Meetings of
BOARDS OF DIRECTORS

Joint Boards of Directors

Valley Metro RPTA

Valley Metro Rail

Date:
November 13, 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

November 6, 2025

REVISED November 12, 2025 (agenda item 8 has been updated)

Joint Boards of Directors Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, November 13, 2025
Valley Metro, 101 N. 1st Avenue, 10th Floor
Boardroom/You Tube
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 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 September AFS meeting.	

CONSENT AGENDA

4A. Minutes	4A. For action
Minutes from the October 16, 2025, Joint Board meeting are presented for approval.	

4B.	Non-Revenue Vehicle Purchase Contract Award	4B.	For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a cooperative contract with PFVT Motors, LLC dba Peoria Ford, for eight non-revenue service vehicles, that expires on March 16, 2026, with one one-year option to extend. The aggregate value of the contract will not exceed $454,650.

4C.	Feature Manipulation Engine Software Contract Award	4C.	For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Insight Public Sector, Inc., for Safe Software, Inc.'s Feature Manipulation Engine software, with a three-year term and no options to extend. The aggregate value of the contract will not exceed $84,084.

4D.	Federal Government Consulting Services Contract Amendment	4D.	For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with Cardinal Infrastructure, LLC, to extend the contract through December 31, 2027.

4E.	State Government Consulting Services Contract Amendment	4E.	For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with HighGround, Inc./The Kruse Group, Joint Venture, to extend the contract through December 31, 2027.

4F.	Water and Ice Service Authorization to Issue a Solicitation	4F.	For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to issue a competitive solicitation for water and ice services utilized throughout RPTA and VMR, facilities and alignment.

REGULAR AGENDA

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

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with Connectpoint, Inc., for wayfinding map design services, for a five-year term with no options to extend. The aggregate value of the contract will not exceed $1,200,000.

6. Operations Cleaning Services Contract Amendment	6. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with DMS Facility Services, LLC, to extend the contract through June 30, 2026, and increase the aggregate value of the contract not to exceed $25,084,794.

7. Landscape Services and Paver Maintenance Contract Award	7. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with Mariposa Landscape Arizona, Inc., for landscape services and paver maintenance with a three-year initial term and one two-year option to extend. The aggregate value of the contract will not exceed $3,212,000.

8. Annual Insurance Coverage Renewal	8. For action

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to purchase renewal coverage for Valley Metro’s insurance policy for December 1, 2025, to November 30, 2026, in an amount not to exceed $7,372,788. RPTA’s obligation will not exceed $473,978. VMR’s obligation will not exceed $6,898,810.

9. [Strategic Plan Update July - September 2025](#) Strategic Plan Quarterly Update — 9. 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.

10. Travel and Expenditures — 10. For information

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

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

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

12. Next Meeting — 12. For information

The next meeting of the Joint Board meeting is scheduled for **Thursday, January 22, 2026 at 11:15 a.m.**

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

Executive Summary

DATE **AGENDA ITEM 1**
November 6, 2025

SUBJECT
Public Comment

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

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

CONTACT
Jessica Mefford-Miller
Jmeffordmiller@valleymetro.org

ATTACHMENT
None

Executive Summary

DATE
November 6, 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
November 6, 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 September AFS meeting.

BACKGROUND | DISCUSSION | CONSIDERATION
The Audit and Finance Subcommitte met on Thursday, November 6, 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

November 6, 2025 **AGENDA ITEM 4A**

Joint Boards of Directors
Thursday, October 16, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
City of Tempe, Councilmember Jennifer Adams **(Chair)**
City of Avondale, Councilmember Max White **(Vice Chair)**
City of Phoenix, Councilmember Laura Pastor **(Treasurer)**
City of Buckeye, Councilmember Jamaine Berry (phone)
City of Chandler, Councilmember OD Harris (phone)
City of El Mirage, Councilmember Monica Dorcey
Town of Fountain Hills, Councilmember Peggy McMahon
Town of Gilbert, Councilmember Kenny Buckland (phone)
City of Glendale, Vice Mayor Lauren Tolmachoff
City of Goodyear, Vice Mayor Wally Campbell (phone)
City of Mesa, Councilmember Francisco Heredia (phone)
City of Peoria, Councilmember Jon Edwards
Town of Queen Creek, Councilmember Bryan McClure (phone)
City of Scottsdale, Councilmember Maryann McAllen
Town of Wickenburg, Mayor BG Bratcher (phone)
Town of Youngtown, Mayor Michael LeVault (phone)

RPTA Members not Present
Maricopa County, Supervisor Steve Gallardo
City of Surprise, Councilmember Earle Greenberg
City of Tolleson, Vice Mayor Jimmy Davis (phone)

Valley Metro Rail Board Members
City of Phoenix, Councilmember Laura Pastor **(Chair)**
City of Tempe, Councilmember Jennifer Adams **(Vice Chair)**
City of Mesa, Councilmember Francisco Heredia (phone)

There was a Valley Metro Study Session (11:15 a.m.) prior to the regular meeting.

The Chair called the meeting to order at 12:58 p.m.

Chair Adams said welcome to Valley Metro study session that will focus on the fare study overview final report.

Before we get started with the study session, I would like to open the Joint Board of Directors meetings and allow for public comment during this time.

Pat, can you please call the roll for today's meeting?

Ms. Dillon said yes, Chair. Good morning, everyone.

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

Ms. Dillon said Chair, we have a quorum and we can proceed.

Chair Adams said thank you, Pat.

1. Public Comment

Chair Adams said we will now proceed with public comment. The public will be provided 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.

So do we have speakers?

Ms. Dillon said yes, ma'am. Madam Chair, we'll call Mr. Kevin James.

Chair Adams said thank you. Welcome Mr. James.

Mr. James said thank you very much. Thank you for the opportunity to speak today.
The first thing I would like to do is to thank you all for the successful implementation of the phone system update that has worked out very well. And for the staff members, when I first listened to it, I was at the end of a dialysis treatment, and I was kind of lightheaded and I'm in a room with 20 other people and people's alarms are going off and all that. And it occurred to me it probably sounded like I was a drunk in the ER at 11am. That was not the case, it was just dialysis. But that -- that turned out to work out very well and we certainly commend you for that.
The second thing I would like to say is ask that Valley Metro assist the City of Glendale with implement -- to reimplementing the Ride Choice. There seems to be some hiccups. I had received assurances from council and staff leadership and we're still waiting on that. And that doesn't sound like a big deal.

But imagine you went to the mechanic and he called you back and said, well, you know, I've got some bigger stuff going on here. I'll get you a car in about three months. Overall, not a big deal. But for you, it is a big deal. Or imagine you had to go run some errands. You went and got some blood work done. That's starting the car twice. You went to a doctor because at a certain age we all have more than one. That's another couple of starts. You go to the grocery store. You have to do it twice because you can only carry so much. That's so much. You go to the pharmacy. That's so much. A couple of times you start your car. Imagine each time you turn the key or push the start button, that costs you between $20 and $40. That's kind of a big deal.

90 percent of blind people are over the age of 50. So when -- a lot of times when you hit your peak earning years, you go blind.

Unemployment among blind people is between 70 and 80 percent.

You can see where this will make a huge difference. And independence always has a cost, but it's always less than the cost of dependence.

The other thing I would like to comment on is after sitting through however many meetings years ago when I was an elected, I can't believe I'm going to say that, someday I would like to sit through one of your meetings because every interaction I've had with staff has been exemplary. And you realize exemplary is just what it is. That takes great staff leadership. And that takes great board leadership. And that's a pleasure to watch. And it's noticed and appreciated.
So thank you very much for the opportunity and continue the great job.

Ms. Dillon said next, we have Ms. Diane Cottenden.

Ms. Cottenden said 'm from Glendale, and I'm newly blind. Well, two and a half years. And first of all, I do want to say that Valley Metro was very responsive when I went up there and handed them all my paperwork and they immediately walked me out with a Platinum card. And I was so excited because I was going to have all these services. And then I found out that it takes hours to get anywhere.

And so when Ride Choice was introduced to Glendale, I was excited about that, put my name on the list. We will get back with you. And they didn't get back with me until July when it was no longer in service.

So anyway, but I hear it's coming back and that's just making me very excited because, as he said earlier, that a whole day to do one thing. Not only is it expensive, but it's a big waste of manpower resource, your time in getting something done.

I don't know if you notice I'm wearing a shade. I am a student at Savvi, which is one of the centers for the blind that helps us through structured learning, learn to do everything without sight. So when that day, which eventually will come where we kind of lose everything, we're already prepared for it. And I am very proud of being a student at Savvi. But even so, I'm very proud of Metro because y'all are very forward and y'all are really listening to us. And, you know, we have it's little hiccups, but just the same, you are moving forward and that pleases me. Thank you very much.

Ms. Fetterman said thank you. Good morning. I'm coming here for a couple different reasons. First, I want to say a sincere thank you to the City of Peoria. I've written down a couple of the names that have been so responsive and helpful with us. Irene, thank you. Vice Mayor Crawford. Yeah, Irene Charles. John Edwards, thank you. I know you're here. Chris Baddle (phonetic), I think it's his name. Thank you. Jermaine.

We could not have done this without all your guys's help. The City of Peoria voted last week, I believe it was, seven to zero to implement Ride Choice, and we are expected to get it into service as early as November.

City of Glendale. I got to speak with Nathan White, who's in part of the transportation, and he is promising to get that back started for the City of Glendale in December. It's exciting news for the residents of Glendale.

I do also want to thank everybody at Valley Metro for the speak or push the buttons on the phone because that was implemented from the last time that we were here, and it's working very well.

A couple of my asks now are I know one of my friends that was here, Marion Walker, last time was dropped off at the wrong home while utilizing Ride Choice. And it was because there was lack of communication and I don't know how we can fill that gap to make sure that the drivers are able to communicate effectively to the passengers, whether that's an app or -- I think an app would be actually really helpful or what. I don't know. I'd love to figure that out, but so that the passenger and that driver have clear communication and understanding where they both need to be.

The last thing is. So I know when we book a ride through Valley Metro -- actually, there's another thing besides that one -- when we book a ride through Valley Metro the Ride Choice, we speak to a representative and that can be very costly. It is needed for the people that need to have that communication, but what not -- what about getting Ride Choice in an app to where you take out that middleman, save some money there. So that's a huge ask is getting Ride Choice to be able to be in the app.

I know that there's a company called IRA, that is able to see where the driver is, and the person are while utilizing Lyft. So if we've got Ride Choice, Lyft, IRA altogether, then that might be some sort of a great collaboration.

The last thing I do want to say is the City of Phoenix still has a wait list. So people that are disabled are not being able to utilize Ride Choice. The program is there but they have a wait list, and I know funding is always the biggest part of everything. But my ask to you is to figure out how we can get our disabled community off that wait list and be able to use Ride Choice.
So thank you.

Ms. Dillon said Mr. Don Knowles.

Mr. Knowles said thank you for this opportunity to speak again. I want to also voice my appreciation for the very professional welcome that we have received. Every single, I will say every single person that we've dealt with and interacted with during this journey has been of very high quality. And I want to say thank you so much for spending our tax dollars wisely.
I want to say to Mr. Edwards, I'm a resident of Peoria and Peoria welcomed us and had some very productive meetings with Kimberly and myself and others. And I want to voice how much I appreciate that living in the city of Peoria. It's a great place to live and I'm happy to pay my taxes there.

And also, I want to say that there is an issue in Phoenix with the wait of the Ride Choice. It's like if I go to Kohl's to buy a shirt, yeah, they got a bunch of shirts and I can grab two or three but when I get to checkout, if it's -- there's 5,000 people there waiting, it's doing me no good. That really is an administrative issue that needs to be addressed. I know there's a financial aspect involved there somewhere that we don't know about but the administrative aspect of getting clients on Ride Choice and having that program up and running at full capacity is a serious ask.
I look forward to being able to use Ride Choice in the city of Peoria very soon.

I'm full-time employed. I do not plan on retiring anytime soon. We're doing great work at Savvi Services for the Blind, and our students leave there productive, fully employed citizens. And it's a great place to work, but I have to be able to get there to do my work. And I do appreciate everyone's participation in this endeavor. Thank you so much.

Ms. Dillon said yes, ma'am. Ms. Judith Clark.

Ms. Clark said good morning. My name is Judith Clark. I'm Secretary for the National Federation of the Blind, Senior Division of Arizona and a board member for the Foundation for Blind Veterans.

I also want to thank Valley Metro for its services and for -- I'm a Phoenix resident. And for all the accessibility that you do provide, it is greatly appreciated.

I wish to address the Ride Choice program for Phoenix also. This program was supposedly expanded from 88 qualified people to include all seniors on July 1st, 2025. And as a low vision senior, I've been trying to get access to it since May of 2025.

I've been told there are insufficient funds for this program. And so everyone is put on a waiting list. I've also been told that since I have access to Dial-A-Ride, I shouldn't need Ride Choice. This is simply not true. Dial-A-Ride requires the ride to be scheduled a minimum of a day in advance. And you can only go to the address originally requested and at the times requested. Doctor appointments are not easily planned. Sometimes an appointment might take 20 minutes and another time the appointment might take two hours. Also, events might arise that would require a ride that same day such as a doctor needing testing done at a different location following the appointment.

An example -- another example would be like this meeting. I had to figure out what time your meeting would end, and I didn't have a clue. So I told them what time you started or what time I needed to be here, but I had to guess at what time it would end. So I'm not being picked up until 3 o'clock this afternoon. And if I had Ride Choice, I could just call and say I'm ready to be picked up, and I wouldn't be wasting my entire day here.

The other -- one other thing I'm curious about is I've heard people talking about being able to say or press or say one or something when they call Valley Metro. And I know when I do Dial-a-Ride, that's not the case. I still have to press one each time that I do things. It doesn't give me the option to say or press it. So I don't know if that's something else or not, but that's something to consider because it would be appreciated to not have to try to find on my phone that.
But thank you for listening, and we appreciate you all.

Chair Adams said do we have any other presenters?

Ms. Dillon said public comment is complete. We addressed everyone.

Ms. Mefford-Miller said Madam Chair and Members of the board.

Absolutely. And Mr. James, Ms. Cottenden, Ms. Fetterman, Mr. Knowles and Mr. Clark, we thank you for your feedback and for being present here today. Tom Young, our Deputy Chief for Bus and Paratransit Operations, is working to -- Tom and I have been texting back and forth these last few minutes, and he is prepared to provide assistance and support.

We do look forward to beginning Ride Choice in the cities of Glendale and Peoria very soon. Thanks in part to the leadership of our board members, Vice Mayor Tolmachoff of Glendale and Councilmember Edwards of Peoria.

Ms. Mefford Miller said Ms. Clark, we're going to work to get you home sooner than 3 p.m. Sometimes our meetings are that long but thank goodness they're not -- they're not that long.

Chair Adams said thank you. Councilmember Pastor.

Councilmember Pastor said yes, it was last week that we heard these concerns at the City of Phoenix. What I think is very -- what's necessary is to really break down where the funding is coming from, how it is funded, who is managing it. What Phoenix -- how they're involved in this process because I think there is some confusion as to how it's funded and where the funding is coming from. And so, I would like a follow up on all those pieces so that all of us, since there's new people on this board are able to know the nuances to be able to talk to their constituents. Thank you.

Ms. Mefford-Miller said thank you, Councilmember, Members of the board. We discussed this, I believe, at our September board meeting and in November, Tom Young will be providing an informational presentation as well as an agenda item, so you have this information in writing that helps really explain the patchwork of accessible mobility services that are currently delivered across the Valley.

Chair Adams said thank you. Any other comments from the Board? Thank you for your participation public speakers.

2. Chief Executive Officer's Report

Ms. Mefford-Miller said Madam Chair, Members of the board. I have just a few items I want to provide you with an update on.

October is Ride Share month. And our Commute Solutions team is working to encourage everyone to take sustainable transportation whether that's public transit, biking, walking, carpool, van pool, or teleworking. As of last week, over 8,000 trips were logged on our ShareTheRide.com platform. I encourage you, if you haven't already, to visit ShareTheRide.com.

We're also working with employers to encourage alternative commute solutions through tabling events at various different employers.

And we will celebrate our clean air champions at our Clean Air Awards Campaign luncheon later this month. That's on October 29th. And I know several members of our board plan to attend. That's always a wonderful event.

Want to provide a little bit of update on South Central Extension. It seems like just yesterday that we opened this on June 7th. This project has already been recognized with a few different awards, including the American Council of Engineering Companies grand award in transportation's kind of a big deal. And the Engineering News Record, which is an industry publication that's quite prolific. We won the second-place award in the airport and transit category and the second-place award in excellence and safety. So, well done and congratulations to City of Phoenix and the Valley Metro teams responsible for delivering South Central Extension.

Speaking of South Central, I just want to give you a status update. Since we opened on June 7th, we have carried over five thousand -- five hundred thousand boardings on South Central. That means we've got an average daily ridership just on the South Central alignment of about eight to nine thousand riders per day and we are growing fast. We have grown 28 percent since our first full month of ridership, which is July. And already Baseline and Central, which is the terminal station for the South Central Extension on the southern end is our third busiest station in the system. It's served by a Park Ride lot as well as bus connections and pedestrian connections from the surrounding neighborhoods. So this young project is already meeting or beating actually our Federal Transit Administration ridership projection. So well done. That is wonderful.

Not to be outdone bus ridership is also growing across the system. Our August ridership was up, even though we had fewer weekdays in the month of August and that does matter.
East Valley Local and circulator service held steady. I do want to point out an important trend in ridership. We're seeing our average Sunday ridership grow this year in the month of August. 21 percent compared to Sunday ridership in 2024. This isn't surprising to us. Since the pandemic we've continued to see ridership shift a little bit away from the Monday through Friday peak period-oriented travel. We're seeing almost peak levels in the afternoons as well as additional ridership occurring on the weekend, Saturdays, Sundays and late into the evenings. We're monitoring this very closely. And these are important data points that are going to help inform our bus network redesign.

Another a little bit of a daily ridership trend. So you can see where we're at East Valley Bus. Congratulations. East Valley bus local Service is leading our service charge. Central is holding pretty steady and West Valley holding pretty steady. The drop in West Valley circulators for service that no longer exists so we expected to see that.

And then here is a little chart of reliability. When I say reliability, I mean on-time performance. This is year over year growth per route in on-time performance. This is aided in part by our transportation team working very closely, utilizing data that we also share with our member communities that comes out of our Swiftly platforms. We're making adjustments to our running time trying to improve connections for our customers and they're seeing the results. 72 is one of our biggest and busiest routes that runs from north to south. And it's got (indiscernible) Chandler in it and its reliability has improved 16 percent in the last year. That's the difference between making it to work on time, keeping that job and not. So well done to team and we will keep the improvement moving.

Finally, we are kicking off -- actually, we did on Monday, the bus network redesign community engagement. This is a tremendous effort. It's being undertaken by Valley Metro, our member community staff as well as our consultant TMD, who is the technical consultant on the network redesign. HDR is working to support us through community engagement. I sent you an email yesterday that includes the detailed community engagement plan. I welcome your feedback on that plan.

This is a follow-up to our community engagement study session that we had back in August. This plan is filled with engagement opportunities where we are meeting our riders, members out in the community and also our front-line team members where they are to solicit their input on how their transit experiences are working for them or not working for them today and where they'd like to see us go into the future.

This first phase of outreach is going to continue through the end of November. Then we'll get back to the drawing board, if you will, and begin developing some alternatives that will bring back out to the public in the next round of engagement. We'll also be doing targeted media and advertising. So I hope in your day-to-day life you see us out there with our best network redesign, which we have branded Your Voice, Your Ride. Really trying to emphasize the importance of engagement and uplifting the voices of our riders and communities in determining the future of our regional bus system.

Quick look ahead. I want to note that our November 13th meeting, occurs a little bit earlier in the month this year. We do have a study session and board meeting 11/15. This is going to be a longer meeting. We've got a full agenda. We do not have a board cycle in the month of December, so there will be a little bit of a respite, but we've got a number of items in the month of November.

That concludes my report, Madam Chair. Any questions I may answer?

Chair Adams said I don't have any questions. Does anyone else have any questions? Seeing none.

3. <u>Audit and Finance Subcommittee Update</u>

Chair Adams said we'll go ahead and move forward. Councilmember White, for item number three, could you please provide an update to the board on items discussed at the October AFS meeting.

Councilmember White said thank you so much, Madam Chair. Audit and Finance Subcommittee met on Thursday, October 2nd. And we received our update from our Chief Financial Officer, Mr. Kessler, presented the Public Transit Funds revenue through August. And he also had additional information we received through September. We are just a tick under 4.5 percent over the prior year.

Mr. Olson, our Budget Manager, presented on fiscal year 2027 preliminary transit service budget assumptions for revenue forecast, base service levels, service changes, bus service and demand response contract, market trends and other initiatives. Rail assumptions included revenue forecast, rail transportation, state of good repair, and other initiatives and risk.

Our team also took a look at Travel Expenditures and Reimbursement audits. Staff provided an overview of the audit results. Internal Audit determined that Valley Metro has efficient controls over the travel process and demonstrated overall compliance with established travel policy and procedures. There were no findings or recommendations associated with this audit.
Our Internal Audit Annual Report for September 1 -- I'm sorry, September 1st, 2024, through August 31st, 2025 was presented by our Chief Auditor, Ms. Beckstrom, and that included the background on our internal auditing, annual attestation of independence and ethics, and a summary of prior year audit work that has been completed.

We also received an Internal Audit update from Mr. Kondrat, our Internal Audit Manager. Staff noted two audits have been completed and four audits are in progress, two recommendations were implemented, and there are 13 recommendations that are currently in progress.
If there are any concerns with intergovernmental agreements, contract change orders, amendments, and awards, please reach out to Valley Metro staff.

Our next meeting and our final meeting for this calendar year will be on Thursday, November 6th at 12 p.m. here.

Madam Chair, I'm available for questions.

Chair Adams said do we have any questions? Seeing none. We can move on. Thank you so much for that very thorough report.

4. <u>Consent Agenda</u>

Chair Adams said. We'll go on to number four then. For item number four, the Consent Agenda is presented for actions. Does the Committee have any questions or are there any items that need to be pulled for separate discussion? Councilmember Pastor?

Vice Mayor Tolmachoff said so my question is any of the solicitations, I guess the solicitations, but any contracts the online marketplace basically is the only actual contract award, but are we awarding -- are we awarding -- are we doing shorter term -- in light of the committee that we're going to be discussing here shortly, is going to be discussing potentially in-sourcing certain functions now that we have a 20 year dedicated funding source, are we adjusting the length of our contracts or are they given like one year with options to renew? Or how are we? I know we haven't started the committee yet. We haven't even actually seated the committee yet, but we're about to so just curious on that. Thank you.

Councilmember White said do we have to pull it to ask a question?

Chair Adams said she just asked a few questions.

Vice Mayor Tolmachoff said no, we can vote on it on the slate. I just wanted to ask the question.

Chair Adams said do I have a motion to approve 4A through 4E? Do we have discussion on it? Okay. Do we have discussion?

Vice Mayor Tolmachoff yes that was my question.

Chair Adams okay. All right. Okay. All right. Okay. Let's vote on it, please.

Councilmember Pastor no. There's a question. There's a question on 4E. We're in the discussion manner and Vice Mayor Tolmachoff asked those questions. So, we're waiting for Jessica to answer.

Ms. Mefford-Miller said thank you. Vice Mayor. Madam Chair, Members of the board. Regarding the length of contracts. Our contracts have different links and they are based on what's optimal for our business need. You'll find larger contracts that have a high startup cost, think an operations and maintenance contract, tends to have a potential longer term. What we are trying to do is minimize that base to the extent possible so that we give ourselves opportunities to exit the contract, as needed, if our business needs dictate.

Now, we will be, as you note, Vice Mayor Tolmachoff moving through a process we look forward to of evaluating some of our critical functions and determining whether it makes sense to continue outsourcing or in-sourcing those. We have accomplished a little bit of in-sourcing, but the larger efforts will very much be the subject of that forthcoming committee that we're actually going to discuss seating today.

