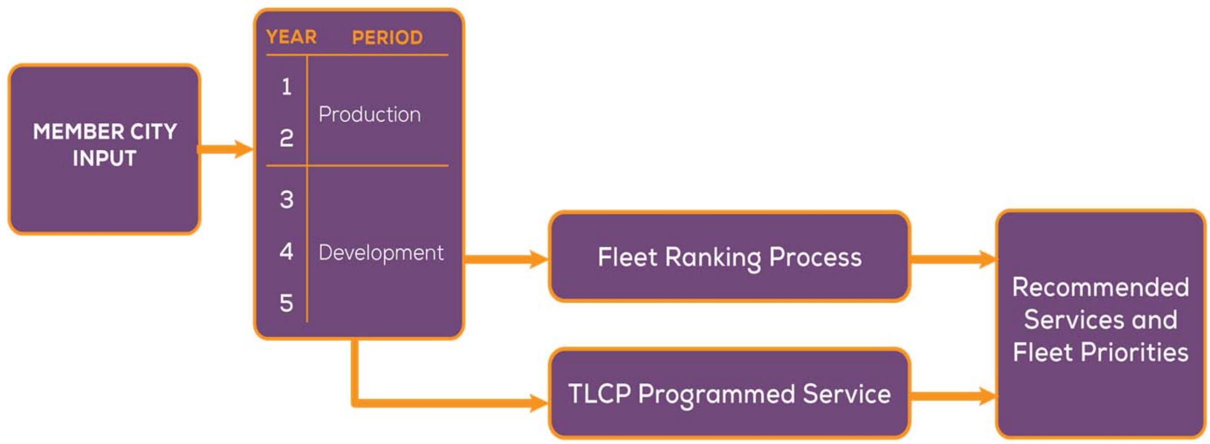
5

SRTP Annual Update Process

- **Prepare final list of services**
  - Production years
    - First two years in the SRTP
    - Funding commitments
  - Development years
    - Last three years in the SRTP
    - Fleet needs and ranking applied, if applicable

6

SRTP Process Workflow



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City Staff Engagement

- **Service Planning Working Group**
  - Several meetings
- **Sub-regional meetings**
  - Reviewed analysis
  - Addressed priorities

8

Recommendation

Staff recommends that the Board of Directors accept the FY20-24 SRTP report and direct the CEO to share the report with the Maricopa Association of Governments (MAG) in support of the TIP process.

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Information Summary

DATE **AGENDA ITEM 6**

June 13, 2019

SUBJECT

2019 Transit Life Cycle Program - Bus Update

PURPOSE

To present the draft 2019 TLCP Bus Update for information.

BACKGROUND | DISCUSSION | CONSIDERATION

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

The draft 2019 Rail TLCP Update is being discussed through the Valley Metro Rail Board process. The bus and rail programs will be merged into a single item for action on the joint agenda for August.

The most recent update to the TLCP was in June 2018. Since that time, the official forecast has projected a small increase in revenues for the Transportation Excise Tax. The forecast of PTF for the bus program is approximately $28 million higher for the remaining years of the TLCP (FY2019-2026).

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

Bus Program

<u>Capital Program</u>

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

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

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

The fund balance at the end of the program is anticipated to be about $36.0 million, up from $12.8 million in the 2018 update. However, the annual cash flow shows that the fund balance is below the minimum required by the reserve policy in fiscal years 2021 through 2024. The following table summarizes the changes in fund balance.

Comparison of Net Revenues		**2019 Update**	**2018 Update**	**Change**
	Operations Revenue	$2,045.4	$2,045.9	($0.5)
	Capital Revenue	$976.1	$1,076.2	($100.1)
Total Revenue		$3,021.5	$3,122.1	($100.6)
	Operations Expenditures	$1,737.4	$1,746.9	($9.5)
	Capital Expenditures	$1,248.2	$1,362.5	($114.3)
Total Expenditures		$2,985.6	$3,109.4	($123.8)
Net Revenues less Expenditures		$36.0	$12.8	$23.2

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

Jurisdictional Equity Summary by Sub-Region				
(millions of dollars)				
May 28, 2019				
Sub-Region	Total Calculated PTF	Total Policy PTF Allocation	JE Under (JE Over)	Percent of JE Calculated
Central	$435.5	$447.5	$12.1	2.7%
East	$796.7	$799.3	$2.6	0.3%
West	$166.7	$163.4	($3.3)	-2.0%
	$1,398.9	$1,410.3	$11.4	0.8%

Valley Metro will host meetings for the East and West sub-regions to discuss the results of this preliminary model. The goal of the meetings will be to finalize the list of improvements to be included in the model to ensure that cash flow reserve requirements are maintained and that Jurisdictional Equity policies are balanced.

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

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
TMC: June 5, 2019 for information
Board of Directors: June 20, 2019 for information

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

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

RECOMMENDATION
This item is presented for information only.

CONTACT
Paul Hodgins
Chief Financial Officer
phodgins@valleymetro.org

ATTACHMENT
Table 1

Table 1

	Route	Fiscal Year	Description	Status
104	Alma School Road	2020	Add Saturday service in Chandler	Approved
104	Alma School Road	2020	Replace local funding, existing service levels in Mesa only	Approved
77	Baseline Road	2020	Replace local funding, existing service levels in Mesa only	Approved
30	University Drive	2021	Replace local funding, existing service levels in Tempe	Approved
45	Broadway Road	2021	Replace local funding, existing service levels in Mesa only	Approved
30	University Drive	2022	Replace local funding, existing service levels in Mesa	Approved
156	Chandler Boulevard	2022	Increase weekday frequency in Chandler only	Approved
170	Bell Road	2022	Replace local funding, existing service levels in Scottsdale	Approved
170	Bell Road	2023	Replace local funding, existing service levels in Glendale	Approved
112	Arizona Avenue/ Country Club	2024	Increase service in Chandler only, extend route	Approved
83	83rd Avenue	2025	Replace local funding, existing service levels in Peoria only	Approved
77	Baseline Road	2020	In Mesa implement 30 min Sat and Sun service; match Sun to Sat span.	Programmed
104	Alma School Road	2020	In Mesa and Chandler improve span of service	Programmed
41	Indian School Road	2021	In Scottsdale match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.	Programmed
48	48th St/Rio Salado	2021	Extend to Mesa Riverview along Rio Salado. Match Tempe days of operation, span of service and frequency.	Programmed
96	Dobson Road	2021	Improve peak weekday frequency to 15 minutes from Riverview to Elliot Rd.	Programmed
83	83rd Avenue	2023	Replace local funding, existing service levels in Peoria only	Programmed

Valley Metro RPTA Transit Life Cycle Program 2019 Model Update

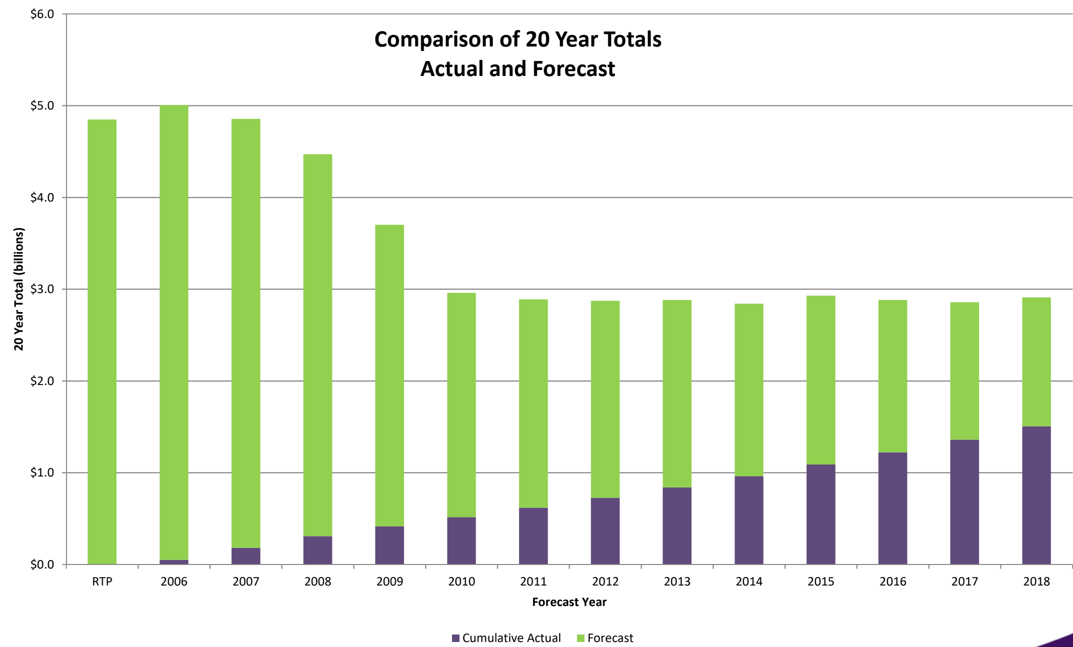
June 2019

Transportation Excise Tax

Proposition 400 approved in November 2004

- Half-cent sales tax for Maricopa County
  - Extension of tax approved in 1985 for freeway improvements
  - Provides funding for freeway, arterial and transit improvements
  - Funding allocations are in State statutes and revenues cannot be transferred between programs
    - 33.3% for transit program
    - 56.2% for freeway program
    - 10.5% for arterial program

