MEETINGS OF THE
Management Committees

<table>
<thead>
<tr>
<th>TMC/RMC Joint Meeting</th>
<th>Transit Management Committee (TMC)</th>
<th>Rail Management Committee (RMC)</th>
</tr>
</thead>
</table>

Please Note Meeting Time

Date: February 5, 2020

Starting Time
10:00 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.
Joint Meeting Agenda
Transit Management Committee
And
Rail Management Committee
Wednesday, February 5, 2020
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
10:00 a.m.

Action Recommended
1. For Information

Please Note Meeting Time

1. Public Comment (yellow card)

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

Scott Smith, CEO, will brief the TMC/RMC on current issues.

3. Minutes

Minutes from the January 8, 2020 TMC/RMC meeting are presented for approval.

4. 2020 Valley Metro Federal Public Transportation Agenda

Scott Smith, CEO, will request that the TMC/RMC forward to the Boards of Directors approval of the 2020 Valley Metro Federal Public Transportation Agenda.
5. **2019 Origin and Destination Study Results**

Scott Smith, CEO, will introduce Omar Peters, Planner III, who will provide a presentation of the results of the 2019 Origin and Destination Study.

6. **Quarterly Reports**

Fiscal Year 2020 Quarterly Reports are presented for information.

7. **Travel, Expenditures and Solicitations**

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**

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

9. **Next Meeting**

The next meeting of the TMC/RMC is scheduled for **Wednesday, March 4, 2020 at 11:00 a.m.**

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

DATE
January 30, 2020

AGENDA ITEM 1

SUBJECT
Public Comment

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None
DATE
January 30, 2020

SUBJECT
Chief Executive Officer’s Report

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None
Minutes

DATE
January 30, 2020

AGEDNA ITEM 3

Joint Meeting of
Transit Management Committee
and
Rail Management Committee
Wednesday, January 8, 2020
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
10:00 a.m.

Transit Management Committee Participants
Josh Wright, City of Chandler, Chair
Mario Paniagua for Ed Zuercher, City of Phoenix, Vice Chair
Gina Montes, City of Avondale (phone)
Roger Klingler, City of Buckeye
Grady Miller, Town of Fountain Hills (phone)
Mary Goodman, Town of Gilbert (phone)
Kevin Phelps, City of Glendale
Julie Arendall, City of Goodyear (phone)
Reed Kempton, Maricopa County
Jodi Sorrell for Chris Brady, City of Mesa
Erik Strunk, City of Peoria
Bruce Gardner, Town of Queen Creek
Dan Worth, City of Scottsdale
Terry Lowe, City of Surprise
Steven Methvin, City of Tempe

Members Not Present
Aubree Perry, ADOT
Crystal Dyches, City of El Mirage
City of Tolleson

Rail Management Committee Participants
Steven Methvin, City of Tempe (Chair)
Chris Brady, City of Mesa (Vice Chair)
Mario Paniagua for Ed Zuercher, City of Phoenix
Josh Wright, City of Chandler

Chair Wright called meeting to order at 10:05 a.m.
Chair Wright said good morning, everybody. I would like to call to order the joint meeting of the Transit Management Committee and the Rail Management Committee. Thanks for everybody being here early today. And I want to wish everybody a happy new year. Hope y'all had a wonderful holiday season.

Our first item of business this morning is public comment. I do have one card from Blue Crowley.

Mr. Crowley, you'll have three minutes.

1. **Public Comment**

Mr. Crowley said thank you, Pat, and thank you for inquiring again. Good morning and Merry Christmas to any of you that like myself celebrated it on the 6th. I find that this is one of the few parts of the whole system that's multimodal. You have both sides of the equation at the same place at the same time.

But when it comes to the logistics in working together, as in with timing and transfers from the bus to the rail or from the rail to the bus, you're pretty lacking, you know. Like I look at the Phoenix saying let's do that ten miles going west. In the plan there weren't any park-and-ride lots, there wasn't any connection to the bus or isn't. I'm wondering why and if you are truly trying to be multimodal, this is one of the ways to do it.

Now, like I have patted myself on the back before, those bike racks on the bus did make the bus system multimodal being that if you have a bicycle and use the bus, you don't have to walk after you get done getting to your actual destination because, well, if you're in the East Valley, would you call this a transit desert.

I look at what Avondale's done and I appreciate that that you're expanding and such, but I look at most of the other communities and as you know, Mesa, how much percentage of your city has zero bus. And when it comes to your major attractions, wouldn't it be nice if people from Tempe or from Scottsdale and that could get to Salome on the bus, but you don't have a bus on that road. Just a thought, you know.

And when it comes to your major arterials Chandler Gilbert, what are you doing about the bus there. How many other streets are you doing because it's you and the electeds that need to make it happen, you know, you run the cities.

So where are those bus routes? Where are the plans for them? Because in the next part we're doing transit changes coming up and other of the van program, but what are you doing to actually get the job done. And with that I'll give you five seconds back of your life.

Chair Wright said thank you, Mr. Crowley.
2. **Chief Executive Officer’s Report**

Chair Wright said our second item of business is our chief executive officer’s report, Mr. Smith.

Mr. Smith provided an update on the following items:

- ✔ Tempe Street Construction
- ✔ Polar Express
- ✔ Calendar of Upcoming meetings

3. **Minutes**

Chair Wright said Item No. 3 is the minutes from the November 6, 2019 meeting. If there are no changes to the minutes, I'd be happy to take a motion to approve.

**IT WAS MOVED BY ROGER KLINGLER, SECONDED BY STEVEN METHVIN AND UNANIMOUSLY CARRIED TO APPROVE THE NOVEMBER 6, 2019 JOINT TMC/RMC MEETING MINUTES.**

4. **Transit Asset Management Consulting Services Contract Award**

Chair Wright said Item 4, Mr. Smith.

Mr. Smith said I will turn it over to Ray Abraham. Ray. Or Paul or Wendy. Wendy Platanitis who is our transit asset management manager. As you remember, Wendy's been before you, I think, at least two or three times to talk about this requirement in federal law to have a transit asset management program.

And we're now to the point where we built up our efforts in working hand in hand with the City of Phoenix also as we move forward we are now into the implementation or beginning of heavy-duty implementation which requires some additional help, so Wendy will talk to you about the proposal we have to bring a consultant on to help us with that implementation. Wendy.

Ms. Platanitis said that's correct. So we do have our transit asset management plan that we have put together and we are now in the process of implementing that plan. So there are many steps and many items that we need some assistance on some expertise that the transit asset management consultant would bring to us, helping us with some policies and procedures as well as looking at best in class type of metrics to look at for each class of our assets, putting those metrics together and helping us put together more of a life cycle strategy that looks at all aspects of how we utilize that asset to the best of that asset's ability as well as keeping it in a good state of repair. So the asset
management consultant would help us with that.

The other large piece that they will come in and do is help us look at the Ellipse system and which we currently have for our work order management system and equipment register and kind of do a scrub of that in order to get ready for a new asset management system that we would be procuring later in the year, so there's a lot of work to do there to make sure that we have the equipment register and condition assessments, all those types of things set up properly, inventory set up properly for transferring over to a new work order management system and they would be helping us with that.

So we have the value there for a five-year contract. It's really a three-year base, so that's not to exceed value. We don't anticipate spending all of that, but we've put it in there for the full five year with the two-year options that are there in case we needed to.

Chair Wright said thank you. Are there any questions for staff? Yeah, Jodi.

Ms. Sorrell said Wendy, just to clarify, is the option is it one two-year option or two one-year options?

Ms. Platanitis said I believe it's set up as two one-year options.

Chair Wright said any further questions on this item? Okay. If not, I'll entertain a motion to approve.

IT WAS MOVED BY STEVEN METHVIN SECONDED BY MR. KLINGLER AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD OF DIRECTORS AUTHORIZATION FOR THE CEO TO ENTER INTO A CONTRACT WITH TO EXECUTE A THREE-YEAR CONTRACT WITH TWO ONE-YEAR OPTIONS FOR TAM CONSULTING SERVICES WITH DYE MANAGEMENT GROUP, INC. FOR AN AMOUNT NOT TO EXCEED $1,250,736.

5. Travel, Expenditures and Solicitations

This item was presented for information.

6. Future Agenda Items Request and Update on Current Events

Chair Wright asked if there were any future items or updates.

Ms. Sorrell said I just want to acknowledge Ray and Hillary and Adrian, especially Ray and Hillary, for the Polar Express in Mesa. We appreciate the effort you did and we know it was very tricky this year with all of the overhauls going on with the trains and trying to schedule and trying to do everything, so it made our community and my mayor very happy, so I appreciate all the effort you guys went into in making that happen.
Chair Wright said thank you. Any other reports? Okay. If not, our next meeting is Wednesday, February 5 also at 10 a.m. And we'll go ahead and adjourn this meeting.

With no further discussion the meeting adjourned at 10:25 a.m.
Information Summary

DATE
January 30, 2020

AGENDA ITEM 4

SUBJECT
2020 Valley Metro Federal Public Transportation Agenda

PURPOSE
To request approval of the 2020 Valley Metro Federal Public Transportation Agenda.

COST AND BUDGET
None

RECOMMENDATION
Staff recommends that the TMC/RMC forward to the Boards of Directors approval of the 2020 Federal Public Transportation Agenda.

BACKGROUND/DISCUSSION
Each year, Valley Metro works with staff to develop a federal public transportation legislative agenda. The agenda provides information to member cities to bring attention to the importance of federal involvement in public transportation in the Phoenix metropolitan region.

In December 2015, Congress enacted long-term transportation legislation. The Fixing America’s Surface Transportation (FAST) Act authorizes surface transportation programs through 2020.

Staff has developed the attached federal agenda for 2020 with goals to:

- Encourage Congress to support budget and appropriations bills that fully fund authorized amounts for public transportation in the FAST Act;
- Resolve insolvency issues with the Highway Trust Fund and provide stable, long-term funding sources for transit;
- Support for federal infrastructure legislation that includes public transportation;
- Maintain authorized funding levels for the Capital Investment Grant (CIG) program to fund projects in the pipeline that include South Central Light Rail Extension/Downtown Hub, Tempe Streetcar, Northwest Phase II, Capital/I-10 West Phase I;
- Pursue grant opportunities through discretionary programs; and
- Extend or increase tax provisions and related financing mechanisms to benefit public transportation, but not at the expense of overall federal funding.
COMMITTEE ACTION
RTAG: January 21, 2020 for information
TMC/RMC: February 5, 2020 for action
Boards of Directors: February 20, 2020 for action

CONTACT
Alexis Tameron Kinsey
Chief of Staff
602-322-4450
atameronkinsey@valleymetro.org

ATTACHMENT
2020 Valley Metro Federal Public Transportation Agenda
2020 Federal Public Transportation Agenda

Phoenix voters overwhelmingly defeated a ballot initiative in August 2019 that would have ended all light rail construction. For the fourth time since 2000 voters in the Phoenix metropolitan region have stepped up to the plate at the local and regional level to approve funding initiatives to build and operate transit. Sales tax measures have passed overwhelmingly in several individual cities and at the county-wide level to fund transit and transportation improvements. The federal government is a critical partner supporting local and regional public transportation systems in metropolitan Phoenix.

The Valley Metro Board of Directors encourages Congress to fund the Fixing America’s Surface Transportation (FAST) Act of 2015, at or above the annual authorization levels without a lapse. The FAST Act provides this region with a commitment of authorized funding through 2020 that will help maintain and expand the regional transit system.

As a region, our strategies in 2020 are to:

Support budget and appropriations bills that fully fund authorized amounts in the FAST Act – investing in transportation infrastructure results in higher economic growth.

Maintain authorized funding levels for the Capital Investment Grant (CIG) program – Valley Metro currently operates 26 miles of light rail in the region. The system continues to exceed ridership projections and provides significant economic development opportunities along the corridor. Seven extensions of this system are in various stages of development and will result in a 66 mile system by 2034. Projects currently in development include:

- **Capitol/I-10 West Phase I** – Connect existing light rail in downtown Phoenix to the State Capitol area. Further analysis and coordination with stakeholders are occurring on the alignment, and it is expected that environmental work will continue in 2020 with public meetings.
- **South Central Light Rail Extension/Downtown Hub** – A 5.5 mile extension from downtown Phoenix on Central Avenue to Baseline Road. FTA approved entry into engineering in April 2019. Following that in July, FTA announced it would allocate $100M to the project. We are seeking a Full Funding Grant Agreement in the 4th Quarter of 2020.
- **Northwest Extension Phase II** – Extend light rail from the current end of line in Phoenix by 1.5 miles across I-17 to Metrocenter Mall. A request to enter engineering has been submitted to FTA.
- **Tempe Streetcar** – The FY 2017 appropriations bill included $50 million in Small Starts funding. In November 2018, FTA allocated the final $25 million from the FY 2018 spending bill. A single-year grant agreement providing the federal funding was executed in September of 2019. Construction continues on schedule and budget with opening slated for the 2nd quarter of 2021.

Infrastructure Initiative – Valley Metro supports a federal infrastructure bill that includes public transportation. The economies of urban areas throughout the country are reliant on moving people to where they work, shop, live, and play. Transit is a critical component to an efficient mobility system.

- This region has approved local and regional funding committed to maintaining and expanding our system. Any infrastructure initiative should recognize those efforts and provide the
• Resolve insolvency issues with the Highway Trust Fund (HTF) and provide stable, long-term funding sources for transit. Motor fuel taxes are no longer sustainable to fund critical infrastructure needs. Insolvency jeopardizes the $80 million annually distributed to this region for transit purposes.
• Capital Investment Grant Program (CIG) - Return CIG federal share to 80 percent to be consistent with other transit programs

Pursue Grant Opportunities – The region will seek federal grant opportunities, such as the Bus and Bus Facilities Infrastructure Investment discretionary grant program and the Better Utilizing Investments to Leverage Development (BUILD) transportation grant program and other grants as they become available.

Tax Law – Extend or increase tax provisions and related financing mechanisms to benefit public transportation. However, do not replace federal funding with financing.

• Extend the alternative fuels tax credit that encourages investment in low/no emissions vehicles.
• Tax Credit Bonds or Private Activity Bonds – Authorize Qualified Tax Credit Bonds and enhance the availability of PABs for transit.
• Municipal Bonds and Advanced Refunding – Reинstate the ability for local governments to issue tax-exempt advanced refunding bonds.
• Value Capture Tax Credits – Provide tax incentives for private equity investments in transit.

Support legislative efforts of the American Public Transportation Association (APTA), Capital Investment Grant (CIG) Working Group, Community Streetcar Coalition and other affiliated organizations.

Valley Metro appreciates our federal partnership and looks forward to working at all levels to maintain and build upon transit in the region for our customers and the overall economy.
DATE
January 30, 2020

SUBJECT
2019 Origin and Destination Study Results

PURPOSE
To provide results of the 2019 Origin and Destination Study.

COST AND BUDGET
The Board approved budget for this study is $775,248 plus a 10% contingency of $77,525 for a total of $852,773. The study was performed by ETC Institute Inc. at a cost of $791,580.

MAG provided $200,000 since the results provide them with essential information to update the regional transportation demand model. Regional funds, covered the remaining costs. This study was included in the FY 2019 and FY 2020 RPTA budgets.

RECOMMENDATION
This item is for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
The Origin and Destination Study (also known as the On-Board Survey) collects data about passenger travel patterns on fixed bus routes and light rail. Since 1986, Valley Metro has conducted an origin and destination study every three to five years.

The study results are useful to Valley Metro and its member agencies for several reasons:

- to better understand transit riders demographics and travel patterns, and changes in rider travel patterns over the years
- to support the regional Title VI program and the Federal Transit Administration (FTA) National Transit Database (NTD) reporting
- to fulfill FTA grant funding agreement obligations for major capital projects (e.g. light rail) to prepare Before and After Studies
- for calibrating the regional travel demand model maintained by the Maricopa Association of Governments (MAG), as well as for network simulation for air quality forecasting and long-range plan.

Survey data collection for the most recent study was conducted in spring 2019 with consulting support from ETC Institute Inc. The study involved designing the survey
instrument; developing a sampling plan; collecting, processing, and geocoding the collected data; weighting and expanding the data; analyzing the data; comparing the results with 2015 and 2010 survey data; and reporting the results. Throughout the survey process, the study was guided by a Technical Advisory Group that included representatives of MAG, the cities of Phoenix, Peoria, Glendale, Tempe, Mesa and Chandler.

