Meetings of
BOARDS OF DIRECTORS

Joint Boards of Directors

Valley Metro RPTA

Valley Metro Rail

Date:
August 28, 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

August 21, 2025

Joint Boards of Directors Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, August 28, 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.

3. Audit and Finance Subcommittee Update	3. For information

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

CONSENT AGENDA

4A. Minutes	4A. For action

Minutes from the June 12, 2025, Joint Boards meeting are presented for approval.

4B. Financial Modeling Software Contract Award — 4B. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a one-year contract with four one-year options with PFM Solutions, LLC ("Contractor") for financial modeling software in an aggregate amount of $610,319.

4C. Marketing and Advertising Support Services Contract Amendment — 4C. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to make a contract modification with the State of Arizona Marketing-Statewide cooperative contracts with On Advertising, MJM Advertising LLC-Heart and Soul Marketing LLC, Magnetry LLC, and Hackett Advertising Public Relations Interactive, for marketing and advertising support services in the amount of $3,205,000, and adopt the co-terminus expiration date of August 31, 2026.

4D. Marketing and Advertising Support Services Authorization to Issue a Competitive Solicitation — 4D. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to issue a competitive solicitation for Marketing and Advertising Support Services.

REGULAR AGENDA

5. Federal Legislative Update — 5. For information

Staff will provide an update on the FY2026 House and Senate Transportation Housing and Urban Development (THUD) Appropriations bills making their way through Congress.

6. Strategic Plan Update August 2025 Strategic Plan Quarterly Update — 6. For information

Valley Metro updates the Boards of Directors on strategic plan progress via quarterly reports and rotating quarterly updates presented in February, May, August, and November. The attached quarterly report includes graphs illustrating the performance indicators associated with each goal, notes providing context for select measures, and initiative updates.

7. [Travel and Expenditures] — 7. For information

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

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

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

9. Next Meeting — 9. For information

The next meeting of the Joint Board meeting is scheduled for **September 18, 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
August 21, 2025

AGENDA ITEM 1

SUBJECT
Public Comment

PURPOSE
The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items 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
August 21, 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

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 3

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, August 7, 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

Meeting Minutes

August 21, 2025 **AGENDA ITEM 4A**

Joint Boards of Directors
Thursday, June 12, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants

Councilmember OD Harris, City of Chandler, RPTA Board Chair
Councilmember Jennifer Adams, City of Tempe, RPTA Board Vice Chair
Councilmember Max White, City of Avondale, RTPA Treasurer
Councilmember Jamaine Berry, City of Buckeye (phone)
Councilmember Monica Dorcey, City of El Mirage
Councilmember Peggy McMahon, Town of Fountain Hills
Councilmember Kenny Buckland, Town of Gilbert
Vice Mayor Lauren Tolmachoff, City of Glendale
Vice Mayor Wally Campbell, City of Goodyear (phone)
Councilmember Francisco Heredia, City of Mesa (phone)
Councilmember Jon Edwards, City of Peoria
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)
Vice Mayor Jimmy Davis, City of Tolleson (phone)
Mayor BG Bratcher, Town of Wickenburg (phone)
Mayor Michael Le Vault, Town of Youngtown (phone)

RPTA Members not Present

Supervisor Steve Gallardo, Maricopa County

Valley Metro Rail Board Members

Councilmember Francisco Heredia, City of Mesa – Chair (phone)
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 11:20 a.m.

Chair Harris said hello everyone. Welcome, welcome Board members and staff and CEO and everyone. I hope you guys are having a eventful day and event. It's exciting day today because the weather is beautiful outside and I'm always loving the good weather that we are having. I will now do the official weather report.

Pat, if you could please call the roll.

Ms. Dillon said good morning, everyone.

Roll call by Pat Dillon.
City of Avondale, Councilmember Maxine White? Present.
City of Buckeye, Councilmember Jamaine Berry? Present.
City of Chandler, Councilmember OD Harris? Present.
City of El Mirage, Councilmember Monica Dorsey?
Town of Fountain Hills, Councilmember Peggy McMahon? Here.
Town of Gilbert, Councilmember Kenny Buckland?
City of Glendale, Vice Mayor Lauren Tolmachoff? Present.
City of Goodyear, Vice Mayor Wally Campbell? She is 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? Here.
Town of Queen Creek, Councilmember Bryan McClure?
City of Scottsdale, Councilmember Mary Ann McAllen?
City of Surprise, Councilmember Earle Greenberg? Here.
City of Tempe, Councilmember Jennifer Adams?
City of Tolleson, Vice Mayor Jimmy Davis? Present.
Town of Wickenburg, Mayor B.G. Bratcher? Present.
Town of Youngtown, Mayor Michael LeVault? I'm here, Pat.

Ms. Dillon thank you. Chair, we are ready to proceed.

Chair Harris said all right. Well, thank you so much.

If a committee member would like to ask a question or make a comment during the meeting, please let us know, let me know. And then also, if you're online, please raise your hand so I can see your hand being lifted and we'll call on you as well.

1. <u>Public Comment</u>

Chair Harris said at this time, the public will be provided an opportunity to speak on non-agenda items or all action items for the joint RPTA and VMR meetings agendas up to three minutes. Pat, is there anyone here that would like to exercise their right to speak?

Ms. Dillon said no, sir. Not today.

2. Chief Executive Officer's Report

Chair Harris said nest, we'll go to our Chief Executive Officer, given by Jessica Mefford-Miller, our CEO.

Ms. Mefford-Miller said good morning. Thank you, Mr. Chair, members of the board. I do have a few updates for you this morning.

First, I must commemorate the opening of the South Central Extension and Downtown Hub light rail project this past Saturday. Five days later, I am still brimming with joy and with gratitude for the staff at Valley Metro and City of Phoenix, our partners in construction, Kiewit, and our partners in design, AECOM and PGH Wong.

This is an incredible project and the celebration, I think, was appropriate for a project of this magnitude that was built for the community and with the community. Even on a hot Saturday in June, over 5,000 members of the community joined us for the celebration. It was truly wonderful. We kicked off with a lowrider parade that came from the Ed Pastor Transit Center at Broadway and Central, so it was a fitting welcome. We had members of the community, lowriders. We had horses. And then we began the ribbon cutting where we were joined by Region 9 Administrator from the Federal Transit

Administration Ray Tellis, of course Phoenix Mayor Kate Gallego, U.S. Congressman Greg Stanton, Phoenix Councilmember Ana Hernandez, Phoenix Councilmember Keisha Hodge-Washington, and the Honorable Verma Pastor and Francisco Pastor Rivera, who represented the work and the legacy of late Congressman Ed Pastor. We are so appreciative of the community leadership, the participation, the involvement, including members of our board.

Thank you, Chair Harris, Councilmember Edwards, Councilmember McMahon, Councilmember McAllen, Mayor Bratcher, for joining us at this wonderful event on Saturday. It was a packed house.

It was a packed first ride. We had hundreds of people cramming onto that first train, that three-car train traveling north from our new terminal station at Baseline Avenue, and one of the things I loved most about the event, we had local performers. We had mariachis. We had dance crews. We had a Native crew that welcomed us with a blessing of the land. We also welcomed the color guard from South Mountain High School and American Legion Post-41 Buffalo Soldiers that day.

We disseminated over 7,000 commemorative Copper cards that are loaded with four dollars each, and those reloadable cards I hope will serve as commemorative take-homes for the many community members who joined us. So, overwhelming sentiment from the community, from the media. We have heard from so many of our partners since Saturday.

A comment that was made by Pastor Aubrey Barnwell from South Phoenix. He said that Saturday's event was a bold statement about equity, access, and forward progress for our city, and I could not agree more. Thank you for those of us who joined us, and to the Valley Metro team, thank you for a job just incredibly well done.

But we're not done there. Got a few more updates to share. We had local artists as well, and we conducted tours on Thursday evening of the 18 unique art pieces. Each one tells the story of the history and culture of South Central and downtown Phoenix, all of them beautiful and unique. If you weren't able to join us Saturday, or if you were able to join us Saturday, I encourage you to take a ride on the South Central Extension, get off at the stations, marvel at the artwork and the connections that we're making there with the communities, the residents, and the many small businesses who endured a very long period of construction.

A couple of other items I want to update you on. I have to admit, I spent a good chunk of the day on Sunday looking at some of the wonderful photos from the event on Saturday, but I want to shift gears away from light rail for just a moment and give you an update on paratransit performance, something that this board has been very concerned about, as has Valley Metro and city leadership.

We're working with MTM, our transit operator, to reduce vacancy rates, and we have done so, and in fact, in the month of May, we were able to perform all of our scheduled trips, which is great progress. We have a goal of limiting the trips that transfer from MTM, our primary provider, to over-providers of less than 5 percent, and in April, we were at 4.2 percent, and in May, I am pleased to share that 3.3 percent of trips were -- left MTM and were actually performed by overflow. This is especially important in controlling costs, so in so doing, we've been able to reduce the cost by about $5 per trip from the month of March to April. I don't have May financials in just yet.

Our on-time performance has improved. Our pickup on-time performance is now almost 90 percent, and our drop-off is at 94 percent. Well done to the transportation team, but I do want to commit, we are continuing to work hand-in-glove with MTM, the provider, and JM, who is the broker. Later this year, you're going to see us recommend to this board for approval, introduction of new paratransit dispatch software that is only going to help us increase the efficiency of our paratransit operations.

On the rail side of things. For Valley Metro Rail, we have a conversation today that's focused on our runtime and collision reduction study, and important work aimed at identifying strategies that are going to allow us to stabilize and ultimately reduce runtime, we hope, and also reduce rail collisions.

But in the meantime, we always focus on the low-hanging fruit first that which we can do now. We've implemented a number of safety measures, including reduced speed zones for our operators in places where we've had high collisions. We have a marketing effort intended to bring awareness to the community in places where we have rail and bus collision hotspots. We have implemented operator retraining and training, and we've extended the time period for our initial operator retraining.

But lately, we have worked with the City of Phoenix to improve our running time in downtown Phoenix. We know that we're getting tied up. There are a lot of traffic signals, and Phoenix has a lot going on in downtown all of the time, and while we're grateful for that, we do need to move trains through safely. So we've worked with City of Phoenix. The graph here shows you those are actually months, not years, on the x-axis. So you see in November 2024, that yellow line, we're running pretty late. Working with City Streets Department, we have been able to improve on-time performance with just a little bit of tweaks to our traffic signals. So this is just a taste of what we hope to lean into and do more of in the near future.

So with our on-time performance improvements, we have improved on-time performance by about 20 percent. That's incredible. When we build these beautiful alignments and extensions and we offer the service, the quality of the service is only as good as our reliability and our ability to execute the schedules that we publish. My kudos to the transportation team, Mike Powell, Chris Ramirez, Debbie Thacker, on working with the City of Phoenix on this effort. Next slide, please.

I do want to provide an update on West Valley bus and paratransit operations. For many months, we have been in a procurement process. We sought to execute a contract that brought all West Valley on-street operations, that's local bus, primarily express bus in that market, paratransit and eventually microtransit under one contract umbrella, hoping to achieve some economies of scale, especially where we have commuter bus. Where we've got what we call split shift today, operators going out in the morning for trips and then operators going out in the afternoon, and then paratransit, which occurs all day. We did receive a number of bids for this service. They all came in rather high.

Before we requested best and final offers, we asked the contractors to go back again and sharpen their pencils and bring that cost down. When the best and final offers came in, the lowest of those four offers was still well over 10% above our current overall cost, and the cost per trip anticipated for paratransit was much higher than 10 percent. And so working together with member city staff who participated in this procurement process, we made the decision to cancel that procurement and instead continue operating our local and express bus service on our existing contract with National Express, which does end in 2029.

I want to mention again, transportation staff have been working very closely with the vendor on service performance. I'm pleased to share that we are hitting all of our contract service performance milestones.

Our paratransit operations would continue being operated in West Valley by MTM -- MJM. Our primary facility for paratransit is in southwest Gilbert, but there is a satellite city -- satellite paratransit facility in the city of Peoria about 20% of our paratransit fleet is housed there. And it's from that point at which those trips are dispatched.

So we'll continue operating under this model, for now, but in the year or two ahead, I anticipate we will be having conversations about our service delivery models and the structure of our operating contracts, seeking to identify ways to control costs for paratransit and fixed route service, as well as make the best use of our local and federal resources.
We're also exploring an opportunity to have a West Valley facility that would be able to support all of these modes. Today we do not have that in place. So this is a moment where we have -- we have tried to swing for the fences here, but the cost just came back. I think more than our member communities can bear.

Before we conclude, I want to thank our board chairs. This is the last meeting of our fiscal year 2025. We've had excellent leadership on the board this year from our chair council -- City of Chandler Councilmember O.D. Harris, Chair Harris. We thank you for your service to the board. On Valley Metro Rail Chair Heredia, I believe has joined us online this morning. Thank you for your service and leadership to our Valley Metro Rail board. We have a gift for you, chair Harris and Chair Heredia.

And I know we'd like to snap a photo before we conclude. And I've got just one more slide before we wrap.

I want to make a note on schedule. We do not have a board cycle in the month of July. We will be back for our full board of directors meeting. Please note that it is Thursday, August 28th. This is a board meeting. This is also the time at which we'll have a study session on community engagement, which was requested for the board. I certainly look forward to that conversation as I'm sure you do as well.

And with that, I will conclude and thank you for your service on this board to all board members for what has been a very busy and I think successful fiscal year.

Chair Harris, would you join me? This is a crystal bus. I know it might be difficult for everyone to see and Chair Heredia, we have a separate gift for you, sir.

Chair Harris said well, that was very nice and kind and surprising. I appreciate it a lot. You know, this job, it takes on so many different changes and it's a very thankless job. So it does feel amazing when you are appreciated. So thank you, Jessica, and thank you to your team. It's been great serving as the chair of Valley Metro and it's been a journey and I'm glad to have begun it and I'm glad to move on from it too.

3. Consent Agenda

Chair Harris said the next item is the consent agenda, which is presented for action. If there's not any questions or concerns, I'll request a motion and a second to approve the Consent

Agenda for Items 3A through 3C.

3A. Minutes
3B. Fiscal Year 2026 (FY26) Intergovernmental Agreements (IGA)
3C. Market Research Services Contract Award

Councilmember White said Chair, I do have a comment or question about the minutes. I noticed the minutes reflected a few of us that were present at the May 22nd meeting, Councilmember Dorsey, myself it appeared that we were on the phone.

I would just like to request that the minutes reflect that and then also it was -- in the minutes there's a reference to Vice Mayor Tolmachoff as Councilmember Tolmachoff and I just wanted to ensure the minutes are reflected accurate. I double checked the -- I looked at the recording again and we were there. So I just wanted to make sure those updates are made.

Ms. Dillon said Chair, I will take care of those edits.

Chair Harris said all right. Will I have to -- well, Michael, what should we do? Should I go with a motion with the amendments to be added to the motion?

Mr. Wawro said it can still be, excuse me, on the consent. That's fine.

Chair Harris said I can just move it forward and just say -- I can make a new -- do you want you make a new motion or? No. Or is it okay the way it is?

Mr. Wawro said move the consent agenda and get a second and vote on it and it will include the minutes with corrections.

Councilmember Pastor said I move item three with the updated information in the minutes.

Councilmember McMahon said Second.

IT WAS MOVED BY COUNCILMEMBER PASTOR, SECONDED BY COUNCILMEMBER MCMAHON AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA 3A THROUGH 3C.

4. Audit and Finance Subcommittee Update

Chair Harris said we'll move on to item number four. I will have Councilmember Max White introduce item number 4.

Councilmember White said thank you so much. I'll provide our Audit and Finance Subcommittee update from our meeting on Thursday, June 5th.

We had the opportunity to spend some time during an executive session with our Chief Auditor. We received an update from our Chief Financial Officer. We'll get full data, actually three months worth of data will be provided to us in the month of August.

We had our rail operator fitness for duty. This audit was presented for approval. The objective of the audit was to determine whether Valley Metro has effective controls in place to ensure light rail vehicle operators are fit to perform required duties and comply with operator fitness for duty requirements and standards. The report contained three findings and four recommendations. We also reviewed the bus operator fitness for duty. This audit was also presented for approval. The audit assessed whether Valley Metro has effective controls in place to ensure bus drivers are fit to perform required duties and comply with operator fitness for duty requirements and standards. The audit is part of Valley Metro's fiscal year 2025 internal audit plan.
This report contained two findings and two recommendations.

The internal audit update provided by our Chief Auditor shared the amount of completed audits. We reviewed fitness for duty, internal safety and security audits, audits that are still in progress, vehicle disposal process, contract change orders, IT change management, IT patch management, construction management contracts, internal safety and security audits.
And thank you so much to our Chief Auditor for requesting a Redbook peer audit for spring of 2026.

Our next AFS meeting is scheduled for Thursday, August 7th at 12 p.m.
And I would like to turn it back over to you, Chair, if there's any questions or concerns.

Chair Harris said does any of the committee members or members have any questions or concern? All right, seeing none.

Councilmember White said thank you so much, Chair, for the opportunity to serve as your AFS Chair as well.

Councilmember Adams said I just want to commend Councilmember Max White for doing a great job leading the Audit Committee.

Chair Harris said thank you so much, Max. Councilmember White, you have done an amazing job. The committee has moved forward. It's even stronger as each hand has changed. I know that at your helm and you watching over, you've done such a good job of making sure things are moving forward and Valley Metro is staying fiscally strong, and we do appreciate your leadership in this role. So, thank you so much for serving.

Councilmember White said I would be remiss if I didn't give the honor to our Chief Auditor Beckstrom and our CFO, Mr. Kessler, and their entire staff and team for the hard work and their attention to detail. They are very strong in their acumen and I am grateful for that. Thank you so much, sir.

Chair Harris said thank you so much and I'm really excited about it. That's what it's all about.

5. <u>FY 2026 IT Hardware & Maintenance Re-authorization</u>

Chair Harris said with that being said, we'll move on to the next item, Item number 5. If our CEO can present item number five for us.

Ms. Mefford-Miller said thank you, Mr. Chair, members of the board. If I may, I'd like to actually introduce items 5, 6, and 7. Each are separate items that would require their own separate vote, but they are respectively for IT hardware and maintenance reauthorization, IT professional services reauthorization, and 6 and 7 is software subscription and maintenance agreement reauthorizations.

We have taken this approach for a few years now, where we bring to the board before the fiscal year begins all of the IT items that are planned for that year. Each of these items does move through either a competitive procurement process or a piggyback on an existing available contract, such as a State contract, whichever vehicle is most economically advantageous to Valley Metro. Each of those items for those that are for term periods, like professional services and software subscriptions, they do vary in term from one to three to five years, and we do pursue the term that is both the most economically advantageous to Valley Metro and meets our current and anticipated business needs into the future.

So I will invite to the podium Matus Mrocek, our interim director of Information Technology. He may be a new face on this side of the podium for you. He is doing a fantastic job in his early days. This is his first full month as interim director of IT after Phil Ozlin, our prior director of IT moved his family to Minnesota, I think the land of many lakes, just last month. So Matus, would you walk us through item number 5, please?

Mr. Mrocek said good morning, Chair, members of the board. Thank you, Jessica, for the introduction and also the summary of how we do the IT procurement for hardware, software, and professional services. We're going to do IT hardware maintenance first.

We're requesting continued procurement of key hardware and support, including networking, security, and end-user devices like laptops and phones. Thanks to major upgrades completed this year, we're actually projecting a 25 percent cost reduction for fiscal year 2026. We recommend authorizing the CEO to proceed with not to exceed amount of $1,376,900. This is an item for action.

Chair Harris said I want to ask you a question. Go back to the other slide. You said the cost for the projected decreased. What was the decrease from?

Mr. Mrocek said the decrease was from end-user devices because we did a major deployment of laptops and workstations when COVID hit to get everybody out. And so those laptops became obsolete. And so we started processing them out. And that was basically, we are finishing that. That's at the tail end. So that's the biggest part of the decrease.

Chair Harris said okay. Wait a minute. Just one second. Item 5. Motion by Councilmember White, second by Unidentified Speaker Okay. There was a motion for item number five. And then there was a second. Did we capture the motion and the second? Okay.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO 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

Chair Harris said let's continue on to item number six.

Mr. Mrocek said number 6, Professional Services for Fiscal Year 2026. We are requesting continued procurement of key hardware -- or sorry, this covers support like ADA audits, audiovisual maintenance for meeting rooms and such, managed print services, and technical consulting services.

Costs are projected to rise 44 percent, mainly due to replacing aging systems and pricing tier increase with our managed service provider.

We recommend proceeding with the not to exceed amount of $1,077,600, including the contingency.

Are there any questions?

Chair Harris said are there any questions for item number 6? So we're going to be authorizing not to exceed 900 professional services in an amount not to exceed $937,000 for the period of July 1st through 2025 through June 2026 and to establish a contingency of $140,600 that is included within the overall budget established for this purpose.

Mr. Mrocek said that is correct.

Chair Harris said so is there a motion? Okay, vice chair and then Councilmember Edwards. All those in favor say aye. Motion by Councilmember McMahon, second by Councilmember Edwards.

IT WAS MOVED BY COUNCILMEMBER MCMAHON, SECONDED BY COUNCILMEMBER EDWARDS TO 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.

6. FY 2026 Software Subscription and Maintenance Agreement Re-authorization

Chait Harris said continue on to item number 7.

Mr. Mrocek said thank you very much. Last but not least is the software subscriptions and maintenance agreements. We are requesting continued funding for 33 agency-wide software tools. The projected increase of 32 percent is driven by major tri-annual renewals, contract escalations, and some expanded Oracle functionality. And Oracle is what we call core. It's our ERP.

We recommend authorizing these renewals at a not to exceed amount of $5,996,300 over the next three years including contingency.

Chair Harris said wait a minute. Say that number. You said $5,240,000. Are you reading? Are you combining?

Mr. Mrocek said yes. The contingency as well as well as the what we're asking for.

Chair Harris said okay. Michael, I needed to just make sure that we have it corrected for the record. So for the first item, if there -- was the numbers combined? Do we know do we need to restate the -- so I can restate the whole statement because I think he combined some of the numbers. Will that motion change because the numbers were combined? I can restate the question and restate the motion because I think that there could be a confusion on combined numbers versus having it separate out like the motion has it.

Vice Mayor Tolmachoff: Point of order, Mr. Chair. On all three items, 5, 6, and 7, it says that the contingency is included with the overall budget established for the purpose.

Chair Harris said No, no. I'm saying he combined -- I'm talking about the combining of the actual numbers that's inside of the recommendation as a total sum of a number versus separated out as reading it per item number. So for -- so what I'm saying is like not the amount not to exceed $5,000,000. So for this one, well, let's say for the last one, $970, I read it out $937,000 and $140,600. But when it was given to us, he just added the numbers together and gave us one grand total.

Mr. Mrocek said right.

Chair Harris said but on this right here, I think we -- do we need to separate out and say it separately like, hey, this is $937,000 for this, the contingency fund is $140,600 for that versus saying it combined.

So my question is, do we need to just redo the motion so that way the numbers are separated and it's clean so it matches the recommendation?

Mr. Wawro said the votes that we've taken already were correct. For this -- for this recommendation, the $5,214 is the -- is also the combined amount. And so that would be the number that we're bringing to the board in the recommendation. The contingency is already built in.

Vice Mayor Tolmachoff said so on I'm just went back to item 6 and the total amount requested was $1,077,600. But the motion was for -- I understand your position, the motion was for the $937,000. That's what you're saying.

Chair Harris said right. Exactly.

Vice Mayor Tolmachoff said I don't know if that's an issue. That's how -- if you look at this executive summary, the actual ask is for $1,077,600.

Chair Harris said Michael, is it possible just to kind of make it clean? I can just go back and read number 5 and just make sure it's stated that way. So that way for the record is very clear.

Mr. Wawro said just redo them all.

Chair Harris said just redo them all. Is that -- is -- what do you think? Just to kind of keep it -- just to kind of keep it clean, we could just redo them real quick.

Chair Harris said I kind of feel uncomfortable a little bit.

Ms. Mefford-Miller said yeah.

Mr. Wawro said they've been passed. There could be a motion to amend the budgetary amounts and then we will correct them.

Chair Harris said okay. Then what I'll do is request a motion to amend the budgetary amounts and then go back through items 5, 6, and 7 and make -- and do a full reading and then request a motion and then a second and then a vote and go from there. Is everyone okay with that? Okay. So I am -- let's finish up number 7 since we're there right now. Let's finish up number 7.

I'm going to read the motion for 7 and we're going to then I'm going to request a motion to amend the budgetary items for items 5 and 6 so that way I can read it completely out and we can take a vote to make sure it's clean.

Councilmember White said I move that we 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 1st, 2025 through June 30th, 2028, and to establish a contingency of $782,200, 15 percent. That is included within the overall budget established for this purpose.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO 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.

Chair Harris said what I'm going to do now is I am going to request a motion to amend budgetary items for items 5 and 6 and then so let me request a motion. Is there a motion to amend budgetary items for line 5 and line 6?

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO 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.

Chair Harris said I'm going to go back to question number 5. I'm going to read it out. So if someone wants to read out they can. Chair. Go ahead.

Councilmember White said I move that for item number 5 we authorize the Chief Executive Officer to continue procuring necessary IT hardware and maintenance agreements in the amount not to exceed 1,197,300 for the period of July 1st, 2025 through June 30th, 2026 and to establish a contingency of $179,600 15 percent that is included within the overall budget established for this purpose.

Chair Harris said is there a second?

Councilmember Edwards said I'll second.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY COUNCILMEMBER EDWARDS AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO CONTINUE PROCURING NECESSARY IT HARDWARE AND MAINTENANCE AGREEMENTS IN THE AMOUNT NOT TO EXCEED 1,197,300 FOR THE PERIOD OF JULY 1ST, 2025 THROUGH JUNE 30TH, 2026 AND TO ESTABLISH A CONTINGENCY OF

$179,600 15 PERCENT THAT IS INCLUDED WITHIN THE OVERALL BUDGET ESTABLISHED FOR THIS PURPOSE.

8. Executive Session

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO ENTER INTO 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).

The regular meeting adjourned at 11:55 a.m.

The regular meeting was reconvened at 1:19 p.m.

9. Executive Session Action Item(s)

Chair Harris said all right. Let's reconvene. What a delightful executive session we just had. Now we will move to item number nine.

Councilmember White said I move to authorize the Chief Legal Officer to execute a contract amendment to the Chief Executive Officer's employment agreement.

Councilmember Pastor said Second.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF LEGAL OFFICER TO EXECUTE A CONTRACT AMENDMENT TO THE CHIEF EXECUTIVE OFFICER'S EMPLOYMENT AGREEMENT.

10. Travel and Expenditures

Chair Harris said let's move to item number 10. Travel and expenditures. Any travel and expenditures update from anyone?

All right.

11. Report on Current Events and Suggested Future Agenda Items

Chair Harris said moving on to item number 11. Report on current events. Any suggested current events?

Vice Mayor Tolmachoff said just two items just as a reminder of future agenda items. I know we had asked it might have been two board meetings ago. One was for a study session on -- to have a discussion about in-sourcing contracts where feasible and then a reminder about seating an ad-hoc committee to take a look at procurement. Just wanted to make sure those -- we finished with the budget so those will be on in our work plan for next fiscal year. Thank you.

Chair Harris said okay. Any more? All right. Just wanted to make sure you guys know this Saturday you can come to Chandler for our Juneteenth celebration. Actually, we have it on Friday. We got a Miss Juneteenth pageant that's going to be happening at the Chandler Center of the Arts at 6:00 p.m. There are some young, amazing teenagers who will be competing for the crown of Miss Juneteenth. This -- this pageant winner will go on to be like the face for the city for youth.