2



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TLCP Policy Allocations

RPTA Board adopted policies for TLCP Oct 2005

- Transit PTF allocated to bus and rail programs
  - 56.76% annually to bus program
  - 43.24% annually to rail program
- Each program has a financial model to ensure balanced revenues and expenditure

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TLCP Guiding Principles

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

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Bus Program

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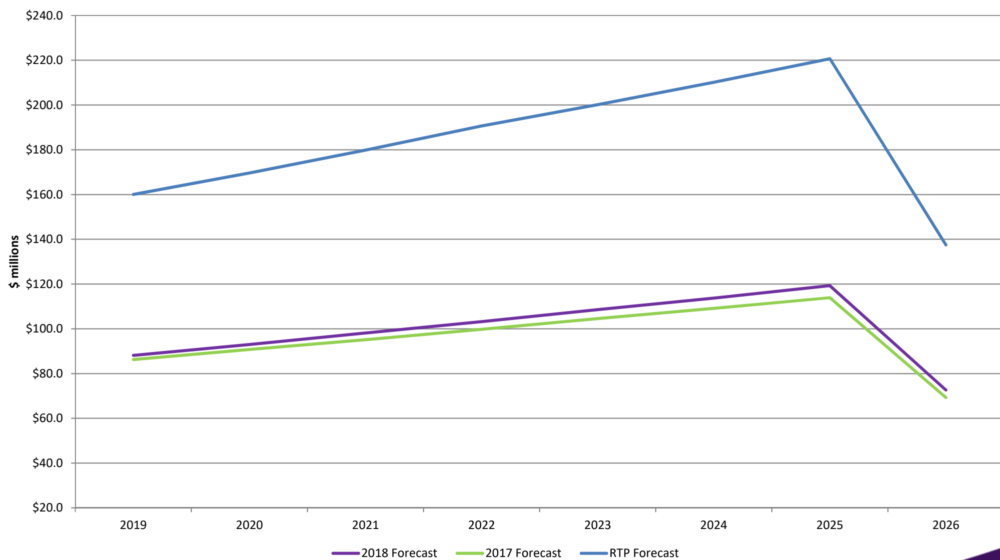
Prop 400 Bus Revenues



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Operating Program Changes

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

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Improvements Added

	Route	Fiscal Year	Description
77	Baseline Road	2020	In Mesa implement 30 min Sat and Sun service; match Sun to Sat span.
104	Alma School Road	2020	In Mesa and Chandler improve span of service
41	Indian School Road	2021	In Scottsdale match Phoenix service span expansion 5AM-Midnight Weekdays and Weekends.
48	48th St/Rio Salado	2021	Extend to Mesa Riverview along Rio Salado. Match Tempe days of operation, span of service and frequency.
96	Dobson Road	2021	Improve peak weekday frequency to 15 minutes from Riverview to Elliot Rd.
83	83rd Avenue	2023	Replace local funding, existing service levels in Peoria only

Capital Program Changes

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

Fleet plan changes
- Deferred fleet replacements, reduced expansion, updated unit costs

Fleet Purchases

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

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Expenditure Summary

	2019 Update	2018 Update	Change	% Change
Operations Expenditure				
Fixed Route Operations	$992.7	$1,000.4	($7.7)	-0.8%
ADA & Alternatives	$500.3	$495.1	$5.1	1.0%
Regional Expenditures	$244.4	$251.4	($6.9)	-2.8%
Sub-Total Operations Expenditures	*$1,737.4*	*$1,746.9*	($9.5)	-0.5%
Capital Expenditure				
Debt Service	$71.4	$72.1	($0.8)	-1.0%
Fleet	$897.1	$1,028.3	($131.2)	-12.8%
Facilities	$279.7	$262.0	$17.7	6.8%
Sub-Total Capital Expenditures	*$1,248.2*	*$1,362.5*	*($114.3)*	*-8.4%*
Total Expenditures	$2,985.6	$3,109.4	($123.8)	-4.0%

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Revenue Summary

	2019 Update	2018 Update	Change	% Change
Revenue Operations			-	
PTF	$1,651.3	$1,622.3	$29.0	1.79%
RARF	$92.8	$94.2	($1.3)	-1.43%
Fares	$208.4	$237.4	($29.0)	-12.24%
Federal	$67.8	$66.9	$0.9	1.34%
Other revenues	$25.1	$25.1	($0.0)	-0.15%
Sub-Total Operations Revenue	*$2,045.4*	*$2,045.9*	($0.5)	-0.03%
Revenue Capital				
Federal - Capital	$896.9	$997.0	($100.1)	-10.04%
Financed Revenue	$58.3	$58.3	$0.0	0.00%
Other revenues	$20.9	$20.9	$0.0	0.00%
Sub-Total Capital Revenue	*$976.1*	*$1,076.2*	($100.1)	-9.30%
Total Revenue	$3,021.5	$3,122.1	($100.6)	-3.22%

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Cash Flow Summary

Bus Program			TLCP Totals	Funding Surplus / Shortfall
Total Program Revenues			$2,971.5	
Total Operating Costs			($1,737.4)	
Funding surplus before capital and financing				$1,234.1
Total Capital Costs			($1,175.1)	
Financing Needs anticipated:	Proceeds	Debt Service		
Series 2009	$50.0	($73.0)		
Total Financing	$50.0	($73.0)	($23.0)	
Total Program Cost 2026			($2,935.6)	
Net Fund Balance				$36.0

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Jurisdictional Equity

TLCP Guiding Principle to maintain jurisdiction equity

- Applies to half-cent revenues for the bus program only
- Policy allocations were determined based on projects and planning cost estimates from 2002 Regional Transportation Plan
- Actual and forecast costs for services, fleet, capital facilities are allocated to cities
- Each sub-region to be within 2.5% of policy allocation

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Regional PTF Costs

Category	Amount
Regional services	$147.9
ADA certification	$32.6
Planning and administration	$3.7
Regional ITS	$15.3
Vanpool vans	$2.6
Debt service	$21.9
Minimum cash balance	$16.7
Total Regional Costs	**$240.7**

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Jurisdiction Equity Summary by Sub-Region				
(millions of dollars)				
May 28, 2019				
Sub-Region	Total Calculated PTF	Total Policy PTF Allocation	JE Under (JE Over)	Percent of JE Calculated
Central	$435.5	$447.5	$12.1	2.7%
East	$796.7	$799.3	$2.6	0.3%
West	$166.7	$163.4	($3.3)	-2.0%
	$1,398.9	$1,410.3	$11.4	0.8%

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Next Steps

- Address issues within model
  - Cash flow: fund balance too low in FY21 through FY24
  - Sub-regional JE out of balance
- Finalize changes and improvements
  - Sub-regional meetings in June
  - Identify projects for Phoenix
- August committee process for approval

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Information Summary

DATE **AGENDA ITEM 7**
June 13, 2019

SUBJECT
Fiscal Year 2020 (FY20) Election of RPTA Board Officers and Subcommittee Positions

PURPOSE
The Board will vote to elect Board officer and Board subcommittee positions for FY19.

BACKGROUND/DISCUSSION/CONSIDERATION
Board officer and Board subcommittee elections are scheduled for June of each year. On May 17, 2019 a memo was distributed to Board members announcing that election of officers and subcommittee appointments would be brought forward at the June meeting for the following positions:

- Chair of the Board of Directors:
- Vice Chair of the Board of Directors;
- Treasurer of the Board of Directors;
- Audit and Finance Subcommittee member (two positions); and
- RPTA/Valley Metro Rail Board (VMR) Subcommittee members (two positions).

The May 17th memo requested letters from Board members interested in filling the positions above for FY20. The letters were due June 7, 2019. As of the due date, one letter of interest was received for each of the open positions and are available upon request for your information.