Staff will present a summary of the study 2019 Origin and Destination Study results at the meeting. The attached Executive Summary also provides results from the study. A complete report is available on the Valley Metro web page.

**COMMITTEE PROCESS**
RTAG: January 21, 2020 for information
TMC/RMC: February 5, 2020 for information
Board of Directors: February 20, 2020 for information

**STRATEGIC PLAN ALIGNMENT**
This item addresses one goal in the Board-adopted FY16-20 Strategic Plan:
- Goal 3: Grow transit ridership.

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

**ATTACHMENT**
PowerPoint Presentation
Executive Summary
2019 Origin and Destination Study Final Report is available at:
https://www.valleymetro.org/origin-destination-surveys
Every three to five years, Valley Metro conducts an Origin and Destination Study (or the “On-Board Survey”) to understand transit riders’ demographics and travel patterns.

In Spring 2019, surveys for the 2019 Origin and Destination Study were collected. The number of completed weekday surveys was 20,565. Of these, 14,949 surveys were of bus riders and 5,616 were of rail riders. For the first time, data collection also included weekend surveys and 1,406 were collected.

This report summarizes the key findings from bus and rail riders.

The information represents total “linked” transit trips in an average weekday in Spring 2019. A linked transit trip is the rider’s full one-way trip from front door of their origin to the front door of their destination, and includes any transfers.
Rider Demographics

### Bus-only

**Age**
- <18: 8%
- 19 to 24: 18%
- 25 to 34: 24%
- 35 to 44: 22%
- 45 to 54: 15%
- 55 to 64: 9%
- 65+: 5%

**Race/Ethnicity**
- White: 38%
- Hispanic/Latinx: 29%
- of any race: 22%
- Black: 3%
- Native American: 3%
- Asian: 4%
- Two+ Races: 4%
- ~1% unknown: 1%

**Gender**
- Male: 57%
- Female: 42%
- Non-binary or identified as other: 1%

### Rail-only

**Age**
- <18: 8%
- 19 to 24: 22%
- 25 to 34: 24%
- 35 to 44: 20%
- 45 to 54: 14%
- 55 to 64: 6%
- 65+: 6%

**Race/Ethnicity**
- White: 49%
- Hispanic/Latinx: 22%
- of any race: 16%
- Black: 4%
- Native American: 4%
- Asian: 4%
- Two+ Races: 4%
- ~1% unknown: 1%

**Gender**
- Male: 56%
- Female: 43%
- Non-binary or identified as other: 1%
Rider Demographics

**Household income**

- **Under $15K**: 15%
- **$15K - $35K**: 31%
- **$35K - $50K**: 31%
- **$50K - $100K**: 17%
- **$100K+**: 3%

*15% of transit riders declined to answer*

**Employment status**

- **64%** Employed Full-time
- **13%** Employed Part-time
- **17%** Not Employed
- **6%** Retired

- **59%** Employed Full-time
- **15%** Employed Part-time
- **19%** Not Employed
- **7%** Retired

**Student status (K-12 to College)**

- **16%** Students

**Persons with disability**

- **9%**

**Smartphone ownership**

- **91%** Own a smartphone

**Number of cars at home**

- **20%** Two+ cars
- **53%** Zero car
- **22%** Two+ cars
- **36%** One car
- **42%** Zero car

*15% of transit riders declined to answer*
Travel Patterns of Bus Riders

Top destinations for trips beginning at home
- Work: 47%
- University: 36%
- Other Recreation: 11%
- Social: 6%
- Shopping: 0%
- Personal business: 5%
- Not Home Based: 10%

How riders get to bus stops
- Walk: 88%
- Bicycle: 4%
- Drive: 6%
- Other: 2%

Type of fare used
- 1-Ride Pass: 36%
- 1-Day Pass: 16%
- 7-Day Pass: 12%
- 15-Day Pass: 9%
- 31-Day Pass: 6%
- Platinum Pass: 7%
- U-Pass/Semester Pass: 4%
- None (free service): 8%
- Other: 1%

How riders get schedule information
- Valley Metro Website: 35%
- Ridekick App: 16%
- Transit Book: 10%
- Customer Service: 8%
- Posted Schedule: 7%
- NextRide: 5%
- Other Mobile Apps (like Google Maps or Transit): 10%

Trips by time of day
- 6 - 9 A.M. Peak: 12,000
- 9 AM - 11 AM: 8,000
- 11 AM - 1 PM: 4,000
- 1 PM - 3 PM: 0
- 3 PM - 5 PM: 0
- 5 PM - 7 PM: 0
- 7 PM - 9 PM: 0
- 9 PM - 11 PM: 0

2019 ORIGIN AND DESTINATION STUDY
EXECUTIVE SUMMARY
Travel Patterns of Rail Riders

Top destinations for trips beginning at home
- Work: 36%
- University: 36%
- Other: 16%
- Recreation: 12%
- Social: 10%
- Shopping: 3%

How riders get to stations
- Walk: 14%
- Bicycle: 10%
- Drive: 73%
- Other: 3%

How riders get schedule information
- Valley Metro Website: 35%
- Ridekick App: 16%
- Transit Book: 12%
- Customer Service: 10%
- Posted Schedule: 4%
- Other Mobile Apps (like Google Maps or Transit): 7%

Type of fare used
- 1-Ride Pass: <10%
- 1-Day Pass: <10%
- 7-Day Pass: <7%
- 15-Day Pass: <4%
- 31-Day Pass: <11%
- Platinum Pass: <9%
- U-Pass/Semester Pass: <19%
- None (free service): <0%
- Other: <1%

Trips by time of day
- 12 AM: 3,300
- 7 AM: 2,800
- 9 AM: 2,700
- 11 AM: 2,000
- 1 PM: 3,000
- 3 PM: 2,200
- 5 PM: 1,700
- 7 PM: 1,300
- 9 PM: 1,000
- 11 PM: 300

2019 ORIGIN AND DESTINATION STUDY
EXECUTIVE SUMMARY
Other Notable Trends

**Fewer college students are riding transit daily**

- **55% decrease** from 2010 to 2019

<table>
<thead>
<tr>
<th>Year</th>
<th>Work</th>
<th>College</th>
<th>Other</th>
<th>No-Home Based</th>
</tr>
</thead>
<tbody>
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<td>2007</td>
<td>50,000</td>
<td>20,000</td>
<td>10,000</td>
<td>20,000</td>
</tr>
<tr>
<td>2010</td>
<td>44,000</td>
<td>27,000</td>
<td>11,000</td>
<td>16,000</td>
</tr>
<tr>
<td>2015</td>
<td>29,000</td>
<td>16,000</td>
<td>7,000</td>
<td>9,000</td>
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<tr>
<td>2019</td>
<td>20,000</td>
<td>12,000</td>
<td>4,000</td>
<td>6,000</td>
</tr>
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**Majority of weekend trips are to OTHER destinations**

- **Weekday**
  - Work: 45%
  - College: 7%
  - Other: 37%
  - No-Home Based: 12%
- **Weekend**
  - Work: 29%
  - College: 1%
  - Other: 54%
  - No-Home Based: 16%

**Riders are using online tools for schedule information more**

- **ONLINE TOOLS**
  - Valley Metro Website, Ridekick App and other apps
- **OFFLINE TOOLS**
  - Transit Book, Customer Service, NextRide and posted signs

**Weekend trips peak in the midday compared to weekdays**

- **AM Peak** 6 AM to 9 AM
- **Midday** 9 AM to 2 PM
- **PM Peak** 3 PM to 6 PM
- **Evening** 6 PM to 9 AM
2019 Origin & Destination Study: Key Results

Valley Metro RTAG
January 21, 2020

Background

Purpose of the Study
- Understand riders travel patterns and demographics
- Provide demographic data for FTA Title VI Civil Rights
- Support travel forecasting models (MAG models, STOPS)
- Support “Before and After” studies for rail capital projects

Survey riders' travel patterns on Valley Metro transit
- Light rail
- Fixed-route buses
- Commuter buses
- Circulators

Study conducted every three to five years
- 2019
- 2015
- 2010/11
- 2007
• Survey data collected February to May 2019
• Intercept surveys collected on tablet PCs
• 31 questions
• 20,565 surveys collected on weekdays
• 1,406 weekend surveys

Rider Demographics Summary
Vehicle Ownership

Number of Vehicles in Household

2019

15% of bus riders said they could have used a car for their trip

34% of rail riders said they could have used a car for their trip
Number of Vehicles in Household

Historical Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Zero Car</th>
<th>One Car</th>
<th>Two+ Cars</th>
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<tr>
<td>2019</td>
<td>51%</td>
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<td>2015</td>
<td>54%</td>
<td>26%</td>
<td>20%</td>
</tr>
<tr>
<td>2010</td>
<td>45%</td>
<td>30%</td>
<td>26%</td>
</tr>
<tr>
<td>2007</td>
<td>50%</td>
<td>26%</td>
<td>21%</td>
</tr>
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Number of Vehicles in Household

Historical Trend

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<th>One Car</th>
<th>Two+ Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>51%</td>
<td>29%</td>
<td>20%</td>
</tr>
<tr>
<td>2015</td>
<td>54%</td>
<td>26%</td>
<td>20%</td>
</tr>
<tr>
<td>2010</td>
<td>45%</td>
<td>30%</td>
<td>26%</td>
</tr>
<tr>
<td>2007</td>
<td>50%</td>
<td>26%</td>
<td>21%</td>
</tr>
</tbody>
</table>
Employment Status

2019

- 63% Employed Full-time
- 13% Employed Part-time
- 18% Not Employed
- 5% Retired
Employment Status

Historical Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage</th>
<th>Full-time Employed (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>52%</td>
<td>36%</td>
</tr>
<tr>
<td>2010</td>
<td>36%</td>
<td>54%</td>
</tr>
<tr>
<td>2015</td>
<td>54%</td>
<td>63%</td>
</tr>
<tr>
<td>2019</td>
<td>63%</td>
<td></td>
</tr>
</tbody>
</table>

Trip Purpose

<table>
<thead>
<tr>
<th>Year</th>
<th>Non-home Based (%)</th>
<th>Home-based Other (%)</th>
<th>Home-based University (%)</th>
<th>Home-based Work (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>12%</td>
<td>33%</td>
<td>13%</td>
<td>42%</td>
</tr>
<tr>
<td>2010</td>
<td>10%</td>
<td>40%</td>
<td>20%</td>
<td>30%</td>
</tr>
<tr>
<td>2015</td>
<td>12%</td>
<td>41%</td>
<td>10%</td>
<td>38%</td>
</tr>
<tr>
<td>2019</td>
<td>12%</td>
<td>37%</td>
<td>7%</td>
<td>45%</td>
</tr>
</tbody>
</table>
Work Trips

Home to Work

<table>
<thead>
<tr>
<th>Year</th>
<th>Non-home Based</th>
<th>Home-based Other</th>
<th>Home-based University</th>
<th>Home-based Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>12%</td>
<td>33%</td>
<td>13%</td>
<td>42%</td>
</tr>
<tr>
<td>2010</td>
<td>10%</td>
<td>40%</td>
<td>20%</td>
<td>30%</td>
</tr>
<tr>
<td>2015</td>
<td>12%</td>
<td>41%</td>
<td>10%</td>
<td>38%</td>
</tr>
<tr>
<td>2019</td>
<td>12%</td>
<td>37%</td>
<td>7%</td>
<td>45%</td>
</tr>
</tbody>
</table>

College Student Riders
Student Status by Transit Mode

2019

A larger percent of rail riders are college students compared to bus riders.

Bus-only
- Other: 5%
- K-12 Student: 11%
- College/University: 6%
- Not a Student: 84%

Rail-only
- Other: 6%
- K-12 Student: 20%
- College/University: 6%
- Not a Student: 74%

Student Status

Historical Trend

- Other
- K-12 Student
- College/University
- Not a Student

2010
- Other: 14%
- K-12 Student: 25%
- College/University: 60%
- Not a Student: 60%

2015
- Other: 11%
- K-12 Student: 16%
- College/University: 73%
- Not a Student: 73%

2019
- Other: 5%
- K-12 Student: 12%
- College/University: 82%
- Not a Student: 82%
Student Status

Historical Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>K-12 Student</th>
<th>College/University</th>
<th>Not a Student</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>14%</td>
<td>25%</td>
<td>60%</td>
</tr>
<tr>
<td>2015</td>
<td>11%</td>
<td>16%</td>
<td>73%</td>
</tr>
<tr>
<td>2019</td>
<td>5%</td>
<td>12%</td>
<td>82%</td>
</tr>
</tbody>
</table>

College/University Students

55% decrease in number of college student trips from 2010 to 2019

The decrease has been larger on rail (61% decrease) compared to bus (41%)
Additional Trends

Trips by Transit Mode

Door-to-Door Trips

- Bus + Rail: 100%, 76%, 11%, 9%
- Rail-only: 8%, 11%, 9%
- Bus-only: 100%, 2007, 2010, 2019
Trips with Transfers

45% of trips had at least one transfer in 2019

Smartphone

91% of riders own a smartphone

87% of all riders have a smartphone and a data plan
How Riders Get Schedule Information

2019

35% of riders plan their trips using mobile apps like Google Maps or Transit

How Riders Get Schedule Information

Historical Trend

Online Tools
- Valley Metro Website
- Ridekick App
- Other apps

Offline Tools
- Transit Book
- Customer Service
- NextRide
- Posted signs

2007 2010 2015 2019
Where Transit Trips Began

[Map showing locations such as Maryvale Village, Central Tempe, South Mountain, with icons indicating transit stations and trip production zones.]

Change in Where Trips Began (2015 vs 2019)

[Map showing changes in trip production zones, with labels indicating Northwest Phase I, Central Tempe, Central Mesa Extension.]
Station-to-Station Patterns on Rail

<table>
<thead>
<tr>
<th>From</th>
<th>Central Phoenix</th>
<th>Downtown Phoenix</th>
<th>East Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Phoenix</td>
<td>20% of all rail trips stay in Central Phoenix</td>
<td>6% of all rail trips go from Central Phoenix to Downtown Phoenix</td>
<td>11% of all rail trips go from Central Phoenix to East Valley</td>
</tr>
<tr>
<td>Downtown Phoenix</td>
<td>6%</td>
<td>1%</td>
<td>5%</td>
</tr>
<tr>
<td>East Valley</td>
<td>12%</td>
<td>7%</td>
<td>32%</td>
</tr>
</tbody>
</table>

Average Transit Trip Length

7 miles on bus-only trips  
11 miles on rail-only trips

The rider’s full trip from origin to final destination
Trip Purpose on Weekends

Majority of Weekend Trips are Home-based Other

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-home Based</td>
<td>12%</td>
<td>16%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>37%</td>
<td>54%</td>
</tr>
<tr>
<td>Home-based University</td>
<td>7%</td>
<td>1%</td>
</tr>
<tr>
<td>Home-based Work</td>
<td>45%</td>
<td>29%</td>
</tr>
</tbody>
</table>
Trip Purpose on Weekends

Top Destinations in Home-based Other Trips

- Recreation / Social (18%)
- Shopping (12%)
- Errands (4%)
- Dining Out (3%)
- Medical (2%)
- Airport (<1%)

Remaining 15% returning home

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation / Social</td>
<td>12%</td>
<td>16%</td>
</tr>
<tr>
<td>Shopping</td>
<td>37%</td>
<td>54%</td>
</tr>
<tr>
<td>Errands</td>
<td>7%</td>
<td>1%</td>
</tr>
<tr>
<td>Dining Out</td>
<td>45%</td>
<td>29%</td>
</tr>
<tr>
<td>Medical</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Airport</td>
<td>1%</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>

Number of Trips by Time Period

Weekend vs Weekday

Almost half of Weekend Trips are at **midday**

Weekend

Weekday

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Weekend</th>
<th>Weekday</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak 6 AM to 9 AM</td>
<td>19%</td>
<td>17%</td>
</tr>
<tr>
<td>Midday 9 AM to 2 PM</td>
<td>29%</td>
<td>19%</td>
</tr>
<tr>
<td>PM Peak 3 PM to 6 PM</td>
<td>21%</td>
<td>16%</td>
</tr>
<tr>
<td>Evening 6 PM to 6 AM</td>
<td>16%</td>
<td>16%</td>
</tr>
</tbody>
</table>
Conclusion

Key Takeaways (1)

<table>
<thead>
<tr>
<th>Fewer All-Purpose transit trips</th>
<th>Large decrease in amount of college student riders</th>
<th>Positive impact of light rail extensions on transit trips</th>
</tr>
</thead>
</table>
| • Increase in percent of work commutes trips  
  • Fewer trips for errands, social, university, etc.  
  • Indicator of transit service attractiveness | 55% decrease in amount of weekday college student riders (from 2010 to 2019) | Increase in trips in Central Mesa Ext. and Northwest Phase I areas |
Key Takeaways (2)

High volume of trips in west Phoenix and central Tempe areas
Areas with high-capacity transit projects in development (Capitol/1-10 West, Tempe Streetcar)

Riders are savvy with trip planning
- Riders have smartphones+data plan
- Using more online trip planning tools
- Make fewer transfers

Compared to weekdays, weekend riders make more home-based other and midday trips, but have similar demographics

Questions?