And then the following day they are full of all our Juneteenth events. They will help emcee that and then the City also plan specific things for Miss Juneteenth to come and be a part of it. It's a really big thing for the city of Chandler and I know other neighboring communities they also enjoy in the festivities.

And then on Saturday we have the Culture Music in the Park. It's an initiative that I started in the city of Chandler and Tempe copied. But Culture Music in the Park is going to be happening this Saturday from 7 to 9:30 in downtown Chandler. So go to Dr. A.J. Park and have an amazing time. Bring your dancing shoes, bring a lawn chair, bring a rag.

And I guess -- I guess I'll announce that Tempe is also doing some Juneteenth spectacular events and they're going to be doing theirs on -- you know all your events or should I? Oh, because I know all your events.

Councilmember Adams said so we're doing 11 a.m. Juneteenth celebration at Tempe History Museum and that will go till 3:00. And then I believe at night we have -- yes -- at -- yes and at night we're having a block party which our block parties are rocking. That's at 5:30 that starts at Centerpoint Plaza. So I really encourage everyone to come.

Probably when the main action will happen on Saturday night it will be -- thank you, Max, it will be starting like around 7 p.m. And we'll have dancing. Well, we really know how to throw a party.

Chair Harris said yeah. I've seen it. I already seen it advertising.

Councilmember Adams said we're gonna have a good time and we're super excited for it. Thank you for bringing that up.

Chair Harris said absolutely. On Friday as well -- Councilmember Encinas from Chandler. We're going to be doing the Pride flag raising in Chandler on Friday at 6:00 from 6 to 7. Then immediately following that will be Amigo and Grace. They're going to have a networking event so a lot of different people. I think Vice Mayor Jimmy Davis is going to be there as well. So I'm going to kick it over to.

Councilmember Adams said I'm going to be attending that event also on Friday night for pride. Councilmember White said thank you so much. The City of Avondale will be hosting our annual Juneteenth celebration this Saturday as well from 6 to 9 p.m. at our civic center complex. So we want to invite you out.

On behalf of Vice Mayor Wally Campbell, the City of Goodyear is going to host their spectacular Juneteenth event on Juneteenth the holiday on June 19th next Thursday. So that's going to be amazing. It's an evening event as well. You're not going to want to miss them.

But getting back to Avondale on the 4th of July we like to light up the skies from the Phoenix International Raceway. So please come out. You can have a good time. Just kick back with your family. We use that space where folks normally camp during NASCAR to just have a really good time. And then we will have fireworks ending our event by 9 p.m. on the 4th of July. So after you have a good time with your friends and family in the afternoon drive over to Phoenix Raceway and spend the 4th of July in Avondale. Thank you so much, Chair.

Vice Mayor Davis said well, you know, this is a joyous time with Pride and Juneteenth coming up and all of the celebrations that are going on. But I think it's important that we remember the meaning behind these things and they are protests, right, and it's standing up for those that are marginalized. So I challenge all of our cities to take a look at your non-discrimination ordinances and make sure that you have on the books protection for LGBTQIA+ communities or -- or citizens and maybe even look at a CROWN Act ordinance.

We do have both of those in Tolleson. They are wonderful additions to our non-discrimination ordinances.

And also, you know, during these challenging, divisive times I just challenge all of you to remember to lead with love and be open-minded and be willing to listen to one another and I think that that is the best way that we can celebrate both Pride and Juneteenth this season. And again, Happy Pride and I hope that you all have joyous Juneteenth celebrations.

Councilmember McMahon said thank you. 4th at the Fountain is Thursday, July 4th. We're asking everybody to come out having a great time. Put on your red, white, and blue and join friends and neighbors at the Fountain Park to celebrate Independence Day. It's free. We're going to have a live concert beginning at 7:30 p.m. and the fireworks start about 9:00 and it's always really fantastic. And the Fountain's up lit up red, white, and blue and I mean thousands of people come out so it's really great.

Councilmember Pastor said thank you. You know, it's the City that always leads. Our Juneteenth event is at City Hall from 4 to 9, June 18th the day before Juneteenth and we will be having music, vendors, food, and many people enjoying the city.

Then on July 3rd at the Milwaukee Brewers we'll have a spectacular in Maryvale 4th of July. Our west side 4th of July and then on July 4th at Steel Indian Park which is in District 4 we are hosting uh 4th of July. It will begin -- the park is open but the -- the fireworks begins at 7:30 so everybody's welcome. Thank you.

Chair Harris said wow. A lot of announcements. Love it. Well, any more items? All right.

12. Next Meeting

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

Chair Harris said let's move. The next meeting for the Joint Board meeting is scheduled for Thursday, August 28, 2025, 11:15 a.m.

With no further discussion the meeting was adjourned at 1:28 p.m.

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 4B

SUBJECT
Financial Modeling Software Contract Award

COST AND BUDGET
Cost for the full contract term is $554,835, plus a 10% contingency of $55,484, for an aggregate value of $610,319.

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

The sources of funds are member cities and the Public Transportation Fund.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a one-year contract with four one-year options with PFM Solutions, LLC ("Contractor"), for financial modeling software in an aggregate amount of $610,319.

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

- Goal 9: Financial Sustainability
  - Initiative 9.1: Develop and maintain short and long-term financial forecasts and cash reserve policies to ensure an ongoing financially balanced program.

COMMITTEE PROCESS
RTAG: July 15, 2025 for information
TMC/RMC: August 6, 2025 approved
Boards of Directors: August 28, 2025 for action

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

ATTACHMENT
PowerPoint Presentation

A copy of the contract is available upon request.

Background Information

BACKGROUND DISCUSSION
This contract is needed to track, forecast, and report revenues and expenditures for the transportation system.

This item serves the Agency's strategic plan by allowing Valley Metro to consolidate its Financial Planning & Analysis (FP&A) processes and reporting into one unified tool.

Valley Metro's Transit Life Cycle Program (TLCP) is currently managed through a pair of financial models built over a decade ago. The Bus model was developed through an Access database in 2011, and the Rail model was developed in 2005 and reengineered in 2012 using an Excel spreadsheet.

This Financial Modeling Software will be capable of:

- Providing a comprehensive view of the agency's financial information.
- Adapting to the changes introduced by Prop 479.
- Allowing the data to be collated and reported at various levels from various perspectives.
- Providing self-service access to member city partner staff and internal stakeholders for improved availability and transparency.
- Handling new transit modes (e.g., streetcar, microtransit, bus rapid transit, etc.) and new funding sources as they are adopted.
- Saving an estimated 30 person-hours per month spent on maintaining the current models and manual reporting processes.

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

Three offerors submitted proposals. One offer was deemed non-responsive and two were deemed responsive and responsible. An evaluation committee comprised of Valley Metro and member city staff evaluated the offers based on the following criteria, with a maximum possible point total of 1,000:

▪ Functional Requirements	(0 – 400 points)
▪ Method of Approach, Implementation Plan, and Timeline	(0 – 250 points)
▪ Qualifications and Experience of Firm/Assigned Personnel	(0 – 200 points)
▪ Price	(0 – 150 points)

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

▪ PFM Solutions, LLC	789.54 points
▪ Kodershop	448.80 points

CONTRACT TYPE AND TERM

The contract is a firm fixed-price contract. The contract will begin on or about September 1, 2025, for an initial one-year term with four one-year options to extend, for a maximum term of five years.

Financial Modeling Software Contract Award

VALLEY METRO

1

Background Information

- Modernize and consolidate financial planning and analysis processes and reporting for the Transit Life Cycle Program (TLCP) into one tool
- Strategic Plan Goal 9: Financial Sustainability
    - Initiative 9.1: Develop and maintain short and long-term financial forecasts and cash reserve policies to ensure an ongoing financially balanced program
- Received two responsive proposals
- Contract award for initial one-year term with four one-year options to extend, maximum term of five years

2

VALLEY METRO

2

Recommendation

Staff recommends that the Boards of Directors authorization for the Chief Executive Officer to enter into a contract with PFM Solutions, LLC for new financial modeling software for a one-year initial term and four one-year options to extend for an aggregate contract value of $610,319.

3

3

Executive Summary

DATE **AGENDA ITEM 4C**
August 21, 2025

SUBJECT
Marketing and Advertising Support Services Contract Amendment

COST AND BUDGET
Cost for the contract extension period is $955,000, the RPTA portion will be $710,000, and the VMR portion will be $245,000; the aggregate contract value will not exceed $3,205,000.

For FY26, the Agency contract obligation is fully funded within the adopted FY26 Operating and Capital Budget. Contract obligations beyond FY26 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY30).
Funding sources are member cities, Public Transportation Fund and federal funds.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to make a contract modification with the State of Arizona Marketing-Statewide cooperative contracts with On Advertising, MJM Advertising LLC-Heart and Soul Marketing LLC, Magnetry LLC, and Hackett Advertising Public Relations Interactive, for marketing and advertising support services in the amount of $3,205,000, and adopt the co-terminus expiration date of August 31, 2026.

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 1.5: Continue to innovate, integrate, and market mobility solutions to expand transit availability and equity.
- Goal 5: Deliver on Stakeholder Collaboration
    - Initiative 5.5: Communicate the value of transit to stakeholders and the general public region-wide.

COMMITTEE PROCESS
Boards of Directors: August 28, 2025, for action

CONTACTS
Caitlin Eberle
Manager, Marketing
ceberle@valleymetro.org

Hillary Foose
Chief, Marketing & Communications
hfoose@valleymetro.org

ATTACHMENT
PowerPoint

A copy of the amendments are available upon request.

Background Information

AGENDA ITEM
Marketing and Advertising Support Services Contract Amendment

BACKGROUND DISCUSSION
This request came before the Boards/member cities in spring 2025. The item was pulled from consideration to allow for greater evaluation of service need and to explore re-solicitation. Since then, staff has evaluated expenditures, past programs, future need relative to Strategic Plan, budget and grant-funded initiatives and Board/CEO priorities, as well as the avenues for re-solicitation of this service.

This revised request has been refined to be more focused on the marketing campaign priorities of FY26 (noted below) and to leverage the firms' expertise and rates to conduct media buying and associated creative development on our agency's behalf. Media buying is the buying and placement of paid media (i.e. advertising via targeted social media platforms, outdoor billboards, radio, streaming services, print media, etc.) most effectively done by these firms based on their experience and media buying power, as they're buying media for a number of clients, generating more cost-effective rates. This is not a service nor expertise that Valley Metro has in-house.

At this same time, under a separate request, staff recommends issuance of a competitive solicitation for this service.

Background on Current Contract
Valley Metro has met the high demand of marketing and advertising needs by entering into a Marketing and Advertising Support Services contract with multiple qualified firms to provide unique support and expertise to Valley Metro's in-house Marketing and Communications teams. This contract has enabled Valley Metro to create greater efficiency, expand our bandwidth and creativity, and leverage their media buying power.

In 2022, three-year contracts were awarded to On Advertising, MJM Advertising LLC-Heart and Soul Marketing LLC, Magnetry LLC and Hackett Advertising Public Relations Interactive for the agency's marketing and advertising needs procured via state cooperative contracts. Valley Metro has utilized these contracts to conduct an array of marketing and advertising services. Below are some of the advertising campaigns that have been developed and implemented with the assistance of these firms:

- Post-pandemic Ridership Recovery Promotional Campaign
- Super Bowl LVII (2023) Ridership Promotion
- NCAA Men's Final Four (2024) Communications
- New Fare System Education and Promotion

- Bus and Rail Safety Campaign
- Bus Ridership Campaign
- Transit Impact Storytelling
- Commute Solutions/Travel Reduction Program Campaigns and Media Buys
- Northwest Extension Phase II Storytelling and Opening Celebrations Support
- South Central Extension/Downtown Hub (SCE/DH) Business Assistance and Storytelling Promotion
- SCE/DH Opening Celebration Support and Event Branding
- Two-Line Rail System Education and Promotion

To provide further context and results, below is additional information on a few of the campaigns launched in collaboration with these firms:

CAMPAIGN	VENDOR	RESULTS	COST
Super Bowl LVII Transit Promotion **Jan. – Feb. 2023** *Encourage transit usage during SBLVII events, promoting the convenience, pass program and the workforce who contributes to a safe, easy rider experience*	On Advertising	• 5.8M impressions • 2.93% click-thru rate	$86,000
1,000 Reasons / Commute Solutions Promotion **July – Sept. 2023** *Promote alternative modes and ShareTheRide.com sign ups*	Heart and Soul Marketing LLC	• 2.1M impressions • 82% view-thru rate	$45,000
Transit Impact Storytelling **July 2023 – Nov. 2024** *Communicate the value of transit through customer stories*	Hackett Advertising Public Relations Interactive	• 7M impressions • 32% view-thru rate	$112,000
Bus Ridership Campaign **Nov. – Dec. 2024** **March – June 2025** *Increase brand awareness of Valley Metro bus service, create understanding of availability & benefits and promote ridership*	Magnetry LLC	• 23.5M impressions • 1.6% click-thru rate • 10% increase in ridership Y-O-Y in Phase 1	$247,000

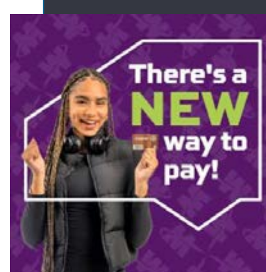
Industry benchmarks
**Average view-thru rate is 30%   *Average click-thru rate is .9%*

Marketing and Advertising Support Services Contract Amendment

1

Background Information

- Through the Marketing and Advertising Support Services contract, Valley Metro is able to meet the increasing needs of all internal departments and member cities, communicate to passengers and stakeholders, promote Valley Metro services and implement strategic marketing efforts.
- This contract extension will focus on leveraging the firms' expertise and rates to conduct media buying and associated creative development for our FY26 marketing efforts.



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Background Information

Below are some of the upcoming advertising campaigns that we anticipate will use these services now through summer 2026:

- Fare System Education and Promotion (Ongoing)
- Two-Line Rail System Education and Promotion (Ongoing)
- Comprehensive Operational Analysis Public Engagement and Marketing
- SCE/DH Ridership Development
- Streetcar Fare Implementation Education
- CAPEX PR Support
- Transit Safety Campaign
- Ridership Campaigns

3

3

Background Information

- Request to extend cooperative contracts under the State of Arizona for Marketing and Advertising Support Services to August 31, 2026
- Request increase contract authority of $955,000 ($710,000 RPTA, $245,000 VMR) for a contract total of $3,205,000. This is not a request to increase the budget

4

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Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to extend contract and increase the contract authority for the Marketing and Advertising Support Services contracts with On Advertising, MJM Advertising LLC-Heart and Soul Marketing LLC, Magnetry LLC, and Hackett Advertising Public Relations Interactive.

The contract extension request is to August 31, 2026.

The contract authority increase requested is $955,000.

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Executive Summary

DATE **AGENDA ITEM 4D**
August 21, 2025

SUBJECT
Marketing and Advertising Support Services Authorization to Issue a Competitive Solicitation

COST AND BUDGET
Costs submitted in responses will be subject to either a price or cost analysis, including comparison to an independent cost estimate, if applicable. Specific costs and budget impact will be disclosed at the time of a request for award.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to issue a competitive solicitation for Marketing and Advertising Support Services.

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 1.5: Continue to innovate, integrate, and market mobility solutions to expand transit availability and equity.
- Goal 5: Deliver on Stakeholder Collaboration
  - Initiative 5.5: Communicate the value of transit to stakeholders and the general public region-wide.

COMMITTEE PROCESS
Boards of Directors: August 28, 2025 for action

CONTACT
Caitlin Eberle
Marketing Manager
ceberle@valleymetro.org

ATTACHMENT
PowerPoint

Background Information

BACKGROUND DISCUSSION

The Marketing and Advertising Support Services contract allows Valley Metro to meet the marketing and media buying needs of internal departments and member cities. The service augments Valley Metro's in-house Marketing and Communications teams to be able to effectively and in a timely and targeted manner promote our range of transit services, communicate with passengers and stakeholders as well as implement strategic marketing efforts driven by Strategic Plan, budget initiatives, important agency milestones and/or Board/CEO priorities. We have historically used these firms for creative development, media buying, photography and videography support, design and production as well as marketing strategy and industry best practices.

As reference, current contractors have helped us with the following campaigns in the last year:

- New Fare System Education and Promotion
- Bus and Rail Safety Campaign
- Bus Ridership Campaign
- Transit Impact Storytelling
- Commute Solutions/Travel Reduction Program Campaigns and Media Buys
- Two-Line Rail System Education and Promotion
- Capital Program Opening Celebrations and Associated PR/Storytelling

Marketing and Advertising Support Services will only be used as budget allows and to build campaigns supportive of agency/member city goals.

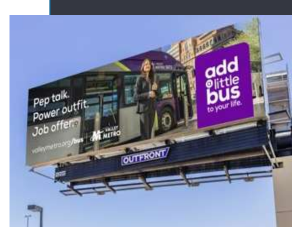
Marketing and Advertising Support Services Authorization to Issue a Competitive Solicitation

VALLEY METRO | VALLEY METRO RAIL

1

Background Information

- This contract is needed to meet the marketing and media buying needs of internal departments and member cities.
- Supports Valley Metro's in-house Marketing, Communications teams to effectively promote our range of transit services, communicate with passengers and implement strategic efforts.
- This item serves the Agency's strategic plan through delivering exceptional customer experience and delivering on stakeholder collaboration.
- Marketing and Advertising Support Services will only be used as budget allows and to build campaigns supportive of agency/member city goals.



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VALLEY METRO

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Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to issue a competitive solicitation for Marketing and Advertising Support Services.

3

VALLEY METRO

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Executive Summary

DATE
August 21, 2025

AGENDA ITEM 5

SUBJECT
Federal Legislative Update – FY26 THUD Appropriations Bills

COST AND BUDGET
There are no costs associated with this item

RECOMMENDATION
This item is presented for information only

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

- Goal 5: Deliver on Stakeholder Collaboration
  - Initiative 5.1: Incorporate member agency and stakeholder input into action plans to build the future regional transit system.
- Goal 7: Board Governance
  - Initiative 7.2: Obtain policy guidance from the Boards through regular updates on strategic plan progress, and other performance and financial information with member agencies, sharing high-level information and offering more detailed data to facilitate board support and understanding.
- Goal 9: Financial Sustainability
  - Initiative 9.3: Maximize revenue generation, including advertising, farebox recovery, and discretionary/competitive grant opportunities.

CONTACT
Alexis Tameron Kinsey
Chief Policy and Government Relations Officer
atameronkinsey@valleymetro.org

ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION
In February 2025, the Valley Metro Boards of Directors adopted its Federal Public Transportation Legislative Agenda. The purpose of the federal transportation agenda is to support Valley Metro's statutory role and responsibility as the regional public transportation authority for Maricopa County, to administer and implement regional programs and to guide responses to legislative and administrative policy proposals at the federal level. It is also to provide information to member cities and bring attention to the importance and impact of federal funding, grants and other transit investments to the Phoenix metropolitan region.

Staff works with the agency's federal legislative consultants, Cardinal Infrastructure, to provide an update to the Boards of Directors which is distributed monthly. Updates include notable legislative action and activities making their way through Congress, regulatory decisions or notices from federal agencies, as well as notable actions taken by the Administration.

FY26 THUD Appropriations Bills
The FY 2026 House and Senate Transportation, Housing and Urban Development (THUD) Appropriations bills passed their respective Appropriations Committees in mid-July.

<u>House Bill</u>
On July 14, 2025, the House Appropriations Committee met and passed H.R.4622 (House THUD Appropriations bill) on a party-line vote of 35-28. The House version significantly cuts public transportation and passenger rail funding compared to the FY25 authorized levels in the Infrastructure and Jobs Act (IIJA). **<u>The House bill cuts public transit investment by $1.7 billion and passenger rail investment by $2.6 billion from FY 2025 funding levels</u>**. The bill also cuts FTA's budget by roughly 8%. The bulk of these cuts are to the Capital Investment Grants program, which had its overall budget slashed in half compared to FY 2025.

FTA's formula programs are fully funded at $14.6 billion, a $363 million increase from FY25 levels. These levels are set in surface transportation authorization bills (IIJA) and are rarely changed by appropriators. Additionally, the bill sets aside $96 million for transit-related Community Project Funds (CPFs), otherwise known as congressionally directed earmarks. Valley Metro's $1 million CPF application through U.S. Rep. Ansari's office for staffing, training, and equipment for crisis response teams was included in the House bill.

<u>Senate Bill</u>
Conversely, on July 24, 2025, the Senate Committee on Appropriations met and approved S. 2465 (Senate THUD Appropriations bill) with a bipartisan vote of 27-1. **<u>The Senate version increases public transportation investment by $203.3 million from FY 2025 funding levels</u>** and maintains current passenger rail funding. The Senate bill, together with the IIJA's advance appropriations, provides **$3.55 billion for Capital Investment Grants (CIG)**, $1.9 billion more than the House version.

The Senate THUD bill offers significantly more funding to FTA than its House equivalent. The bill matches the House's formula funding levels and includes a $2 billion for the Capital Investment Grant program, meeting President Trump's budget request. Overall, FTA spending in the Senate bill is about $200 million higher than FY25 levels. Due to inflation, this is effectively flat funding, but in the current fiscal environment, flat funding is a win for transit.

The Senate THUD bill also included a new discretionary grant program for crime prevention at the largest transit agencies. This program would offer grants for operating costs associated with security such as contracts with police departments, crisis intervention organizations, or security contractors. While Valley Metro is not eligible for this program, there is a broader effort in the surface reauthorization process to provide all agencies with a formula program to help cover crime prevention operating costs.

Appropriations Next Steps

The House and Senate versions await a vote by the full House and Senate chambers after they return from the August recess. If the bills pass their respective chambers, a group of House Representatives and Senators will meet to craft a singular bill to be passed by both chambers. It is important to note that the Senate and House must pass the same bill, meaning that the differences between the Senate and House's funding levels will eventually need to be ironed out. To date, just one of the twelve annual appropriations bills has passed both the House and the Senate.

Congress is not expected to finalize the 2026 appropriations process by September 30, 2025, which is necessary to avoid the need to pass a Continuing Resolution (CR). Appropriators are hopeful that they will be able to pass a stopgap CR rather than a full-year CR to continue funding the government.

1

FY26 Transportation House and Urban Development Appropriations

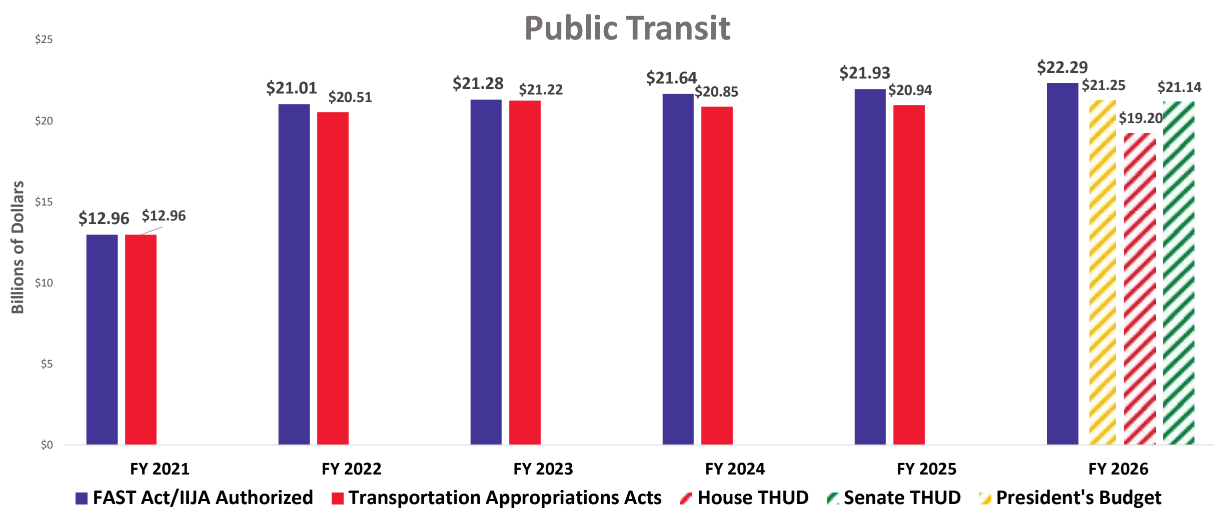
- H.R. 4622 House THUD Appropriations bill
- S. 2465 Senate THUD Appropriations bill
- Surface Transportation Reauthorization

2

VALLEY METRO

2

THUD Appropriations



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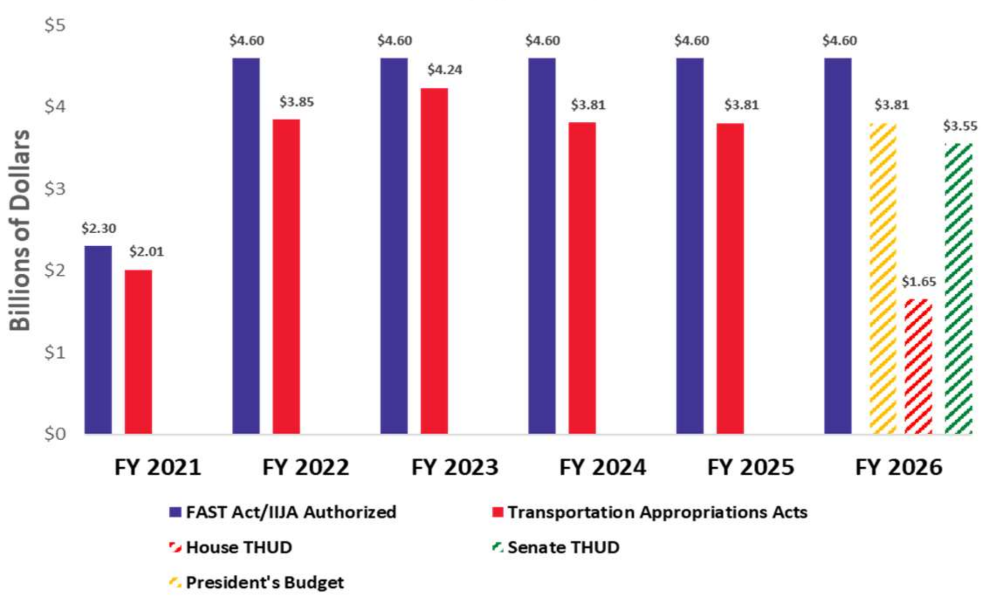
THUD CIG Appropriations



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VALLEY METRO | VALLEY METRO RAIL

5

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 6

SUBJECT
August 2025 Strategic Plan Quarterly Update

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

RECOMMENDATION
This item is presented for information.

COMMITTEE PROCESS
Boards of Directors: August 28, 2025, for information

CONTACT
Melissa Boyles
Chief of Staff
mboyles@valleymetro.org

ATTACHMENT
May Quarterly Report

Background Information

In January 2024 the Boards of Directors approved Valley Metro's FY 2025 – FY 2030 Strategic Plan. The approved plan included nine strategic goals. Each goal included supporting "initiatives." Annual action plans are now developed to accomplish strategic goals and initiatives.

Valley Metro updates the Boards of Directors on strategic plan progress via quarterly reports and rotating quarterly updates presented in February, May, August, and November. The attached quarterly report includes graphs illustrating the performance indicators associated with each goal, notes providing context for select measures, and initiative updates.

