Meetings of
BOARDS OF DIRECTORS

Joint Boards of Directors

Valley Metro RPTA

Valley Metro Rail

Date:
June 12, 2025

Starting Time:
11:15 a.m.

Meetings to occur sequentially

Location:
Valley Metro
Boardroom/Webex
101 N. 1st Avenue, 10th Floor

If you require assistance accessing the meetings on the 10th floor, call 602.262.7433.

Agenda

June 9, 2025

Joint Boards of Directors
Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, June 12, 2025
Valley Metro, 101 N. 1st Avenue, 10th Floor
Boardroom/Webex
11:15 a.m.

	Action Recommended
1. Public Comment	1. For Information
The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items for the Joint, RPTA and VMR meeting agendas.** Up to three minutes will be provided per speaker unless the Chair allows more at their discretion. A total of 15 minutes for all speakers will be provided.	
2. Chief Executive Officer's Report	2. For information
Jessica Mefford-Miller, CEO, will brief the Joint Boards of Directors on current issues.	

CONSENT AGENDA

3A. Minutes	3A. For action
Minutes from the May 22, 2025, Boards of Directors meeting are presented for approval.	
3B. Fiscal Year 2026 (FY26) Intergovernmental Agreements (IGA)	3B. For action
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute the FY26 IGAs and IGA amendments as listed and for the periods of performance.	

3C. Market Research Services Contract Award — 3C. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract for up to five years with WestGroup, LLC for market research services in an aggregate amount of $646,378.

REGULAR AGENDA

4. Audit and Finance Subcommittee Update — 4. For information

Councilmember White, AFS Chair, will provide an update on the discussions and actions taken at the AFS meeting.

5. FY 2026 IT Hardware & Maintenance Re-authorization — 5. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary IT hardware and maintenance agreements in an amount not to exceed $1,197,300 for the period of July 1, 2025 through June 30, 2026, and to establish a contingency of $179,600 that is included within the overall budget established for this purpose.

6. FY 2026 IT Professional Services Re-authorization — 6. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary IT professional services in an amount not to exceed $937,000 for the period of July 1, 2025 through June 30, 2026, and to establish a contingency of $140,600 that is included within the overall budget established for this purpose.

7. FY 2026 Software Subscription and Maintenance Agreement Re-authorization — 7. For action

Staff recommends that the Joint Boards of Directors authorize the Chief Executive Officer to continue procuring necessary software subscriptions and maintenance agreements in an amount not to exceed $5,214,100 for the period of July 1, 2025 through June 30, 2028, and to establish a contingency of $782,200 that is included within the overall budget established for this purpose.

8. Executive Session — 8. For action

The Joint Boards of Directors may vote to enter Executive Session to discuss amendments to the contract for Valley Metro's Chief Executive Officer, as authorized by A.R.S. Sections 38-431.03 A(1), (3), and (4).

9. Executive Session Action Item(s) — 9. For action

The Joints Boards of Directors may vote to take action on item(s) discussed during Executive Session.

10. Travel and Expenditures — 10. For information

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

11. Report on Current Events and Suggested Future Agenda Items — 11. For information

Chair Harris will provide members the opportunity to report on current events and suggest future agenda items for consideration.

12. Next Meeting — 12. For information

The next meeting of the Joint Board Meeting is scheduled for **August 28, 2025 at 11:15 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print or flash drive) 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.

Executive Summary

DATE **AGENDA ITEM 1**
June 9, 2025

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 for the Joint, RPTA and VMR meeting agendas.** Up to three minutes will be provided per speaker unless the Chair allows more at their discretion. A total of 15 minutes for all speakers will be provided.

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

CONTACT
Jessica Mefford-Miller
Jmeffordmiller@valleymetro.org

ATTACHMENT
None

Executive Summary

DATE
June 9, 2025

AGENDA ITEM 2

SUBJECT
Chief Executive Officer’s Report

COST AND BUDGET
There are no costs associated with this item

RECOMMENDATION
This item is presented for information only.

CONTACT
Jessica Mefford-Miller
Chief Executive Officer
jmeffordmiller@valleymetro.org

ATTACHMENT
None

Meeting Minutes

June 9, 2025 **AGENDA ITEM 3A**

Joint Boards of Directors
Thursday, May 22, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
Vice Mayor O.D. Harris, City of Chandler – **Chair**
Councilmember Jennifer Adams, City of Tempe **– Vice Chair**
Councilmember Max White, City of Avondale (phone)
Councilmember Monica Dorcey, City of El Mirage
Councilmember Kenny Buckland, Town of Gilbert (phone)
Vice Mayor Lauren Tolmachoff, City of Glendale
Vice Mayor Wally Campbell, City of Goodyear
Councilmember Francisco Heredia, City of Mesa (phone)
Councilmember Jon Edwards, City of Peoria (phone)
Councilmember Laura Pastor, City of Phoenix
Councilmember Bryan McClure, Town of Queen Creek (phone)
Councilmember Maryann McAllen, City of Scottsdale
Councilmember Earle Greenberg, City of Surprise (phone)
Councilmember Jennifer Adams, City of Tempe
Vice Mayor Jimmy Davis, City of Tolleson (phone)
Mayor BG Bratcher, Town of Wickenburg (phone)
Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present
Councilmember Jamine Berry, City of Buckeye
Councilmember Peggy McMahon, Town of Fountain Hills
Supervisor Steve Gallardo, Maricopa County

Valley Metro Rail Participants
Councilmember Francisco Heredia, City of Mesa – **Chair**
Councilmember Laura Pastor, City of Phoenix – **Vice Chair**
Councilmember O.D. Harris, City of Chandler
Councilmember Jennifer Adams, City of Tempe

The Chair called the meeting to order at 11:16 a.m.

Chair Harris said good afternoon, everyone. I hope you guys are doing well. I want to call this meeting to order.

Pat, can you please take roll call?

Ms. Dillon said good morning, everyone.

Roll call by Pat Dillon.

City of Avondale, Councilmember Maxine White? Present.
City of Buckeye, Councilmember Jamaine Berry?
City of Chandler, Councilmember OD Harris? Here.
City of El Mirage, Councilmember Monica Dorsey? Present.
Town of Fountain Hills, Councilmember Peggy McMahon?
Town of Gilbert, Councilmember Kenny Buckland? Here.
City of Glendale, Vice Mayor Lauren Tolmachoff? Here.
City of Goodyear, Vice Mayor Wally Campbell? Ms. Dillon said I see her on Webex.
Maricopa County Supervisor, Steve Gallardo?
City of Mesa, Councilmember Francisco Heredia? Here.
City of Peoria, Councilmember Jon Edwards? Here.
City of Phoenix, Councilmember Laura Pastor? I'm here.
Town of Queen Creek, Councilmember Bryan McClure? Here.
City of Scottsdale, Councilmember Mary Ann McAllen? Here.
City of Surprise, Councilmember Earle Greenberg? Here.
City of Tempe, Councilmember Jennifer Adams? Present.
City of Tolleson, Vice Mayor Jimmy Davis? Present.
Town of Wickenburg, Mayor B.G. Bratcher? Ms. Dillon said she is online.
Town of Youngtown, Mayor Michael LeVault? Yes, Pat, I'm here.

Ms. Dillon said Chair, we are ready to proceed.

Chair Harris said thank you, Councilmembers, Vice Mayors, and various other members of our board. Thank you for being here. And today we're kicking off another exciting meeting.

We just got back from D.C., advocating to get funding here and making sure we develop those partnerships led by our amazing CEO. I have got to say staff did a good job in trying to help us get there and really appreciate it. And the board members that did go, it was very insightful. And I do think that it was a delightful trip. So thank you to our CEO.

Thank you to Alexis. Thank you for doing a good job. We appreciate you.

And staff continue to do a good job at Valley Metro. I think we have got the best staff, you know, in transportation. I got to say I'm just going to brag a little bit. I met a lot of people, but we got some really great staff here and we really appreciate it a lot.

1. Public Comment

Chair Harris said we're going to move to item number one, which is public comment.

Pat, do we have any public comment?

Ms. Dillon said no, sir, not today.

2. Chief Executive Officer's Report

Chair Harris said moving on to number two. We'll send it over to Jessica, our CEO.

Ms. Mefford-Miller said thank you, Mr. Chair. Good morning, members of the board. I've got quite a few items to provide you with an update on this morning.

As Chair Harris indicated, this past week was busy as we attended the American Public Transportation Association Legislative Conference. Chair Harris, AFS Chair White, Councilmember Tolmachoff, Councilmember Edwards, and Vice Mayor Davis joined Alexis Tameron Kinsey and I for the conference and a very busy day of Hill visits on this past Tuesday. We spent that time speaking with members of our congressional delegation, both Republicans and Democrats, advocating for our priorities for the Infrastructure Investment and Jobs Act Reauthorization bill.

Our visit was timely. We heard from House Transportation and Infrastructure Chairman Graves and Ranking Member Larson just last night that they intend to move a reauthorization bill through Congress by this fall.

We have submitted our priorities, and we will continue to lobby those members, emphasizing our desire to see continued stable federal funding for public transit, plus the cost of inflation incorporated into that bill.

We've submitted a few different recommendations for NEPA reform that we hope will help us speed up the processing and execution of federally funded projects. We also must continue to see robust Capital Investment Grant or SIG program funding. The Phoenix region has been incredibly successful in attracting SIG funding to support our rail investment projects, and we'd like to continue those programs.

We've also lobbied for a very specific inclusion of a new federal formula funding that would help transit agencies like ours, including Valley Metro, support safety and security efforts, including capital investment with the possibility of leveraging federal formula funds to also support security and operations. We will continue to keep this board apprised of our federal legislative updates.

May's been a busy month in the Valley. I joined Councilmember Pastor last week on May 15th on a Bike to Work Day.

Councilmember Pastor led this effort, and it was well attended. I don't know how many participants we had, but 250 participants. It was a wonderful day. We were accompanied by City of Phoenix Police celebrating the many alternative modes that we have other than driving a vehicle to actually get to work in the morning. Thank you, Councilmember Pastor, for joining us along that ride.

I'm out of order here. Last month, we also celebrated our 25th annual Design a Transit Wrap contest. This is a wonderful contest involving high school students from across the Valley. I think we had over 175 original art submissions. Our winning artist was Leslie Rascon, and we visited her in South Central Phoenix at Betty Fairfax High School. Leslie's design is featured for a year on a bus, as well as on a light rail train. We visited with Leslie and her family. They are delighted to know that her art will be prominently featured on one of the light rail vehicle cars that are part of the inaugural train ride aboard the South Central Extension coming up on June 7, 2025.

So congratulations to all of our high school award winners.

Inside of Valley Metro, we just graduated our most recent cohort group of the Valley Metro Exchange Program. This is part of our strategic plan initiative, Investing in Talent. VMAX is a cross-disciplinary program that introduces team members to different facets of our operation across the organization. The idea is to break down silos and increase collaboration and knowledge transference, and also to build and develop team members so that they can move up, across, and diagonally within the Valley Metro organization.

On May 1st, Mike Pal and the transportation team welcomed our East Valley member city staff on a tour of the Tempe Bus Operations and Maintenance Facility. They toured the Operations Control Center. They previewed our new 2400 series of CNG buses, and they heard from Keolis leadership about their scorecard and their approach to driving performance excellence for bus service across East Valley. Thanks, Mike, for engaging with our member city partners.

I am also pleased. Paratransit performance has been an important topic of discussion at this board. We're working very closely with our two vendors, MTM, who actually delivers paratransit service, and MJM, who's our broker for paratransit and ride choice. We have performance improvement programs in place for both of those vendors, and we are seeing the results of that. We are now within our goal of trips that are being diverted from MTM to overflow providers, our goal is not more than 5%, by the way. And in April, we were at 4.2%. We've also already reduced our cost per trip by 14.8%.

Some of the strategies that we are embracing include clustering our subscription trips, so trips that customers take on a regular basis, think journeys to work or dialysis. And we're creating routine routes that we repeat. This gives our customers stability. They've got a peer-cohort group of customers on board their trip that is consistent, and it also helps us create and preserve efficient trips. We're also trying to drive more subscription trips, so we're looking at those trips that occur on some kind of an episodic basis across the system and stringing them together into more subscriptions.

So congratulations to the transportation team. We are committed to continuing to drive further performance improvement within our paratransit contract.

On the security side, this has been a big week. We are now ten days into the transition of our new Inter-Con security contract, which went into effect on May the 12th. This board authorized the award of that contract this past March, and we have moved very quickly with the Inter-Con security team to begin that performance.

This is a new approach. It's one important layer. It's the foundation of our overall security program. The new contract approach emphasizes presence across the system. It also creates the opportunity and demands that the contractor be nimble and responsive in their deployment strategies, focusing on where riders are and where incident data emerges. Our past contract was rather prescriptive in defining the number of hours at each given location for our guard members. We've also created a supervisory and support team, including recruiters, trainers, and supervisors that are all aimed to support and encourage the success of our frontline guards.

This new contract represents a 20 percent increase in presence across the system and includes the soon opening of the South Central Rail Extension. There's also a 75-cent wage rate increase, and that has allowed us to field this very large team quickly. About half of the 323 full-time team members are incumbents that came to us from our past contractor, and the other half are new hires to the contract.

I encourage you, if you haven't taken a ride on the Valley Metro system, please take a ride. The visibility, they're in these bright yellow shirts as shown here, the visibility is noticeable. The supervisors are shown in white on the lower right of the screen. Their presence is palpable. I have received numerous unsolicited feedback points over the last week and a half, noting the increase in presence, but also engagement of these team members who are greeting our riders, requesting to see fare, and helping them along their journey.

This is but one layer. We're also continuing our Operation Blue Ride program aboard bus and light rail with our law enforcement partners. We're continuing active patrols from law enforcement from the cities of Tempe, Mesa, and Phoenix, and we're also pursuing funding to support street-level outreach in the form of social services personnel across the system. We had the opportunity this week to meet with Congresswoman Ansari's staff, who have advanced an application that we have for $1 million in federal funding to launch a pilot street-level outreach program. We will continue to update you on the progress of that request.

Also aboard light rail, we are gearing up. I think we are 16 days out from launching our two-line system on Saturday, June 7, 2025. This involves a great deal of education because we're not just expanding, but this is the point at which we shift from one line to two. We're going to be operating our A line from downtown Phoenix east into Mesa. We'll terminate there at Gilbert and

Main on the far right, and then the B line is going to go from Metrocenter in the north to Central and Baseline in the south. This involves updating all of the signage across the system, outreach to customers and the public. We've also purchased paid digital media so that we can get our message out, and we've conducted a number of media events, including a live event in the Downtown Hub that occurred just yesterday morning.

I hope you've had the opportunity to see some of those clips. I thank Hillary Foose and our communications and marketing team for pushing this information out. We're going to continue this education and outreach even beyond the opening of South Central Extension.

And of course, I must remind us all, we encourage you and welcome your participation at the celebratory event on Saturday, June 7, 2025. We will be out at Central and Baseline at 8:30 a.m. Saturday, June the 7, 2025.

Finally, looking ahead to the final meetings of our fiscal year, we will not have a July board cycle. We will be back in this room on June 12th for our next board. June 12, 2025, is our next board meeting.

We have a June cycle. TMC/RMC is Wednesday, June 4th, and Audit Finance Subcommittee is Thursday, June 5th. And then the following Thursday is our board meeting. It has been pulled forward because our regularly scheduled meeting would fall on Thursday, June 19th. That is a holiday for Valley Metro for our second consecutive year as we celebrate Juneteenth. We will come back for August with a board study session as requested by Councilmember Pastor. August will include a study session focused on community engagement.

That concludes my update, Mr. Chair. Are there any questions I may answer from the boards?

Chair Harris said is there any questions from the board members? Online? Seeing there's no questions. Thank you for that delightful report. It's been amazing.

Just, you know, I wanted to say this because, you know, being at the conference and then when I start talking to many of the CEOs and what they're doing. I was talking to New York. New York fares is like for the monthly pass with fare capping, it was $287 with fare capping in New York. And I was just kind of having that conversation. I was like, man, our rides are very cost effective, very efficient and very safe rides and very clean, you know, throughout our system. And I just really just enjoy how efficient we are and how well staff works together to make sure we stay like above the rest. And getting it, we received an award. Tell them about the award that we received.

Ms. Mefford-Miller said thank you. I neglected to include that in our report, but the American Council of Engineering Companies recognized our Northwest Extension Phase II as an award of honor. So congratulations, Trevor Collon, our Capital Development team. And Jacobs Engineering, our designer, Kiewit-McCarthy Joint Venture was our contractor. It has been a very award-winning project that we delivered ahead of schedule and under budget. Well done, team.

Chair Harris said that's why I said we have the best. We have an award-winning staff. Put that in the notes.

3. Consent Agenda

Chair Harris said All right. Moving on to the next item.

Motion by Councilmember Max White, second by Councilmember Laura Pastor.

There's been a request for a motion and second to approve the Consent Agenda Items 3A through 3E. There's been a motion and second.

Any opposed? All those for it say, yes. Yes or aye. Any opposed say nay. It has passed.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECOONDED BY COUNCILMEMBER PASTOR, AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA ITEMS 3A THROUGH 3E.

4. Audit and Finance Subcommittee Update

Chair Harris said Moving on to number four, Audit and Finance Committee. Councilmember Max White.

Councilmember White said thank you so much, Chair. I appreciate it. The Audit and Finance Subcommittee met Thursday, May 8, 2025. We were pleased that our chair joined us as well as Mayor Bratcher for that meeting and discussion.

We received the CFO's report from Mr. Kessler. We're about 2% over prior year actuals and just under 2% below budget through end of April.

We approved our meeting minutes and had a nice discussion and executive session for our committee to make a FY26 budget recommendation, which will include merit increase. And we can go through that during that part of our RPTA Valley Metro Rail budget discussion.

We received FY25 third quarter budget review that was for information only.

Also took a look at FY26 operating and capital budget information for RPTA Valley Metro. There is going to be an $18.3 million year-over-year increase driven by ongoing obligations. But you'll see when we take a look at the capital budget that there's very little change from the last version and the $114.2 million capital budget preliminary driven by capital extension, our future project development and the state of good repair. So we'll have more of that.

We do have a five-year plan for VMR. Very minor changes there.

We took a look at the paratransit operator fitness for duty audit, which contained no findings and was presented for acceptance. We looked at employee mileage reimbursement audit. Again, was presented for acceptance. Audit found two recommendations that Valley Metro staff are working to implement.

We had an internal audit update. And there are a few audits that are underway. Staff is making headway on implementing audit recommendations.

Our next Audit and Finance meeting is scheduled for Thursday, June 5, 2025, at noon. And that concludes my report, Mr. Chair.

Chair Harris said thank you to our treasurer, Councilmember Max White.