Omar J. Peters, AICP
opeters@valleymetro.org
Information Summary

DATE
January 30, 2020

AGENDA ITEM 6

SUBJECT
Quarterly Reports

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

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

- Operations
- Safety and Security
- Finance
- Capital and Service Development
- Communication & Strategic Initiatives
- Accessible Transit Services

COMMITTEE PROCESS
TMC/RMC: February 5, 2020 for information
Boards of Directors: February 20, 2019 for information

CONTACT
Ray Abraham
Chief Operations Officer
rabraham@valleymetro.org

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Adrian Ruiz
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Hillary Foose
Director, Communications & Strategic Initiatives
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Chief Financial Officer
phodgins@valleymetro.org

Jim Hillyard
Chief Administration Officer
jhillyard@valleymetro.org

Valley Metro I 101 N. 1st Ave. Phoenix, AZ 85003 602.262.7433
Fiscal Year 2020 Quarterly Report

Regional Ridership

<table>
<thead>
<tr>
<th></th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>3,425,144</td>
<td>4,064,419</td>
<td>4,036,723</td>
<td>4,444,653</td>
<td>3,915,259</td>
<td>3,740,518</td>
</tr>
<tr>
<td>Light Rail</td>
<td>1,502,434</td>
<td>1,265,384</td>
<td>1,289,552</td>
<td>1,387,730</td>
<td>1,315,355</td>
<td>1,204,532</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>FY20 Q1</th>
<th>FY19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>11,529,286</td>
<td>12,950,350</td>
<td>12,100,430</td>
</tr>
<tr>
<td>Light Rail</td>
<td>3,657,370</td>
<td>3,865,919</td>
<td>3,907,617</td>
</tr>
<tr>
<td>Total</td>
<td><strong>15,186,656</strong></td>
<td><strong>16,816,269</strong></td>
<td><strong>16,008,047</strong></td>
</tr>
</tbody>
</table>
### Fixed Route Bus – East Valley

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Target</th>
<th>FY20 Q1</th>
<th>FY19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Time Performance</td>
<td>≥ 92%</td>
<td>N/A*</td>
<td>91%</td>
<td>N/A*</td>
</tr>
<tr>
<td>Complaints Per 100,000 Boardings</td>
<td>≤ 45</td>
<td>68</td>
<td>56</td>
<td>61</td>
</tr>
<tr>
<td>Mechanical Failures Per 100,000 Revenue Miles</td>
<td>≤ 12</td>
<td>2.3</td>
<td>2.7</td>
<td>2.7</td>
</tr>
<tr>
<td>Revenue Service Completed</td>
<td>≥ 99.85%</td>
<td>99.97%</td>
<td>99.97%</td>
<td>99.97%</td>
</tr>
<tr>
<td>Preventable Accidents per 100,000 Miles</td>
<td>≤ 0.90</td>
<td>0.64</td>
<td>0.69</td>
<td>0.87</td>
</tr>
<tr>
<td>Ridership</td>
<td>--</td>
<td>3,160,634</td>
<td>3,477,303</td>
<td>3,327,724</td>
</tr>
</tbody>
</table>

* Due to Clever/CAD installations on the fleet, the older VMS OrbCAD version was disabled and OTP information is not available at this time.

### Fixed Route Bus – West Valley

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Target</th>
<th>FY20 Q1</th>
<th>FY19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Time Performance</td>
<td>≥ 92%</td>
<td>N/A*</td>
<td>N/A*</td>
<td>N/A*</td>
</tr>
<tr>
<td>Valid Complaints Per 1,000 Boardings</td>
<td>≤ 0.25</td>
<td>0.13</td>
<td>0.09</td>
<td>0.18</td>
</tr>
<tr>
<td>Mechanical Failures Per 10,000 Revenue Miles</td>
<td>≤ 1.2</td>
<td>0.71</td>
<td>0.50</td>
<td>0.18</td>
</tr>
<tr>
<td>Revenue Service Completed</td>
<td>≥ 99.85%</td>
<td>99.94%</td>
<td>99.96%</td>
<td>99.97%</td>
</tr>
<tr>
<td>Preventable Accidents per 100,000 Miles</td>
<td>≤ 1.50</td>
<td>0.95</td>
<td>0.35</td>
<td>1.06</td>
</tr>
<tr>
<td>Ridership</td>
<td>--</td>
<td>110,939</td>
<td>95,081</td>
<td>108,313</td>
</tr>
</tbody>
</table>

* Due to Clever/CAD installations on the fleet, the older VMS OrbCAD version was disabled and OTP information is not available at this time.
## Light Rail

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Target</th>
<th>FY20 Q1</th>
<th>FY19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Time Performance</td>
<td>≥ 95%</td>
<td>90%</td>
<td>89%</td>
<td>*87%</td>
</tr>
<tr>
<td>Complaints Per 100,000 Boardings</td>
<td>≤ 3.0</td>
<td>0.90</td>
<td>0.90</td>
<td>0.87</td>
</tr>
<tr>
<td>Preventative Maintenance Inspections - % On-Time (LRV)</td>
<td>≥ 80%</td>
<td>100%</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>Preventative Maintenance Inspections - % On-Time (Systems)</td>
<td>≥ 80%</td>
<td>99%</td>
<td>100%</td>
<td>99%</td>
</tr>
<tr>
<td>Preventable Accidents per 100,000 Miles</td>
<td>≤ 0.90</td>
<td>0.11</td>
<td>0.70</td>
<td>0.22</td>
</tr>
<tr>
<td># of Employee Injuries - Lost Time (MOE &amp; MOW)</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Ridership</td>
<td>--</td>
<td>3,657,370</td>
<td>3,865,919</td>
<td>3,907,617</td>
</tr>
</tbody>
</table>

*Notes
1. 384 trips delayed per SCADA the result of rail construction in Tempe (streetcar tie-in) (12 days)
2. 65 trips delayed due to street auto striking train resulting in a fatality of the auto driver.

## Customer Service – Call Center

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Target</th>
<th>FY20 Q1</th>
<th>FY19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calls Received</td>
<td>--</td>
<td>307,957</td>
<td>322,470</td>
<td>298,347</td>
</tr>
<tr>
<td>Complaints Processed</td>
<td>--</td>
<td>10,174</td>
<td>9,198</td>
<td>9,655</td>
</tr>
<tr>
<td>NextRide Inquiries Handled by Interactive Voice Response (IVR)</td>
<td>--</td>
<td>207,344</td>
<td>233,700</td>
<td>210,632</td>
</tr>
<tr>
<td>NextRide Inquiries Handled by Text Messaging</td>
<td>--</td>
<td>625,713</td>
<td>685,699</td>
<td>759,722</td>
</tr>
<tr>
<td>Average Talk Time</td>
<td>--</td>
<td>2:30</td>
<td>2:32</td>
<td>2:36</td>
</tr>
<tr>
<td>Average Speed of Answer</td>
<td>≤ 1.00</td>
<td>:18</td>
<td>:17</td>
<td>:23</td>
</tr>
</tbody>
</table>
### Customer Experience Coordinators (CEC)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Phoenix</td>
<td>18,063</td>
<td>718</td>
<td>808</td>
<td>1,081</td>
<td>24</td>
<td>19</td>
<td>21</td>
<td>14</td>
<td>59</td>
<td>222</td>
</tr>
<tr>
<td>East/Mesa</td>
<td>29,213</td>
<td>2,497</td>
<td>1,314</td>
<td>1,400</td>
<td>17</td>
<td>10</td>
<td>47</td>
<td>21</td>
<td>91</td>
<td>362</td>
</tr>
<tr>
<td>East/Tempe</td>
<td>22,543</td>
<td>1,878</td>
<td>2,401</td>
<td>2,061</td>
<td>41</td>
<td>17</td>
<td>30</td>
<td>31</td>
<td>84</td>
<td>295</td>
</tr>
<tr>
<td>West Phoenix</td>
<td>42,399</td>
<td>1,723</td>
<td>1,955</td>
<td>1,814</td>
<td>23</td>
<td>31</td>
<td>89</td>
<td>23</td>
<td>224</td>
<td>568</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>112,216</strong></td>
<td><strong>6,816</strong></td>
<td><strong>6,538</strong></td>
<td><strong>6,356</strong></td>
<td><strong>125</strong></td>
<td><strong>104</strong></td>
<td><strong>187</strong></td>
<td><strong>104</strong></td>
<td><strong>458</strong></td>
<td><strong>1,451</strong></td>
</tr>
</tbody>
</table>

**Locations:**
- Central Phoenix - Roosevelt to Airport
- East/Mesa - Sycamore and East
- East/Tempe - 50th Street to Price/Apache
- West Phoenix - McDowell to Dunlap

**Definitions:**
- Cust. Cont. - Any verbal interaction with customer from CEC (ex: Hello, Good Morning, Thank-you, Thanks for riding, etc.)
- Cust. Ast. - When a customer asks for assistance or has a question for the CEC
- Cust. Ed. - Education on “Respect the Ride”
- Fac. Ast. - Pick-up trash on platforms and trains
- Sec. Ast. - Assist Security with customer needs
- Ops. Ast. - Assisting Operator/Operations
- TVM Issues - Observed TVM not working
- Complaints - Customer files a complaint with CEC
- Total Animals - Service or unknown service animals observed
- Drinks - Doesn’t meet Valley Metro’s policy (Only spill proof cups)

### Bus Accidents

<table>
<thead>
<tr>
<th>FY19 Q2</th>
<th>FY20 Q1</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>77</td>
<td>83</td>
</tr>
<tr>
<td>NTD</td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>

Note: Total number is 114
Rail Accidents

Fares Inspected
### Activity

<table>
<thead>
<tr>
<th>Activity</th>
<th>FY19 Q1</th>
<th>FY20 Q1</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Crimes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>System</td>
<td>5</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>Park N' Ride</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Crimes Against Persons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>System</td>
<td>36</td>
<td>25</td>
<td>23</td>
</tr>
<tr>
<td>Park N' Ride</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Code of Conduct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>System</td>
<td>317</td>
<td>491</td>
<td>230</td>
</tr>
<tr>
<td>Park N' Ride</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### Incident Table

#### City Jurisdiction

<table>
<thead>
<tr>
<th></th>
<th>Phoenix</th>
<th>Tempe</th>
<th>Mesa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crimes Against Persons</td>
<td>19</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Property Crime</td>
<td>7</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Code of Conduct</td>
<td>190</td>
<td>23</td>
<td>17</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>216</strong></td>
<td><strong>27</strong></td>
<td><strong>18</strong></td>
</tr>
</tbody>
</table>

#### Platform Activity

<table>
<thead>
<tr>
<th>City</th>
<th>Phoenix</th>
<th>Tempe</th>
<th>Mesa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Platforms Per City</td>
<td>27</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Crimes Against Persons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E9DL</td>
<td>7</td>
<td>DOAP</td>
<td>1</td>
</tr>
<tr>
<td>HA</td>
<td>2</td>
<td>SMAP</td>
<td>1</td>
</tr>
<tr>
<td>MO19</td>
<td>2</td>
<td>WWCL</td>
<td>1</td>
</tr>
<tr>
<td>GL19</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>83CB</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property Crimes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>89CB</td>
<td>1</td>
<td>UNRT</td>
<td>1</td>
</tr>
<tr>
<td>CNCB</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CMCN</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RCCN</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21F</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Code of Conduct</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E9DL</td>
<td>78</td>
<td>PRWA</td>
<td>6</td>
</tr>
<tr>
<td>89CB</td>
<td>22</td>
<td>PCAP</td>
<td>5</td>
</tr>
<tr>
<td>HA</td>
<td>16</td>
<td>MCAP</td>
<td>4</td>
</tr>
<tr>
<td>E9GL</td>
<td>10</td>
<td>DOAP</td>
<td>3</td>
</tr>
<tr>
<td>PCB</td>
<td>9</td>
<td>ML3</td>
<td>2</td>
</tr>
</tbody>
</table>
### Public Transportation Fund Revenues from Maricopa Transportation Excise Tax

**Actual versus Budget**

**Fiscal Year 2019-2020**

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 2018/2019 Actuals</th>
<th>FY 2019/2020 Budget</th>
<th>FY 2019/2020 Actuals</th>
<th>Cumulative Budget</th>
<th>Variance YTD</th>
<th>Cumulative % Variance to Budget</th>
<th>Comparison to Prior Year</th>
<th>Cumulative Comparison to Prior Year</th>
<th>Cumulative Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>$12,722,871</td>
<td>$13,333,570</td>
<td>($86,062)</td>
<td>-0.65%</td>
<td>$524,637</td>
<td>$524,637</td>
<td>4.12%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>$12,272,265</td>
<td>$13,123,348</td>
<td>($81,083)</td>
<td>851,083</td>
<td>$2,293,478</td>
<td>6.13%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>$12,425,888</td>
<td>$13,099,331</td>
<td>($3,533)</td>
<td>1,917,759</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>$12,488,148</td>
<td>$13,069,767</td>
<td>($4,300)</td>
<td>726,533</td>
<td>$3,020,011</td>
<td>6.06%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>November</td>
<td>$12,514,124</td>
<td>$13,107,674</td>
<td>($5,950)</td>
<td>1,331,890</td>
<td>$4,351,901</td>
<td>6.98%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>$12,935,258</td>
<td>$14,071,530</td>
<td>($1,136,272)</td>
<td>5,488,173</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>$14,749,517</td>
<td>$15,665,714</td>
<td>($917,207)</td>
<td>$1,331,890</td>
<td>$4,351,901</td>
<td>6.98%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>$12,647,346</td>
<td>$13,106,790</td>
<td>($460,454)</td>
<td>$726,533</td>
<td>$3,020,011</td>
<td>6.06%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>$12,284,211</td>
<td>$13,123,349</td>
<td>($841,138)</td>
<td>$1,331,890</td>
<td>$4,351,901</td>
<td>6.98%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>$14,490,737</td>
<td>$15,158,439</td>
<td>($667,702)</td>
<td>$726,533</td>
<td>$3,020,011</td>
<td>6.06%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>$13,335,744</td>
<td>$13,935,792</td>
<td>($599,048)</td>
<td>$1,331,890</td>
<td>$4,351,901</td>
<td>6.98%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>$13,455,301</td>
<td>$14,116,029</td>
<td>($660,728)</td>
<td>$726,533</td>
<td>$3,020,011</td>
<td>6.06%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$156,131,411</td>
<td>$163,869,300</td>
<td>($7,737,889)</td>
<td>$5,488,173</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* ADOR Assessment * ($650,000) ($510,961)

Net amount budgeted/received $163,219,300 $80,295,766

* Pursuant to ARS 42-5041, $649,312 was withheld from the October distribution by the Department of Revenue as an assessment to recover a portion of administrative, program and other operating costs incurred in providing administrative and collection services to local governments.
## Valley Metro RPTA Capital Results – Q2