Okay. We have a list of functions that we would like to share with that committee to get direction on whether or not we may explore and in-sourcing versus continuing contracting.

Councilmember Tolmachoff said okay. Thank you. I just -- you know, I mean, if we're tied into a five year contract, it really doesn't make any sense to be looking if we can in-source that if we're under contract for five more years and don't have any opportunity to exit the contract if it's something we think ideally we could do in house. Yeah.

Councilmember Pastor said I just need some clarity on the online marketplace contract. It's a five-year contract?

Ms. Mefford-Miller it is. I'm going to ask him Ken Kessler, Chief Financial Officer, to the podium to address this item.

Councilmember Pastor said and then are there renewals in the contract.

Mr. Kessler said Madam Chair, Members of the board. So the contract term is a five-year period with no options to extend. I just want to clarify the nature of this particular contract is purchase of general commodities so it doesn't lend itself towards in-sourcing. So this is -- this is utilizing Amazon to buy some of those smaller everyday things and entering into a five-year contract for that.

Chair Adams said any other discussion? Hearing none. I will request a motion and a second.

IT WAS MOVED BY COUNCILMEMBER PASTOR SECONDED BY COUNCILMEMBER DORCEY AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS 4A-4E.

5. Community Relations Support Services Contract Amendment

Chair Adams recognized Councilmember Edwards.

Councilmember Edwards said thank you, Madam Chair. So in this new -- are there going to be any new performance-based accountability measures and milestones in the -- in this new contract that we'll be able to measure?

Ms. Mefford-Miller said thank you for your question, Councilmember Edwards, Members of the board. I'll invite Hillary Foose, our Chief of Marketing Communications to address your question.

Ms. Foose said good afternoon, Madam Chair, Councilmember Edwards. Thank you. The contract has specifications and a very strong scope. Where we get into measures is these firms help augment our staff in our community engagement efforts and each engagement efforts has a plan depending on the audience, the goals of what we're trying to accomplish and also measures.

So for example, you saw in Jessica CEO comments that we just initiated the engagement plan for bus network redesign. We have a series of measures in there that we will work alongside our consultant to make sure we achieve in order to get a representative set of feedback from the community.

Councilmember Edwards said so you'll see like, if you set goals for ridership, you'll be able to see tangible results based off of whatever the reporting structure comes back to you?

Ms. Foose said correct. If ridership is a measure we would. Yes.

Chair Adams said Thank you very much. I request a motion and a second to authorize the Chief Executive Officer to execute one year contract extensions with companies presented on the screen, which are the same as listed on the agenda to extend the contracts through November 29, 2026 and increase the aggregate value of the contracts not to exceed $7,896,617.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECOND BY COUNCILMEMBER PASTOR AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE ONE YEAR CONTRACT EXTENSIONS WITH COMPANIES PRESENTED ON THE SCREEN, WHICH ARE THE SAME AS LISTED ON THE AGENDA TO EXTEND THE CONTRACTS THROUGH NOVEMBER 29, 2026 AND INCREASE THE AGGREGATE VALUE OF THE CONTRACTS NOT TO EXCEED $7,896,617.

6. Joint Ad Hoc Committee Member Selection

Chair Adams said Jessica will now introduce item five. Six -- sorry, it was reversed on my.

Ms. Mefford-Miller said thank you. This item is to introduce the formation of a joint ad hoc committee. Letters of interest were submitted for a slate of members for the joint ad hoc committee. They are listed in your packet below. And committee members would serve for the duration of the ad hoc committee. And this is procurement and business strategies. Are there any questions that I may answer?

Chair Adams said I have a question. Is the committee full now then? Because I wasn't aware -- I wasn't made aware of it until after, I think.

Ms. Mefford-Miller said I apologize, Madam Chair. The committee is now full.

Chair Adams said okay. That's fine.

Ms. Mefford-Miller said typically, the ad hoc committees consist of five members, two of them from Valley Metro Rail and then we strive for a balance between East and West Valley.

Chair Adams said Okay. Great. Thank you.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECOND BY COUNCILMEMBER MCMAHON AND UNANIMOUSLY CARRIED TO ACCEPT THE AD HOC, THE JOINT AD HOC COMMITTEE AS PRESENTED ON THE SCREEN.

- Councilmember Kenny Buckland, Town of Gilbert (RPTA)
- Vice Mayor Lauren Tolmachoff, City of Glendale (RPTA)
- Councilmember Francisco Heredia, City of Mesa (VMR)
- Councilmember Jon Edwards, City of Peoria (RPTA)
- Councilmember Laura Pastor, City of Phoenix (VMR)

Councilmember White said will the committee pick their own chair?

Ms. Dillon said that selection is usually left up to the chair of the RPTA Board of Directors as the larger board. So, Chair Adams, that will be your purview of who will chair. And we can discuss that offline via email or a phone call.

Chair Adams said okay. Sounds good. Thank you.

7. <u>Travel and Expenditures</u>

Chair Adams said now we're going to travel and expenditures.

Ms. Dillon said chair, this item is presented for information. And if there are no questions from the board, we can move on to item eight.

Chair Adams said okay. Are there any questions from the board? No.

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

Chair Adams said we'll move to item eight. Report on Current Events and Suggested Future Agenda Items. Councilmember White.

Councilmember White said thank you so much. The City of Avondale will be hosting our annual celebration of Billy Moore Days this Friday, Saturday, and Sunday. We have an amazing parade that's going to be on Saturday, so we just want to invite everybody out to the West Valley. It's a cool alternative if you don't want to drive downtown to have fun at a fair and also see a really neat parade in this beautiful fall weather. So come out and enjoy Billy Moore Days. And let me give you the dates just because I did not say them before. It's going to begin tomorrow, Friday, October 17th and run through Sunday, October 19th. And our parade will be on Saturday the 18th, kicking off in Western Avenue in Old Town Avondale. So come out and have a great time. Thank you.

Councilmember Tolmachoff said thank you, Chair Adams. I had a -- at the previous meeting, our CEO and during her CEO comments spoke about a We Ride study that -- and I wasn't familiar -- didn't recall that coming through the board. And so I've been kind of communicating back and forth. And basically, what it comes down to is -- and I don't know whether you want to move this over to the committee, but -- so the answer to the question is this was the -- there was a

$290,000 contract. And I don't object to the study for studying whether we can, you know, Valley Metro could come up with a business plan for operating We Ride. I'm okay with that.
But my issue is, is that -- that what I was told was the type of work being completed for this project was approved by the joint boards of directors in May of 2022, when the planning support contract services with on-call consulting firms was awarded. In January of this year, the joint boards took further action to exercise two option years. So there's essentially a master contract, but there's studies with scopes and other things. And this was a $290,000 contract being executed without coming through the board. And I think that that lacks transparency.
This is public money.

I don't know whether the -- whether the board -- I think this is a board wide issue. I mean, I think there's -- I know I've been told there's other studies coming and they're preparing a list, but I was really curious about -- and like I said, I mean, I don't necessarily have a problem with it, but when you're, you know -- and the example I gave is when, you know, for example, for the City of Glendale remodel, it's a hundred million dollar remodel. We actually -- I voted no on the budget that year because I think that's too much money.

But so we have a -- we have an approval for something, but we have subsequent contracts that keep coming through. And I -- in the name of transparency with those contracts, even if they're on a consent agenda, they come through the council. So I don't know how many other two or three or $400,000 contracts we have out there that are doing things that maybe the board's not even aware of and that really haven't been presented in a public meeting.

And so my concern is the lack of transparency. And I think we probably need to have a discussion about that.

Chair Adams said could we place that on the agenda for next month?

Councilmember Tolmachoff said it's not up to me. I just wanted to put it out there. I didn't know whether that -- I think it's an interest of the entire board, not necessarily the ad hoc committee we just formed. But -- and I know I've talked to Councilmember Edwards about this. We agree that, you know, that because this is public money I just feel like it really does lack transparency.

Chair Adams said go ahead, Councilmember.

Councilmember White said I absolutely respect and understand that position. I think as we take a look at it that would probably -- some of that transparency is built into the fact that these cities right now that I know are serviced by that entity, their loops, and we saw that reflected on the data presented today. Their circulators, their loops are gone. So we had a negative 17 percent. So as a part of our -- sunsetting our loop transit I think that is a part of how that study kind of went forward. So a part of us sunsetting, for example, our Zoom, which was our loop, that's gone. So a part of figuring out where do you go from there? So I think that was built into the original situation with that back in '22 that you reflect on where I wasn't here on this board at that time.

However, yeah, there is some necessary transparency that if we are not attentive to those things that we pass on the consent agenda, they go right under our nose. So it was brought back to us this year at the top of the year. I believe that was something that was available to us, but I'm not sure. And I definitely want to make sure we're very transparent because I would hate for monies to be spent and we all not agree because we're here to serve and connect communities and that is really our ultimate purpose.

Councilmember Tolmachoff said If I could Chair Adams, I just want to clarify. My problem is not with the study or what the study is about is that I did verify that that contract was not presented to the board, not approved by the board. And that we -- that we -- even though, I mean, it's something we probably all agree, yes, we should be looking at that. It's a -- it's routine in nature. It doesn't need a big presentation, but it still should be on an -- on an agenda and voted on publicly for the sake of transparency. That's my point. Not about what the study is about.

Councilmember Pastor said I just want to get some advice. We're on eight, right? Yes. So I think this should be placed on our future agenda.

Councilmember Tolmachoff: That's what I'm asking. That's what I'm asking.

Chair Adams said that's what I think. Yeah, too.

Councilmember Pastor said I think that's the ask is to place it on a future agenda and then we will have to discuss it.

Councilmember White said I guess I would say with the timeline then that's all my comments were saying. Let's get a timeline of how we got here. Because I think maybe there's a gap with that as well.

Councilmember McAllen said I just wanted to reiterate what Vice Mayor Tolmachoff said. I think that it's public dollars and we should have it in public view. Thank you.

Ms. Mefford-Miller said thank you, Madam Chair. I want to repeat back to the board what I think I've heard for the next agenda item which we can prepare for next month. This work is being completed as a task order that is on an on-call contract. So when we issue on-call contracts, just as the board approved the one-year contract on community relations and support services, we will hold contracts and execute contracts with the ten firms on that particular contract that are listed that all include a not to exceed amount.

Those are not to exceed spend. And then the authorizations are included in the budget. The work is actually completed through task orders. So the contracts move through the board just as agenda item number five did today, but when we actually execute work, it's on a task order basis.

Ms. Mefford-Miller said and so I think we could bring back to the board a description of that as well as a proposal for how we would communicate back with the board regarding task orders before they're issued.

Councilmember Pastor said I just think this is going to an agenda and then we can have the dialogue back and forth. This is -- I don't know, Michael, you could probably step --

Chair Adams said so but we would like it on a future -- future. Do you need to explain anything, Michael?

Mr. Wawro said I think the request has been made for a future agenda item and we will set that on the agenda per the Chair.

Chair Adams said thank you very much. Appreciate it. I also have an announcement Phoenix Pride Parade is in -- or yes, is on Sunday at -- let's see what time 10 AM. So if anybody wants to come to the Phoenix Pride Parade, it'll be located at 3rd Street and Thomas. Thank you.

Councilmember Pastor said that's please join City of Phoenix, District 4.

Chair Adams said please join our fire truck for Tempe. Any other announcements? All right.

9. <u>Next Meeting</u>

The next meeting of the Joint Board is scheduled for November 13, 2025, at 11:15 a.m.

With no further discussion the meeting adjourned at 1:26 p.m.

Executive Summary

DATE **AGENDA ITEM 4B**
November 6, 2025

SUBJECT
Non-Revenue Vehicles Purchase Contract Award

COST AND BUDGET
Cost for this purchase is $433,000, plus a contingency of $21,650 or 5% of the purchase price. The aggregate contract value will not exceed $454,650. The split is approximately $47,250 for RPTA and $407,400 for VMR.

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).

Funding sources are comprised of Public Transportation Funds, federal grants, and member cities.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a cooperative contract with PFVT Motors, LLC dba Peoria Ford, for eight non-revenue service vehicles, that expires on March 16, 2026, with one one-year option to extend. The aggregate value of the contract will not exceed $454,650.

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
  - Tactic 8.2: Codify a comprehensive maintenance and operations program

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

CONTACT
Gregg Thompson
Deputy Chief, Bus Maintenance
gthompson@valleymetro.org

ATTACHMENT
A copy of the contract is available for review.

Background Information

BACKGROUND DISCUSSION
The addition of these vehicles directly supports the South-Central Extension/Downtown Hub Project, which adds 5.5 miles of new track, overhead power systems, passenger platforms, and traction power substations. As the rail network expands, the demand for reliable maintenance equipment increases to ensure Valley Metro can deliver safe and uninterrupted service across the system.

To meet these new operational requirements, the maintenance workforce has grown in both staffing levels and scheduled coverage hours, reflecting the higher volume of planned inspections, preventive maintenance, and emergency response activities. These vehicles will provide the necessary tools to keep pace with this expanded workload.

Vehicle types, the position supported, and individualized costs are listed below:

Vehicle Type	Position	Budget/Division	Vehicle Cost
Ford F250 Service Truck	New – Signal Communication Tech	Capital - Sigcom	$82,000
Ford F250 Service Truck	New – Signal Communication Tech	Capital - Sigcom	$82,000
Ford F150 Extended Cab	New – Track Maintenance Tech	Capital – Track Maintenance	$50,000
Ford F250	New – Pressure Washer Tech	Operating – Facilities Maintenance	$60,000
Ford Escape	New – MOE Pool Vehicle	Operating - OMC	$32,000
Ford Explorer	New -101 Pool Vehicle	Operating - Pool	$45,000
Ford F150 Extended Cab	New – Traction Power Supervisor	Operating – Traction Power	$50,000
Ford Escape	New – Traction Power Manager	Operating – Traction Power	$32,000
		Total	**$433,000**

PROCUREMENT INFORMATION

In accordance with the Agency's Joint Procurement Manual, standard competition was waived as a result of an approved Determination Memo and processed as a cooperative contract. The New Vehicles Purchases-FTA contract numbers CTR059322 and CTR060664 were 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 discount off the contractor's best pricing, an indefinite delivery, indefinite quantity contract. The contract will begin on or about December 1, 2025, and end on March 16, 2026, with one one-year option to extend.

Non-Revenue Vehicles Purchase Contract Award

VALLEY METRO

1

Non-Revenue Support Vehicles

2

VALLEY METRO

2

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a cooperative contract with PFVT Motors, LLC dba Peoria Ford, for eight non-revenue service vehicles, that expires on March 16, 2026, with one one-year option to extend. The aggregate value of the contract will not exceed $454,650.

Executive Summary

DATE **AGENDA ITEM 4C**
November 6, 2025

SUBJECT
Feature Manipulation Engine Software Contract Award

COST AND BUDGET
Cost for the full term is $84,084. The aggregate contract value will not exceed $84,084. The split is approximately $42,042 for RPTA and $42,042 for VMR.

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 Public Transportation Funds and Regional Area Road Funding.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Insight Public Sector, Inc., for Safe Software, Inc.'s Feature Manipulation Engine software, with a three-year term and no options to extend. The aggregate value of the contract will not exceed $84,084.

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

- Goal 4: Leverage Data and Technology
  - Tactic 4.1: Improve the automation and reliability of transit data to strengthen planning, operations, and rider communications.
  - Tactic 4.3: Use analysis of route data and commuter patterns to determine best-practice strategies to improve transit performance and safety.
- Goal 8: Contribute to Operational Excellence
  - Tactic 8.3: Improve service quality through enhanced planning, performance management, and continuous process improvement.

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

CONTACT
Aaron Xaevier
Service Planning & GIS Manager - Axaevier@valleymetro.org

ATTACHMENT
A copy of the contract is available for review

Background Information

BACKGROUND DISCUSSION

This contract is needed to improve data integration and management processes that are impeding operational efficiency and decision-making capabilities. The agency currently operates in a complex multi-jurisdictional environment with multiple data silos across different systems including Geographic Information System (GIS) platforms, scheduling software, real-time tracking systems, and passenger information databases. These disconnected data sources make it difficult to maintain accurate data, integrate real-time operational information, and provide unified analytics for service optimization. Without a comprehensive data integration platform, Valley Metro struggles to efficiently process the massive volumes of transit data generated by modern intelligent transportation systems, limiting the agency's ability to improve service reliability, optimize routes, and enhance the passenger experience.

Safe Software's Feature Manipulation Engine (FME) represents a comprehensive solution to address Valley Metro's data integration challenges by providing a platform that doesn't require software programming expertise specifically designed for transportation agencies. The FME platform's proven track record in the transit industry includes successful implementations at major agencies like Connecticut Department of Transportation (DOT), which automated GTFS data integration from over nine transit providers, and Capital Metro (CapMetro) in Austin, which built a comprehensive enterprise GIS system for real-time operations and emergency response.

The platform's ability to connect over 400 data formats and applications while preserving data quality throughout the conversion process makes it ideal for Valley Metro's diverse technology ecosystem. Specifically, this includes processing live data feeds (APIs) and regular data transmissions for information on ridership, vehicle positioning and service performance from sources including Clever, VIX and S&B. It will also facilitate the processing of this data by providing useful attributions for analysis and consolidating them into useful formats for ongoing use.

FME's automation capabilities would enable Valley Metro to streamline critical workflows, including ridership data processing, GIS data maintenance and manipulation, and the generation of regular reports. The investment in FME aligns with industry best practices, as evidenced by its adoption across transportation sectors. Integration with existing Valley Metro technologies would ultimately support the agency's mission to provide safe, efficient, and reliable transportation while positioning the agency to leverage emerging for enhanced service delivery.

This item has been reviewed and approved by the Information Technology Services Department for compatibility and security requirements.

PROCUREMENT INFORMATION

In accordance with the Agency's Joint Procurement Manual, standard competition was waived as a result of an approved Determination Memo and processed as a cooperative contract. Multiple cooperatives were reviewed for product availability and price. The State of Arizona Software Value Added Re-seller (SVAR) Contract CTR069959 contract was awarded using a competitive process consistent with the Agency's procurement processes.

CONTRACT TYPE AND TERM

The proposed contract is a firm fixed-price contract. The contract will begin on or about November 17, 2025, for a three-year term and will expire on November 16, 2028, with no options to extend.

1

Overview

- What is FME?
- How is it used?
- How will this benefit VM?

FME by Safe Software

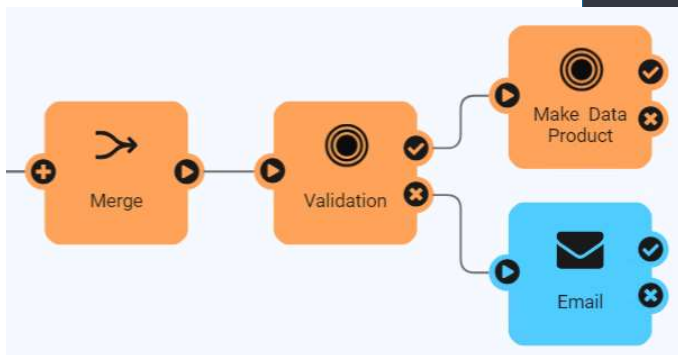
2

VALLEY METRO

2

What is FME?

- FME stands for **F**eature **M**anipulation **E**ngine.
- It's a software tool that **helps manage, move and process data**, especially geographic data like maps, locations, and routes.
- Think of it as a smart assistant that organizes and converts lots of complex transit data into clear, usable information.
- 3 Year Cost totals **$84,084**



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VALLEY METRO

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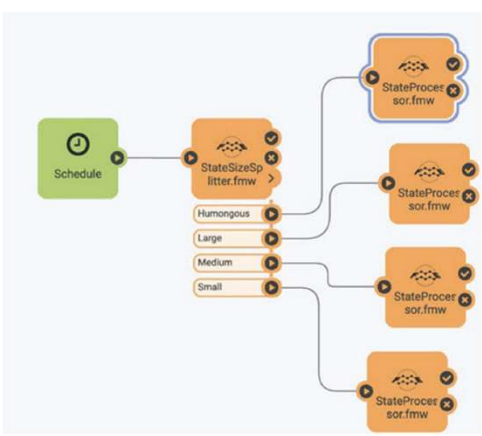
How is FME Used?



- FME takes data from different sources — like buses, trains, schedules, and traffic updates — and combines it in one place.
- It allows non-coders to transform high volumes of data into digestible formats for other systems and agency users.

4

VALLEY METRO

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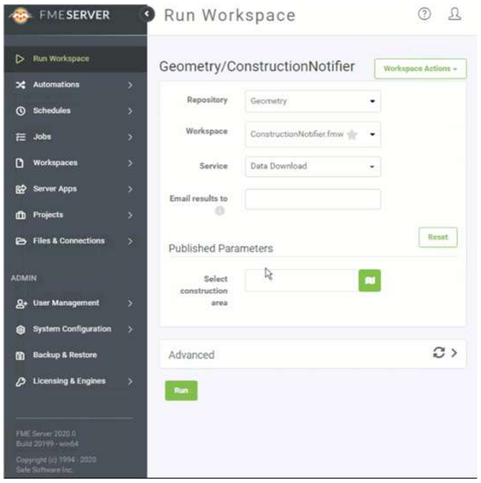
How is FME Used?



- FME takes data from different sources — like buses, trains, schedules, and traffic updates — and combines it in one place.
- It allows non-coders to transform high volumes of data into digestible formats for other systems and agency users.

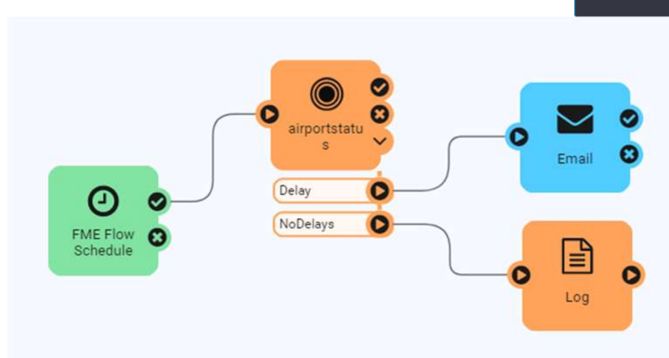
5

VALLEY METRO

5

How will this benefit VM?

- Saves time by automating data handling instead of doing it manually.
- Improves data accuracy and reliability, reducing errors.
- Overcomes bottlenecks in processing power of current tools and personnel expertise in coding.
- Facilitates a transition away from dated, complex and temperamental code at the foundation of our data ecosystem.



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VALLEY METRO

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Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Insight Public Sector, Inc., for Safe Software, Inc.'s Feature Manipulation Engine software, with a three-year term and no options to extend. The aggregate value of the contract will not exceed $84,084.

7

VALLEY METRO

7

Executive Summary

DATE
November 6, 2025

AGENDA ITEM 4D

SUBJECT
Federal Government Consulting Services 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).

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

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with Cardinal Infrastructure, LLC, to extend the contract through December 31, 2027.

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

- Goal 5: Stakeholder Collaboration
  - Tactic 5.2: Incorporate member agency and stakeholder input into action plans to build the future regional transit system.
  - Tactic 5.3: Encourage broad engagement and collaboration with contractors to enhance success
- Goal 9: Financial Sustainability
  - Tactic 9.3: Maximize revenue generation, including advertising, farebox recovery, and discretionary/competitive grant opportunities.
  - Tactic 9.5: Proactively identify cost savings and implement resource justification during annual budget process.

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

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

ATTACHMENT(S)
Copies of Valley Metro FY26 Federal Legislative Agenda and proposed 2026 Surface Transportation Reauthorization Priorities and a copy of the contract amendment are available for review.

Background Information

BACKGROUND DISCUSSION
With the exception of two years, Valley Metro has retained federal legislative consulting services to represent the Agency and regional transit at the federal level since 1997. Each year, Valley Metro works with its federal consultants to review and update Valley Metro's federal public transportation legislative agenda, which is adopted annually by the Boards of Directors.

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, regional stakeholders and bring attention to the importance of federal funding, grants and other transit investments to the Phoenix metropolitan region.