5. <u>May 2025 Strategic Plan Quarterly Update</u>

Chair Harris said We'll move on to the next item, number five, which is our May 2025 strategic plan quarterly update. Jessica, go ahead.
Ms. Mefford-Miller said thank you, Mr. Chair. I'd like to invite Melissa Boyles, Chief of Staff, to the podium for a brief update on the past quarter of activities. For our board members, who are relatively new, we provide a quarterly update. We do alternate the items or initiatives that we're reporting on in the interest of brevity. Ms. Boyles.

Ms. Boyles said thank you, Jessica. Mr. Chair, members of the board. As Jessica mentioned, we do alternate goal areas that we discuss on a quarterly basis. Back in January of 2024, Valley Metro boards of directors approved our FY25 through FY30 strategic plan.

With that adoption was that quarterly reporting cadence. In addition to the detailed strategic plan quarterly report that's really oriented around key performance indicators that's in your packet. We provide these updates first in February and then in August regarding customer experience, stakeholder engagement, operational excellence and security as well as leveraging data technology and industry best practices. In the months of May and November we provide updates regarding investing in talent, board governance, excellence in our leadership and execution and financial sustainability.

FY25 initiatives related to talent, leadership, governance and finance include completing a staffing assessment, our class and comp study, of course, our culture survey that we did just this spring, developing a new board member on-boarding process and material and securing financial software for forecasting.

For invest in talent we did complete an initial staffing assessment that did inform our original FY25 budget requests. We also created staffing related learning and development tools. These tools track retention, turnover, vacancies, demographics and participation in, as well as demand for, learning and development programs. The data will inform improvements to our recruiting, retention and development programs and processes.

Some initiatives for FY25 will end up shifting into FY26. For example, our maintenance technical training program. The results of the class and comp study will inform some of those job classifications and the requirements for the positions that the curriculum will be based on. Leadership and execution. Part of our focus for FY25 has been to create an inclusive culture. In order to create an inclusive culture, we needed to assess the culture that we have. So where are we and where do we want to be?

We completed the agency wide culture survey in March. We had an 84 percent response rate against a 70 percent goal. Our results were benchmarked against North American transit agencies of a similar size that had also conducted similar surveys.

Valley Metro's results for believing in our mission and being proud to work for the agency were higher than the highest results among the surveys that were benchmarked. Areas for us to focus on in the coming year include workload and retention and, of course, we recognize we have work to do with our teams. This information is really going to inform us about our activities as we move forward into the coming year.
On the board governance front our board governance process improvements include, as some of you have experienced, a brand-new Valley Metro 101 program, educational program about all of the things that we're doing as well as a new board member on-boarding.

We're focusing a lot on defining the roles and responsibilities related to transitioning to Proposition 479 and working both internally and with our regional partners. Of course, the transition of Prop 479 also affects our financial sustainability and our finance and our governance teams working very closely with our regional partner MAG to update or draft the new Transit Life Cycle program funding policies as well as update the revenue and expenditure estimates.

The financial forecasting software proposals are currently under review. We anticipate coming back to the board later this year with a recommendation.

And with that, that concludes my presentation. I would be happy to answer any questions.

Chair Harris said thank you so much for that great presentation. It just kind of reaffirms what we are doing and obviously, the culture that we're trying to set in our organization is there and we'll continue to evaluate our progress. And I love the fact that we're willing to have so much commitment to our process that we're willing to evaluate to make sure that we're doing things right. So thank you for the presentation and that's it.

6. Travel and Expenditures

Chair Harris said the next item is item number six. If there's any questions about item number six Travel and Expenditures. Any questions from the board members? Seeing none.

7. Report on Current Events and Suggested Future Agenda Items

Chair Harris said we'll move on to number seven. Current events. Any current events any member wants to report?

I will just report one current event that is happening. Juneteenth kickoff is happening in Chandler. I know that we're going to on Friday night, I think it's the 13th, we're going to be doing a pageant at our Chandler Center of the Arts for Miss Juneteenth. And then on Saturday we're going to be doing culture music in the park. That's going to be like at 6:00 in the evening where we're going to allow people to kind of come, hang out at our downtown park, get some good food, hang out, get some good culture in you. We're going to be having Vaughn Willis and Ear Candy performing in downtown Chandler. So it's going to be a really cool event. I'm super excited and can't wait for that to happen.

And I know that Tempe is doing something as well on that Saturday as well. They're doing like a culture and music as well in their parks as well. Right? I know you guys got it from me. I just wanted to let the record reflect.

Any other and anybody else want to report any current events? Seeing none.

8. Next Meeting

Chair Harris said let's go to number eight. The next meeting of the joint board is scheduled for Thursday, June 12, 2025, 11:15 a.m. That concludes that meeting.

The next meeting of the Joint Boards is scheduled for Thursday, June 12, 2025, at 11:15 a.m.

Without further discussion, the meeting was adjourned at 11:50 a.m.

Executive Summary

DATE **AGENDA ITEM 3B**
June 9, 2025

SUBJECT
Fiscal Year 2026 (FY26) Intergovernmental Agreements (IGA)

COST AND BUDGET
Please see the attached spreadsheet.

RECOMMENDATION
Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the Chief Executive Officer to execute the FY26 IGAs and IGA amendments as listed and for the periods of performance.

COMMITTEE PROCESS
RTAG: May 20, 2025for information
TMC/RMC: June 4, 2025 approved
Boards of Directors: June 12, 2025 for action

CONTACT
CONTACT
Ken Kessler
Chief Financial Officer
kkessler@valleymetro.org

ATTACHMENT
Attachment 1 - List of FY26 IGAs

Background Information

BACKGROUND DISCUSSION
There are a number of IGAs and IGA amendments that require Board approval prior to the start of FY26. The attachment provides a list of the FY26 RPTA required IGAs and renewals.

The IGAs are based on the latest estimates of costs and services funded by each member. IGA changes that are required as a result of service changes in October 2025 and April 2026 will be brought to the Board for approval after the final list of service changes is determined.

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2025 Amount	FY 2026 Amount	Change from FY 2025 to FY 2026
PTF Reimbursement	City of Avondale 106-75-2026	ADA Allocations	$321,206	$332,448	$11,242
PTF Reimbursement	City of Avondale 106-75-2026	Fixed Route Transit Services	$1,890,257	$1,368,497	($521,760)
PTF Reimbursement	City of Avondale 106-75-2026	RideChoice	$135,834	$225,364	$89,530
PTF Reimbursement	City of Avondale 106-75-2026	Paratransit	$185,372	$107,084	($78,288)
Revenue	City of Avondale 106-75-2026	RideChoice	$65,579	$20,495	($45,084)
Revenue	City of Avondale 106-75-2026	Paratransit	$0	$0	$0
Revenue	City of Avondale 106-75-2026	Fixed Route Transit Services	$0	$0	$0
PTF Reimbursement	City of Buckeye 166-75-2026	Fixed Route Transit Services	$21,552	$31,558	$10,006
Revenue	City of Buckeye 166-75-2026	Fixed Route Transit Services	$54,663	$30,721	($23,942)
PTF Reimbursement	City of Chandler 118-75-2026	ADA Allocations	$2,374,174	$2,660,770	$286,596
PTF Reimbursement	City of Chandler 118-75-2026	Fixed Route Transit Services	$12,406,049	$13,436,706	$1,030,657
PTF Reimbursement	City of Chandler 118-75-2026	Paratransit	$1,915,588	$2,257,772	$342,184
PTF Reimbursement	City of Chandler 118-75-2026	RideChoice	$458,586	$402,998	($55,588)
Revenue	City of Chandler 118-75-2026	Paratransit	$0	$0	$0
Revenue	City of Chandler 118-75-2026	Fixed Route Transit Services	$0	$0	$0
Revenue	City of Chandler 118-75-2026	RideChoice	$759,523	$704,212	($55,311)
PTF Reimbursement	City of El Mirage 121-48-2026	ADA Allocations	$31,472	$32,573	$1,101
PTF Reimbursement	City of El Mirage 121-48-2026	Paratransit	$31,472	$27,783	($3,689)
Revenue	City of El Mirage 121-48-2026	Paratransit	$7,377	$0	($7,377)

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2025 Amount	FY 2026 Amount	Change from FY 2025 to FY 2026
PTF Reimbursement	Town of Fountain Hills 124-75-2026	ADA Allocations	$17,628	$18,245	$617
PTF Reimbursement	Town of Fountain Hills 124-75-2026	Fixed Route Transit Services	$0	$0	$0
PTF Reimbursement	Town of Fountain Hills 124-75-2026	RideChoice	$17,628	$18,245	$617
Revenue	Town of Fountain Hills 124-75-2026	RideChoice	$29,369	$56,910	$27,541
Revenue	Town of Fountain Hills 124-75-2026	Special RideChoice	$16,256	$26,007	$9,751
Revenue	Gila River Indian Community 128-75-2026	Fixed Route Transit Services	$746,012	$654,699	($91,313)
PTF Reimbursement	Town of Gilbert 130-75-2026	Fixed Route Transit Services	$5,928,067	$5,964,649	$36,582
PTF Reimbursement	Town of Gilbert 130-75-2026	Paratransit	$2,399,159	$2,408,832	$9,673
PTF Reimbursement	Town of Gilbert 130-75-2026	ADA Allocations	$2,399,159	$2,408,832	$9,673
Revenue	Town of Gilbert 130-75-2026	Paratransit	$132,443	$112,195	($20,248)
Revenue	Town of Gilbert 130-75-2026	RideChoice	$767,321	$935,265	$167,944
PTF Reimbursement	City of Glendale 133-75-2026	ADA Allocations	$903,143	$934,753	$31,610
PTF Reimbursement	City of Glendale 133-75-2026	Fixed Route Transit Services	$7,494,218	$8,113,093	$618,875
Revenue	City of Glendale 133-75-2026	Paratransit	$1,200,000	$2,262,014	$1,062,014
Revenue	City of Glendale 133-75-2026	RideChoice	$438,000	$0	($438,000)
PTF Reimbursement	City of Goodyear 136-75-2026	ADA Allocations	$16,980	$17,574	$594
PTF Reimbursement	City of Goodyear 136-75-2026	Paratransit	$16,980	$17,574	$594
PTF Reimbursement	City of Goodyear 136-75-2026	Fixed Route Transit Services	$608,238	$402,465	($205,773)
Revenue	City of Goodyear 136-75-2026	Fixed Route Transit Services	$0	$0	$0

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2025 Amount	FY 2026 Amount	Change from FY 2025 to FY 2026
Revenue	City of Goodyear 136-75-2026	Paratransit	$50,018	$60,331	$10,313
Revenue	City of Goodyear 136-75-2026	RideChoice	$456,702	$321,028	($135,674)
PTF Reimbursement	City of Guadalupe 139-75-2026	Fixed Route Transit Services	$332,468	$339,774	$7,306
PTF Reimbursement	City of Litchfield Park 142-75-2026	RideChoice	$0	$0	$0
Revenue	City of Litchfield Park 142-75-2026	RideChoice	$15,875	$25,302	$9,427
Revenue	Maricopa Association of Governments (MAG) #1199-2026	Transit Planning Services	$724,720	$724,720	$0
Revenue	Maricopa Association of Governments (MAG) #1025-2026	Regional Rideshare/Telework	$594,000	$594,000	$0
Revenue	Maricopa County 215-75-2019-08	Paratransit	$167,957	$167,957	$0
Revenue	Maricopa County 215-75-2019-08	RideChoice	$1,480,000	$1,480,000	$0
PTF Reimbursement	Maricopa County 215-75-2019-08	ADA Allocations	$167,957	$167,957	$0
Revenue	Maricopa County 215-15-2026	Trip Reduction Expansion	$356,000	$356,000	$0
Revenue	Maricopa County 215-14-2026 ADEQ-TRP	Trip Reduction	$175,000	$175,000	$0
Revenue	City of Mesa 145-75-2026	Paratransit	$0	$0	$0
PTF Reimbursement	City of Mesa 145-75-2026	ADA Allocations	$5,899,842	$5,645,511	($254,331)
PTF Reimbursement	City of Mesa 145-75-2026	Fixed Route Transit Services	$25,533,503	$25,952,408	$418,905
PTF Reimbursement	City of Mesa 145-75-2026	Paratransit	$3,739,552	$4,493,585	$754,033
PTF Reimbursement	City of Mesa 145-75-2026	RideChoice	$2,160,290	$1,151,926	($1,008,364)
Revenue	City of Mesa 145-75-2026	Fixed Route Transit Services	$4,876,502	$4,997,487	$120,985
Revenue	City of Mesa 145-75-2026	RideChoice	$60,578	$0	($60,578)
PTF Reimbursement	City of Peoria 151-75-2026	ADA Allocations	$289,518	$299,651	$10,133

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2025 Amount	FY 2026 Amount	Change from FY 2025 to FY 2026
PTF Reimbursement	City of Peoria 151-75-2026	Fixed Route Transit Services	$3,988,980	$4,398,896	$409,916
PTF Reimbursement	City of Peoria 151-75-2026	Paratransit	$0	$0	$0
Revenue	City of Peoria 151-75-2026	Paratransit	$996,642	$1,177,067	$180,425
Revenue	City of Peoria 151-75-2026	Fixed Route Transit Services	$0	$0	$0
Expense	City of Phoenix 150638-2026	Fixed Route Transit Services - RPTA Buys	$41,032,339	$29,416,985	($11,615,354)
PTF Reimbursement	City of Phoenix 143071-2026	Fixed Route Transit Services	$3,231,526	$3,948,712	$717,186
PTF Reimbursement	City of Phoenix 143071-2026	Paratransit	$6,389,512	$8,178,366	$1,788,854
PTF Reimbursement	City of Phoenix 143071-2026	ADA Allocations	$27,761,199	$30,310,533	$2,549,334
Revenue	City of Phoenix 143071-2026	Paratransit	$0	$0	$0
Revenue	City of Phoenix 143071-2026	Fixed Route Transit Services - Phx Buys	$12,759,714	$13,141,790	$382,076
Expense	City of Phoenix 155-25-2026	B2G	$7,450	$8,950	$1,500
Revenue	City of Phoenix 155-84-2026	Phoenix RPTA RideChoice	$956,000	$884,875	($71,125)
Expense	Regional Transportation Authority 203-75-2026	Regional Fixed Route Transit Services	$599,762	$821,807	$222,045
PTF Reimbursement	City of Scottsdale 160-75-2026	ADA Allocations	$2,093,025	$2,166,281	$73,256
PTF Reimbursement	City of Scottsdale 160-75-2026	Fixed Route Transit Services	$12,447,128	$13,166,237	$719,109
PTF Reimbursement	City of Scottsdale 160-75-2026	Paratransit	$1,357,544	$1,334,003	($23,541)
Revenue	City of Scottsdale 160-75-2026	Paratransit	$0	$0	$0
Revenue	City of Scottsdale 160-75-2026	RideChoice	$0	$31,434	$31,434
PTF Reimbursement	City of Scottsdale 160-75-2026	RideChoice	$644,512	$832,278	$187,766

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2025 Amount	FY 2026 Amount	Change from FY 2025 to FY 2026
PTF Reimbursement	City of Surprise 166-5-2026	ADA Allocations	$61,862	$64,027	$2,165
PTF Reimbursement	City of Surprise 166-75-2026	Paratransit	$61,862	$64,027	$2,165
PTF Reimbursement	City of Surprise 166-75-2026	Fixed Route Transit Services	$948,411	$1,420,072	$471,661
Revenue	City of Surprise 166-75-2026	Fixed Route Transit Services	$0	$0	$0
Revenue	City of Surprise 166-75-2026	RideChoice	$1,554,974	$1,486,060	($68,914)
Revenue	City of Surprise 166-75-2026	Paratransit	$239,738	$290,487	$50,749
Expense	City of Tempe 169-75-2026	EVBOM	$10,203,420	$9,112,910	($1,090,510)
Revenue	City of Tempe 169-31-2026	Paratransit	$92,896	$512,896	$420,000
Revenue	City of Tempe 169-31-2026	RideChoice	$1,147,515	$1,557,573	$410,058
PTF Reimbursement	City of Tempe 169-31-2026	Fixed Route Transit Services	$12,912,322	$13,190,998	$278,676
Revenue	City of Tempe 169-31-2026	Fixed Route Transit Services	$27,975,297	$28,919,435	$944,138
PTF Reimbursement	City of Tempe 169-31-2026	ADA Allocations	$1,352,524	$1,399,862	$47,338
PTF Reimbursement	City of Tempe 169-31-2026	Paratransit	$1,352,524	$1,399,862	$47,338
Expense	City of Tempe 169-62-2026	Bus Fleet	$0	$0	$0
PTF Reimbursement	City of Tolleson 172-75-2026	ADA Allocations	$13,519	$0	($13,519)
PTF Reimbursement	City of Tolleson 172-75-2026	Fixed Route Transit Services	$544,100	$597,222	$53,122
PTF Reimbursement	City of Tolleson 172-75-2026	Paratransit	$13,519	$13,992	$473
PTF Reimbursement	City of Tolleson 172-75-2026	RideChoice	$0	$0	$0
Revenue	City of Tolleson 172-75-2026	Paratransit	$26,428	$85,277	$58,849

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2025 Amount	FY 2026 Amount	Change from FY 2025 to FY 2026
Revenue	City of Tolleson 172-75-2026	Fixed Route Transit Services	$0	$0	$0
Revenue	City of Tolleson 172-75-2026	RideChoice	$28,031	$24,573	($3,458)
PTF Reimbursement	Town of Youngtown 172-75-2026	Paratransit	$1,947	$2,015	$68
PTF Reimbursement	Town of Youngtown 172-75-2026	ADA Allocations	$1,947	$2,015	$68
Revenue	Town of Youngtown 172-75-2026	Paratransit	$108,023	$134,379	$26,356

Executive Summary

DATE **AGENDA ITEM 3C**
June 9, 2025

SUBJECT
Market Research Services Contract Award

COST AND BUDGET
Cost for the full contract term is $587,617, plus a contingency of $58,761 or 10%, for an aggregate value of $646,378.

For FY25, the Agency contract obligation is fully funded within the adopted FY25 Operating and Capital Budget. Contract obligations beyond FY25 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY31).

The sources of funds are member cities, Public Transportation Funds, and federal funds.

RECOMMENDATION
Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the Chief Executive Officer to execute a contract for up to five years with WestGroup, LLC for market research services in an aggregate amount of $646,378.

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

- Goal 1: Deliver excellent customer experience
    - Initiative 1.1: Incorporate human-centered design principles and practices into the customer wayfinding and communications to ensure an easy-to-navigate regional system.

COMMITTEE PROCESS
RTAG: May 20, 2025 for information
TMC/RMC: June 4, 2025 approved
Boards of Directors: June 12, 2025 for action

CONTACT
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ATTACHMENT
PowerPoint Presentation

Background Information

BACKGROUND DISCUSSION
This contract is needed to conduct market research on behalf of the Agency and region.