**RPTA Budget vs. Actual Report (Preliminary)**
For the quarter ending December 31, 2019

<table>
<thead>
<tr>
<th>Capital Expenditures</th>
<th>2nd Quarter Budget</th>
<th>2nd Quarter Actual</th>
<th>Variance (Unfav.)</th>
<th>Year to Date Budget</th>
<th>Year to Date Actual</th>
<th>Variance (Unfav.)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Purchases</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Metro</td>
<td>8.9</td>
<td>14.0</td>
<td>(5.0)</td>
<td>17.9</td>
<td>18.4</td>
<td>(0.5)</td>
</tr>
<tr>
<td>Lead Agency</td>
<td>0.9</td>
<td>0.0</td>
<td>0.9</td>
<td>1.8</td>
<td>0.0</td>
<td>1.8</td>
</tr>
<tr>
<td><strong>Paratransit Vehicles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead Agency</td>
<td>0.1</td>
<td>0.0</td>
<td>0.1</td>
<td>0.2</td>
<td>0.0</td>
<td>0.2</td>
</tr>
<tr>
<td><strong>Vanpool Vehicles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Capital</td>
<td>0.8</td>
<td>2.2</td>
<td>(1.4)</td>
<td>1.6</td>
<td>2.2</td>
<td>(0.4)</td>
</tr>
<tr>
<td><strong>METRO Rail</strong></td>
<td>22.1</td>
<td>16.7</td>
<td>5.4</td>
<td>44.2</td>
<td>22.3</td>
<td>21.9</td>
</tr>
<tr>
<td><strong>Total Capital Expenditures</strong></td>
<td>34.9</td>
<td>34.0</td>
<td>0.9</td>
<td>69.9</td>
<td>45.0</td>
<td>24.9</td>
</tr>
</tbody>
</table>

## Valley Metro Rail Operating Results – Q2

**VMR Budget vs. Actual Report (Preliminary)**
For the quarter ending December 31, 2019

<table>
<thead>
<tr>
<th>Operations Expenditures</th>
<th>2nd Quarter Budget</th>
<th>2nd Quarter Actual</th>
<th>Variance (Unfav.)</th>
<th>Year to Date Budget</th>
<th>Year to Date Actual</th>
<th>Variance (Unfav.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Operations/Security</td>
<td>13.8</td>
<td>13.9</td>
<td>(0.1)</td>
<td>27.5</td>
<td>25.6</td>
<td>1.9</td>
</tr>
<tr>
<td>Future Project Development</td>
<td>3.3</td>
<td>2.3</td>
<td>1.0</td>
<td>6.6</td>
<td>3.4</td>
<td>3.2</td>
</tr>
<tr>
<td>Agency Operating</td>
<td>0.5</td>
<td>0.4</td>
<td>0.1</td>
<td>1.1</td>
<td>0.8</td>
<td>0.3</td>
</tr>
<tr>
<td><strong>Total Operating Activities</strong></td>
<td>17.6</td>
<td>16.7</td>
<td>0.9</td>
<td>35.2</td>
<td>29.8</td>
<td>5.4</td>
</tr>
</tbody>
</table>
Average Rail Fare
FY19 History / FY20 2nd Quarter
Average Fare – 12 Months Rolling by Quarter

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2 FY19-09</td>
<td>$2,999,353</td>
<td>$2,738,345</td>
<td>($260,808)</td>
</tr>
<tr>
<td>Q2 FY19-05</td>
<td>$2,738,345</td>
<td>$2,738,345</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Valley Metro Rail
Capital Results – Q2

VMR Budget vs. Actual Report (Preliminary)
For the quarter ending December 31, 2019 $ Millions

<table>
<thead>
<tr>
<th>Capital Expenditures</th>
<th>2nd Quarter</th>
<th>Variance</th>
<th>Year to Date</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Budget</td>
<td>Actual</td>
<td>(Unfav.)</td>
<td>Budget</td>
</tr>
<tr>
<td>Rail Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tempe Streetcar</td>
<td>22.0</td>
<td>26.2</td>
<td>(4.2)</td>
<td>28.8</td>
</tr>
<tr>
<td>Gilbert Rd</td>
<td>1.5</td>
<td>3.8</td>
<td>(2.3)</td>
<td>3.1</td>
</tr>
<tr>
<td>50th St LRT Station</td>
<td>0.3</td>
<td>(0.3)</td>
<td>0.6</td>
<td>1.2</td>
</tr>
<tr>
<td>South Central</td>
<td>59.7</td>
<td>12.4</td>
<td>47.3</td>
<td>73.7</td>
</tr>
<tr>
<td>Northwest Phase II</td>
<td>9.9</td>
<td>5.3</td>
<td>4.6</td>
<td>17.8</td>
</tr>
<tr>
<td>OMC Expansion</td>
<td>8.0</td>
<td>11.1</td>
<td>(3.1)</td>
<td>14.8</td>
</tr>
<tr>
<td>System-wide Improvements</td>
<td>2.4</td>
<td>7.4</td>
<td>(5.0)</td>
<td>4.7</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>3.4</td>
<td>0.1</td>
<td>3.3</td>
<td>6.7</td>
</tr>
<tr>
<td>Total Capital</td>
<td>107.2</td>
<td>66.0</td>
<td>41.2</td>
<td>150.8</td>
</tr>
</tbody>
</table>
## Transit Planning Projects

<table>
<thead>
<tr>
<th>Project/Study Name</th>
<th>Completion Date</th>
<th>Status</th>
</tr>
</thead>
</table>
| Transit Stop Inventory Reconciliation with Bus Stop Database | Spring 2020       | • Verifying bus stop amenities and locations for newly added bus stop for use in on-line maps  
• Preparing bus stop photos for on-line publishing |
| Fountain Hills Local Transit Study                      | Spring 2020       | • Preparing cost estimates for various transit service options         |
| Northwest Valley Sun Cities Transit Study               | Spring 2020       | • Completed transit service options memo                              
• Preparing for spring public workshop to gather feedback |
| Queen Creek Transportation Needs Survey                 | January 2020      | • Conducted survey and provided final survey report                    |
| Glendale Local Transit Study                            | June 2020         | • Online public input survey is ongoing                               
• Existing Conditions analysis complete                  
• Developing recommendations                             |

## Transit Planning Projects

<table>
<thead>
<tr>
<th>Project/Study Name</th>
<th>Completion Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 Origin and Destination Study</td>
<td>February 2020</td>
<td>• Analyzed and developed key takeaways presentation for informational item at February 2020 Board meeting</td>
</tr>
<tr>
<td>Ridership Growth Analysis</td>
<td>June 2020</td>
<td>• Incorporating results and recommendations from the study into the agency’s rider experience strategic goal</td>
</tr>
</tbody>
</table>
| Light Rail Travel Time Improvement Study                | July 2020         | • Developed scope of work and outlined goals of the study with transit staff from cities of Phoenix, Tempe and Mesa  
• Collecting existing conditions data to identify barriers and opportunities to improve light rail travel time |
| Short Range Transit Program Update                     | Spring 2020       | • Contacted city staff to request updates to existing service concept databases  
• Performed quartile analysis of existing services  
• Scheduled sub-regional meetings                      |
## Corridor and Facilities Planning

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
</table>
| Northwest LRT Extension Phase II    | 2024             | Project Development | Spring 2020    | • 90% design submitted January 17, 2020  
• Submitted request to FTA for Entry into Engineering in July; FTA decision still pending and anticipated in Feb/March 2020 |
| Capitol/I-10 West LRT Extension     | 2024 (Phase I)   | Alternatives Analysis | Summer 2020    | • Continued refinement of concepts and evaluation of Phase 1 options  
• Examining opportunities to accelerate Phase 2  
• Prepared materials for January public meetings to provide a status update and solicit feedback on accelerations options, a connection to Desert Sky Mall, Phase 1 alignment options, and transit mode options for Phase 2 |
| Paratransit O&M Facility Study      | Winter 2019      | Peer research     | Winter 2019    | • Continued peer city analysis regarding project delivery methods and governance/structure of paratransit service and O&M                |

### Paratransit O&M Facility Study
- Winter 2019 Peer research
- Winter 2019

## Corridor and Facilities Planning

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
</table>
| North Glendale Park-and-Ride Study  | Spring 2020      | Preliminary Engineering | Spring 2020    | • Developed high-level conceptual site plans for use of empty parcel directly west of Dream City Church  
• Discussions between City of Glendale and the property owner (Dream City Church) to continue |
| I-10/I-17 Direct Access Bus Ramp    | TBD              | Planning          | TBD            | • No activity during this quarter                                                                                                                                                                      |
| Fiesta District Alternatives Analysis | Summer 2020     | Station Area Evaluation | Spring 2020    | • Draft report summarizing Tier 2 analysis results and recommended corridor under review  
• Evaluating three potential station areas to illustrate land use investments needed to support high-capacity transit |
Corridor and Facilities Planning

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
</table>
| Arizona Avenue Alternative Analysis | Summer 2020      | Alternatives Development | Spring 2020    | • Coordinated with Chandler staff and their consultant on the Chandler Transportation Master Plan (TMP) 2019 Update finalized November 2019  
  • Participated in a joint Chandler TMP 2019 Update public meeting to present initial alternatives to be analyzed |
| Tempe/Mesa Streetcar Feasibility Study | Summer 2020      | Land Use Analysis      | Spring 2020    | • Drafting report summarizing Tier 2 evaluation results and five recommended corridors feasible for streetcar expansion  
  • Evaluating recommended corridors to illustrate land use investments needed to support future streetcar |

Buckeye Park-and-Ride Expansion

<table>
<thead>
<tr>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>TBD</td>
<td>Design</td>
<td>June 2020</td>
</tr>
</tbody>
</table>

Status

• IGA has been finalized.
• Design work has commenced
LRT Station Painting – Phase 1

<table>
<thead>
<tr>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2023</td>
<td>Construction</td>
<td>July 2020</td>
</tr>
</tbody>
</table>

**Status**

- Seven stations are complete. Three more stations set to be painted in FY 20.

South Central Extension

<table>
<thead>
<tr>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
</table>
| 2024             | Pre-Construction (Downtown Hub) Construction (Triple 7’s) | February 2021 March 2020 | Construction on the Triple 7’s continues  
Construction started on the Downtown Hub Utilities  
CMAR/Independent Cost Estimating Team Cost Modeling activities for GMP |

**SCHEDULE**

Data as of December 2019. For more details, visit valleymetro.org
### South Central Extension

#### Expenditures to Date

<table>
<thead>
<tr>
<th>Description</th>
<th>Expended ($M)</th>
<th>Board Authority ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Manager at Risk</td>
<td>$ 8.3</td>
<td>$ 124.5</td>
</tr>
<tr>
<td>Civil Engineering</td>
<td>$ 39.4</td>
<td>$ 51.6</td>
</tr>
<tr>
<td>Systems Engineering</td>
<td>$ 8.3</td>
<td>$ 10.7</td>
</tr>
<tr>
<td>Art Contracts</td>
<td>$ 0.5</td>
<td>$ 4.0</td>
</tr>
<tr>
<td>Third Party Utilities</td>
<td>$ 0.4</td>
<td>$ 52.5</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$ 1.4</td>
<td>$ 67.3 (preliminary budget)</td>
</tr>
<tr>
<td>Valley Metro and City Related</td>
<td>$ 14.6</td>
<td>$ 109.5 (preliminary budget)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 72.9</strong></td>
<td><strong>$ 420.1</strong></td>
</tr>
</tbody>
</table>

Data as of September 2019.

### Tempe Streetcar

<table>
<thead>
<tr>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
</table>
| 2021            | Construction (49% complete) | December 2019 | • Performed roadway and civil work for the left track along E. Apache between Rural and Terrace  
                  |                   |                | • Performed work for Light Rail Track crossing at Ash and Mill  
                  |                   |                | • 3.4 miles of trackwork has been constructed |

**SCHEDULE**

Data as of December 2019.
### Tempe Streetcar Expenditures to Date

<table>
<thead>
<tr>
<th>Description</th>
<th>Expended ($M)</th>
<th>Budget ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Manager at Risk</td>
<td>$63.9</td>
<td>$114.3</td>
</tr>
<tr>
<td>Light Rail Vehicles</td>
<td>$12.8</td>
<td>$36.2</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$0.5</td>
<td>$1.9</td>
</tr>
<tr>
<td>Professional Services</td>
<td>$24.1</td>
<td>$32.7</td>
</tr>
<tr>
<td>Third Party Utilities</td>
<td>$2.5</td>
<td>$7.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$103.8</strong></td>
<td><strong>$192.3</strong></td>
</tr>
</tbody>
</table>

Data as of December 2019.

### Contingency Utilization

<table>
<thead>
<tr>
<th>Description</th>
<th>Dollars ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Contingency</td>
<td>$37.5</td>
</tr>
<tr>
<td>Executed Change Orders &amp; Budget Transfers</td>
<td>$(25.3)</td>
</tr>
<tr>
<td><strong>Total Project Contingency Remaining</strong></td>
<td><strong>$12.3</strong></td>
</tr>
</tbody>
</table>

Data as of December 2019.

### Northwest Extension Phase II

<table>
<thead>
<tr>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>Engineering</td>
<td>Spring 2020</td>
<td>Design efforts continuing– 90% Design Submitted January 17, 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Awaiting FTA approval of Entry into Engineering</td>
</tr>
</tbody>
</table>

#### SCHEDULE

Data as of December 2019. For more details, visit valleymetro.org
Northwest Extension Phase II

Expenditures to Date

<table>
<thead>
<tr>
<th>Description</th>
<th>Expended ($M)</th>
<th>Board Authority ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Manager at Risk</td>
<td>$ 1.4</td>
<td>$ 3.4</td>
</tr>
<tr>
<td>Civil Engineering</td>
<td>$ 10.2</td>
<td>$ 16.3</td>
</tr>
<tr>
<td>Systems Engineering</td>
<td>$ 1.7</td>
<td>$ 5.0</td>
</tr>
<tr>
<td>Art Contracts</td>
<td>$ 0.1</td>
<td>$ 1.4</td>
</tr>
<tr>
<td>Third Party Utilities</td>
<td>$ 0.03</td>
<td>$ 1.2</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$ 0.07</td>
<td>$ 30.2 (preliminary budget)</td>
</tr>
<tr>
<td>Valley Metro and City Related</td>
<td>$ 1.7</td>
<td>$ 39.8 (preliminary budget)</td>
</tr>
<tr>
<td>Total</td>
<td>$ 15.2</td>
<td>$ 97.3</td>
</tr>
</tbody>
</table>

Data as of September 2019

Operations & Maintenance Center Expansion

<table>
<thead>
<tr>
<th>Project Complete</th>
<th>Current Phase</th>
<th>Phase Complete</th>
<th>Status</th>
</tr>
</thead>
</table>
| 2021             | Design/Construction | Winter 2020/ Spring 2021 | - The five design packages are in the IFC stage
|                  |                |                | - Northside MSE wall is being constructed
|                  |                |                | - Storm drain extensions and south side of yard clear and grubbed, fence relocation

Status update as of December 2019; Schedule update as of September 2019. For more details, visit valleymetro.org
OMC Expansion
Expenditures to Date

<table>
<thead>
<tr>
<th>Description</th>
<th>Expended ($M)</th>
<th>Budget ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contracted Services</td>
<td>$ 20.0</td>
<td>$ 82.9</td>
</tr>
<tr>
<td>Professional Services</td>
<td>$ 0.7</td>
<td>$ 12.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 20.7</strong></td>
<td><strong>$ 94.9</strong></td>
</tr>
</tbody>
</table>

Contingency Utilization

<table>
<thead>
<tr>
<th>Description</th>
<th>Dollars ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Contingency</td>
<td>$ 9.6</td>
</tr>
<tr>
<td>Executed Change Orders &amp; Budget Transfers</td>
<td>$(0)</td>
</tr>
<tr>
<td>Total Project Contingency Remaining</td>
<td>$ 9.6</td>
</tr>
</tbody>
</table>

Data as of December 2019.