The existing federal legislative consulting contract with Cardinal Infrastructure was approved by the Boards of Directors in November 2022, as a five-year contract term (two initial years, with three one-year options) with a total contract value not to exceed $1,191,370, for the base and option years which includes a 10% contingency ($108,306). The table below reflects the annual contract pricing, which does not include the 10% contingency:

Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)	Year 5 (2027)	Total
$204,000	**$210,120**	**$216,424**	**$222,916**	**$229,604**	**$1,083,064**

Option Years Justification
In reviewing the scope of work, Cardinal Infrastructure has exceeded requirements and expectations. Assisting Valley Metro's discretionary grant projects, including the Capital Investment Grant program, is complex and time intensive. This is a result of the unanticipated challenges that have altered standards and requirements in grant funding. These demands have affected projects across the country, but Cardinal and Valley Metro have been able to navigate these difficulties with limited adverse impact on goals or projects.

Key goals and deliverables include Cardinal helping to navigate and secure competitive and congressionally directed funding including the following:

- Low No Emissions Grant Program $13.3M; *Awarded $13.3M June 2023*
- RAISE Grant for Rio East-Dobson $15.9M; *Awarded $15.9M in June 2024*
- Electric Bus and Charging Infrastructure; *Awarded $1M March 2023*
- Electric Accessible Microtransit Vehicles $1.382M; *Awarded $1.382M March 2024*
- Electric Buses and Charging Infrastructure $4.898M; *Awarded $500,000 March 2024*

- Community Safety Project $1M; *Included in FY26 House THUD Appropriations Bill in July 2025; appropriations process not yet complete*

In addition to providing a monthly federal report on activities happening in Washington, D.C., Cardinal Infrastructure has secured numerous interactions and meetings including with the previous FTA Administrator, the new FTA Administrator, senior USDOT/FTA officials, congressional committee staff and members of Arizona's congressional delegation. Valley Metro has also been invited to participate in key industry conversations including a White House-convened Clean Bus Manufacturing, USDOT Transportation and Climate Symposium, USDOT Sustainability Mobility Study Tour and participate in a number of APTA Roundtable/Panel discussions.

With the anticipated and unanticipated changes in Washington, exercising option years on this contract is critical to meet strategic funding objectives, including the development of strategy, guidance and coordination in securing discretionary grants from federal agencies including but not limited to U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), for the Buses and Bus Facilities (BBF) discretionary grant, Better Utilizing Investments to Leverage Development (BUILD) grant program, Low or No Emission (Low-No) Vehicle & Infrastructure program, Capital Investment Grants (CIG) program, Integrated Mobility Innovation, Transit Oriented Development (TOD) and other competitive grant programs as they become available across federal agencies and in the maximum amount possible.

Additionally, the existing five-year Surface Transportation Program, otherwise known as the Infrastructure Investment and Jobs Act (IIJA), is set to expire in September 2026. FTA's formula programs are set in the surface transportation authorization bills. Valley Metro utilizes a variety of federal formula funds to fund bus and paratransit vehicles, RideChoice, travel training, congestion mitigation and air quality programs – such as vanpool – and preventive maintenance. Cardinal has assisted staff in drafting proposed FY2026 Surface Transportation Reauthorization Priorities for consideration and inclusion for reauthorization. Valley Metro's reauthorization priorities include, but are not limited to, maintaining the investments established in the IIJA, supporting a baseline set at current funding levels plus inflation and creating a new formula program based on the standard 5307 formula that fully funds crime prevention and security capital costs, that may extend to operating costs for police and other security personnel.

Staff anticipates and expects robust work to be done by Cardinal on our federal grant projects, including reauthorization of the IIJA, and engagement with federal agencies other than USDOT, including ongoing activity to coordinate with Valley Metro stakeholders.

CONTRACT TYPE AND TERM

The existing contract is a firm fixed-price contract with price escalation. The contract began on January 1, 2023, and will end on December 31, 2027, with no options to extend. Staff will seek approval to solicit a new request for proposals during calendar year 2027.

Federal Government Consulting Services Contract Amendment

VALLEY METRO | VALLEY METRO RAIL

1

Federal Government Consulting Services Contract Amendment

- Existing contract with Cardinal Infrastructure was approved by the Boards of Directors in November 2022 as a 5-year contract term
- Request is to exercise option years through December 31, 2027
- **No additional contract authority is needed or requested**
- Staff will seek approval to solicit a new request for proposals in calendar year 2027

2

VALLEY METRO

2

Justification & Ongoing Need

Cardinal Infrastructure has exceeded requirements and expectations. Notable goals and deliverables include:

- ✓ **$13.3 million** Low/No Emissions Grant Program *(June 2023)*
- ✓ **$15.9 million** RAISE Grant for Rio East-Dobson *(June 2024)*
- ✓ **$1 million** earmark for Electric Bus and Charging Infrastructure *(March 2023)*
- ✓ **$1.38 million** earmark Electric Accessible Microtransit Vehicles *(March 2024)*
- ✓ **$500,000** earmark Electric Buses and Charging Infrastructure *(March 2024)*
- ✓ **$1 million** earmark Community Safety Project *(Included in FY26 House THUD Appropriations)*

- ❑ 2026 Surface Transportation Reauthorization
- ❑ Congressional Funding and Regulatory Relief
- ❑ Discretionary/Competitive Grant Funding Opportunities

3

VALLEY METRO

3

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with Cardinal Infrastructure, LLC, to extend the contract through December 31, 2027.

4

VALLEY METRO

4

Executive Summary

DATE **AGENDA ITEM 4E**
November 6, 2025

SUBJECT
State Government Consulting Services Contract Amendment

COST AND BUDGET
No additional contract authority is needed or 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).

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

RECOMMENDATION
Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the Chief Executive Officer to execute a contract amendment with HighGround, Inc./The Kruse Group, Joint Venture, to extend the contract through December 31, 2027.

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

- Goal 5: Stakeholder Collaboration
  - Tactic 5.2: Incorporate member agency and stakeholder input into action plans to build the future regional transit system.
  - Tactic 5.3: Encourage broad engagement and collaboration with contractors to enhance success
- Goal 9: Financial Sustainability
  - Tactic 9.3: Maximize revenue generation, including advertising, farebox recovery, and discretionary/competitive grant opportunities.
  - Tactic 9.5: Proactively identify cost savings and implement resource justification during annual budget process.

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

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

ATTACHMENT
A copy of the contract amendment is available for review.

Background Information

BACKGROUND DISCUSSION
The existing state legislative consulting contract with Highground/Kruse Group Joint Venture was approved by the Boards of Directors in November 2022, as a five-year contract term (two initial years, with three one-year options) with a total contract value not to exceed $498,100 for the base and option years which includes a 10% contingency ($45,275). The table below reflects the annual contract pricing, which does not include the 10% contingency:

Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)	Year 5 (2027)	Total
$ 87,000	**$ 88,740**	**$ 90,515**	**$ 92,325**	**$ 94,172**	**$ 452,751**

<u>Option Years Justification</u>
In reviewing the scope of work, Highground/The Kruse Group Joint Venture has exceeded requirements and expectations representing and assisting Valley Metro throughout the extension of Proposition 400. Their extensive experience in the legislative process and deep relationships with elected officials, gubernatorial, legislative and state agency staff – as well as their lobbyist colleagues – provide a unique ability to speak to everyone across the political spectrum and utilize the art of persuasion, understanding political ideologies and motivations to support transportation and transit issues, specifically.

The primary duty of their work is to monitor, track, and lobby public transportation and/or transit issues at the state legislature, state agencies and/or the Office of the Governor. This includes review, advocate and/or comment on legislation, state budget information, and other state legislative issues of interest to Valley Metro and their member agencies; and provide strategic planning, strategy and guidance and act as a liaison and coordinate communications, educational efforts, and advocacy on transit issues with various state agencies, including but not limited to the Arizona Departments of Administration (ADOA), Transportation (ADOT), and Public Safety (DPS).

Some critical goals and deliverables have included securing numerous interactions, meetings and working groups with state legislative leadership and committee chairs, industry stakeholders and community organizations throughout the preparation and advancement of the extension of Proposition 400. As such, voters chose to continue their support for a multi-modal, regional transportation system that includes an increase in public transit funding from 33% to 37% of our regional transportation sales tax in Proposition 479.

In addition to their work with and for Valley Metro, both Highground and Kruse Group have represented the City of Phoenix at the State Capitol for nearly 10 years. They also have strong relationships with the East Valley Partnership, WESTMARC, Greater Phoenix Chamber of

Commerce, Greater Phoenix Economic Council, Valley Forward, Transit Oriented Development Coalition, Maricopa Association of Governments, the Sierra Club, the Arizona Commerce Authority, the Arizona Chapter of the Associated General Contractors, the Arizona League of Cities and Towns, the Association of Counties and the County Supervisors' Association.

Valley Metro continues to have a need for state government relations consulting support to successfully address activities at the state level, including implementation of Proposition 479 and the bus network redesign (e.g. Comprehensive Operational Analysis). Strategic state legislative consulting services will continue to include, but is not limited to:

- Governmental Relations – monitor, track, and lobby public transit issues at the state legislature, the Governor's office, and/or state agencies.
- Strategic Planning and Relationship Engagement – assist with strategic planning by identifying challenging or potentially challenging issues, proactively advising Valley Metro on issues which may impact public transit policies or programs or other emerging long-range issues and providing practical plans and communication/educational initiatives to respond.

CONTRACT TYPE AND TERM

The existing contract is a firm fixed-price contract with price escalation. The contract began on January 1, 2023, and will end on December 31, 2027, with no options to extend. Staff will seek approval to solicit a new request for proposals during calendar year 2027.

State Government Consulting Services Contract Amendment

1

State Government Consulting Services Contract Amendment

- Existing contract was approved by the Boards of Directors in November 2022, as a 5-year contract term
- Request is to exercise option years through December 31, 2027
- **No additional contract authority is needed or requested**
- Staff will seek approval to solicit a new request for proposals in calendar year 2027

2

2

Justification & Ongoing Need

Highground/The Kruse Group Joint Venture has exceeded requirements and expectations. Notable goals and deliverables include:

- ✓ Securing numerous interactions, meetings and working groups with state legislative leadership and committee chairs, industry stakeholders and community organizations throughout advancement of Proposition 479
- ✓ Support for an increase in public transit funding from 33% to 37%

- ❑ Implementation of Proposition 479 (farebox recovery ratio)
- ❑ Bus Network Redesign
- ❑ Monitor, track, and lobby ongoing public transportation/transit issues

3

3

Recommendation

Staff recommends that the Boards of Directors authorization for the Chief Executive Officer to execute a contract amendment with HighGround, Inc./The Kruse Group, Joint Venture, to extend the contract through December 31, 2027.

4

4

Executive Summary

DATE **AGENDA ITEM 4F**
November 6, 2025

SUBJECT
Water and Ice Service Authorization to Issue a 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 water and ice services utilized throughout RPTA and VMR, facilities and alignment.

STRATEGIC PLAN ALIGNMENT
- Goal 8: Operational excellence
  - Tactic 8.1: Optimize service performance

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

CONTACT
Ken Kessler
Chief Financial Officer
kkessler@valleymetro.org

ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION

Valley Metro continues to need water and ice services to provide heat response and mitigation for Valley Metro employees and contracted field staff. Currently, there are 30 units at various Valley Metro properties, including water and ice countertop units, large ice bins, and hot/cold water dispensers. A myriad of small equipment rental and service agreements covered the units. This procurement will consolidate all equipment rental and maintenance services under a single multi-year contract.

Water and Ice Service Authorization to Issue a Solicitation

1

Background

This contract is for the rental, installation, and full-service maintenance of water and ice dispensing machines at designated locations operated RPTA and VMR

Contractor shall supply, install, maintain, and service the equipment across Valley Metro's operations, including:

- 101 N. 1st Ave.; 7 countertop water/ice units, 2 ice bins
- Mobility Center; 1 water/ice machine, 1 hot/cold unit
- OMC/MOW/MOE (various locations); 4 large ice bins, 5 hot/cold units, 4 countertop water/ice units (conference rooms)
- Kiosks/Guard Shacks; 6 countertop water/ice units

This contract is needed for heat response and mitigation for all Valley Metro employees and contracted field staff.

2

2

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to issue a competitive solicitation for water and ice services utilized throughout RPTA and VMR facilities and alignment.

3

3

Executive Summary

DATE **AGENDA ITEM 5**
November 6, 2025

SUBJECT
Wayfinding Map Design Services Contract Award

COST AND BUDGET
Cost for the full term is $1,080,000, plus a contingency of $120,000 or 10% of the full-term cost. The aggregate contract value will not exceed $1,200,000. The split is approximately $600,000 for RPTA and $600,000 for VMR.

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 funds are Public Transportation Funds and member cities.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with Connectpoint, Inc., for wayfinding map design services, for a five-year term with no options to extend. The aggregate value of the contract will not exceed $1,200,000.

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

- Goal 1: Deliver excellent customer experience
  - Tactic 1.1: Incorporate human-centered design principles and practices into customer wayfinding and communications to ensure an easy-to-navigate regional system.
  - Tactic 1.2: Prioritize a unified customer experience across modes

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

CONTACT
Caitlin Eberle
Manager, Marketing
ceberle@valleymetro.org

ATTACHMENT
A copy of the contract is available upon request.

Background Information

BACKGROUND DISCUSSION
This contract supports the design and update of Valley Metro's system map and wayfinding signage at select bus stops, transit centers, park-and-ride facilities and existing and new rail stations based on wayfinding best practices, established requirements, service changes and customer experience inputs.

In 2019, following a competitive solicitation, a five-year contract was awarded to CHK America, Inc. for Wayfinding Map Design Services. Valley Metro has utilized this contract to design and update system and route maps four times a year to reflect all relevant service changes, launch the new streetcar line and develop future system identity and naming convention guidelines for the future two-line rail system. Specific work products include:

- Valley Metro system map
- Transit center, light rail station and streetcar stop spider maps
- Guide-a-Ride schedule signs at bus stops throughout the Valley
- Light rail and streetcar line map decals on board vehicles
- Two-line rail system wayfinding signage concepts and design plans
- Other ad-hoc mapping needs when needed

This service continues to be critical to providing customers with accessible transit information via updated, accurate and user-friendly maps at our facilities and across the service area. The new contract scope of work would consist of the map design needs listed above.

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

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

▪ Quality of Workmanship	(0 – 300 points)
▪ Approach to Scope of Work	(0 – 250 points)
▪ Qualifications and Experience of Firm	(0 – 200 points)
▪ Qualifications and Experience of Assigned Personnel	(0 – 150 points)
▪ Price	(0 – 100 points)

Table 1

Year 1	Year 2	Year 3	Year 4	Year 5	Total
$240,000	$240,000	$240,000	$240,000	$240,000	$1,200,000

CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract will begin on or about January 1, 2026, for a five-year term with no options to extend.

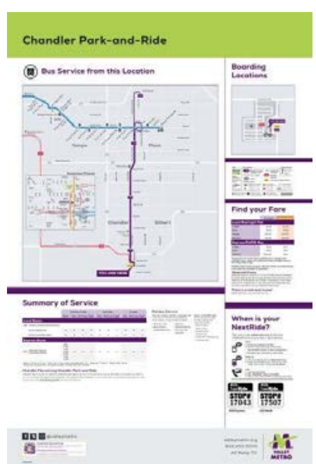
Wayfinding Map Design Services Contract Award

VALLEY METRO

1

Background Information

- Agency sought a vendor to design and update the various map and wayfinding signage across the system including spider maps, Guide-a-Rides, outreach materials, map decals, overall signage plans and more.
- This service continues to be critical to providing customers with accessible transit information via updated, accurate and user-friendly maps at our facilities and across the service area; ensuring an excellent customer experience.



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2

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with Connectpoint, Inc., for wayfinding map design services, for a five-year contract term and no options to extend, for an aggregate contract value of $1,200,000.

3

3

Executive Summary

DATE **AGENDA ITEM 6**
November 6, 2025

SUBJECT
Operations Cleaning Services Contract Amendment

COST AND BUDGET
Cost for the extension is $3,193,264, plus a contingency of $159,663 or 5%. The aggregate contract value will not exceed $25,084,794. The split is approximately $49,144 for RPTA and $3,303,783 for VMR.

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 funds are Public Transportation Funds and member cities.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with DMS Facility Services, LLC, to extend the contract through June 30, 2026, and increase the aggregate value of the contract not to exceed $25,084,794.

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

- Goal 8: Operational excellence
    - Tactic 8.2: Codify a comprehensive maintenance and operations program

COMMITTEE PROCESS
RTAG: October 14, 2025, for action
TMC/RMC: November 5, 2025, approved
Boards: November 13, 2025, for action

CONTACT
Ken Kessler
Chief Financial Officer
kkessler@valleymetro.org

ATTACHMENT
A copy of the contract amendment is available for review.

Background Information

BACKGROUND DISCUSSION

The Operations and Cleaning Services contract serves both RPTA and VMR. The services are necessary to maintain essential cleanliness and safety standards across the system, including:

- Rail Operations and Maintenance Center (OMC)
- Mesa Bus Operations and Maintenance (MBOM), which includes six separate buildings and a covered parking structure
- Light rail vehicles along the alignment
- Park and ride facilities
- Operator facilities
- Security offices
- Passenger stations
- Construction offices (as needed)

The current contract for Operations Cleaning Services is set to expire on December 31, 2025. However, the Agency continues to require uninterrupted cleaning services. The amendment will extend the contract through June 30, 2026, to allow the procurement process to be completed.

The cost increase for the extension period is 2.17%, which is within the anticipated range of annual escalation or new contract award. The following is a breakdown of the cost per major element:

January 01, 2026- June 30, 2026			
Service	**Current Amount**	**Increase**	**New Amount**
RPTA Operations Cleaning Services	$ 7,669.56	$ 131.12	$ 7,800.68
VMR Facility Station Cleaning	$ 266,146.68	$ 8,569.19	$ 274,715.87
VMR LRV Cleaners	$ 80,865.48	$ 2,051.67	$ 82,917.15
OMC Facility Cleaning	$ 21,734.11	$ 370.23	$ 22,104.34
CA11 SCE and NWII	$ 126,202.11	$ -	$ 126,202.11
Tempe Street Car Vehicle Cleaning	$ 9,994.61	$ -	$ 9,994.61
Monthly Total	$ 512,612.55	$ 11,122.21	$ 523,734.76
		Increase	2.17%

CONTRACT TYPE AND TERM

The contract is a fixed-price contract. The contract began on December 31, 2020, and will end on June 30, 2026, with no options to extend.

Operations Cleaning Services Contract Amendment

VALLEY METRO

1

Operations Cleaning Services Contract Solicitation

Services are for the performance of a full range of cleaning services necessary to maintain Valley Metro Rail's Operations and Maintenance Center, RPTA's Bus Transit Facility, Light Rail Facilities, Sites and Vehicles and Tempe Streetcar Facilities and Vehicles.

2

VALLEY METRO

2

Coverage area

Light Rail:

- Alignment – 35 Miles
- 58 Passenger stations
- 12 Park and rides
- 5 Security offices
- 6 Operator facilities
- 30 Traction power substations
- 16 Signal buildings
- (OMC) Operations and Maintenance Center (4 Buildings)
- 60 LRV's per night

Bus:

- (MBOM) Mesa Bus Operations and Maintenance facility

3

VALLEY METRO

3

Tempe Streetcar:

- Route - 3 Miles
- 14 Stops
- 1 Operator Facility
- 3 Traction power substations
- 1 Signal building
- 4-5 Streetcars per (night)

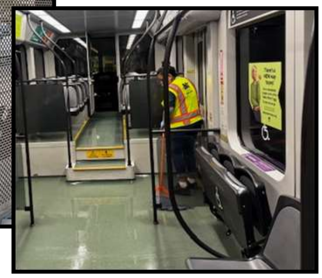
4

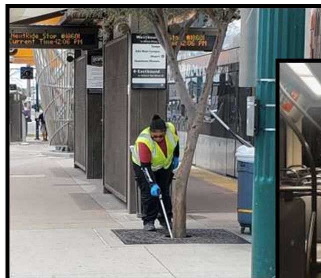
VALLEY METRO

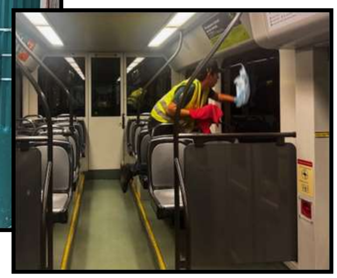
4

Cleaning Services

- Trash removal
- Litter pick up
- Graffiti removal
- Biohazard clean up
- Drug paraphernalia removal
- In service LRV/Streetcar cleaning
- After service LRV/Streetcar cleaning
- Janitorial services







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VALLEY METRO

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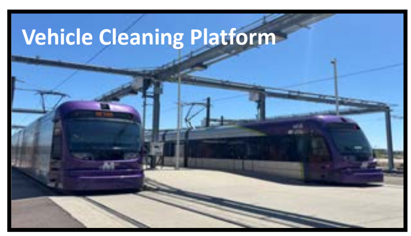
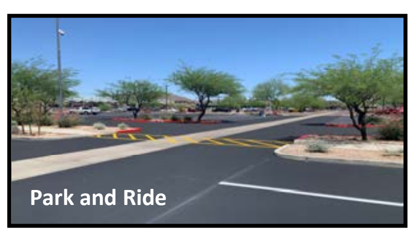
Light Rail Operations and Maintenance Center



Vehicle Cleaning Platform

Passenger station



Park and Ride

6

VALLEY METRO

6

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to execute a contract amendment with DMS Facility Services, LLC, to extend the contract through June 30, 2026, and increase the aggregate value of the contract not to exceed $25,084,794.

7

VALLEY METRO

7

Executive Summary

DATE **AGENDA ITEM 7**
November 6, 2025

SUBJECT
Landscape Services and Paver Maintenance Contract Award

COST AND BUDGET
Cost for the initial three-year term is $1,782,672, and the cost for a single two-year option is $1,279,328, plus a contingency of $150,000. The aggregate contract value will not exceed $3,212,000. The split is approximately $546,000 for RPTA and $2,666,000 for VMR.

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 funds are Public Transportation Funds and member cities.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with Mariposa Landscape Arizona, Inc., for landscape services and paver maintenance with a three-year initial term and one two-year option to extend. The aggregate value of the contract will not exceed $3,212,000.

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

- Goal 8: Operational excellence
  - Tactic 8.2: Codify a comprehensive maintenance and operations program

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, approved
Boards of Directors: November 13, 2025, for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valleymetro.org

ATTACHMENT
A copy of the contract is available for review.

Background Information

BACKGROUND DISCUSSION

This contract is needed for landscaping maintenance at facilities, park and rides, and passenger stations along the light rail alignment. This work also covers the RPTA Bus Transit facility located in Mesa.

The contractor shall provide all necessary vehicles, tools, supplies, materials and other related equipment required to perform the landscaping services defined in the competitive solicitation.

Table 1 reflects the annual contract pricing to include the single 2-year option. The initial 3 year contract value is $1,782,672. The single two-year extension is $1,279,328 for a total aggregate contract price of $3,062,000. This does not include the contingency amount of $150,000.

Table 1:

Year 1	Year 2	Year 3	Option Year 1	Option Year 2	Total
$576,733	**$594,072**	**$611,867**	**$630,212**	**$649,116**	**$3,062,000**

PROCUREMENT INFORMATION

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

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

- Qualifications and Experience of Firm (0 – 250 points)
- Qualifications and Experience of Assigned Personnel (0 – 250 points)
- Understanding/Approach to the Scope of Work (0 – 300 points)
- Price (0 – 200 points)

CONTRACT TYPE AND TERM

The contract is a firm fixed-price contract. The contract will begin on or about January 1, 2026, for an initial three-year term with one two-year option to extend, for a maximum term of five years.

Landscape Services and Paver Maintenance Contract Award

1

Landscape Services and Paver Maintenance Contract Award

Services are for the performance of landscape maintenance for facilities, park and rides, passenger stations and operational facilities along the light rail alignment. This work also covers the Light Rail Operations and Maintenance Center located in Phoenix and the Mesa Bus Operations and Maintenance located in Mesa.