Agency Strategic Plan

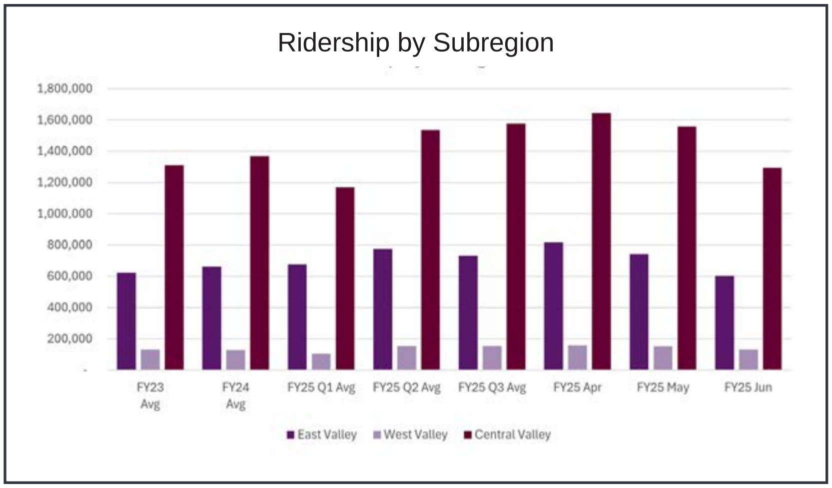
Quarterly Report

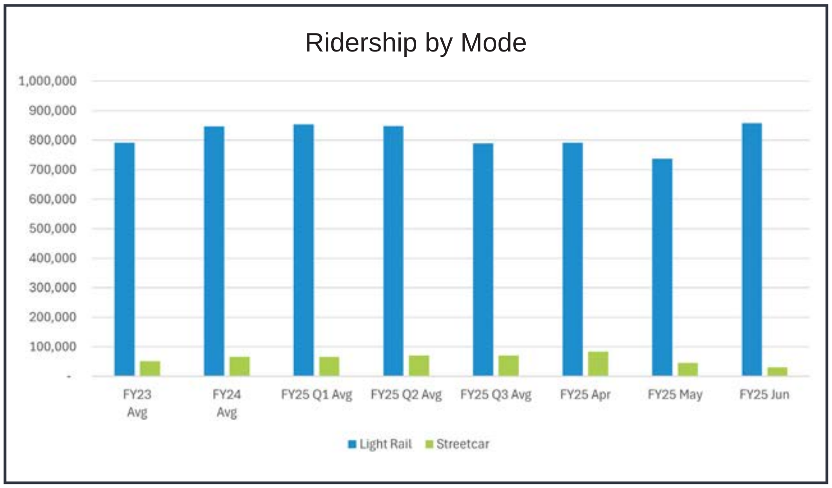
FY25 Q4 | April - June 2025

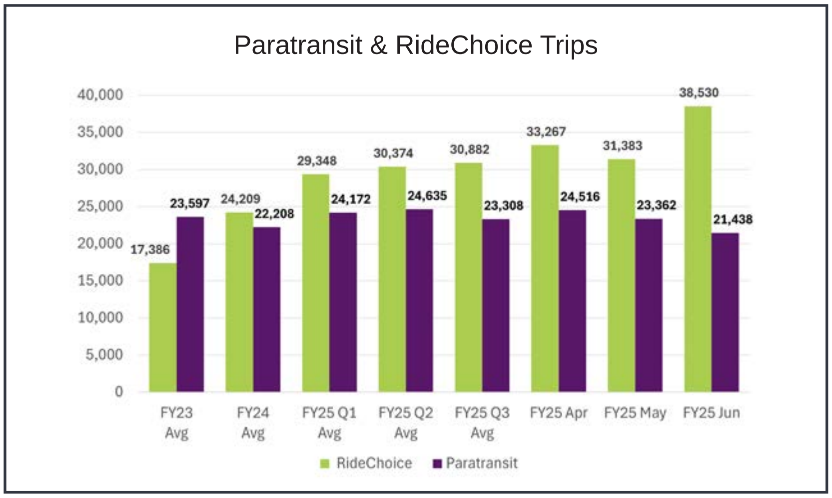
VALLEY METRO

Goal 1: Excellent Customer Experience

KEY PERFORMANCE MEASURES







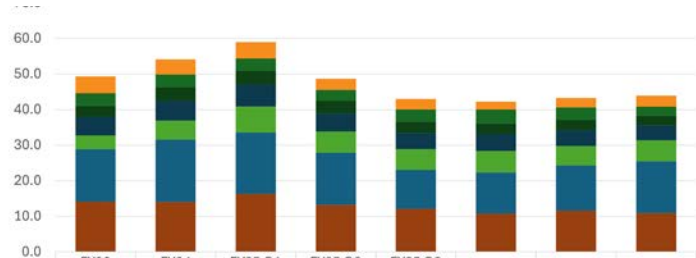
COMMENTS

- FY25 Q4 Regional ridership was highest in April, with nearly 3.5M rides overall, 3.7% higher than April 2024. This coincides with higher event and school activity and fair weather among other contributing factors.
- May and June also saw year-over-year (YOY) increases of 1.5% and 8.6%, respectively.While lower than April, this relative growth could relate to on-time performance (OTP) improvements and ongoing marketing efforts.
- Ridership gains YOY through the quarter have remained consistent on local and express bus.
- June saw a 12.4% YOY increase for light rail due to improved frequency, and the opening of the South Central Extension / Downtown Hub light rail expansion.
- Streetcar ridership has high seasonal variability given its dependency on demand from students and visitors in Tempe which diminishes in summer.
- Streetcar has maintained consistent growth throughout FY25 Q4, at over 20% in May and more than 5% in April and June.
- FY25 Q4 trips and year-end comparisons for RideChoice® and Paratransit:
    - RideChoice trips increased 11.25% in FY25 Q4.
    - RideChoice trips increased in FY25 compared to FY24 by 29.75% as the City of Glendale and the City of Phoenix joined the program.
    - Paratransit trips decreased in the FY25 Q4 compared to the FY25 Q3 by 1.22%.
    - Paratransit trips increased in FY25 compared to FY24 by 7.29%.
    - Combined trips for both programs increased by 5.75% from Q3 to Q4. Combined trips for both programs increased by 18.7% in FY25.

Goal 1: Excellent Customer Experience (continued)

KEY PERFORMANCE MEASURES

Top 6 Complaints per 100k Boardings



	FY23 Avg	FY24 Avg	FY25 Q1 Avg	FY25 Q2 Avg	FY25 Q3 Avg	FY25 Apr	FY25 May	FY25 Jun
No Show	4.7	4.2	4.6	3.1	3	2.2	2.6	3.1
Hazardous Operation	3.6	3.6	3.5	3.1	3.4	3.9	3.5	2.6
Late	3.1	3.8	3.8	3.7	3.2	3.0	3.0	2.7
Attitude (operator)	5.2	5.6	6.2	4.9	4.5	4.8	4.3	4.1
Policy (operator)	3.8	5.3	7.4	6.0	5.8	6.0	5.5	6.0
All Other	14.8	17.6	17.2	14.7	11	11.6	12.7	14.5
Pass-up	14.1	14.0	16.3	13.2	12.1	10.8	11.6	10.9

COMMENTS

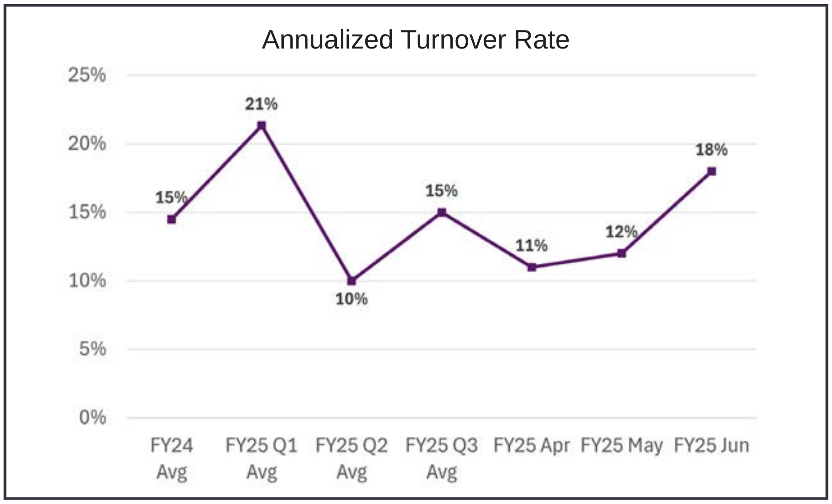
- Overall, FY25 Q4 complaints regionwide are down 3% compared to FY25 Q3. The largest declines were:
  - 8.3% decline in complaints related to pass-ups from FY25 Q3 to FY25 Q4.
  - 2.2% decline in complaints related to operator attitude from FY25 Q3 to FY25 Q4.
  - 9.4% decline in complaints related to running late from FY25 Q3 to FY25 Q4.

FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Unified Customer Experience	Fare system administration to Valley Metro®	Complete. Administration of the fare collection system was transferred to Valley Metro in the first quarter of FY25.
Integrate and Market Mobility Solutions	Integrate microtransit into VM app trip planning	Phoenix has been awarded a grant that includes monies for the integration of microtransit into the app. Valley Metro is working with the City of Phoenix regarding timing of implementation.
Human Centered Design	Rail system signage audit	Complete. An audit cataloging the current rail system was conducted and finalized in fall 2024, identifying the placement of all current signage and helping to locate the placement of two-line signage.
Human Centered Design	Regional bus stop sign design	Continuing peer research, collecting customer feedback and consulting with wayfinding contractor for future scope of work. Also working to identify a signage contractor to help, in the immediate, with damaged signs and any signage installation needs into the future. Preparing for member city discussion in fall 2025. As part of the research, the future of NextRide signage was also discussed. Three survey questions related to the usage of these signs were sent to Valley Metro Customer Service for user feedback and data collection. Survey results were provided to Valley Metro's marketing department.

Goal 2: Invest in Talent

KEY PERFORMANCE MEASURES



COMMENTS

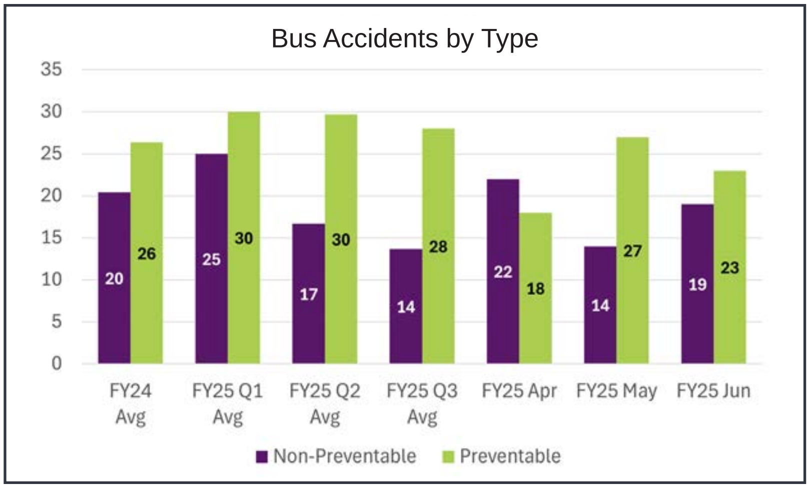
- Turnover is trending upward this quarter compared to the previous period. Further analysis is underway to identify potential drivers, including feedback from recent employee surveys. Recommendations for retention strategies will be developed in the next quarter.

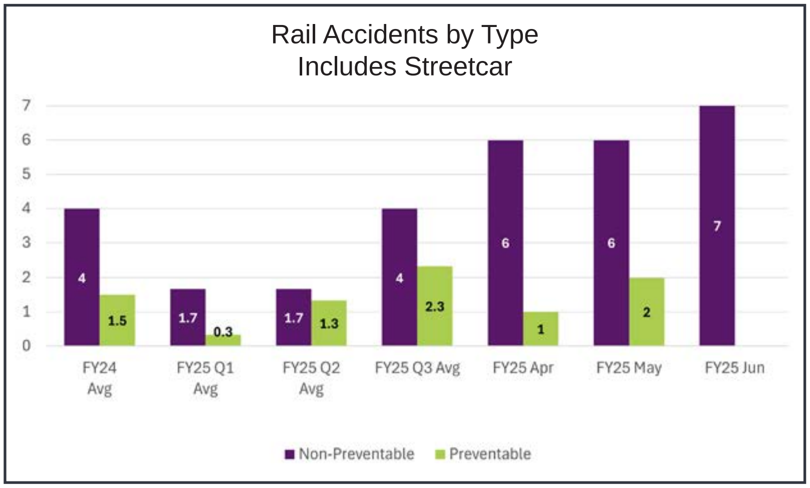
FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Assess Staffing Needs	Develop framework and talent pipeline strategy	Completed assessment of current vacancies and worked with division leaders on anticipated FY26 needs. Created draft division/department assessment template. Created PowerBI dashboard to track vacancies - working toward automating through an API with Oracle/HRIS.
Class and Compensation Study	Produce findings and recommendations	In progress. Findings and recommendations anticipated Q3 FY25.
Career Path and Coaching	Assess programs, utilization and realign with goal	Completed staff survey of offered programs. Compiled utilization data. Created PowerBI dashboard to track on-going utilization. Will revisit offered programs based on outcomes of Culture Survey and Classification & Compensation study in FY26.
Maintenance Technical Training	Develop FY26 recommendations	Technical training will be identified after Classification and Compensation study recommendations are implemented in FY26.

Goal 3: Prioritize Safety & Security on Transit

KEY PERFORMANCE MEASURES





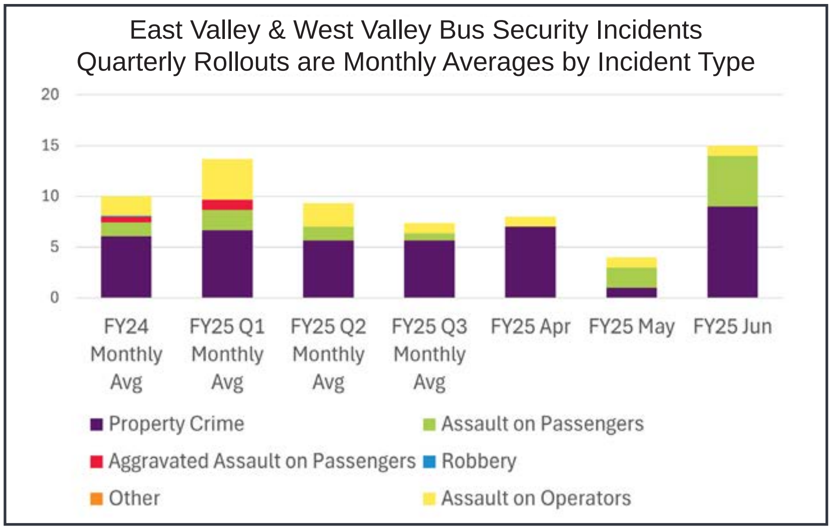
COMMENTS

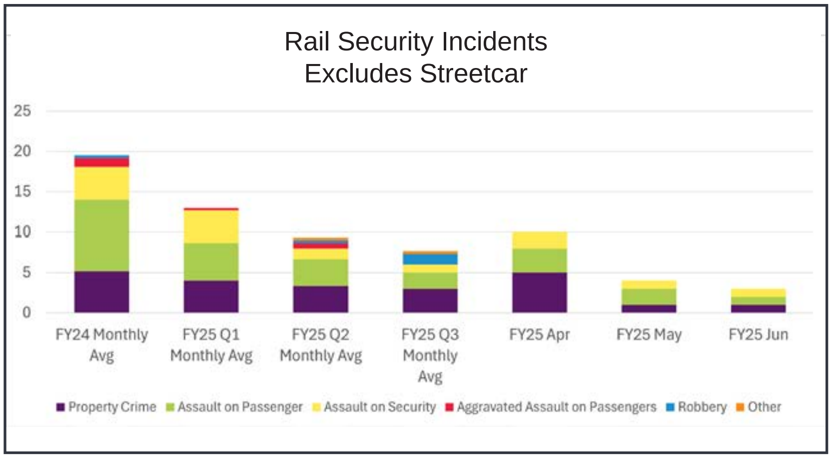
- West Valley accidents remain within historical norms.
- Field observations and trail checks remain a key focus for the Safety Team and Driver Managers, aiding in the early identification of high-risk operators and operational areas.
- Preventable accidents are down 21.05% from the previous quarter, indicating the effectiveness of both New Operator and Annual Recurrent training programs.
    - East Valley collisions have decreased by 3.25% compared to FY25 Q3.
    - East Valley collisions show a significant year-over-year reduction of 23.36% compared to Q4 FY24.

- Total rail accidents have increased to an average of seven per month in FY25 Q4. The change is attributed to increased headways with SCE/DH pre-revenue operations and opening of the two-line system.
- Preventable accidents average one per month, non-preventable average six per month in FY25 Q4.
- Operator roster currently consists of 58% with less than one year of experience and accounts for 57% of the collisions in FY25 Q4.
    - Continued focus on ride checks by Valley Metro Rail Safety, defensive driving and training by the contractor.

Goal 3: Prioritize Safety & Security on Transit (continued)

KEY PERFORMANCE MEASURES





COMMENTS

- The spike in incidents for June is due to nine broken bus windows, whereas, there was only one the prior month. Incident reviews were conducted and staff will continue to monitor to see if a trend develops.
- The recent rise in passenger assaults is partly linked to higher temperatures and includes three cases involving people who knew each other, rather than random incidents.

- In FY25 Q4, security incidents decreased by 25% from FY25 Q3 due to increased emphasis on situational awareness/de-escalation training, and increased security presence with a new security contractor - InterCon Security.

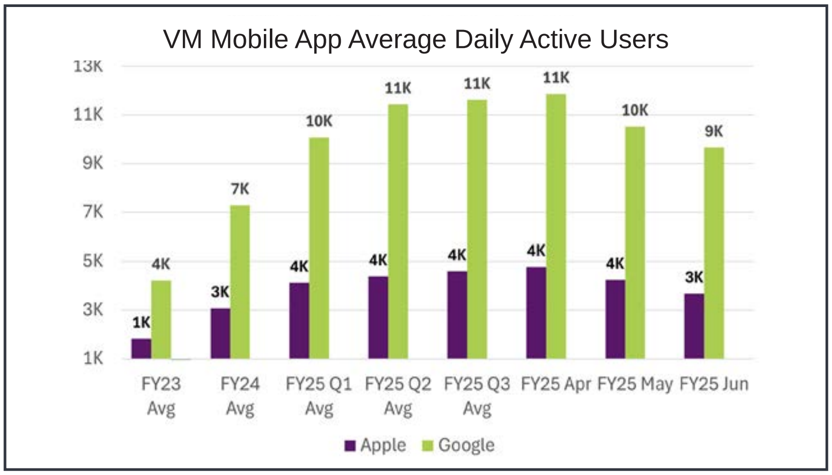
Goal 3: Prioritize Safety & Security on Transit (continued)

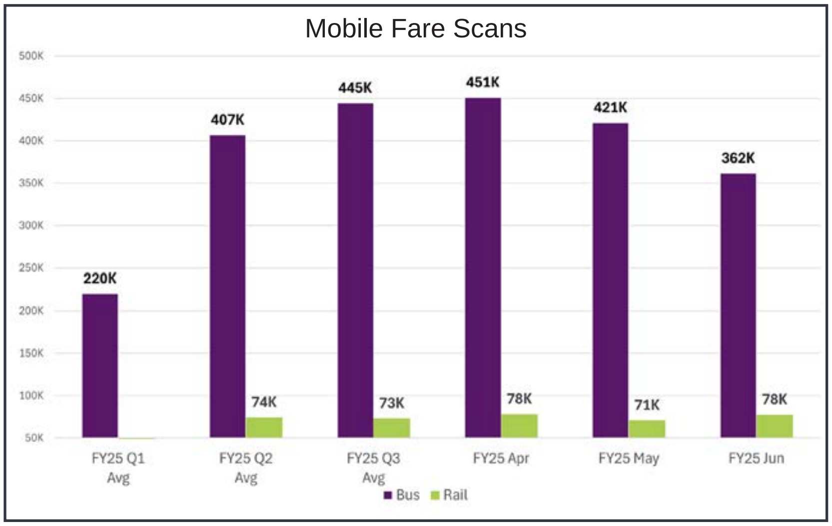
FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Create a Safety and Security Culture	Cyber security risk reduction	All IT network actions are complete. Several Operational Technology network actions were paused to focus on SCE/DH opening for revenue operation and were moved to FY26.
Create a Safety and Security Culture	Rail safety administrators	Complete. Both administrators were hired in October - Will divide the system into areas of focus for Safety Department.
Create a Safety and Security Culture	Internal safety campaign	Emergency Alert Communication System - Further testing will be conducted with the next level of Valley Metro leadership before sending a test message to the entire Valley Metro and contractor workforce.
Community Partnerships	Outreach teams - existing contractor collaboration to conduct outreach on system	The City of Phoenix Phase II of the Tracking, Reporting and Action for Community Engagement (TRACE) program will run June through September in conjunction with Heat Relief and Mitigation. Security Teams assist those in crisis to services-Urgent Psychiatric Center (UPC), Community Bridges, Inc. (CBI) and medical. Will explore opportunities to collaborate with Southwest Behavioral to conduct system rides/outreach.
Evaluate Physical Infrastructure	Crime prevention through Environmental Design assessment of rail stations	Recommendations have been received by Valley Metro. Executive Summary report is under review and Crime Prevention Through Environmental Design (CPTED) is on the August Valley Metro Rail Board agenda for information.
Partnership with Police Departments	Expand police partnerships	Conducted Blue Ride detail in Chandler in May. Conducted one Code Compliance Detail with Mesa PD and five with Phoenix PD. Tempe PD worked 100 "Extra Duty" shifts on trains during the quarter. Held in-person check in meetings in April and June with Phoenix Police. Held in-person meeting in June with Fire Department stakeholders from Phoenix, Tempe and Mesa. Valley Metro facilitated multiple training sessions for Phoenix PD "Mobile Field Force" training at the OMC.

Goal 4: Leverage Data and Technology

KEY PERFORMANCE MEASURES





COMMENTS

- Mobile fare usage slightly declined in FY25 Q4 overall, which was expected with the onset of higher temperatures.
  - 3% increase in rail mobile fare usage from FY25 Q3 to FY25 Q4.
  - 7.47% decrease in bus mobile fare usage from FY25 Q3 to FY25 Q4.

FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Improve Performance with Enterprise Asset Management (EAM)	Improve EAM reporting	In Progress - Working with Trapeze to add a new server and resources to the EAM environment to allow faster report processing and to reduce impact to the production environment.
Understand Customer Interactions	Design and procure customer experience system	On hold.
Improve Data Access and Reliability	Improve operational reporting	Complete. The SWIFTLY reporting system was implemented in the first quarter of FY25.
Improve Data Access and Reliability	Bus automated passenger counter (APC) validation	Currently on-hold pending City of Phoenix's ridership reporting software upgrade to Clever Insights. Meeting with Phoenix to discuss timeline for potential validation in FY26.

Goal 5: Deliver on Stakeholder Collaboration

FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Expand Communication with Staff and Frontline Workers	Evaluate current communication channels, develop plan and feedback loop	A survey was deployed to bus operators to assess the effectiveness of current communication channels. The analysis has been shared with Bus Operations leadership and the Communications & Strategic Initiatives Manager. Upcoming work includes meeting with Bus Operations leadership to review the findings and identify opportunities for improving communications, followed by engaging the Customer Service teams during monthly meetings to assess and strengthen their communication channels.
Incorporate Member Agency and Stakeholder Input	Evaluate current communication channels, develop plan and feedback loop	Continue to focus on strong member agency communication through current channels. Assessment will occur in 2025 with community engagement staffing and member city/Board survey late summer 2025.

Goal 6: Leadership & Execution

FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Create an Inclusive Culture	Conduct culture survey and identify opportunities to increase engagement	An organization-wide Culture Survey was completed in March 2025. Results are compiled and will be used to inform FY26 Invest in Talent initiatives.
Embed Problem Solving and Process Improvement	Establish and begin delivery of problem-solving training	On hold.

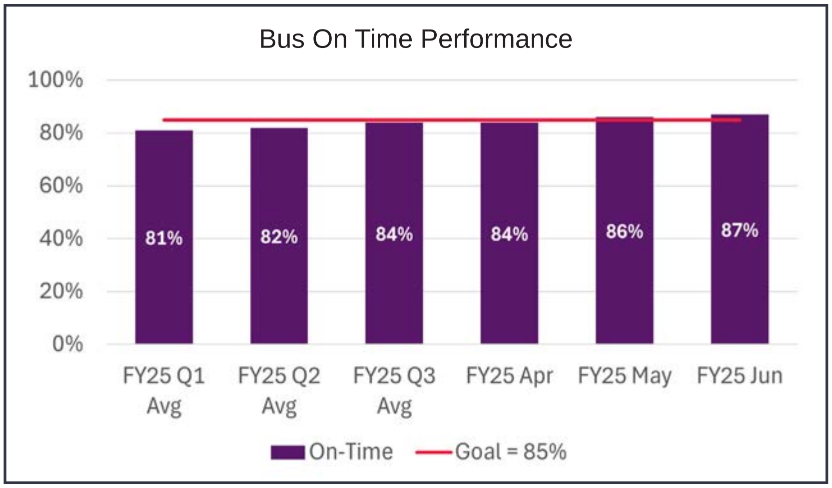
Goal 7: Board Governance

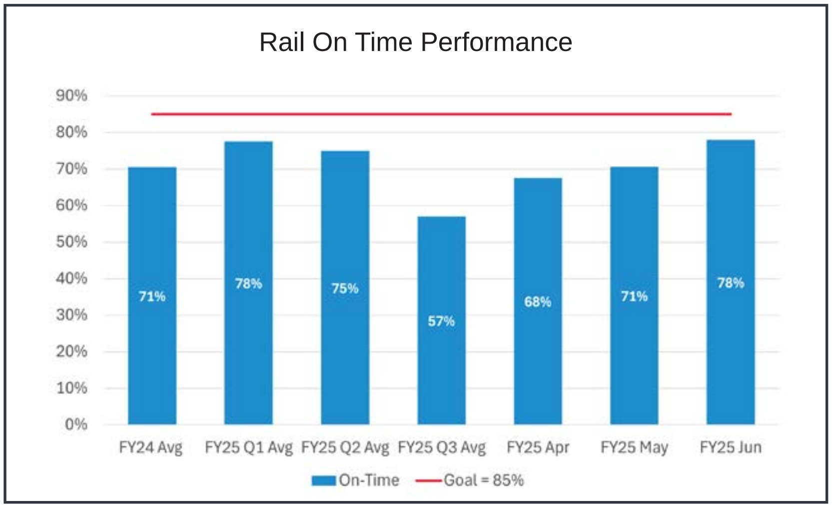
FY25 INITIATIVE ACTIONS

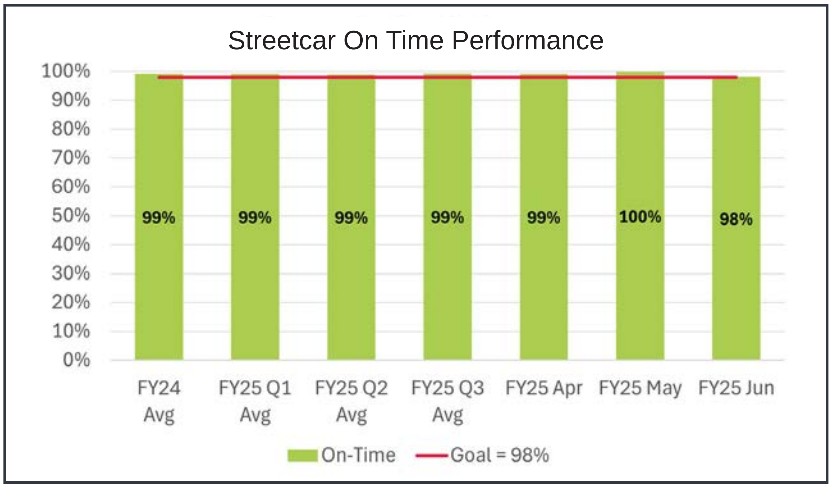
INITIATIVE	ACTION	STATUS
Update Board Member On-Boarding	Assess and update new board member on-boarding	Developed new content and Valley Metro 101 onboarding material to reflect anticipated Proposition 479 modifications to the regional transit program. Pending: soliciting board feedback and engagement opportunities via board survey; board member resources intranet webpage.
Facilitate Work Across Regional Bodies	Coordination with MAG in developing Prop 479 policies, including updating roles and responsibilities between agencies	Ongoing coordination and collaboration with MAG on Prop 479 TLCP funding framework, funding administration including the roles and responsibilities between regional bodies is ongoing with MAG. Anticipated completion for funding framework presentation and adoption by both agencies' boards is the end of CY25.