COST AND BUDGET
There is no fiscal impact.

COMMITTEE PROCESS
Board of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Board of Directors elect officers and subcommittee members to serve from July 1, 2019 to June 30, 2020 for the following positions based on letters of interest received:

<u>Board Officers</u>
- RPTA Board Chair – Mayor Kevin Hartke, City of Chandler
- RPTA Board Vice Chair – Mayor Kate Gallego, City of Phoenix
- RPTA Board Treasurer – Councilmember Jon Edwards, City of Peoria

Audit and Finance Subcommittee

- Councilmember Lauren Tolmachoff, City of Glendale (to complete a vacated term expiring in June 2020)
- Councilmember Francisco Heredia, City of Mesa

RPTA members of the Valley Metro RPTA and Valley Metro Rail Board Member Subcommittee

- Mayor Kevin Hartke, City of Chandler
- Councilmember Lauren Tolmachoff, City of Glendale

CONTACT PERSON

Chairwoman Lauren Tolmachoff,
Councilmember, City of Glendale

ATTACHMENT

None

Letters of Interest are available upon request.

Information Summary

DATE **AGENDA ITEM 8**
June 13, 2019

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chair Tolmachoff 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

June 13, 2019

Valley Metro Rail
Thursday, June 20, 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 May 16, 2019 Board meeting are presented for approval.

CONSENT AGENDA

3A. Rail Transportation Services Contract Change Order	3A. For action

Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with Alternate Concepts, Inc. (ACI) for rail transportation services to include the Gilbert Road Extension (GRE) in an amount not to exceed $2,509,838 for the period July 1, 2019 to June 30, 2022.

3B. Light Rail Vehicle (LRV) Line Filter Choke Overhaul Contract Award	3B. For action

Staff recommends that the Board of Directors authorize the CEO to execute a contract with Delta Electric Motors to refurbish and overhaul LRV line filter chokes in an amount not to exceed $226,100.

3C. Ticket Vending Machine (TVM) and Hand Held Validators (HHV) Hardware and Software Support Contract Award

3C. For action

Staff recommends that the Board of Directors authorize the the CEO to execute a contract with Scheidt & Bachmann USA, Inc. (S & B) for a three-year hardware and software maintenance support agreement for TVMs and HHVs for an amount not to exceed $159,292.

3D. South Central Light Rail Extension/Downtown Hub - Joint Project Agreement with the Arizona Department of Transportation (ADOT)

3D. For action

Staff recommends that the Board of Directors authorize the CEO to execute a Joint Project Agreement with ADOT to establish each party's responsibilities regarding the South Central Light Rail Extension/Downtown Hub at its intersection with Interstate 17.

3E. South Central Light Rail Extension/Downtown Hub Construction Manager at Risk Contract Amendment

3E. For action

Staff recommends that the Board of Directors authorize the CEO to increase the South Central Light Rail Extension/ Downtown Hub CM@Risk contract with Kiewit Infrastructure West Co. by $452,955 to extend Preconstruction Services work.

REGULAR AGENDA

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

4. For action

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will request that the Board of Directors approve the FY20 Proposed Operating and Capital Budget and acceptance of the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

5. 2019 Transit Life Cycle Program - Rail Update — 5. For information

Scott Smith, CEO, will introduce Paul Hodgins, Chief Financial Officer, who will provide an overview of the 2019 Transit Life Cycle Program – Rail Update.

6. Fiscal Year 2020 (FY20) Election of Valley Metro Rail (VMR) Board Officers and Subcommittee Positions — 6. For action

The Board will vote to elect Board officers and Board subcommittee positions for FY 2020.

7. Future Agenda Items Request and Report on Current Events — 7. For information

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

8. Next Meeting — 8. For information

The next meeting of the Board is scheduled for **Thursday, August 29, 2019 at 12:00 p.m.**

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

Information Summary

DATE **AGENDA ITEM 1**
June 13, 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 only.

CONTACT
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ATTACHMENT
None

Minutes

June 13, 2019 **AGENDA ITEM 2**

Board of Directors
Thursday, May 16, 2019
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Meeting Participants
Mayor Kate Gallego, 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 Gallego called the meeting to order at 11:42 a.m. First is public comment.

1. Public Comment

None.

2. Minutes

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

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

3. Consent Agenda

Chair Williams said there is a consent agenda for approval. Is there any item on the consent agenda where a board member would like to see a presentation? Councilwoman.

Councilmember Arredondo-Savage said 3C. I don't necessarily want a presentation, but I have some questions.

Chair Gallego said I would then entertain a motion for the consent agenda except for Item 3C.

IT WAS MOVED BY MAYOR HARTKE, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS A, B, D, E, F AND G.

Chair Gallego said Item 3C.

Councilmember Arredondo-Savage said thank you, mayor. I just want to have a question and the reason I know this was a change order, a fairly large change order, but one thing I really didn't see in there is regarding -- has this been a complaint concern? Because I thought, you know, I'm thinking when we talk about change orders and one of our biggest priorities was safety and I think we all have agreed to that and understand that.

But I honestly don't get a lot of complaints about cleanliness, so I thought maybe it would be good to really kind of have that discussion and what are our expectations because, you know, I didn't really see any of that in the background information, so if you could share that a little bit with us, I think that would be wise.

Mr. Smith said thank you, Councilmember Arredondo-Savage. We'll turn it over to Ray Abraham, our director of operations.

Mr. Abraham said Madam chair, members of the board, it is our quest to keep our stations cleaner than they have been. And our inspections are showing that after we do a power wash, within a week or so we're seeing stains again, so we just felt that to follow our process of Respect the Ride to try to improve the experience for our customers that we just had to be more aggressive cleaning.

We were going to go to biweekly, but the savings just didn't warrant it, so it made sense to just do it weekly and hopefully keep them in a better state of cleanliness and repair.

Councilmember Arredondo-Savage said I definitely appreciate that because I hadn't really seen any -- too many complaints about cleanliness, so I appreciate that there's actually inspections happening.

Mr. Abraham said yes, we inspect them weekly. And, like I said, after -- we were cleaning them monthly. And within seven, eight days we're seeing signs that they should be cleaned again.

Councilmember Arredondo-Savage ell, and you've really answered my question because I said, well, why aren't we just trying biweekly, but, yeah, so.

Mr. Abraham said we thought about it.

Councilmember Arredondo-Savage said exactly, so going to weekly if you think that's, you know, financially the best way to do it.

Mr. Abraham said it seemed the best way. Plus, we added another cleaner onto the roving staff because there's a lot of chasing trains to clean them, to replace seats and so on.

Councilmember Arredondo-Savage said right. So I would have guessed then that you have expectations that you expect to meet when it comes to cleanliness of the stations and we just haven't -- we've fallen short.

Mr. Abraham said we feel that the better condition we keep our stations in the better experience for our customers and we could maybe control the stations a little better.

Mr. Smith said well, Ray mentioned Respect the Ride. One of the things we do see a correlation with is people may not say your station was dirty. But what we found out is that when the stations get dirty people don't feel as safe. When things are rundown, there's just a perception that this is unkempt and they're just more sensitive. We find that when we clean stations and fix things and keep them up to date our safety and security issues actually go down.

So this is part of the ongoing effort to improve the experience but also to improve people's feelings that they're in a safe and secure environment and that's easier when the stations are clean.

Councilmember Arredondo-Savage said I definitely would agree. So I appreciate that.

IT WAS MOVED BY COUNCILMEMBER ARREDONO-SAVAGE, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEM 3C.

4. South Central/Downtown Hub Light Rail Extension Design Services Contract Amendment

Chair Gallego said we now move on to the South Central/Downtown Hub Light Rail Extension Design Services Contract Amendment.

Mr. Smith said thank you, madam chair. We'll turn it over to Wulf.

Mr. Grote said Madam chair, members of the board, the purpose of this item is to request an amendment to the AECOM engineering contract for the South Central/Downtown Hub project.

Before I talk about this, just a real quick update on the project and where we are overall. As Scott's already mentioned, one of the milestones, we've had a couple of key milestones here with FTA over the last month. One of those was our entry into engineering which is a major step forward in the overall pipeline funding process with FTA. And the other one is the letter of no prejudice that Scott mentioned earlier.

And both of those allow us to move forward with early procurements and certain construction items that are critical to keeping the project moving forward. The project is about 90 percent designed at this point.

In fact, our engineers tell us about two weeks ago, they had "pencils down." And, of course, nobody uses pencils anymore, but that's the term they still use in the engineering world. And that means that now we're in a review stage of the 90 percent design. And also, we have an updated cost estimate that we'll be preparing over the next couple of months for that project.