2

2

Coverage area

Light Rail:

- Alignment – 35 Miles
- Landscape medians: 140 medians totaling 8 miles (Approx.)
- 58 Passenger stations
- 12 Park and rides
- 30 Traction power substations
- 16 Signal buildings
- (OMC) Operations and Maintenance Center (62 Acres)
- Tempe provides landscaping services for the Streetcar alignment.

Bus:

- (MBOM) Mesa Bus Operations and Maintenance facility (22 Acres)

VALLEY METRO

3

3

Maintenance Services

- **Trees/Plants/vines**
  - Trimming (Preventive Maintenance)
  - Removal/Planting
  - Inventory Maintenance
  - Condition Assessments
- **Irrigation Systems**
  - Inspections
  - Programming
  - Preventative Maintenance
  - Corrective Maintenance
- **Grounds Maintenance**
  - Weed Management
  - Ground Cover Maintenance
  - Trash Pickup
- **Hardscape Maintenance**
- **Storm Damage Response**

VALLEY METRO

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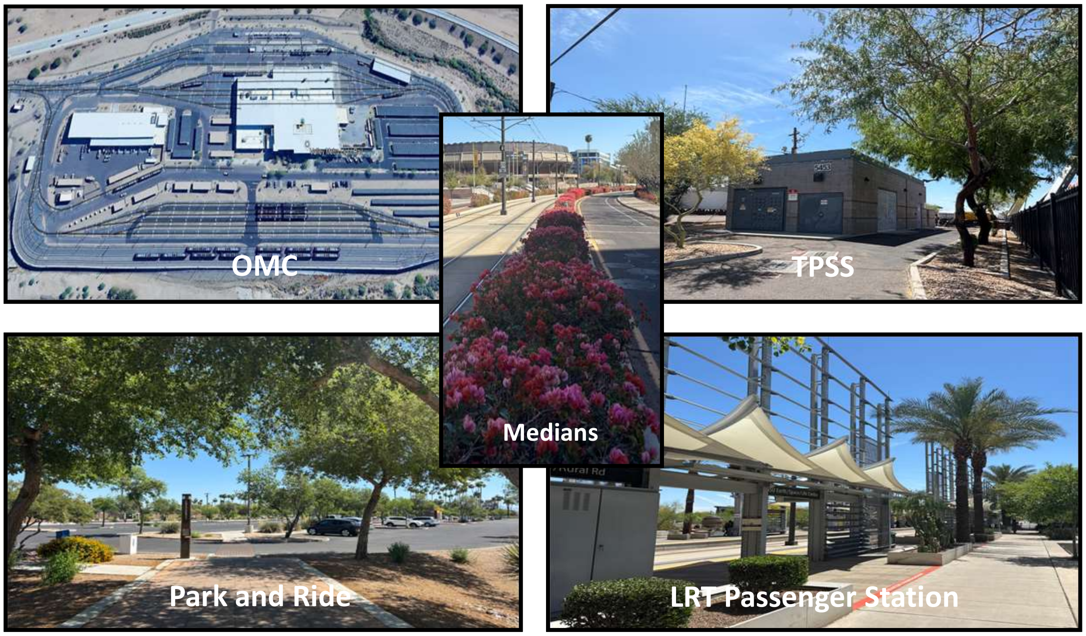

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5

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to enter into a contract with Mariposa Landscape Arizona, Inc., for landscape services and paver maintenance with a three-year initial term and one two-year option to extend. The aggregate value of the contract will not exceed $3,212,000.

6

6

Executive Summary

DATE **AGENDA ITEM 8**
November 6, 2025

REVISED November 12, 2025

SUBJECT
Annual Insurance Coverage Renewal

COST AND BUDGET
Insurance renewal costs are expected to be fully funded through a request for mid-year adjustment.

**At the time of submitting this Information Summary, Valley Metro's insurance broker, Alliant Insurance Services, Inc. ("Alliant"), has not obtained final insurance premium amounts from insurance carriers for all lines of insurance. This is standard practice because negotiations may proceed until the end of the insurance term, November 30th. The figures today are presented as a not to exceed amount.*

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the Chief Executive Officer to purchase renewal coverage for Valley Metro's insurance policy needs for December 1, 2025, to November 30, 2026, in an amount not to exceed $7,372,788. RPTA's obligation will not exceed $473,978. VMR's obligation will not exceed $6,898,810.

STRATEGIC PLAN ALIGNMENT
This item relates to the ninth goal and strategy of the Five-Year Strategic Plan, Financial Sustainability, by ensuring that Valley Metro's human, business, and property assets are protected from risk exposures through adequate insurance coverage.

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC/RMC: November 5, 2025, for action
AFS: November 6, 2025, for information
Boards of Directors: November 13, 2025, for action

CONTACT
Michael Wawro
Chief Legal Officer
mwawro@valleymetro.org

Background Information

BACKGROUND DISCUSSION
Valley Metro's insurance costs are directly related to growth. Since the last insurance renewal we added an additional light rail vehicle, payroll increased by 11%, property values increased by approximately 25%, and Valley Metro expanded service and property with the opening of South-Central Extension Downtown Hub. This growth requires additional insurance coverage.

Insurance rates held relatively steady this year, with modest increases and even some decreases, such as Inland Marine (-8%), one of our major lines of coverage. Increased costs are largely attributed to the growth of the system. For another major line of coverage, Excess Liability, Valley Metro will retain a new insurer in the leading line ($10M), but at a new Self-Insured Retention, "SIR", (Deductible) of $1M, up from $750,000.

This information is being provided simultaneously to City Staff, RTAG, TMC/RMC, and the Boards for comments and questions prior to the November 13, 2025 Board Meeting.

The information provided in this packet was supplied by our broker, Alliant, and is based on industry sources. Alliant will continue to negotiate with our potential insurance providers up to our renewal deadline at the end of November. Therefore, the funds requested by Valley Metro for insurance renewal are presented as "not to exceed".

SYNOPSIS
Claims activity, environmental disasters, and instability continue to challenge the global insurance industry, making it increasingly challenging to obtain and afford necessary coverages. As a result of the tightening market, underwriters heavily scrutinized all policy holders this year, including Valley Metro, and we expect this trend to continue.

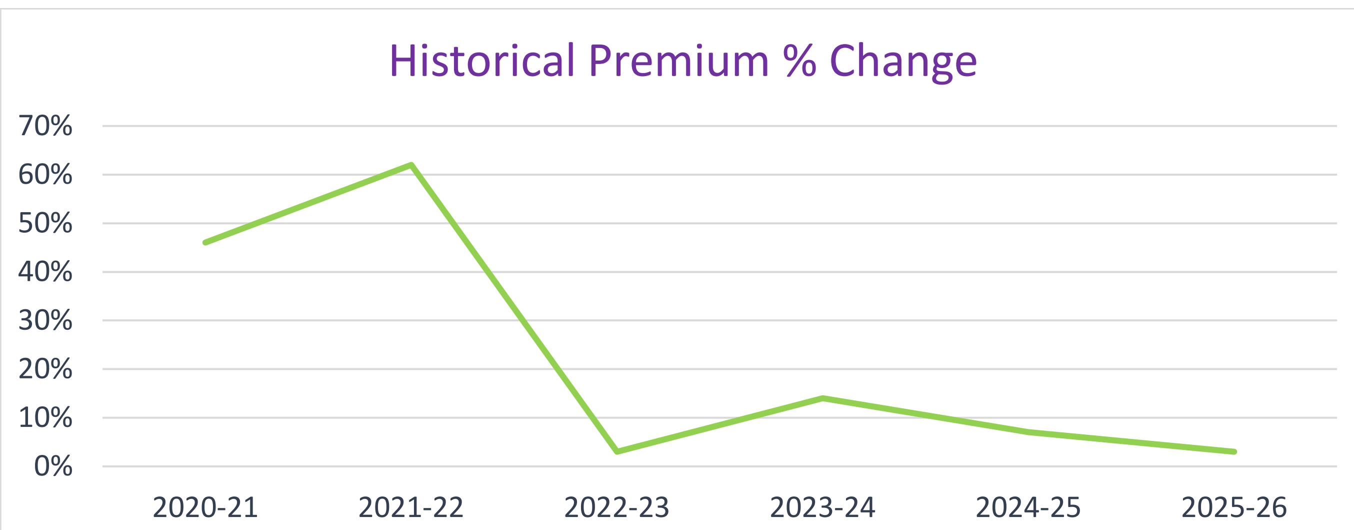
Last renewal period, Valley Metro had a very successful renewal cycle, with a single digit year over year increase in premiums, and our insurers priced premiums low compared to those of other transit agencies. This year, our renewal is again positive, with a 3% year over year premium increase.

Valley Metro's insurance premiums for the upcoming 2026 cycle are summarized as:

	2025 Premium	% of total	2026 Projected Premium	% of total	Yr over Yr Premium Change
RPTA	$486,185	7%	$473,978	6%	-2.5%
VMR	$6,649,545	93%	$6,898,810	94%	4%
Total	**$7,135,730**	**100%**	**$7,372,788**	**100%**	**3%**

For the past few years, Valley Metro has undertaken actuarial studies that analyze the effectiveness of our insurance coverages, including our SIR limits. Based on this year's study and recommendations from our broker, we are recommending 1) a change in SIR for excess liability from $750,000 to $1M, and 2) a possible change in carriers for the first $10M in coverage. We believe the changes in SIR and carrier are fiscally responsible and financially sufficient to meet Valley Metro's insurance needs.

HISTORICAL VIEW
Over the past six years, Valley Metro's insurance premiums have risen an average of 23% year over year. The following charts track the premium changes. Please note that coverage terms have changed over time.



Years	RPTA	VMR	Total	% +/- YOY
2020-2021	$424,971	$3,084,138	$3,509,109	46%
2021-2022	$407,348	$5,264,529	$5,671,877	62%
2022-2023	$418,217	$5,428,687	$5,846,904	3%
2023-2024	$403,367	$6,264,886	$6,668,253	14%
2024-2025	$486,185	$6,649,545	$7,135,730	7%
2025-2026	$473,978	$6,898,810	$7,372,788	3%
AVERAGE				23%

COVERAGE AND PRICING

The following charts show insurance coverage pricing, per agency. All premiums are presented in “not to exceed” amounts.

The cost allocation between RPTA and VMR budgets for annual premiums this year is 6% to the RPTA budget and 94% to the VMR budget based on annual review of the value of assets and financial exposures, a 1% shift from last renewal.

RPTA

The table below breaks down insurance premium pricing for **RPTA** and compares expiring premiums with the upcoming renewal year. The expiring premium totaled $478,856.27. The renewal premium is projected as **$473,978**.

Line of Coverage	Policy Limit-Renewal	Renewal Premium Estimate	Policy Limit-Expiring	Expiring Premium
Property	$500,000,000	$29,995	$500,000,000	$22,920
Crime	$2,000,000	$3,750	$2,000,000	$3,753
Auto Liability & Physical Damage	$750,000	$58,058	$750,000	$98,690.56
Excess Liability- multiple layers	$50,000,000	$231,350	$50,000,000	$223,976.05
Stand-Alone Terrorism	$50,000,000	$1,225	$50,000,000	$1,127.20
Cyber/Privacy	$2,000,000	$27,500	$2,000,000	$27,348
Workers Compensation	$1,000,000	$119,700	$1,000,000	$98,591.46
Volunteers AD&D	$ 1,000,000	$2,400	$1,000,000	$2,450
Grand Total		**$473,978**		**$478,856.27**

VMR
The table below breaks down insurance premium pricing for **VMR** and compares expiring premiums with the upcoming renewal year. Total excess liability expiring limits are $100M with SIR of $750,000. RPTA and VMR share the first $50M of excess liability limits, with the second $50M dedicated solely to VMR. The expiring premium totaled $6,474,867. The renewal premium is projected at **$6,898,810**.

Coverage Type	Policy Limit-Renewal	Renewal Premium Estimate	Policy Limit – Expiring	Expiring Premium
Property	$500,000,000	$827,005	$500,000,000	$856,728
Inland Marine - Rolling Stock	$100,000,000	$2,100,000	$100,000,000	$2,281,961.01
Inland Marine - Town Lake Bridge & Other	$50,000,000	$270,000	$60,629,795	$269,958
Crime	$2,000,000	$3,750	$2,000,000	$3,753
Auto Liability & Physical Damage	$750,000	$318,942	$750,000	$256,311.44
Excess Liability–multiple layers	$100,000,000	$3,073,650	$100,000,000	$2,508,023.49
Stand Alone Terrorism	$50,000,000	$33,775	$50,000,000	$30,184.80
Cyber / Privacy	$2,000,000	$27,500	$2,000,000	$27,348
Pollution Legal Liability	$5,000,000	$ -	$5,000,000	$25,514.14 (3-year policy)
Aircraft (Drone)	$1,000,000	$4,165	$1,000,000	$5,000
Workers Compensation	$1,000,000	$230,300	$1,000,000	$196,592.54
Deadly Weapon Response Program	$1,000,000	$9,723	$1,000,000	$13,492.67 (through 7/1/26)
Grand Total		**$6,898,810**		**$6,474,867**

COVERAGE NOTES
Valley Metro's upcoming renewal reflects significant shifts in both market conditions and exposures, resulting in an anticipated **3%** year-over-year increase.

Property: Increase driven by higher total insured values, including approximately $221M in new assets added for the South-Central Extension Downtown Hub. Valley Metro's portfolio increased by approximately 25%.

Inland Marine (Rolling Stock): Rate decreased, premium remains flat due to added stock.

Excess Liability: Valley Metro's SIR is relatively low compared to industry norms. To maintain premiums, we are recommending a change in carrier for the first $10M layer of excess coverage, as well as raising the SIR to $1M to address the premium increases. Alliant has been working with new carrier for the first $10M layer and additional layers of coverage to $100M.

Terrorism: Slight increase reflecting growth in total insured value and ongoing geopolitical instability.

Auto Liability: Premiums are expected to increase by 15% due to persistent market challenges.

Cyber Liability: The market has stabilized with only minor adjustments.

Workers' Compensation: Rates declined slightly, but payroll grew by 11%.

INSURANCE RENEWAL COSTS ARE EXPECTED TO BE FUNDED THROUGH A MID-YEAR ADJUSTMENT

For December 1, 2025- November 30, 2026, RPTA's contract obligation is **$473,978**, and is expected to be fully funded with a mid-year adjustment to the RPTA Adopted FY 2026 Operating Budget. Contract obligations beyond FY 2026 are incorporated into the RPTA Five-Year Operating Forecast and Capital Program (FY 2023 – FY 2027).

For December 1, 2024- November 30, 2025, VMR's contract obligation is **$6,898,810**, and is expected to be fully funded with a mid-year adjustment to the VMR Adopted FY 2026 Operating and Capital Budget. Contract obligations beyond FY 2026 are incorporated into the VMR Five-Year Operating Forecast and Capital Program (FY 2023 – FY 2027).

In line with standard insurance conditions, policy premiums may be subject to audit of payroll, revenues, and insured property values, including railcars. If the audited exposure differs from the estimated exposure, there may be a nominal premium adjustment. Valley Metro will allocate any premium adjustment to RPTA and VMR budgets as necessary and appropriate.

Valley Metro Insurance Renewal
2025-2026

1

Factors

- The market for transit liability insurance premiums continues to rise each year
- Valley Metro's new South-Central Extension, and full-time employees continue to grow, resulting in insurance premium increases (25% increase in exposures)

2

2

Current Estimates

Coverage	Expiring	Renewal Est.	% Change	RPTA	VMR
Property	$764k	$857k	12%	$29,995	$827,005
Inland Marine	$2.28M	$2.1M	-8%		$2.1M
Bridge	$270k	$270k	0%		$270k
Crime	$7.5k	$7.5k	0%	$3,750	$3,750
Auto	$355k	$377k	6%	$58,058	$318,942
Excess Liability	$2.73M	$3.305M	21%	$231,350	$3,073,650
Terrorism	$31.3k	$35.5k	12%	$1,225	$33,775
Cyber	$54k	$55k	1%	$27.5k	$27.5k
Pollution (3 yr.)	$25k	--	--	--	--
Drones	$5k	$4,165	-17%		$4,165
Volunteers	$2,450	$2.4k	-2%	$2.4k	
Work Comp	$295k	$350k	19%	$119.7k	$230.3k
Deadly Weapons	$9,723	$9,723	0%		$9,723

3

3

Recommendation

Staff recommends that the Boards of Directors authorize the Chief Executive Officer to purchase renewal coverage for Valley Metro's insurance policy for December 1, 2025, to November 30, 2026, in an amount not to exceed $7,372,788. RPTA's obligation will not exceed $473,978. VMR's obligation will not exceed $6,898,810.

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Executive Summary

DATE
November 6, 2025

AGENDA ITEM 9

SUBJECT
July - September 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: November 13, 2025, for information

CONTACT
Melissa Boyles
Chief of Staff
mboyles@valleymetro.org

ATTACHMENT July - September 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.

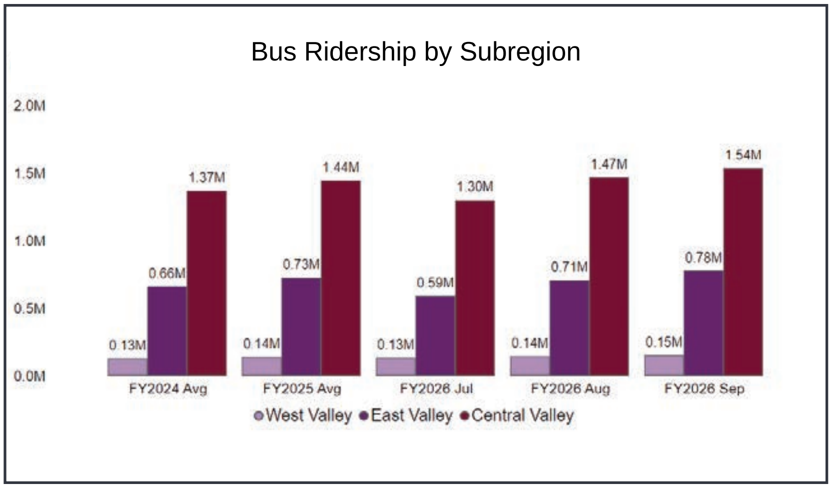
Agency Strategic Plan
Quarterly Report

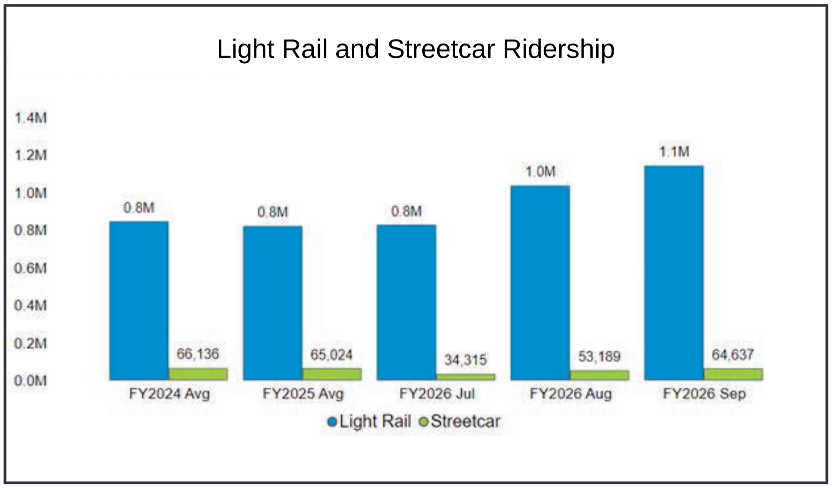
FY26 Q1 | July - September 2025

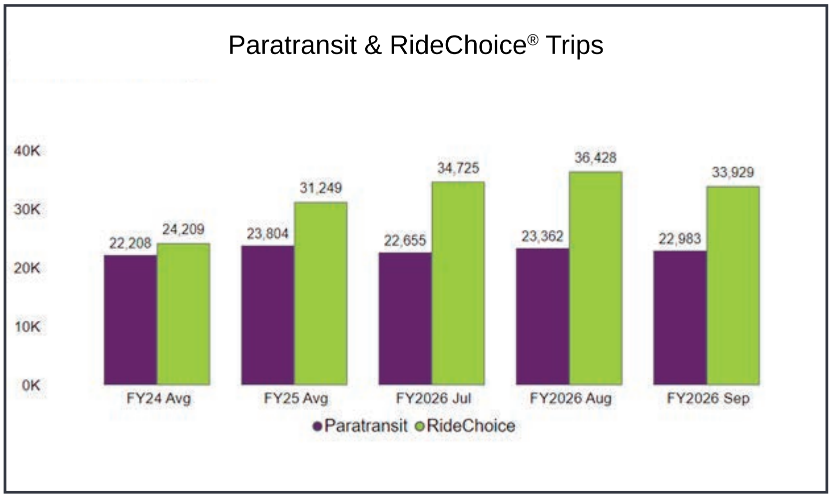
VALLEY METRO

Goal 1: Excellent Customer Experience

KEY PERFORMANCE MEASURES







TREND ANALYSIS

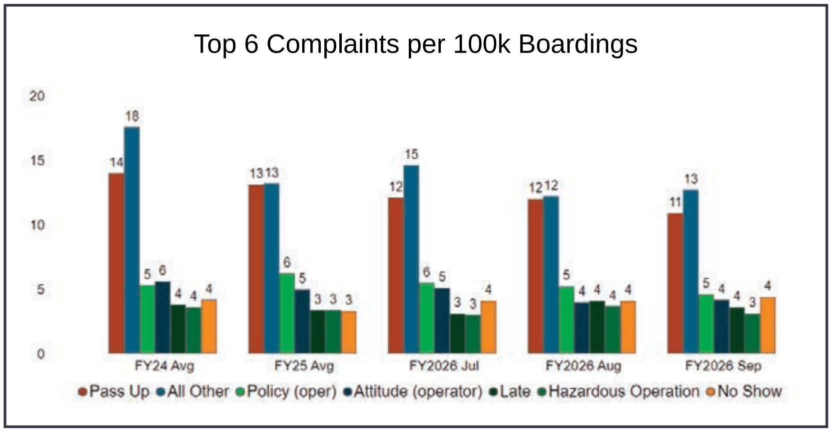
- Local bus ridership showed strong improvement in FY26 Q1 across all subregions compared to FY25 Q1. Strongest growth occurred on corridors with higher frequency, dense development and major destinations.
- Express service ridership is growing in the West Valley compared to FY25 Q1 due to schedule improvements and recent ridership campaign, outpacing overall bus ridership growth. Routes serving I-10 and I-17 as well as routes 562 and 573 saw substantial growth.
- Circulator ridership increased 7% over September 2025, driven by increases in East Valley circulator usage. Key growth drivers were the Mercury (Tempe), Downtown Buzz (Mesa) and Flash (Tempe).

- Light rail boardings in FY26 Q1 have increased by more than 20% compared to FY25 Q1 due to the South Central Extension opening and frequency improvements.
- Ridership on the South Central Extension has grown nearly 40% since July 2025 with the two-line system opening in June 2025.
- Streetcar boardings in September are near the FY25 average and we show a steady increase from July - September.

- For FY26 Q1, ADA Paratransit trips are down approximately 3% compared to FY25 average with FY26 Q1 data still being finalized.
- For FY26 Q1, RideChoice trips are up approximately 12% compared to FY25 average with FY26 Q1 data still being finalized.
- Total Valley Metro demand response service has increased approximately 4% compared to FY25.