This item serves the Agency's Strategic Plan through research that helps us to better understand the customer experience and make more informed decisions. The information captured helps improve our operation, refine our programs, strengthen our marketing efforts and, generally provides helpful insights from the perspective of our many customers.

Over the past five years, Valley Metro has conducted market research across a range of surveys, focus groups and online and in-person feedback opportunities to gauge rider satisfaction, public perception, Transportation Demand Management (TDM) program growth and retention, COVID-19/ridership recovery-related sentiment, fare system changes, two-line wayfinding, safety & security, customer trends, and more. Below encapsulates the range of surveys and research conducted across this contract.

FY	PROJECT	COST
FY20	Transit Demand Management Survey	$34,250
FY20	Fare Design Bulletin Boards	$22,300
FY20	Rider Satisfaction Survey	$33,900
FY21	Ridership Recovery Survey Phase 1	$9,800
FY21	Transit Demand Management Survey	$34,935
FY21	Ridership Recovery Survey Phase 2	$15,000
FY22	Streetcar Survey	$25,000
FY22	Transit Demand Management Survey	$35,634
FY22	Mobile Fare Pilot Survey	$110,000
FY23	Rider Safety Intercept Survey	$31,575
FY23	Transit Demand Management Survey	$36,347
FY24	Fare Policy Web Survey	$41,000
FY24	Wayfinding Focus Group	$28,600
FY24	Transit Demand Management Survey	$37,075
FY24	Two-Line Light Rail Extension Phase 2 Research	$45,300
FY25	Bus Ridership Survey	$16,300
FY25	Light Rail Two-Line Sign Field Test	$9,250

With this new contract, we plan to continue our TDM, rider satisfaction and safety and security surveys, and support customer feedback needs as part of the Comprehensive Operational Analysis, in addition to other ad hoc tasks.

PROCUREMENT INFORMATION
A Request for Proposal procurement was processed in accordance with the Agency's Joint Procurement Manual.

Proposals were evaluated based on experience, portfolio, quality and price using a best value selection process.

Five offerors submitted proposals deemed responsive and responsible. An evaluation committee of Agency staff evaluated those offers on the following criteria with a maximum possible point total of 1,000:

▪ Understanding/Approach to the Scope of Services	300 points
▪ Qualification and Experience of the Firm	300 points
▪ Qualifications and Experience of Assigned Personnel	250 points
▪ Price	150 points

After reaching consensus, the evaluation committee recommends an award to WestGroup, LLC, based on the following results:

▪ ETC Institute, Inc.	943 points
▪ Evolve Market Research, LLC	818 points
▪ MBQF Consulting, LLC dba Noble Predictive Insights	695 points
▪ ONResearch, Inc.	791 points
▪ WestGroup, LLC	989 points

CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract will begin on or about June 16, 2025, for an initial three-year term with 24 one-month options to extend for a maximum term of five years.

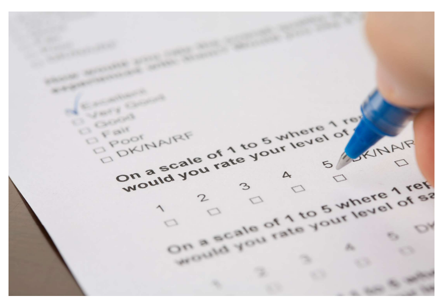
Market Research Contract Award

VALLEY METRO

1

Background Information

- Seeking a vendor to conduct market research on behalf of agency and region
  - Including surveys, focus groups, online/in-person feedback
  - Helps Valley Metro and member communities:
    - Make more informed decisions re: new initiatives and areas of improvement
    - Provides valuable insights from the customer perspective



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VALLEY METRO

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Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract for up to five years with WestGroup, LLC for market research services in an aggregate amount of $646,378.

3

VALLEY METRO

Executive Summary

DATE **AGENDA ITEM 4**
June 9, 2025

SUBJECT
Audit and Finance Subcommittee (AFS) Update

PURPOSE
Councilmember White, AFS Chair, will provide an update on the discussions and actions taken at the May AFS meeting.

BACKGROUND | DISCUSSION | CONSIDERATION
The Audit and Finance Subcommitte met on Thursday, May 8, 2025.

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Ken Kessler
Chief Financial Officer
kkessler@valleymetro.org

ATTACHMENT
None

Executive Summary

DATE **AGENDA ITEM 5**
June 9, 2025

SUBJECT
FY 2026 IT Hardware & Maintenance Re-authorization

COST AND BUDGET
For the Fiscal Year 2026, the re-authorization amount requested is $1,376,900, which is fully funded within the adopted FY2026 Operating and Capital Budget. The RPTA portion is $688,450 and the VMR portion is $688,450.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary IT hardware and maintenance agreements in an amount not to exceed $1,197,300 for the period of July 1, 2025 through June 30, 2026, and to establish a contingency of $179,600 that is included within the overall budget established for this purpose.

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

- Goal #3: Prioritize security on transit
  - **3.4** Evaluate the physical infrastructure and security of regional transit assets and stations and make necessary improvements (e.g., crime prevention through environmental design (CPTED): better lighting, restrict hiding places, enhance security monitoring systems).
- Goal #4: Leverage data and technology
  - **4.2** Understand customer interaction through the enterprise capture, integration and data analysis to better serve riders.

COMMITTEE PROCESS
RTAG: May 20, 2025 for information
TMC/RMC: June 7, 2025 approved
Boards of Directors: June 22, 2025 for action

CONTACT
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ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION

Valley Metro procures smaller-scale software, hardware, and professional services through cooperative contracts, enabling us to compare pricing across multiple sources and select the most cost-effective option. Significant or industry-specific procurements are typically conducted through a formal solicitation process. Each project is individually assessed to determine the most appropriate and efficient procurement strategy.

In FY 2023 the IT department began presenting all on-going hardware and maintenance agreements that require re-authorization in a single annual memo. This approach frees up valuable time on Board agendas, allows the Board to easily differentiate new services from continuing operations, and provides the Board with a holistic view of Valley Metro's use of hardware. New initiatives involving hardware purchases or hardware maintenance agreements requiring authorization continue to be brought to the board individually.

As IT goods and services are purchased by virtually all Arizona public entities, Valley Metro obtains the best volume discounts by utilizing statewide cooperative contracts. In many cases, these contracts can be utilized on a year-to-year basis. In a few cases, however, multi-year agreements are necessary to obtain the best prices. As a result, to provide the Board with a holistic view of Valley Metro's use of hardware, this memo includes both hardware for which new single- or multi-year authorization is needed and hardware with existing previous Board authorizations. All three categories are detailed in the tables below:

Single-Year Authorization Request	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026 Budget	Purchase Order (PO) or Contract
Cisco SmartNET	$202,664	*$235,239*	$259,700	PO FY26
End User Computer Equipment	$658,222	*$913,746*	$437,800	PO FY26
Secondary Storage Infrastructure & Maintenance	$32,000	*$400,770*	$90,000	PO FY26
Security System Support	$47,822	*$22,926*	$289,800	PO FY26
Web Application Firewalls	$11,602	*$17,376*	$120,000	PO FY26
Single-Year Subtotal	**$952,310**	***$1,590,057***	**$1,197,300**	

Single-Year Authorization

Cisco SmartNET

[1] Items in italics are actuals for FY 2023 Q1 – Q3 plus estimates for Q4

Cisco's SmartNET provides ongoing operating and security updates for Valley Metro's network and telephone equipment, next-business-day hardware replacement if a component or device fails, 24x7x365 access to the engineers in Cisco's Technical Assistance Center (TAC), and access to the extensive Cisco.com online knowledgebase, resources, and tools. SmartNET equipment maintenance plans have covered Valley Metro's routers, switches, firewalls, video conferencing equipment, and telephony equipment for over a decade. SmartNET is renewed annually through HyeTech Network and Security Solutions and is anticipated to increase 10% in FY 2026 due to a combination of initial purchase coverage expiring on newer equipment and price increases.

End User Computer Equipment
Valley Metro's IT department purchases most end-user equipment through Dell, Inc. This includes desktops, laptops, tablets, docking stations, monitors, keyboards and mice, headsets, and web cameras. The end user equipment will be purchased annually from Dell directly. A 52% decrease is projected for FY 2026 as we come to the close of the 5-year refresh cycle for the laptops purchased prior to the pandemic.

Secondary Storage Infrastructure & Maintenance
This covers hardware, ongoing operating and security updates, next-business-day part replacement for failed equipment, and 24x7x365 access to technical support engineers for Valley Metro's secondary data storage. These storage devices are used to hold data for systems that are used regularly but where responsiveness is less of a factor such as vehicle incident videos, service planning modelling data, and information security logs. Ongoing maintenance and support is procured annually after initial three-year period from HyeTech Network & Security Solutions, with an anticipated decrease of 78% in FY 2026 due to the current year's refresh, with the majority of FY 2026's outlay for expansion in preparation for proposed changes to the alignment and onboard vehicle camera systems.

Security System Support
This covers the purchase, maintenance, support, and software licensing for badge access readers, access management panels, security cameras, and network video recorders. Normally annual spend on these devices remains below Board authorization, however this upcoming year will see a refresh of the camera system covering the 101 administration building, the Mobility Center, the Mesa Bus Operations & Maintenance Facility, and the Cityscape security office, as noted under *Initiative #6: End of Useful Life System Replacements* in the proposed FY 2026 Operating & Capital Budget. This hardware and associated services will be procured through DH Pace.

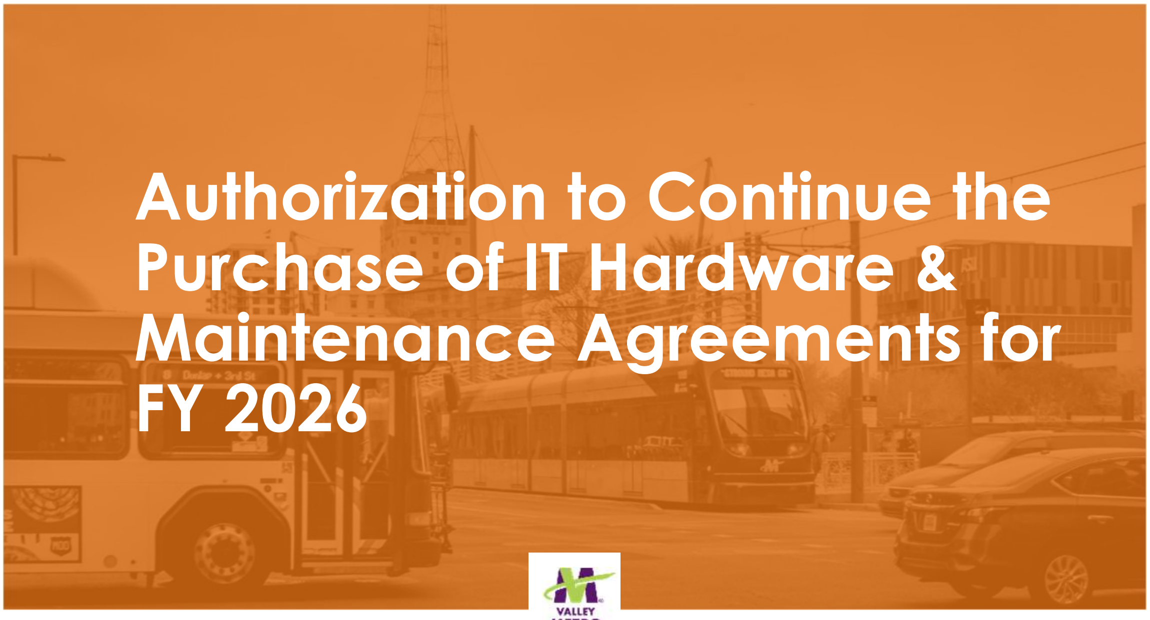
Web Application Firewalls
A WAF protects our externally accessible applications (*e.g. valleymetro.org website, Trapeze PASS*) by filtering, monitoring, and blocking any malicious traffic to the web application and preventing any unauthorized data from leaving the application. Our current WAF solution purchased in FY 2020 is end-of-life in FY 2026, as noted under *Initiative #6: End of Useful Life System Replacements* in the proposed FY 2026 Operating & Capital Budget. New WAFs and

associated maintenance agreements will be procured through HyeTech Network and Security Solutions.

PROCUREMENT INFORMATION

The hardware and maintenance agreements will be procured through various cooperative contracts to ensure a competitively negotiated price and leverage the better volume discounts available through the contracts. If a different vendor on the below list, or a different Procurement-approved cooperative vehicle provided by one of the vendors listed below offers a more advantageous price, that vendor/cooperative vehicle combination may be used to realize those savings.

Vendor	Cooperative Vehicle	Contract #
Dell	Arizona State Procurement Office	CTR068890
DH Pace	Arizona State Procurement Office	CTR056381
HyeTech	1 Government Procurement Alliance	22-02PV-08



Authorization to Continue the Purchase of IT Hardware & Maintenance Agreements for FY 2026

VALLEY METRO

1

Authorization to Continue Purchase of IT Hardware & Maintenance Agreements in FY 2026

- Purchase, maintenance, and replacement of networking, storage, building security, and end-user equipment (e.g. laptops, phones)

- FY 2026 costs are projected to decrease by $392,800 (-25%)
- The current fiscal year saw a major storage hardware replacement and the largest portion of a five-year refresh cycle for end-user equipment

2

VALLEY METRO

2

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary IT hardware and maintenance agreements in an amount not to exceed $1,197,300 for the period of July 1, 2025 through June 30, 2026, and to establish a contingency of $179,600 (15%) that is included within the overall budget established for this purpose.

Executive Summary

DATE **AGENDA ITEM 6**
June 9, 2025

SUBJECT
FY 2026 IT Professional Services Re-authorization

COST AND BUDGET
For the Fiscal Year 2026, the re-authorization amount requested is $1,077,600, which is fully funded within the adopted FY2026 Operating and Capital Budget. The RPTA portion is $538,800 and the VMR portion is $538,800.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary IT professional services in an amount not to exceed $937,000 for the period of July 1, 2025 through June 30, 2026, and to establish a contingency of $140,600 that is included within the overall budget established for this purpose.

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

- Goal #1: Deliver excellent customer experience
  - **1.1** Incorporate human-centered design principles and practices into customer wayfinding and communications to ensure an easy-to-navigate regional system.
- Goal #4: Leverage data and technology
  - **4.2** Understand customer interaction through the enterprise capture, integration and data analysis to better serve riders.

COMMITTEE PROCESS
RTAG: May 20, 2025 for information
TMC/RMC: June 7, 2025 approved
Board of Directors: June 22, 2025 for action

CONTACT
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Director, Information Technology (interim)
mmrocek@valleymetro.org

ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION

Valley Metro procures smaller-scale software, hardware, and professional services through cooperative contracts, enabling us to compare pricing across multiple sources and select the most cost-effective option. Significant or industry-specific procurements are typically conducted through a formal solicitation process. Each project is individually assessed to determine the most appropriate and efficient procurement strategy.

In FY 2022 the IT department began presenting all on-going professional services contracts that require authorization in a single annual memo. This approach frees up valuable time on Board agendas, allows the Board to easily differentiate new services from continuing operations, and provides the Board with a holistic view of the Valley Metro IT Department's use of professional services. New initiatives involving professional services requiring authorization continue to be brought to the board individually.

As IT goods and services are purchased by virtually all Arizona public entities, Valley Metro obtains the best volume discounts by utilizing statewide cooperative contracts. In many cases, these contracts can be utilized on a year-to-year basis. In a few cases, however, multi-year agreements are necessary to obtain the best prices. As a result, in order to provide the Board with a holistic view of the IT Department's use of professional services, this memo includes both services for which new single- or multi-year authorization is needed and services with existing previous Board authorizations. All three categories are detailed the tables below:

Single-Year Authorization Request	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026 Budget	Purchase Order (PO) or Contract
Digital Accessibility Auditing Services	$20,476	*$28,535*	$30,000	PO FY26
Info-Tech Research Group	$19,116	*$29,251*	$30,800	PO FY26
Managed Audio/Visual Services	$160,897	*$40,074*	$215,000	PO FY26
Managed Print Services	$99,095	*$149,000*	$172,100	PO FY26
Oracle Mission Critical Services	$38,000	*$47,775*	$50,000	PO FY26
Telecommunications Managed Services	$412,026	*$297,295*	$380,000	PO FY26
Trapeze Polygon Support	$59,100	*$59,100*	$59,100	PO FY26
Single-Year Subtotal	$808,710	*$651,030*	$937,000	

[1] Actuals in this instance includes fiscal year Q1 – Q3 actual spend, but estimated spend for Q4

Existing Authorization	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026 Budget	FY 2027 Request	FY 2028 Request
SOC and IR Services	$255,724	*$149,000*	$257,000	$257,000	*Re-auth*
Multi-Year Subtotal	$255,724	*$149,000*	$257,000	$257,000	-

	FY 2026	FY 2027	FY 2028
Requested Authorization	**$937,000**	**$0**	**$0**
Combined Total Authorization	*$1,194,000*	*$257,000*	*$0*

Information Technology uses professional services in three circumstances:

- When specific technical skills are needed on a less than a full-time basis
- When the service required benefits from economies of scale and can therefore be provided more cost effectively by a larger firm than in-house
- When the need for a service is expected to vary, and the use of a contract enables the Valley Metro to match the supply to the demand.

Single-Year Authorization

Digital Accessibility Auditing Services
Deque provides accessibility review and auditing for the mobile app and website platforms against the Web Content Accessibility Guidelines standard to ensure compliance with the Americans with Disabilities Act. These services are procured annually through SHI International Corp and FY 2026 costs are anticipated to increase 5% as the launch of South-Central Extension and shift to a two-line system result in an expansion of the information and functionality available on the website and mobile app.

Info-Tech Research Group
Info-Tech Research Group gives us expert advice and ready-to-use tools to make smarter tech decisions faster. Instead of spending days or weeks of research figuring things out or hiring expensive consultants, we get trusted answers right away. That helps us avoid costly mistakes and save money long-term. Info-Tech is a lower-cost alternative to Gartner, which is the industry research vendor for many partner cities and agencies. Valley Metro has worked with Info-Tech for the better part of a decade, an additional license and price increases in FY 2025 will raise the cost above the Board approval threshold for the first time in FY 2026.