This summer we do have a couple of small construction activities that we will be initiating. One of those is regarding some improvements that need to be done at 7th Avenue at the I-17 interchange as well as at Southern.

And those are street capacity improvements that are being done. As part of our -- that we recognize we need to do as part of our environmental process before we can start any construction work on Central Avenue and also we wanted to be ahead of ADOT.

They're making some improvements at the interchange at Central and I-17, so there's some improvements there that we would also need to move forward with.

So the work that we're asking to be added now to the contract for AECOM is what's called design services during construction. That's the bulk of what we're asking for. And that was advertised at the beginning when we first hired the consultant, but we decided to hold back on that until we knew more about the scope of the project and what the overall work was that they were going to have to do for us. We knew more about cost as well.

So because we have some construction activity we're going to need their support this summer, so we wanted to go ahead and move that element forward at this point.

The other one is that we also have to add a little bit of funds to their design contract, the design element, the design portion, that is, design phase. And the reason for that is that there were additional work activities that weren't foreseen when we initially started the project with them, things such as the two lane, four lane discussion that we went through last summer and some of the utility work that they're having to do that wasn't anticipated, working with developers in downtown, various things like that.

So overall what we're asking for is a modification that's just over $13.2 million to their contract over $11 million of that is for the design services during construction.

So unless there's any questions, that concludes my remarks.

Chair Gallego said wonderful. Thank you. Any questions? Certainly working with the businesses along the alignment during construction in our downtown is going to be very complicated, so that will be important.

I'm also personally hopeful we can continue to take a look at the South Central bridge. We got some preliminary concepts from that. And I think we're not quite there yet. There's a concept with cutouts of heads and lighting, but it is the keystone bridge in our redevelopment of the Rio Salado in Phoenix. And we've been working with Congressman Pastor's family and Senator McCain's family and hope that to be a really spectacular thing. We have envy of Tempe Town Lake and Tempe's bridge right now.

So we know we're not going to get there, but we would love to continue to look at that as a particularly important part of this project.

Mr. Smith said mayor, as we go forward with this different design concepts in our concepts, we'll make sure you're up to speed, you and your staff are up to speed and involved in that.

Chair Gallego said fabulous. Phoenix does not yet have, I think, our bridge that symbolizes our city the way some other cities do. You visit Tempe and their bridge is on the marketing materials.

Councilmember Arredondo-Savage said we're going to get you that bridge.

Chair Gallego said fabulous. Appreciate the regional partnership.

Mr. Smith said built in 1932 by Arizona state prison convicts, I do believe. Most of the construction was done with convict construction crew during WPA. It was the only bridge that withstood the major floods back in 1980.

Chair Gallego said there's a life lesson there.

Mr. Smith said we want to make that special. We want to make that whole corridor and then we have some other exciting things that we think will differentiate that corridor from the bridge especially, headed south from there that we'll share with you before final decisions are made.

We're getting a lot of different input from the community and we obviously have budget considerations and on the bridge certain engineering and structural considerations, but we're going to take everything to the max, what we can do to make it as special as we can within some of the compromises, but, yeah, we'll make sure you're involved.

Chair Gallego said fabulous. Thank you. With that, I would entertain a motion to authorize the CEO to increase the South Central/Downtown Hub light rail design contract.

IT WAS MOVED BY COUNCILMEMBER TOLMACHOFF, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO 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)

Chair Gallego said we will move on to agenda Item No. 5, the budget.

Mr. Smith said the same thing that we said during the other one for information. If there's further questions. We've, I think, covered it.

Chair Gallego said we've had a great discussion about the budget. The one thing that we did discuss at the Audit and Finance Committee was also budgeting and included FTEs in that discussion. And that's something that I think should continue to be a priority, I think. Any other comments or questions?

Mr. Smith said Mayor, just as, I know Paul adjusted his schedule to include the five year and to include the FTEs. Was that along the lines of what you are looking for?

We will include that analysis of not only positions but FTE positions because we know that some of these are phased in and some are assume not be filled until later in the year or phased out or however we do it. So we'll continue to work with you to make that more clear.

Chair Gallego said what do you expect in the phase in process period. Just understanding before we hire.

Mr. Smith said we'll do that.

6. Future Agenda Items Request and Report on Current Events

Chair Gallego said the next is future items. Anyone have any future items they'd like to discuss?

Our next meeting will be June 20, 2019 at 11:15 a.m. and there is a study session.

With no further discussion the meeting adjourned at 11:54 a.m.

Information Summary

DATE **AGENDA ITEM 3A**
June 13, 2019

SUBJECT
Rail Transportation Services Contract Change Order

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order with Alternate Concepts, Inc. (ACI) for rail transportation services to include the Gilbert Road Extension (GRE) in an amount not to exceed $2,509,838 for the period July 1, 2019 to June 30, 2022.

BACKGROUND | DISCUSSION | CONSIDERATION
Rail Transportation Services are currently provided to Valley Metro Rail under a 5-year base contract plus one 3-year option and one 2-year option with Alternate Concepts, Inc. (ACI). In March 2017, the Board of Directors authorized the CEO to execute a contract with ACI to provide rail transportation services effective January 1, 2017 with an expiration date of June 30, 2027. The award amount was $56,140,384 for the 5-year base term of the contract. The contract included rail transportation services for the original 20-mile rail alignment, Central Mesa Extension, and the Northwest Extension.

The Rail Transportation Services contractor manages, coordinates and controls all activities necessary for light rail operations. Work being performed under this contract includes: providing qualified Light Rail Vehicle (LRV) operators, managers, supervisors, administrative and support staff, and Operations Control Center (OCC) staffing. Other activities under the contract includes initial and continual training for personnel; assisting the Agency with start-up and light rail extension activities; coordination of special events and activities along the light rail alignment; management and mitigation of any situation impacting light rail operations; and accident investigation and reporting.

The request for a change order to the transportation services contract is to include the 1.9 mile Gilbert Road Extension (GRE) that will begin revenue service May 18, 2019. The change order includes additional staffing needed to operate the rail transportation services as listed below:

- 2 Operations Coordinators
- 6 Operators

The change order being requested is to be effective July 1, 2019 as there is sufficient current contract authority to cover the costs from May 18, 2019 through June 30, 2019.

COST AND BUDGET

The cost of the change order to the rail transportation contract with ACI over the remaining 3-years of the 5-year base term of the contract is an amount not to exceed $2,509,838 and is detailed in the chart below:

	FY 20	FY 21	FY 22	Total
Gilbert Road Extension	$818,426	$836,440	$854,972	**$2,509,838**

For FY20, The VMR contract change order obligation is $818,426, 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).

The source of funding is from VMR 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: May 21, 2019 for information
RMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with Alternate Concepts, Inc. (ACI) for rail transportation services to include the Gilbert Road Extension (GRE) in an amount not to exceed $2,509,838 for the period July 1, 2019 to June 30, 2022.

CONTACT

Ray Abraham
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ATTACHMENT

None

Information Summary

DATE
June 13, 2019

AGENDA ITEM 3B

SUBJECT
Light Rail Vehicle (LRV) Line Filter Choke Overhaul Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Delta Electric Motors to refurbish and overhaul LRV line filter chokes in an amount not to exceed $219,500 plus a contingency of $6,600, for a total of $226,100.

BACKGROUND | DISCUSSION | CONSIDERATION
The current age of the light rail vehicles is 10 years in revenue service with an average mileage of each vehicle being approximately 588,000 miles. There are currently 50 light rail vehicles (LRVs) in the total fleet. There are two line filter chokes on each LRV which requires 100 to be refurbished and overhauled. Line filter chokes act as surge protectors to protect the propulsion system on the LRV from high voltage spikes. The filter chokes have deteriorated over the last 10 years from use in an environment of extreme heat. 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.

The scope of work for the overhaul includes the following steps:

- Upon delivery of the line filter chokes to be refurbished, the Contractor shall clean and inspect each unit.
- The Contractor shall conduct a resin impregnation and baking process on each line filter choke.
- The Contractor shall conduct plating of the electrical connections on each line filter choke
- Each line filter choke shall be tested and the Contractor shall provide an electronic test report to the Valley Metro project manager, or designee, prior to return shipment.

In February 2019, Valley Metro issued an Invitation for Bid (IFB) for the provision of parts and labor necessary to complete the line filter choke overhaul program. The contractor will provide all necessary parts, materials and labor to complete the overhaul program for 50 LRVs. The cost includes overhauling and testing the equipment to original equipment manufacturer (OEM) standards.