Goal 8: Operational Excellence

KEY PERFORMANCE MEASURES







COMMENTS

- Valley Metro service only.
- In FY25 Q4, service on time performance compared to FY25 Q3 showed:
  - Slight increase in early departures.
  - 13.6% decrease in late departures.
  - 2.4% increase in on-time departures.

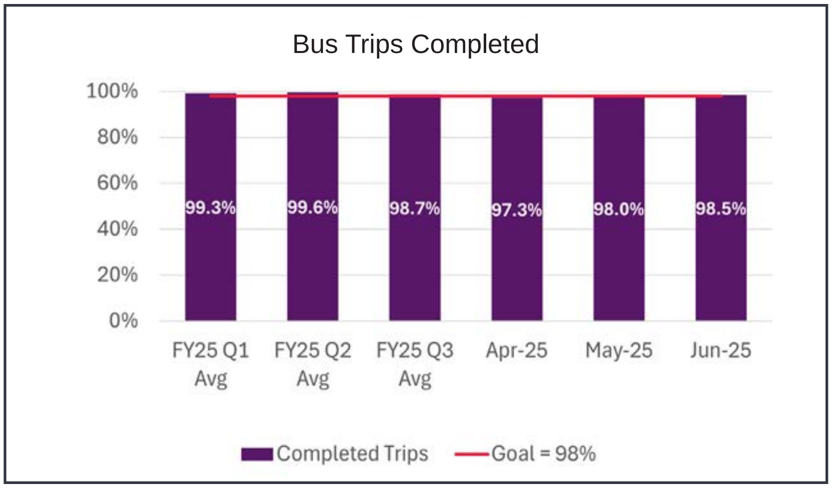
- FY25 OTP average is more in line with historical OTP than previous quarter (57%) through traffic signal coordination.

- OTP remains high on streetcar for the past two fiscal years.
- As of 6/7/25, streetcar service runs 15-minute frequency Monday through Saturday.

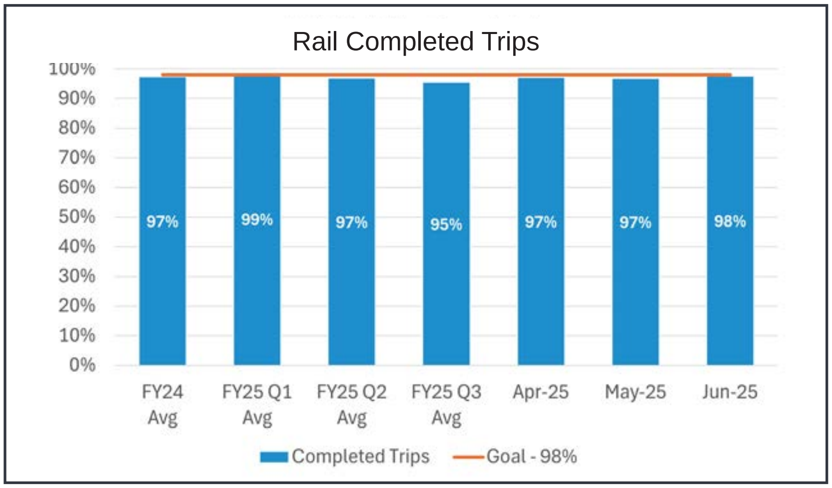
Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES

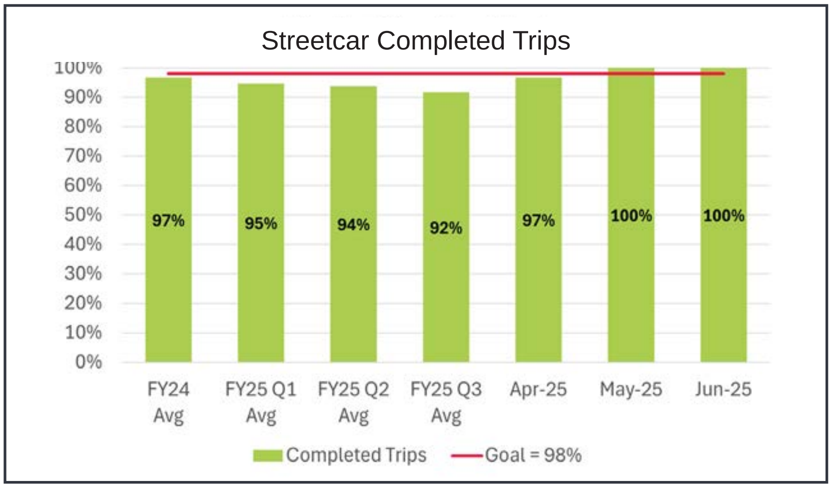
COMMENTS



- Valley Metro service only.
- The East Valley contractor continued to experience a higher than anticipated rate of absenteeism in the operator ranks and an approximate 5% vacancy rate, causing an increase in missed trips.
- Contractor has increased operator training class size to fill vacancies.



- The increase in light rail completed trips for FY25 Q4 is correlated with signal optimization and collaborating with member cities to improve service reliability.

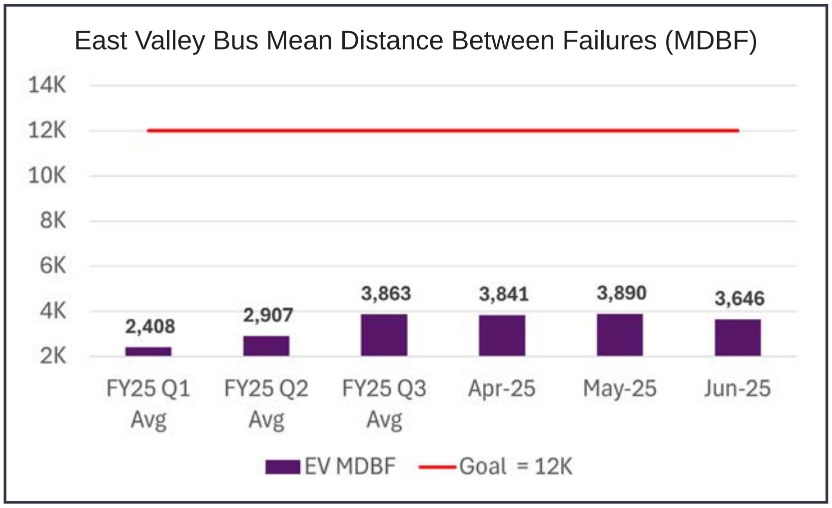


- Streetcar completed trips are up in FY25 Q4 due to reduced truncated service frequency.

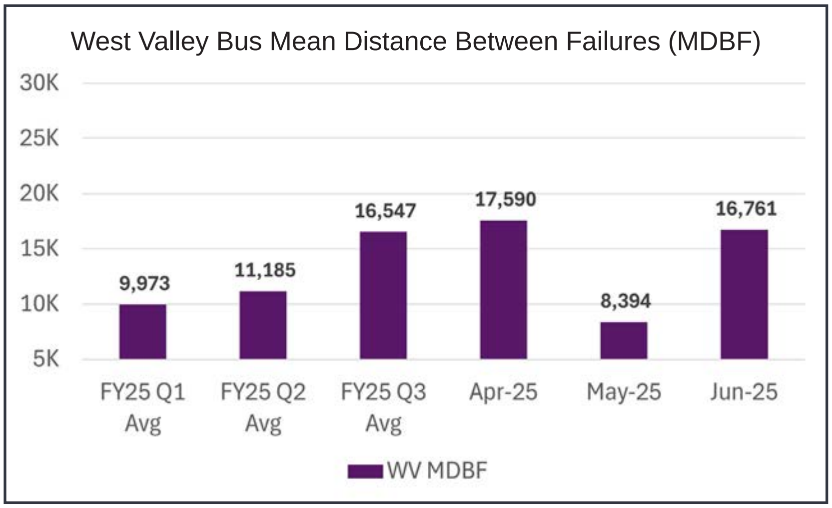
Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES

COMMENTS



- Keolis has not met goals since contract inception and the recent months' marginal improvements have vanished as temperatures increased. Mitigation strategy to include:
    - Contract amended to shorten intervals between preventive maintenance (PM).
    - Reliability-centered maintenance program initiated.
    - Valley Metro now audits 25% of all PM activities.
    - All road calls are audited to ensure accurate capture and classification of issues.
    - Conducting root cause failure analysis.
    - Identifying process gaps (e.g., pre/post-trip inspections, tire program, staffing, training).

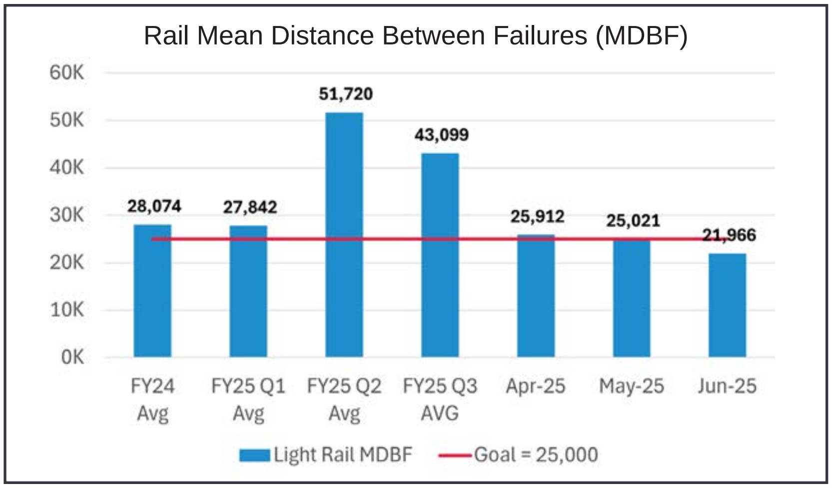


- West Valley averages 1.5 major failures per month.
- Monthly revenue miles average 17K.

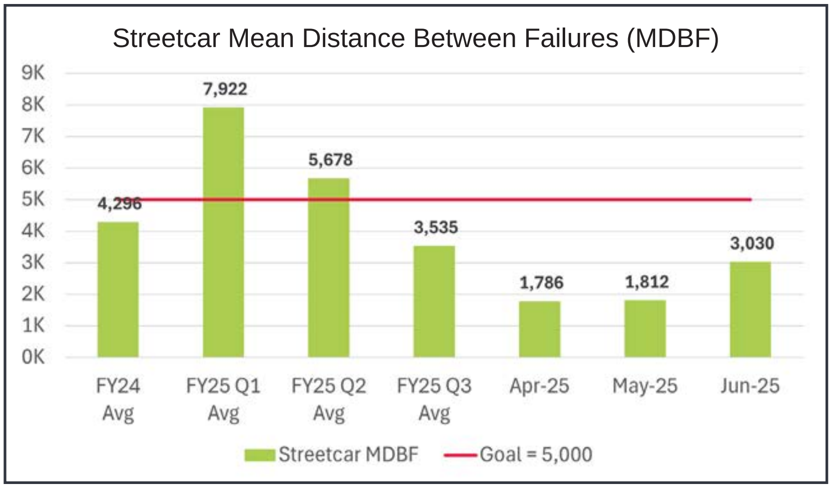
Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES

COMMENTS



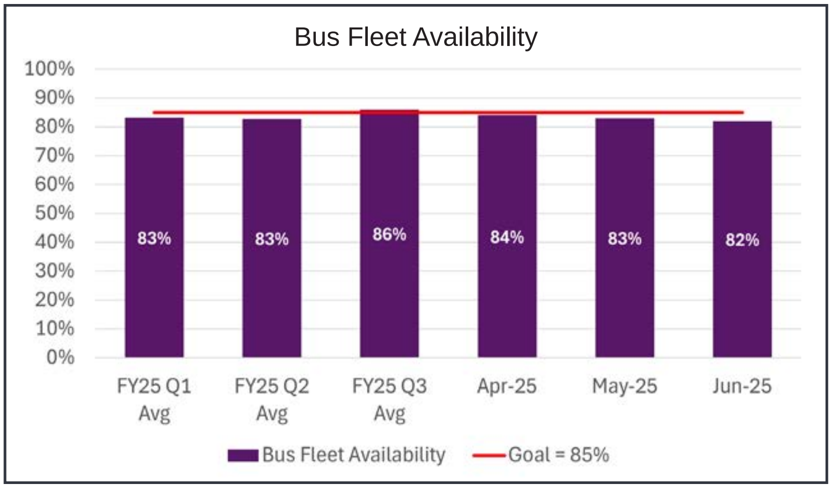
- Slightly below goal in June which is expected due to the increased heat and its impact on equipment.

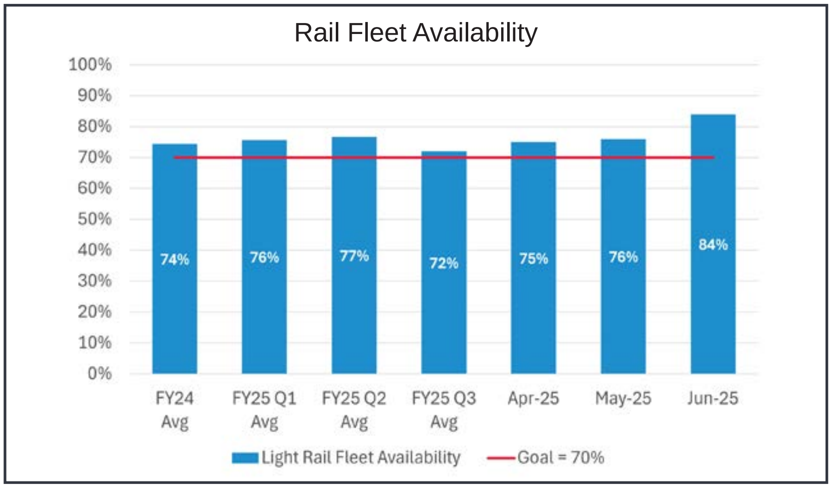


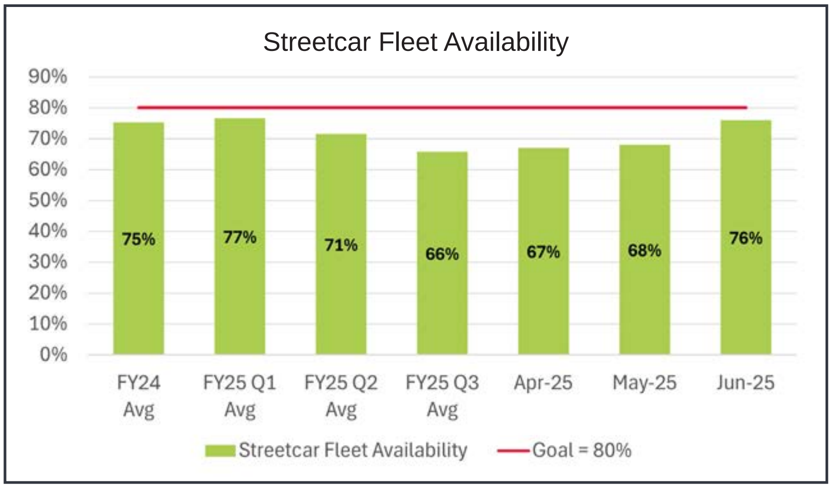
- Ongoing evaluation has not identified a common factor among streetcar failures that would indicate a root cause requiring action.
- The small fleet and low monthly mileage of the streetcar system can create the appearance of large swings as the streetcar only runs approximately 10k miles per month.

Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES







COMMENTS

- Valley Metro Service Only.
- Vehicle availability goals were met all fiscal year.

- Fleet availability increased by 8.8% during FY25 Q4. Additional resources were allocated to increase fleet availability to ensure continuity of service during the SCE/DH grand opening.

- Streetcar fleet availability remains consistent. With a small fleet size any issue dramatically affects the numbers.

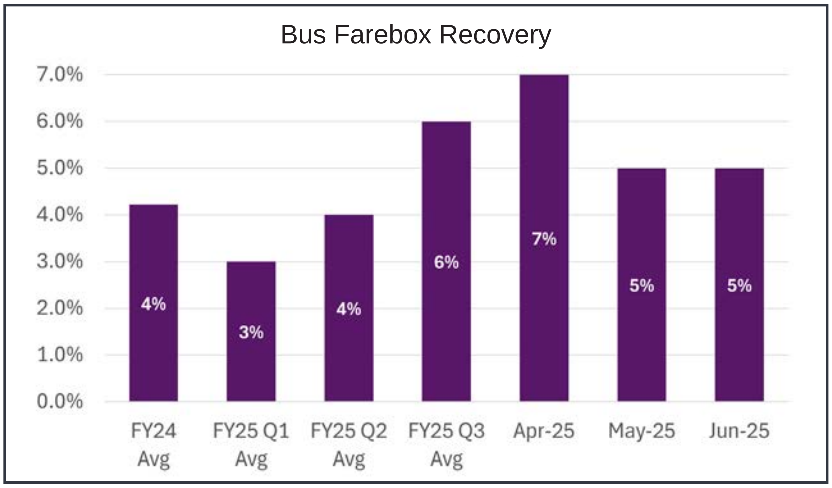
Goal 8: Operational Excellence (continued)

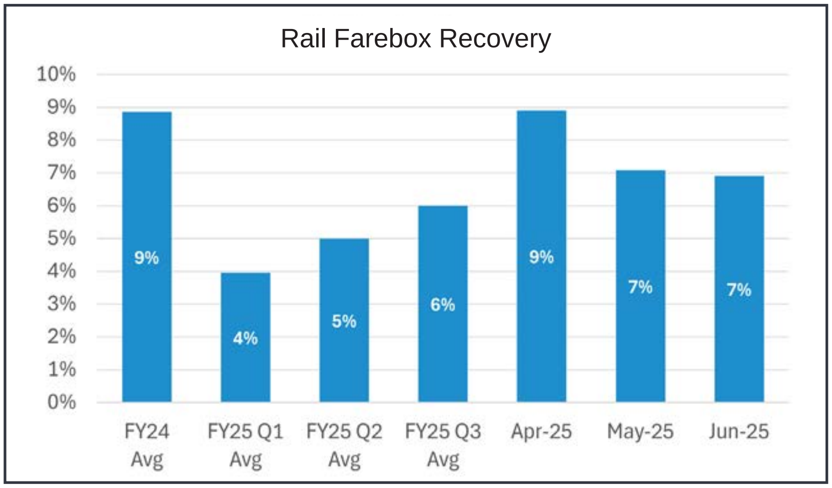
FY25 INITIATIVE ACTIONS

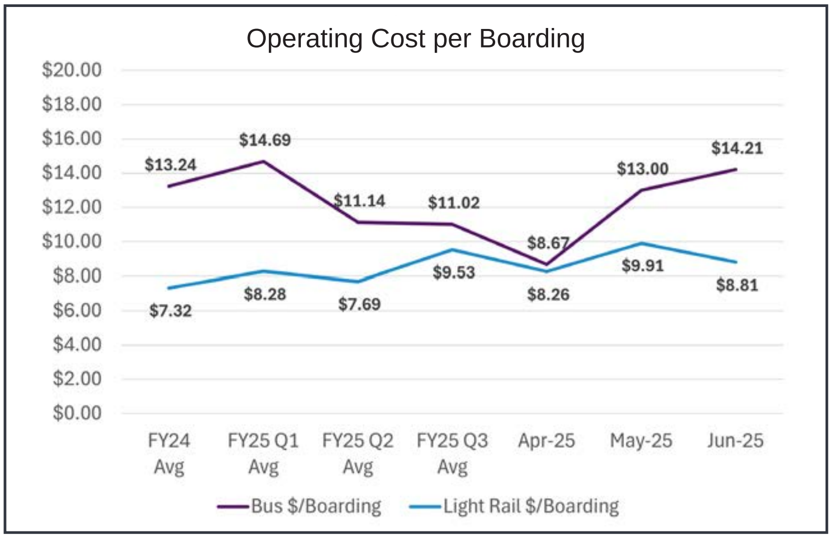
INITIATIVE	ACTION	STATUS
Optimize Service Performance	SCE/DH rail activation	Pre-revenue operations were completed successfully and the SCE/DH opened for revenue service on June 7, 2025.
Optimize Service Performance	Demand-response mobility scheduling system	Proposals received and evaluated, recommendation for award being made to Board of Directors during August 2025 meeting.
Optimize Service Performance	Comprehensive operational analysis	Existing conditions analysis is being conducted and deliverables on system performance, peer review and planning and policy analysis have been delivered. Currently preparing for public engagement in the fall.
Optimize Service Performance	Analysis to determine maintenance staffing	Complete.
Optimize Service Performance	Enhance facility cleaning	All equipment is now onsite. All three pressure washer unit trucks have been received and the third pressure washer position has been filled with training scheduled. Enhanced cleaning efforts will be supported through ongoing staff training, monthly performance reviews, regular meetings to address challenges and opportunities and annual evaluations.
Codify Maintenance and Operations Programs	Update Blue Stake maps	Complete.
Improve Service Quality	Improve contract management practices	Updated procurement manual is in process. Online publication of uploaded contracts beginning 8/1.
Improve Service Quality	Automated fuel management system	Considering a single pilot bus, as a 30-day trial is available at no cost to evaluate the type and relevance of data that can be captured.
Long-Range Operations and Capital Investment Plan	West valley facility: Identify optimal location for property acquisition	Site selection for top three sites, conceptual layouts and cost estimates are complete. Valley Metro leadership is reviewing to determine next steps.

Goal 9: Financial Sustainability

KEY PERFORMANCE MEASURES







COMMENTS

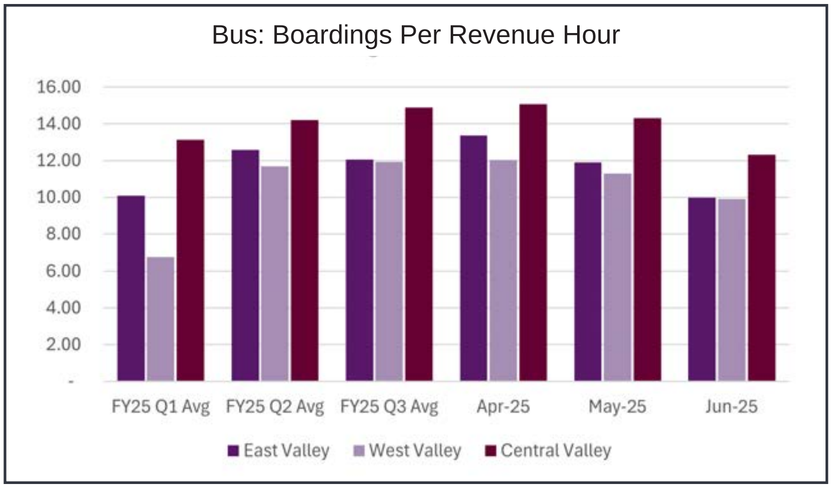
- Valley Metro Service Only.
- Bus farebox recovery is slightly lower compared to FY25 Q3 due to some Q2 and Q3 operating costs being paid in FY25 Q4.

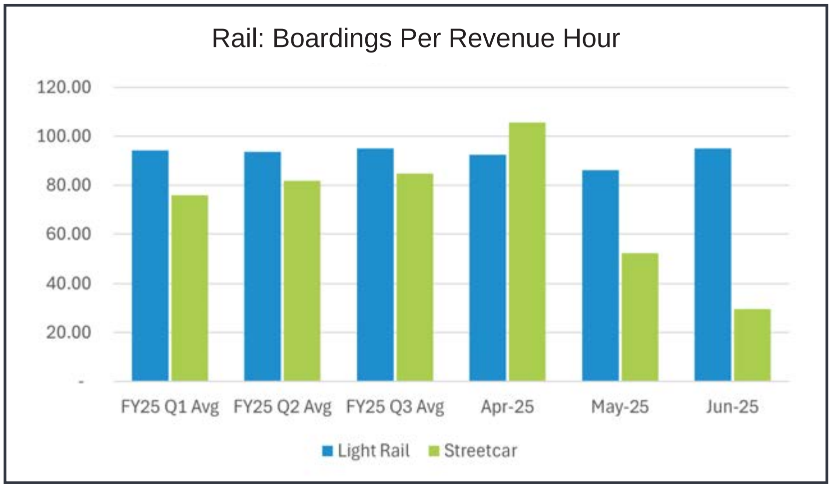
- Rail fare box recovery increased 26% over FY25 Q3. The backlog has been cleared and all reporting is fully up-to-date regarding the new Fare Collection System.

- Bus cost per boarding is up $0.94 compared to FY25 Q3.
- Rail cost per boarding is down as ridership is increasing and June year-end expenses are not yet completed.

Goal 9: Financial Sustainability

KEY PERFORMANCE MEASURES





COMMENTS

- Valley Metro Service Only.
- Across FY25, the Central Valley has the highest boardings per revenue hour due to higher density, more transit-dependent populations and stronger core routes (e.g., Phoenix urban routes).
- The West Valley started significantly lower in Q1 (~6.7 boardings/hour) but jumped up by Q2 (~11.7). This can be attributed to a combination of service adjustments, school year effects and marketing efforts boosting ridership.
- The East Valley carried around 10–13 boardings/hour. This reflects stable commuter and local routes in cities like Mesa and Tempe, but these routes serve less dense portions of the service area than Central Phoenix.

- Even with Light Rail service expansion and frequency improvements increasing revenue hours in June, boardings per revenue hour increased. This is partly due to added boarding and transfer activity at the downtown hub. This ended a trend of YoY losses seen in previous months.
- Data quality checks on rail passenger counters have been conducted through the quarter including manual counts of trip boardings, data processing evaluations and changes over time by location and car. Addressing data loss has also contributed to increased ridership counts in June and will continue into Q1 FY26.
- Streetcar boardings per hour peak in April (~106), surpassing light rail. This coincides with college semester peaks in Tempe (ASU).
- Streetcar's swing from ~30 to ~106 boardings per hour shows its high sensitivity to academic and event schedules, visitor activity and weather. Construction activity on Mill Avenue also likely impacted ridership and travel demand generally in that corridor.

Goal 9: Financial Sustainability (continued)

FY25 INITIATIVE ACTIONS

INITIATIVE	ACTION	STATUS
Develop Long-Term Financial Forecast	Procure financial forecasting software	Contract award recommendation to go to the Board in August. Implementation to commence during FY26.