Community Relations Update

- **Public meetings**
  - Capitol/I-10 Extension
    - 3 meetings planned for January 2020; one to include Spanish language presentation
- **South Central/Downtown Hub**
  - Conducted first business promotion (Holiday Mailer)
  - Kiewit hiring event planned for February 11
  - Participation in community events including:
    - Thanksgiving Parade
    - 2nd Annual Multicultural Bazaar & Educational Health Fair
    - St. Anthony’s Fall Festival
    - Tonto Church of Christ 11th Annual Community Fair
    - Travis L. Williams Children’s Holiday Party
    - Angeles Del Barrio Holiday Celebration & Health Fair
    - 15th Annual Grant Park Holiday Fun Fest
Community Relations Update

- Tempe Streetcar business assistance support
  - Developing GIS-based Shop On map for web site
  - Friends of Transit lunches
  - Planning Spring 2020 promotions
- Streetcar/light rail tie-in work complete
  - Successful campaign to raise awareness about single-tracking December 20-January 6
- Community Advisory Board met in October and December 2019; contractor Stacy & Witbeck evaluated as follows:
  - Contractor Response/Contact: 100%
  - Traffic Management/Impact Mitigation Efforts: 100%
  - Property Restoration/Clean-up: 100%

Communications Update

- Welcomed 6,600 visitors to Polar Express (Mesa) & Winter World Express (Phoenix)
- Executed another year of Coors Light Free Rides on New Year’s Eve
  - Offered 23,500 free rides on bus, train & paratransit/Dial-a-Ride
  - 37% more riders than last year
- Executed communications plan for Tempe Streetcar construction tie-in work Dec. 22 – Jan. 5:
  - Successful partnership w/ ops & const. teams
  - Shared information across entire system
  - Wrapped construction two days early
- AlertVM® app: 5,764 downloads as of Dec. 2019
**Community Relations Update**

- Developed the 15th annual Cool Transit STUFF youth art contest calendar for 2020
  - Recognized 17 winners & several honorable mentions at schools across the Valley
- Organized outreach opportunities for the Artsline bus & program
- Continued youth construction safety with schools along Tempe Streetcar
- Organized outreach efforts supporting:
  - Paratransit
  - Transit service changes
  - Elementary & high school students
  - Glendale transit implementation study

**Marketing Update**

- Producing the Spring TC Kit, featuring artwork by Jon Arvizu, for Valley Bike Month
- Selected the spring Artsline artist, Jayarr Steiner
  - He is currently creating custom artwork for the Artsline assets
  - Artsline will kick-off this spring as part of Art Detour; also including an on-board bus gallery
- Other initiatives include:
  - South Central business assistance
  - Safety campaign
  - Central Station construction messaging & outreach materials
  - Fare media design concepts
Commute Solutions Update

- Conducted Rideshare Month featuring the Sweet Deal campaign
  - 677 people participated in the online pledge, plus 21 teams competed for prizes
- Coordinated a live news story with 3TV re: vanpool
- Hosted the 32nd Annual Champions for Clean Air with 450+ attendees
- Provided specialized assistance for employee commute issues for Fry’s Food’s downtown store opening
- Participated in the winter No Burn Campaign news conference with Arizona Department of Environment Quality, Maricopa County Air Quality & nearly 100 partners

Paratransit

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Target</th>
<th>FY20 Q1</th>
<th>FY19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Way Trips</td>
<td>--</td>
<td>116,706</td>
<td>118,228</td>
<td>102,455</td>
</tr>
<tr>
<td>On-Time Performance</td>
<td>≥ 95%</td>
<td>95%</td>
<td>98%</td>
<td>94%</td>
</tr>
<tr>
<td>Complaints Per 1,000 Trips</td>
<td>≤ 1.5</td>
<td>2.3</td>
<td>2.2</td>
<td>2.6</td>
</tr>
<tr>
<td>Gross Cost per trip @ transportation level</td>
<td>--</td>
<td>$34.60</td>
<td>$28.66</td>
<td>$36.93</td>
</tr>
</tbody>
</table>
### RideChoice

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Target</th>
<th>FY20 Q1</th>
<th>FY19 Q2*</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Way Trips</td>
<td>--</td>
<td>37,040</td>
<td>16,510*</td>
<td>48,737</td>
</tr>
<tr>
<td>On-Time Performance</td>
<td>Not Set at this time</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Complaints Per 1,000 Trips</td>
<td>Not set at this time</td>
<td>4.26</td>
<td>5.9*</td>
<td>3.9</td>
</tr>
<tr>
<td>Cost Per Trip</td>
<td>--</td>
<td>$14.97</td>
<td>$10.87*</td>
<td>$16.84</td>
</tr>
</tbody>
</table>

*FY19 Q2 was the start of contract with new provider. 10/1/19 – Surprise only, 12/1/19 – all other participating jurisdictions.

### Other Accessibility Services

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>FY20 Q1</th>
<th>FY 19 Q2</th>
<th>FY20 Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Training</td>
<td>24</td>
<td>29</td>
<td>34</td>
</tr>
<tr>
<td>Platinum Pass Trips</td>
<td>99,344</td>
<td>85,316</td>
<td>127,589</td>
</tr>
<tr>
<td>Cost Per Trip</td>
<td>$0.74</td>
<td>$0.75</td>
<td>$0.72</td>
</tr>
<tr>
<td>ADA Applicants</td>
<td>1,455</td>
<td>1,532</td>
<td>1,305</td>
</tr>
<tr>
<td>Unconditional</td>
<td>70%</td>
<td>67%</td>
<td>70%</td>
</tr>
<tr>
<td>Conditional</td>
<td>24%</td>
<td>22%</td>
<td>24%</td>
</tr>
<tr>
<td>Temporary</td>
<td>5%</td>
<td>9%</td>
<td>6%</td>
</tr>
<tr>
<td>Denials</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>
Accessible Transit Services
Highlights

- Completed and distributed new ADA Paratransit Ride Guide.
- Completed plan for public outreach in Gilbert regarding changes in ADA Paratransit Service area. Outreach takes place in January/February.
- Implemented ADA service area changes in unincorporated Maricopa County. As a result, the RideChoice Program grew significantly in unincorporated Maricopa County.
- City of Goodyear joined RideChoice Program.
- Held two mobile eligibility events: in October and November. Held a travel training ‘Train the Trainer’ session.
- Attended the VA White Cane, VRATE and MAG Human Services conferences.
- Working with a professional search firm to fill vacant ATS Manager position (completed January 2020).

Accessible Transit Services
Highlights

Valley Metro Accessibility Advisory Group Activity
heard presentations on the following items:

- Proposed April 2020 Valley Metro service changes
- Tempe Streetcar/LRT Single Tracking
Information Summary

DATE
January 30, 2020

SUBJECT
Travel, Expenditures and Solicitations

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

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

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

ATTACHMENTS
Valley Metro Travel Reimbursement Report
Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over $25,000
Active Requests for Proposals, Qualifications and Invitations for Bids
<table>
<thead>
<tr>
<th>Document Number</th>
<th>Name</th>
<th>Transaction Description</th>
<th>Effective Date</th>
<th>Transaction Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>20200102W004</td>
<td>Transdev Services, Inc</td>
<td>Oct. 2019 Regional ParaTransit Services</td>
<td>1/2/2020</td>
<td>1,862,092.36</td>
</tr>
<tr>
<td>20200116W002</td>
<td>City of Tempe</td>
<td>July - Sept 2019 EVBOM Lease Agreement and Fuel</td>
<td>1/16/2020</td>
<td>1,493,112.00</td>
</tr>
<tr>
<td>20200103</td>
<td>ADP, LLC</td>
<td>PPE 12/29/19 Wages Payable-Reverse Wire</td>
<td>1/3/2020</td>
<td>647,392.48</td>
</tr>
<tr>
<td>20200117W</td>
<td>ADP, LLC</td>
<td>PPE 1-12-20 Wages Payable - Reverse Wire</td>
<td>1/17/2020</td>
<td>622,306.32</td>
</tr>
<tr>
<td>20200109W002</td>
<td>New Flyer of America, Inc.</td>
<td>6843 SR-2372 XN40 New Flyer Coach 80% Payment</td>
<td>1/9/2020</td>
<td>430,889.59</td>
</tr>
<tr>
<td>20200109W004</td>
<td>Total Transit Enterprises, LLC</td>
<td>Nov 2019 West Valley fixed Route services</td>
<td>1/9/2020</td>
<td>405,789.29</td>
</tr>
<tr>
<td>20200116W001</td>
<td>Cigna Health and Life Insurance Company</td>
<td>Jan 2020 Medical and Vision Coverage</td>
<td>1/16/2020</td>
<td>366,705.19</td>
</tr>
<tr>
<td>20200103</td>
<td>ADP, LLC</td>
<td>PPE 12/29/19 Federal, State, SS/Med EE/ER Tax-ACH</td>
<td>1/3/2020</td>
<td>261,070.14</td>
</tr>
<tr>
<td>20200117W</td>
<td>ADP, LLC</td>
<td>PPE 1-12-20 Federal, State, SS/Med EE/ER Tax - ACH</td>
<td>1/17/2020</td>
<td>251,311.76</td>
</tr>
<tr>
<td>41076</td>
<td>City of Tempe</td>
<td>FY19 Regional ParaTransit and RideChoice Recon</td>
<td>1/8/2020</td>
<td>225,623.00</td>
</tr>
<tr>
<td>20200109W002</td>
<td>New Flyer of America, Inc.</td>
<td>2372 XN40 New Flyer Coach 20% Payment</td>
<td>1/9/2020</td>
<td>215,444.80</td>
</tr>
<tr>
<td>41076</td>
<td>City of Tempe</td>
<td>FY19 East Valley Bus Transit Service Recon</td>
<td>1/8/2020</td>
<td>170,926.00</td>
</tr>
<tr>
<td>20200104</td>
<td>ASRS</td>
<td>PPE 12/29/19 ASRS Contributions Employee</td>
<td>1/3/2020</td>
<td>113,581.92</td>
</tr>
<tr>
<td>20200104</td>
<td>ASRS</td>
<td>PPE 12/29/19 ASRS Contributions Employer</td>
<td>1/3/2020</td>
<td>113,581.92</td>
</tr>
<tr>
<td>20200117W001</td>
<td>ASRS</td>
<td>PPE 1-12-20 ASRS Contributions Employer</td>
<td>1/17/2020</td>
<td>111,643.67</td>
</tr>
<tr>
<td>20200117W001</td>
<td>ASRS</td>
<td>PPE 1-12-20 ASRS Contributions Employer</td>
<td>1/17/2020</td>
<td>111,643.67</td>
</tr>
<tr>
<td>20200116W007</td>
<td>New Flyer of America, Inc.</td>
<td>6843 SR-2372 XN40 New Flyer Coach 20% Payment</td>
<td>1/16/2020</td>
<td>107,722.40</td>
</tr>
<tr>
<td>20200109W002</td>
<td>New Flyer of America, Inc.</td>
<td>6846 SR-2372 XN40 New Flyer Coach 20% Payment</td>
<td>1/9/2020</td>
<td>107,722.40</td>
</tr>
<tr>
<td>20200116W006</td>
<td>Medical Transportation Management, Inc.</td>
<td>Nov 2019 Eligibility Assessment and Travel Training Services</td>
<td>1/16/2020</td>
<td>95,638.91</td>
</tr>
<tr>
<td>41044</td>
<td>City of Scottsdale - Remittance Processing</td>
<td>Jan.-June 2019 PTF Reimb. Request - ADA Services Reimbursement</td>
<td>12/31/2019</td>
<td>77,183.17</td>
</tr>
<tr>
<td>20200102W002</td>
<td>Second Generation, Inc. dba Ajo Transportation</td>
<td>Nov. 2019 Rural Connector Route</td>
<td>1/2/2020</td>
<td>61,718.80</td>
</tr>
<tr>
<td>20200115W019</td>
<td>Wells Fargo Bank</td>
<td>December 2019 Credit Card Transactions</td>
<td>1/15/2020</td>
<td>61,652.22</td>
</tr>
<tr>
<td>20191231W003</td>
<td>City of Mesa</td>
<td>December 2019 Utilities</td>
<td>12/31/2019</td>
<td>41,114.24</td>
</tr>
<tr>
<td>41079</td>
<td>DLT Solutions, LLC</td>
<td>Human Resources Information System</td>
<td>1/8/2020</td>
<td>38,439.98</td>
</tr>
<tr>
<td>20200109W001</td>
<td>First Transit, Inc.</td>
<td>8075 - Engine Mid Life Overhaul</td>
<td>1/9/2020</td>
<td>31,881.03</td>
</tr>
<tr>
<td>41045</td>
<td>City of Tolleson</td>
<td>FY19 West Valley Bus Transit Svc Recon</td>
<td>12/31/2019</td>
<td>29,799.00</td>
</tr>
<tr>
<td>41082</td>
<td>Eno Transportation Foundation</td>
<td>Membership Renewal</td>
<td>1/8/2020</td>
<td>29,500.00</td>
</tr>
<tr>
<td>20200116W009</td>
<td>Senergy Petroleum, LLC</td>
<td>Express Diesel Fuel</td>
<td>1/16/2020</td>
<td>27,873.06</td>
</tr>
<tr>
<td>41048</td>
<td>Guidesoft Inc.</td>
<td>11/1-11/24/19 IT Services Consultants</td>
<td>12/31/2019</td>
<td>26,736.18</td>
</tr>
<tr>
<td>41063</td>
<td>TransLoc Inc</td>
<td>Pilot Program Services, Software and Support</td>
<td>12/31/2019</td>
<td>25,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>18,616,422.82</td>
</tr>
</tbody>
</table>
# Monthly AP Payments over $25,000

**December 21, 2019 to January 20, 2020**

<table>
<thead>
<tr>
<th>Document Number</th>
<th>Name</th>
<th>Transaction Description</th>
<th>Effective Date</th>
<th>Transaction Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>20200102W007</td>
<td>Stacy and Witbeck, Inc.</td>
<td>Oct 2019 Tempe Streetcar Project</td>
<td>1/2/2020</td>
<td>4,427,281.17</td>
</tr>
<tr>
<td>20200102W001</td>
<td>Alliant Insurance Services, Inc.</td>
<td>12/1/19-12/1/20 Insurance Premiums</td>
<td>1/2/2020</td>
<td>2,234,638.01</td>
</tr>
<tr>
<td>20200102W005</td>
<td>Hensel Phelps Construction Co.</td>
<td>Oct 2019 OMC Expansion</td>
<td>1/2/2020</td>
<td>2,142,475.00</td>
</tr>
<tr>
<td>20200116W006</td>
<td>Kiewit Infrastructure West Co.</td>
<td>Aug.-Sept. 2019 South Central Extension</td>
<td>1/16/2020</td>
<td>1,927,940.70</td>
</tr>
<tr>
<td>20200116W004</td>
<td>Hensel Phelps Construction Co.</td>
<td>Nov. 2019 OMC Expansion</td>
<td>1/16/2020</td>
<td>1,607,512.00</td>
</tr>
<tr>
<td>20200109W</td>
<td>Alternate Concepts Inc.</td>
<td>Nov. 2019 Transportation Services</td>
<td>1/9/2020</td>
<td>894,089.56</td>
</tr>
<tr>
<td>20200116W005</td>
<td>Jacobs Engineering</td>
<td>Nov. 2019 Northwest Ext. II</td>
<td>1/16/2020</td>
<td>883,340.72</td>
</tr>
<tr>
<td>20200116W001</td>
<td>Allied Universal Security Services</td>
<td>Nov. 2019 Fare Inspection and Security Services</td>
<td>1/16/2020</td>
<td>609,991.40</td>
</tr>
<tr>
<td>20200102W006</td>
<td>Oracle America, Inc.</td>
<td>Valley Metro 50 User Licenses</td>
<td>1/2/2020</td>
<td>594,320.08</td>
</tr>
<tr>
<td>20200102W003</td>
<td>Brookville Equipment Corp</td>
<td>Milestone B and C Partial</td>
<td>1/2/2020</td>
<td>426,726.74</td>
</tr>
<tr>
<td>20200116W</td>
<td>AECOM Technical Services, Inc.</td>
<td>Oct. 2019 South Central LRT Extension</td>
<td>1/16/2020</td>
<td>335,745.49</td>
</tr>
<tr>
<td>20200116W002</td>
<td>ARCADIS</td>
<td>Nov. 2019 Consulting Support Services</td>
<td>1/16/2020</td>
<td>228,578.25</td>
</tr>
<tr>
<td>20200102W004</td>
<td>DMS - Facility Services, Inc.</td>
<td>Nov. 2019 Facilities and LRV Cleaning Services</td>
<td>1/2/2020</td>
<td>215,767.05</td>
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<td>Alliant Insurance Services, Inc.</td>
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**Total**: 18,122,000.82
**RECENTLY COMPLETED SOLICITATIONS**