Goal 1: Excellent Customer Experience (continued)

KEY PERFORMANCE MEASURES



TREND ANALYSIS

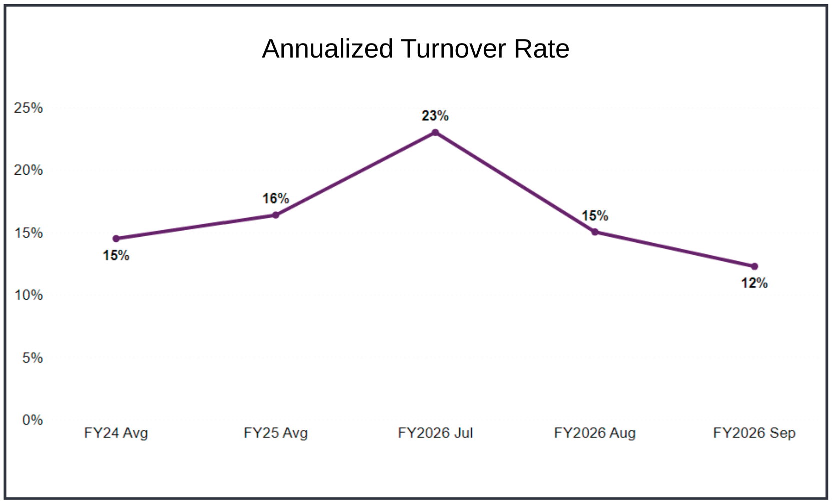
- Pass ups increased slightly from 11 to 12 per 100K boardings from FY25 Q4 to FY26 Q1.
- No shows remained stable, fluctuating between 3-4 complaints per 100K boardings across FY25 Q4 and FY26 Q1.
- Late service complaints increased 1% from FY25 Q4 to FY26 Q1.

FY25 INITIATIVE	ACTION	STATUS
Integrate and Market Mobility Solutions	Integrate microtransit into VM app trip planning	Phoenix was awarded a $420,000 grant that allocates funding for the integration of microtransit into the Valley Metro trip planning app Valley Metro is working with the City of Phoenix toward a spring 2026 kick-off following grant funding.
Incorporate Human-Centered Design	Develop regional bus stop sign design and plan	Conducted peer research, consulted with the wayfinding contractor and, via Customer Service, asked for rider feedback specific to current NextRide signage and future signage possibilities. In process of hiring FY26 position focused on wayfinding and print production. This fall, we will further engage member cities in a discussion regarding bus stop signage, seeking to understand next steps and develop a signage strategy and plan.

FY26 INITIATIVE	ACTION	STATUS
Incorporate Human-Centered Design	Create an engagement feedback loop through COA opportunity	Valley Metro is working with the Bus Network Redesign (BNR) consultant team to create a robust engagement and feedback tracking system. To date (10/22/25) 1,070 surveys have been submitted. Thirty-five additional engagement activities are scheduled with riders, the broader community, and frontline staff. Marketing of this effort is also underway through a targeted media buy, print materials on board buses and trains and extensive engagement with community-based organizations.
Integrate and Market Mobility Solutions	Design a network responsive to customer inputs and needs	The first round of community, rider and frontline engagement began October 13 and will be active through the end of November. Information from participant input will be used to develop recommendations for new network structures in early 2026.
Incorporate Human-Centered Design	Map customer journeys for service enhancements	A cross-functional Valley Metro team is developing a rider journey map for use in an outreach campaign regarding rider experience in 2026.
Incorporate a Holistic Customer Experience	Enhance the Customer Service call center experience	An evaluation of the Customer Assistance System (CAS) is underway. Key objectives include streamlining workflows and identifying automation opportunities that reduce manual effort and increase reliability. By refining both technology and process alignment, this effort supports a more seamless experience for customers while enabling the team to operate effectively and sustainably over the long term.

Goal 2: Invest in Talent

KEY PERFORMANCE MEASURES



TREND ANALYSIS

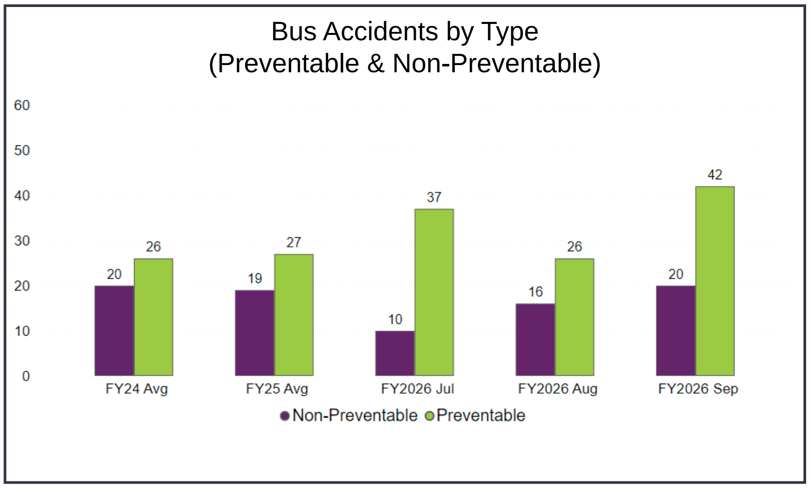
- Average 3% decrease in annualized turnover from FY25 Q4 to FY26 Q1; however, FY26 Q1 included several employee retirements.

FY25 INITIATIVE	ACTION	STATUS
Class and Compensation Study	Produce findings and recommendations	Study complete. Findings and recommendations will be implemented in Q2 FY26.

FY26 INITIATIVE	ACTION	STATUS
Retain Current Employees	Create structured input opportunities for frontline staff to drive service improvements	The frontline staff engagement toolkit table is complete, has been circulated for review and feedback received through that review is being incorporated. The accompanying playbook that guides how to use the toolkit is nearing completion.
Retain Current Employees	Develop an employee engagement strategy informed by Culture Survey and best practices	An employee engagement strategy is in development, using Culture Survey insights and industry best practices as the foundation. Recruitment is underway for an Employee Engagement and Relations Manager to lead implementation and ongoing coordination.
Create Structured Paths for Career Growth	Leverage new class and compensation structure to retain and attract talent	The new classification structure is in place, salary ranges are set and staff adjustments have been completed. Next steps include applying the structure to hiring and promotions, defining career pathways, benchmarking ranges periodically, training supervisors and monitoring retention trends.
Retain Current Employees	Implement actions plans from Culture Survey	An organization-wide Culture Survey was completed in March 2025 with an 84% response rate. Department level discussions occurred during the month of July with department-level action plans created during the month of August. In September, two focus group sessions were conducted with approximately 85 participants. Focus group results were shared with senior leadership in early October and will inform FY26 Invest in Talent initiatives.
Foster Excitement About Employment and Growth opportunities	Establish "People Networks" to promote collaboration and sense of community	The People Networks framework and policy are nearly complete.

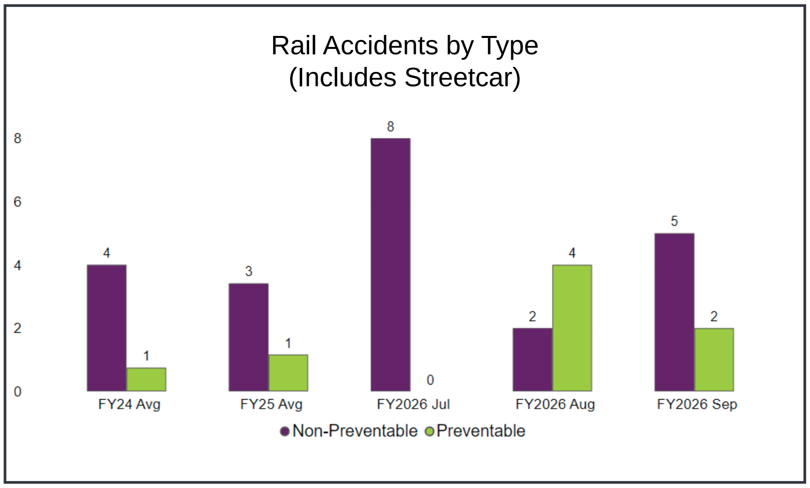
Goal 3: Prioritize Safety & Security on Transit

KEY PERFORMANCE MEASURES



TREND ANALYSIS

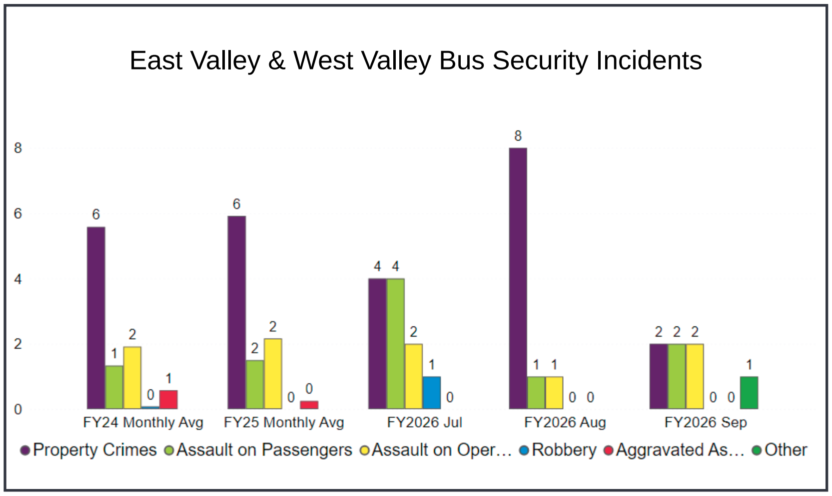
- West Valley accidents remain within historical norms.
- Field observations for Keolis remain a key focus for Safety and Operations to aid in early detection of high-risk operators and operational areas.
- In the East Valley, total accidents increased by 30%, with preventable accidents up to 41% compared to FY25 Q4, however when comparing this to the same timeframe last year FY25 Q1 total accidents increased by less than 1%, with preventable accidents increasing by 16%.
- These increases can be attributed to:
    - Increased traffic with school back in session and the return of seasonal residents
    - Rising temperatures which tend to increase incidents of reckless driving
    - Increased number of active construction zones
- Weekly safety meetings are being held to discuss current collision trends. Weekly newsletters are distributed to operators with insights and takeaways from the previous week's data.

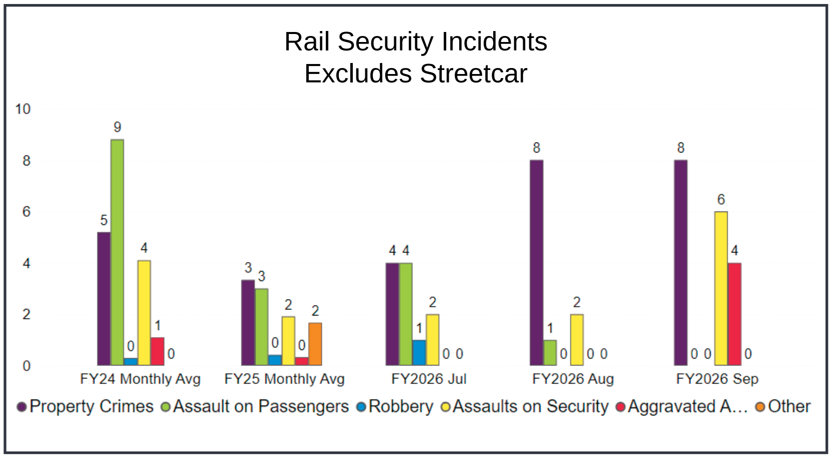


- Rail accidents in FY26 Q1 remained steady at approximately seven per month - a positive outcome considering the South Central Extension opened during this period, increasing the number of trains in service, overall mileage, and frequency to 12-minute headways.
- Preventable accidents averaged two per month for FY26 Q1 driven by a few unusual events including a derailment, an in-yard accident and several auto collisions.
- Non-preventable accidents dropped to an average of five per month in FY26 Q1 compared to FY25 Q4 after a rare spike in July. They are now trending closer to FY25 Q4 levels, with July's increase tied to a few unusual hit-and-run incidents.
- Alternate Concepts, Inc. (ACI) continues to monitor new operator performance at 30, 60 and 90 days and provides additional training when needed.

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

KEY PERFORMANCE MEASURES





TREND ANALYSIS

- FY26 Q1 property crimes decreased 17% from FY25 Q4 and 29% from FY25 Q4. The overall low occurrence of property crime can create the appearance of large swings.

- Slight increase in aggravated assaults in FY26 Q1 compared to FY25 Q1. Incidents were unrelated.
- There was a slight increase in assaults on security personnel in FY26 Q1 compared to the prior quarter, likely due to the expanded security presence which increases the probability of security encounters.

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

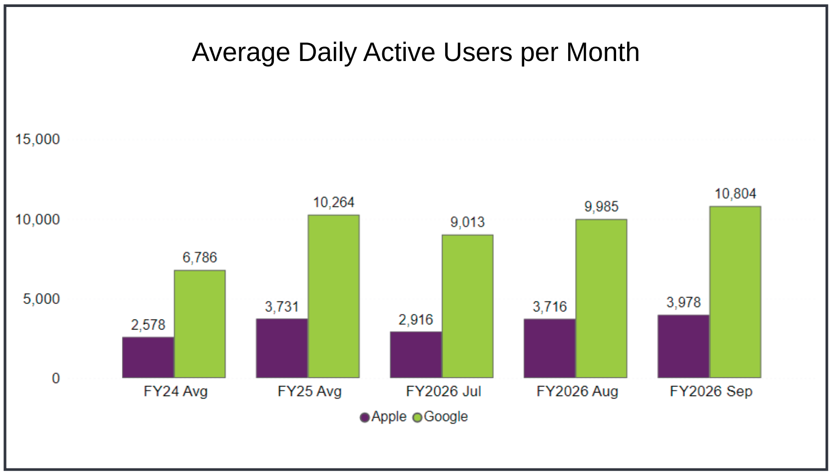
FY25 INITIATIVE	ACTION	STATUS
Create a Safety and Security Culture	Reduce cybersecurity risk across agency and operation	Operational Technology (OT) configuration changes were made. OT cybersecurity risk assessment to be conducted October 13-17; results expected by late November. All IT cybersecurity risk reduction network actions are complete.
Create a Safety and Security Culture	Execute an internal safety campaign	Emergency Alert Communication System test of Operations and Maintenance Center (OMC) security upgrades occurred on October 10, 2025. Three departments trained on Alert Media; four remaining to be trained prior to end of the calendar year. Further testing with next level of VM leadership will take place prior to a test message sent to entire VM and contractor workforce. Reported to ADOT to occur before end of calendar year.
Invest in Community Partnerships	Explore ways and teams to conduct outreach on system	FY26 federal funding pending, the City of Phoenix will begin Phase II of the Transit Reaching All for Community Empowerment program June 1 through December 31, 2025 in conjunction with Heat Relief and Mitigation. Security teams assist those in crisis to services via Urgent Psychiatric Center (UPC), Community Bridges, Inc. (CBI) and medical through first responders and our dispatch center.
Evaluate the Physical Infrastructure	Assess Crime Prevention Through Environmental Design (CPTED) of rail stations	Recommendations are being evaluated by the Executive Leadership Team. Implementation of selected recommendations will be implemented in the next couple of months after discussion with city partners.
Continue to Expand Partnerships with Police Departments	Expand collaboration and presence with PD partners	Work on the Blue Ride program is ongoing in coordination with the onboarding of our new Bus Security Coordinator. Conducted Blue Ride detail in Chandler. Code Compliance Details continue with Phoenix PD. Tempe PD "Extra Duty" officers on trains is ongoing. Mesa PD continues to maintain proactive presence on light rail in downtown Mesa with bike officers.

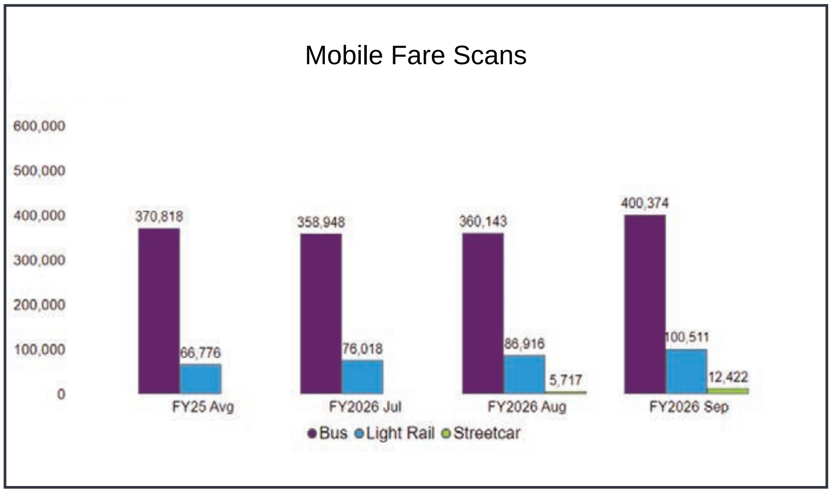
Goal 3: Prioritize Safety & Security on Transit (continued)

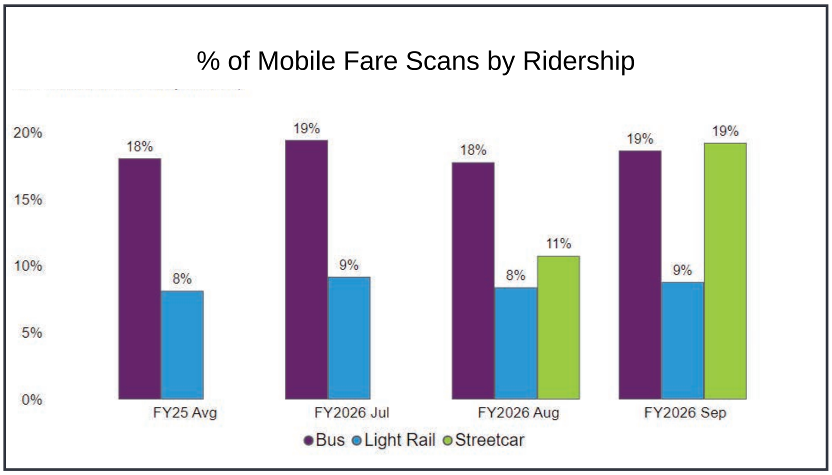
FY26 INITIATIVE	ACTION	STATUS
Evaluate the Physical Infrastructure	Develop CPTED implementation plan	Developing a priority list for implementation of recommendations based on level of effort and funding considerations. List is under review by Capital Planning management and will be shared with executive leadership in October 2025.
Invest in Community Partnerships	Establish teams, pending funding and programs to guide key groups to services.	Exploring collaboration efforts with Arizona Department of Military Affairs to create a "safe place" for veterans in crisis and information hubs for families of veterans. Coordinating housing links to those experiencing housing loss through MAG programs Keys to Change and UMOM. Next meeting set for October 2025. Also working with Downtown Phoenix Inc. (DPI) to coordinate the activities in downtown Phoenix with social service providers and partnering with the Phoenix Police Department (PPD) and security teams downtown including the new Greg Stanton Transit Center.
Create a Safety and Security Culture	Implement structured performance monitoring program for the contracted security provider	Quarterly meetings with Inter-Con upper management ongoing to discuss objectives and expectations (performance). Next scheduled partnership meeting scheduled for January 2026. The Deputy Chief of Security (in recruitment) will lead the effort to document and report challenges, roadblocks, performance and progress.
Create a Safety and Security Culture	Create security-specific messaging campaign focused on rebuilding ridership	Developing a comprehensive security messaging campaign involving media, social media, engagement, print collateral and survey data that was completed in October 2025, to emphasize VM as a safe service that is easy to use. Part of this plan connects with local PD partners to showcase our collaboration and videos and photos beginning to be posted this fall. Executed rider safety campaign in south Phoenix associated with the South Central Extension/Downtown Hub opening that resulted in 7.5 million impressions and signage assets with an overall sentiment rating of 99% being positive or neutral.

Goal 4: Leverage Data and Technology

KEY PERFORMANCE MEASURES







TREND ANALYSIS

- Average users on the Valley Metro mobile app during FY26 Q1 were 5% lower for Apple devices and 2% lower for Google devices compared to the FY25 Q4 average, with a connection to seasonal temperatures and ASU being out of session.
- Usage remains relatively stable across both platforms despite the slight decline in July, with September showing the highest engagement compared to the average of FY25 Q4.

- The volume of mobile fare scans for bus was down 9% in FY26 Q1 compared to the previous quarter; however, the percentage of bus scans as compared to ridership remained constant.
- In September 2025, there were over 100,000 light rail mobile fare scans, which is the highest usage of mobile fare for light rail to date.
- Streetcar fares were introduced on August 4, 2025, with a 117% increase in mobile usage on streetcar from August to September 2025.

- Mobile fare usage remained steady when measured as a percentage of overall ridership for bus and light rail.
- Streetcar mobile fare scans accounted for 11% of rides in August, increasing to 19% in September, indicating a strong early adoption.

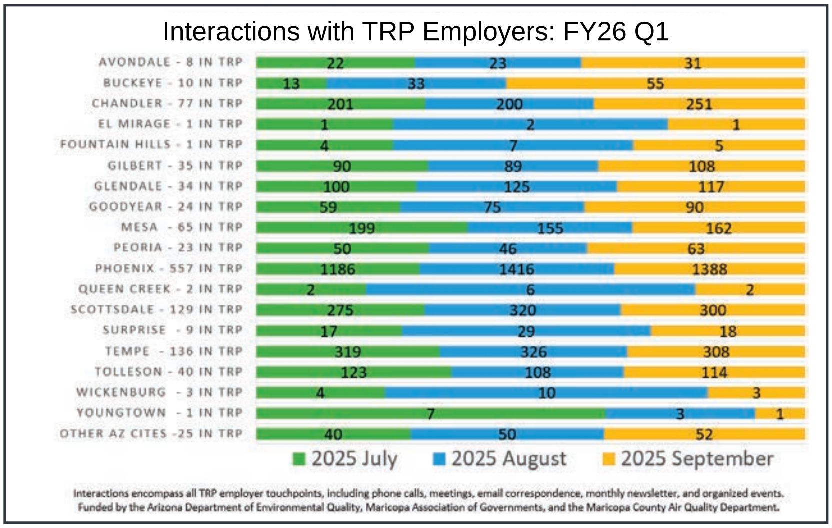
Goal 4: Leverage Data and Technology (continued)

FY25 INITIATIVE	ACTION	STATUS
Utilize Enterprise Asset Management to improve system performance and decrease asset life-cycle cost	Improve EAM reporting	Trapeze v24 was installed on new servers in a new host provider, which has improved performance, reliability and stability. The upgrade was completed in early March. Trapeze will only allow read-only access to the third-party data servers, which houses our data. Working with the internal IT group to find a suitable server location to house daily data snapshots. The API interfaces for programs like Geotab are contingent upon this first process phase. This will push testing opportunities to the end of the calendar year.
Improve Data Access and Reliability	Improve bus APC validation	Due to continued delay and issues with the Clever Insights system, Phoenix and Valley Metro agreed to push this to FY27.

FY26 INITIATIVE	ACTION	STATUS
Improve Automation and Reliability of Transit Data	Initiate AI exploration and proof of concept pilot	Teams are identifying AI use cases in service planning, customer service, communications and internal process automation. Staff are testing pilot concepts now and will use the outcomes to design an agency-wide framework.
Improve Automation and Reliability of Transit Data	Broaden access to advanced analytics and intelligence agencywide	Departments are reviewing manual data processes and identifying automation opportunities. Power BI dashboards for system performance, maintenance, safety and security, human resources and customer service are being expanded to reduce reliance on static reports and move toward real-time monitoring.
Strategies to Improve Transit Performance and Safety	Leverage technology to increase surveillance and incident response	Real-time video feed is currently provided through the regional camera network and is available through MAG via Luxriot system. Valley Metro seeking to possibly move Dispatch Control Center (DCC) in house (possible FY28 initiative). A video surveillance consultant is assessing the current camera system.
Strategies to Improve Transit Performance and Safety	Enhance security of Supervisory Control and Data Acquisition (SCADA) system	In September 2025 the Board approved the procurement of several items to address this issue. These included a core router for SCADA, updated network switches and additional CCTV servers. Valley Metro will undergo a cyber security audit over the next several months to ensure we have a secure system. If any findings are uncovered Valley Metro will develop an action plan to address these issues.
Strategies to Improve Transit Performance and Safety	Identify and deploy technologies that support agencywide cost containment	FY26 Q1 focused on aligning executive priorities and clarifying scope for this initiative. Implementation strategies are being developed for rollout in the next reporting period.

Goal 5: Deliver on Stakeholder Collaboration

KEY PERFORMANCE MEASURES



TREND ANALYSIS

- This chart summarizes FY26 Q1 outreach efforts by the Commute Solutions team, showing the number of employer interactions through the Travel Reduction Program by city and month (July–September 2025), including phone calls, emails, meetings, newsletters, events and other coordinated contacts.