Valley Metro received two bids but only one bidder was responsive and agreed to the terms of the solicitation and recommends award to Delta Electric Motors.

An independent cost estimate including a cost comparison and price analysis have been completed. The proposed price has been deemed fair and reasonable based on the price analysis.

COST AND BUDGET

The cost for the LRV line filter choke overhaul is $226,100 which includes a $6,600 contingency for any unanticipated damage of the units that are outside the scope of the contract. The cost for the LRV line filter choke overhaul program is included in the Valley Metro Rail Proposed FY 2020 Operating and Capital Budget. Contract obligations beyond FY2020 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024).

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: May 21, 2019 for information
RMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute a contract with Delta Electric Motors to refurbish and overhaul LRV line filter chokes in an amount not to exceed $226,100.

CONTACT

Ray Abraham
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602-652-5054
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ATTACHMENT

None

Information Summary

DATE **AGENDA ITEM 3C**

June 13, 2019

SUBJECT

Ticket Vending Machine (TVM) and Hand Held Validators (HHV) Hardware and Software Support Contract Award

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute a contract with Scheidt & Bachmann USA, Inc. (S & B) for a three-year hardware and software maintenance support agreement for TVMs and HHVs for an amount not to exceed $159,292.

BACKGROUND | DISCUSSION | CONSIDERATION

The S & B ticket vending machines (TVMs) are installed along the light rail alignment and the bus rapid transit (BRT) stations in the east valley. With the addition of the the Gilbert Road Extension and 50th Street Passenger Station, there are currently 152 TVMs. The annual cost of the software maintenance includes upgrades, tariff maintenance, statistical reporting, help desk support, and allows for transfer of data from the TVM to Valley Metro's systems.

The S & B hand held validators (HHV) are used by Valley Metro's Safety & Security Division to validate passenger fare media along the light rail system. There are currently 42 HHVs. The annual cost for the hardware maintenance support includes all repairs and is provided for in a flat annaul fee. When an HHV fails, Valley Metro will receive a replacement unit from S & B within the next business day.

The award of a three-year contract is for the period of July 1, 2019 through June 30, 2022. Valley Metro negotiated a three-year fixed fee agreement with S & B that includes a 30-day cancellation clause if necessary. Not withstanding the procurement of a new system, this support is needed until the new system is in place. Due to the proprietary nature of the software and hardware, there is no other vendor that can supply the maintenance support besides S & B. This is not a federally funded procurement.

An independent cost estimate including a cost comparison and price analysis have been completed. The proposed price has been deemed fair and reasonable based on the price analysis.

COST AND BUDGET
The cost for a three-year hardware and software maintenance support agreement for TVMs and HHVs is an amount not to exceed $159,292. The annual costs are detailed in the chart below:

	FY 20	FY 21	FY 22	Total
TVM Support	$15,143	$15,143	$15,143	$ 45,429
HHV Maintenance Program	$37,954	$37,954	$37,955	$ 113,863
Total	**$53,097**	**$53,097**	**$53,098**	**$ 159,292**

The cost for the hardware and software maintenance support agreement is included in the Valley Metro Rail Proposed FY 2020 Operating and Capital Budget. Contract obligations beyond FY2020 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2020 thru FY2024).

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: May 21, 2019 for information
RMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract with Scheidt & Bachmann USA, Inc. (S & B) for a three-year hardware and software maintenance support agreement for TVMs and HHVs for an amount not to exceed $159,292.

CONTACT
Ray Abraham
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 3D**
June 13, 2019

SUBJECT
South Central Light Rail Extension/Downtown Hub - Joint Project Agreement with the Arizona Department of Transportation (ADOT)

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a Joint Project Agreement with ADOT to establish each party's responsibilities regarding the South Central Light Rail Extension/Downtown Hub at its intersection with Interstate 17.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro is currently designing the South Central Light Rail Extension/Downtown Hub (SCE/DH) from downtown Phoenix to Baseline Road along Central Avenue. Concurrently with Light Rail Transit (LRT) construction, ADOT will make improvements to Interstate 17 (I-17) in the vicinity of Central Avenue. There are three construction activities by Valley Metro and ADOT that require close coordination between the two agencies:

- The LRT route on Central Avenue will be constructed under I-17 on land controlled by ADOT.

- In conjunction with the LRT project, Valley Metro will make street capacity improvements on 7th Avenue and 7th Street at I-17 as an environmental mitigation measure to the LRT project. This land is also in ADOT's jurisdiction.

- ADOT will reconstruct the aging I-17 overpass and adjacent frontage roads at Central Avenue to assure the bridge's structural integrity and to increase freeway capacity by adding two auxiliary lanes on I-17.

The 7th Avenue and 7th Street improvements at I-17 need to be constructed first to mitigate Central Avenue traffic impacts during LRT construction. After this work is complete, ADOT will construct their improvements for the Central Avenue bridge and frontage roads. LRT construction would commence after ADOT's bridge work is complete.

Given these interfaces, an agreement with ADOT is needed to establish each party's roles, responsibilities, and expectations regarding the design and construction of Valley Metro's and ADOT's projects.

COST AND BUDGET

There are no specific costs associated with this agreement. Valley Metro will be responsible for all design and construction costs for the SCE/DH project and related improvements in the I-17 vicinity at 7th Avenue and 7th Street. ADOT will be responsible for all costs associated with design and construction of the I-17 bridge and frontage road improvements.

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: May 21, 2019 for information
RMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute a Joint Project Agreement with ADOT to establish each party's responsibilities regarding the South Central Light Rail Extension/Downtown Hub at its intersection with Interstate 17.

CONTACT

Wulf Grote, P.E.
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ATTACHMENT

None

Draft agreement available upon request

Information Summary

DATE **AGENDA ITEM 3E**
June 13, 2019

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

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to increase the South Central Light Rail Extension/Downtown Hub (SCE/DH) Construction Manager at Risk (CM@Risk) contract with Kiewit Infrastructure West Co. by up to $452,955 to extend Preconstruction Services work.

BACKGROUND | DISCUSSION | CONSIDERATION
To date, the Board has authorized $25,080,000 in CM@Risk contract authority for SCE/DH preconstruction services, early procurement, and early construction activities as summarized below.

CM@Risk Current Contract Authority				
Date	**Action**	**Cost**	**Contingency**	**Total Authority**
Jun-2017	Preconstruction Services	$2,400,000	$240,000	$2,640,000
Oct-2017	Preconstruction Services for Downtown Changes	$400,000	$40,000	$440,000
Dec-2018	Potholing/Archaeological investigation, 7th St/7th Ave Improvements & Procurement of Special Trackwork	$20,000,000	$2,000,000	$22,000,000
Total		**$22,800,000**	**$2,280,000**	**$25,080,000**

During project design, the CM@Risk contractor works very closely with the design team by reviewing final design plans, performing constructability reviews, developing and updating the project's construction schedule, and preparing a Guaranteed Maximum Price (GMP) for construction. On May 16, 2019, the Board approved additional funds for the Design Services contract with AECOM to complete final design for the SCE/DH project. To be in alignment with the Design Services contract, it is also necessary to amend the CM@R contract by providing additional funds to extend Preconstruction Services work by 75 work days to support completion of project design.

Additional funds and time are needed because of unanticipated work efforts 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

These additional efforts created additional agency and stakeholder coordination activities, caused rework of design drawings late in the process, and slowed overall design progress.

COST AND BUDGET
The current total CM@Risk contract authority is $25,080,000. The amount of the proposed increase to contract authority is $411,777, plus $41,178 (10 percent) contingency, bringing the total contract authority to $25,532,955.

This project is funded by the City of Phoenix, the regional Public Transportation Fund (PTF) and the Federal Transit Administration. Project funding is included in Valley Metro Rail's draft FY20 Operating and Capital Budget. Contract obligations beyond FY20 are incorporated into the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

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

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

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
RMC: June 5, 2019 approved
Board of Directors: June 20, 2019 for action

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to increase the South Central Light Rail Extension/Downtown Hub CM@Risk contract with Kiewit Infrastructure West Co. by $452,955 to extend Preconstruction Services work.

CONTACT
Wulf Grote, P.E.
Director, Capital & Service Development
wgrote@valleymetro.org

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 4**
June 13, 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 request approval of the FY20 Proposed Operating and Capital Budget and acceptance of 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 $479.6 million (M) and includes $88.4M in projects funded with Proposition 400 Public Transportation Fund (PTF) revenues for light rail/high capacity transit capital.