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 7

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.
Assistant Manager, IT Service Support	APTA Mobility Conference 2025	Austin, TX	4/05/25-4/09/25	$1,663.00	$474.96	$46.20	$825.84	$316.00	
VM Board Member/Tempe Councilmember	Streetcar Summit	Portland, OR	4/28/25-4/30/25	$1,089.59	$464.96	$186.15	$438.48		
Chief Information Officer	APTA Mobility Conference 2025	Austin, TX	4/05/25-4/09/25	$2,208.99	$449.97	$8.26	$1,434.76	$316.00	
Bus Maintenance Specialist	Altec - Truck Inspection	Mt. Airy, NC	5/07/25-05/09/25	$1,525.56	$1,134.96		$248.60	$142.00	
Technical Trainer, MOW	Altec - Truck Inspection	Mt. Airy, NC	5/07/25-05/09/25	$1,801.18	$1,134.96	$255.62	$268.60	$142.00	
Chief Policy & Gov't Relations Officer	APTA 2025 Legislative Conference	Washington, DC	5/18/25-5/20/25	$1,960.77	$874.97	$175.84	$762.96	$118.00	$29.00 [2]
VM Board of Directors	APTA 2025 Legislative Conference	Washington, DC	5/17/25-5/21/25	$2,587.87	$813.97		$1,525.90	$248.00	
VM Board of Directors	APTA 2025 Legislative Conference	Washington, DC	5/17/25-5/21/25	$2,408.27	$543.36	$91.01	$1,525.90	$248.00	
VM Board of Directors	APTA 2025 Legislative Conference	Washington, DC	5/18/25-5/21/25	$2,932.85	$1,095.97	$141.11	$1,492.27	$203.50	
VM Board of Directors	APTA 2025 Legislative Conference	Washington, DC	5/18/25-5/21/25	$2,791.74	$1,095.97		$1,492.27	$203.50	
VM Board of Directors	APTA 2025 Legislative Conference	Washington, DC	5/18/25-5/21/25	$2,731.96	$1,041.96	$32.20	$1,492.30	$165.50	
Oracle ERP Application Analyst	2025 Oracle State, Local, and K12 Forum	Austin, TX	5/12/25-5/14/25	$956.82	$363.96	$100.78	$415.08	$77.00	

Total this reporting period	$24,658.60
Year to Date	**$149,861.19**

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
May 2025

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10003467	5/16/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	7,444,757.67
10003509	5/30/2025	Gillig LLC	Transit Buses - 40ft CNG	5,237,582.00
90000399	5/2/2025	ADP Inc	PPE 04/27/2025 Payroll Liabilities	1,548,403.51
90000410	5/30/2025	ADP Inc	PPE 05/25/2025 Payroll Liabilities	1,464,678.42
90000404	5/16/2025	ADP Inc	PPE 05/11/2025 Payroll Liabilities	1,442,696.15
10003436	5/9/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	959,239.93
10003414	5/2/2025	MJM Innovations	Broker Services	799,858.88
10003495	5/23/2025	MJM Innovations	Broker Services	767,477.70
90000405	5/23/2025	Cigna Health and Life Insurance Company	Health Insurance Premiums	678,639.41
10003472	5/23/2025	Commute with Enterprise	Vanpool Services	510,710.58
90000398	5/2/2025	ASRS	PPE 04/27/25 ASRS Contributions & LTD	394,495.14
90000407	5/30/2025	ASRS	PPE 05/25/25 ASRS Contributions & LTD	393,025.27
90000403	5/16/2025	ASRS	PPE 05/11/25 ASRS Contributions & LTD	391,373.09
10003429	5/9/2025	MJM Innovations	Broker Services	318,521.90
10003427	5/9/2025	National Express Transit Corporation	West Valley Contractred Fixed Route and Maintenance Services	292,424.90
10003415	5/2/2025	MJM Innovations	Broker Services	282,063.59
10003432	5/9/2025	City of Phoenix	RPTA ATS refund billing	239,000.00
10003420	5/2/2025	101 North First Ave LLC	101 Building Rent	201,570.69
10003511	5/30/2025	101 North First Ave LLC	101 Building Rent	201,570.69
10003452	5/16/2025	HDR Engineering Inc	Community Relations Support Services	174,798.55
10003430	5/9/2025	MJM Innovations	Pass Through Provider Costs	140,834.89
10003497	5/23/2025	MTM Transit LLC	Paratransit Eligibility Assessment/Travel Training Services	130,291.03
10003416	5/2/2025	MTM Transit LLC	Paratransit Eligibility Assessment/Travel Training Services	127,914.74
10003435	5/9/2025	Keolis Transit Services LLC	Engines and Transmissions	119,411.29
10003433	5/9/2025	Keolis Transit Services LLC	Engines and Transmissions	117,054.78
10003434	5/9/2025	Keolis Transit Services LLC	Engines and Transmissions	113,159.22
90000411	5/31/2025	Surepays	RPTA Monthly Utilities	110,885.49
10003453	5/16/2025	Magnetry LLC	Marketing and Advertising Services	100,294.02
10003491	5/23/2025	Vix Technology USA Inc	Customer Service Network	95,396.17
1003048	5/2/2025	Regional Transportation Authority of Pi	Ajo 685 Long Route Trips	88,166.24

1003054	5/9/2025	City of Scottsdale, Remittance Processi	PTF Reimbursement	86,146.20
1003061	5/16/2025	Hye Tech Network & Security Solutions L	Eleveo Technology and Audio/Visual Solutions	81,675.54
1003085	5/30/2025	CopperPoint Insurance Company	Rent and CAM Charges	71,371.56
90000406	5/23/2025	Wells Fargo Bank	Monthly Credit Card Charges	67,088.97
10003407	5/2/2025	Nationwide Retirement Solutions Inc	PPE 04/27/2025 Contributions	44,665.73
10003473	5/23/2025	Magnetry LLC	Marketing and Advertising Services	38,284.69
10003442	5/9/2025	QCM Technologies Inc	Information Technology Services	37,944.00
10003499	5/23/2025	Guidesoft Inc	Temporary Staffing	37,357.95
10003486	5/23/2025	Senergy Petroleum LLC	Bulk Fuel	36,979.55
10003489	5/23/2025	Insight Public Sector Inc	State of Arizona Software	36,854.34
10003458	5/16/2025	Senergy Petroleum LLC	Bulk Fuel	34,936.22
10003445	5/9/2025	Senergy Petroleum LLC	Bulk Fuel	34,872.72
1003062	5/16/2025	City of Scottsdale, Remittance Processi	PTF Reimbursement	34,200.00
10003482	5/23/2025	Dell Marketing LP	IT Computer equipment, peripherals and supplies	34,047.69
10003437	5/9/2025	Keolis Transit Services LLC	Engines and Transmissions	30,244.68
1003056	5/9/2025	CopperPoint Insurance Company	Workers Comp Premium Renewal	29,507.40
10003464	5/16/2025	National Express Transit Corporation	West Valley Contractred Fixed Route and Maintenance Services	28,807.13
10003468	5/16/2025	Valley Metro RPTA	Platinum Pass Program Services	27,005.75
				25,678,286.06

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

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
50003259	5/23/2025	Kiewit Infrastructure West Company	CMAR Services for South Central-Downtown Hub	29,383,627.77
50003268	5/23/2025	Siemens Mobility Inc	Light Rail Vehicles	2,219,509.67
50003227	5/16/2025	Alternate Concepts Inc	Transportation Services - Direct Labor Costs	1,457,200.15
50003277	5/30/2025	Alternate Concepts Inc	Transportation Services - Direct Labor Costs	1,425,621.40
50003190	5/2/2025	Jacobs Engineering	Capitol Extension Design	1,292,459.10
50003276	5/30/2025	Allied Universal Security Services	Field Security Officers	1,097,888.90
50003212	5/9/2025	DMS Facility Services Inc	Facilities Maintenance Services/Tempe Streetcar Alignment	1,026,787.32
50003281	5/30/2025	Jacobs Engineering	Capitol Extension Design	622,182.34
50003217	5/9/2025	Hill International Inc	PMCM Services	517,218.61
90000047	5/31/2025	Surepays	VMR Monthly Utilities	469,910.57
50003239	5/16/2025	SDB Contracting Services	JOC-Supplemental Construction Services	423,233.63
50003221	5/9/2025	Stacy and Witbeck Inc	JOC-Supplemental Construction Services	401,460.68
50003263	5/23/2025	Southwest Transit Partners	CAPEX CM Risk Services - Pre-Construction Services	328,606.84
50003209	5/9/2025	Brookville Equipment Corp	Battery Module	321,774.41
5003426	5/2/2025	Peoria Ford	New Vehicle Purchases	271,995.60
50003234	5/16/2025	DMS Facility Services Inc	Facilities Maintenance Services/Tempe Streetcar Alignment	171,131.22
50003260	5/23/2025	Magnetry LLC	Marketing and Advertising Services	147,003.57
50003270	5/23/2025	URW LLC	Landscape Maintenance Services	146,718.80
50003204	5/9/2025	AECOM Technical Services Inc	Design Services for South Central-Downtown Hub	145,974.53
5003441	5/9/2025	B & C Transit Inc	SCADA Support	136,500.00
50003192	5/2/2025	PGH Wong Engineering Inc	System Design Services	129,479.21
50003182	5/2/2025	ARCADIS	Consulting Support Services	104,528.51
5003432	5/2/2025	Motorola Solutions Inc	Public Communication Equipment and Services	96,416.00
50003216	5/9/2025	HDR Engineering Inc	Project Development Support	90,387.13
5003456	5/9/2025	ABB Electrification Canada Inc	HVAC Contactor	80,660.75
5003430	5/2/2025	STV Incorporated	Project Development Support	66,390.97
50003262	5/23/2025	Priscila De Carvalho	SCE - Public Art Services - Fabrication Install	65,000.00
5003452	5/9/2025	STV Incorporated	Project Development Support	44,321.05
50003236	5/16/2025	HDR Engineering Inc	Project Development Support	39,306.35
5003465	5/16/2025	All Fleet Services	Repairs & Maintenance	36,701.03

50003279	5/30/2025	Award Winning Restorations	LRV Accident Repair	34,404.18
50003245	5/16/2025	WEX Bank	Fleet Card Services	32,194.05
50003267	5/23/2025	SRP	Third Party Utilities for SCE	32,086.36
50003264	5/23/2025	StrataTech Education Group	HVACR training	31,500.00
5003481	5/23/2025	Creative Machines Inc	SCE - Public Art Services - Fabrication Install	29,939.00
5003504	5/30/2025	Creative Machines Inc	SCE - Public Art Services - Fabrication Install	27,625.00
5003448	5/9/2025	Refrigeration Supplies Distributor	Tandem scroll compressor	27,104.96
50003240	5/16/2025	Siemens Mobility Inc	Skirt Power Truck and Coupler Cover	26,619.78
50003228	5/16/2025	ARCADIS	Consulting Support Services	25,845.71
50003243	5/16/2025	WSP USA Inc	Community Relations Support Services On-Call	25,004.81
				43,052,319.96

Valley Metro
Travel Reimbursement Report

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.	
Capital Program Biz Manager	WTS International	Toronto, Canada	5/06/25-05/10/25	$2,260.11	$480.71	$20.11	$1,206.18	$485.50	$67.61	1
Chief Executive Officer	APTA 2025 Legislative Conference	Washington, DC	5/18/25-5/20/25	$3,797.66	$1,087.97	$294.30	$1,144.44	$1,270.95		
Manager, Bus Fleet & Tech Support	New Bus Build Pre-Production Inspection	Livermore, LA	5/28/25-5/30/25	$1,169.36	$518.96	$113.10	$307.30	$230.00		
Manager, Supply Chain & Warranty	ISM World 2025	Orlando, FL	5/31/25-6/07/25	$1,859.67	$690.96	$111.71	$850.50	$206.50		
Rail Operations Manager	APTA Rail Conference	San Francisco, CA	6/28/25-7/02/25	$2,103.92	$288.71	$91.99	$1,361.22	$362.00		
Chief Transportation Officer	APTA Rail Conference	San Francisco, CA	6/29/25-7/01/25	$1,352.34	$364.17	$123.06	$680.61	$184.50		
Principal Planner	APTA Rail Conference	San Francisco, CA	6/29/25-7/02/25	$1,619.52	$308.60	$20.00	$1,020.92	$270.00		
Deputy Chief Rail Operations	APTA Rail Conference	San Francisco, CA	6/28/25-7/01/25	$1,584.91	$287.49		$1,020.92	$276.50		

Total this reporting period $15,747.49

Year to Date **$165,608.68**

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
Jun 2025

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10003541	6/7/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	7,448,092.67
10003556	6/13/2025	City of Tempe	EVBOM fuel charges, utilities, staffing, operations and maintenance	5,101,710.10
10003565	6/13/2025	City of Phoenix	Transportation Services for East/West Valley-Fixed & ADA Routes	4,350,361.25
10003595	6/20/2025	City of Phoenix	Transportation Services for East/West Valley-Fixed & ADA Routes	4,350,361.25
10003532	6/7/2025	Gillig LLC	Transit Buses - 40ft CNG	2,244,678.00
90000413	6/13/2025	ADP Inc	PPE 06/08/2025 Payroll Liabilities	1,738,381.11
10003619	6/27/2025	MTM Transit LLC	Paratransit Service & Fuel, Mobility Center Fuel & Trips	1,535,541.39
90000416	6/27/2025	ADP Inc	PPE 06/22/2025 Payroll Liabilities	1,489,557.70
10003537	6/7/2025	MTM Transit LLC	Paratransit Service & Fuel, Mobility Center Fuel & Trips	1,405,165.83
10003583	6/20/2025	MJM Innovations	Broker Services	1,055,666.76
10003598	6/20/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	959,239.93
10003560	6/13/2025	Gillig LLC	Transit Buses - 40ft CNG	748,226.00
90000414	6/27/2025	Cigna Health and Life Insurance Company	Health Insurance Premiums	676,493.67
10003594	6/20/2025	City of Phoenix	RTP Reimbursement	554,198.34
10003601	6/27/2025	Commute with Enterprise	Vanpool Services	541,297.75
10003514	6/7/2025	Commute with Enterprise	Vanpool Services	522,255.80
10003618	6/27/2025	MJM Innovations	Broker Services	436,123.09
1003125	6/20/2025	Hye Tech Network & Security Solutions L	Technology and Audio/Visual Solutions-Commvault	422,838.75
10003536	6/7/2025	MJM Innovations	Broker Services	414,056.01
90000412	6/13/2025	ASRS	PPE 06/08/25 ASRS Contributions & LTD	412,872.08
90000419	6/27/2025	ASRS	PPE 06/22/25 ASRS Contributions & LTD	393,388.33
10003584	6/20/2025	MJM Innovations	Broker Services	337,914.82
10003535	6/7/2025	National Express Transit Corporation	West Valley Contractred Fixed Route and Maintenance Services	300,646.88
10003582	6/20/2025	National Express Transit Corporation	West Valley Contractred Fixed Route and Maintenance Services	284,161.34
10003620	6/27/2025	Guidesoft Inc	Temporary Staffing	193,720.55
10003607	6/27/2025	Scheidt & Bachmann USA Inc	Hardware and Software Maintenance Support	158,264.99
10003552	6/13/2025	Dell Marketing LP	IT Computer equipment, peripherals and supplies	157,029.27
90000420	6/30/2025	Surepays	RPTA Monthly Utilities	123,526.27
1003113	6/13/2025	City of Glendale	PTF Reimbursement	102,476.00
10003581	6/20/2025	Vix Technology USA Inc	Customer Service Network	95,396.17

90000415	6/27/2025	Wells Fargo Bank	Monthly Credit Card Charges	87,980.41
1003123	6/20/2025	CopperPoint Insurance Company	Rent and CAM Charges	71,371.56
10003569	6/20/2025	CHK America Inc	Wayfinding Map Design Services	71,340.00
10003520	6/7/2025	Scheidt & Bachmann USA Inc	Hardware and Software Maintenance Support	63,866.68
1003117	6/13/2025	Regional Transportation Authority of Pi	Ajo 685 Long Route Trips	51,309.65
1003135	6/27/2025	Regional Transportation Authority of Pi	Ajo 685 Long Route Trips	49,701.39
10003517	6/7/2025	Magnetry LLC	Marketing and Advertising Services	45,307.97
10003612	6/27/2025	Senergy Petroleum LLC	Bulk Fuel	44,112.05
10003589	6/20/2025	Transportation Management & Design Inc	Professional Services	42,432.53
10003579	6/20/2025	Senergy Petroleum LLC	Bulk Fuel	41,315.84
10003539	6/7/2025	Transportation Management & Design Inc	Professional Services	39,966.11
10003526	6/7/2025	Senergy Petroleum LLC	Bulk Fuel	37,415.59
10003621	6/27/2025	Clean Energy	CNG Facility Operations & Maintenance	35,754.61
10003547	6/13/2025	Nationwide Retirement Solutions Inc	PPE 06/08/2025 Contributions	32,310.42
10003573	6/20/2025	QCM Technologies Inc	Information Technology Services	32,091.60
10003519	6/7/2025	QCM Technologies Inc	Information Technology Services	31,429.60
10003553	6/13/2025	Greater Phoenix Economic Council	Membership - GREC Invcestment Builder	30,000.00
1003096	6/7/2025	CopperPoint Insurance Company	Workers Comp Premium Renewal	29,507.40
10003542	6/13/2025	Valley Metro RPTA	Platinum Pass Program Services	27,691.00
				39,418,546.51

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

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
50003322	6/13/2025	Kiewit Infrastructure West Company	CMAR Services for South Central-Downtown Hub	25,300,723.01
50003337	6/20/2025	Alternate Concepts Inc	Transportation Services - Direct Labor Costs	1,787,476.67
50003349	6/20/2025	Siemens Mobility Inc	Light Rail Vehicles	1,265,442.60
50003361	6/20/2025	Inter-Con Security Systems Inc	Field Security Officers	981,336.51
50003313	6/13/2025	ARCADIS	Consulting Support Services	828,172.66
50003345	6/20/2025	Kinkisharyo International LLC	Accident Repair of LRV 123	719,406.00
90000048	6/30/2025	Surepays	VMR Monthly Utilities	531,794.58
50003374	6/27/2025	Jacobs Engineering	Capitol Extension Design	528,302.32
50003320	6/13/2025	HDR Engineering Inc	Project Development Support	504,449.70
50003354	6/20/2025	Centurylink	Third Party Utilities for SCE	461,413.64
50003363	6/20/2025	SRP	Third Party Utilities for SCE	377,387.26
50003312	6/13/2025	AECOM Technical Services Inc	Design Services for South Central-Downtown Hub	362,862.44
50003299	6/7/2025	PGH Wong Engineering Inc	System Design Services	340,564.02
50003381	6/27/2025	Siemens Mobility Inc	LRV Vehicle Communication and Video System Upgrade	307,966.01
50003376	6/27/2025	AECOM Technical Services Inc	Design Services for South Central-Downtown Hub	287,525.67
50003306	6/7/2025	Prestamos CDFI LLC	Small Business Financial Assistance Program	229,818.26
5003603	6/27/2025	Applied Business Communications of Ariz	Camera Replacements	212,322.37
50003350	6/20/2025	Stacy and Witbeck Inc	JOC-Supplemental Construction Services	200,730.34
50003387	6/27/2025	Centurylink	Third Party Utilities for SCE	180,792.00
5003585	6/27/2025	STV Incorporated	Project Development Support	165,007.45
50003336	6/20/2025	AECOM Technical Services Inc	Design Services for South Central-Downtown Hub	148,098.69
50003391	6/27/2025	Alliant Insurance Services Inc	Travelers Property Insurance - SCE-DH	118,171.00
50003321	6/13/2025	Jacobs Engineering	Project Development Support	117,819.00
5003589	6/27/2025	Motorola Solutions Inc	Public Communication Equipment and Services	117,542.48
50003298	6/7/2025	Magnetry LLC	Marketing and Advertising Services	114,056.67
50003359	6/20/2025	Southwest Transit Partners	CAPEX CM Risk Services - Pre-Construction Services	104,721.98
50003338	6/20/2025	ARCADIS	Consulting Support Services	104,156.11
50003365	6/20/2025	SRP	Third Party Utilities for SCE	102,505.93
50003308	6/7/2025	Kone Inc	NWEII Escalator and Elevator Extended Warranty	84,011.44
50003287	6/7/2025	AECOM Technical Services Inc	Environmental Services Support	81,934.50

50003289	6/7/2025	ARCADIS	Consulting Support Services	78,906.08
50003379	6/27/2025	Magnetry LLC	Marketing and Advertising Services	66,286.00
50003373	6/27/2025	HDR Engineering Inc	Project Development Support	62,635.17
50003323	6/13/2025	PGH Wong Engineering Inc	System Design Services	42,591.71
50003383	6/27/2025	URW LLC	Landscape Maintenance Services	42,352.31
5003516	6/7/2025	Convergent Print Group LLC	Printing Services-Wraps	35,473.40
50003380	6/27/2025	PGH Wong Engineering Inc	System Design Services	33,965.54
50003328	6/13/2025	WSP USA Inc	Service Planning Support	30,322.04
50003333	6/13/2025	Sherwood Electromotion Inc - Canada	Traction Motor Repairs	29,025.00
50003310	6/7/2025	WEX Bank	Fleet Card Services	26,885.28
50003315	6/13/2025	Award Winning Restorations	Accident Repair	26,612.75
				37,141,566.59

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 8

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

August 21, 2025

Valley Metro RPTA
Board of Directors
Thursday, August 28, 2025
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended

CONSENT AGENDA

1A.	Minutes Minutes from the June 12, 2025, Board meeting are presented for approval.	1A. For action
1B.	Federal Transit Administration Pass-Through Grant Amendments Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute IGA amendments with the City of Phoenix.	1B. For action
1C.	Professional Development Training Services Contract Award Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Franklin Covey Client Sales, Inc. for education, management, leadership, and personal development resources expiring on December 31, 2029, with an aggregate value of $107,475.	1C. For action
1D.	Business Advanced and Compliance Complete eLearning Contract Award Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Skillsoft, LLC. for eLearning and talent management solutions expiring on November 19, 2028, with an aggregate value of $84,000.	1D. For action

1E. Vehicle Technical Consultants Contract Extension	1E. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute the available two-year extension with Vehicle Technical Consultants to provide bus inspection services.

REGULAR AGENDA

2. Demand Response Scheduling Software Contract Award	2. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with RideCo US, Inc., for demand response scheduling software, with a one-year initial term and four one-year options to extend. The aggregate value will not exceed $2,143,831.

3. Paratransit Vehicle Replacements Contract Award	3. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a cooperative contract with Model 1 Commercial Vehicles to procure replacement vehicles in an amount not exceeding $4,058,150.

4. Report on Current Events and Suggested Future Agenda Items	4. For information

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

5. Next Meeting	5. For information

The next Board meeting is scheduled for **Thursday, September 18, 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 website.

Meeting Minutes

August 21, 2025 **AGENDA ITEM 1A**

Valley Metro RPTA Boards of Directors
Thursday, June 12, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

Meeting Participants

Councilmember OD Harris, City of Chandler, RPTA Board Chair
Councilmember Jennifer Adams, City of Tempe, RPTA Board Vice Chair
Councilmember Max White, City of Avondale, RTPA Treasurer
Councilmember Jamaine Berry, City of Buckeye (phone)
Councilmember Monica Dorcey, City of El Mirage
Councilmember Peggy McMahon, Town of Fountain Hills
Councilmember Kenny Buckland, Town of Gilbert
Vice Mayor Lauren Tolmachoff, City of Glendale
Vice Mayor Wally Campbell, City of Goodyear (phone)
Councilmember Francisco Heredia, City of Mesa (phone)
Councilmember Jon Edwards, City of Peoria
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)
Vice Mayor Jimmy Davis, City of Tolleson (phone)
Mayor BG Bratcher, Town of Wickenburg (phone)
Mayor Michael Le Vault, Town of Youngtown (phone)

Members not Present

Supervisor Steve Gallardo, Maricopa County

Chair Harris called the meeting to order at 1:28 p.m.

Chair Harris said welcome to the Valley Metro RPTA meeting. We will convene -- do we need to do a roll call, Pat? All right. We will convene the meeting and welcome the members to the -- to June -- the June meeting.

1. Consent Agenda

Chair Harris said the Consent Agenda is presented for approval. If there's any questions or concerns, I will request a motion and a second to approve the Consent Agenda -- Agenda items for 1A and 1B.

1A. Minutes
1B. Review of the Bus (non-rail mode) Public Transportation Agency Safety Plans (PTASP)

Councilmember White said Chair, I just want to make the same recommendations on the minutes for this agenda prior to moving to accept the Consent Agenda.

Chair Harris said okay. The amendments to make sure that they're duly noted. All right.

Vice Mayor Tolmachoff said I move approval of the Consent Agenda with the amended minutes.

Councilmember White said I second.

It was moved by Vice Mayor Tolmachoff, seconded by Councilmember White and unanimously carried to approve consent agenda items 1A and 1B.

2. Election of FY26 Board Officers and Subcommittee Members

Chair Harris said the next item on the agenda is the election for the FY26 board officers and subcommittee members. At this time you can see the names that are nominated are RPTA board chair Councilmember Jennifer Adams for the City of Tempe, RPTA board vice chair Councilmember Max White for the City of Avondale, RPTA board treasurer Councilmember Laura Pastor of City of Phoenix.

The Audit and Finance Subcommittee for a two-year term for July 1, 2025 through June 30, 2027 Councilmember Max White of Avondale.

Valley Metro RPTA and Valley Metro Rail joint board subcommittee July 1, 2025 through June 30, 2026. Councilmember Max White, City of Avondale and Vice Mayor Lauren Tolmachoff from City of Glendale.

I'm going to request a motion and a second to approve the FY 2026 board officers and subcommittee members.

IT WAS MOVED BY COUNCILMEMBER EDWARDS, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO ELECT THE SLATE OF BOARD OFFICERS AND SUBCOMMITTEE MEMBERS AS PRESENTED.

Well, congratulations to the new slate. Congratulations. I am honored to have served as the board chair, and it's been such a great journey serving with amazing staff that we have here at Valley Metro uh and serving as you guys this chair has been a really remarkable a great journey. For me, I'm not going nowhere. I'm simply just moving my roles, okay, but I'm making room for new leadership and that's always a good thing because there should be room for new leadership.

And so with that being said I am going to allow our new chair to share some words and whatever you want to do. And then I'm going to let the others who have got new roles to say some words and yeah, go from there.

Councilmember Adams said thank you for the support. I really appreciate it. OD, you've done a great job and really, you know, through some difficult times but we've made it and I have big shoes to fill. I know I do. And I'll do my best to fill those shoes and keep moving this organization forward in a positive direction. And I'm very confident that that's going to happen with the crew that we have. So thank you.

Chair Harris said congratulations. And what about the new vice chair?

Councilmember White said I humbly accept and need to make sure I win my election. Thank you so much, sir.

Chair Harris said Laura, do you have anything that you want to add?

Councilmember Pastor said I just want to thank you for being chair. It's been a great year of your chairmanship. We've had a great ride and one last piece that we went through and have enjoyed sitting next to you and being part of it.

Chair Harris said well, with that being said, thank you all and thank you everyone.

4. Next Meeting

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

Chair Harris said we'll move on to the next item which is our next meeting which is -- what -- oh, somebody. Go ahead.