FY25 INITIATIVE	ACTION	STATUS
Expand Communication Channels with Staff and Frontline Workers	Evaluate current communication channels, develop plan and feedback loop	Results of the bus operator communications survey were presented to Valley Metro bus operations leadership and bus contractors, Keolis and National Express. A comprehensive bus operations communications improvement plan has been developed and is currently being implemented as part of the broader agency-wide internal communications initiative. Engagement with rail operations and customer service teams to extend communication enhancements across all operational areas is also planned for late 2025, early 2026.
Incorporate Member Agency and Stakeholder Input	Evaluate current communication channels, develop plan and feedback loop	Continue to strengthen communication with member agencies through existing channels. Also working to ensure coordination and alignment with member cities across the rail capital program via a new series of visioning and engagement workshops.

FY26 INITIATIVE	ACTION	STATUS
Incorporate Community Voices	Establish an inclusive Community Engagement Framework	Framework has been developed and shared with the Board in Q1 FY26. City feedback also sought on Framework document. Framework is being put into effect with detailed engagement plans, including the plans supporting the Bus Network Redesign and the Capitol Extension fall 2025 outreach program, seeking to meet riders/audiences where they are, center them in decision-making and measure effectiveness.
Communicate the Value of Transit	Develop a partnerships outreach strategy to onboard new ridership	Working with Fare Programs and the fare study to ensure special events and local partners can leverage the new fare system. Beginning outreach to key partners, such as residential communities and events, to ensure the special event and group fare program recommendations in the fare study are designed with them in mind. Overview and recommendations from the fare study are coming to the Board in October 2025.
Incorporate Community Voices	Evaluate the potential for advisory committees	Advisory committees are referenced in draft Community Engagement Framework with exploration and possible constructs being explored to potentially support and improve service and capital delivery.

Goal 6: Leadership & Execution

FY25 INITIATIVE	ACTION	STATUS
Create an Inclusive Culture Moved to "Invest in Talent" for FY26	Conduct culture survey and identify opportunities to increase engagement	FY25 Complete Please see Invest in Talent for FY26 Activities An organization-wide Culture Survey was completed in March 2025 with an 84% response rate. Department level discussions occurred during the month of July with department-level action plans created during the month of August. In September, two focus group sessions were conducted with approximately 85 participants. Focus group results were shared with senior leadership in early October and will inform FY26 Invest in Talent initiatives.

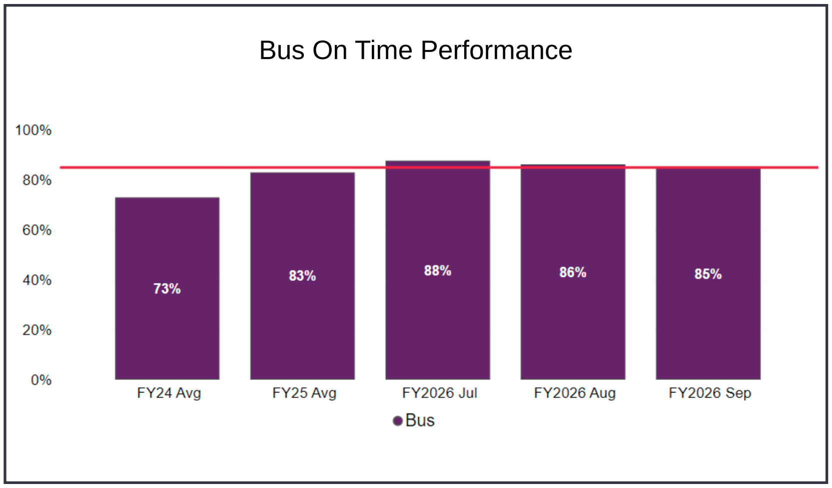
Goal 7: Board Governance

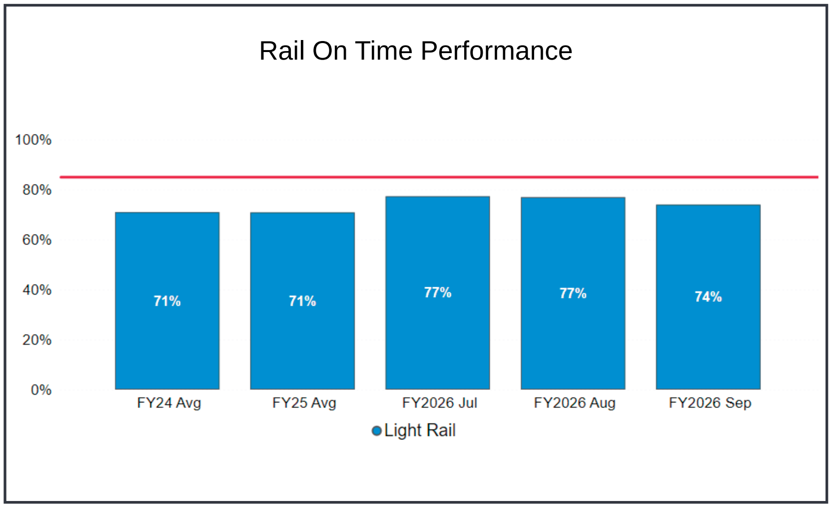
FY25 INITIATIVE	ACTION	STATUS
Update Board Member On-boarding	Assess and update new Board member on-boarding	Developed new content and Valley Metro 101 onboarding material to reflect anticipated Proposition 479 modifications to the regional transit program. Completed Board survey to solicit feedback and engagement opportunities. Completed Board member resources intranet webpage.
Facilitate Work Across Regional Bodies	Coordinate with MAG in developing Prop 479 policies, roles and responsibilities	Ongoing coordination and collaboration with MAG on Prop 479 Transit Life Cycle Program (TLCP) funding framework, funding administration including the roles and responsibilities VM and MAG. Anticipated completion for FY27 funding framework presentation and adoption by both agencies is Q3 FY26.

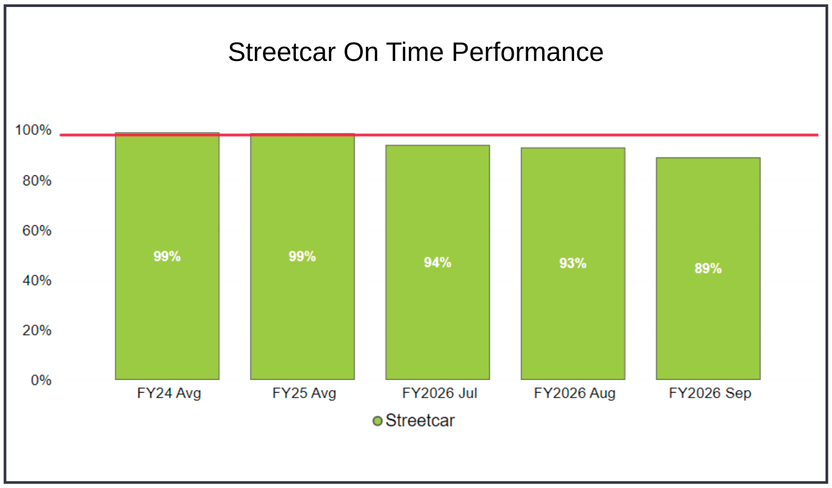
FY26 INITIATIVE	ACTION	STATUS
Facilitate Work Across Regional Bodies	Support 400 to 479 transition and adopt funding policy framework	Ongoing coordination and collaboration with MAG on Prop 479 TLCP funding framework, funding administration including the roles and responsibilities VM and MAG. Anticipated completion for FY27 funding framework presentation and adoption by both agencies is Q3 of FY26.
Facilitate Work Across Regional Bodies	Advance legislative agenda through Board and stakeholder engagement	Completed Board survey in September 2026 to solicit feedback and desired engagement opportunities. Present for approval extension of federal and state consulting services to the Board of Directors in November 2025. Develop and present engagement opportunities to the Boards, including priorities for Surface Transportation Reauthorization Act in Q3 FY26.
Update Board Member On-boarding	Improve Board content and delivery	Completed Board survey in Q1 FY26 to solicit feedback and desired engagement opportunities. Refine internal memo development process, roles and expectations in Q2 FY26.
Obtain Policy Guidance from the Boards	Streamline procurement processes	Board retreat on procurement, business strategy and best practices in March 2025; Boards established a Joint Ad Hoc Committee in September 2025 to review business practices, contracting and procurement strategy and make recommendations to the Board including opportunities identified for efficiencies to Valley Metro's business practices, contracting and procurement practices before end of Q4 FY26.

Goal 8: Operational Excellence

KEY PERFORMANCE MEASURES







TREND ANALYSIS

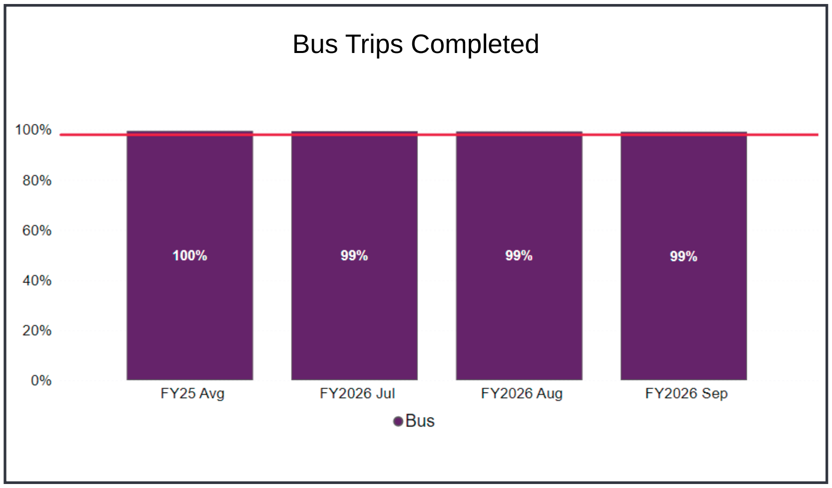
- FY26 Q1 2% On Time Performance (OTP) decline reflects recurring academic year pattern, consistent with prior years.

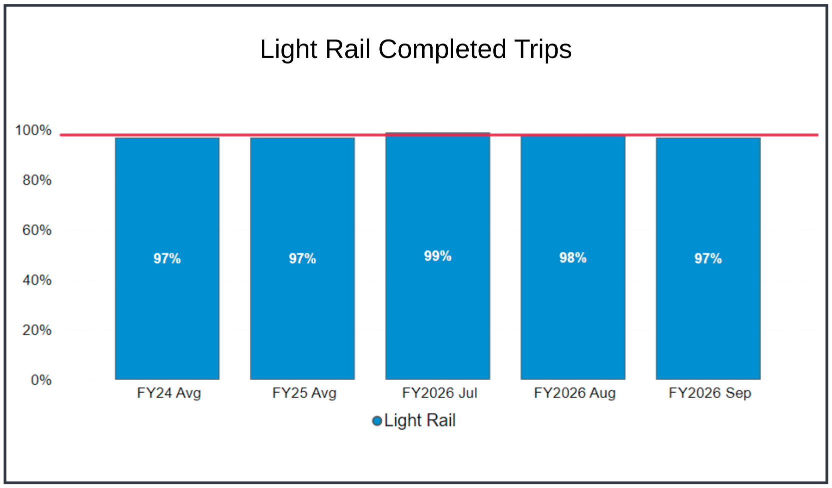
- OTP averaged 76% in FY26 Q1, a slight improvement over the 75% average in FY25 Q4.
- The slight decrease for the month of September is attributed to traffic incidents and adverse weather conditions.

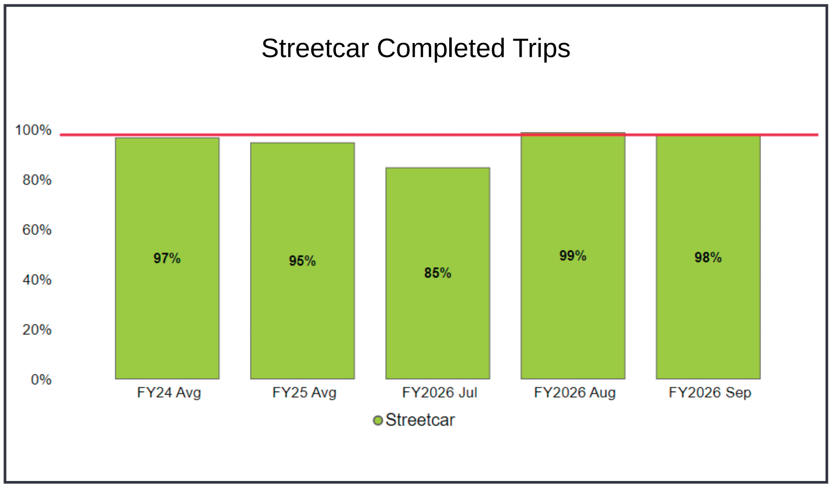
- Slight OTP decrease in FY26 Q1 due to equipment issues and local congestion.

Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES







TREND ANALYSIS

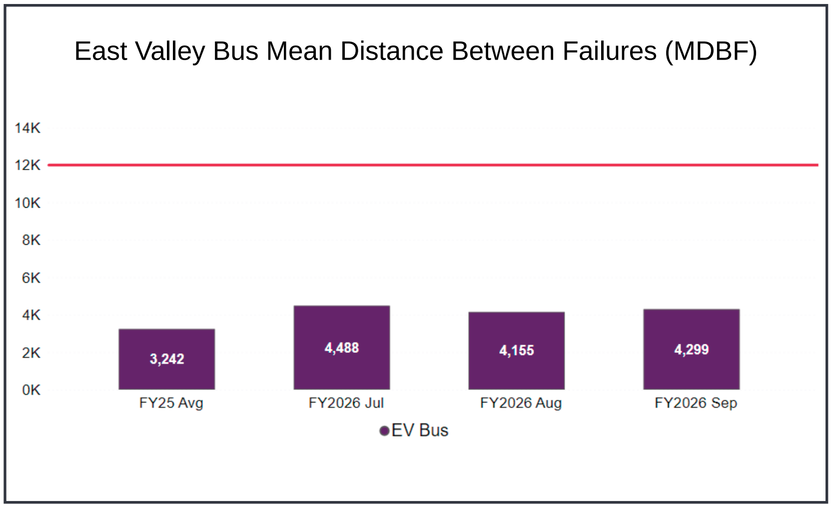
- Missed trips are in line with FY26 Q1 compared to FY25 Q4.
- Keolis and National Express are exceeding operator hiring targets with service reliability expected to strengthen further as newly trained operators enter service.

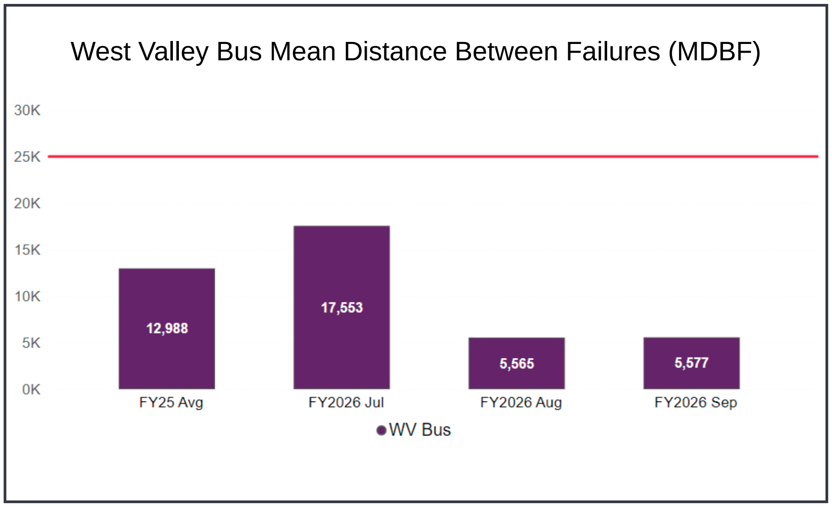
- FY26 Q1 average met the 98% trip completion goal.
- September experienced a slight decline in completed trips due to relocation of the Tempe House of Tricks historic home, a train collision and flood-related closures.

- FY26 Q1 average fell slightly below the 98% target due construction activities.

Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES





TREND ANALYSIS

- Overall improvement continues in FY26 Q1 with notable gains compared to FY25

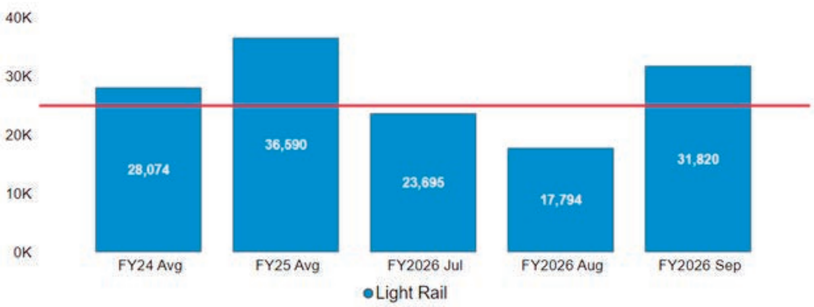
- In August and September, there were three major mechanical failures each month. Given the relatively low mileage for the West Valley fleet, a single failure can significantly impact mean distance between failure (MDBF).
- FY26 Q1 averaged over 10K miles between failures, exceeding industry standards.
- For FY26 Q1, National Express averaged over 9,000 miles, which also exceeds industry standards.

Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES

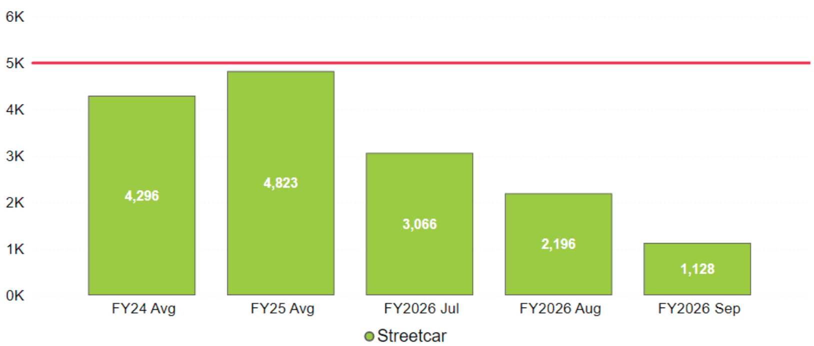
TREND ANALYSIS

Light Rail Mean Distance Between Failures (MDBF)



- The FY26 Q1 average fell below the 25K mile target due to seasonal heat and its impact on equipment performance.

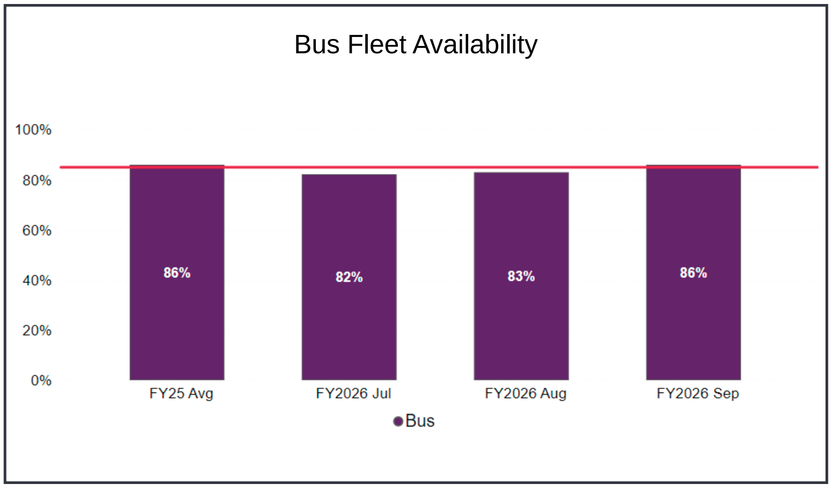
Streetcar Mean Distance Between Failures (MDBF)

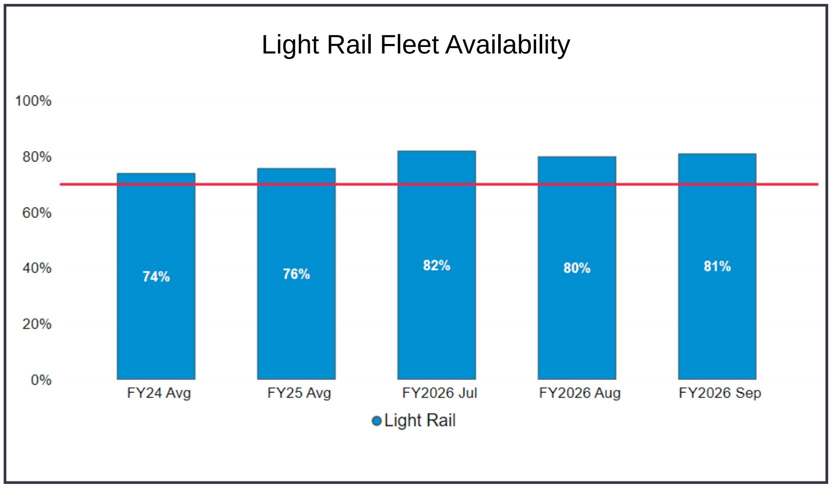


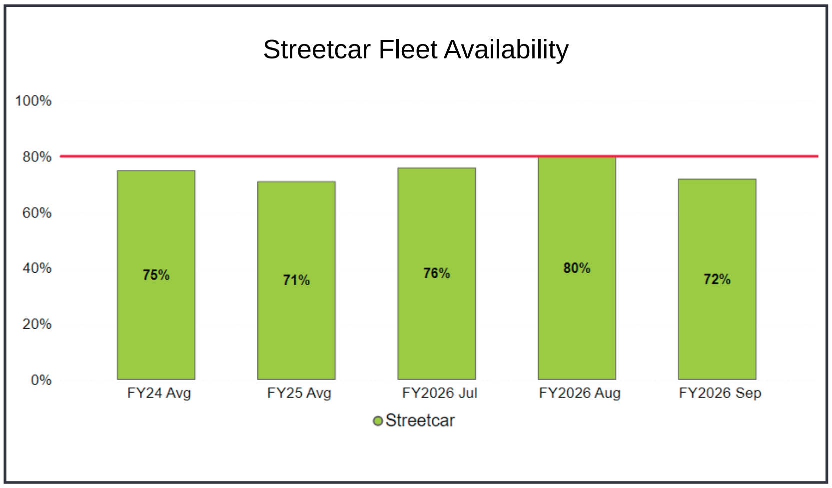
- The small fleet and low monthly mileage can create the appearance of large swings as the streetcar only runs approximately 12K miles per month.
- Ongoing evaluations are underway to identify common factors contributing to MDBF root causes.

Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES







TREND ANALYSIS

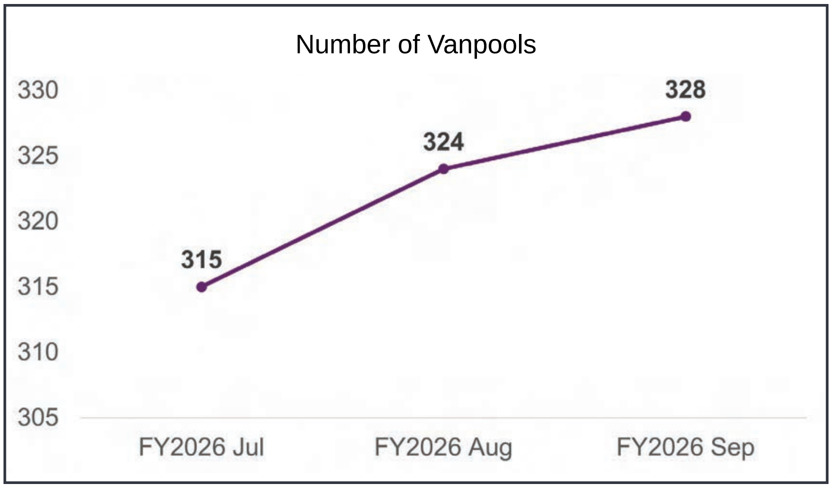
- Fleet availability has consistently remained above 80%.