The Proposed 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 $70.3M represents a $1.6M (2%) increase from the previous year's operating budget of $68.7M. The total capital budget of $409.3M represents a $169.8M (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 156 FTE's budgeted to RPTA activities and 271 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:
RTAG: May 21, 2019 for information
RMC: June 5, 2019 for approved
AFS: June 18, 2019 for action
Board of Directors: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors approve the FY20 Proposed Operating and Capital Budget and acceptance of the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

CONTACT

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

ATTACHMENT

FY20 Proposed Operating and Capital Budget & Five-Year Plan (linked here)
FY20-24 Capital Improvement Program

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
	Mobility Center
Communication Systems	Radios
	Switches
	SCADA
	Public address systems
	Other
Fare Revenue Collection Equipment	Farebox
	Software
	Ticket Vending Machine
Guideways	Track
	Catenary
	Switches
	Traction Power Substation
	Other
Information Systems	Hardware
	Software
	Printers
	Storage devices
	Other
Maintenance Buildings	Operation & Maintenance Center
	Maintenance of Way
	Maintenance of Equipment
	Mesa Bus & Operations Maintenance

Category	Type
Passenger Stations	Communication Cabinet
	Landscaping
	Park and Ride
	Pavers/Asphalt
	Other
Revenue Vehicles - Overhaul	Bus
	Paratransit
	Vanpool
	Rail
	Streetcar
Revenue Vehicles - New	Bus
	Paratransit
	Vanpool
	Rail
	Streetcar
Service Vehicles (non-revenue)	Service
	Administrative
Other	Furniture/Equipment
	Shelters
	Signs
	Passenger amenities
	Other

VALLEY METRO RAIL, INC

CURRENT YEAR FUNDING SUMMARY

- **FY20 $23,834,000**
  - **Federal $5,966,000**
    - Revenue Vehicles - New $5,966,000
  - **Regional $14,527,000**
    - Fare Revenue Collection Equipment $1,272,000
    - Information Systems $1,116,000
    - Revenue Vehicles - New $1,266,000
    - Revenue Vehicles - Overhaul (SOGR) $10,848,000
    - Service Vehicles (non-revenue) $25,000
  - **Operations $3,341,000**
    - Guideways $211,000
    - Maintenance Buildings $535,000
    - Passenger Stations $1,350,000
    - Revenue Vehicles - Overhaul (SOGR) $909,000
    - Service Vehicles (non-revenue) $271,000
    - Other $65,000

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

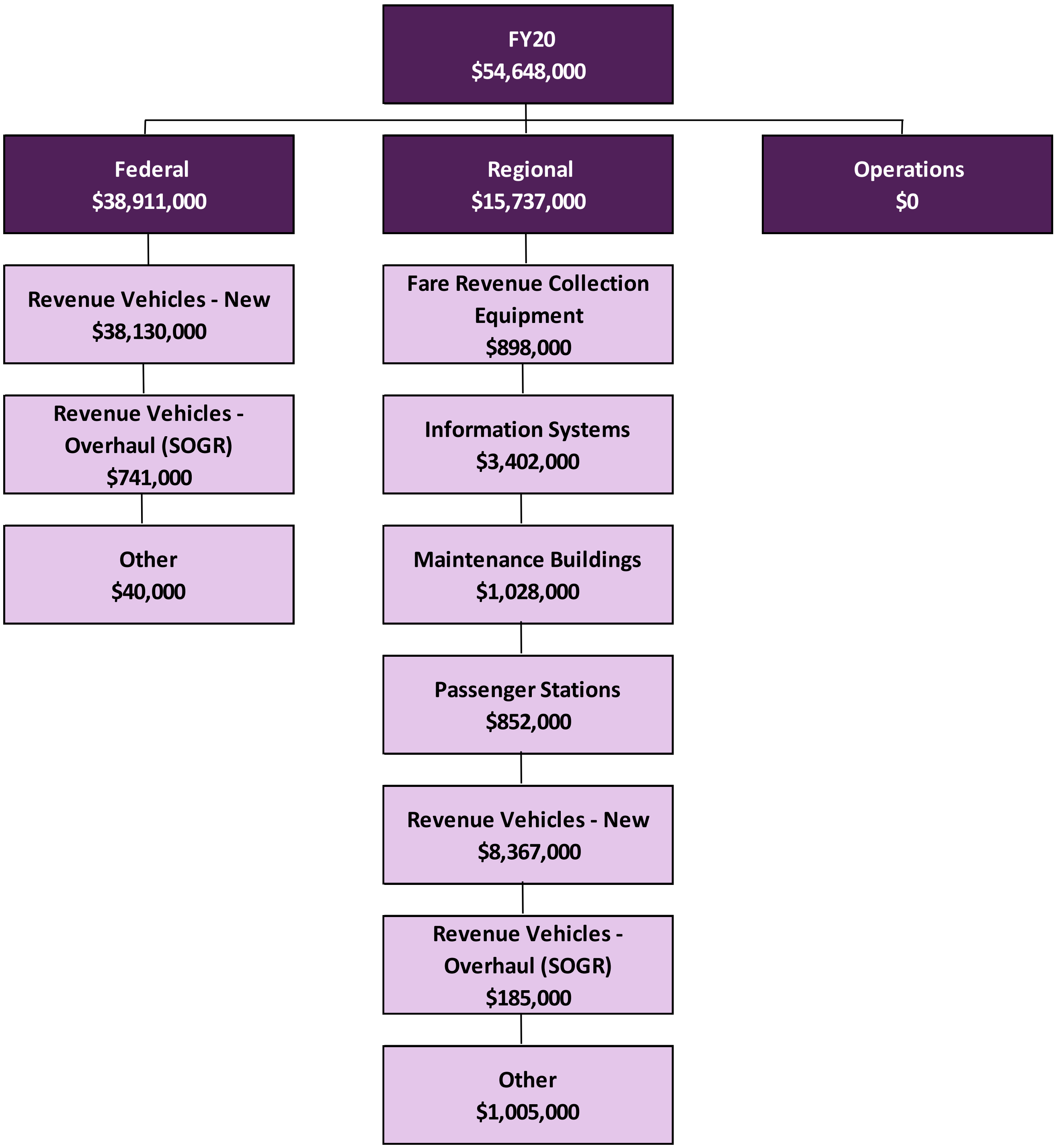
Asphalt

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

USES OF FUNDS	FY20	FY21	FY22	FY23	FY24	Total 5-Year
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**

SOURCES OF FUNDS	FY20	FY21	FY22	FY23	FY24	Total 5-Year
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

VMR – FY20 Annual Budget Update

June 2019

FY20 Budget Update

Changes from May version

- Adjusted phasing in of new staff
- Moved SOGR staff out of Operations to SOGR
- Reduced employee development to FY19 budget levels
- Reduced planned travel
- Reduced overhead allocation

Uses of Funds: Operating ($,000,000)

Uses of Funds	May	June	Change $
Rail Operations & Maintenance	$47.2	$45.7	($1.6)
Security	9.4	9.4	-
Future Project Development	13.2	13.2	-
Agency Operating	2.2	2.1	(0.1)
Total Operating Uses	**$72.0**	**$70.3**	**($1.7)**

Uses of Funds: Capital ($,000,000)

Uses of Funds	May	June	Change $
Tempe Streetcar	$85.7	$85.7	-
South Central/Downtown Hub	223.4	223.3	(0.1)
Northwest Phase II	39.6	39.7	-
OMC Expansion	32.1	32.1	-
Gilbert Road Extension	4.1	4.1	-
50th Street Station	1.2	1.2	-
Central Mesa Extension	0.3	0.3	-
Systemwide Improvements	9.4	9.4	-
State of Good Repair	12.6	13.5	0.8
Total Capital Uses	**$408.5**	**$409.3**	**$0.7**

Sources of Funds: Operating ($,000,000)

Sources of Funds	May	June	Change $
Advertising	$1.4	$1.4	-
Fares	11.7	11.7	-
Federal Funds	2.6	2.6	-
Member City Contributions	44.8	43.2	(1.7)
Regional Planning Funds	1.0	1.0	-
Public Transportation Funds	10.5	10.5	-
Total Operating Sources	**$72.0**	**$70.3**	**($1.7)**

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Sources of Funds: Capital ($,000,000)

Sources of Funds	May	June	Change $
Federal Funds	$108.3	$108.3	-
Member City Contributions	224.6	224.6	-
Public Transportation Funds	77.1	77.9	0.7
City of Mesa Financing	(1.5)	(1.5)	-
Total Capital Sources	**$408.5**	**$409.3**	**$0.7**