3. Report on Current Events and Suggested Future Agenda Items

Councilmember White said yes. I'm reporting on current events. I just wanted to share with the board that Avondale We Ride will be hitting over a hundred thousand passenger trips this fiscal year. Just wanted to thank Valley Metro for the support of that program. Also, we have started our heat relief water program on our We Ride service for residents who are traveling on microtransit this summer.

Also, need to just be mindful and acknowledge that We Ride will be sunsetting in Surprise as well. So thank you so much, Chair, for your service and thank you again.

Vice Mayor Davis said I just wanted to comment on a comment earlier. Someone said for them to ride the light rail to Chandler for the Pride flag raising ceremony and I just want to say I cannot wait for the day that I can ride the light rail from Tolleson or somewhere Avondale, Buckeye, somewhere in the West Valley to go to the East Valley for an event. So I'm looking forward to that day and I hope that we can continue to work to make that happen.

Chair Harris said thou have said it. Vice Mayor Jimmy Davis, thank you so much. With that being said, is there any more announcements? All right. Thank you. Thank you to everyone.

4. Next Meeting

The next board meeting is Thursday August 28, 2025 at 11:15 a.m. Thank you.

With no further discussion the meeting was adjourned at 1:34 p.m.

Executive Summary

DATE **AGENDA ITEM 1B**
August 21, 2025

SUBJECT
Federal Transit Administration Pass-Through Grant Amendments

COST AND BUDGET
No changes to cost or budget. The grant funds will offset expenses, reducing the use of Public Transportation Funds and funding from member cities.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute IGA amendments with the City of Phoenix for the listed grants.

STRATEGIC PLAN ALIGNMENT
- Goal 9: Financial sustainability
    - Initiative 9.3: Maximize revenue generation, including advertising, farebox recovery, and discretionary/competitive grant opportunities.

COMMITTEE PROCESS
RTAG: July 15, 2025 for information
TMC: August 6, 2025 approved
Board of Directors: August 28, 2025 for action

CONTACT
Ken Kessler
Chief Financial Officer
kkessler@valleymetro.org

ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION
Valley Metro has requested extensions to the pass-through grant agreements AZ-2020-051 and AZ-2022-003 with the City of Phoenix which will expire on September 30, 2025. The extensions are needed to allow additional time to complete the project identified in the grant. The table below summarizes the requested changes:

Grant	FTA Program	Federal Share (Remaining)	Local Share (Remaining)	Regional (Remaining)	Total (Remaining)
AZ-2020-051	Section 5339	$380,000	-	$67,059	$447,059
AZ-2022-003	Section 5307 Capital Funds	$8,330,415	-	$1,492,798	$9,823,213

- The agreement with the City of Phoenix for funds from Section 5339 *Buses and Bus Facilities Formula Grants* will expire on September 30, 2025. An extension until December 31, 2026, is needed as additional time is needed to use the grant award monies for bus purchases. The funding will be used to pay for new 30' rural buses.
- The agreement with the City of Phoenix for funds from Section 5307 Capital Funds, *Urbanized Area Formula Grants,* will expire on September 30, 2025. An extension until December 31, 2026, is needed to provide additional time to use the grant award monies for bus purchases. The funding will be used for 40' replacement and 60' articulated buses.

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

This item serves the Agency's strategic plan by providing financial sustainability by offsetting expenses and reducing the net cost to the Public Transportation Fund or member city budgets.

Federal Transit Administration Pass-Through Grant Agreements

VALLEY METRO

1

FTA Pass-Through Agreements

Grant Extension until December 31, 2026

		Remaining Funding			
Grant	FTA Program	Federal Share	Local Share	Regional	Total
AZ-2020-051	Section 5339	$380,000	$67,059		$447,059
AZ-2022-003	Section 5307 Capital Funds	$8,330,415	$1,492,798		$9,823,213

- Grant agreements AZ-2020-051 and AZ-2022-003 will expire on 9/30/25.
- Extension needed to provide additional time to receive reimbursement for the cost of 30’ foot rural buses (AZ-2020-051) and 40’ replacement and 60’ articulated buses (AZ-2022-003)

2

VALLEY METRO

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute IGA amendments with the City of Phoenix for the listed grants.

VALLEY METRO

Executive Summary

DATE **AGENDA ITEM 1C**
August 21, 2025

SUBJECT
Professional Development Training Services Contract Award

COST AND BUDGET
Cost for the full term is $107,475 with no contingency.

For FY26, the Agency contract obligation is $35,825, which is fully funded within the adopted FY26 Operating and Capital Budget. Contract obligations beyond FY26 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY30).

The source of funds is Regional Area Road Funds (RARF).

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Franklin Covey Client Sales, Inc. for education, management, leadership, and personal development resources expiring on December 31, 2029, with an aggregate value of $107,475.

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

- Goal 2: Invest In Talent
    - Initiative 2.2: Retain current employees through a workplace and culture that engages, supports, and develops staff.

COMMITTEE PROCESS
RTAG: July 15, 2025, for information
TMC: August 6, 2025, approved
Board of Directors: August 28, 2025, for action

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

ATTACHMENT
A draft of the contract is available upon request.

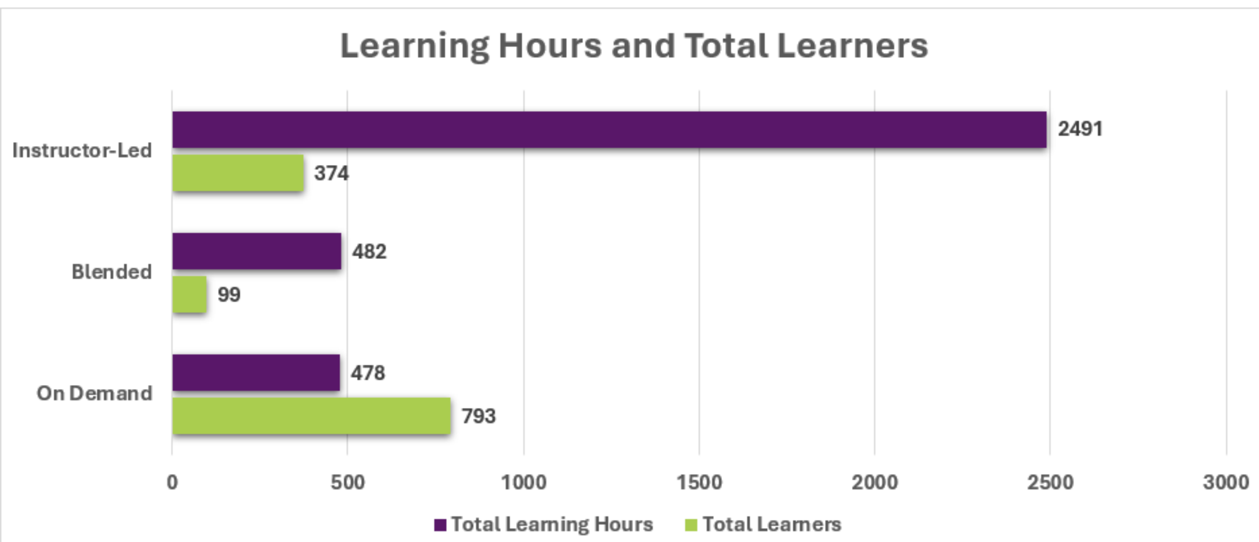
Background Information

BACKGROUND DISCUSSION

Valley Metro continues to support employee learning and development through the FranklinCovey All Access Pass (AAP). This platform provides unlimited access to 32 content areas, 6 assessments, 143 FranklinCovey Insights (10–15-minute video-based courses), 64 eLearning courses, and Jhana, which offers bite-sized management and leadership guidance. Facilitator tools include unlimited virtual facilitator certifications, session PowerPoints, program videos, and the ability to customize and deliver content in various ways.

In FY25, employees completed a total of 3,451 learning hours, marking a 13% increase from FY24. A total of 419 employees participated in learning activities, and 62.8% of learners used on-demand (eLearning) resources, indicating strong interest in flexible, self-paced options.

Learning hours consist of instructor-led learning, blended learning (A mix of instructor-led and eLearning), and on-demand learning (eLearning). Valley Metro utilizes All Access Pass and Skills Soft not only as our eLearning platforms, but also as a content provider for our blended and instructor-led courses, which are accessible to all Valley Metro Employees. **Below is a chart for a breakdown of learning usage during FY25.**



Purchasing under a cooperative contract saves Valley Metro resources due to the simplified acquisition process and leverages the purchasing power of larger agencies. The three-year term with firm-fixed pricing includes a 10% multi-year discount, resulting in a net total increase of 7% from the previous contract.

Purchase	Vendor	Contract	Cost
All Access Pass	Franklin Covey Client Sales, Inc.	State Contract: CTR068710, Professional Development Consultation and Training Services	FY26 $35,825 FY27 $35,825 FY28 $35,825
		Total	**$107,475**

PROCUREMENT INFORMATION
In accordance with the Agency's Joint Procurement Manual, standard competition was waived as a result of an approved Determination memo based upon the following reason: Special Circumstances – Alternative Competition. The Professional Development Consultation and Training Services contract was awarded using a competitive process consistent with the Agency's Joint Procurement Manual.

CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract will begin on or about August 28, 2025, and end December 31, 2029, with no options to extend.

Executive Summary

DATE **AGENDA ITEM 1D**
August 21, 2025

SUBJECT
Business Advanced and Compliance Complete eLearning Contract Award

COST AND BUDGET
Cost for the full term is $84,000 with no contingency.

For FY26, the Agency contract obligation is $42,000, which is fully funded within the adopted FY26 Operating and Capital Budget. Contract obligations beyond FY26 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY30).

The source of funds is Regional Area Road Funds (RARF).

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Skillsoft, LLC. for eLearning and talent management solutions expiring on November 19, 2028, with an aggregate value of $84,000.

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

- Goal 2: Invest In Talent
  - Initiative 2.2: Retain current employees through a workplace and culture that engages, supports, and develops staff.

COMMITTEE PROCESS
RTAG: July 15, 2025, for information
TMC: August 6, 2025, approved
Board of Directors: August 28, 2025, for action

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

ATTACHMENT
A draft of the contract is available upon request.

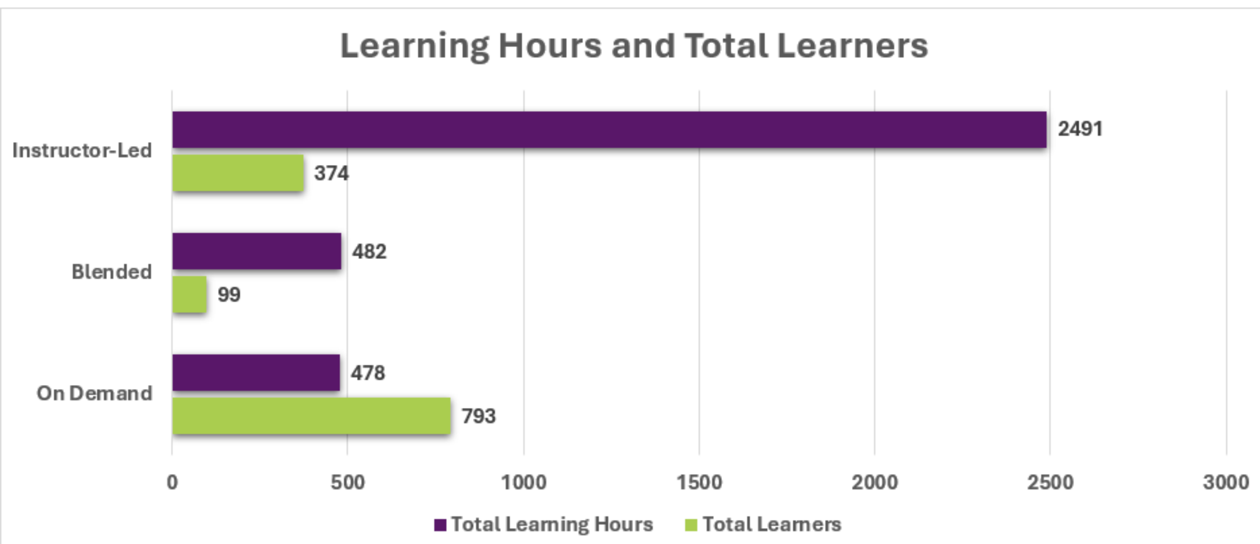
Background Information

BACKGROUND DISCUSSION

The Skillsoft eLearning library includes over 3000 self-paced eCourses including essential topics such as business-related professional development; collaboration and productivity tools including MS Office, Adobe, SharePoint, Power BI, Asana, Webex, etc; as well as digital transformation and software development topics geared towards IT staff. In addition, the compliance library includes legal compliance, workplace health and safety, as well as environmental and transportation-related topics.

In FY25, employees completed a total of 3,451 learning hours, marking a 13% increase from FY24. A total of 419 employees participated in learning activities, and 62.8% of learners used on-demand (eLearning) resources, indicating strong interest in flexible, self-paced options.

Learning hours consist of instructor-led learning, blended learning (A mix of instructor-led and eLearning), and on-demand learning (eLearning). Valley Metro utilizes Skill Soft and All Access not only as our eLearning platforms, but also as a content provider for our blended and instructor-led courses, which are accessible to all Valley Metro Employees. **Below is a chart for a breakdown of learning usage during FY25.**



Purchasing under a cooperative contract saves Valley Metro resources due to the simplified acquisition process and leverages the purchasing power of larger agencies. The two-year term with firm-fixed pricing includes an 8% multi-year discount, resulting in a net total increase of 7% from the previous contract.

Purchase	Vendor	Contract	Cost
Skillsoft eLearning Library	Skillsoft, LLC	GSA Contract: 47QTCA19D002B Business Advance and Compliance Complete eLearning library	FY26 $42,000 FY27 $42,000
		Total	**$84,000**

PROCUREMENT INFORMATION
In accordance with the Agency's Joint Procurement Manual, standard competition was waived as a result of an approved Determination memo based upon the following reason: Special Circumstances – Alternative Competition. The Business Advance and Compliance Complete eLearning Library contract was awarded using a competitive process consistent with the Agency's Joint Procurement Manual.

CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract will begin on or about September 14, 2025, and end November 19, 2028, with no options to extend.

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 1E

SUBJECT
Vehicle Technical Consultants - Bus Inspection Services Contract Amendment

COST AND BUDGET
Cost for the extension period is estimated to be $50,000. No additional contract authority is requested.

For FY26, the contract obligation is fully funded within the adopted FY26 Operating and Capital Budget. Contract obligations beyond FY26 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 make a contract modification with Vehicle Technical Consultants, Inc. for bus inspection services to execute the two-year option to extend.

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: July 15, 2025 for information
TMC: August 6, 2025 approved
Board of Directors: August 28, 2025 for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valeymetro.org

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

Background Information

BACKGROUND DISCUSSION
Valley Metro uses a third-party contractor for its vehicle inspection services for ongoing bus inspections at four operations and maintenance facilities, new bus factory inspections, and Buy America compliance reviews. These contracted services ensure Valley Metro meets or exceeds all Federal Transit Administration (FTA) maintenance and procurement oversight requirements.

However, Valley Metro has recently insourced the ongoing bus inspections at the four operations and maintenance facilities.

This contract extension will only be used for new vehicle production/inspections carried out at the factory to ensure vehicles are mechanically sound and ready for service before final payment and review bus purchases for Buy America parts and component documents per FTA guidelines.

In August 2020, Valley Metro awarded this contract. Orignal contract terms were for five years with one two-year option, staff is recommending the exercise of the available two-year option.

1

Vehicle Technical Consultant Contract Award

- New Vehicle production and inspections at the factory
- Review bus purchases for Buy America compliance
- Verify vehicles are mechanically sound and ready for service

2

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute the two-year extension with Vehicle Technical Consultants to provide bus inspection services.

3

3

Executive Summary

DATE **AGENDA ITEM 2**
August 21, 2025

SUBJECT
Demand Response Scheduling Software Contract Award

COST AND BUDGET
Cost for the full contract term is $1,948,937, plus 10% contingency of $194,894, for a total value of $2,143,831.

The contract obligation plus contingency value is included in the FY26 Operating and Capital Budget. Contract obligations beyond FY26 are incorporated into the Five-Year Operating Forecast and Capital Program (FY26 through FY30).

The source of funds is Public Transportation Funds.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with RideCo US, Inc., for demand response scheduling software, with a one-year initial term and four one-year options to extend. The aggregate value will not exceed $2,143,831.

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

- Goal 8: Operational excellence
  - Tactic 8.1: Optimize service performance to meet current and evolving regional transit needs

COMMITTEE PROCESS
RTAG: July 15, 2025, for information
TMC: August 6, 2025, approved
Board of Directors: August 28, 2025, for action

CONTACT
Tom Young
Deputy Chief, Bus and Paratransit Operations
tyoung@valleymetro.org

ATTACHMENT
A copy of the contract is available upon request.

Background Information

BACKGROUND DISCUSSION
This contract is needed to provide a unified demand response scheduling software for ADA paratransit, RideChoice, route deviated services, and future microtransit services.

On September 10, 2020, the Board of Directors authorized the consolidation of administrative functions for demand response programs into a single brokerage contract. The consolidation was to encompass reservations/scheduling functions for regional ADA paratransit and RideChoice programs, better match customers with the most cost-effective service to meet their needs and eliminate duplication of administrative functions between programs.

On October 1, 2023, MJM Innovations began brokering the ADA Paratransit service. However, due to the inability for the current software vendor to make the necessary modifications to allow for the management of RideChoice, the consolidation of program administration has not been completed. Currently, the two programs continue to be managed separately utilizing Trapeze Pass software for scheduling and dispatching of ADA Complementary Paratransit and EZTransport for scheduling and brokering of the RideChoice program trips.

The selected demand response scheduling software is capable of managing all demand response programs (ADA Paratransit, RideChoice, and Microtransit) on the same platform, enabling Valley Metro to consolidate administration for all demand response programs.

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

Seven offerors submitted proposals deemed responsive and responsible. An evaluation committee comprised of Valley Metro staff and member city staff evaluated the offers based on the following criteria with a maximum possible point total of 1,000:

- Technical Requirements (0 – 200 points)
- Implementation Plan and Timeline (0 – 200 points)
- Qualifications and Experience (0 – 200 points)
- Pricing (0 – 100 points)
- Demonstrations (0 – 250 points)

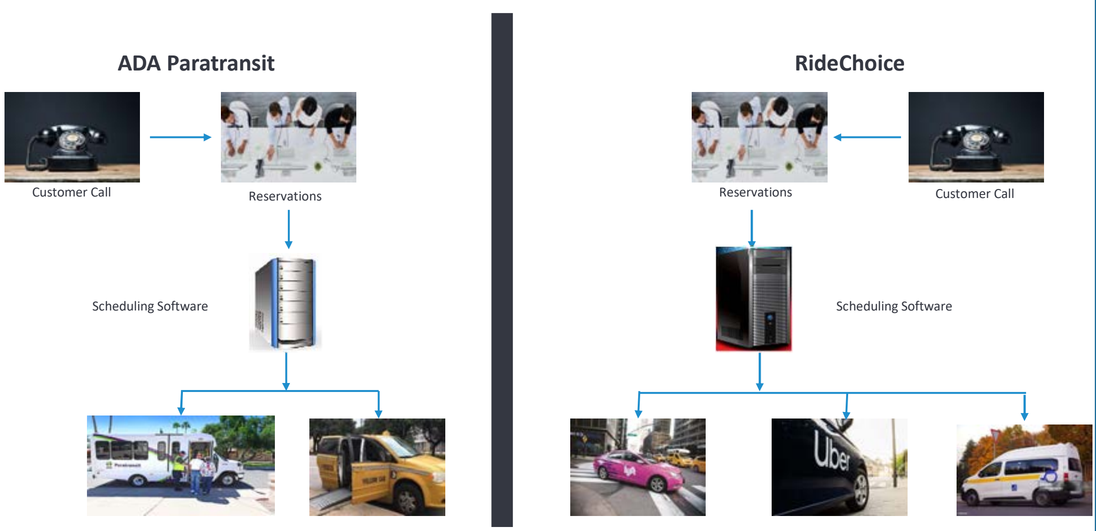
After reaching consensus, the evaluation committee recommends an award to RideCo US, Inc., based on the following results:

- RideCo US, Inc. 910 points
- Spare Labs, Inc. 842 points

CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract will begin on or about September 1, 2025, for an initial one-year term with four one-year options to extend, for a maximum term of five years.

1

Demand Response Scheduling Software – Current System

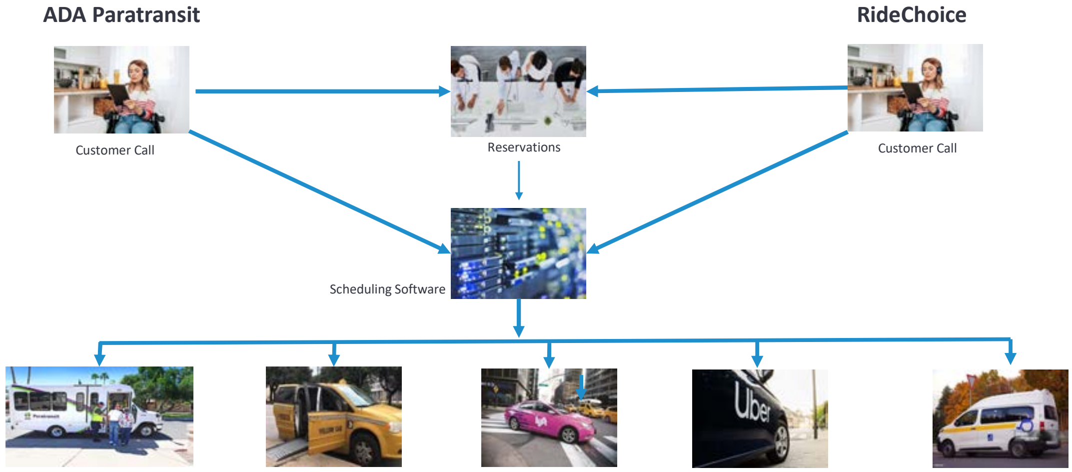


2

VALLEY METRO

2

Demand Response Scheduling Software – New System

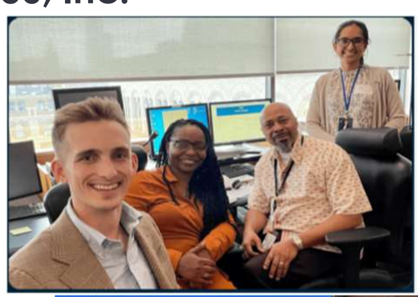


3

3

Authorization to Award Demand Response Scheduling Software Contract to RideCo US, Inc.

- Platform ability:
  - ADA Paratransit service
  - RideChoice services
  - Route deviated services
  - Microtransit services
- Customer enhancements:
  - Mobile and Web App (customers)
  - Electronic Fare
  - Trip Notification
- Large US Cities Partnering with RideCo
  - Philadelphia, PA
  - Houston, TX
  - San Antonio, TX
  - Las Vegas, NV
  - Kansas City, MO



4

4

Recommendation

Staff recommends that the Board of Directors authorizer the Chief Executive Officer to execute a one-year contract with four one-year options with RideCo US, Inc. ("Contractor"), for demand response scheduling software in an aggregate of $2,143,831.

Executive Summary

DATE **AGENDA ITEM 3**
August 21, 2025

SUBJECT
Paratransit Vehicle Replacements Contract Award

COST AND BUDGET
Cost for the full term is $3,864,905, including a 5% contingency in the amount of $193,245 for an aggregate amount of $4,058,150.

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

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

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a cooperative contract with Model 1 Commercial Vehicles to procure replacement vehicles in an amount not exceeding $4,058,150.

STRATEGIC PLAN ALIGNMENT
This item relates to and supports the following goals and strategies in the 2025 Strategic Plan,

- Goal 1: Deliver excellent customer experience
  - Replacing buses on a regular scheduled basis will enhance the overall operation and reliability of the service.
- Goal 8: Operational Excellence
  - New vehicles directly influence vehicle reliability and safety.

COMMITTEE PROCESS
RTAG: July 15, 2025, for information
TMC: August 6, 2025, approved
Board of Directors: August 28, 2025, for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valleymetro.org

ATTACHMENT(S)
A draft of the contract is available upon request.

Background Information

BACKGROUND DISCUSSION

Paratransit cut-away-style bus replacements are for use in the paratransit ADA service. The ADA Paratransit fleet consists of 103 cutaway and minivan-style vehicles.

Currently, 25 vehicles have exceeded the FTA recommended minimum useful life of 5 years or 150,000 miles. One (1) bus will replace a vehicle that was totaled in an accident, bringing the total number of vehicles being purchased for the ADA service to 21. Regular replacement of revenue vehicles enhances reliability and safety, while also improving the passenger experience. Five (5) buses will replace buses used in the Rual Route 685 service that have exceeded their FTA recommended minimum useful life.

Including contingency, the total contract cost for all vehicles is estimated to be $4,058,150. Federal Grant funds come from a variety of sources based on the designated service. PTF provides the local match. Funds for each bus purchase are listed in Table 1 below:

Table 1

Bus Quantity	Fund Source	Federal Grant %	Local Match %	Grant Amount	Match Amount	Total
20	Federal	85%	15%	$2,488,749	$439,191	$ 2,927,940
5	Federal	85%	15%	$ 675,657	$119,233	$ 794,890
					Total	$ 3,722,830
					5% Contingency	$ 186,142
					Total	**$ 3,908,972**

Table 2 reflects the purchase of one replacement vehicle that was totaled last year.

Bus Quantity	Subrogation Proceeds	PTF Funds	Total
1	$36,822	$ 105,253	$ 142,075
		5% Contingency	$ 7,104
		Total	**$ 149,179**

PROCUREMENT INFORMATION

In accordance with the Agency's Joint Procurement Manual, standard competition was waived based upon the following reason: Special Circumstances – Alternative Competition. The Arizona State Procurement Office contract CTR054848 was awarded using a competitive process consistent with the Agency's procurement processes set forth in the Joint Procurement Manual.

CONTRACT TYPE AND TERM

The contract is a firm fixed-price contract. The contract was awarded May 1, 2021, with a maximum end date of April 30, 2026.

Paratransit Vehicle Replacements Contract Award

1

Paratransit Vehicles

20 New Vehicles for the Paratransit ADA Fleet

5 New Vehicles for the AJO Service

1 New Replacement for a prior accident for the ADA Service

2

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to begin the solicitation process for 26 paratransit style cutaway buses for an amount not to exceed $4,058,150.

Executive Summary

DATE **AGENDA ITEM 4**
August 21, 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

August 21, 2025

Valley Metro Rail
Board of Directors
Thursday, August 28, 2025
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

CONSENT AGENDA

1A.	Minutes Minutes from the June 19, 2025, Board meeting are presented for approval.	1A. For action
1B.	Light Rail Vehicle (LRV) Window Glass Contract Amendment Staff recommends that the Board of Directors authorize the Chief Executive Officer to exercise four one-year options to extend with Custom Glass Solutions of Trumbauersville, LLC for LRV window glass to expire on May 31, 2029.	1B. For action
1C.	Thomas/Central Ave Station Point of Interest Name Staff recommends that the Board of Directors approve "Creighton University" as the new Point of Interest name for the Thomas/Central Ave light rail station.	1C. For action

REGULAR AGENDA

2.	Program Management/Construction Management (PM/CM) Contract Award Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Infenix, LLC, for program management and construction management services, with a five-year initial term and three one-year options to extend. Aggregate contract value will be established at $43,400,000 for the base term.	2. For action

3.	Crime Prevention Through Environmental Design (CPTED) Study	3.	For information

Staff will present the study's preliminary recommendations and solutions along both the light rail and streetcar systems will be Staff will present the presented. These include modifications to light rail stations and streetcar stops, traction power substations, signal building lighting and target hardening, and changes to park-and-ride facilities to facilitate higher levels of security.