Managed Audio/Visual Services
Immedia provides design, sourcing and installation services for agency A/V equipment, along with monitoring, proactive maintenance, and priority repair services with a guaranteed two-hour response time. Valley Metro has contracted with Immedia Integrated Technologies for support of the agency's audio/visual systems for the better part of a decade. FY 2026 cost is anticipated to increase by 436% due to the planned refresh of three conference rooms as noted under *Initiative #6: End of Useful Life System Replacements* in the proposed FY 2026 Operating & Capital Budget

Managed Print Services
Valley Metro contracts with Imagine Technologies for maintenance and repair services, parts, and supplies needed to operate the Agency's fleet of printers and copiers. Valley Metro also procures new units through this partnership, along with installation and configuration services for large multi-function printers. These services are procured directly from Imagine Technologies with FY 2026 costs anticipated to increase by 14% due to the need to replace some of the oldest copiers in the fleet as noted under *Initiative #6: End of Useful Life System Replacements* in the proposed FY 2026 Operating & Capital Budget

Oracle Mission Critical Services
Valley Metro contracts with Oracle for advanced technical support for their Fusion Cloud Enterprise Resource Planning platform. These services included evolving integrations with other systems (e.g. ADP Payroll and Trapeze Enterprise Asset Management), testing of quarterly updates and resolution of any discovered issues, 24x7x365 mission-critical support, report and dashboard development/maintenance, and various other items that allow the system to be effectively managed with only a single devoted FTE. These funds will continue that support as we move forward with implementing new functionality in the Financial and Human Resources Information System portions of Oracle Fusion Cloud and integrate with additional systems to automate labor-intensive workflows. Services are procured directly from Oracle and FY 2026 cost is expected to remain basically flat.

Telecommunications Managed Services
Valley Metro contracts with Hye Tech Network & Security Solutions to provide managed networking and telephony services. Hye Tech provides a team of experts with a wide range of skills available 24x7x365 including proactive monitoring and alerting. This approach is preferable to achieving the same scope of coverage by adding multiple staff FTEs as it provides greater support and skill set availability at a lower cost. These services are procured directly from Hye Tech and are expected to increase by approximately 28% in FY 2026 due to an upgrade in the service tier. The new tier includes professional services work previously billed on a per-project basis and will be more cost-effective than remaining at the lower tier and paying for projects separately.

Trapeze Polygon Support
Whenever a major service change necessitates and adjustment of the Accessible Transit service areas, Valley Metro must contract with Trapeze professional services to modify the designated service area in PASS accordingly. Trapeze uses a proprietary mapping format to define service areas in Trapeze PASS that are not compatible with the standard format map files produced by our in-house Service Planning and GIS staff using Esri's ArcGIS. While there is currently an RFP underway to replace Trapeze PASS (*compatibility with standard mapping formats was made a requirement*), we anticipate having to manage one more significant service change prior to that implementation being complete.

Existing Authorization

Security Operations Center (SOC) and Incident Response (IR) Services
Valley Metro contracts with Kudelski to provide 24x7x365 cybersecurity monitoring, alerting, and first-tier incident response for the agency's IT systems.

PROCUREMENT INFORMATION
The professional services will be procured through various cooperative contracts to ensure a competitively negotiated price and leverage the better volume discounts available through the contracts. If a different combination of vendor and Procurement-approved cooperative contract vehicle is identified that offers more advantageous pricing or better performance, that vendor/cooperative vehicle combination may be used in place of those listed below in order to realize that value.

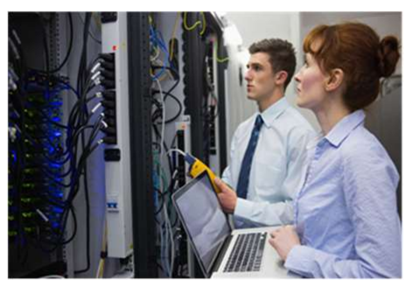
Vendor	Cooperative Vehicle	Contract #
Hye Tech	Arizona State Procurement Office	CTR059868
Imagine Technologies	Arizona State Procurement Office	CTR069921
Immedia	Arizona State Procurement Office	ADSPO17-184595
Info-Tech Research Group	Arizona State Procurement Office	CTR053238
QCM Technologies	Mohave Education Service Cooperative	23H-QCM-0131
SHI	Omnia Partners	2018011-02

Authorization to Continue the Purchase of IT Professional Services

VALLEY METRO

1

Authorization to Continue Purchase of IT Professional Services in FY 2026



- IT professional services include:
  - Digital ADA accessibility auditing
  - Industry research and advisory support
  - Audio/Visual (AV) equipment installation and maintenance
  - Managed printer services
  - Advanced software and hardware support services
- FY 2026 costs are projected to increase by $285,970 (44%)
  - FY 26 Initiative #6: End of Useful Life System Replacements (69%)
  - HyeTech managed services tier increase (29%)

2

VALLEY METRO

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Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary IT professional services in an amount not to exceed $937,000 for the period of July 1, 2025 through June 30, 2026, and to establish a contingency of $140,600 (15%) that is included within the overall budget established for this purpose.

VALLEY METRO

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Executive Summary

DATE **AGENDA ITEM 7**
June 9, 2025

SUBJECT
FY 2026 Software Subscription and Maintenance Agreement Re-authorization

COST AND BUDGET
For the Fiscal Year 2026, the re-authorization amount requested is $5,996,300, which is fully funded within the adopted FY2026 Operating and Capital Budget. Contract obligations beyond FY 2026 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program. The RPTA portion is $3,321,940 and the VMR portion is $2,674,360.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary software subscriptions and maintenance agreements in an amount not to exceed $5,214,100 for the period of July 1, 2025 through June 30, 2028, and to establish a contingency of $782,200 that is included within the overall budget established for this purpose.

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

- Deliver excellent customer experience
    - **1.1** Incorporate human-centered design principles and practices into customer wayfinding and communications to ensure an easy-to-navigate regional system.
    - **1.2** Prioritize a unified customer experience across various modes and services, moving from transactional to relational interactions.
- Leverage data and technology
    - **4.1** Improve the automation and reliability of transit data to strengthen planning, operations, and rider communications (e.g., resolve data quality issues with passenger counts, establish a regional reporting platform).
    - **4.2** Understand customer interaction through the enterprise capture, integration and data analysis to better serve riders.
    - **4.3** Use analysis of route data and commuter patterns to determine best-practice strategies to improve transit performance and safety (e.g., transit signal priority, queue jumps, bus lanes).
    - **4.5** Utilize Enterprise Asset Management to improve system performance and decrease asset life-cycle costs.

COMMITTEE PROCESS
RTAG: May 20, 2025 for information
TMC/RMC: June 7, 2025 approved
Board of Directors: June 22, 2025 for action

CONTACT
Matus Mrocek
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ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION

Valley Metro procures smaller-scale software, hardware, and professional services through cooperative contracts, enabling us to compare pricing across multiple sources and select the most cost-effective option. Significant or industry-specific procurements are typically conducted through a formal solicitation process. Each project is individually assessed to determine the most appropriate and efficient procurement strategy.

In FY 2022 the IT department began presenting all on-going software subscriptions and maintenance agreements that require authorization in a single annual memo. This approach frees up valuable time on Board agendas, allows the Board to easily differentiate new services from continuing operations, and provides the Board with a holistic view of Valley Metro's use of software. New initiatives involving software subscriptions or software maintenance agreements requiring authorization continue to be brought to the board individually.

As IT goods and services are purchased by virtually all Arizona public entities, Valley Metro obtains the best volume discounts by utilizing statewide cooperative contracts. In many cases, these contracts can be utilized on a year-to-year basis. In a few cases, however, multi-year agreements are necessary to obtain the best prices. As a result, to provide the Board with a holistic view of Valley Metro's use of software, this memo includes both software for which new single- or multi-year authorization is needed and software with existing previous Board authorizations. All three categories are detailed in the tables below:

Single-Year Authorization Request	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026 Budget	Purchase Order (PO) or Contract
Adobe Suite	$60,174	*$75,572*	$75,600	PO FY26
Alesig Customer Assistance System (CAS) [RPTA]	$79,138	*$53,666*	$56,400	PO FY26
Asana	$24,339	*$40,221*	$40,500	PO FY26
Automated Speech Recognition[RPTA]	$112,884	*$112,884*	$112,900	PO FY26
Borealis[VMR]	$76,145	*$74,138*	$76,200	PO FY26
Bynder	$26,286	*$36,854*	$37,000	PO FY26
Demisto	$89,741	*$63,677*	$70,400	PO FY26
Google Maps APIs[RPTA]	$104,323	*$98,254*	$98,300	PO FY26
Keboola	$49,385	*$50,515*	$51,800	PO FY26
LastPass	$17,681	*$17,681*	$18,600	PO FY26

[1] The "FY 2025 Est." column is Q1 – Q3 actuals plus Q4 estimates

Single-Year Authorization Request	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026 Budget	Purchase Order (PO) or Contract
LawVu	$31,850	*$40,027*	$46,000	PO FY26
Manage Engine	$78,007	*$80,211*	$81,100	PO FY26
NextRide[RPTA]	$63,600	*$63,600*	$63,600	PO FY26
Oracle Aconex[VMR]	$336,613	*$378,362*	$455,000	PO FY26
Oracle ERP	$386,682	*$363,419*	$414,000	PO FY26
Tenable.io	$47,839	*$102,424*	$103,000	PO FY26
Trapeze ATIS[RPTA]	$ 133,146	*$ 139,804*	$146,800	PO FY26
Trapeze PASS[RPTA]	$113,221	*$118,899*	$130,800	PO FY26
Twilio SMS Short Code[RPTA]	$31,643	*$29,867*	$30,000	Contract 1Y
Veeam	$37,493	*$47,230*	$47,300	PO FY26
Workfront[RPTA]	$24,501	*$46,326*	$48,700	PO FY26
Workiva	$42,393	*$49,829*	$57,300	PO FY26
Single-Year Subtotal	**$1,967,084**	***$2,083,460***	**$2,261,300**	

Multi-Year Authorization Request	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026 Budget	FY 2027 Request	FY 2028 Request	Purchase Order (PO) or Contract
Cisco Collab. Flex Plan	$9,356	*$0*	$173,300	$0	$0	Contract 3Y
Cisco Security EA	$229,426	*$229,426*	$263,900	$263,900	$263,900	Contract 3Y
Eleveo[RPTA]	$187,420	*$5,906*	$406,800	$0	$0	PO FY26
Microsoft EA	$494,701	*$417,284*	$527,000	$527,000	$527,000	Contract 3Y
Multi-Year Subtotal	**$920,903**	***$652,616***	**$1,371,000**	**$790,900**	**$790,900**	

Existing Authorization	FY 2024 Actuals	FY 2025 Est.[1]	FY 2026	FY 2027	FY 2028	Purchase Order (PO) or Contract
Esri GIS EA	$105,853	*$124,587*	$132,400	$132,400	*Re-Auth*	Contract 3Y
OpenGov	$105,413	*$92,600*	$97,460	*Re-Auth*		Contract 3Y
Origami Risk	-	*$570,817*	$281,300	$281,300	*Re-Auth*	Contract 3Y
Remix	$77,342	*$84,810*	$70,200	*Re-auth*		Contract 3Y
Swiftly	-	*$613,657*	$613,290	*Re-auth*		Contract 2Y
Trapeze EAM[VMR]	$334,152	*$369,179*	$505,700	$531,000	$557,600	Contract 5Y
VMware	$28,171	*$154,331*	$0	$0	*Re-Auth*	Contract 3Y
Existing Subtotal	**$650,931**	**$2,009,981**	**$1,700,350**	**$944,700**	**$557,600**	

	FY 2025	FY 2026	FY 2027
Authorization Requested	**$3,632,300**	**$790,900**	**$790,900**
Combined Total Authorization	*$5,332,650*	*$1,735,600*	*$1,348,500*

Single-Year Authorization

Adobe Suite
The Adobe Suite is a collection of 20+ applications and services used by staff in various departments[2] to create print and digital media (photos, videos, digital documents, web content, social media content, brochures, posters, signage, advertising, etc.). One component, Adobe Document Cloud, is used agency-wide for creating and editing PDF files, publishing digital forms, and signing documents electronically. The Adobe Suite is procured annually through CDW-G., with costs anticipated to remain flat in FY 2026.

Alesig Customer Assistance System (CAS)
Valley Metro's Customer Service team uses Alesig's CAS software to record, track, share, process, and report on customer complaints. CAS is purchased directly from Alesig Consulting, LLC with costs expected to increase by 5% in FY 2026.

Asana
Asana is used by staff in various departments[3] to assign, track, and manage tasks and projects. Asana is procured annually through SHI International Corp., with costs anticipated to remain flat in FY 2026.

Automated Speech Recognition (ASR)
Google's ASR services allow the Regional Customer Service Call Center to handle 40% of basic customer inquiries directly without requiring the involvement of a Customer Service Representative (CSR), saving man-hours equivalent to just under 9 FTE annually over the last three years on average. Google's ASR services and support by Workflow Concepts are procured annually through SHI International Corp, with costs anticipated to remain flat in FY 2026.

Bynder
Bynder is a digital asset management (DAM) platform that helps the agency centralize and manage digital content, including images, videos, documents, and more. It offers features for organizing, transforming, and distributing assets, ensuring brand consistency and streamlining workflows for marketing, communications and agency vendor teams. Asana is procured annually through SHI International Corp., with costs anticipated to remain flat in FY 2026.

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[2] Marketing, Communications, Community Relations, and Graphic Design

[3] IT, Administrative Support Services & Project Management, Human Resources, Community Relations, and the Transit Asset Management group in Operations among others

Borealis
Borealis is Valley Metro's stakeholder management system, allowing the Community Relations department to record, track interactions, and manage communications with all businesses, property owners, residents, and other parties affected by Valley Metro Rail's capital projects. This system has been in place since FY 2019, with inflation combined with occasional need for additional licenses having driven the renewal cost to exceed the VMR Board authorization limit. Borealis is procured CDW-G and renewed annually, with costs anticipated to remain basically flat in FY 2026.

Demisto
Valley Metro's Information Security team uses Demisto as their ticketing system to track incident and investigation status. Demisto also allows the automation of various tasks such as threat intelligence lookup that significantly reduce the man-hours required each month for certain repetitive processes such as reviewing and assessing reported phishing emails. Demisto is procured annually through CDW-G with costs expected to rise by 10% in FY 2026 due to price increases.

Google Maps APIs
Google Maps APIs are the core technology behind the trip planning features of our website. API access is procured through CDW-G and usage is expected to remain flat in FY 2026. While usage credits are purchased up front, any credits not used in FY 2026 will roll over into FY 2027.

Keboola
Valley Metro's Business Intelligence team uses Keboola to identify, locate, and pull together all data relevant to the agency's business from both Valley Metro and third-party sources, manage the data load and organize it into a standard structure, and then push that data into the agency's data warehouse. Keboola is procured through CDW-G with costs anticipated to grow 3% in FY 2026 due to price increases.

LastPass
Valley Metro's enterprise password manager, staff use LastPass to create, store, and organize their logins to websites, applications, and services that do not support single-sign-on with their Valley Metro credentials. This solution also allows IT to monitor password policy compliance, reset and update third-party passwords, and manage shared accounts that have multiple users in support of maintaining compliance with the FTA-mandated NIST-CSF[4] Access Management standards. LastPass is procured annually through SHI International Corp., and FY 2026 renewal costs are anticipated to increase 5%.

LawVu
LawVu is used by Valley Metro's Legal function to manage ongoing litigation, document review (e.g. contracts, inter-governmental agreements, non-disclosure agreements, etc.), and other

[4] National Institute of Standards and Technologies Cyber-Security Framework

legal matters. LawVu replaced the previous legal software platform in FY 2024, and due to the increase in cost of the new solution pushing renewal above the Board threshold should therefore have been part of the FY 2025 renewal memo, however it was overlooked. LawVu is procured annually through CDW-G, and the FY 2026 renewal cost is expected to rise 15% due to the full-year cost of additional licensing for the assistant counsel role.

Manage Engine
ManageEngine is a suite of tools used by IT for various service management tasks including to assign and track service requests, trouble tickets, and changes, identify underlying problems driving multiple tickets, manage assets, mobile devices, user accounts, and user access, monitor networks, deploy and update software automatically and remotely, secure third-party browsers like Chrome and Firefox, and perform security auditing. ManageEngine is procured annually through Northwind Ventures, Inc., with FY 2026 costs anticipated to be flat.

NextRide
The NextRide platform provides customers with real-time next arrival times for any selected station via SMS text, phone (IVR), and the website. Nextride is purchased directly from Alesig Consulting, LLC with cost expected to remain roughly flat in FY 2026.

Oracle Aconex
Capital Development uses Aconex as their project control, process control, document management, and backup solution for Valley Metro's capital projects. Oracle Aconex is purchased through DLT Solutions, LLC. Renewal costs are based on the capitol cost of projects and are expected to increase by up to 20% in FY 2026 due to changes in project, particularly Capital Extension reengineering and the initial work on I-10 West.
Oracle Enterprise Resource Planning (ERP)
Oracle ERP is Valley Metro's tool for managing day-to-day business activities including accounting, budget, capital project management, human resources, learning management, payroll, and procurement. Oracle ERP is procured annually directly from Oracle, and costs are expected to increase by 14% at the FY 2026 renewal due to the addition of the new Fusion Data Intelligence module to allow for improved oversight of grant accounting, budget, and procurement activities.

Tableau
Tableau is a reporting and analytics platform used by Valley Metro's Business Intelligence team to produce custom reports, dashboards, and data visualizations, and share those with external partner agency staff. Tableau is procured through CDW-G with costs anticipated to be flat in FY 2026 as the BI team moves to replace Tableau with Microsoft Power BI during the fiscal year.

Tenable.io
Valley Metro's Information Security team has used Tenable products to detect, track, and confirm remediation of vulnerabilities across Valley Metro's information systems since 2019. Tenable.io is procured annually through CDW-G, with FY 2026 costs expected to remain flat.

Trapeze Automated Transit Information System (ATIS)
Customer Service utilizes ATIS to provide over-the-phone trip planning and information services to customers. Renewal costs in FY 2026 are expected to increase by 5% due to Trapeze's regular increase schedule.

Trapeze PASS
PASS is used by Accessible Transit Services to manage Paratransit eligibility certification, scheduling and dispatch of trips, automatic notification and reminders to passengers, and online payments. This item covers keeping the system running until an in-process RFP for Demand-Response Software[5] can be completed and the resulting solution implemented. Renewal costs for FY 2026 are anticipated to increase by as much as 11% due to increased usage and Trapeze's regular increase schedule.

Twilio
Twilio's cloud communications platform-as-a-service provides valley metro with a 5-digit short code through which Valley Metro may communicate with the ridership using SMS messaging. This functionality enables customers who can't or won't install Valley Metro's mobile apps to communicate with the NextRide and AlertVM platforms using SMS text messaging, as well as to receive notifications and route alerts from the RideText SMS alert system. This service is procured directly from Twilio and usage is expected to stay flat year-over-year.

Veeam
Veeam is Valley Metro's backup and disaster recovery solution. Veeam is procured annually through CDW-G, with FY 2026 renewal costs anticipated to remain flat.