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Employee Development

		May	June	
	FY19 Budget	FY20 Budget	FY20 Budget	Change
Combined Agency				
Training, Conferences & Seminars	$ 459,000	$ 608,000	$ 459,000	$ (149,000)
Employee Development	155,000	283,000	155,000	(128,000)
Totals	**$ 614,000**	**$ 891,000**	**$ 614,000**	**$ (277,000)**

		May	June	
	FY19 Budget	FY20 Budget	FY20 Budget	Change
VMR				
Training, Conferences & Seminars	$ 186,000	$ 284,000	$ 186,000	$ (98,000)
Employee Development	-	-	-	-
Totals	**$ 186,000**	**$ 284,000**	**$ 186,000**	**$ (98,000)**

		May	June	
	FY19 Budget	FY20 Budget	FY20 Budget	Change
RPTA				
Training, Conferences & Seminars	$ 273,000	$ 324,000	$ 273,000	$ (51,000)
Employee Development	155,000	283,000	155,000	(128,000)
Totals	**$ 428,000**	**$ 607,000**	**$ 428,000**	**$ (179,000)**

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Travel Budget - RPTA

Category	May	June	Change
Required	$ 50,000	$ 50,000	$ -
Essential	19,000	17,000	(2,000)
Discretionary	103,000	88,000	(15,000)
	$ 172,000	**$ 155,000**	**$ (17,000)**

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Travel Budget - VMR

Category	May	June	Change
Required	$ 103,000	$ 103,000	$ -
Essential	29,000	28,000	(1,000)
Discretionary	140,000	107,000	(33,000)
	$ 272,000	**$ 238,000**	**$ (34,000)**

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Recommendation

Staff recommends that the Board of Directors approve the FY20 Proposed Operating and Capital Budget and acceptance of the Five-Year Operating Forecast and Capital Program (FY20 thru FY24).

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Information Summary

DATE **AGENDA ITEM 5**
June 13, 2019

SUBJECT
2019 Transit Life Cycle Program - Rail Update

PURPOSE
To present the draft 2019 TLCP Rail Update for information.

BACKGROUND | DISCUSSION | CONSIDERATION
The TLCP was developed in 2005 to provide guidance for the implementation of the transit component of the Regional Transportation Plan. The TLCP includes Guiding Principles, policies, procedures and financial forecasts to ensure that the program can be balanced.

The draft 2019 Bus TLCP Update is being discussed through the Valley Metro RPTA Board process. The bus and rail programs will be merged into a single item for action on the joint agenda for May.

The most recent update to the TLCP was in May 2018. Since that time, the official forecast has projected a modest increase in revenues for the Transportation Excise Tax. The forecast of PTF for the rail program is approximately $24 million higher for the remaining years of the TLCP (FY2019-2026).

Rail/High Capacity Transit Program

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

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

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

South Central Extension/Downtown Hub – The project cost forecast has increased to $1.275 billion, which does not include an estimate for finance costs incurred by the City of Phoenix. The increased cost forecast was determined at the 60% design level and after a risk analysis was completed by FTA. The project has been accepted into the Engineering phase of the Capital Investment Grant program. The project is funded with FTA New Starts, CMAQ, regional PTF and City of Phoenix funds. Additional regional PTF has been allocated to this project to offset some of the increased cost.

Northwest Extension Phase II – The project cost forecast has increased to $376 million, which does not include an estimate for finance costs incurred by the City of Phoenix. The increased cost forecast was determined at the 60% design level and after a risk analysis was completed by FTA. This project is in the Project Development phase of the Capital Investment Grant program. The request to enter the Engineering phase will be made during the summer of 2019. The project is funded with FTA New Starts, regional PTF and City of Phoenix funds.

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

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

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

Currently, the rail program preliminary financial model is balanced, with a surplus of $21 million remaining. The rail program currently anticipates financing needed. The financing needs are driven by the construction of three projects simultaneously in the City of Phoenix and will likely change as those projects advance. The financing needs in this model are assumed to be provided either by the City of Phoenix or other outside financing (such as a P3), leaving PTF funds “pay-as-you-go”. However, there could be an opportunity for one additional PTF backed financing in 2020 or 2021 if required.

COST AND BUDGET
The proposed changes to the TLCP rail model have been incorporated into the proposed FY2019 Operating and Capital Budgets and the Five-Year Operating and Capital Forecasts. Revenues and expenditures forecast within the TLCP are balanced as required by State Statute.

COMMITTEE PROCESS
RTAG: May 21, 2019 for information
RMC: June 5, 2019 for information
Board of Directors: June 20, 2019 for information

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

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

RECOMMENDATION
This item is presented for information only.

CONTACT
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602-523-6043
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ATTACHMENT
None

Valley Metro Rail
Transit Life Cycle Program
2019 Model Update

June 2019

VALLEY METRO

Transportation Excise Tax

VALLEY METRO

Proposition 400 approved in November 2004

- Half-cent sales tax for Maricopa County
  - Extension of tax approved in 1985 for freeway improvements
  - Provides funding for freeway, arterial and transit improvements
  - Funding allocations are in State statutes and revenues cannot be transferred between programs
    - 33.3% for transit program
    - 56.2% for freeway program
    - 10.5% for arterial program

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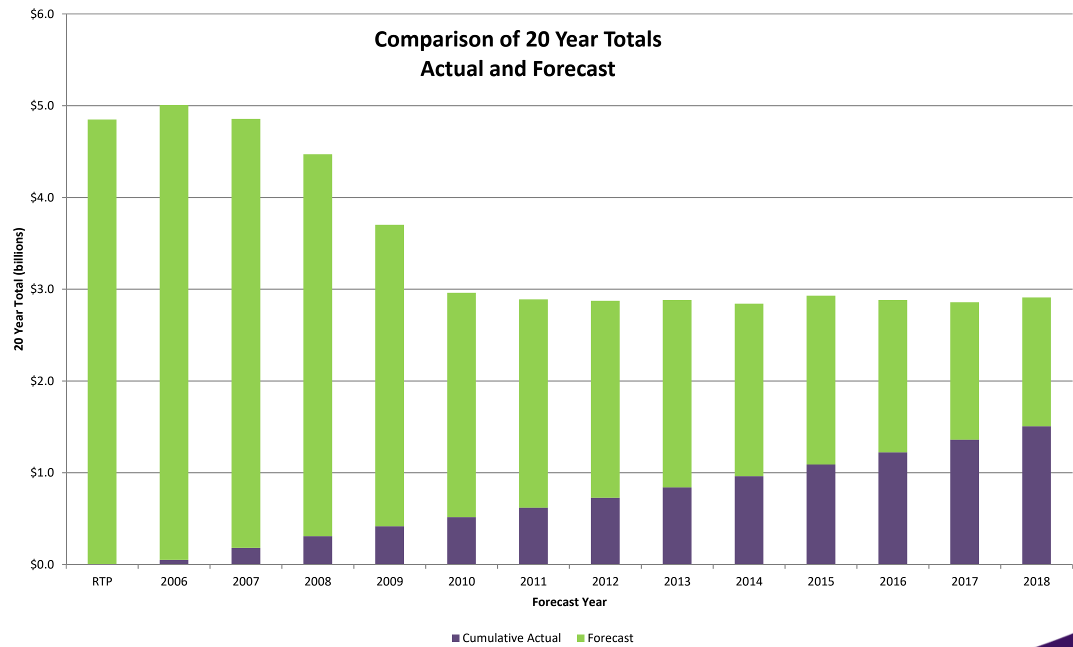

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TLCP Policy Allocations

RPTA Board adopted policies for TLCP Oct 2005

- Transit PTF allocated to bus and rail programs
  - 56.76% annually to bus program
  - 43.24% annually to rail program

- Each program has a financial model to ensure balanced revenues and expenditure

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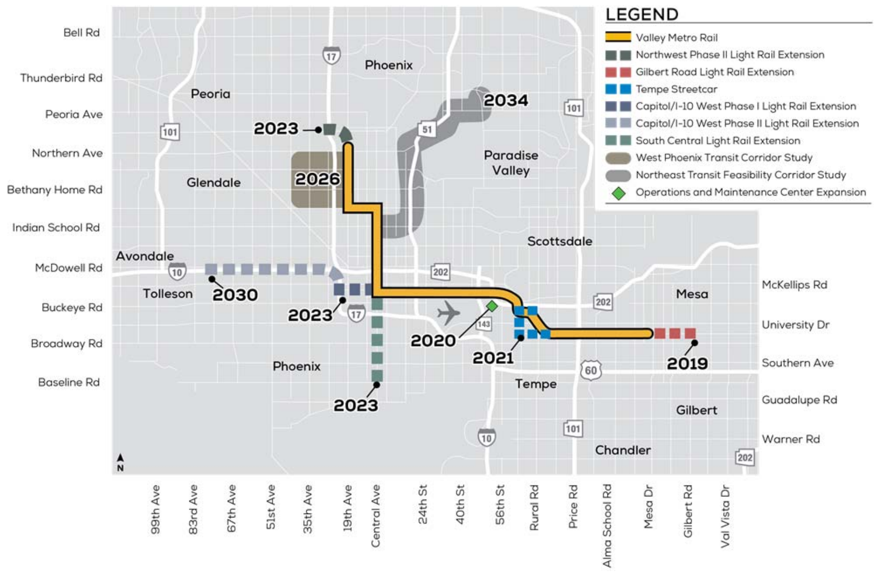
Rail Program