as of 01/13/20

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<tr>
<th>Contract Admin</th>
<th>Agency</th>
<th>Solicitation Type</th>
<th>Solicitation Title</th>
<th>FTA Funding Yes (Y) or No (N)</th>
<th>Release Date</th>
<th>Proposal Due Date</th>
<th>Targeted Board Award Date</th>
<th>Term of Contract</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Rick W</td>
<td>RPTA</td>
<td>RFP</td>
<td>Commuter Express Buses</td>
<td>Y</td>
<td>3/14/2019</td>
<td>4/25/2019</td>
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<td>4 coaches ordered, finalizing preproduction details, working on final build price for pending Change Order 1B</td>
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<td>PO/KK</td>
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<td>N/A</td>
<td>11/21/2019</td>
<td>3 years</td>
<td>Blanket Purchase Order created for FY20, and additional POs will be created as individual projects develop. Blanket Purchase Orders will be created each FY in accordance with the approved Board Memo.</td>
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<td>Targeted Board Award Date</td>
<td>Term of Contract</td>
<td>Comments</td>
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<tr>
<td>Barb H</td>
<td>VMR</td>
<td>SS</td>
<td>LRV Gearbox Overhaul</td>
<td>Y</td>
<td>N/A</td>
<td>N/A</td>
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<td>5 years</td>
<td>Negotiating commercial contract terms with vendor: 12/10/19 received vendor changes; 12/20/19 sent counter updates to vendor; 1/6/20 received vendor changes; 1/6/20 sent counter updates to vendor; 1/9/20 Vendor accepted changes; 1/13/20 Contract routing for signatures; 1/21/20 Expect contract execution</td>
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<td>RFP</td>
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<td>N</td>
<td>6/19/2019</td>
<td>7/11/2019</td>
<td>1/30/2020</td>
<td>5 years</td>
<td>Award recommendation posted. Proceeding to Board for approval to award</td>
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<td>RFP</td>
<td>Tempe Circulator Vehicles</td>
<td>Y</td>
<td>9/6/2019</td>
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<td>2/20/2020</td>
<td>5 Years</td>
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<td>Contract Admin</td>
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<td>Solicitation Type</td>
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<td>IFB</td>
<td>Paver Maintenance</td>
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<td>6/20/2020</td>
<td>5 years</td>
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<td>TBD</td>
<td>6/20/2020</td>
<td>3 year + 2 options</td>
<td>Evaluating the potential use of a co-operative contract in lieu of RFP</td>
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<td>6/20/2020</td>
<td>3 year + 2 options</td>
<td>Evaluating the potential use of a co-operative contract in lieu of RFP</td>
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<td>RFP</td>
<td>Retail Sales Network for Fare Collection</td>
<td>N</td>
<td>1st Qtr 2020</td>
<td>1st Qtr 2020</td>
<td>2nd Qtr 2020</td>
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<td>Finalizing scope of work w/Consultant</td>
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<td>Barb H</td>
<td>VMR</td>
<td>SS</td>
<td>SCV Managed Inventory Program</td>
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<td>N/A</td>
<td>N/A</td>
<td>2nd Qtr 2021</td>
<td>5 years</td>
<td>Inventory list developed based on final production; Notice to Proceed when first Streetcar delivered and in revenue service; Vendor identifying revised delivery dates</td>
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<td>Contract Admin</td>
<td>Agency</td>
<td>Solicitation Type</td>
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<td>FTA Funding Yes (Y) or No (N)</td>
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<tr>
<td>Ed N</td>
<td>RPTA</td>
<td>TBD</td>
<td>Transit Service Planning software</td>
<td>TBD</td>
<td>2nd Qtr 2020</td>
<td>TBD</td>
<td>TBD</td>
<td>3 years +</td>
<td>Evaluating the potential use of a co-operative contract</td>
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</table>

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

DATE
January 30, 2020

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chairs Wright and Methvin will request future agenda items from members, and members may provide a report on current events.

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None.

Pending Items Request

<table>
<thead>
<tr>
<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
</tr>
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<tbody>
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Agenda
January 30, 2020

Transit Management Committee
Wednesday, February 5, 2020
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
10:00 a.m.

1. Public Comment (blue card)

The public will be provided with an opportunity at this time to address the committee on 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

Minutes from the January 8, 2020 TMC meeting are presented for approval.

CONSENT AGENDA

3A. Maricopa County Intergovernmental Agreement Amendment

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to execute an IGA amendment with Maricopa County to reimburse Valley Metro for the cost of Paratransit and Ride Choice Services from April 1 to June 30, 2020, not to exceed $309,494.

3B. Intergovernmental Agreement (IGA) with the Arizona Department of Transportation (ADOT)

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to enter into an IGA with ADOT for FTA Section 5311 (Rural Transit) pass-through funding for Rural Route 685 for FFY20 and FFY21.

Action Recommended

1. For Information

2. For action
REGULAR AGENDA

4. Future Agenda Items Request and Report on Current Events

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

5. Next Meeting

The next TMC meeting is scheduled for **Wednesday, March 4, 2020 at 11:00 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, or computer diskette) are available upon request. For further information, please call Valley Metro at 602-262-7433 or TTY at 602-251-2039. To attend this meeting via teleconference, contact the receptionist at 602-262-7433 for the dial-in-information. The supporting information for this agenda can be found on our web site at [www.valleymetro.org](http://www.valleymetro.org)
DATE
January 2, 2020

SUBJECT
Public Comment

PURPOSE
The public will be provided with an opportunity at this time to address the committee on 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.

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None
Minutes
January 30, 2020

Transit Management Committee
Wednesday, January 8, 2020
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
10:00 a.m.

Transit Management Committee Participants
Josh Wright, City of Chandler, Chair
Mario Paniagua for Ed Zuercher, City of Phoenix, Vice Chair
Gina Montes, City of Avondale (phone)
Roger Klingler, City of Buckeye
David Trimble for Grady Miller, Town of Fountain Hills (phone)
Mary Goodman, Town of Gilbert (phone)
Kevin Phelps, City of Glendale
Julie Arendall, City of Goodyear (phone)
Reed Kempton, Maricopa County
Jodi Sorrell for Chris Brady, City of Mesa
Erik Strunk, City of Peoria
Bruce Gardner, Town of Queen Creek
Dan Worth, City of Scottsdale
Terry Lowe, City of Surprise
Steven Methvin, City of Tempe

Members Not Present
Aubree Perry, ADOT
Crystal Dyches, City of El Mirage
City of Tolleson

Chair Wright called the meeting to order at 10:25 a.m.

Chair Wright said welcome to our Transit Management Committee meeting. Our first item of business is public comment. I do have one speaker card from Blue Crowley.

1. Public Comment

Mr. Crowley said I'd like the minutes to show that I've got the bus map here. What this is is the East Valley from Gilbert. You'll notice there aren't any north south going all the way to Apache Junction. And on the west side if you look past the 83rd Avenue nothing north south there.
Well, a document you produced back before the election showed that there were going to be different roadways that during the process would be addressed and taken care of and done. And the excuse has that been well, we couldn't catch up because there was that recession and that caused the bus to fall behind.

Well, I note that rail and its funding wasn't cut back or decreased. In fact, you have expanded the routing and the areas that it's going to. My favorite year was the one that you didn't spend $91 million on bus replacement, but the system did spend another $91 million for a mile of rail in Mesa.

When the document it's the one I've showed before it had in there that Litchfield Road and 99th were going to have buses running all the way from Surprise through El Mirage Youngtown, Litchfield, Avondale. Did you notice that Litchfield goes into Buckeye and Goodyear too? That's not in there.

On your new routings, what's a major one out here Warner or Ray? Oh, Ray. Ray was one of the ones that you were supposed to have done, what, two years ago.

You need to go to your citizens get the money to fund it and do the bus like it's supposed to be. And when it comes to it not being at that point, you don't have any excuses if the rail is being funded more than what was projected because supposedly the amounts were going to be 60/40, 60 percent for the bus and 40 percent for the rail, and I don't think you guys have done it that way. Do you need an audit to find that out for sure?

2. Minutes

Chair Wright said our next item of business is minutes from the November 6, 2019 meeting. Unless there are any changes to the minutes, I'll entertain a motion to approve.

**IT WAS MOVED BY STEVEN METHVIN, SECONDED BY ERIK STRUNK AND UNANIMOUSLY CARRIED TO APPROVE THE NOVEMBER 6, 2019 TMC MEETING MINTUES.**

3. Consent Agenda

Chair Wright said our next item of business is the consent agenda. We do have three items for our consideration today on consent. At this time I would ask if any members of the committee would like a staff presentation on any consent agenda items? Okay. Seeing none, I'll take a motion to approve.

**It was moved by Steven Methvin, seconded by Dan Worth and unanimously carried to approve the consent agenda.**
4. **RPTA Fiscal Year 2020 Mid-Year Budget Adjustment**

Chair Wright said our next item of business is Item No. 4. RPTA Fiscal Year 2020 Mid-Year Budget Adjustment. And Mr. Smith will introduce this item.

Mr. Smith said thank you, mister chair. I'd like to introduce Paul Hodgins who will discuss the proposed budget adjustments.

Mr. Hodgins said thank you, Mr. Smith. Mister chair members of the TMC, we do have a mid-year budget adjustment. Before I get into the details I do want to just quickly give a review of our budget process because timing of the budgets and when budgets are developed kind of has an impact on many of the items that we're asking for an adjustment.

So on the operating projects we develop a preliminary estimate in October, so it's nine months before the beginning of the next fiscal year. We have a couple months to work with the cities, but really those operating projects are complete, the budgets are complete and numbers are delivered to the cities by February. That's kind of our drop dead for that because as you know the cities fund a large part of the budgets for both RPTA and VMR and so to meet the city's budget process February is kind of that drop dead date. So our operating budgets are really done for the service projects by the end of January. But a lot can happen between January and the beginning of the fiscal year, so we have a mid-year budget adjustment that we have an opportunity to do to make some adjustments for those to address kind of some of those changes.

So the first change is to fixed route service that we purchase from the City of Phoenix. There is some additional miles that the public transportation fund is paying for in the City of Scottsdale. About a year ago they reduced some service on Route 72 and asked that the funds PTF funds supporting that be shifted to City of Phoenix that the city had been purchasing from Phoenix, so that shift in funding didn't get into the early budget that was finalized after January after February when that was completed, so this is an adjustment to take that into account. It is in the adopted Transit Life Cycle Program that the board adopted so the funds are programmed in the TLCP. This is just an adjustment to the budget to reflect that.

Also with the fixed route service provided by First Transit in the East Valley there are a couple of service changes and some funding changes that were not captured in the initial budget. There again in the Transit Life Cycle Program, so they're fully programmed there. There is an adjustment to this project to account for those because those are finalized after the budget was done.

The RideChoice program there's an adjustment there. Again after those budgets have been completed we had several cities come to us and ask to join the RideChoice
program, so we have an increase in that to account for that expansion in the program that wasn't captured in the initial budget.

On the paratransit program we have some trips that were higher than planned. A couple of reasons for that just some general growth particularly in Phoenix on the regional trips, but also when we developed the budget Maricopa County was looking at make some changes to their service area and at the time we developed the budget they were looking at July 1st. That didn't happen until October 1st, so we have some additional paratransit trips in the county, fewer RideChoice trips in the county as a result of that change being delayed, so really most of the adjustment is for that change and also some additional trips in Phoenix fully covered by the member cities Maricopa County or ADA public transportation funds.

So the total changes in the operations activities for the operating project is about $4.1 million.

So again about $2.4 million for fixed route. 1.7 million for demand services, the paratransit and RideChoice. It's about, depending on how you round it up or down, it's a 3 percent or 2 percent depending on which number you look at. It's just a change in rounding. But about a 3 percent increase to the operating budget.

On the sources of funds primarily public transportation funds you'll see transit service agreements are down a little bit. That's some changes in funding that I mentioned on the fixed route service and just some minor tweaks to fare revenue and federal grants. So in terms of the programs themselves, we have the RideChoice and paratransit by city, as you can see the increase in the public transportation funds and then some various increases and decreases by city based on the demand of the latest forecast for those services. So for the demand services overall it's about $1.7 million.

And then on the fixed route service in the East Valley we see 1.8 million increase in public transportation funds, some shifting of other funds, the decrease for Mesa and Tempe is a funding change Route 30 in Tempe is being converted to PTF. And then 104 in Mesa those are not captured in the initial budgets so it's a decrease in local funding an increase in PTF.

Any questions on the operating projects before I move on to capital?

Mr. Paniagua said just one quick question on the public transportation funds is it are you drawing down from the fund balance that you had budgeted to account for the different in the PTF?

Mr. Hodgins said well, these changes it's hard to say. I don't have an exact answer for that. I would have to go back and look at the cash flow in the TLCP. I mean, the way it's programmed right now these changes are all in the adopted model. And for operating projects we operate in a surplus, and we're not drawing down in the cash flow
model for the TLCP. We don't draw down any fund balance to support operations. It's typically just done for the capital. So like I said, they're all in the adopted model. This is just an adjustment in the budget to account for that so it shouldn't affect the fund balance.

So on the capital side we have four categories of changes. We have bus fleet. It's an increase of $4.3 million. This is primarily fleet that was ordered last year that we expected to be delivered. Delivery was pushed to the current year, so it's really a carry over of funds from last year.

So again it's a timing issue. It doesn't impact the TLCP overall. The funds are already programmed. These are typically 85 percent federal funds with PTF as the local match. Paratransit fleet I think there's one vehicle for the city of Glendale that again was programmed for '19, was deferred to '20, so again it's just a carry over of funds from fiscal '19.

There's some additional vanpool fleet nine additional vehicles for this year. That's a hundred percent federally funded, so we're just adjusting the budget for that. And then some changes in the facilities, a couple of park-and-rides that with some adjustments, actually a decrease. Those are just being deferred to a later fiscal year. The projects aren't going away. They're still fully funded within the Transit Life Cycle Program, but for the current fiscal year, it's about a $3.4 million increase.

So just a quick look uses at the uses, increase in regional fleet, decrease in facilities. And for the funding most of it is federal grants as I mentioned. The fleet is highly dependent on federal grants and here is where we would use a little bit of the fund balance for capital projects to support this. But again it's mostly a carry over from the previous fiscal year.

So those are the changes that we're asking to make to the current budget and we would ask that the TMC forward this to the board for approval. And if you have any further questions I would be happy to answer them.

Chair Wright said great. Thank you, Mr. Hodgins. Any questions for staff? Go ahead.

Mr. Methvin said thank you, Mr. Hodgins. It's I appreciate the explanation and I support the adjustments. I have more of a philosophical question, so it's probably more directed at Mr. Smith than at you. Do we plan these mid-year budget adjustments? Are they planned? I oversee a vast majority of the operating departments in the City of Tempe and we have a budget process. And when department heads will come to me and say we have a budget adjustment mid year, we either have to go to council to take money from a contingency account which is a rather modest amount of 1.5 million or I require that they move items around in their approved budget. But if I was to say we have planned mid-year budget adjustment, they'd take advantage of it.
So how does it work at Valley Metro?

Mr. Smith said thank you. It's both a philosophical but it's also the budget process that Paul explained. Historically and first of all, Valley Metro operates under a different set of parameters than cities do. Cities are required to adopt rules -- by state law -- that's why cities come up with a firm budget in June because you have to by law.

Valley Metro has always been different. It's not that we don't have that requirement, but we're much more and historically have been a sort of a two-part budgeting issue where because the budget is done based on estimates that are done nine, ten months before our fiscal year, it has always been assumed that with the change in conditions there may be a need to adjust that budget. They aren't planned, but they are in some ways anticipated that the world will change and may change. We don't ever give anyone the idea that said oh, don't worry. You have this extra you can plan for.

Mr. Methvin said like a mini budget process mid-year.

Mr. Smith said but we really have a two part budget process and it's always been like that with Valley Metro. Because of us having to come up with these estimates early on in order to fit in with the city budget and recognizing that even after those numbers are fixed, there are things that are changed.