Workfront
Workfront is the job management software used by Valley Metro's Marketing team to intake, track, assign, collaboratively proof, and measure the cycle time of its production tasks and campaigns. Workfront is procured annually through SHI International Corp., with FY 2026 renewal costs anticipated to increase 5% due to price increases.

Workiva
Finance uses this software to produce the Comprehensive Annual Financial Reports (CAFR) for both RPTA and VMR. Workiva is procured annually through SHI International Corp, with renewal costs anticipated to increase 15% in FY 2026 based on prior year price increases.

<u>Multi-Year Authorization</u>

Cisco Collaboration Flex Plan
Cisco's Collaboration Flex Plan covers the licensing for Valley Metro's phone system, Webex Meetings teleconferencing platform, and the Webex Teams instant messaging and collaboration

[5] January 2024 RPTA agenda item #01C

platform. The Cisco Flex Plan is procured through Hye-Tech Network and Security Solutions triennially, with a 12.5% cost increase anticipated at renewal.

Cisco Security Enterprise Agreement (EA)
Valley Metro uses the following Cisco products as part of its "defense in depth" cybersecurity stance: firewalls, virtual private network, multi-factor authentication, network access policy enforcement, enterprise network security for remote users and sites, web security and content management, email security and malware threat defense, and threat intelligence and analysis. The Cisco EA is procured through Hye-Tech Network & Security Solutions and was previously procured as a five-year contract, shifting to a triennial renewal this year, with an anticipated cost increase of 12.5% at renewal.

Eleveo
Valley Metro's Customer Service team uses Eleveo in the regional call center for agent scheduling, quality assurance, and performance reporting. Several other groups[6] also make use of Eleveo for quality assurance and call recording in situations where the conversation may become relevant in law enforcement or legal actions. Eleveo was implemented in FY 2023 and was expanded to cover the new ATS Reservation Call Center in FY 2024. Eleveo is procured through Hye-Tech Network & Security solutions, renewed triennially and paid up front, with the cost for the next three-year period anticipated to increase 21% over the prior three-year period due to inflation and the planned adoption of new features (e.g. AI) over the period requiring additional licensing.

Microsoft Enterprise Agreement (EA)
This three-year software agreement provides Valley Metro with office productivity software (Microsoft Office), project management software, flowcharting and diagramming software, email and calendaring software, database system software, online document collaboration, secure file sharing, secure public-facing application publishing, application single-sign-on, long-term off-site backup storage, and desktop and server operating systems. The Microsoft EA is procured triennially and paid annually, and the cost is expected to increase 26% at renewal due to an anticipated 12.5% adjustment for the triennial renewal and the remainder for Power BI licensing to allow the transition from Tableau to Power BI as the agency's primary reporting tool. This portion of the increase will be offset in FY 2027 and beyond once Tableau is discontinued.

<u>Existing Authorization</u>

Esri Geographical Information Systems (GIS) Enterprise Agreement[7]
GIS is a suite of software programs for organizing and displaying information on maps. Valley Metro uses GIS throughout its processes from planning and design through survey and construction management to operations and maintenance to facilitate greater efficiency and informed decision making. GIS is used to inform, monitor, and manage transportation planning.

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[6] Accessible Transit Services, Transit Security, and the Bus Operations Control Centers at EVBOM and MTF

[7] June 2024 Joint agenda item #06

It aids in determining capacity enhancements, operational improvements, and identifying strategic investments to keep the transit system running optimally. In addition, essential economic, demographic, and cost estimate data can be quickly provided and analyzed for planning new routes or analyzing existing routes. The GIS EA is procured directly from Esri and is renewed triennially, with the next renewal in FY 2028.

OpenGov[8]
The OpenGov platform helps the agency manage everything from solicitations and supplier engagement to evaluations and contract management, all on a unified interface. OpenGov is purchased OpenGov Inc. with cost expected to increase by 5% for FY 2026.

Origami Risk[9]
Origami Risk is a Governance, Risk, & Compliance (GRC) software package used by Legal, Human Resources, Safety & Security, Internal Audit, and Information Security to track, manage, and report on different types of risks (e.g. environmental, health, safety, legal, cybersecurity, etc.) and regulatory compliance. Origami Risk is procured directly from Origami, renewed triennially and paid annually.

Remix[10]
Remix allows Service Planning to perform on-the-fly route design as well as the modification of existing transit routes in order to create complex service planning scenarios and communicate those scenarios visually, quickly, and simply to elected officials, member agency staff, stakeholders, and the public. Remix is procured triennially and paid for annually.

Swiftly[11]
Valley Metro's Transportation Division and the City of Phoenix Public Transit Department jointly selected Swiftly to allow fleet-wide real-time analysis and service performance reporting at the individual vehicle and operator level. Swiftly was initially procured for a two-year contract term, and City of Phoenix PTD reimburses the Agency via an intergovernmental agreement for the costs associated with their portion of the fleet.

Trapeze Enterprise Asset Management (EAM)[10]
Trapeze EAM is Valley Metro's tool for managing the maintenance of the agency's physical assets (e.g., buses, light rail vehicles, facilities, track, etc.) throughout each asset's lifecycle. This five-year contract with Trapeze will be up for renewal in FY 2030.

VMware[10]
VMware is Valley Metro's server virtualization platform, allowing the IT department to run 206 virtual servers and appliances while only needing to procure and maintain 14 physical

[8] October 2023 Joint agenda item #04B
[9] August 2024 Joint agenda item #04
[10] June 2023 Joint agenda item #07E
[11] May 2024 Joint agenda item #04B

machines. With the acquisition of VMware by Broadcom, VMware is now procured triennially and paid up front.

PROCUREMENT INFORMATION

The software subscriptions and maintenance agreements will be procured through the vendors and cooperative contracts listed below to ensure a competitively negotiated price and leverage the better volume discounts available through the contracts. If a different vendor on the below list, or a different Procurement-approved cooperative vehicle provided by one of the vendors listed below offers a more advantageous price, that vendor/cooperative vehicle combination may be used to realize those savings.

Vendor	Cooperative Vehicle	Contract #
Alesig Consulting, LLC	GSA Schedule 70	GS-35F-0576W
ANM	Arizona State Procurement Office	CTR059864
Carahsoft Technology	Arizona State Procurement Office	CTR046098
CDW-G	Arizona State Procurement Office OMNIA Partners OMNIA Partners	CTR070896 2018-011 2024056-1
DLT Solutions, LLC	OMNIA Partners	180233-001
Esri	Arizona State Procurement Office	ADSPO15-097108
HyeTech	1 Government Procurement Alliance	22-02PV-08
Insight Public Sector	Arizona State Procurement Office	CTR069959
Northwind Technologies	GSA Schedule 70	47QTCA19D009H
OpenGov, Inc.	Purchasing Solutions Alliance	21-203-PCN
Origami Risk	S.A.V.E.	171170-VM 2024-302
QCM Technologies	Mohave Education Service Co-op.	23H-QCM-0131
SHI International Corp.	Arizona State Procurement Office OMNIA Partners OMNIA Partners	CTR046099 2018011-02 2024056-1
Trapeze Software Group	Direct Purchase	-
Twilio, Inc.	Direct Purchase	-

Authorization to Continue the Purchase of Software Subscriptions & Maintenance Agreements in FY26

VALLEY METRO

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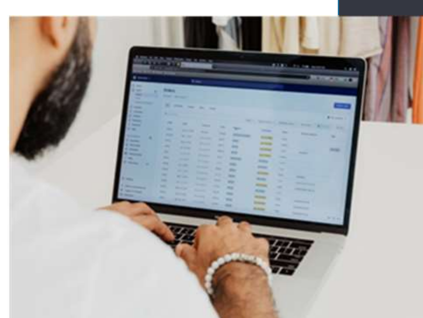
Authorization to Continue Software Subscriptions & Maintenance Agreements in FY 2025

- Renewal of 33 software tools used across the agency
- FY 2026 costs are projected to increase $896,234 (32%)
  - Triennial renewals for Cisco Collaboration Flex Plan and Eleveo due in full up-front (64%)
  - Cumulative price increases for the renewal of the Microsoft Enterprise Agreement and Cisco Security Enterprise Agreement multi-year contracts (16%)
  - Oracle Aconex potential increase due to capital project cost changes (9%)
  - Oracle ERP increase due to addition of Fusion Data Intelligence module (6%)



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VALLEY METRO

2

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to continue procuring necessary software subscriptions and maintenance agreements in an amount not to exceed $5,214,100 for the period of July 1, 2025 through June 30, 2028, and to establish a contingency of $782,200 (15%) that is included within the overall budget established for this purpose.

VALLEY METRO

Information Summary

DATE
June 9, 2025

AGENDA ITEM 8

SUBJECT
Executive Session

PURPOSE
To enter into Executive Session

RECOMMENDATION
The Joint Boards of Directors may vote to enter Executive Session to discuss amendments to the contract for the contract for Valley Metro's Chief Executive Officer, as authorized by A.R.S. Sections 38-431.03 A(1), (3), and (4).

CONTACT
Jessica Mefford-Miller
Chief Executive Officer
602-262-7433
jmeffordmiller@valleymetro.org

ATTACHMENT
None

Information Summary

DATE
June 9, 2025

AGENDA ITEM 9

SUBJECT
Executive Session Action Item(s)

PURPOSE
To take action on items discussed during the Executive Session.

RECOMMENDATION
The Joints Boards of Directors may vote to take action on item(s) discussed during Executive Session.

CONTACT
Jessica Mefford-Miller
Chief Executive Officer
602-262-7433
jmeffordmiller@valleymetro.org

ATTACHMENT
None

Executive Summary

DATE
June 9, 2025

AGENDA ITEM 10

SUBJECT
Travel and Expenditures

PURPOSE
The monthly travel and expenditures are presented for information.

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

CONTACT
Ken Kessler
Chief Financial Officer
Kkessler@valleymetro.org

ATTACHMENTS
Valley Metro Travel Report
Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over $25,000

Valley Metro
Travel Reimbursement Report

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.	
Asset Management Systems Admin	Think Transit Conference	Kansas City, MO	3/16/25-3/20/25	$2,146.21	$743.96		$1,193.00	$209.25		
Chief Executive Officer	APTA Mobility Conference 2025	Austin, TX	4/04/25-4/08/25	$2,311.95	$956.97	$119.91	$1,076.07	$159.00		
Chief of Staff	APTA Mobility Conference 2025	Austin, TX	4/06/25-4/08/25	$1,934.85	$956.97	$99.00	$717.38	$161.50		
Chief Transportation Officer	APTA Mobility Conference 2025	Austin, TX	4/06/25-4/09/25	$1,994.93	$641.96	$73.87	$1,076.10	$203.00		
Senior Planner	APTA Mobility Conference 2025	Austin, TX	4/06/25-4/09/25	$1,927.81	$461.97	$83.77	$1,076.07	$236.00	$70.00	1
Paratransit & RideChoice Program Supervisor	APTA Mobility Conference 2025	Austin, TX	4/06/25-4/09/25	$1,815.48	$511.96	$24.42	$1,076.10	$203.00		
Bus Transportation Mgr	APTA Mobility Conference 2025	Austin, TX	4/06/25-4/09/25	$1,915.58	$623.96	$12.52	$1,076.10	$203.00		
Community Relations Program Coordinator	Nat'l Forum for Black Public Administrators	San Francisco, CA	4/08/25-4/13/25	$2,245.47	$449.15	$60.77	$1,406.55	$329.00		
Controller	TFLEx 2025 Spring Workshop	San Diego, CA	4/13/25-4/15/25	$954.37	$294.96	$73.91	$449.25	$136.25		
Capital Planning Manager	Mpact Nat'l Steering Committee Mtg + Streetcar Coalition Annual Conf	Portland, OR	4/21/25-4/30/25	$1,764.38	$320.96	$40.97	$1,057.95	$344.50		
Manager, TDM	2025 Florida Commuter Transportation Summit	Orlando, FL	4/23/25-4/25/25	$1,369.82	$550.96	$139.86	$472.50	$206.50		
Chief Auditor	ALGA 2025 Annual Conference	Minneapolis, MN	5/04/25-5/06/25	$1,066.36	$501.97	$79.66	$340.48	$144.25		
Internal Auditor II	ALGA 2025 Annual Conference	Minneapolis, MN	5/04/25-5/06/25	$915.09	$430.36		$340.48	$144.25		
Rail Safety Manager	2025 Joint FTA/SSO/RTA Workshop	Arlington, VA	5/06/25-5/08/25	$1,493.23	$620.66	$11.91	$630.66	$230.00		

Total this reporting period	$23,855.53
Year to Date	**$125,202.59**

Report reflects Out of State (AZ) Travel

** Misc*
[1] Baggage Fees
[2] Flight Wi-Fi Fee

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
April 2025

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10003352	4/11/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	6,894,605.19
10003404	4/25/2025	City of Phoenix	Transportation Services for East/West Valley-Fixed & ADA Routes	4,350,361.29
90000390	4/4/2025	ADP Inc	PPE 03/30/2025 Payroll Liabilities	1,464,128.08
90000396	4/18/2025	ADP Inc	PPE 04/13/2025 Payroll Liabilities	1,442,189.21
10003399	4/25/2025	MTM Transit LLC	Paratransit Service & Fuel, Mobility Center Fuel & Trips	1,379,403.51
10003405	4/25/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	959,239.93
90000397	4/25/2025	Cigna Health and Life Insurance Company	Health Insurance Premiums	663,149.04
10003340	4/11/2025	Commute with Enterprise	Vanpool Services	485,109.76
90000389	4/4/2025	ASRS	PPE 03/30/25 ASRS Contributions & LTD	391,445.19
90000394	4/18/2025	ASRS	PPE 04/13/25 ASRS Contributions & LTD	390,320.27
10003350	4/11/2025	MJM Innovations	Broker Services	308,296.69
1003025	4/18/2025	City of Scottsdale, Remittance Processi	Prop 400 PTF Reimbursement	212,662.30
10003331	4/4/2025	MJM Innovations	Pass Through Provider Costs	205,989.19
10003374	4/18/2025	Vix Technology USA Inc	Customer Service Network	95,396.17
90000400	4/30/2025	Surepays	RPTA Monthly Utilities	86,722.48
1003002	4/4/2025	CopperPoint Insurance Company	Workers Comp Premium Renewal/Final Audit	84,844.40
10003403	4/25/2025	101 North First Ave LLC	101 Building Rent	77,714.11
1003033	4/25/2025	CopperPoint Insurance Company	Rent and CAM Charges	74,232.18
90000395	4/18/2025	Wells Fargo Bank	Monthly Credit Card Charges	72,762.62
10003338	4/11/2025	ACRO Service Corporation	Staffing Services	70,384.80
10003362	4/18/2025	Scheidt & Bachmann USA Inc	Hardware and Software Maintenance Support	63,866.68
10003397	4/25/2025	National Express Transit Corporation	West Valley Contractred Fixed Route and Maintenance Services	57,614.26
10003383	4/25/2025	Clean Energy	CNG Facility Operations & Maintenance	52,957.57
10003369	4/18/2025	Senergy Petroleum LLC	Bulk Fuel	50,698.06
10003317	4/4/2025	CDW Government LLC	Software and Support Services	47,561.66
10003360	4/18/2025	QCM Technologies Inc	Information Technology Services	45,721.50
10003393	4/25/2025	Senergy Petroleum LLC	Bulk Fuel	37,647.57
10003353	4/18/2025	ACRO Service Corporation	Staffing Services	35,775.25
10003365	4/18/2025	Dell Marketing LP	IT Computer equipment, peripherals and supplies	33,375.68
10003348	4/11/2025	Senergy Petroleum LLC	Bulk Fuel	33,231.35

10003337	4/4/2025	Keolis Transit Services LLC	Engines and Transmissions	32,848.01
1003030	4/18/2025	Carl Warren & Company LLC	Claim Management Services	30,000.00
10003373	4/18/2025	WSP USA Inc	Project Development Support	29,857.35
10003344	4/11/2025	QCM Technologies Inc	Information Technology Services	26,322.80
10003377	4/18/2025	Valley Metro RPTA	Platinum Pass Program Services	25,388.00
				20,311,822.15

Valley Metro Rail, Inc
Monthly AP Payments over $25,000
April 2025

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
50003128	4/15/2025	Kiewit Infrastructure West Company	CMAR Services for South Central-Downtown Hub	28,777,232.97
50003147	4/18/2025	Centurylink	Third Party Utilities for SCE	2,275,655.81
50003105	4/4/2025	Alternate Concepts Inc	Transportation Services - Direct Labor Costs	1,643,864.26
50003095	4/4/2025	HDR Engineering Inc	Project Development Support	1,178,818.56
50003155	4/25/2025	Allied Universal Security Services	Field Security Officers	1,173,706.33
50003122	4/11/2025	Siemens Mobility Inc	Light Rail Vehicle	1,021,453.75
50003142	4/18/2025	Stacy and Witbeck Inc	JOC-Supplemental Construction Services	501,825.85
50003137	4/18/2025	Hill International Inc	PMCM Services	465,973.28
90000046	4/30/2025	Surepays	VMR Monthly Utilities	423,385.94
50003179	4/25/2025	Southwest Transit Partners	CAPEX CM Risk Services - Pre-Construction Services	338,298.14
50003158	4/25/2025	Brookville Equipment Corp	Streetcar Vehicles - Spare Parts & Battery Modules	329,483.06
50003170	4/25/2025	SDB Contracting Services	JOC-Supplemental Construction Services	228,340.66
50003121	4/11/2025	PGH Wong Engineering Inc	System Design Services	222,948.19
50003171	4/25/2025	Siemens Mobility Inc	LRV Vehicle Communication and Video System Upgrade	211,100.01
50003181	4/25/2025	City of Phoenix	Advertising Revenue Distribution	187,422.89
50003154	4/25/2025	AECOM Technical Services Inc	Design Services for South Central-Downtown Hub	139,762.89
50003099	4/4/2025	Siemens Mobility Inc	PB Processor Board	138,544.93
50003114	4/11/2025	Brookville Equipment Corp	Streetcar Vehicles - Spare Parts	135,548.00
50003172	4/25/2025	Stacy and Witbeck Inc	JOC-Supplemental Construction Services	118,189.53
50003106	4/4/2025	ARCADIS	Consulting Support Services	99,952.27
50003162	4/25/2025	DLT Solutions LLC	Aconex Project Control System	97,951.12
50003141	4/18/2025	Siemens Mobility Inc	PB Processor Board	96,480.20
50003168	4/25/2025	PGH Wong Engineering Inc	System Design Services	81,030.55
50003129	4/18/2025	AECOM Technical Services Inc	Environmental Services Support	76,434.94
50003097	4/4/2025	PGH Wong Engineering Inc	System Design Services	74,396.63
50003120	4/11/2025	Magnetry LLC	Marketing and Advertising Services	65,420.22
5003370	4/4/2025	STV Incorporated	Project Development Support	65,135.00
50003174	4/25/2025	City of Tempe	Advertising Revenue Distribution	64,906.78
50003124	4/11/2025	Voith US Inc VTI	Coupling & Axle Gearbox	64,015.38
5003418	4/25/2025	City of Mesa	Advertising Revenue Distribution	57,115.33

50003143	4/18/2025	URW LLC	Landscape Maintenance Services	53,350.54
50003167	4/25/2025	Penn Machine Company LLC	Gearbox Overhall	51,547.00
50003176	4/25/2025	WSP USA Inc	Community Relations Support Services On-Call	50,601.67
50003136	4/18/2025	HDR Engineering Inc	Project Development Support	40,875.09
50003117	4/11/2025	HDR Engineering Inc	Project Development Support	40,230.85
5003417	4/25/2025	All Fleet Services	Repairs & Maintenance	30,703.84
50003125	4/11/2025	Alliant Insurance Services Inc	Insurance Premiums	28,946.29
50003152	4/18/2025	WEX Bank	Fleet Card Services	25,586.48
				40,676,235.23

Executive Summary

DATE **AGENDA ITEM 11**
June 9, 2025

SUBJECT
Report on Current Events and Suggested Future Agenda Items

COST AND BUDGET
There are no costs associated with this item

RECOMMENDATION
This item is presented for information only.