4.	Report on Current Events and Suggested Future Agenda Items	4.	For information

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

5.	Next Meeting	5.	For information

The next Board meeting is scheduled for **Thursday, September 18, 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

August 21, 2025 **AGENDA ITEM 1A**

Valley Metro Rail Boards of Directors
Thursday, June 12, 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**
Councilmember O.D. Harris, City of Chandler
Councilmember Jennifer Adams, City of Tempe

The chair called the meeting to order at 1:34 p.m.

Chair Heredia said I'm going to convene the meeting and welcome members to the June meeting.

1. Consent Agenda

Chair Heredia said the first item on the agenda is our Consent Agenda presented for action.

1A. Minutes
1B. Public Transportation Agency Safety Plan (PTASP-RAIL) Annual Review

Chair Heredia said are there any committee members that have any items they want to remove or discuss? Pat, if you can help me.

Ms. Dillon said sure. There are no questions from the Valley Metro Rail Board.

Chair Heredia said all right. Perfect. I request a motion and a second to approve the Consent Agenda.

IT WAS MOVED BY COUNCILMEMBER PASTOR, SECONDED BY COUNCILMEMBER ADAMS AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS 1A AND 1B.

2. Light Rail Vehicle Electrical Repair Contract Amendment

Chair Heredia said item number 2 is Light Rail Vehicle Electrical Repair Contract Amendment. I'll ask Jessica Mefford-Miller to introduce this item.

Ms. Mefford-Miller said good afternoon, members of the VMR board. Mr. Chair, thank you. We have an item before you this morning for purchase of an extension with Integrated Power Services, LLC and Sherwood Electromotion to provide light rail vehicle repairs on traction motors. This contract would extend through August 9th of 2027. Darren Curry, Chief Maintenance Officer, is here to answer any questions the board may have on this item.

Chair Heredia said I'm back. Sorry. Lost connection.

Councilmember Pastor said there are no questions.

Chair Heredia said no questions. All right. Sounds good. Do I have a motion and a second? Motion by Vice Mayor Adams, second by Councilmember Pastor.

IT WAS MOVED BY COUNCILMEMBER ADAMS, SECONDED BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO 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.

2. Purchase of Three Light Rail Vehicles Contract Award

Chair Heredia said item number 3 - Purchase of Three Light Rail Vehicles Contract Award. Jessica.

Ms. Mefford-Miller said thank you, Mr. Chair. The item before you is to -- is a request to allow Valley Metro to enter into a contract with Siemens Mobility for the purchase of three S700 light rail vehicles. These would be the same articulated low floor light rail vehicles that we recently acquired through a contract to support the South Central Extension and Northwest Phase II Extensions.

We have found over time that our light rail running times have decreased -- or have increased because our speed has decreased and as the system has expanded, we would like to increase our base fleet assumptions by two. We must also replace a light rail vehicle that was damaged in a collision in 2021.

We have worked with Siemens Mobility to identify a contract vehicle that would allow us to purchase this rather small LRV purchase. We're typically coming in and buying quantities much larger than three but Orange County Transit Authority, who plans to open their project in this fall has options on an existing contract that expire at the end of this month for S700 low floor light rail vehicles. We have an opportunity to piggyback on that existing OCTA contract with Siemens and avail ourselves of the opportunity to purchase three light rail vehicles without beginning a new specification and competitive solicitation process.

We've worked very closely with our three member rail cities Phoenix, Tempe and Mesa to identify federal funding streams as well as local funding streams that would be the operating budget underrun for the current fiscal year for FY25 that would support the purchase of these LRVs.

This is especially critical as we've just gone through a major expansion of our system and at the same time our original light rail vehicles are undergoing midlife overhauls. Those are our Kinkisharyo vehicles.

So in order to sustain the level of service that we have just implemented this past Saturday with 12-minute frequency on light rail and streetcar during peak periods to support the many special events that we do throughout the Valley and to perform our state of good repair preventative maintenance, we would like to increase the fleet by this number.

Are there any questions that I or Darren Curry, our Chief Maintenance Officer, may answer for the board?

Chair Heredia said are there any questions?

Jessica, the question -- how many cars does this now put us in operation?

Ms. Mefford-Miller said this puts us up to 76? 74. This puts us from a fleet requirement, Chair Heredia, of 72, though we're currently at 70 right now. It will push us up to 74. We have one remaining train on our current order that has yet to arrive from Siemens. One of those trains would be a replacement for that 2021 total and then we're increasing our fleet size requirement by two. Mr. Curry.

Mr. Curry said our current fleet is sitting at 74. The three additional will move us up to 77.

Ms. Mefford-Miller said Thank you, Mr. Curry. We're sitting at 73, I think, minus the train that has yet to arrive.

Chair Heredia said perfect. Any other questions, comments? All right. Hearing none. Any -- take a motion and a second.

IT WAS MOVED BY COUNCILMEMBER HARRIS, SECONDED BY COUNCILMEMBER ADAMS AND UNANIMOUSLY CARRIED TO 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

Chair Heredia said we'll move on to item number 4, Rail Collision Reduction and Travel Time Optimization Study. Jessica.

Ms. Mefford-Miller said thank you, Mr. Chair, members of the board. Here to present the results of a rail collision and run time optimization study are Scott Miller of HDR. He's joined by Yung Koprowski of -- Y2K, thank you, it's been a long meeting -- of Y2K who have been working with us to identify potential opportunities, causes for our collisions and reduced running time and potential opportunities for speeding up our running time while preventing collisions on the light rail system.

We've had a number of conversations with board and city staff as we've seen a critical spike in collisions in the year 2023, and over time we've seen our run time slow down. We've already worked very closely with our member cities to address the opportunities of the low-hanging fruit, as I like to call it, to reduce collisions and run time, and we've had successes, but we know that there's room for improvement.

Mr. Miller, would you walk us through the work that has been done and provide the board with a little bit of foreshadowing on where we plan to go or hope to go in the future?

Mr. Miller said yes, thank you, CEO Mefford-Miller, and thank you, Mr. Chairman and members of the board.

I want to make some point of clarification on Yung Kopowski. So some of you may know her as a Councilmember at the Town of Gilbert, but she's also a professional engineer and owns her own firm in Arizona, and so her and her firm were very instrumental in helping us advance this project.

Okay. So the purpose of this study was to evaluate potential causes of collisions involving light rail and streetcar. Also, what we looked at was looking at the relationship between light rail collisions and signal time plans, because we knew going into it that there was some relationship there. We wanted to further study that.

We did this with the -- with the end result of trying to identify how we can improve light rail operations through traffic signals, through the corridor, as well as mobility operations for traffic and other modes within the corridor, and first and foremost, safety.

So what brought us to this, as the CEO mentioned, is that from roughly 2016 to 2022, as you can see on the bar chart, light rail collisions within the corridor were steady, if not actually slightly declining, but what happened in 2023 was a significant increase in those collisions, so that prompted some immediate actions by Valley Metro staff. A couple of things were done. There was enhanced training of operators to ensure that they're operating the train safely, and another element was reducing speeds in certain zones within the system. And you can see from 2023, those efforts that were put into place to 2024, light rail collisions and streetcar collisions did reduce. We do sort of -- as you see the last chart on the bar there, you see that in 2025, it's about half a year's worth of data, those collisions are starting to go up, but Valley Metro is working with all of your cities to help improve the situation. And we're going to talk about some of those recommendations that we've already talked about with city staff, and now we're presenting that information to you.

I think it's really important to understand that the number one cause of collisions in this time period that you see here is left turns. These are vehicles turning left in front of trains at intersections. That accounts for more than 50 percent of all the collisions, and importantly is the number of pedestrian collisions. So that number may look low, but I think we all know that any incident with a pedestrian has the potential to be fairly severe.

So how we addressed this study was there's a lot of intersections in the corridor, hundreds of intersections, but for us to focus on the areas where there is the most amount of collisions happening will enable -- enabled us to apply some recommendations in those areas to areas outside of those five segments.

So we have one area in Mesa, an area in Tempe, and then three segments within the city of Phoenix. I will point out though that, like I said, there are those segments you can see some hotspots where there are collisions that aren't in one of the hotspot segments. We still have recommendations, though, for those areas.

So one more slide on the data. I think this is telling. What this data is showing is that almost 60 percent of the collisions within the light rail system from 2016 to 2025 occurred in those five hotspot segments. Now, I want to kind of put a caveat on the numbers that you see here. When you look at the segment 5, which is in North Phoenix, it looks like there is, when you look on the round pie chart, looks like there's only four percent of the collisions there. And then likewise, when you look at downtown Mesa, only six percent. Well, that data, when you look at the data by the length of miles of those corridors, essentially in all five of these corridors that we looked or segments that we looked at, the number of collisions per mile is really, really close range.

So as part of this study, it was important for us to talk to all the city staff that are represented or there's representative for light rail and also do some of our own field investigations with our professional staff. And we focus these observations and discussions on three elements: Signal timing, infrastructure, and light rail operations.

So first off on signal timing, one of the things that we noticed and also was supported by -- by staff was that there are segments within the light rail corridor that prioritization is not activated or -- or even the signal timing between light rail and signals isn't -- isn't functioning correctly. And we know that there are six segments that need adjustment today. And I will say that prior the CEO mentioned that City of Phoenix has been instrumental already in working with Valley Metro in adjusting signal timing such that we can get better on-time performance. What we're recommending is continue that effort and then do some more so that we can continue to get trains flowing better and operating more safely.

Infrastructure, say one of the issues that we saw with infrastructure was train detection. So there are some locations within the corridor that aren't picking up the trains when they're going through the intersections or approaching an intersection. We also noted things like damaged guideway curves where vehicles are hitting the curb and also where paint's faded. But some of these things sound like they're simple improvements but they can actually make a big difference in guiding vehicles and pedestrians to be in safe places.

And then lastly light rail operations. So we looked at light rail operations from this perspective of how long were trains taking between stations, how long were trains dwelling at the station after they were -- after they alighted passengers and boarded passengers. And we also looked at how train detection was working and how operators were driving up into that detector so they could get the signal to move. And we recognize that there's some inconsistency there but we also know that through some training that Valley Metro has done since we have looked at these field operations that are -- some of that's already in place and moving forward in a better direction.

I'll do one direction of light rail. We studied on-time performance throughout the system and what this shows you is that westbound direction. So this is from -- this is data from Gilbert Road all the way to the end of line at Metro Parkway and the three color bands represent either on-time which is green, leaving the station early which is pink and then late which is gold. I think the big takeaway from this is that as you see trains progressing from the east going west that's right around downtown Phoenix and this is mentioned earlier right around downtown Phoenix is where on-time performance starts to slip.

And I think it was mentioned earlier that there are a lot of intersections in downtown Phoenix. There's a lot happening so it's actually not surprising that that's where we would have the potential on-time performance issues. But again, on-time performance has sharply picked up since this data was collected in late September through October of last year.

So a couple more slides about operations and capital benefits. So what is it -- what is the advantage of increasing travel speed on light rail? There are several things.

Valley Metro staff did analysis, and they looked at two different time saving scenarios. One is if we can reduce end-to-end travel time by five percent, what does that save? Well, that saves a full train out there all day long and it also saves approximately $1.9 million in operating costs per year.

So again, the second scenario is what if we can save 10 percent of travel time? Well, that results in two trains running all day long and a savings of $3.9 million per year. So it's fairly significant savings and there's good value in that.

There's also another element here is that in the future -- I know that the previous agenda item we talked about purchasing additional vehicles. Well, in the future if we don't do something about addressing the on-time performance and reducing travel speed, we may have to buy more vehicles in the future. As you can see that from the last presentation that it's cost of a new light rail vehicle is in that range of eight to $9 million dollars per vehicle. So it can be substantial savings over the life of the system.

I do want to make an especially important point. So we just talked about the benefits from a -- from a monetary perspective but there are benefits to the system as a whole. So improving travel times and reliability enhances the overall ridership experience. It's shown to grow ridership in other regions and it's really important that from a customer service perspective that we keep those trains moving and travel as fast as we can in a safe manner. It reduces operating and capital costs as we just said and it overall enhances the riders' experience with transits in general from a safety perspective.

So fewer collisions mean fewer delays. This isn't just delays for the light rail system but it's delays for other transit services operating in the corridor or -- or through the corridor as well as motor vehicles.

Also, reduces our legal and financial exposure resulting from these incidents and with some of the recommendations that you're going to see it actually provides a safer multi-modal corridor. So pedestrians and cyclists receive benefits from this as well.

So our recommendations the -- I have the following slides we are to go into some pretty detailed recommendations. This is an overview slide in the recommendations.

Councilmember Pastor said we have a question.

Councilmember Adams said I just want to point out I think it's slide 62. Can we go back to that? So with that reduction like the 10 percent reduction, I just want to really drive home that it also is very sustainable to have that 10 percent reduction because of the environment and people getting out of their cars and getting on the trains so thank you. I you touched on it but I just wanted to emphasize it so thank you.

Mr. Miller said thank you, Councilmember. Our recommendations are in three different categories: Coordination, training, and updating and the updating really has to do with infrastructure and signal timing.

But coordination, one of our recommendations is that Valley Metro consider hiring a traffic signal engineer and this position would be directly coordinating with traffic signal engineers, can I say that right, in all three jurisdictions to help support the continuous improvement and continuously -- continuous monitoring of the performance of the system. And so when instead of being reactive after something has already happened, we can be more proactive in making sure the trains flow through the system.

Councilmember Pastor said when you say hiring are you saying creating a position or are you saying hiring an expert or consultant to manage that?

Mr. Miller said we are recommending creating an in-house position that would work between the three different traffic signal groups within the cities as well as operations maintenance and planning within Valley Metro.

Ms. Mefford-Miller said we could support traffic engineering through a contract. We could support it also through in-house resource. We currently don't do either on an ongoing basis and that's why we've engaged HDR and Y2K to work with us in this space. Long term, though, we have found part of the secret sauce, if you will, of working together with our member city streets departments it is those relationships. And it is those that understanding of what needs to occur.

Historically we've worked between rail operation staff and individual traffic engineers. We're working at a higher level now with the city streets department so it would be nice over time to have an engineer talking to engineer.

I don't know how many signalized intersections, Scott, I don't know if you know this offhand, that we move through today with our expanded system into South Central. It's a great many and so it's a need that unfortunately doesn't go away. It's not something that we've budgeted or contemplated but I think in the future having a conversation about how we might figure out perhaps even within our existing resources to support that function is a worthy conversation.

Mr. Miller said okay. Thank you, Councilmember.

I'll just add that with the addition of the South Central Extension/Downtown Hub that there's over 150 traffic signals that need coordination.

Training is -- we've already talked about training, but we also recognize that we've seen the benefits of the training, enhanced training, that Valley Metro is already doing. Continuing that enhanced training and working with operation staff to identify issues as they may come up. And then lastly update, again, these are infrastructure items like train detection, traffic signal timing which is an infrastructure, it's more of a more of an application. And then also signage and then some select roadway and intersection improvements.

So I got four slides that delve into very specific recommendations. We are showing some very specific locations just so you have an indication of where in your community this might apply but these recommend -- we have a longer list of locations where these do apply.

So to affect collision reduction for reducing those left turn collisions in front of the train, we have seen in other communities receive benefits from introducing a different type of train approaching sign. So as you know, you drive down the corridor or you're on the corridor you'll come into an intersection, trains approaching, you see that yellow box light up showing trains approaching.

Well, some people don't know what that is. It doesn't know if it's just on there's a light rail line there or if there's a train approaching. What other cities have begun doing is basically alternating what's on the sign. So a train flashes then the no left turn flashes and it just continuously goes back and forth. So it does tell them the train is approaching, and it tells them why it's important the train's approaching so don't make a left turn.

Next are just reducing collisions in general. So there are a number of action items on here that we've identified. A lot of it has to do with refreshing and repairing roadway striping and other traffic control devices like curbs and signs. Here's a picture of our -- oh, I went too far, photo of an intersection where you can see that the crosswalk striping has faded. I will note that, I mean, this is obviously a continuous update process it goes along the corridor. Just recently Central Avenue north of the deck park has been repaved, restriped and all the markings are perfectly clear in there.

So two more slides on recommendations. This last -- or I'm sorry, this last slide of recommendations is to reduce pedestrian and bicycle incidents. We've noticed that there's multiple different types of crosswalks but the high visibility crosswalks with the stripes through them really do attract people's attention. There are some specific locations where we're recommending that. We're also recommending striping bike lanes near those intersections so that people can be more on the lookout for cyclists.

Councilmember Adams said I have a comment. So have we talked to the City of Tempe about the bike lane on Terrace Road with green paint for better visibility? Have you talked to -- you've talked to staff?

Mr. Miller said Councilmember, yes, we've shared these recommendations.

And then to improve light rail and traffic operations really, it's looking at refining the signal timing plans and looking at ways to not only improve light rail operations but also try to work together to improve overall operations for traffic and light rail.

And I want to make a comment here about that terrific signal timing. I think if people don't understand it is a really complex system. It's more than just flipping a number and a piece of software or turning a switch out at this at the signal. It really takes complex logic to look at where the train's coming, where it's going, how long it will take to get there and also mix in that is the traffic moving to that corridor as well. So this is just an example trying to show that as a train is moving through the system it's not only looking at the next intersection but it's looking at intersections downstream and upstream from it.

So, some implementation strategy and funding. So one of the things that we've identified is some of these recommendations do cost money but the potential to have some savings from operations if we can improve our -- and travel time there's savings from that that can be reinvested into these recommendations. There are also opportunities to align the implementation of these recommendations with other capital investment program projects that each of the cities have. So in other words, taking advantage of those economies of scale so we're not having separate projects. And lastly to pursue grant opportunities that are relevant so that we can -- some of those bigger ticket items we can use that grant money to advance these ideas.

Now there are some immediate next step actions, and the CEO mentioned earlier there's some low-hanging fruit and what you're seeing here are some of the low-hanging fruit items that can be done now. And so these include addressing some of those refresh and repair items. They also include enhanced operator travel time training and you've seen that as a theme because we know that it works and also, refining schedules. You saw a couple cases there's some places where we have some early departures. We can fix that by making schedule adjustments. And then lastly, understanding what's and developing assessment standards these recommendations so that as we apply these recommendations to other intersections that haven't been identified for needs we understand the benefits of those for either safety or travel time savings.

And thank you for the opportunity to present.

Chair Heredia said, perfect. A quick question. I didn't see -- is there any forecasting of potential ridership increase via -- also via revenue?

Mr. Miller said Mr. Chairman, as part of this study we did not incorporate ridership or revenue increases into it.

Chair Heredia said okay. But we anticipate if we increase these, you know, reduce wait times and increase performance, you know, we would have -- I think, you know, with various different studies in the past, you know, folks have indicated, you know, if we're faster service, you know, faster trains the more likely they would use our system, right, so I think we -- I think we would assume some level of increased ridership and potential revenue, right? But I know that's difficult to say based on as we work through this process, right, but I'll just highlight that. Jessica.

Ms. Mefford-Miller said thank you, Mr. Chair. So we certainly do expect to see an increase in ridership with reduced travel time and that's true not just for rail but for bus service as well. And this is something that we're considering at this moment as we move through our comprehensive operational analysis on the bus side. On the rail side we have actually seen a little bit of a decrease in ridership as we've struggled with on-time performance and slower schedules. So we're seeing our consumers respond when their trip isn't fast enough and when their trip isn't operating as posted. I like to think of our schedule as our compact with our customer to get them from point A to point B in the published amount of time. So recovering that and getting back on schedule and reducing that travel time is essential to sustaining and growing ridership.

Councilmember Adams said when you say that our ridership is down by what percentage?

Ms. Mefford-Miller said you know, year over year and forgive me, Councilmember, I'm not sure year over year but I can tell you because I just reported this in the last month at our manager's meetings this week, we dropped about three percent. We know we've had some disruption in light rail in particular in these recent months because we've got -- had a lot of construction schedules and single-track operations. I am delighted not only to open South Central Extension but to cease the special operating schedule so we are hopeful. Usually it's fall when the weather cools and students come back to school that we see that ridership resurgence. And I do want to clarify I'm speaking about light rail specifically. Meanwhile on streetcar, we're enjoying very strong ridership.

Councilmember Adams said yes. I see that every day. Makes me happy. So yes and I just want to thank you for your presentation it was excellent, so I appreciate it.

Councilmember Pastor said recommendations travel time optimization. It says, 19th Avenue segment update signal timing plans for consistency throughout the segment where are we today and at what -- what's the timeline to get there?

Mr. Miller said thank you, Councilmember. That -- where we are today is that in that segment that we looked at and I have -- I want to actually mention I don't know if I expressed this enough but all the staff from each city were so -- they were great with their time. We had we had multiple meetings. They provide information in a timely matter and we receive signal timing plans for every single intersection in the corridor that we -- in those five hotspot segments.

So in this particular segment the issue that we noticed was that one of the factors that is used in single timing plans is called cycle length and it's how long it takes the -- all four cycles or sometimes there's more than four cycles to go through red, green, yellow for all directions. So we noticed that in that segment that the cycle length is not consistent. There are a few intersections where it's -- I don't -- I don't want to get the numbers wrong but there are a few intersections that have a higher cycle length and when we have a differentiation in cycle length what tends to happen is that both cars and trains wind up stopping more often.

Councilmember Pastor said okay. So that's where we are today. What is the timeline to get to where we need -- where the recommendations are? Is it a year? Is it two years? Is it three years? Because I would like a timeline. And cost.

Mr. Miller said okay. Thank you, Councilmember. And that's going to take coordination with -- with the City of Phoenix for to develop those timelines. That like I mentioned earlier, the city staff have the recommendations and the items that we've shown on the screen are what we believe to be some of the higher priority items within the recommendations and so those are the ones that we would recommend be addressed first.

Councilmember Pastor said okay. So can I recommend that this presentation be presented at our Transportation Infrastructure Committee so that my other colleagues that sit on there understand the importance of this and what then at that point it would be at the City of Phoenix and my colleagues, and I can direct us to what the next steps should be. Thank you.

Ms. Mefford-Miller said certainly. Thank you, Councilmember Pastor. I was remiss in the introduction of this important item not to mention that there has been strong collaboration with member city staff throughout this project. Our VMR board members might recall earlier in this work through your leadership we had meetings with city managers and streets department directors to share background information and the why, if you will, we're exploring this and we've had great collaboration since then.

What I'd like to do in addition to coming to the Transportation Infrastructure Committee is work with our team, our city colleagues and our consultant partners to develop a high-level implementation timeline.

I'm reluctant to provide specific dates at this stage since we don't control all of those items, but I think that we can map out a timeline together with them for us all to follow as well as any budget considerations where expenditures are required. I'd like to have a roadmap for implementing the plan.

Chair Heredia said all right. Any other questions or comments? All right. Hearing none. This item was presented for information only.

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

Chair Heredia said item number 5 Board Elections. Up on the screen we have the board officers here. I am requesting a motion and a second to approve the slate of board officers and subcommittee members as presented.

IT WAS MOVED BY COUNCILMEMBER HARRIS, SECONDED BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO ELECT THE VALLEY METRO RAIL BOARD CHAIR AND VICE CHAIR AND SUBCOMMITTEE MEMBERS AT NOTED.

6. Report on Current Events and Suggested Future Agenda Items

Chair Heredia said item number 6 Report on Current Events and Future Agenda Items. Anything else that you all want to cover?

Councilmember Harris said I just want to tell the board, thank you guys so much for the service. For many years the City of Chandler has sat on this board for almost nearly 20 years and we will continue to support the rail board but our time and our journey has now come to an end as we'll be working on the other side of Valley Metro just not on the rail side moving forward. But truly it's been a great, a good journey and I'm glad to have served in various leadership capacities and over time various of our leaders in the City of Chandler have served in various leadership roles on this same board in the past. And it's -- it's like -- it's bittersweet but you know, we appreciate all the work that we did together and we'll still do great work together as we continue to expand and work together on future projects. But the City of Chandler is very -- very proud to have served and kept this seat warm and all our great information and serving with some great people from around the state of Arizona but thank you so much and the light rail extension was absolutely amazing.

It was a great show of what we can do together when we come together and I'm glad that Chandler was able to be a part of that journey as well.

And -- and also, I would just say that everybody it's just been great and I'm thankful to staff for doing such a great job and making sure things are right and things are on point and we really appreciate Alexis. Good job. She had to pull us, come here, come there, stand here, stand there so good job. And -- and thank you for everyone. So again, thank you so much and I'm gonna be here so just let me know. Thank you.

Chair Heredia said all right. Any other comments? Councilmember Pastor?

Councilmember Pastor said we're just going to miss Chandler and now that makes it harder on us because we need to have a quorum.

Councilmember Adams said and I want to thank OD for his service on -- on this committee and you've done a great job and you'll be missed.

Councilmember Harris said thank you.

Councilmember Adams said all right. But we're going to keep an eye on you anyway.

Chair Heredia said perfect. Thank you and appreciate OD and City of Chandler and the previous members on the on the committee from Chandler so we appreciate it. And also, I would just want to thank, you know, being the chair of the rail board here my second time over my last several years now so it's always a pleasure to serve on the Valley Metro committee so I appreciate all the support. Great job staff. And I look forward to keep on working with y'all.

Ms. Mefford-Miller said thank you, Chair Heredia.

Councilmember Pastor said thank you, Chair Heredia. You know, we just cycle in, cycle out. There's only going to be three of us now.

7. <u>Next Meeting</u>

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

With no further discussion the meeting adjourned at 2:11 p.m.

Executive Summary

DATE **AGENDA ITEM 1B**
August 21, 2025

SUBJECT
Light Rail Vehicle (LRV) Window Glass Contract Amendment

COST AND BUDGET
No additional contract authority is requested.

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

Funding source is member cities.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to exercise four one-year options to extend with Custom Glass Solutions of Trumbauersville, LLC for LRV window glass to expire on May 31, 2029.

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: July 15, 2025 for information
RMC: August 6, 2025 approved
Board of Directors: August 28, 2025 for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valleymetro.org

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

Background Information

BACKGROUND DISCUSSION

The total fleet includes 49 Kinkisharyo (KI) LRVs. Agency maintains an inventory of windshields and other window glass for the LRV sides. Glass usage is dependent on the occurrence of vandalism incidents and/or accidents.

The LRV glass components have a special film between them to reduce the solar load on the vehicles. Also, the windshield has a compound curvature that makes it difficult to replicate. The recommended vendor is Custom Glass Solutions of Trumbauersville, LLC, who has developed the process and molding jig to the original equipment manufacturer (OEM) specifications.

The contract's effective date was June 1, 2024, for an initial one-year term with four one-year options. Initial contract authority was $1,000,000. The total spent to date under the contract is $385,000.

This item was originally scheduled for the Board earlier in the year, but due to the volume and complexity of the items in both the May and June Board agendas, it was delayed until the August 2025 Board.

PROCUREMENT INFORMATION

Contract 2024-022-NFT Light Rail Vehicle (LRV) Window Glass is a sole source firm-fixed price contract with economic adjustment with a base one-year term and four one-year options to extend, with a maximum five-year term to May 31, 2029.

Light Rail Vehicle Window Glass Contract Extension

VALLEY METRO

1

Light Rail Vehicle Window Glass Contract Extension

2

VALLEY METRO

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to exercise four one-year options to extend with Custom Glass Solutions of Trumbauersville, LLC for LRV window glass to expire on May 31, 2029.