Capital Project Schedule

High Capacity Transit Map



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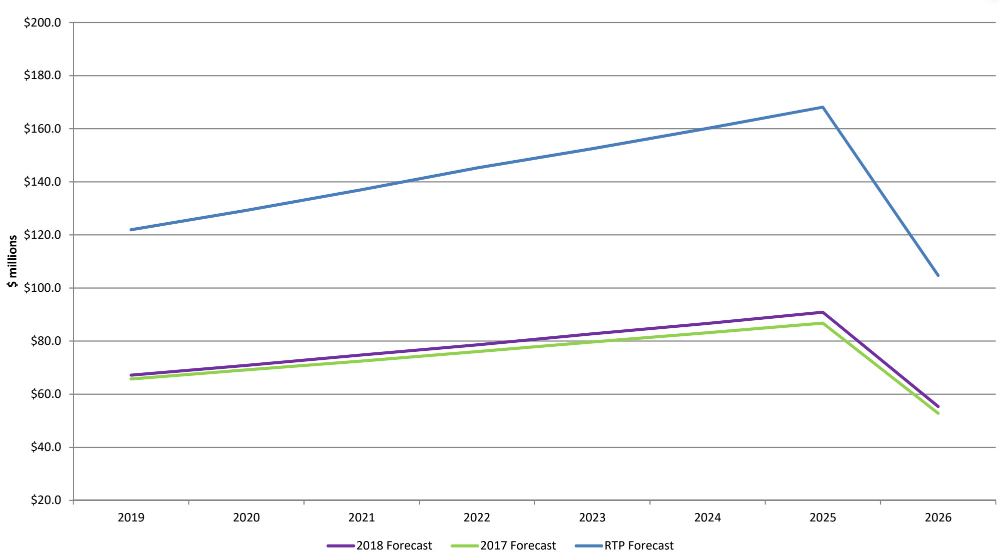
Prop 400 Rail Revenues



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Capital Project Changes

- OMC Expansion updated cost estimate
- South Central Extension/Downtown Hub project updated to reflect cost estimate at 60% design and FTA risk assessment results
- Northwest Phase II project updated to reflect cost estimate at 60% design and FTA risk assessment results
- New project for State of Good Repair
- West Phoenix and Northeast corridors deferred beyond Prop 400

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Capital Funding Changes

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

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2019 Corridor Cost Estimates

	Base	Utilities	2019 Total	2018 Update	Change
Central Mesa	$184.5	$0.6	$185.1	$185.1	$0.0
Northwest Phase I	$292.0	$31.1	$323.1	$323.1	$0.0
Gilbert Road	$184.1	$0.0	$184.1	$184.1	$0.0
Tempe Streetcar	$183.9	$8.5	$192.4	$192.6	($0.2)
Capitol/I-10 West Phase I	$236.7	$20.4	$257.1	$243.0	$14.1
Northwest Phase II	$376.3	$0.0	$376.3	$300.8	$75.5
South Central/Downtown	$1,194.6	$80.4	$1,275.0	$962.9	$312.1
West Phoenix	$0.0	$0.0	$0.0	$443.5	($443.5)
Capitol/I-10 West Phase II	$148.7	$67.0	$215.6	$215.6	$0.0
Northeast Phoenix	$0.0	$0.0	$0.0	$16.5	($16.5)
Sub-Total Corridor Extensions	*$2,800.6*	*$208.0*	*$3,008.7*	$3,067.2	($58.5)

2019 Other Capital Costs

Other Capital Expenditures	Base	Utilities	2019 Total	2018 Update	Change
LRV Acquisition	$98.7	$0.0	$98.7	$98.7	$0.0
50th Street Station	$24.4	$0.0	$24.4	$24.4	$0.0
OMC Expansion	$68.2	$0.0	$68.2	$40.2	$28.0
CP/EV Regional Reimbursements	$198.8	$73.6	$272.4	$272.4	$0.0
State of Good Repair	$46.8	$0.0	$46.8	$0.0	$46.8
System-wide Support Infrastructure	$29.4	$0.0	$29.4	$52.6	($23.2)
Corridor Planning/CPDA	$58.4	$0.0	$58.4	$58.4	$0.0
Design Standards & System Planning	$101.1	$0.0	$101.1	$101.1	$0.0
Sub-Total Other Capital	*$625.7*	*$73.6*	*$699.3*	*$647.7*	*$51.6*

2019 Capital Revenues

	2019 Update	2018 Update	Change	% Change
PTF	$1,308.1	$1,284.2	$23.9	1.9%
FTA 5309	$1,045.6	$1,195.9	($150.2)	-12.6%
CMAQ	$423.9	$478.2	($54.3)	-11.3%
Other federal	$40.7	$43.6	($2.9)	-6.6%
Phoenix T2050	$906.1	$813.9	$92.2	11.3%
Mesa	$14.1	$14.1	$0.0	0.0%
Glendale	$0.1	$0.1	$0.0	0.0%
Tempe	$13.2	$13.2	$0.0	NA
MAG / RPTA	$23.4	$23.1	$0.3	1.3%
Sub-Total Capital Revenue	*$3,775.2*	*$3,866.2*	($91.0)	-2.4%

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2019 Cash Flow Summary

				TLCP Totals	Funding Surplus / Shortfall
Total Program Revenues				$3,775.2	
Total Base Program Cost				($3,426.3)	
Funding surplus before PTF utility expenses and financing					$348.9
Non Prior Right Utility Relocations				($281.7)	($281.7)
Financing Needs anticipated:		Proceeds	Debt Service		
	Series 2009	$55.5	($77.6)		
	Series 2014	$135.4	($156.9)		
Advance Funds by Phoenix		$60.0	($62.3)		
Total Financing		$250.9	($296.8)	($45.9)	
Total Program Cost 2026				($3,753.9)	
Net Fund Balance					$21.3

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Next Steps

- Finalize cost estimate for Northwest Extension Phase II
- Review CMAQ programming
- August committee process for approval

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Information Summary

DATE **AGENDA ITEM 6**

June 13, 2019

SUBJECT

Fiscal Year 2020 (FY20) Election of Valley Metro Rail (VMR) Board Officers and Subcommittee Positions

PURPOSE

The Board will vote to elect Board officers and Board subcommittee positions for FY20.

BACKGROUND/DISCUSSION/CONSIDERATION

Board officer and Board subcommittee elections are scheduled for June of each year. At the May 2019 Board meeting, it was announced that election of officers and subcommittee appointments would be brought forward at the June meeting for the following positions:

- Chair of the Board of Directors:
- Vice Chair of the Board of Directors; and
- RPTA/Valley Metro Rail Board Subcommittee members.

Following the May 2019 Board meeting, the Chairwoman distributed a memorandum requesting letters from Board members interested in filling the above positions for FY20. The letters were due June 7, 2019.

COST AND BUDGET

There is no fiscal impact.

COMMITTEE PROCESS

Board of Directors: June 20, 2019 for action

RECOMMENDATION

Staff recommends that the Board of Directors elect officers and subcommittee members to serve from July 1, 2019 to June 30, 2020 for the following positions based on letters of interest received:

<u>Board Officers</u>

- VMR Board Chair – Councilmember Robin Arredondo-Savage
- VMR Board Vice Chair – Councilmember Francisco Heredia

VMR members of the Valley Metro RPTA and Valley Metro Rail Board Member Subcommittee

- Councilmember Francisco Heredia – City of Mesa
- Mayor Kate Gallego – City of Phoenix

CONTACT PERSON
Chairwoman Kate Gallego, Mayor, City of Phoenix

ATTACHMENT
None

Letters of Interest are available upon request.

Information Summary

DATE **AGENDA ITEM 7**
June 13, 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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ssmith@valleymetro.org

ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date