CONTACT
Jessica Mefford-Miller
Chief Executive Officer
jmeffordmiller@valleymetro.org

ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date

Agenda

June 9, 2025

Valley Metro RPTA
Board of Directors
Thursday, June 12, 2025
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

	Action Recommended
CONSENT AGENDA	
1A. Minutes Minutes from the May 22, 2025, Board meeting are presented for approval.	1A. For action
1B. Review of the Bus (non-rail mode) Public Transportation Agency Safety Plans (PTASP) Staff recommends that the Board of Directors approve the Bus (non-rail mode) Public Transportation Agency Safety Plan (PTASP).	1B. For action
REGULAR AGENDA	
2. Election of FY26 Board Officers and Subcommittee Members In June of each fiscal year, the Regional Public Transportation Authority (RPTA) elects Board officers, in addition to electing members to the two standing committees of the Board: The Joint Board Subcommittee (JBS) and Audit and Finance Subcommittee (AFS). Board and Subcommittee members must be elected officials and participation on the respective subcommittees are limited to elected officials only.	2. For action
3. Report on Current Events and Suggested Future Agenda Items Chair Harris will provide members the opportunity to report on current events and suggest future agenda items for consideration.	3. For information

4. Next Meeting 4. For information

The next Board meeting is scheduled for **Thursday, August 28, 2025 at 11:15 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print or flash drive) 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

Meeting Minutes

June 5, 2025 **AGENDA ITEM X**

Valley Metro RPTA Boards of Directors
Thursday, May 22, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
Vice Mayor O.D. Harris, City of Chandler – **Chair**
Councilmember Jennifer Adams, City of Tempe **– Vice Chair**
Councilmember Max White, City of Avondale (phone)
Councilmember Monica Dorcey, City of El Mirage
Councilmember Kenny Buckland, Town of Gilbert (phone)
Vice Mayor Lauren Tolmachoff, City of Glendale
Vice Mayor Wally Campbell, City of Goodyear
Councilmember Francisco Heredia, City of Mesa (phone)
Councilmember Jon Edwards, City of Peoria (phone)
Councilmember Laura Pastor, City of Phoenix
Councilmember Bryan McClure, Town of Queen Creek (phone)
Councilmember Maryann McAllen, City of Scottsdale
Councilmember Earle Greenberg, City of Surprise (phone)
Councilmember Jennifer Adams, City of Tempe
Vice Mayor Jimmy Davis, City of Tolleson (phone)
Mayor BG Bratcher, Town of Wickenburg (phone)
Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present
Councilmember Jamine Berry, City of Buckeye
Councilmember Peggy McMahon, Town of Fountain Hills
Supervisor Steve Gallardo, Maricopa County

The chair called the meeting to order at 11:50 a.m.

Chair Harris said this is the Valley Metro RPTA, Thursday, May 22, 2025.

1. Minutes

Chair Harris said minutes from the approval of April 17, 2025, board meeting are presented for approval. If there's not any questions, then I will ask for a motion to approve the April 17, 2025, board meeting minutes. Vice Mayor.

Motion by Vice Mayor Davis, second by Councilmember Pastor.

All those in favor say aye. All those opposed say nay.

IT WAS MOVED BY VICE MAYOR DAVIS, SECONDED BY COUNCILMEMBER PASTOR, AND UNANIMOUSLY CARRIED TO APPROVE THE APRIL 17, 2025, MEETING MINUTES.

2. Valley Metro RPTA Fiscal Year 2026 (FY26) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY26 through FY30)

Chair Harris said item number two. I'm going to send this over to our CEO, Jessica.

Ms. Mefford-Miller said thank you, Mr. Chair. Without much preamble from me, I'm going to invite Ken Kessler, our Chief Financial Officer, to the podium to provide a presentation on the draft FY26 Valley Metro RPTA budget.

In recent months, we've had fairly, extensive engagement with member city staff and this board, and we have worked to be responsive to your feedback and guidance, as well as the very real financial conditions impacting our communities across the Valley. So, without further ado, Mr. Kessler, please.

Mr. Kessler said thank you, Jessica. Chair, members of the board, I just do want to start off with thanking our budget team and staff throughout the organization for putting together this budget as well as making adjustments along the way. Also, I want to thank you, your member city staff and the management committees for their input and feedback in helping us and guiding us through the process of developing the FY26 budget.

So, I just want to start off with a high-level overview of our budget as it stands now. I do want to point out that we made some revisions since the packet was sent out, so the numbers here are slightly different from what was in the packet. This is about a $200,000 decrease on the RPTA budget, compared to the numbers in the packet, for a total $279.3 million budget.

And then showing the breakdown of the operating budget here, the $279.3 million budget, fixed-route operations and demand services being the two biggest programs within RPTA.

And next I just want to walk through some modifications that occurred to the budget. Last month, I believe this body did see these changes as a result of feedback we received from TMC, RMC and the AFS, so here we show the seven positions that were removed from the initial request of 21 positions.

And then of the remaining 14, these are the five positions that are actually in-sourcing contract work that's performed with vendors today.

And then this table here shows the remaining nine positions that are really a result of system growth and state of good repair needs going forward.

And then next I want to talk about some of the changes since the last cycle.

So in addition to reducing the positions requested, there are a couple of other changes that are incorporated into this version of the budget specifically related to staff compensation.

So first, we have the Classification and Compensation Study. We've decreased the budget from a total of $980,000 to $800,000. That's overall across both agencies. And this update reduces the RPTA budget by $68,000 and VMR by $112,000.

And also, as you recall, during the April board meeting, the board asked staff to present and discuss FY26 staff compensation adjustments, including performance merit increase and a possible cost of living adjustment with Audit and Finance Subcommittee.

That discussion was held on May 8th with the five AFS members, as well as a couple additional members of the board that participated. Staff presented AFS with multiple scenarios and AFS recommended that a 2 percent COLA and 3 percent performance merit be included in the FY26 budget being presented here today. And those numbers are incorporated based on that recommendation in the budget we're looking at today.

So this results in about a $160,000 increase to RPTA over the previous version of the budget that we presented and about $240,000 increase to VMR for COLA and merit.

And then so combined the recommended performance and COLA adjustment along with the class and comp adjustment actually results in a $92,000 increase in that total to the RPTA budget from the last version and $128,000 increase to the VMR from the prior version.

So now moving on to review what some of the main items driving the budget year-over-year change for RPTA annual escalations to existing contracts, increased demand service based on forecasted ridership trends and then increased van pool service based on increased demand for those services along with the new initiatives recommended by Valley Metro.

And then here's the summary showing those dollar amounts of those ongoing obligations totaling just under $17.2 million that are in the FY26 budget.

And then on the capital side, no change from the last version.

Here a $66.2 million capital budget. Main item there in the budget is the regional fleet purchases.

And then briefly, on the five-year forecast, again, very minimal changes here from the last version based on those adjustments to the FY26 budget, about a $1.8 billion five-year program on the operating side for RPTA. And then on the capital side, about a $407 million capital program for the next five years.

So that concludes my presentation, and this is presented here today for possible action, and the recommendation is before you.

Chair Harris said thank you so much for the presentation. Board members have been able to talk with staff. We were able to work through any additional questions from various cities.

At this time, I'm going to request a motion and a second to approve the RPTA FY26 proposed operating capital budget and acceptance of the five-year operating forecast and capital improvement program FY2026 through 2030.

Motion by Councilmember Max White, second by Councilmember McAllen.

All those in favor, say aye. All those opposed, say nay.

Thank you so much. It has passed.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY COUNCILMEMBER MCALLEN, AND UNANIMOUSLY CARRIED TO APPROVE THE VALLEY METRO RPTA FISCAL YEAR 2026 (FY26) PROPOSED OPERATING AND CAPITAL BUDGET AND FIVE-YEAR OPERATING FORECAST AND CAPITAL PROGRAM (FY26 THROUGH FY30).

3. Election of FY26 Board Officers and Subcommittee

Chair Harris said item number three, election of FY2026 board officers and subcommittee members. This item is presented for information only.

In June of each fiscal year, this RPTA elects board officers in addition to electing members to two standing subcommittees of the board, the Joint Board subcommittee and the Audit Finance subcommittee. The board and the subcommittee members must be elected officials and participation on the respective subcommittees are limited to elected officials only. The deadline for submitting letters of interest to Pat is Friday, June 6, 2025, at 5:00 p.m.

4. Report on Current Events and Suggested Future Agenda Items

Chair Harris said Item number four. This is the report on current events. Any current events that any board member would like to bring forward?

Councilmember White said yes. I just wanted to share that WeRide continues to have record setting months and just thank the CEO and the staff for your support of our efforts out in the West Valley and encourage folks to let's continue to provide that last mile of transit and WeRide's the way to do it in Avondale, Goodyear, Peoria, can pick up other cities soon. I mean, I'm looking over here to the West, right? And Surprise, right? It's no surprise in Surprise. So thank you all so much for our member cities and let's continue to set records.

Vice Mayor Davis said I have to say that we love our microtransit system in the city of Tolleson, so we'll be continuing forward with that.

Just one other thing. It is going to be June pretty soon. So I just want to wish everyone a happy Pride month.

Chair Harris said any other ideas? Anybody else?

5. Next Meeting

Chair Harris said moving on to item number five. The next meeting is Thursday, June 12, 2025, at 11:15 a.m. Thank you.

That concludes the meeting.

The next meeting of the RPTA Board is scheduled for Thursday, June 12, 2025, at 11:15 a.m.

Without further discussion, the meeting was adjourned at 11:59 a.m.

Executive Summary

DATE **AGENDA ITEM 1B**
June 9, 2025

SUBJECT
Public Transportation Agency Safety Plan (PTASP) (Non-Rail) Annual Review

COST AND BUDGET
There are no costs associated with this item

RECOMMENDATION
Staff recommends that the Board of Directors approve the Bus (non-rail mode) Public Transportation Agency Safety Plans (PTASP).

COMMITTEE PROCESS
Board of Directors: June 12, 2025 for action

CONTACT
Adrian Ruiz
Director Safety, Security and Quality Assurance
602-523-6054
aruiz@valleymetro.org

ATTACHMENT
Summary of Changes – Valley Metro Non - Rail Agency Safety Plan
Valley Metro/RPTA Non – Rail Agency Safety Plan (available upon request)

Background Information

BACKGROUND DISCUSSION
In 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 Code of Federal Regulations Part 673. The rule requires public transportation agencies receiving federal funds to develop and certify compliance of the PTASP by December 31, 2020. Valley Metro's Agency Safety Plan (ASP) was approved and signed by the Board of Directors and certified by the State Safety Oversight Agency (SSOA) in October 2020.

The PTASP Final Rule and Bipartisan Infrastructure Law requires that ASPs be reviewed annually, and all updates be approved and signed by a joint labor-management safety committee, the Accountable Executive (Chief Executive Officer) and the transit agency's Board of Directors.
Updates to the Non- Rail ASP for CY2025 include:

- Safety Performance Targets
- Operator Training Program
- Transit Agency Information
- Updated Organization Charts

Staff are providing this information to inform and prepare the Board for the requirements to review and approve updates to the Non - Rail ASP.

Memo

Re: Summary of Changes

Valley Metro Non - Rail Agency Safety Plan

Revision 5 – June 2025

- **Updated *Approval/Signature* Page to reflect addition of Bus Safety Committee Chair and change to RPTA Board Chair.**
- **Section 4.0 Safety Performance Targets**
    - Established Bus Performance Targets for CY2025
    - CY 2025 elected targets are as follows, Passenger falls, Pedestrian strikes, Rear ending Collisions.
    - In addition to FTA selected Performance targets RPTA has elected to track the above targets at a reduction Goal of 10% from CY2024 or below USDOT standard. This will be specified in Section 4.1
    - Safety and Security Quick Reference Guide Updated to most current version
- **Appendix B: Organizational Charts**
    - Updated all Organizational Charts to reflect Paratransit/bus rolls and responsibilities.

Executive Summary

DATE **AGENDA ITEM 2**
June 9, 2025

SUBJECT
Fiscal Year 2026 (FY26) Election of Valley Metro RPTA Board Officers and Subcommittee Positions

COST AND BUDGET
There is no cost associated with this item.

RECOMMENDATION
Letters of interest were received and based on those letters the slate of Board Officers and Subcommittee members listed below are presented for approval.

<u>Board Officers (July 1, 2025 – June 30, 2026)</u>

- RPTA Board Chair – Councilmember Jennifer Adams, City of Tempe
- RPTA Board Vice Chair – Councilmember Max White, City of Avondale
- RPTA Board Treasurer – Councilmember Laura Pastor, City of Phoenix

<u>Audit and Finance Subcommittee – 2 Year Term (July 1, 2025 – June 30, 2027)</u>

- Councilmember Max White, City of Avondale

<u>Valley Metro RPTA and Valley Metro Rail Joint Board Subcommittee (July 1, 2025 – June 30, 2026)</u>

- Councilmember Max White, City of Avondale
- Vice Mayor Lauren Tolmachoff, City of Glendale

COMMITTEE PROCESS
Board of Directors: June 12, 2025 for action

CONTACT
Councilmember OD Harris, City of Chandler, Chair

ATTACHMENT
Letters of interest are available upon request

Executive Summary

DATE **AGENDA ITEM 3**
June 9, 2025

SUBJECT
Report on Current Events and Suggested Future Agenda Items

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

CONTACT
Jessica Mefford-Miller
Chief Executive Officer
jmeffordmiller@valleymetro.org

ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date

Agenda

June 9, 2025

Valley Metro Rail
Board of Directors
Thursday, June 12, 2025
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

COSENT AGENDA

1A. Minutes — 1A. For action

Minutes from the May 22, 2025, Board meeting are presented for approval.

1B. Public Transportation Agency Safety Plan (PTASP-RAIL) Annual Review — 1B. For action

Staff recommends that the Board of Directors approve the Public Transportation Agency Safety Plan (PTASP-RAIL) Annual Review.

REGULAR AGENDA

2. Light Rail Vehicle Electrical Repair Contract Amendment — 2. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute the available two-year extension with Integrated Power Services, LLC and Sherwood Electromotion, Inc., to provide light rail vehicle (LRV) electrical repairs through August 9, 2027.

3. Purchase of Three Light Rail Vehicles Contract Award — 3. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a piggyback contract with Siemens Mobility, Inc., under Orange County Transportation Authority Contract No. C-6-1445 to purchase three S700 articulated low-floor light rail vehicles with an aggregate value of $28,428,000.

4. Rail Collision Reduction and Travel Time Optimization Study — 4. For information

This item is presented for information only. The study's preliminary recommendations and solutions along both the light rail and streetcar systems will be presented. These include adding/changing signage at intersections, replacing/extending guideway curbs, street marking improvements, and traffic signal programming adjustments.

5. Board Elections — 5. For action

Fiscal Year 2026 (FY26) Election of Valley Metro Rail (VMR) Board Officers and Subcommittee Positions

The Board will vote to elect Board officers and Board subcommittee positions for FY 2026.

6. Report on Current Events and Suggested Future Agenda Items — 6. For information

Chair Heredia will provide members the opportunity to report on current events and suggest future agenda items for consideration.

7. Next Meeting — 7. For information

The next Board meeting is scheduled for **Thursday, August 28, 2025 at 11:15 a.m.**

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats 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

Meeting Minutes

June 5, 2025 **AGENDA ITEM**

Valley Metro Rail Boards of Directors
Thursday, May 22, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Valley Metro Rail Participants
Councilmember Francisco Heredia, City of Mesa – **Chair** (phone)
Councilmember Laura Pastor, City of Phoenix – **Vice Chair**
Vice Mayor O.D. Harris, City of Chandler
Councilmember Jennifer Adams, City of Tempe (phone)

The chair called the meeting to order at 12:00 p.m.

Chair Pastor said I'm going to convene the meeting and welcome members to the April meeting.

1. Consent Agenda

Chair Pastor said item number one is the Consent Agenda. The Consent Agenda is presented for action. Anybody have any questions or would like to pull anything from the Consent Agenda?

I request a motion and a second to approve the Consent Agenda Items a 1A and 1B motion.

Motion by Councilmember Harris, second by Councilmember Adams.

Okay, I got a motion by council member Harris and the second by Adams.

IT WAS MOVED BY COUNCILMEMBER HARRIS, SECONDED BY COUNCILMEMBER ADAMS, AND UNANIMOUSLY CARRIED TO APPROVE THE APRIL 17, 2025, MEETING MINUTES.

2. RailPod Annual data services Subscription and Maintenance Program Contract Award

Chair Pastor said I'm just going to keep it moving. Item number two, RailPod annual data service subscription and maintenance program contract award. Does anybody have any questions or discussion on this award?

I request a motion and a second to authorize the chief executive officer to execute a three-year agreement on the Rail Pod Inc for the annual database service subscription and maintenance program at a cost of $344,000. I need a motion.

Motion by Councilmember Harris, second by Councilmember Adams.

A motion has been made and a second. All those in favor, please say aye.
Anybody that opposes? The ayes take it.

IT WAS MOVED BY COUNCILMEMBER HARRIS, SECONDED BY COUNCILMEMBER ADAMS, AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A THREE-YEAR AGREEMENT WITH RAILPOD, INC., FOR AN ANNUAL DATA SERVICES SUBSCRIPTION AND MAINTENANCE PROGRAM AT A COST OF $344,000.

3. Light Rail Vehicle Gearbox/Axle Overhaul Contract Award

Chair Pastor said item number three, light rail vehicle gearbox axle overhaul contract award. Jessica, could you please introduce this item?