There are things that change like paratransit. It's an on-demand service. We have to pick up people when they call. We don't have that ability. We could I guess build in a big contingency for that, but historically we've chosen to true our best at Valley Metro to work with the cities do our best to estimate that with the anticipation that if that changes we'll come back mid year and adjust to what the actual might be.

That's just been the history and the tradition of the way that Valley Metro budgets in conjunction with the cities. It's not a planned excess. We'd all love it if we didn't have to mid-year budget adjustments. But that's just the way it's always been done.

Mr. Methvin is it worth the time to have a discussion about perhaps having a contingency fund that you can pull from that's planned for rather than some of these -- and I agree with you. I'm not attempting to be argumentive about the fact that we have to do these budget adjustments. But they can be somewhat of a surprise and I appreciate the fact that you bring them forward in January because we can then start planning for them in our budget process which are also anywhere from six to seven months ahead of schedule. So right now we're going through our discovery meetings for our CIP. Our departments have to had submitted those a month ago for us to have a conversation today to have our CIP budget considered and then eventually approved by council.

So I'm just wondering if there isn't value in having a conversation about how we put together these budgets because the explanations are good and I support the changes.
It just seems sometimes like you're not sure what you're going to get mid year.

Mr. Hodgins said that's a fair point. I mean, the other thing I think I would add is that both boards recognize that we have a little more flexibility than cities. So, as an example, the RideChoice program, you know, cities that joined Avondale, Goodyear, Tolleson, they go through their budget process and they don't want to get to a point where the council says yes, we'll support this and they come to us and say sorry it's not in the budget. You have to wait until next year.

So this does give us a little flexibility to be -- to serve the members better. Both RPTA and Valley Metro Rail have that ability. It gives us a little more flexibility in being able to make those changes without saying you have to wait for another year for the next budget cycle.

We can certainly have a discussion about maybe having additional contingency in the budget to account for those but how we show that funded, we don't know what theirs are going to be if it's a member city saying, hey, we want to pay for this additional service. It's tough to project what those revenue sources would be to offset the contingency.

Mr. Methvin said those at the table who understand budget much better than I, but, you know, when it comes PTF it makes sense. But when it comes from the member cities it can be surprising to some cities mid year when we then tell our departments, our transportation and transit departments, you have to live within your budget and they say well, where do we come up with these funds for Valley Metro mid year.

So, again, it's good that we're planning now because we can tie into next years budget that we're planning for, but those that might at sometimes have to be paid right away become more problematic.

Mr. Hodgins said and for these in particular I'd say that the cities have already planned for those. We just didn't know about it in time when we created original budget. So it shouldn't be a surprise to Avondale or Goodyear or Tolleson. They've already budgeted for that. This is just recognizing that they have it in their budget. We've agreed to add this service for them.

Mr. Methvin said you're the budget expert for Valley Metro. Would you like to see it done any other way? Are you happy with the say it's administered now as a professional in the area?

Mr. Hodgins said we could look at maybe having a little additional contingency. The revenue side is a bit of a challenge. We could potentially more contingency for the PTF side. But I like the flexibility of being able to do the mid-year budget adjustment so that we can respond to changes from you. You know, we don't want to be in a position to say, you know, we can't do that for you, you have a wait for a year.
Mr. Smith said the one thing our biggest fear and the one thing we want to avoid like the plague is the surprise. We've had that with paratransit. For example, where demand levels -- you know, a lot of these are anticipated changes. Paratransit, you know, you have an on-demand service and sometimes the estimates don't match. That's our worst case and your worst-case scenario is where we come back and say oh, by the way, we thought there was going to be ten thousand trips. There was fourteen thousand trips. We need an extra X thousands of dollars and that's bad for everybody.

You know, if we wanted to, we could build in more contingencies but that also varies from city to city. If we did that we would probably be more conservative and build in the contingency for all cities and there are some cities who say I don't want to really pay that because I don't anticipate my trip's changing. So that's what makes it problematic is that we're trying to respect 19 different budgets and put it into one budget while maintaining the flexibility.

When Paul talks about flexibility we also have a demand on service that is different than most things that cities provide. We can't just say, you know what, we don't have the money we're not going to one that bus route or we're not going to pick up people when they call on paratransit. So we purposely want to make sure that we have no nothing that would upset our operating model. That's what the flexibility is talking about.

So I would love it if I never had to go to a city and say by the way we need you to cut a check. That's not a good day at Valley Metro because we know it's not a good day in the city. Because I, you know, having been part of that process, I certainly understand the lack of flexibility that cities are given once they establish a budget and finalize that budget.

And so we would welcome anything that you feel comfortable with as long as we can maintain that service flexibility, but it is problematic because, once again, you're dealing with 19 different -- and as you can see, even in the paratransit, some cities went up, some cities went down, some cities -- it's really difficult to get something that makes everybody happy, but we're open to whatever ideas you might have that would -- I don't think you could ever eliminate surprises but could certainly minimize the surprises. We'd loved to help you on that.

Mr. Methvin said I appreciate the explanation and the discussion. I would be looking to Valley Metro if there are ways that you think would work better for the cities because many of the folks at Valley Metro have worked for cities or, you know, governed over cities before, so you know what our processes look like.

Mr. Smith said well, one of the things if you remember last August and September, we had this discussion on our going back and looking at our budget process and one of the things that we really talked about and presented was can we wait till later to present our budget.
Right now, as Paul said, we have to lock in our numbers -- we literally start locking in in October. By January we're finalized because we have to meet your budget process. And we went back and forth with your staff and with city management and what we found out was, you know, no matter how we move it, it really doesn't change the game much at all and it was something that I think Chris Brady really talked about is why in the heck are we locking in the numbers in October, November.

We looked at all the different scenarios about how we could push that back as far and what we found was it really didn't change -- it didn't add any benefit to us because the type of information we were going to get that still would allow you to plug it into your budget process didn't give us a real benefit. So we basically kept the time frame the way it is because that seems to be the best scenario to make sure that you can get your budgets done on time.

But we are always open to -- I mean, you are our customers. You're our partners but you're also our customers. And the other thing that we have is we don't have -- our funding source is dependent upon others that come in. We have PTF. We have the federal, what little comes from federal, and then we have you when you contract services with us. So we're, you know, we're flexible, but we also have these funding sources that we have to recognize unlike cities who set tax rates and set things in stone.

So we recognize we're in a different situation, but we can be as flexible as possible to fit your needs as long as we make sure that we recognize the operating requirements that we have.

Mr. Methvin said well, gentlemen, I appreciate the discussion. It's helped me. Thank you.

Chair Wright said any other comments or questions on this item? All right. If there are none, I will entertain a motion to approve.

**IT WAS MOVED BY STEVEN METHVIN, SECONDED BY MARIO PANIAGUA AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD OF DIRECTORS AUTHORIZATION FOR THE MID-YEAR BUDGET ADJUSTMENT UPDATE TO THE VALLEY METRO RPTA OPERATING AND CAPITAL BUDGET FOR FY20.**

5. Future Agenda Items Request and Report on Current Events

Chair Wright said our next item of business is Item No. 5. Future Agenda Items Request Or Report on Current Events. Anybody have anything to request or to report? Okay, seeing none.

Our next meeting of the Transit Management Committee will be Wednesday, February 5 at 10 a.m. With no further discussion, the meeting adjourned at 10:55 a.m.
DATE
January 30, 2020

AGENDA ITEM 3A

SUBJECT
Maricopa County Intergovernmental Agreement Amendment

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an Intergovernmental Agreement (IGA) amendment with Maricopa County reimburse Valley Metro for the cost of Paratransit and Ride Choice Services from April 1 to June 30, 2020, not to exceed $309,494.

COST AND BUDGET
The IGA is based on a trip estimate of 7,875 for paratransit and 8,359 for Ride Choice, and a net cost estimate not to exceed $309,494. Maricopa County will pay the actual cost of services provided.

RECOMMENDATION
Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to execute an IGA amendment with Maricopa County to reimburse Valley Metro for the cost of Paratransit and Ride Choice Services from April 1 to June 30, 2020, not to exceed $309,494.

BACKGROUND/DISCUSSION/CONSIDERATION
On October 1, 2019, Valley Metro began providing Ride Choice Services to residents of Maricopa County. At the same time, paratransit services were restricted to the federally mandated service area. To facilitate these services, an IGA between Valley Metro and Maricopa County was executed, effective from October 1, 2019 to March 31, 2020. An amendment is needed to continue the service through the end of the fiscal year.

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals in the Five-Year Strategic Plan, FY 2016 – 2020:
- Goal 1: Increase customer focus
- Goal 2: Advance performance based operation
- Goal 3: Grow transit ridership

COMMITTEE PROCESS
RTAG: January 21, 2020 for information
TMC: February 5, 2020 for action
Board of Directors: February 20, 2020 for action
CONTACT
Jim Hillyard
Chief Administrative Officer
602-262-7433
jhillyard@valleymetro.org

ATTACHMENT
None

A copy of the intergovernmental agreement amendment with Maricopa County is available upon request.
Information Summary

DATE
January 30, 2020

AGENDA ITEM 3B

SUBJECT
Intergovernmental Agreement (IGA) with the Arizona Department of Transportation (ADOT)

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to enter into an IGA with ADOT for Section 5311 (Rural Transit) pass-through funding for Rural Route 685 for Federal Fiscal Year 2020 (FFY20) and 2021 (FFY21).

COST AND BUDGET
The funding to be requested from ADOT for Section 5311 for FFY20 and FFY21 is estimated to be $1,439,982. The following table summarizes funding sources and approximate amounts applicable to this Board action.

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<th>Funding Source</th>
<th>FFY20</th>
<th>FFY21</th>
<th>Total</th>
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<tr>
<td>FTA Section 5311 (ADOT)</td>
<td>$708,847</td>
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<td>PTF (Local Match)</td>
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Route 685 is in the Valley Metro budget and is programmed in the Transit Life Cycle Program (TLCP) with Public Transportation Funds (PTF) which serve as the required source of local match funds. Local match funds for the shortened round trips are provided by the City of Buckeye.

RECOMMENDATION
Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to enter into an IGA with ADOT for FTA Section 5311 (Rural Transit) pass-through funding for Rural Route 685 for FFY20 and FFY21.

BACKGROUND/DISCUSSION/CONSIDERATION
Valley Metro will apply for an estimated $1,439,982 of FTA Formula Grants for Other than Urbanized Areas (Section 5311) funds for the FFY20 (expenditure period - October 2020 through September 2021) and FFY21 (expenditure period - October 2021 through September 2022). ADOT’s application process includes two years of funding.

The application will include administrative, insurance, preventive maintenance, and operating assistance for Route 685 Gila Bend and operating assistance and preventive
maintenance for shortened round trips between the Buckeye Community Center and the Buckeye Municipal Court. No PTF funds are used for the shortened trips.

ADOT is the designated recipient for FTA 5311 rural formula grant funds for the state and Valley Metro must submit an application to receive this funding for the service identified above. ADOT’s application process requires submittal of an IGA for funding and it must be signed by Valley Metro (which requires Board approval) for the application to be accepted. ADOT will initiate the application process in January 2020, and applications are expected to be due in February 2020. Award notification is expected in summer 2020, and ADOT will finalize the IGA with the actual awarded amount.

Public outreach will be held in the project area about the requested funding prior to award of any funds.

COMMITTEE PROCESS
RTAG: January 21, 2020 for information
TMC/RMC: February 5, 2020 for action
Boards of Directors: February 20, 2020 for action

STRATEGIC PLAN ALIGNMENT
This item relates to the following goals and strategies in the Five-Year Strategic Plan, FY 2016 – 2020:
  • Goal 4: Focus on economic development, regional competitiveness and financial resources.

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

ATTACHMENT
None
DATE
January 30, 2020

SUBJECT
Future Agenda Items Request and Report on Current Events

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

STRATEGIC PLAN ALIGNMENT
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None

Pending Items Request

<table>
<thead>
<tr>
<th>Item Requested</th>
<th>Date Requested</th>
<th>Planned Follow-up Date</th>
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1. **Public Comment (blue card)**

The public will be provided with an opportunity at this time to address the committee on 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**

Minutes from the January 8, 2020 RMC meeting are presented for approval.


Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to execute a contract amendment with the Operations and Maintenance Center Expansion Design/Build Contractor, Hensel Phelps, to provide State of Good Repair funding for an upgrade to the existing Evaporative Cooling System in the MOE Building and to replace the existing Sanding System at the cleaning platform. The total funding request is $4.4M.

4. **Future Agenda Items Request and Report on Current Events**

Chair Methvin will request future RMC agenda items from members and members may provide a report on current events.
5. **Next Meeting**

The next meeting of the RMC is scheduled for **Wednesday, March 4, 2020 at 11:00 a.m.**

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

DATE
January 30, 2020

AGENDA ITEM 1

SUBJECT
Public Comment

PURPOSE
The public will be provided with an opportunity at this time to address the committee on 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.

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None
Minutes
DATE
January 30, 2020

AGEDNA ITEM 2

Rail Management Committee
Wednesday, January 8, 2020
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
10:00 a.m.

Rail Management Committee Participants
Steven Methvin, City of Tempe (Chair)
Jodi Sorrell for Chris Brady, City of Mesa (Vice Chair)
Mario Paniagua for Ed Zuercher, City of Phoenix
Josh Wright, City of Chandler

Chair Methvin called the meeting to order at 10:57 a.m.

We're going to go ahead and call the meeting of the Rail Management Committee to order.

First order of business is public comment. And I have one speaker's card from Mr. Blue Crowley.

1. Public Comment

Mr. Crowley said I would comment on the 10-mile expansion and wonder why we're not using the right of way and I-10 to do it, you know, and also where are the park-and-ride lots along that. Oh, yeah, I-10 does have a park-and-ride lot there at 79th. And your routing, Phoenix, are you going to maturate and get both of those done? But I'd rather discuss agenda Item 3A.

And it states in here that what we're going to need the staffing for is to turn rail switches and to assist rail movement in the rail yard while construction is being done and that the construction when it's going to begin, but they're going to have to manually be doing this for all of that time and such. And then I look and see well how many people is it going to take and how much is it going to cost. And then it states that it's going to be six supervisors and one trainer. Interesting. And we want to spend 218,794,000 on it.

When I look at the additional staffing and see the numbers, I go, okay, seven into $300,000. Interesting. Or seven into $800,000. So, what are we paying these people? And if it is close to a $100,000 as an opening position, I know they're supervisors, but,
you, flip the switch, it's time. I don't figure that those are what needs to be done or is it instead of them being transportation supervisors we could just call them switch flippers.

Now on to other parts of what I don't see happening. You guys went into exec or the electeds did and did your little contract with Waymo. Well, I had one of the electeds say you need to give him all the questions that he has about Waymo like the contract, who's using it, how effective, et cetera. And staff was instructed to get that to me. And at the last electeds meeting they went, yeah, we need to know that stuff too.

Well, I still haven't gotten anything and I know that we're going to be having an information thing for them, I believe it's at the next meeting, but that doesn't diminish all the questions that I asked in front of this committee that when the electeds said get that information to Mr. Crowley that was marching orders for staff to do that. And it doesn't get answered by saying I can go online and find it out. I want it in my hand and what it is. Thank you.

2. Minutes

Chair Methvin said Item No. 2 is the minutes for the November 6, 2019 meeting. Any questions for staff? Do I have a motion?

IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY JOSH WRIGHT AND UNANIMOUSLY CARRIED TO APPROVE THE NOVEMBER 6, 2019 RMC MINUTES.

3. Consent Agenda

Chair Methvin said there are two items on the consent agenda. Any questions for staff on either of the items?

Mr. Paniagua said yes, thank you, mister chair. I do have a question on Item 3A. And it relates to the positions. So, Ray, if you can kind of explain the trainer is really straightforward, but on the work that's needed the transportation supervisors that would be added under this item shed a little bit of light on the type of work that they're doing and why that level of position is needed.

Mr. Abraham said the start of their need is going to come with the OMC expansion project. Starting in April, the contractors will be starting to take switches out of service so the control center will no longer be able to control the switches. So we'll have to have people on the ground to control the switches, give the operators direction.