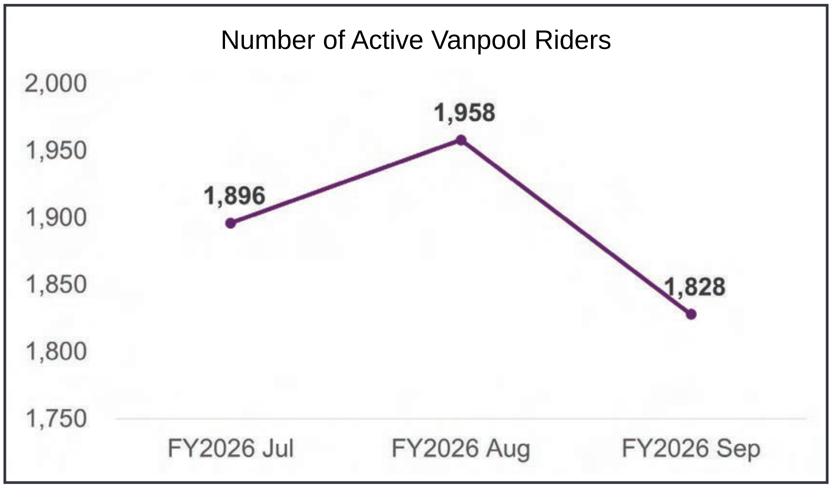
- Fleet availability in FY26 Q1 continues to exceed the 70% target compared to FY25 Q4.

- Streetcar fleet availability has remained stable and consistent.
- Q1 FY26 is averaging 6% higher compared to FY25 Q4 due to fewer field modifications, such as installing replacement fans.

Goal 8: Operational Excellence (continued)

KEY PERFORMANCE MEASURES





TREND ANALYSIS

- The number of active vanpools in FY26 Q1 increased by 23% compared to FY25 Q1.
- The increase in active vanpools and ridership is driven by employees returning to the office, expanded employer subsidies and a comprehensive program redesign.

- The number of vanpool riders in FY26 Q1 increased by 18% compared to FY25 Q1.

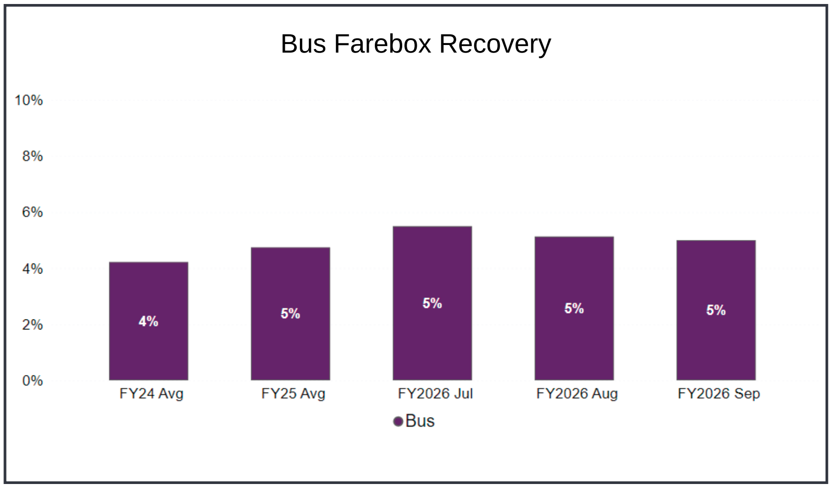
Goal 8: Operational Excellence (continued)

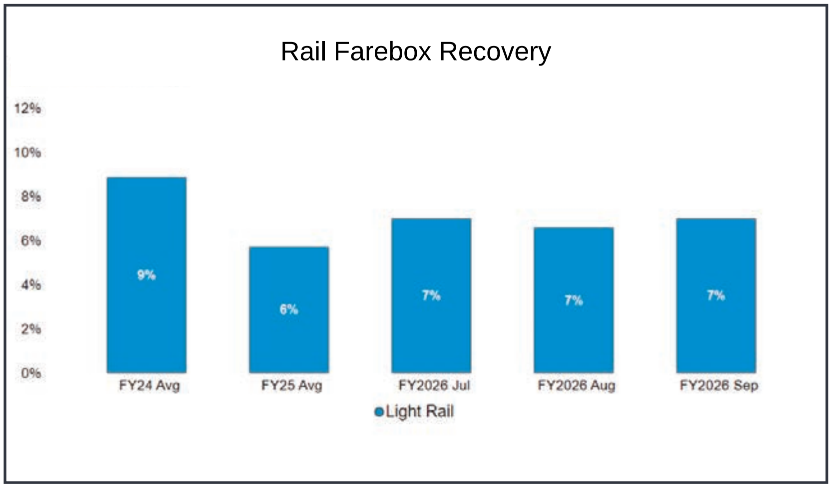
FY25 INITIATIVE	ACTION	STATUS
Optimize Service Performance	Execute demand-response mobility scheduling system	Trapeze PASS Replacement – Contract awarded to RideCo in August 2025. Transition planning started with target implementation of ADA Paratransit by first week of January 2026 and RideChoice by the end of January 2026.
Optimize Service Performance	Execute the Comprehensive Operational Analysis (COA), now called Bus Network Redesign (BNR)	Existing conditions analysis and peer review have been delivered. Public engagement begins mid-October to gather input regarding rider and community mobility needs and experiences with the system.
Improve Service Quality	Improve contract management practices	Contract Management Tools – Partial, transitioning to FY26 Updated Procurement Manual is in process, completed by November 30, 2025. Online publication of uploaded contracts beginning October 1, 2025, completing November 30, 2025.
Improve Service Quality	Investigate automated fuel management system	Fuel Management System – Seeking approval to issue an RFQ for a software solution that tracks mileage across bus and non-revenue fleets. Targeting Board approval in January.
Formalize Long-Range Operations and Capital Investment Plan	Identify optimal location for West Valley facility	Three site locations have been identified. Conceptual designs and rough order-of-magnitude cost estimates were completed for each site covering both full buildout and initial build scenarios. The PowerPoint presentation has been submitted to Capital Development leadership for review.

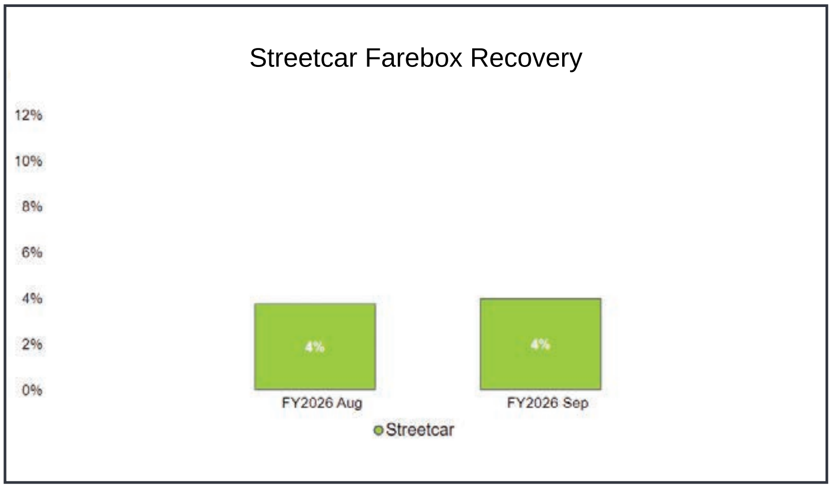
FY26 INITIATIVE	ACTION	STATUS
Improve Service Quality	Develop implementation plan for the Run Time and Collision Reduction Study	Review of the initial draft study findings occurred in September 2025. The development of the initial plan elements has commenced and will continue to be refined once the final study document is released.
Optimize Service Performance	Complete Bus Network Redesign, driven by rider and city input	Implementation is underway with more detail to be shared in next reporting period.

Goal 9: Financial Sustainability

KEY PERFORMANCE MEASURES







TREND ANALYSIS

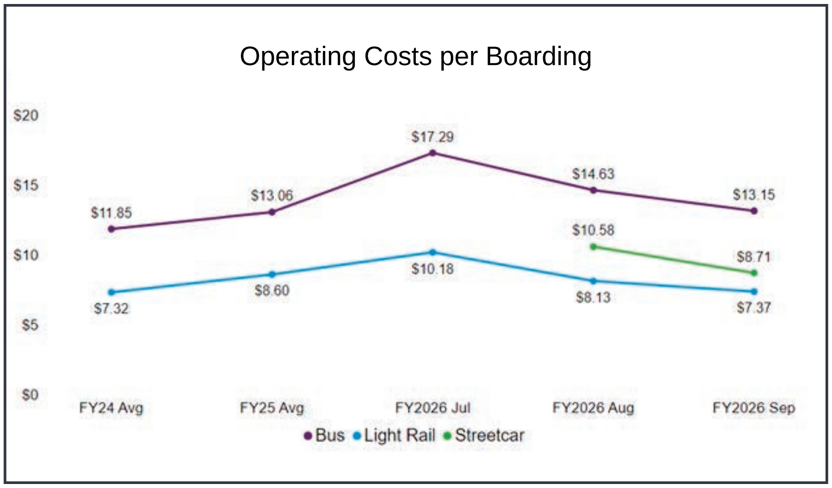
- Bus farebox recovery remains flat compared to FY25, as FY26 Q1 fare revenues are still being finalized.

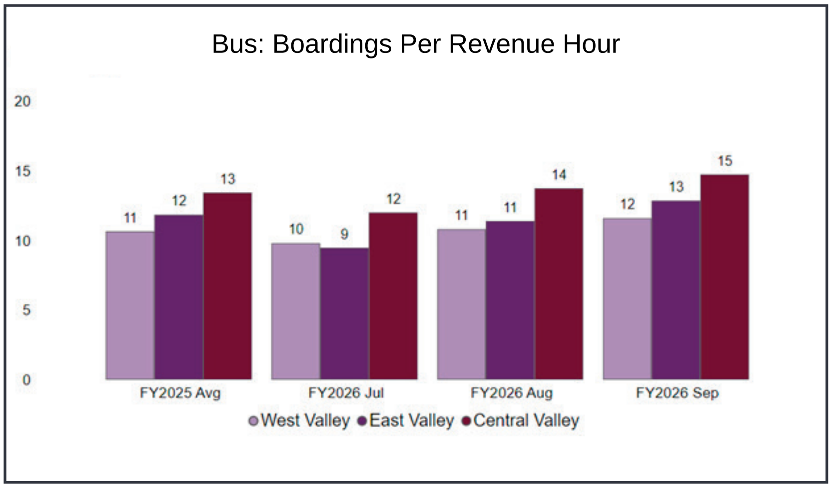
- Rail farebox recovery remains relatively flat from FY25, as Q1 fare revenues are still being finalized and current figures are based on estimates.

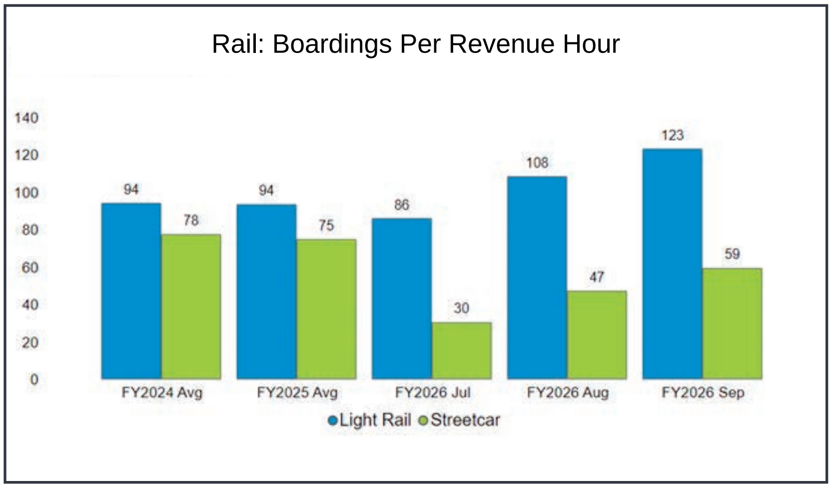
- Tempe implemented fares in August 2025 and fare revenues are still being finalized.

Goal 9: Financial Sustainability (continued)

KEY PERFORMANCE MEASURES







TREND ANALYSIS

- Seasonal ridership trends drive demand down in the summer and result in a higher cost per boarding as operating costs remain the same.
- Costs toward the end of FY26 Q1 remained similar to those seen in the previous two fiscal years.
- Operating costs per boarding for rail remain lower than bus in spite of higher per hour/mile rates due to the higher levels of ridership on these services across the year.

- Local bus ridership has shown strong improvement in FY26 Q1 across all subregions. Schedules were made more efficient and on-time performance was improved leading to increased ridership with the same or fewer resources.
- Service improvements on Express services in the West Valley resulted in improved ridership.
- Staff are evaluating additional schedule improvements to generate higher ridership through better service quality.

- Light rail boardings per revenue hour have increased significantly since the opening of the South Central Extension; however, frequency was improved at the same time and the ridership gains have not yet caught up with that increased service level.
- Streetcar ridership in July was similar to the previous year, though August and September are much lower following implementation of fare collection.

Goal 9: Financial Sustainability (continued)

FY25 INITIATIVE	ACTION	STATUS
Develop Long-Term Financial Forecast	Procure financial forecasting software	Contract award recommendation approved by the Board August 2025. Implementation to commence during FY26.

FY26 INITIATIVE	ACTION	STATUS
Engage Staff to Identify Cost-saving Measures	Increase cost control through greater access to financial data	Power BI dashboards with drill down capability developed. Business managers trained on dashboard. Need to schedule training for all managers.
Support Effective Transit System Design through Opportunity and Innovation	Embed cost-containment in culture and business strategy	FY26 Q1 was focused on aligning executive priorities and clarifying scope for this initiative. Implementation strategies are being developed for rollout in the next reporting period.
Maximize Revenue Generation	Diversify revenue generation	Fuel hedging contract executed, initial meeting held with consultant. Renewable natural gas (RNG) credit revenue contract solicitation approved by the Board in September 2025. Fare partnerships being explored further via fare study.
Support Effective Transit System Design through Opportunity and Innovation	Evaluate insourcing opportunities	Insourcing evaluation template being finalized.
Support Effective Transit System Design through Opportunity and Innovation	Streamline procurement practices and remain responsive to Board and community	Joint Ad Hoc Committee members to be selected at October 2025 Board meeting.
Develop Long-Term Financial Forecast	Establish annual business model for Divisions	FY26 Q1 focused on aligning executive priorities and clarifying scope for this initiative. With direction now established, implementation strategies are being developed for rollout in the next reporting period.

Executive Summary

DATE **AGENDA ITEM 10**
November 6, 2025

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.
Information Security Lead Engineer	DEFCON 33	Las Vegas, NV	8/07/25-8/10/25	$1,794.92	$487.96	$68.31	$937.65	$301.00	
Sr. Security Analayst	DEFCON 33	Las Vegas, NV	8/07/25-8/10/25	$1,738.52	$485.96	$13.91	$937.65	$301.00	
Bus Maintenance Specialist	Kiewit Equipment Sales Visit	Woodinville, WA	9/08/25-9/09/25	$1,214.91	$757.97	$81.81	$237.13	$138.00	
Asst Manager, Traction Power	Kiewit Equipment Sales Visit	Woodinville, WA	9/08/25-9/09/25	$1,133.10	$757.97		$237.13	$138.00	
Chief Executive Officer	APTA TRANSform Conference & BOD Mtg	Boston, MA	9/12/25-9/16/25	$2,825.90	$511.97	$140.43	$1,812.00	$257.50	$104.00 [1,2]
Deputy Chief, Design & Construction	APTA TRANSform Conference	Boston, MA	9/12/25-9/17/25	$2,929.28	$745.97		$1,816.31	$367.00	
Paratransit & Ride Choice Supervisor	APTA TRANSform Conference	Boston, MA	9/13/25-9/17/25	$2,930.41	$608.97		$1,959.44	$362.00	
Chief of Staff	APTA TRANSform Conference	Boston, MA	9/14/25-9/17/25	$2,554.92	$829.97	$203.82	$1,289.13	$232.00	
Chief of Capital Development	APTA TRANSform Conference	Boston, MA	9/14/25-9/17/25	$2,481.53	$1,096.96		$1,044.57	$270.00	$70.00 [1]
Deputy Chief Rail Operations	APTA TRANSform Conference	Boston, MA	9/13/25-9/15/25	$2,285.36	$651.36	$45.00	$1,359.00	$230.00	
Engineering Technician	Autodesk University 2025	Nashville, TN	9/15/25-9/18/25	$2,024.60		$637.33	$1,086.27	$301.00	
Resident Engineer	ABC Construction Project Owners Summit	Dallas, TX	9/29/25-10/01/25	$1,038.25	$447.96	$37.85	$400.44	$152.00	
Intergovernmental Affairs Coordinator	2025 Latinos in Transit Leadership Summit	Albuquerque, NM	10/01/25-10/05/25	$1,934.56	$491.96	$27.48	$1,119.12	$296.00	
Financial Administrative Asst III	2025 Latinos in Transit Leadership Summit	Albuquerque, NM	10/02/25-10/05/25	$2,124.14	$615.78	$23.24	$1,119.12	$296.00	$70.00 [1]
Interim Customer Service Manager	2025 Latinos in Transit Leadership Summit	Albuquerque, NM	10/02/25-10/05/25	$1,533.65	$437.60	$40.71	$839.34	$216.00	
Project Manager	2025 Latinos in Transit Leadership Summit	Albuquerque, NM	10/02/25-10/05/25	$1,595.47	$513.60	$17.92	$847.95	$216.00	

Total this reporting period	$32,139.52
Year to Date	**$67,096.43**

Report reflects Out of State (AZ) Travel

** Misc*
[1] Baggage Fees
[2] Flight Wi-Fi Fee
[3] Flight Cost Difference
[4] Car Rental/Rideshare

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

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10003838	9/5/2025	Keolis Transit Services LLC	Fixed Route Bus Operations/Maintenance/Professional Services	7,657,720.17
10003909	9/26/2025	City of Phoenix	Transportation Services for East/West Valley-Fixed & ADA Routes	4,374,951.83
10003860	9/12/2025	City of Phoenix	EV Bus Transit Recon Refund	1,555,108.80
90000444	9/19/2025	ADP Inc	PPE 09/14/2025 Payroll Liabilities	1,536,755.70
90000441	9/5/2025	ADP Inc	PPE 08/31/2025 Payroll Liabilities	1,526,980.56
10003834	9/5/2025	MJM Innovations	Broker Services	1,063,302.96
10003861	9/12/2025	Keolis Transit Services LLC	Preventative Maintenance Services	959,239.93
10003853	9/12/2025	City of Tempe	Transit Recon Refund	908,744.18
10003900	9/26/2025	MJM Innovations	Broker Services	907,024.58
90000445	9/26/2025	Cigna Health and Life Insurance Company	Health Insurance Premiums	742,840.95
10003826	9/5/2025	Trapeze Software Group	EAM Software License	630,259.75
10003821	9/5/2025	Commute with Enterprise	Vanpool Services	546,182.93
1003278	9/12/2025	City of Chandler	RideChoice Recon Refund	456,735.76
90000442	9/19/2025	ASRS	PPE 09/14/25 ASRS Contributions & LTD	407,353.96
90000440	9/5/2025	ASRS	PPE 08/31/25 ASRS Contributions & LTD	405,801.08
10003845	9/12/2025	Town of Gilbert	Transit Recon Refund	363,044.90
10003855	9/12/2025	MJM Innovations	Broker Services	307,479.56
10003898	9/26/2025	National Express Transit Corporation	West Valley Contractred Fixed Route and Maintenance Services	302,925.11
1003273	9/12/2025	Gila River Indian Community	Transit Recon Refund	271,130.03
1003272	9/12/2025	City of Mesa	Transit Recon Refund	264,573.29
1003280	9/12/2025	City of Goodyear	Transit Recon Refund	209,949.05
10003907	9/26/2025	101 North First Ave LLC	101 Building Rent	205,009.08
90000450	9/30/2025	Surepays	RPTA Monthly Utilities	166,629.42
10003901	9/26/2025	MTM Transit LLC	Paratransit Service & Fuel, Mobility Center Fuel & Trips	128,086.30
10003896	9/26/2025	Oracle America Inc	Oracle Software, Hardware, and Services	111,929.84
10003868	9/19/2025	Senergy Petroleum LLC	Bulk Fuel	105,165.80
10003825	9/5/2025	SHI International Corp	Software License, Maintenance and Support	97,243.94
1003300	9/26/2025	CopperPoint Insurance Company	Rent and CAM Charges	74,569.04
1003277	9/12/2025	City of Avondale	Transit Recon Refund	65,579.00
1003301	9/26/2025	Hye Tech Network & Security Solutions L	Technology and Audio/Visual Solutions	63,333.34

10003905	9/26/2025	Guidesoft Inc	Temporary Staff - IT related	62,578.16
1003299	9/26/2025	City of Mesa	Transit Recon Refund	60,578.00
90000443	9/19/2025	Wells Fargo Bank	Monthly Credit Card Charges	56,105.77
1003281	9/12/2025	City of Peoria	Transit Recon Refund	51,500.00
10003820	9/5/2025	DLT Solutions LLC	HRIS Mission Critical Support	48,715.00
10003822	9/5/2025	Magnetry LLC	Marketing Services	45,624.00
10003866	9/19/2025	SHI International Corp	Software License, Maintenance and Support	43,793.24
1003290	9/19/2025	Skillsoft Corporation	Skillsoft	41,768.17
10003827	9/5/2025	WEX Health Inc	Flexible Spending	39,666.56
10003892	9/26/2025	Town of Gilbert	Transit Recon Refund	39,072.00
10003886	9/26/2025	Immedia LLC	Audio Visual Services	36,713.93
10003850	9/12/2025	Senergy Petroleum LLC	Bulk Fuel	36,554.03
10003857	9/12/2025	Guidesoft Inc	Temporary Staff - IT related	35,332.88
1003304	9/26/2025	City of Chandler	Transit Recon Refund	34,889.00
10003835	9/5/2025	Transportation Management & Design Inc	Project Management	31,235.04
10003904	9/26/2025	National Express Transit Corporation	Sublease	28,807.13
10003881	9/19/2025	Valley Metro RPTA	Platinum Pass Program Services	28,092.00
10003858	9/12/2025	Clean Energy	CNG Facility Operations & Maintenance	27,033.58
				27,163,709.33

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

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
50003631	9/12/2025	City of Phoenix	FY25 Rail Underrun	3,575,024.86
50003650	9/19/2025	Inter-Con Security Systems Inc	Field Security Officers	1,376,474.13
50003657	9/26/2025	Southwest Transit Partners	CAPEX CM Risk Services - Pre-Construction Services	700,746.43
90000051	9/30/2025	Surepays	VMR Monthly Utilities	661,678.57
5003786	9/26/2025	City of Mesa	FY25 Rail Underrun	586,755.21
50003666	9/26/2025	SDB Contracting Services	JOC-Supplemental Construction Services	382,148.01
50003667	9/26/2025	Siemens Mobility Inc	LRV Vehicle Communication and Video System Upgrade	363,170.45
50003622	9/12/2025	Hill International Inc	PMCM Services	265,050.57
50003624	9/12/2025	Siemens Mobility Inc	LRV Vehicle Communication and Video System Upgrade	213,849.01
50003604	9/5/2025	PGH Wong Engineering Inc	System Design Services	163,200.84
5003752	9/12/2025	Peoria Ford	New Vehicle Purchases	154,887.04
50003664	9/26/2025	PGH Wong Engineering Inc	System Design Services	149,726.61
50003637	9/19/2025	PGH Wong Engineering Inc	System Design Services	138,624.59
50003654	9/26/2025	Voith US Inc VTI	Coupling, Rubber Wedge, Axle	123,640.36
50003645	9/19/2025	RailPod Inc	Annual Data and Maintenance Services	109,060.00
50003611	9/11/2025	Trackforce Inc	Trackforce Valiant- Guardtex- Licenses	99,187.20
50003670	9/26/2025	Traction Systems Inc	Cyclinder Roller Bearing	95,568.00
5003760	9/12/2025	Talson Solutions LLC	Construction Management Audit Services	89,633.46
50003603	9/5/2025	Knorr Brake Corporation	Brake Caliper	73,554.80
50003659	9/26/2025	City of Phoenix	Vix FCMS charges	65,035.00
50003636	9/19/2025	Knorr Brake Corporation	Brake Caliper	49,329.00
50003610	9/5/2025	WEX Bank	Fleet Card Services	39,835.14
50003642	9/19/2025	Integrated Power Services LLC	Motor Truck Repair	39,256.60
50003639	9/19/2025	Priscila De Carvalho	SCE art for Pioneer/Central Station	25,780.00
				9,541,215.88

Executive Summary

DATE
November 6, 2025

AGENDA ITEM 11

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

November 6, 2025

Valley Metro RPTA
Board of Directors
Thursday, November 13, 2025
Boardroom/You Tube
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended

CONSENT AGEDNA

1A.	Minutes Minutes from the October 16, 2025, Board meeting are presented for approval.	1A. For action
1B.	City of Glendale FY26 Intergovernmental Agreement Amendment Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute an intergovernmental agreement amendment with the City of Glendale to reimburse RPTA for the cost of RideChoice services from July 1, 2025, to June 30, 2026, not to exceed $402,500.	1B. For action
1C.	City of Peoria FY26 Intergovernmental Agreement Amendment Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute an intergovernmental agreement amendment with the City of Peoria to reimburse RPTA for the cost of RideChoice services from July 1, 2025, to June 30, 2026, not to exceed $440,982.	1C. For action
1D.	Operations and Maintenance for Paratransit Authorization to Issue a Solicitation Staff recommends that the Board of Directors authorize the Chief Executive Officer to issue a competitive solicitation for ADA paratransit operations and maintenance services.	1D. For action

REGULAR AGENDA

2. [Compressed Natural Gas Operations and Facility Maintenance Contract Amendment]	2. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a contract amendment with Clean Energy Fuels Corporation, to extend the contract through June 30, 2028, and increase the aggregate value of the contract not to exceed $1,611,200.