Ms. Mefford-Miller said thank you, Madam Chair. I'd like to invite Rob Rosenberg, our Deputy Chief of Rail Vehicle and System Maintenance, to the podium for a brief presentation on our gearbox and axle overhaul program and this contract award request. Mr. Rosenberg.

Mr. Rosenberg said thanks, Jessica. Thanks, members of boards.

I will be brief. So what we've done here is just demonstrate, show the pictures of the gearbox and the axles. Approximately every 10 years, the manufacturer recommends that we overhaul these.

This request before you today is to have them overhauled by the original equipment manufacturer to keep with these because they are safety sensitive items.

There's our recommendation to award Penn Machine a contract for seven years for $2.8 million.

Happy to take any questions.

Chair Pastor said are there any questions?

Councilmember Harris said no questions, but I would like to make a motion.

Chair Pastor said I'd like a motion and a second.

Motion by Councilmember Harris, second by Vice Mayor Adams.

Councilmember Harris said I'll motion it.

Chair Pastor said Do I have a second?

Councilmember Adams said I'll second it.

Chair Pastor said you're my second. The motion and the second is to authorize the Chief Executive Officer to enter into a contract with Penn Machine Company for gearbox axle overhaul services for seven years with an aggregated value not to exceed $2,860,000.

All those in favor, please say aye. Any of those that oppose? The ayes take it.

IT WAS MOVED BY COUNCILMEMBER HARRIS, SECONDED BY COUNCILMEMBER ADAMS, AND UNANIMOUSLY APPROVED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO ENTER INTO A CONTRACT WITH PENN MACHINE COMPANY, LLC, FOR GEARBOX/AXLE OVERHAUL SERVICES FOR SEVEN YEARS, WITH AN AGGREGATE VALUE NOT TO EXCEED $860,000.

4. South Central LRT Extension Design Services (SCEDES) Contract Amendment

Chair Pastor said item number four, South Central LRT extension design service contract amendment. Jessica Mefford-Miller, please take it away.

Ms. Mefford-Miller said thank you, Madam Chair. I'd like to invite Trevor Collon, our Chief of Capital Development, to introduce this item, which extends our existing design services contract for South Central Extension and Downtown Hub with AECOM in time only through the period from June 2025 through project closeout. I want to note this item does not add budget to the contract. Mr. Collon.

Mr. Collon said thank you, Madam Chair and members of the board.

This will allow AECOM to stay with us for I imagine about six to 12 months as we do the last closeout remaining items. This includes paperwork, some potential inspections, some final design pieces on the bridge, and I've listed some of the other items that we just need their continuing support for.

As Jessica mentioned, this does not add any contract dollar value. It's just strictly a time extension through the closeout of the project.

With that, Madam Chair, the recommendation is before you.

Chair Pastor said thank you. I request a motion and a second to authorize a CEO to execute a contract amendment with AECOM technical services to amend the period of performance to be upon completion and closeout of the South Central downtown hub extension project. Do I have a motion to approve the project?

Motion by Councilmember Harris, second by Vice Mayor Adams. Any discussion? All those in favor, please say aye. Any that oppose? The ayes have it. Thank you.

IT WAS MOVED BY COUNCILMEMBER HARRIS, SECONDED BY COUNCILMEMBER ADAMS, AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A CONTRACT AMENDMENT WITH AECOM TECHNICAL SERVICES, INC., TO AMEND THE PERIOD OF PERFORMANCE TO BE UPON COMPLETION AND CLOSEOUT OF THE SOUTH CENTRAL DOWNTOWN HUB EXTENSION PROJECT.

5. Valley Metro Rail, Inc., Fiscal Year 2026 (FY26) Preliminary Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY26 through FY30)

Chair Pastor said0IItem number five. Valley Metro Rail fiscal year 2026 proposed operating capital budget. Jessica Mefford-Miller will introduce this item.

Ms. Mefford-Miller said thank you, Madam Chair, members of the VMR board. Mr. Ken Kessler, Valley Metro Chief Financial Officer, will provide a brief presentation of the draft FY26 capital and operating budgets for Valley Metro Rail. Mr. Kessler.

Mr. Kessler said thank you, Jessica. Madam Chair, members of the board, here's the high-level budget overview for Valley Metro Rail, an overall budget of $118.7 million.

Again, similar to RPTA making some final adjustments. This is about $400,000 less than the numbers that were in the packet that was sent out.

And then looking at the VMR operating program by program here, $118.7 million made up of the light rail, streetcar, and agency operating.

And then as far as the proposed modifications, they are the same modifications we went over in the RPTA meeting, so nothing additional to add here.

And just looking at budget drivers, a little bit different between VMR and RPTA. So for the FY26 budget, the operations of South Central expanding to a two-line system being a big driver of the budget change there. Similar to RPTA, annual escalations to existing contracts, and some other items in the budget that are pushing it upward this year.

And then the summary of ongoing obligations is a list here of those items and the respective amounts, about $18.3 million of ongoing obligations that are included in the VMR budget.

And on the capital side, no change from last month, $114.4 million capital budget for FY26, primarily being driven by Capital Extension and state of good repair.

And then taking a look at the five-year operating plan, about $637 million five-year plan for the operating program.

And then on the capital program, just a little over a billion dollars for the five-year program.

And that concludes my presentation and recommendations before you. I'm happy to take any questions.

Chair Pastor said does anybody have any questions? Any discussion?

I request a motion and a second to approve the Valley Metro Rail FY26 proposed operating capital budget and acceptance of the five-year operating forecast and capital program.

Motion by Vice Mayor Adams, second by Councilmember Harris.

Any discussion? None. All those in favor, please say aye. Any nays? The ayes have it. There we go.

IT WAS MOVED BY COUNCILMEMBER ADAMS, SECONDED BY COUNCILMEMBER HARRIS, AND UNANIMOUSLY APPROVE THE VALLEY METRO RAIL, INCL, FISCAL YEAR 2026 (FY26) PROPOSED OPERATING AND CAPITAL BUDGET AND FIVE-YEAR OPERATING FORECAST AND CAPITAL PROGRAM (FY26 THROUGH FY30).

6. Election of FY26 Board Officers and Subcommittee Members

Chair Pastor said item number six, election of FY26 board officers and subcommittee members. This item is presented for information.

Chair Pastor said in June of each fiscal year, the RPTA elects board officers. In addition to electing members to two standing subcommittees of the board, the Joint Board subcommittee and the Audit and Finance subcommittee, the board and the subcommittee members must be elected officials and participate on the respective subcommittees are limited to elected officials only.

The deadline for submitting letters of interest to Pat is Friday, June 6, 2025, at 5:00 p.m.

7. Report on Current Events and Suggested Future Agenda Items

Chair Pastor said item number seven. Report on current events and suggested future agenda items.

Anybody have that?

8. Next Meeting

Chair Pastor said item number eight, the exciting one. The next board meeting is Thursday, June 12, 2025, at 11:15.

Meeting adjourned.

The next meeting of the Board is scheduled for Thursday, June 12, 2025, at 11:15 a.m.

Without further discussion, the meeting was adjourned at 12:09 p.m.

Executive Summary

DATE **AGENDA ITEM 1B**
June 9, 2025

SUBJECT
Public Transportation Agency Safety Plan (PTASP-RAIL) Annual Review

COST AND BUDGET
There are no costs associated with this item.

RECOMMENDATION
Staff recommends that the Board of Directors approve the Public Transportation Agency Safety Plan (PTASP-RAIL) Annual Review.

COMMITTEE PROCESS
Board of Directors: June 12, 2025 for action

CONTACT
Adrian Ruiz
Director Safety, Security and Quality Assurance
aruiz@valleymetro.org

ATTACHMENT
Valley Metro Rail Agency Safety Plan – Revision #5
Summary of Changes – Valley Metro Rail Agency Safety Plan

Background Information

BACKGROUND DISCUSSION
In 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 Code of Federal Regulations Part 673. The rule requires public transportation agencies receiving federal funds to develop and certify compliance of a PTASP by December 31, 2020. Valley Metro's Agency Safety Plan (ASP) was approved and signed by the Board of Directors and certified by the State Safety Oversight Agency (SSOA) in October 2020.

The PTASP Final Rule and Bipartisan Infrastructure Law requires that ASPs be reviewed annually, and all updates be approved and signed by a joint labor-management safety committee, the Accountable Executive (Chief Executive Officer) and the transit agency's Board of Directors.

Updates to the ASP for CY2025 include:

- Transit Agency Information
- Safety Performance Targets
- Hazard Material Purchase Process and Maintenance of SDS Forms
- Safety Accountabilities and Responsibilities
- Asset Management Inventory and Condition Assessments to Safety
- Operator Training
- Updates as required to comply with the Arizona Department of Transportation's Program Standard Revision #9

Staff is providing this information to inform and prepare the Board for the requirement to review and approve updates to the ASP.

Memo

Re: **Summary of Changes**

Valley Metro Rail Agency Safety Plan

Revision 5

- **Section 1.0** Transit Agency Information
- **Section 4.0** Safety Performance Targets
    - Established Rail Performance Targets for CY2025
- **Section 6.2** Added roles and responsibilities
- **Section 6.4** Updated hazardous material purchase process and maintenance of SDS forms
- **Section 7.2** Updated data analysis
- **Section 8.1** Updated asset management inventory and condition assessments to Safety and Security
- **Section 9.2** Updated Train Operator training period
- **Section 11.2** Added new and revised definitions
- **Section 11.3** Updated acronyms
- **Appendix A: SSO Event Notification Thresholds & Reporting Timeframes**
- **Appendix D: FTA Event Notification Thresholds & Reporting Timeframes**
- **Appendix E: Updated Organizational Charts**
- **Appendix F: SMS Implementation Plan**
    - Updated SMS Implementation Manager and Implementation activity dates & responsibilities where applicable.
- **Appendix H: Comprehensive Safety Training Program**
    - Updated Transportation Contractor Training

Executive Summary

DATE **AGENDA ITEM 2**
June 9, 2025

SUBJECT
Light Rail Vehicle Electrical Repair Contract Amendment

COST AND BUDGET
For FY25, the contract obligation is fully funded within the adopted FY25 Operating and Capital Budget. Contract obligations beyond FY25 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY30).

The sources of funding are member cities and federal funds.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute the available two-year extension with Integrated Power Services, LLC and Sherwood Electromotion, Inc., to provide light rail vehicle (LRV) electrical repairs through August 9, 2027.

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

- Goal 8: Operational Excellence Advance performance-based operation
    - Tactic A: Operate an effective, reliable, high-performing transit system

COMMITTEE PROCESS
RTAG: May 20, 2025 for information
RMC: June 4, 2025 approved
Board of Directors: June 12, 2025 for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valeymetro.org

ATTACHMENT
A copy of the contract is available upon request.

Background Information

BACKGROUND DISCUSSION

Valley Metro Maintenance of Equipment (MOE) has specialized LRV electrical components to be repaired. The required service is electrical repairs to traction motors, line filter chokes, and APSE output transformers, or other similar wound electrical components. This work is not overhauls but repairs on an as needed basis. The equipment components are for our Siemens and Kinkisharyo light rail vehicles.

Valley Metro requires an experienced electrical repair shop that has successfully completed repair work for transit agencies. Contractor's responsibilities will include:

- Expertise with transit electrical repairs
- Capability to receive and diagnose the equipment and complete a repair within 90 days
- Utilize a vacuum pressure impregnation process
- Complete work in the Contractor's own shop

In June 2022, Valley Metro awarded this contract. Orignal contract terms were for 3 years with one 2-year option, staff is recommending to exercise the available two-year option for an amount of $245,000.

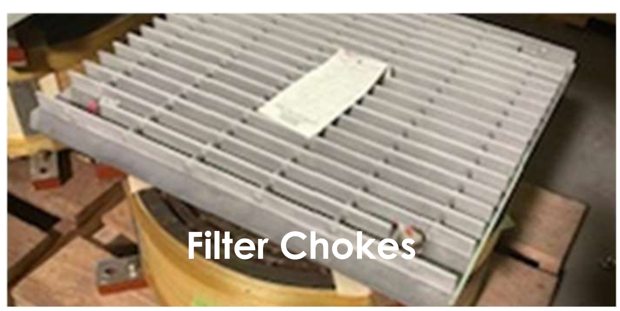
Light Rail Vehicle Electrical Repairs Contract Extension
VALLEY METRO

1

Traction Motor

APSE Output Transformers

Traction Motor



Filter Chokes

2

Recommendation

Staff recommends that the to the Board of Directors authorize the Chief Executive Officer to execute the available two-year extension with Integrated Power Services, LLC and Sherwood Electromotion, Inc., to provide light rail vehicle (LRV) electrical repairs through August 9, 2027.

3

VALLEY METRO

3

Executive Summary

DATE
June 9, 2025

AGENDA ITEM 3

SUBJECT
Purchase of Three Light Rail Vehicles Contract Award

COST AND BUDGET
The 30-day price quote from the manufacturer is pending, and is expected to be received in advance of the June 12 Board meeting. Based on currently available information, Valley Metro staff estimates the cost for the full term to be between $22,000,000 and $27,000,000, plus a 3% contingency of $660,000 to $810,000, for an aggregate value of $28,428,000.

Contract obligations are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY31). The sources of funding are federal funds, member cities, Public Transportation Funds, insurance proceeds, and lottery funds.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a piggyback contract with Siemens Mobility, Inc., under Orange County Transportation Authority Contract No. C-6-1445 to purchase three S700 articulated low-floor light rail vehicles with an aggregate value of $28,428,000.

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

- Goal 1: Advance performance-based operation
    - Tactic A: Operate an effective, reliable, high-performing transit system

COMMITTEE PROCESS
RTAG: May 20, 2025, for information
RMC: June 4, 2025, approved
Board of Directors: June 12, 2025, for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valeymetro.org

ATTACHMENT
A copy of the draft contract is available upon request.

VALLEY METRO RAIL

Background Information

BACKGROUND DISCUSSION

The NWEII project along with the South Central Extension/Downtown Hub (SCE/DH) project will transition Valley Metro's one-line light rail system to a two-line system. The two-line system will begin operation with the opening of the SCE/DH on June 7, 2025. During the Project Development and Engineering phases of the New Starts process, Valley Metro analyzed rail vehicle needs for both projects which were on concurrent schedules.

Initially, Valley Metro identified 3 light rail vehicles (LRVs) in the scope of the NWEII project and 17 vehicles in the scope of the SCE/DH project. Ultimately, Valley Metro determined that a previously planned frequency enhancement between Downtown Tempe and Central Phoenix was not needed due to lower than originally projected demand. In August 2020, Valley Metro provided justification for the revised 14-LRV need to the FTA and proposed to capture the scope of all 14 LRVs in the SCE/DH project. This approach was subsequently captured in the FFGA for the SCE/DH project which was executed in January 2021. Allocating all 14 LRVs to the scope of the SCE/DH allowed the manufacturing and production of those vehicles to move forward quickly. Thanks to this strategy, we anticipate having all 14 LRVs available for revenue service when the two-line system opens in mid-2025.

Revenue service for NWEII began in January 2024. This system is currently operating 15-minute headways due to several factors. Available LRVs and run times are two of the major elements preventing us from being able to currently meet 12-minute headways. When SCE/DH begins revenue service mid-2025, we will not only need the full allotment of vehicles dedicated for that extension, but we will still have additional LRV needs to comply with the 12-minute headways determined in the FFGA of NWEII and SCE/DH. In early 2024, Valley Metro completed development of the concept of operations for SCE/DH, which updated operation assumptions, including travel time, for the new two-line system. Valley Metro determined that the current travel speed on the existing street-running alignment would push run times past the limits of the previously envisioned fleet, requiring additional LRVs as previously stated. Run times in the light rail system have required several increases between 2022 – 2024 to achieve more reliable on-time performance; to implement speed restrictions in corridors with high collision rates; increased congestion due to population growth; and challenges with traffic signal coordination along this fast-growing corridor. Additional vehicles will allow Valley Metro to maintain the spare ratio near 20%, while also supporting peak-period and special event passenger volumes and maintaining preventative maintenance programs. Valley Metro proposes to purchase 2 LRVs with remaining funds from the NWEII project. FTA approved the CIG share of the cost savings from NWEII funds to be used by Valley Metro towards the proposed purchase.

The 3rd LRV is to replace Kinkisharyo LRV 103 that was totaled in a derailment at 11th Street in 2021. This LRV will be funded with Insurance proceeds and federal formula funds.

PROCUREMENT INFORMATION

In accordance with the Agency's Joint Procurement Manual, the standard competition was waived as a result of an approved Determination Memo based upon the following reason: Piggyback.

CONTRACT TYPE AND TERM

The contract is a firm-fixed-price contract with economic adjustment. The contract began on July 24, 2018, and expires July 14, 2025.

Purchase of Three Light Rail Vehicles Contract Award

1

Purchase of Three Light Rail Vehicles

- One LRV to replace LRV 103, two additional LRVs
- Leverages existing Orange County Transportation Authority contract
- 30-day price quote from the manufacturer pending
- Price estimate based on independent cost estimate and ongoing conversations with manufacturer - $28,428,000 with 3% contingency
- Funding sources – federal funds, Public Transportation Funds, member cities, insurance proceeds (from LRV 103), lottery funds

2

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a piggyback contract with Siemens Mobility, Inc., under Orange County Transportation Authority Contract No. C-6-1445 to purchase three S700 articulated low-floor light rail vehicles with an aggregate value of $28,428,000.

3

VALLEY METRO

3

Executive Summary

DATE **AGENDA ITEM 4**
June 9, 2025

SUBJECT
Rail Collision Reduction and Travel Time Optimization Study

COST AND BUDGET
Costs for completing this study are fully funded within the adopted FY25 Operating and Capital Budget. Implementation of the study's recommendations is anticipated to take place over several years and will be incorporated into future fiscal year budgets. Anticipated funding sources are public transportation funds, federal formula funds, competitive grants, and Member City contributions.

RECOMMENDATION
This item is presented for information only. The study's preliminary recommendations and solutions along both the light rail and streetcar systems will be presented. These include adding/changing signage at intersections, replacing/extending guideway curbs, street marking improvements, and traffic signal programming adjustments.

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

- Goal 4: Leverage industry best practices and innovations on data and technology
  - Initiative 4.3: Use analysis of route data and commuter patterns to determine best-practice strategies to improve transit performance and safety (e.g., transit signal priority, queue jumps, bus lanes).
- Goal 8: Operational Excellence
  - Initiative 8.1: Optimize service performance to meet current and evolving regional travel needs.
  - Initiative 8.3: Improve service quality through enhanced planning, performance management, and continuous process improvement.