Executive Summary

DATE
August 21, 2025

AGENDA ITEM 1C

SUBJECT
Thomas/Central Ave Station Point of Interest Name

COST AND BUDGET
Costs and labor associated with changing out the name plates are manageable and within the Valley Metro Rail Adopted FY26 Operating and Capital Budget. The sources of funding are federal and member city contributions.

RECOMMENDATION
Staff recommends that the Board of Directors approve “Creighton University” as the new Point of Interest name for the Thomas/Central Ave light rail station.

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 1.5: Continue to innovate, integrate, and market mobility solutions (e.g., microtransit, customized service offerings, mobility hubs) to expand transit availability and equity
- Goal 5: Deliver on stakeholder collaboration
  - Initiative 5.2: Incorporate member agency and stakeholder input into action plans to build the future regional transit system

COMMITTEE PROCESS
Board of Directors: August 28, 2025 for action

CONTACT
Hillary Foose
Chief, Marketing & Communications
hfoose@valleymetro.org

ATTACHMENT
VMR Station Naming Policy

Background Information

BACKGROUND DISCUSSION
At the request of Board Chair and Phoenix Councilmember Laura Pastor, this item has been added to the August 2025 agenda for action.

The city of Phoenix has made significant investment and worked in steady partnership with Creighton University, a public university, to establish a state-of-the-art education facility for healthcare professionals at Park Central in central Phoenix and adjacent to the Valley Metro Rail system. The current Point of Interest name for the Thomas/Central Ave station is “Midtown.” Considering the extensive investment and significant Council support for the now 195,000-square-foot campus, the proposed name change to “Creighton University” is recommended as a more relevant highlight for this station location and does adhere to the Station Naming Policy.

The Valley Metro Rail Board of Directors approved of a Station Naming Policy in 2004 that requires a geographic name as well as an optional Point of Interest name for light rail stations and streetcar stops. Station names (both geographic and any Points of Interest) are approved by the Board as stations are constructed. Points of Interest that meet the criteria may be identified or changed at the Board’s discretion. Point of Interest names are intended to help with passenger information and wayfinding.

COST AND BUDGET
Costs and labor associated with changing out the name plates are manageable and within the Valley Metro Rail Adopted FY26 Operating and Capital Budget. The sources of funding are federal and member city contributions.

STATION NAMING POLICY (REVISED)

Station Names

Valley Metro Rail, Inc. believes that the naming of rail stations and facilities along the light rail corridor is best performed using a standard set of established criteria. Therefore, the following criteria are established in the determination of station names and facilities.

Rail stations shall be named using the following standard criteria:

- Rail stations should be named with the maximum benefit and convenience of the user in mind and to assist patrons in navigating the system;

- All names shall identify as closely as possible the geographic location of the station (e.g. cross streets at the station location);

- Rail stations shall not be named after individuals -- either living or deceased;

Also, names of all light rail stations and facilities shall be subject to ratification by the Valley Metro Rail Board of Directors.

Point Of Interest Naming Policy

The point of interest naming policy is provided as an addition to the Station Naming Policy and maintains the intent of providing maximum benefit and convenience of the transit system user.

Valley Metro Rail, Inc. believes that transit passengers are best served by both identifying strategic points of interest at station locations and by limiting the number of these points of interest. The introduction of too many points of interest will result in the overloading of information on station signage and system maps, to the detriment of information processing by the passenger.

Therefore, the following criteria are established in the determination of point of interest designations:

- Points of interest must be major civic or public educational facilities/areas that are easily recognized by the public as a desirable destination;

- Such names shall be simple so as to be clearly understood by the user;

- All point of interest names shall be of facilities or institutions that have been built with significant public participation or of defined areas that have been designated by City Council action,

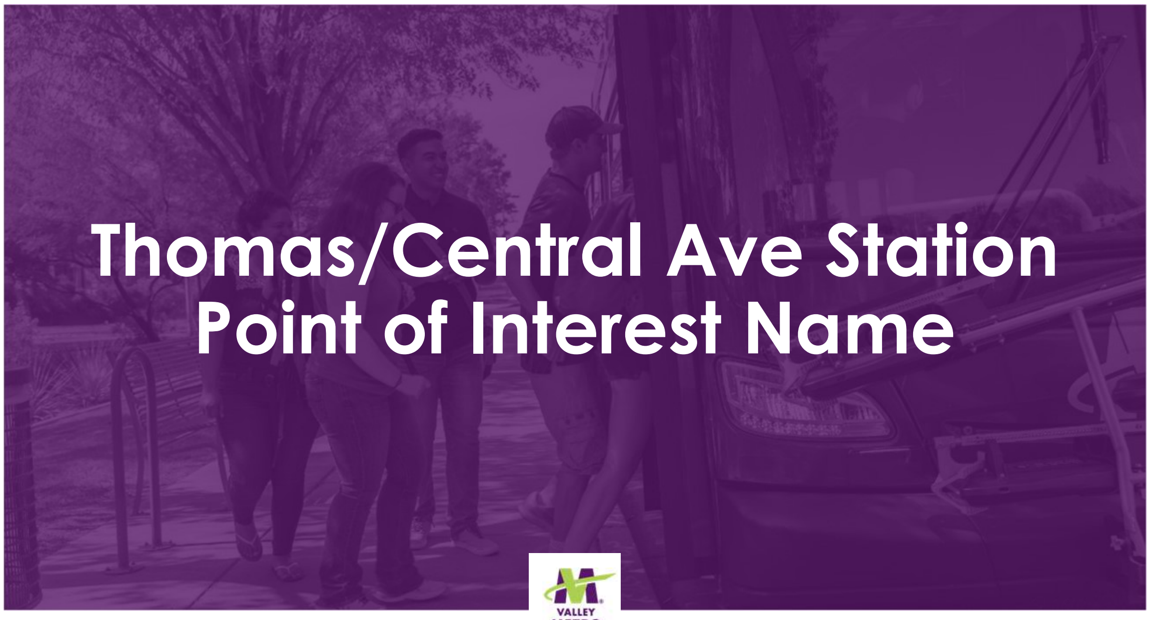
- The point of interest names shall be appended to the station banner signs to provide passenger visibility, but not in such a way as to confuse or overshadow the official station name.

- The point of interest names shall be no longer than 26 characters, including spaces.

- Point of interest names may also be added to the station directory map and information maps and brochures that provide station name information. The Agency shall retain the discretion to omit or shorten point of interest names with standard abbreviations where space is a consideration.

Also, point of interest names shall be subject to ratification by the Valley Metro Rail Board of Directors.

Adopted by Valley Metro Rail Board of Directors on September 29, 2004.



Thomas/Central Ave Station Point of Interest Name

1

Background Information

- Recommendation to change Point of Interest at Thomas/Central
  - From “Midtown” to **“Creighton University”**
- Creighton and City of Phoenix have made significant investment in the area
  - 195,000-square-foot health sciences campus at Park Central
- Name change adheres to Station Naming Policy

2

2

Recommendation

Staff recommends that the Board of Directors approve “Creighton University” as the new Point of Interest name for the Thomas/Central Ave light rail station.

3

3

Executive Summary

DATE **AGENDA ITEM 2**
August 21, 2025

SUBJECT
Program Management/Construction Management (PM/CM) Contract Award

COST AND BUDGET
Cost for the initial five-year term is $39,455,000, plus a contingency of $3,945,000, or 10%. Aggregate contract value will be established at $43,400,000 for the base term.

For FY 26, the Agency contract obligation is fully funded within the adopted FY26 Operating and Capital Budget. Contract obligations beyond FY26 are incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY30).

The source of funds is determined on a task order basis, but may include federal funds, Public Transportation Funds, and member cities.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Infenix, LLC, for program management and construction management services, with a five-year initial term and three one-year options to extend. Aggregate contract value will be established at $43,400,000 for the base term.

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

- Goal 5: Stakeholder Collaboration
    - Initiative 5.2: Incorporate member agency and stakeholder input into action plans to build the future regional transit system.
    - Initiative 5.3: Engage and diversify third-party contractors and consultants for collaborative success on shared projects, setting clear expectations, priorities, and ensuring responsiveness.

COMMITTEE PROCESS
RTAG: July 15, 2025, for information
RMC: August 6, 2025, for action
Board of Directors: August 28, 2025, for action

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

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

Background Information

BACKGROUND DISCUSSION
The Agency's existing Program Management/Construction Management (PM/CM) contract supported the 50th Street Station, Tempe Streetcar, Operations and Maintenance Center Expansion, Northwest Extension Phase II, and South Central Extension/Downtown Hub projects and is set to expire in December 2025.

The Agency needs ongoing support with a wide range of specialty expertise to support various types of project implementation services for the light rail Capitol extension (CAPEX) project and the streetcar Rio-East Dobson extension (REDE) project and other potential bus or rail capital projects. Planning and design have begun on CAPEX and REDE extensions.

The Consultant's resources will augment and support Agency staff by providing task-specific services in a program team or collaborative environment.
The PM/CM consultant is utilized for the following:

- Project Management and other construction administrative staff
- Cost Estimating and Schedule Oversight
- Construction Inspections
- Safety and Security Oversight and Systems Integration
- Regulatory expertise and support related to Buy America and DBE
- Specialized expertise including Construction Claims, and Rail Vehicles

The contract provides full- and part-time resources who serve as an extension of Agency staff, as well as specialized expertise to meet specific needs.

This type of multi-year support services contract is beneficial for the following reasons:

- Continuity - Staff continuity is critically important across multi-year corridor projects to ensure effective coordination and expeditious project development.
- Consistency and Coordination - Ensures consistent and timely coordination with the Federal Transit Administration and its Program Management Oversight Contractor.
- Efficiency - Provides quick access, when needed, to specialized experts who are familiar with the Agency's work practices and priorities.

Task orders for specific projects will be negotiated and assigned to the PM/CM Contractor over the duration of the contract on an annual basis. As individual projects are identified, the following steps will be used to execute a task order:

1. The Agency and the PM/CM Contractor will meet to define the scope of work.
2. The Agency will prepare a scope of work and issue a task order request.
3. The PM/CM Contractor will prepare a task order proposal and cost.
4. The Agency will prepare an independent cost estimate prior to the approval and execution of individual task orders.
5. Final negotiations occur and the task order is executed after the funding source is verified in the appropriate budget.
6. If price negotiations are not successful, the Agency reserves the right to advertise via open competition.

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

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

- Understanding the Project(s) (0 – 100 points)
- Proposed Work Plan (0 – 50 points)
- Project Controls (0 – 50 points)
- Organization Management (0 – 100 points)
- Description of Firm (0 – 100 points)
- Firm Project Experience (0 – 150 points)
- Individual Project Experience (0 – 150 points)
- Subconsultants (0 – 100 points)
- Key Personnel (0 – 200 points)

The evaluation panel reached consensus on the ranking of the offers:

1. Infenix, LLC.
2. US Rail Systems Inc.
3. Wood, Patel & Associates, Inc.

The top-ranked firm, Infenix, LLC, was invited to negotiations, and negotiations were successfully concluded.

Program Management/ Construction Management (PM/CM)

Professional Services Contract Award

VALLEY METRO

1

Program Management/Construction Management (PM/CM)
Professional Services Contract Award

The PM/CM consultant is utilized for the following:

- Project Management and other construction administrative staff
- Cost Estimating and Schedule Oversight
- Construction Inspections
- Safety and Security Oversight and Systems Integration
- Regulatory expertise and support related to Buy America and DBE
- Specialized expertise including Construction Claims, and Rail Vehicles

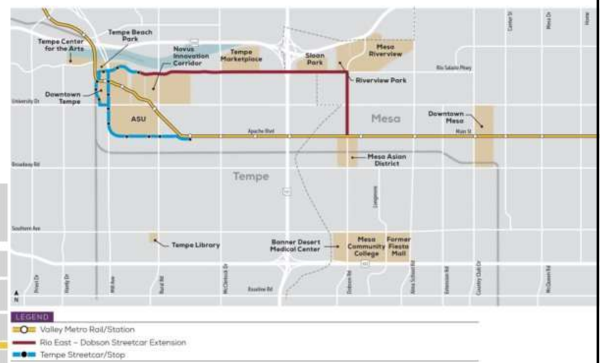
2

VALLEY METRO

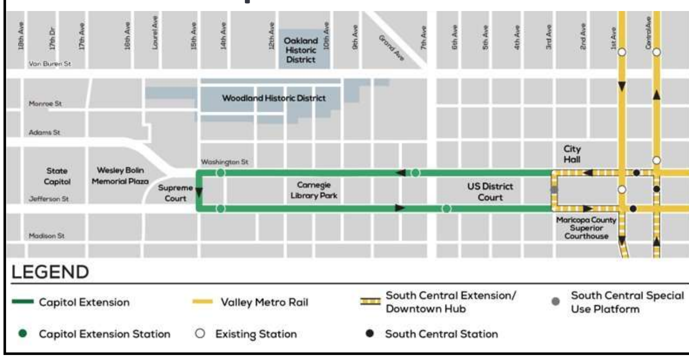
2

Program Management/Construction Management (PM/CM)
Professional Services Contract Award

Rio East-Dobson Extension



Capitol Extension



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Program Management/Construction Management (PM/CM)
Professional Services Contract Award

- March 11, 2025 – Valley Metro issued an RFQ for the PM/CM
- April 15, 2025 – Received three offers
- Selection committee evaluated all proposal with a final ranking shown below:

1. Infenix, LLC.
2. US Rail Systems Inc.
3. Wood, Patel & Associates, Inc.

4

4

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Infenix, LLC, for program management and construction management services, with a five-year initial term and three one-year options to extend. Aggregate contract value will be established at $43,400,000 for the base term.

5

5

Executive Summary

DATE **AGENDA ITEM 3**
August 21, 2025

SUBJECT
Crime Prevention Through Environmental Design (CPTED) Study

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

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 modifications to light rail stations and streetcar stops, traction power substations, signal building lighting and target hardening, and changes to park-and-ride facilities to facilitate higher levels of security.

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

- Goal 3: Prioritize Security on Transit
  - Initiative 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).

COMMITTEE PROCESS
RTAG: July 15, 2025 for information
RMC: August 6, 2025 for information
Board of Directors: August 28, 2025 for information

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

ATTACHMENT

None

Background Information

Crime Prevention Through Environmental Design (CPTED) Study

BACKGROUND DISCUSSION

Valley Metro's rail system is a key component of the region's transit network, carrying approximately 30% of all transit ridership in the Valley. As the light rail system matures and the streetcar system grows in ridership, Valley Metro seeks to ensure the highest level of service for all rail users. Safety and security are key components of Valley Metro's mission to its riders and are also instrumental to the success of Valley Metro's 2025-2030 Strategic Plan. As such, Valley Metro identified Crime Prevention Through Environmental Design (CPTED) as a tool to improve rider experience and employee safety across Valley Metro Rail (VMR) assets.

The CPTED study assessed all VMR facilities for design improvements:

- Light rail stations
- Streetcar stops
- Traction Power Substations and Signal Buildings
- Operations and Maintenance Center
- Park-and-Ride facilities

Valley Metro utilized its Planning Support Services contract to hire a consultant to lead the CPTED study. The study began in September 2024 and included the participation of transportation staff members from the cities of Phoenix, Tempe, and Mesa. The study and final recommendations were completed in April 2025.

This study resulted in recommendations that can be applied across the light rail and streetcar systems. These recommendations are intended to address gaps in safety and security (and perceptions of gaps), improving the experience for both transit riders and Valley Metro staff working on the system. The study also includes cost and level-of-effort estimates for recommended improvements. Valley Metro also identified a follow-up study on the system's security camera network that will be completed in FY26.

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.

Crime Prevention Through Environmental Design (CPTED) Assessment

1

CPTED and Valley Metro Strategic Plan

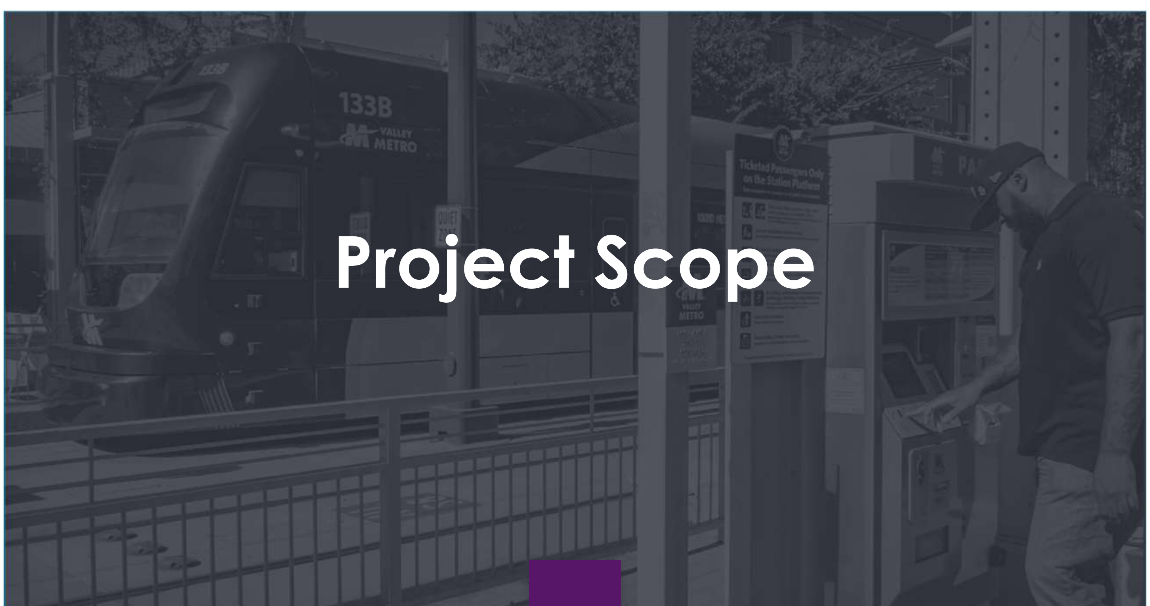
Evaluate the physical infrastructure and security of regional transit assets and stations and make necessary improvements

2

CPTED: Why Are We Doing It?

- Safety/security on system
- Perception of safety/security
- Modernize aging assets
- Industry best practices
- Responsive to customers

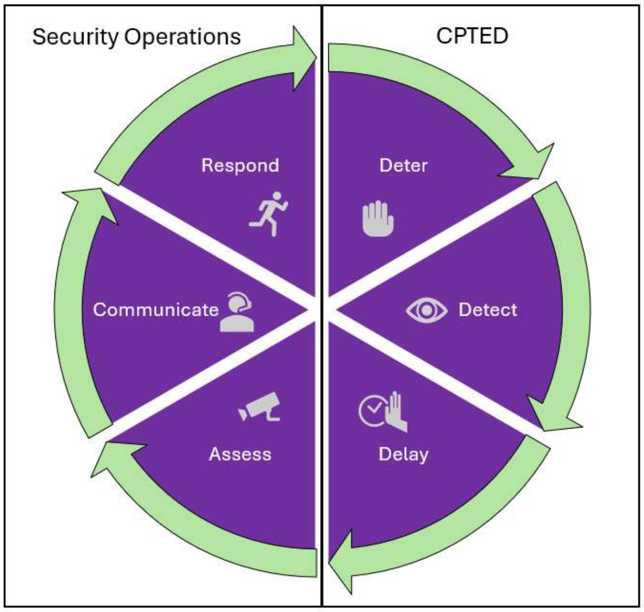
3



Project Scope

4

The Important Roles of Security Operations and CPTED



5

Workshops and Engagement

- Three Workshops:
  1. Introduction/Level Setting
  2. Existing Conditions
  3. Recommendations
- Interviews:
  - City Representatives
  - Security Staff
  - Operations and Maintenance Staff
  - Customer Experience Coordinators
  - Frontline Security Personnel

6

6

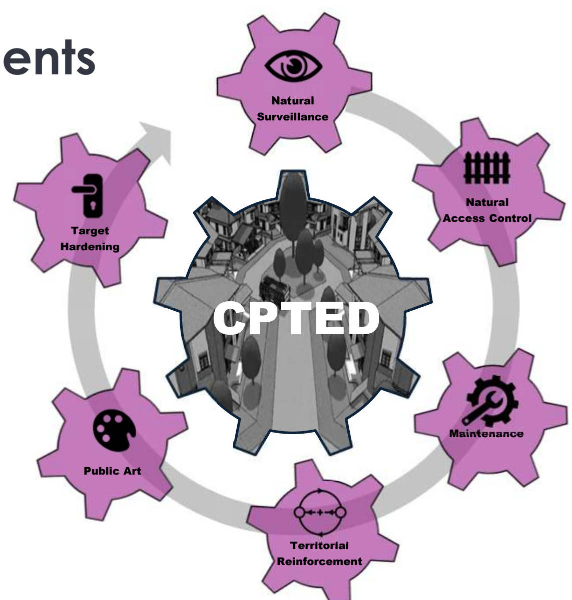
128 Facilities Assessed (Daytime and Nighttime)

7

7

Assessed CPTED Elements

- Natural Surveillance
- Natural Access Control
- Territorial Reinforcement
- Maintenance
- Target Hardening
- Public Art



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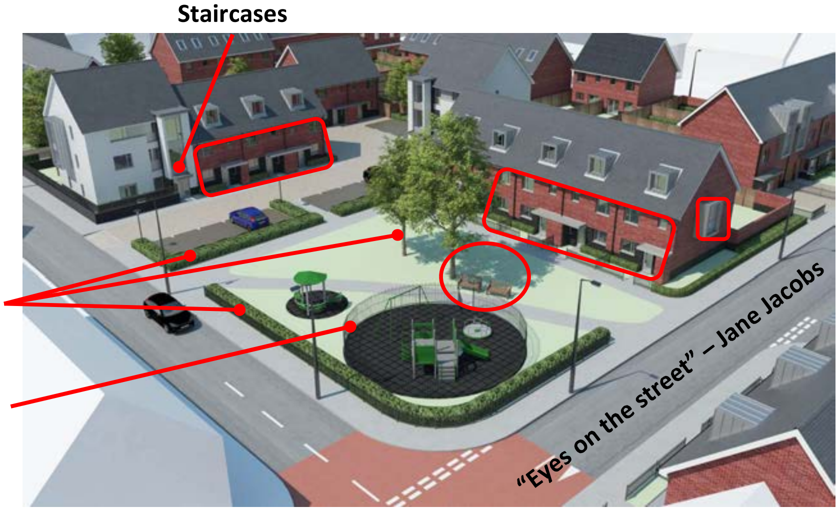
8

Observations and Considerations

9

Panoramic Staircases



2 Foot 7 Foot Rule

CPTED Fencing

Natural Surveillance

10

10

Natural Surveillance (Positive Elements)

- CPTED improved with expansions
- Vegetation maintenance
- Clear lines of sight in Park-and-Rides
- Open stations/stops

11

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11

Natural Surveillance (Areas for Improvement)

12

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12

Natural Access Control and Territorial Reinforcement

- Designates Valley Metro ownership
- Clear entrances/exits
- Guides people through the space

Natural Access Control and Territorial Reinforcement (Positive Elements)

- Paid Fare Zone markings
- Clear signage
- Railings follow CPTED principles
- Easily identifiable as Valley Metro property
- Controlled space (though stations at street level)

Natural Access Control and Territorial Reinforcement (Areas for Improvement)

Emergency Exits

15

15

Natural Access Control and Territorial Reinforcement (Areas for Improvement)

Improve Wayfinding at Park-and-Rides

16

16

Maintenance – Reinforces Ownership

Positive Findings

- Overall system cleanliness

Areas for Improvement

- Paver challenges
- Visibility of cleaning staff

17

Station Advertising

Maintain Clear Lines of Sight

THIS

NOT THIS

18

Lighting

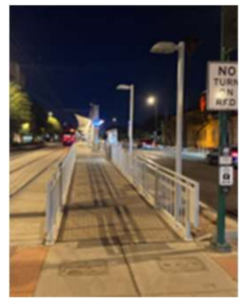
- Lighting uniformity
- Directional lighting
- LED lighting
- Increased maintenance checks

3rd St/Washington

Center Pkwy/Washington

Gilbert Rd Park-and-Ride

12th St/Washington



VALLEY METRO

19

Vehicle Wraps and Onboard Advertising

Vehicle Wrap/Onboard Advertising Considerations

- Ensure maximum visibility
- Limit blind spots where possible
- Highlight safety and security messaging

24

20

Emergency Call Box Best Practices

- Within 200 feet
- Highly visible colors (yellow, blue, orange)
- Strobe or lamp functions
- Standardized graphics
- ADA-compliant/accessible
- Highly visible signage
- Integrated video cameras

25

21

22

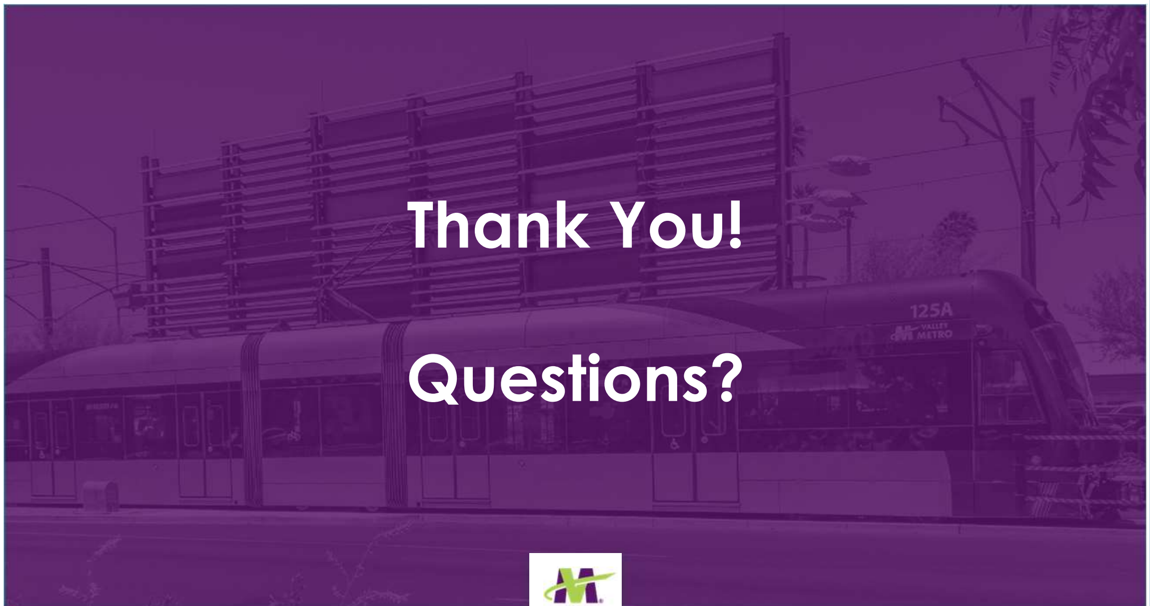
Improvements are Underway

- Camera (VSS) improvements
- 19 North retention basin
- Station paver replacement
- Plaza19 redesign
- Station plant updates

Next Steps

FY26 Tasks:

- Design Criteria Manual (DCM) improvements
- Prioritize findings and recommendations
- Video Surveillance System (VSS) improvements
- Develop 1, 3, and 5-year plans



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Executive Summary

DATE **AGENDA ITEM 4**
July 31, 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
Jessica Mefford-Miller
Chief Executive Officer
jmeffordmiller@valleymetro.org

ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date