Come June they are going to take the whole east side of the yard, east side access of the yard, out of service completely, so all of our operations in the yard will be, for lack of a better word, a single-track operation of trains coming into the yard, going out of the yard on the same track.
Besides that they'll take the signal building out of service, so now our line controllers won't see what's going on, so we have to put supervisor level people on the ground to basically control train movement because we're going to have trains opposing each other from about eight o'clock at night through pullout in the morning.

So these six supervisors will basically be tasked with doing that, basically controlling the train movement coming in the yard, cleaning platform, staging them and at the same time moving them out of the yard on the same tracks.

As that work is going on, we're going to start getting LRVs in. They're going to have to be tested and then training will have to start on the LRVs. And then shortly after that, we'll go into Tempe Streetcar starting to arrive.

So these six supervisors, believe me when I tell you it's a very conservative amount of folks, there's going to be a time when I'm going to have three or four operations going on at the same time that I'm going to have to use those six supervisors plus rely on present staff MOW staff, MOE staff, ACI staff and sometimes.

So when they take the east side of the yard off of me, Mario, it's going to go from June through January of '21. During that same time period, as I said, LRVs are coming in, downtown is going to probably start to do the turnouts. We're going to be operating single track downtown as well as training operators on a new LRV and manually operating the yard for seven months. So it's a lot of work.

Mr. Paniagua said thank you, Ray. So I appreciate what you're saying and it's clear to me that the work is needed. I'm just trying to make sure it's clear that the level of positions it's not just a matter of someone standing there flipping a switch.

Mr. Abraham said no.

Mr. Paniagua said it sounds a little bit more complicated than that.

Mr. Abraham it's basically controlling the train movement. That's why we want a supervisor level because the control center will be blind now in the yard. They will not be able to control the switches or see the train movement, so we're going to rely on supervisors one at this end, one at this end to say okay we're clear send the train eastbound, send the train westbound, so it's a lot of responsibility.

Mr. Smith said it's very difficult, I mean, they're literally having to control on the ground. And you can't just have a minimum wage type person there to flip a switch. It's literally a control factor.

And to give Ray credit, this is going to be a tough time. The OMC as currently designed isn't big enough to handle the inventory that we have right now. It was not designed for 50 trains. It was really designed for 36. So it's already over capacity.
And what we're doing is that we are eliminating some of the capacity we have in order to expand, you've got to tear up and shut down, and we're throwing six -- seventeen new trains that are going to be coming in that have to be tested, finished assembly, I mean, we're mixing what is already a complex process with another complex process and these trains 200,000 pounds with that kind of torque that's moving in a very, very tight space that where our operations center, which looks at things electronically, is blind. And, you know, I'm talking above what the request is. I'm going to say that we're actually extremely concerned and wary about how our operations are going to play through this because it is going to be a very difficult situation.

Ray and his team and Wulf and his team are working their best with the contractor to make sure we can continue to provide the same high level of service. Oh, by the way, we're going to be single tracking through downtown Phoenix, too, at the same time.

You know, this is sort of the mother of all challenges and I give it to Ray and Wulf's team. They are planning forward and backward to make sure that we can even get trains into the yard and out of the yard and keep them rolling during this time. That's just to tell you what this process is going to be like even with these additional people. It's going to be very, very difficult and will be for, what, about a year, year and a half.

Mr. Abraham said pretty much, almost a year when they start in April and they won't be done till January or February the following year.

So just to give you another example, we had a minor derailment in the yard a week or so ago where we didn't impact service. Had that derailment happened after June of next year, we wouldn't have gotten a train out of the yard for three and a half hours. That's how critical this work movement is because they're taking all my other options away from me. I can only come in one way and go out one way. So we really need that level of support.

And then those supervisors will migrate into Tempe Streetcar and soon migrate into South Central, so they're not going to be, you know, they're going to have work to do after the OMC expansion's done.

Mr. Smith said and this is, just, once again, I can't over state the challenge we have over the next two years in bringing streetcar with its -- once again, we have a system that now intersects two different systems. That doesn't happen anywhere in the country. And by the way, we don't have the same type of electronic control system on the streetcar as we do on the light rail, so that's an added human factor that has to be put in there.

Then with the South Central/Downtown Hub construction, I mean, it's really going to be an operational challenge and mess for a long time. Oh, add on to that the OMC where we don't have -- we will not have optimal situation, and we're very concerned. And
we're trying to figure out how we can minimize it. And by the way, our system because there's been a lot of talk about express service and things like that, our system was designed -- it's a wonderful system, but it also is a zero-fault system. If there is a hiccup in our system it affects the entire system. We don't have extra tracks or extra pullouts or extra places. I mean, you may literally see at some part of this OMC construction trains parked out on the street because we have no place to put them except for storing them out there because that's just how tight our system that's the envelope that Ray operates in on a daily basis.

So I give him kudos and Dan Filipino and Rob and their team because I tell you, night in and night out, day in and day out they do an amazing job and I think the reason why you know they do an amazing job is because you don't hear a whole lot about failures in our rail service. I'm constantly impressed by the work they do. Special events, I mean, comes off without a hitch, in a system that really wasn't designed to handle special events and I think we tend to take for granted what they do because they make it look easy and it's not easy. But that's my -- I know I'm going on a little bit, but I really want you to understand what incredible work they do and I'm crossing my fingers that they'll get through it.

Mr. Abraham said thank you, Scott.

One other thing to take note of is I will be coming back to you again with another change order prior to Tempe Streetcar and that will be to add the operators. We just don't have a timeline yet. Once we finalize the opening of the streetcar line, then we'll be coming back to add anywhere between 15 and 20 operators for the Tempe Streetcar.

Chair Methvin said do we call that one the planned three quarter year budget adjustment?

Mr. Abraham said it's in the budget, yes.

Chair Methvin said you know, Ray, I would like to echo what Scott said. Thank you for all of the work you and your team does. That's got to be a weight like no other making sure --

Mr. Abraham said it's going to be a challenging year.

Chair Methvin said we're pulling trains, moving around in the yard that's built for 36 and will have up to 50. When the yard expansion is done, will we then be right sized for the number of trains we have? And then what happens in the future when there are additional expansions?

Mr. Abraham said we'll be right sized for 92, I think, which will take us to I-10 west. The only down side with I-10 west is if we start going out that far we should be thinking of a
satellite yard somewhere because right now we're just to get our trains to the terminals is almost an hour trip.

Chair Methvin said so I might add that just one minor change you might make to the memo before it goes to the board is perhaps include those numbers and if they're in here, I'm sorry, I just didn't see them, even on my second review of how many trains, you know, what the size of the yard is for the expansion now and then what it will be capable of because that really explains it all. When you said that I thought well --

Mr. Smith said well, it looks a little weird to just say supervisor. It's a legitimate question. If you read it it can seem like you're just switching, but it's much more complex than that.

Chair Methvin said just the number of trains is important.

Mr. Smith said yeah, number of trains and we'll also put in a little bit more what the supervisors do. They're really more on ground controllers than they are supervisors. It's that level that's key --

Mr. Abraham said they're dual duty. They're controlling the train movement. They're actually flipping the switch as well.

Chair Methvin said well, thank you, both. So any other questions?

Mr. Smith said we'll update the memo. Thank you for that.

Chair Methvin said are there any other questions? I would entertain a motion.

IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY JOSH WRIGHT AND UNANIMOUSLY FORWARD TO THE BOARD OF DIRECTORS AUTHORIZATION FOR THE CEO TO EXECUTE A CONTRACT AMENDMENT WITH THE OPERATIONS AND MAINTENANCE CENTER EXPANSION DESIGN/BUILD CONTRACTOR, HENSEL PHELPS, TO PROVIDE STATE OF GOOD REPAIR FUNDING FOR AN UPGRADE TO THE EXISTING EVAPORATIVE COOLING SYSTEM IN THE MOE BUILDING AND TO REPLACE THE EXISTING SANDING SYSTEM AT THE CLEANING PLATFORM. THE TOTAL FUNDING REQUEST IS $4.4M.

4. Future Agenda Items Request and Report on Current Events

Chair Methvin said Item No. 4 is Future Agenda Item Request. Seeing none --

Mr. Smith said Mr. Methvin, I would like to throw one thing out. We're going to be talking a little bit in the future about one other challenge that we have systemwide and this is something that is nationwide and we're starting to nibble at some of these
challenges and that is workforce.

We are finding it increasingly difficult to keep operators on both the bus -- not so much on the rail side, but the bus side especially and mechanics. We're just competing with the world who offers hire wages and better work hours than we do. And, once again, to Ray's credit and to First Transit and ACI so far, we've been able to, you know, bandage or put some baling wire on this and get over it.

Last week we had a day to cancel seven trips bus trips because we didn't had a lack of operators show up. We're really operating on the margins and I don't want it, speaking of surprises, I don't want you to be surprised when we if this gets worse.

So we're going to schedule a session where we'll discuss that in more detail with you and the board because it is a real challenge for us right now. We're scrambling. And our team is doing an amazing job to make things seem like they're operating normally, but there's a lot of work that goes into covering for other people and people doubling up. And other systems, for example, Denver, it reached critical stage where they had to redo their whole structure of their system because of a driver shortage.

When I go back to APTA I hear a common theme from other CEOs that this is a nationwide industry problem.

Chair Methvin said thank you for that. And I look forward to that discussion. Is it a problem in getting people trained or retaining them once they're trained or a little of both?

Mr. Smith said it's mainly hiring and keeping. On the operator's side it's difficult to hire. I mean, we pay our operators in Phoenix like anywhere from 13 to 18 dollars an hour, let's say. But to be a bus operator, it's a hard job. Usually you're showing up for work at three in the morning, you're pulling out at 4:00 or 4:30, you may have a split shift, you have customers which aren't always the, let's say, the nicest. And our operators are just amazing that they do that.

And you know, when you're offered a job from eight to five that pays you $20 an hour in an economy like this, that looks pretty appealing. On the mechanical side it's a workforce development. It is we are competing with the Honeywells and with the Intels of the world to get trained mechanics and shop workers and they're paying a lot more than we are and they're offering a lot more benefits than we can offer.

And so retaining is -- both hiring and retaining is a real challenge on the mechanical side. We require a very sophisticated level of mechanic because both our electronic and our physical are mechanical are very complex systems on these trains. And we're competing with every other place out there that needs all kinds of mechanics and it's just always a challenge. So it's both.
Chair Methvin said we'll look forward to that discussion. I think you can probably anticipate questions focusing on what are you doing to partner -- what is Valley Metro doing now to partner with those trade schools and community colleges and even in some cases universities on work force development.

Mr. Smith said and that's one thing that we're just starting. We're looking at, once again, other systems who have established programs. For example, we do have a program with what's the refrigeration -- RSI where we have a joint program with them because we had a hard time keeping our air-conditioning maintenance.

You know, we have very large and complex AC systems on our trains. We partnered with them and they actually bring students over use our students as a classroom and we've been very successful handling that and we're going to expand that and talk about doing things with maybe Maricopa Community College District and things like that because we definitely need to do that.

Chair Methvin said one of the benefits of having the university in your community is that the university president will often say let us know when you're finding when you're creating agreements with developers or developments come into your community and you're finding a shortage in some areas, let us know. We can work with you to develop those processes.

Mr. Smith said we also see this as an opportunity because one of the good things we have is we have veterans that are leaving the service that have been trained and whether they've been working on a helicopter it's not that you can take a helicopter knowledge and put it, but it's that high level of sophistication that makes them readily trainable and they come from that.

For example, we've had some initial discussions with Maricopa Community Colleges about setting up a veteran specific transitional program that transitions someone who is has some that kind of background in the military to transition and work for us.

Chair Methvin said well, thank you for that.

5. Future Agenda Items Request and Report on Current Events

Chair Methvin said the next item is agenda Item No. 5. Next meeting is February 5, 2020. Just make a special note that it's also at 10 a.m. All right. Meeting is adjourned.

With no further discussion, the meeting adjourned at 11:25 a.m.
Information Summary

DATE
January 30, 2020

AGENDA ITEM 3

SUBJECT
Operations and Maintenance Center Expansion (OMCEXP) Design/Build Contract Amendment – State of Good Repair Items

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract amendment with the OMCEXP Design/Build Contractor, Hensel Phelps, and provide funds up to $4,400,000 for:

A. Upgrading the existing Evaporative Cooling System in the Maintenance of Equipment (MOE) Facility (Shop Area)
B. Replacement of the existing Sanding System with a new system at the existing cleaning platform at the Operations and Maintenance Center (OMC)

COST AND BUDGET
The funding needed for these two state of good repair items are shown in the table below.

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
<th>Contingency</th>
<th>Total Authority</th>
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<tbody>
<tr>
<td>Upgrade Existing Evaporative Cooling System</td>
<td>$2,600,000</td>
<td>$260,000</td>
<td>$2,860,000</td>
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<tr>
<td>Replace Existing Sanding System</td>
<td>$1,400,000</td>
<td>$140,000</td>
<td>$1,540,000</td>
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<td><strong>Total</strong></td>
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<td><strong>$400,000</strong></td>
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For the Fiscal Year 2020, the contract obligation is $1,760,000, which is funded within the State of Good Repair capital project in the VMR FY20 Operating and Capital Budget. The remaining contract obligation of $2,640,000 falls in Fiscal Year 2021. Contract obligations beyond FY20 are included in the Valley Metro Rail Five-Year Operating and Capital Forecast (FY2020 thru FY2024). The source of funding is regional Public Transportation Funds.

RECOMMENDATION
Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to execute a contract amendment with the Operations and Maintenance Center Expansion Design/Build Contractor, Hensel Phelps, to provide State of Good Repair funding for an upgrade to the existing Evaporative Cooling System in the MOE Building.
and to replace the existing Sanding System at the cleaning platform. The total funding request is $4.4M.

**BACKGROUND/DISCUSSION/CONSIDERATION**

During the site investigation as part of the design phase of the OMCEXP project, two unanticipated items at the Operations and Maintenance Center (OMC) were determined to be in need of repair or replacement. These items were not identified in the original scope of the expansion project and are considered to be state of good repair items that are appropriately funded outside of the expansion project.

The first item is an upgrade to the evaporative cooling system in the existing MOE shop area, and the second is replacement of the existing sanding system at the existing vehicle cleaning platform. With a qualified contractor already on board, it would be most convenient and efficient to have Hensel Phelps perform and coordinate this necessary work with the complex schedule of the expansion project. The needs are described below.

**Upgrade of Evaporative Cooling System**

While developing the scope for the expansion of the Maintenance of Equipment (MOE) Building, cooling the additional shop space to working conditions for Arizona was used as a baseline for design. The Mechanical Design Engineers were able to provide an acceptable level of working conditions with 20 air exchanges per hour in their study for the new annex to the MOE. However, this study identified significant cooling deficiencies in the existing portion of the shop space which is currently only operating with four air exchanges per hour and is not able to cool the shop space below 105 F to 110 F during hot summer days for durations lasting eight hours or more. This current evaporative cooling system is clearly at the end of its lifecycle.

Therefore, to bring the workspace into a useful condition, the working environment requires 20 air exchanges to effectively bring temperatures of the entire workshop area to more acceptable levels. This requirement matches the new building design and allows the airflow to be balanced.

**Replacement of the Sanding System**

The sanding system is located on the cleaning platform and its purpose is to pump sand into the sand boxes on the light rail and street car vehicles. The sand is applied to the rails as needed for safe train operation to improve both braking and traction on slippery rails due to wet or icy conditions. The lack of sand can generate dangerous situations, such as over running platforms and signals.

The current sanding system is insufficient and malfunctions regularly, slowing the process of cleaning and inspecting trains as they flow through the cleaning platform each evening. While a retrofit was considered, an evaluation of the current sanding system by other vendors and engineers determined that the current system could not be
reliably repaired or upgraded. The current system intermittently shuts down and faults are not able to be traced back to one source. Furthermore, this European system has no available spare parts, doesn’t function well in the extreme temperatures of Arizona, and when any one pump of the system malfunctions, all the other pumps shut down. Therefore, a new sanding system is the only viable solution.

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: January 21, 2020 for information
RMC: February 5, 2020 for action
Board of Directors: February 20, 2020 for action

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

ATTACHMENT
None
DATE
January 30, 2020

SUBJECT
Future Agenda Items Request and Report on Current Events

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COMMITTEE ACTION
None

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

ATTACHMENT
None

Pending Items Request

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<th>Planned Follow-up Date</th>
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