COMMITTEE PROCESS
RTAG: May 20, 2025 for information
RMC: June 4, 2025 for information
Board of Directors: June 12, 2025 for information

CONTACT
Trevor Collon, PE
Chief of Capital Development
tcollon@valleymetro.org

ATTACHMENT

LRT Collision Reduction Study Signal Optimization Study Presentation

Background Information

Rail Collision Reduction and Travel Time Optimization Study

BACKGROUND DISCUSSION

Valley Metro (VM) experienced 550 rail collisions from 2009 to 2023. There were 69 rail collisions in the calendar year 2023 alone. In addition, in recent years, Valley Metro has been challenged with maintaining rail on-time performance. Rail service schedules need adjustments to reflect more realistic on-the-ground conditions for longer run times. Valley Metro believes that in addition to longer run times detracting from the customer experience, less efficient signal timing for both rail and vehicular traffic is a contributing factor to the recent higher rate of rail collisions.

Valley Metro utilized its Planning Support Services contract to hire a consultant to lead a study focused on rail collisions and travel time improvements. The study began in November 2024 and included the participation of transportation staff from City Phoenix, City of Tempe, and City of Mesa. The study and final report are scheduled to be completed at the end of June 2025.

This study will result in recommendations and solutions that can be applied systemwide to effectively reduce rail collisions and provide recommendations and solutions to optimize the signal timing efficiency for both rail and vehicle traffic along the light rail and streetcar corridors. The study will also include cost estimates for the recommended improvements.

LRT Collision Reduction and Signal Optimization Study

VALLEY METRO

1

STUDY OBJECTIVES AND OVERVIEW

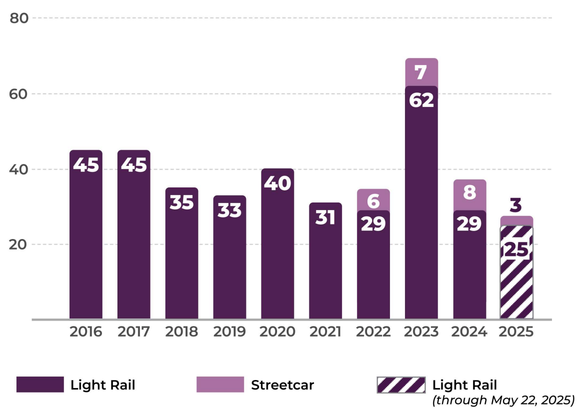
- Evaluate potential causes of collisions involving rail (LRT and streetcar) and identify strategies to reduce incidents
- Study relationship between LRT collisions and traffic signal timing
- Improve LRT travel time and on-time performance, while improving operations for all modes along rail corridors

2

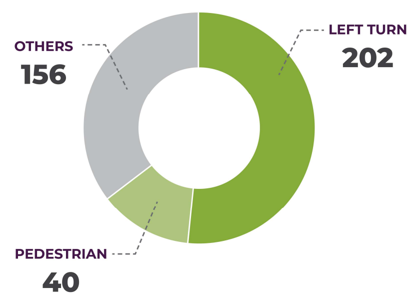
2

TOTAL COLLISIONS
(Light Rail & Streetcar)

Collisions by Year



Collision Type



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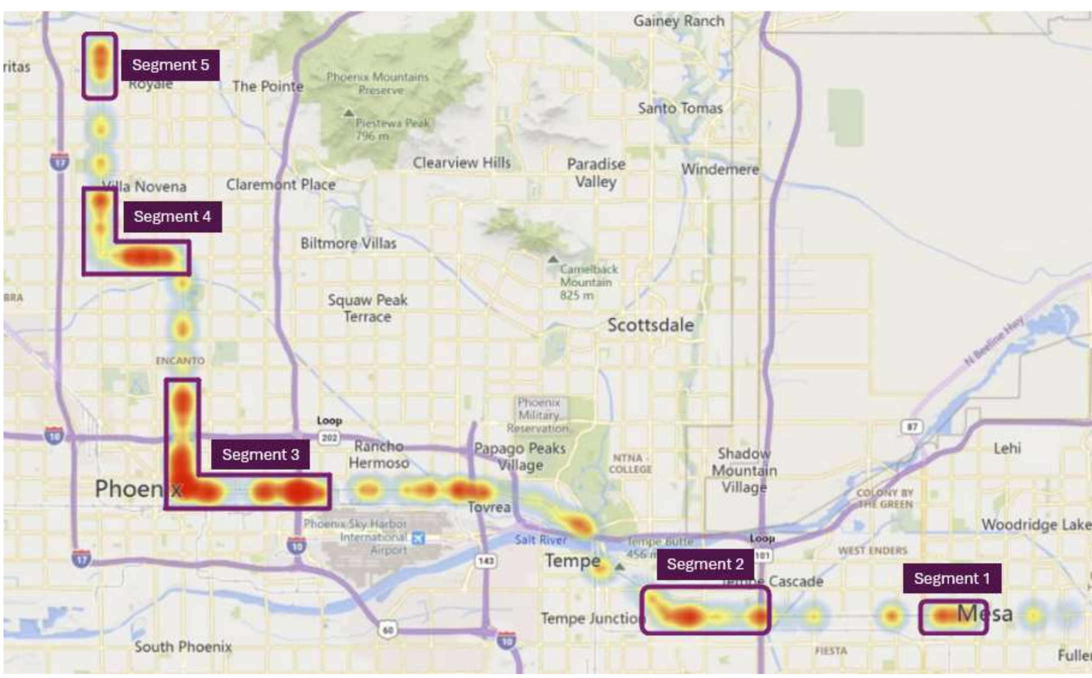
Data Source:
Valley Metro collisions data, 2016 - 2025. Includes collisions only, excludes unknown, non-collisions and near misses

VALLEY METRO

3



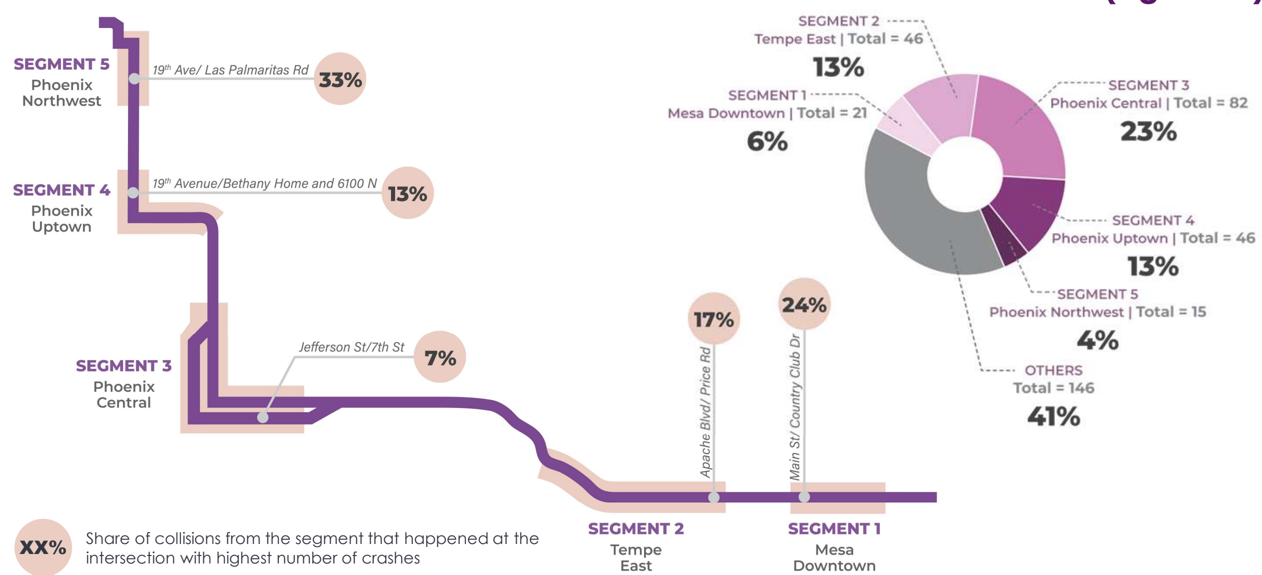
4

VALLEY METRO

4

MAJOR INTERSECTIONS

TOTAL COLLISIONS (Light Rail)



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Data Source: Valley Metro Accidents data, 2016 to 2024. Includes collisions in hotspots only, excludes unknown, non-collisions and near misses

**** Graphics not to scale***

5

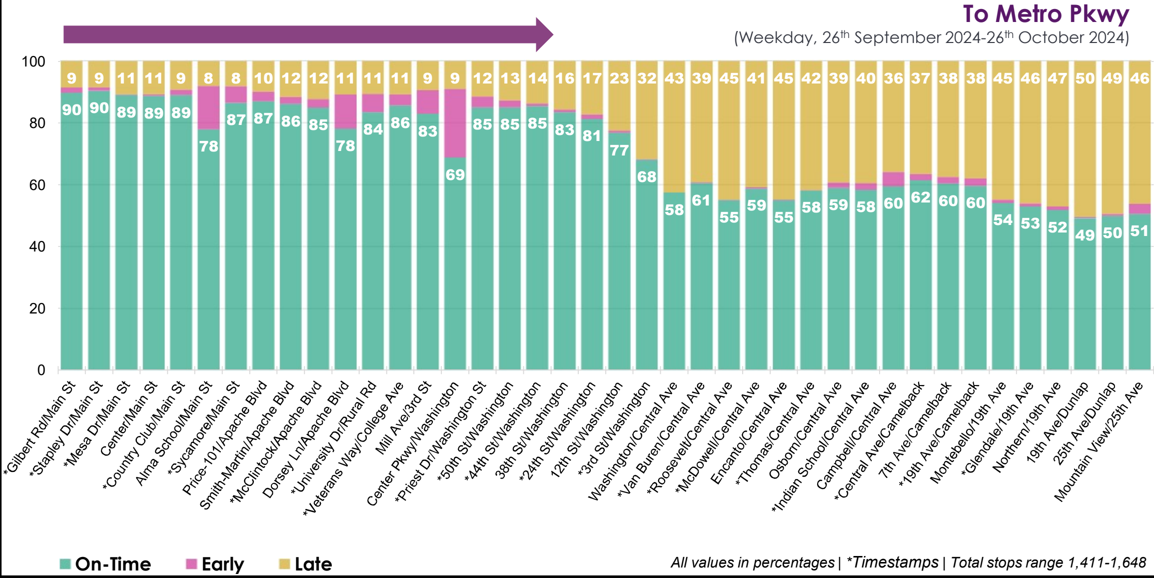
TRAFFIC AND TRANSIT OPERATIONS REVIEW

- **Signal Timing**
  - LRT prioritization not activated in sections
  - Segment specific adjustments are required
- **Infrastructure**
  - Train detection not functional in sections causing LRT presence signs malfunctions and delays
  - Upgraded vehicle detection and signal controller infrastructure necessary – investment underway
  - Refresh or repair pavement markings and guideway curbs for improved compliance and safety
- **Light Rail Operations**
  - Consistency of light rail operations including dwell time, speed, and advancement to train detectors

6

6

LRT OPERATIONS REVIEW
(On-time Performance)



7

OPERATIONS & CAPITAL BENEFITS

Two scenarios evaluated: 5% & 10% runtime savings

- 5% reduction saves **1 Train (2 cars) & $1.9M/year**.
- 10% reduction saves **2 trains (4 cars) & $3.9M/year**.
- Total vehicle requirement:
  - Longer travel times require a larger rail fleet which results in higher up-front capital costs and longer term operating and maintenance costs.
  - Each train car costs **~$9M each**
- Vehicles no longer required for operations can be used to fill gaps, operate event service, and to help maintain a 20% spare ratio.

8

8

OPERATIONS & CAPITAL BENEFITS

Enhanced Rider Experience
More predictable and timely service improves satisfaction and builds ridership and public trust.

Improved Travel Times and Reliability
Optimized signal timing and increased operating speeds reduces end-to-end travel times and enhances service reliability.

Reduced Operating and Capital Costs
Faster trips require fewer vehicle and operator hours, lowering labor, energy, and maintenance costs as well as fleet cost.

9

9

SAFETY BENEFITS

Fewer Collisions and Delays
Reducing collisions—both involving LRV and nearby roadway crashes.

Reduced Legal and Financial Exposure
Implementing proactive safety improvements lowers the risk of collisions and injuries.

Safer Multimodal Corridor
Targeted safety improvements reduce risks for pedestrians, bicyclists, and drivers.

10

10

RECOMMENDATIONS OVERVIEW

- **Coordinate** – Consider Valley Metro Traffic Signal Engineer position for **ongoing communication and coordination** with jurisdictions to optimize LRT/traffic system operations
- **Train** – Emphasis on applying consistent operations procedures (e.g., maintain speed) during training and recertifications
- **Update** –
  - Traffic and train control infrastructure
  - Traffic signal timing plans
  - Signage for consistency
  - Select intersections and roadway segments

11

11

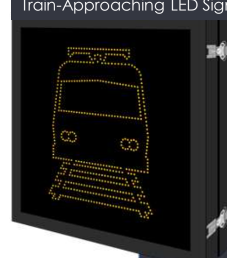
RECOMMENDATIONS – COLLISION REDUCTION

- **Objective – Reduce Left-turn Collisions**
- **Action –** Replace LRT-activated train-approaching warning signs with combination symbol sign
- **Locations –** Prioritize high incident intersections

Jurisdiction	Intersections *(partial list)*
Mesa	Main St / Country Club Dr
Phoenix	19th Ave / Northen Ave
Phoenix	19th Ave / Bethany Home Rd
Tempe	Apache Blvd / Price Rd
Tempe	Terrace Rd / Rural Rd

R3-2 LED Sign

Train-Approaching LED Sign



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RECOMMENDATIONS – COLLISION REDUCTION

- **Objective – Reduce Collisions**
- **Action –** Refresh and repair roadway striping and other street traffic control measures
- **Locations –** Prioritize high incident intersections


Faded Pedestrian Crosswalk

Jurisdiction	Location *(partial list)*	Recommended Action
Mesa	Main St / Country Club Dr	Add "No U-turn" signs at all the OCS poles east of platform to Robson St
Phoenix	19th Ave / Dunlap Ave	Install skip pavement markings to direct traffic
Phoenix	Washington St / 44th St	Install skip pavement markings to direct traffic and "No Turn on Red" sign
Tempe	Apache Blvd / Price Rd	Refresh all pavement markings and repair/replace rail guideway curbs

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VALLEY METRO

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RECOMMENDATIONS – COLLISION REDUCTION

- **Objective – Reduce Pedestrian and Bicycle Incidents**
- **Action –** Update or improve pedestrian crossing markings, install barriers, or modify intersection geometry
- **Locations** – Prioritize high impact locations

Jurisdiction	Location *(partial list)*	Recommended Action
Mesa	Main St / Center St	Add high visibility crosswalks
Phoenix	Jefferson St/Washington St & I-10	Add high visibility crosswalks and green conflict markings for bicyclists
Phoenix	19th Ave Ave / Dunlap Ave	Reduce curb radius to 20' to improve pedestrian safety and add high visibility crosswalks
Tempe	Terrace Rd / Rural Rd	Stripe bike lane on Terrace Rd with green paint for better visibility

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RECOMMENDATIONS – TRAVEL TIME OPTIMIZATION

- **Objective – Improve Light Rail and Traffic Operations**
- **Action –** Refine signal timing plans and enable signal coordination functions at all locations
- **Locations** – Prioritize high impact segments

Jurisdiction	Location *(partial list)*	Recommended Action
Mesa	Downtown Mesa	Consider reducing signal cycle length for improved system-wide progression
Phoenix	19th Ave Segment	Update signal timing plans for consistency throughout segment
Phoenix	Central Ave Segment	Enable peer-to-peer communication for all intersections for improved progression
Tempe	Apache Blvd / Price Rd	Update coordination between multiple signals at this location to reduce queuing

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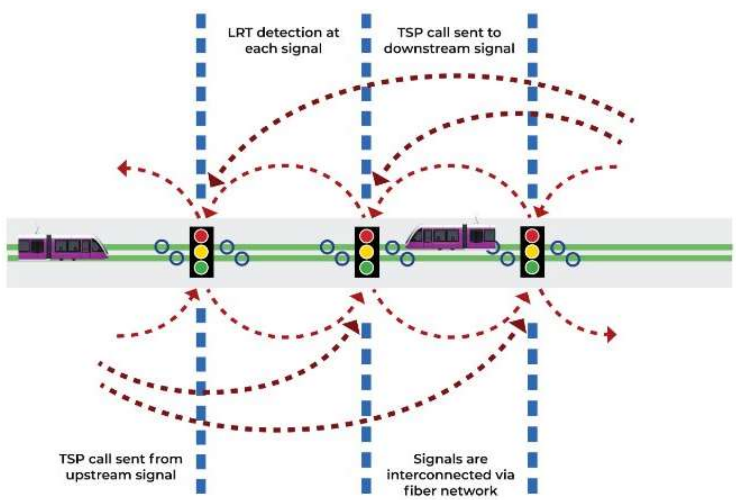
RECOMMENDATIONS – TRAVEL TIME OPTIMIZATION



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IMPLEMENTATION STRATEGY AND FUNDING

- **Funding Strategy**
  - Reinvest potential operations savings
  - Align implementation and funding with other related or complementary investments
  - Aggressively pursue relevant grant opportunities
- **Immediate Next Steps**
  - Address refresh and repair recommendations
  - Implement enhanced operator travel time performance training into current processes
  - Refine schedules to reduce early departures
  - Develop evaluation standards for assessing effectiveness of implemented recommendations

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Executive Summary

DATE **AGENDA ITEM 5**
June 9, 2025

SUBJECT
Fiscal Year 2026 (FY26) Election of Valley Metro RPTA Board Officers and Subcommittee Positions

COST AND BUDGET
There is no cost associated with this item.

RECOMMENDATION
Letters of interest were received and based on those letters the slate of Board Officers and Subcommittee members listed below are presented for approval.

<u>Board Officers (July 1, 2025 – June 30, 2026)</u>
- VMR Board Chair – Councilmember Laura Pastor, City of Phoenix
- VMR Board Vice Chair – Councilmember Jennifer Adams, City of Tempe

<u>Audit and Finance Subcommittee – 2 Year Term (July 1, 2025 – June 30, 2027)</u>
- Councilmember Jennifer Adams, City of Tempe

<u>Valley Metro RPTA and Valley Metro Rail Joint Board Subcommittee (July 1, 2025 – June 30, 2026)</u>
- Councilmember Francisco Heredia, City of Mesa
- Councilmember Laura Pastor, City of Phoenix

COMMITTEE PROCESS
Board of Directors: June 12, 2025 for action

CONTACT
Councilmember Francisco Heredia, City of Mesa, Chair

ATTACHMENT
Letters of interest are available upon request

Executive Summary

DATE **AGENDA ITEM 6**
June 9, 2025

SUBJECT
Report on Current Events and Suggested Future Agenda Items

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COMMITTEE ACTION
None

CONTACT
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Chief Executive Officer
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ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date