3. East Valley Fixed Route Service Contract Amendment	3. For action

Staff recommend that the Board of Directors authorize the Chief Executive Officer to execute a contract amendment with Keolis Transit Services, LLC, to extend the contract through December 30, 2030, and increase the aggregate value of the contract not to exceed $816,469,425.

4. Demand Response Service Overview	4. For information

Staff will provide an overview of the demand response service provided by Valley Metro.

This content will be provided under separate cover.

5. Report on Current Events and Suggested Future Agenda Items	5. For information

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

6. Next Meeting	6. For information

The next Board meeting is scheduled for **Thursday, January 22, 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

November 6, 2025 **AGENDA ITEM 1A**

Valley Metro RPTA Boards of Directors
Thursday, October 16, 2025
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

<u>RPTA Meeting Participants</u>
City of Tempe, Councilmember Jennifer Adams **(Chair)**
City of Avondale, Councilmember Max White **(Vice Chair)**
City of Phoenix, Councilmember Laura Pastor **(Treasurer)**
City of Buckeye, Councilmember Jamaine Berry (phone)
City of Chandler, Councilmember OD Harris (phone)
City of El Mirage, Councilmember Monica Dorcey
Town of Fountain Hills, Councilmember Peggy McMahon
Town of Gilbert, Councilmember Kenny Buckland (phone)
City of Glendale, Vice Mayor Lauren Tolmachoff
City of Goodyear, Vice Mayor Wally Campbell (phone)
City of Mesa, Councilmember Francisco Heredia (phone)
City of Peoria, Councilmember Jon Edwards
Town of Queen Creek, Councilmember Bryan McClure (phone)
City of Scottsdale, Councilmember Maryann McAllen
Town of Wickenburg, Mayor BG Bratcher (phone)
Town of Youngtown, Mayor Michael LeVault (phone)

<u>RPTA Members not Present</u>
Maricopa County, Supervisor Steve Gallardo
City of Surprise, Councilmember Earle Greenberg
City of Tolleson, Vice Mayor Jimmy Davis (phone)

Chair Adams called the RPTA Board meeting to order at 1:26 p.m. said welcome to the October RPTA Board meeting.

1. <u>Minutes</u>

Ms. Dillon said the first item on that agenda is the approval of the minutes from September 18th.

Chair Adams said I will request a motion and a second to approve the RPTA October meeting minutes.

IT WAS MOVED BY COUNCILMEMBER WHITE, SECONDED BY VICE MAYOR TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE SEPTEMBER 18, 2025 BOARD MEETING MINUTES.

2. Fare Collection System Modernization Funding Agreement Amendment

Ms. Dillon said the next item on the RPTA agenda is the Fare Collection System Modernization Funding Agreement Amendment.

Chair Adams said Jessica, will you present on this item number two?

Ms. Mefford-Miller thank you, Madam Chair, Members of the board. I'm going to invite Ken Kessler to present on this item, which is on an existing contract for the Fare Collection System Modernization. Thanks.

Mr. Kessler said good afternoon, Madam Chair, Members of the board. Just very briefly want to kind of describe what we're doing here. There's a intergovernmental agreement with the City of Phoenix and RPTA in place to provide the local match funding through the Public Transportation Funds to the City of Phoenix for the contract with VIX Technology, the primary vendor for the new fare collection system.

So we entered into an agreement a few years back for the initial amount based on the base contract. Since that point in time, as the project progressed, there were a number of change orders introduced for the project for some additional features. And so as a result of that, the contract costs have gone up so we are looking to add additional local funds. Phoenix has a grant in place to sufficiently cover the additional costs of this project. And we're just looking to provide the local match through our Public Transportation Funds.

Happy to answer any questions.

Chair Adams said do we have any questions from the Committee or online? Seeing none. I welcome a motion and a second to authorize the Chief Executive Officer to execute an amendment to the intergovernmental funding agreement with the City of Phoenix to increase the amount of PTF that can be reimbursed for costs and the FCSM by $886,735 for a new total of $7,235,179.

IT WAS MOVED BY COUNCILMEMBER PASTOR, SECONDED BY COUNCILMEMBER WHITE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN AMENDMENT TO THE INTERGOVERNMENTAL FUNDING AGREEMENT WITH THE CITY OF PHOENIX TO INCREASE THE AMOUNT OF PTF THAT CAN BE REIMBURSED FOR COSTS AND THE FCSM BY $886,735 FOR A NEW TOTAL OF $7,235,179.

3. Report on Current Events and Suggested Future Agenda Items

Chair Adams said do we have any Current Events and Future Agenda Items. Do we have any members who have any reports on current events or any agenda items for future meetings?

Vice Mayor Tolmachoff said I just want to I just want to publicly give kudos to the City of Phoenix. I've done quite a bit of traveling over the last several months and Sky Harbor is an amazing airport. And so thank you to the City of Phoenix because when you go to other cities, you're like, what a mess. But City of Phoenix I seriously, I mean, and Sky Harbor is an airport for every Arizonan to be proud of. So thank you, City of Phoenix.

Chair Adams said yes, I second that. And they also have dogs now at the airport that are comfort dogs. So when passengers get stressed out, which is almost all every day that they fly, they're there then they're really -- one -- one's named Sir Oliver. He's my favorite.

Councilmember Pastor said we have built a sensory room for those that are traveling that have sensory challenges or so there is a sensory room also that we have built.

Vice Mayor Tolmachoff said I don't know if they give awards, but I mean, seriously --

Councilmember Pastor said we do get awards.

Chair Adams said yeah. Sky Harbor. The World's Friendliest Airport.

Councilmember Pastor said Yeah. The World's Friendliest Airport. Thank you, Vice Mayor. We are a regional airport. So thank you to all the region for supporting us and allowing us to serve.

Chair Adams said very good. All right. Any other comments? All right. The next -- seeing none.

4. Next Meeting

Chair Adams said the next meeting is Thursday, November 13th, 2025, at 11:15 a.m. Thank you for everyone's patience today. It was a long meeting, but a very productive meeting. So I really appreciate everyone's participation and -- and help with running this meeting. Thank you.

With no further discussion the meeting adjourned at 1:31 p.m.

Executive Summary

DATE **AGENDA ITEM 1B**
November 6, 2025

SUBJECT
City of Glendale FY26 Intergovernmental Agreement Amendment

COST AND BUDGET
The cost of the amendment is based on a trip estimate of 9,250 and a net cost estimate not to exceed $402,500. The City of Glendale (the “City”) will pay Regional Public Transportation Authority (“RPTA”) the actual cost of services provided.

RECOMMENDATION
Staff recommends that the TMC forward to the Board of Directors authorization for the Chief Executive Officer to execute an intergovernmental agreement amendment with the City of Glendale to reimburse RPTA for the cost of RideChoice services from July 1, 2025, to June 30, 2026, not to exceed $402,500.

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

- Goal 1: Deliver excellent customer experience
  - Tactic 1.5: Innovate, integrate, and market mobility solutions to expand availability
- Goal 8: Operational excellence
  - Tactic 8.3: Improve service quality through enhanced planning, performance management, and continuous improvement
- Goal 9: Financial sustainability
  - Tactic 9.2: Identify opportunities to improve resource allocation, fare collection, and service delivery models
  - Proactively identify cost savings and implement resource justification

COMMITTEE PROCESS
RTAG: October 14, 2025 for information
TMC: November 5, 2025 approved
Board of Directors: November 13, 2025 for action

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

ATTACHMENT
A copy of the amendment is available for review.

Background Information

BACKGROUND DISCUSSION

The City of Glendale is interested in transitioning some of their Regional ADA Paratransit riders to the RideChoice program, expanding mobility options to qualified customers. The addition of trips under the RideChoice program will be funded by transitioning higher costs trips from the Regional ADA Paratransit program, keeping the total IGA amount at the same expenditure as originally approved for FY 2026.

During the term of this agreement, RPTA shall provide the following services:

- RideChoice Program
- 20 Trips per month per individual
- 50 Trips per month per individual for work, school, and medical
- 400 miles per month per individual – City approval required

RPTA shall provide all necessary aspects for demand response transportation services as a supplement to the existing ADA Paratransit regional service for trips with origins or destinations outside the City boundary, but within ¾ mile ADA service area.

City of Glendale FY26 Intergovernmental Agreement Amendment

1

City of Glendale IGA Amendment

- Current Demand Response service:
  - Regional ADA Paratransit
  - Overflow trips
- New Demand Response Service:
  - Add RideChoice:
    - ADA Eligible Individuals
    - Customers traveling outside the City limits
    - Within ADA Service area
- Trips to be funded by a reduction in Regional ADA Paratransit trips

2

2

Recommendation

Staff recommends that the TMC forward to the Board of Directors authorizations for the Chief Executive Officer to execute an intergovernmental agreement amendment with the City of Glendale to reimburse RPTA for the cost of RideChoice services from July 1, 2025, to June 30, 2026, not to exceed $402,500.

3

3

Executive Summary

DATE **AGENDA ITEM 1C**
November 6, 2025

SUBJECT
City of Peoria FY26 Intergovernmental Agreement Amendment

COST AND BUDGET
The cost of the amendment is based on a trip estimate of 9,828 and a net cost estimate not to exceed $440,982. The City of Peoria (the “City”) will pay Regional Public Transportation Authority (“RPTA”) the actual cost of services provided.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute an intergovernmental agreement amendment with the City of Peoria to reimburse RPTA for the cost of RideChoice services from July 1, 2025, to June 30, 2026, not to exceed $440,982.

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

- Goal 1: Deliver excellent customer experience
  - Tactic 1.5: Innovate, integrate, and market mobility solutions to expand availability
- Goal 8: Operational excellence
  - Tactic 8.3: Improve service quality through enhanced planning, performance management, and continuous improvement
- Goal 9: Financial sustainability
  - Tactic 9.2: Identify opportunities to improve resource allocation, fare collection, and service delivery models
  - Proactively identify cost savings and implement resource justification

COMMITTEE PROCESS
RTAG: October 14, 2025 for information
TMC: November 5, 2025 approved
Boards of Directors: November 13, 2025 for action

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

ATTACHMENT
A copy of the amendment is available for review.

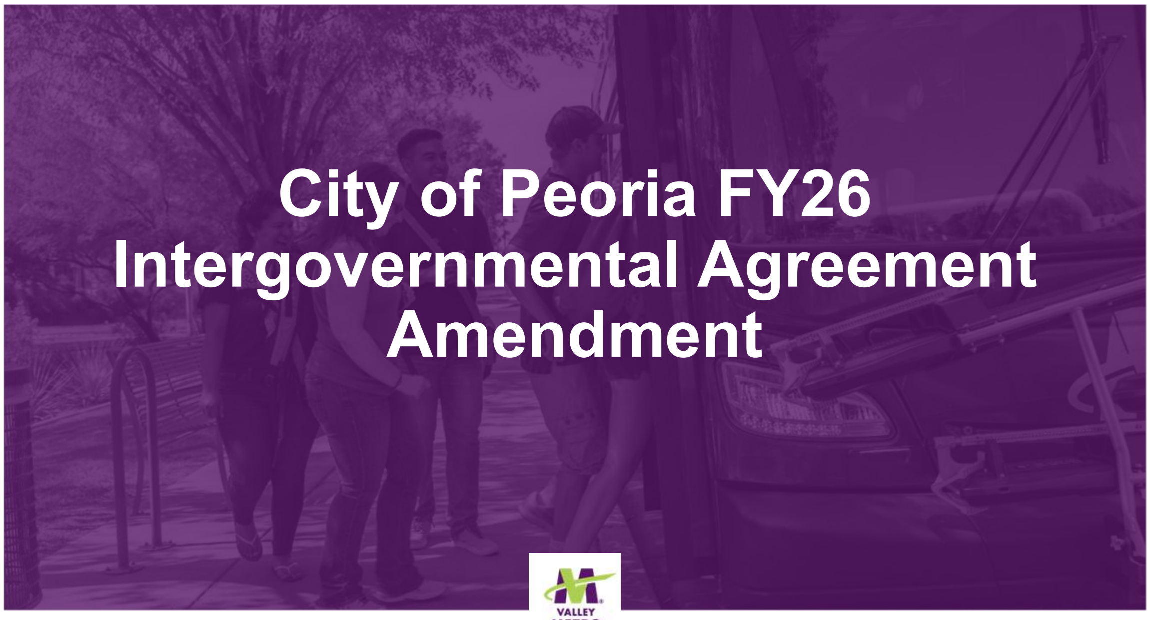
Background Information

BACKGROUND DISCUSSION
The City of Peoria is interested in transitioning some of their Regional ADA Paratransit riders to the RideChoice program, expanding mobility options to qualified customers. The addition of trips under the RideChoice program will be funded by transitioning higher costs trips from the Regional ADA Paratransit program, keeping the total IGA amount at the same expenditure as originally approved for FY 2026.

During the term of this agreement, RPTA shall provide the following services:

- RideChoice Program
- 20 Trips per month per individual
- 50 Trips per month per individual for work, school, and medical
- 400 miles per month per individual

RPTA shall provide all necessary aspects for demand response transportation services as a supplement to the existing ADA Paratransit regional service for trips with origins or destinations outside the City boundary, but within ¾ mile ADA service area.



City of Peoria FY26 Intergovernmental Agreement Amendment

1

City of Peoria IGA Amendment

- Current Demand Response service:
  - Regional ADA Paratransit
  - Overflow trips
- New Demand Response Service:
  - Add RideChoice:
    - ADA Eligible Individuals
    - Customers traveling outside the City limits
    - Within ADA Service area
- Trips to be funded by a reduction in Regional ADA Paratransit trips

2

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute an intergovernmental agreement amendment with the City of Peoria to reimburse RPTA for the cost of RideChoice services from July 1, 2025, to June 30, 2026, not to exceed $440,982.

3

3

Executive Summary

DATE **AGENDA ITEM 1D**
November 6, 2025

SUBJECT
Operations and Maintenance for Paratransit Authorization to Issue a 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 Board of Directors authorize the Chief Executive Officer to issue a competitive solicitation for ADA paratransit operations and maintenance services.

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
    - Tactic 8.2: Codify a comprehensive maintenance and operations program
    - Tactic 8.3: Improve service quality through enhanced planning, performance management, and continuous improvement

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC: November 5, 2025, approved
Board of Directors: November 13, 2025, for action

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

ATTACHMENT
None

Background Information

BACKGROUND DISCUSSION
This contract is needed to ensure services for regional ADA Paratransit Operations and Maintenance Services is maintained.

In April 2023, Valley Metro entered into a contract with MTM Transit, LLC for the operation and maintenance services for ADA Paratransit. The term of the agreement was for a base period of three years with options for three additional one-year extensions. The base contract began October 1, 2023, and terminates September 30, 2026. Options to extend shall be by mutually signed change order between Valley Metro and Contractor.

On September 17, 2025, MTM Transit notified Valley Metro that they do not intend to exercise the option to extend the contract stating the current operations scope of work and resulting financial impact to their organization necessitates either a repricing or termination of this contract. MTM Transit has committed to continue to provide full service through the end of the base term which is September 30, 2026.

Re-procuring these services will ensure uninterrupted regional ADA Paratransit Operations and maintenance services while receiving competitive proposals supporting today's current market value.

Operations and Maintenance for Paratransit Authorization to Issue a Solicitation

1

Background Information

- 3-year contract commencing October 1, 2023, and ending September 30, 2026
- 3 one-year extensions by mutual agreement
- MTM Transit notified Valley Metro they do not intend to exercise the extension beyond the base year
- MTM Transit offered to reprice or terminate the contract
- MTM Transit committed to continued performance through the end of the base term

2

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to issue a competitive solicitation for ADA paratransit operations and maintenance services.

3

Executive Summary

DATE **AGENDA ITEM 2**
November 6, 2025

SUBJECT
Compressed Natural Gas Operations and Facility Maintenance Contract Amendment

COST AND BUDGET
The cost for the two-year extension period is $480,700. The aggregate value of the contract will not exceed $1,611,200.

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 Public Transportation Funds and member cities.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a contract amendment with Clean Energy Fuels Corporation, for the maintenance and repairs of the Mesa CNG station, extending the contract through June 30, 2028, and increasing the aggregate value of the contract not to exceed $1,611,200.

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

- Goal 8: Operational excellence
  - Tactic 8.2: Codify a comprehensive maintenance and operations program

COMMITTEE PROCESS
RTAG: October 14, 2025, for action
TMC/RMC: November 5, 2025, approved
Boards: November 13, 2025, for action

CONTACT
Gregg Thompson
Deputy Chief Bus Maintenance
Gthompson@valleymetro.org

ATTACHMENT
A copy of the contract amendment is available for review.

Background Information

BACKGROUND DISCUSSION
Clean Energy was awarded a contract in 2021 to provide ongoing inspections, maintenance and repairs on the Valley Metro-owned CNG station located at the Mesa (MBOM) facility. Clean Energy also provides after-hours maintenance response if the need arises.

The Compressed Natural Gas (CNG) fueling station provides a safe, reliable, and cost-effective source of fuel for Valley Metro's CNG-powered bus fleet. All CNG buses are fueled nightly. Valley Metro currently compresses and dispenses approximately two million therms of natural gas annually at the Mesa facility.

Contracting with Clean Energy to perform maintenance on the CNG fueling stations is critical to the ability of buses to make service regularly. Any time the CNG station is rendered inoperable, service is in jeopardy.

Clean Energy is the original equipment provider and has the specialized expertise, certifications, and resources required to properly maintain complex CNG systems. As the system designer and functional administrator, Clean Energy has direct access to proprietary technical data, replacement parts, and system upgrades.

During the term of this contract, Clean Energy has been responsive, maintained a 100% uptime during peak fueling times, and has been within budget. Valley Metro staff completed a comprehensive pricing analysis. It was determined that the pricing provided by Clean Energy was fair and reasonable, based on contract values awarded from other transit agencies.

Table 1 reflects the annual contract pricing to include the single 2-year option. The initial 5-year contract value is $1,130,501. The single two-year extension is $480,700 for a total aggregate contract price of $1,611,200.

Table 1

					Option Years		
Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**	Year 1	Year 2	**Total**
$218,500	**$222,300**	**$226,100**	**$229,900**	**$233,700**	**$237,500**	**$243,200**	**$1,611,200**

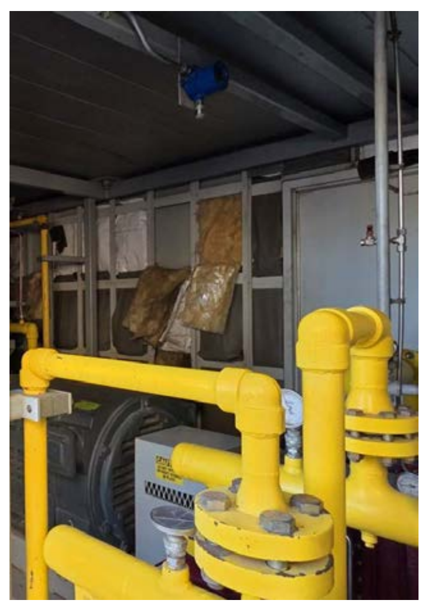
CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract began on July 1, 2021, and will end on June 30, 2028, with no options to extend.

Compressed Natural Gas Operations and Facility Maintenance Contract Amendment

VALLEY METRO

1

Mesa CNG Equipment



2

VALLEY METRO

2

RECOMMENDATION

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a contract amendment with Clean Energy Fuels Corporation, to extend the contract through June 30, 2028, and increase the aggregate value of the contract not to exceed $1,611,200.

3

VALLEY METRO

3

Executive Summary

DATE **AGENDA ITEM 3**
November 6, 2025

SUBJECT
East Valley Fixed Route Service Contract Amendment

COST AND BUDGET
Cost for the extension is $484,183,108. The aggregate contract value will not exceed $816,469,425.

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

RECOMMENDATION
Staff recommend that the Board of Directors authorize the Chief Executive Officer to execute a contract amendment with Keolis Transit Services, LLC, to extend the contract through December 30, 2030, and increase the aggregate value of the contract not to exceed $816,469,425.

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
  - Tactic 8.2: Codify a comprehensive maintenance and operations program
  - Tactic 8.3: Improve service quality through enhanced planning, performance management, and continuous improvement
- Goal 9: Financial sustainability
  - Tactic 9.5: Proactively identify cost savings and implement resource justification

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
TMC: November 5, 2025, approved
Board of Directors: November 13, 2025, for action

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

ATTACHMENT
A copy of the contract amendment is available for review.

Background Information

BACKGROUND DISCUSSION

Valley Metro RPTA entered into a contract with Keolis Transit Services, LLC, to provide Operations and Maintenance transit support for East Valley Metro's local fixed route, express, and circulator bus services in the Eastern and Southeastern areas of the Phoenix Metropolitan Area with services commencing January 1, 2024.

During the first 21 months of operation, the majority of KPI's have shown slow but steady improvements, and in areas showing challenges, Keolis has come forward with an improvement plan. Some areas to acknowledge are as follows:

1. Keolis Executive Leadership actively assessed the local team, identified areas needing improvement, and made major changes, including local leadership.
2. Regional leadership continues to actively support the local team, including the assessment and adjustments of the Operator training program to reduce accidents and overall risk.
3. Regional leadership continues to work with Valley Metro maintenance teams to implement a quality Reliability Centered Maintenance (RCM) program, conduct regular midlife rehab on buses, and improve the reliability of the bus fleet.
4. Transportation and Safety continue to conduct weekly process improvement meetings with Keolis and continually look for creative solutions to improve service to our customers.

ANALYSIS

Keolis has shown consistent improvement across most KPIs following early leadership changes and strong regional support. Collaboration with Valley Metro in training, maintenance, and safety has driven measurable gains. Total and preventable collisions are trending down for CY 2025—by approximately 17% and 11% respectively—with meaningful reductions in key categories like fixed objects, side-swipes, and rear-end incidents. The main safety concern is an increase in preventable NTD-reportable collisions, which will require focused attention.

Maintenance performance is improving, but it is still below contractual expectations. The mean distance between mechanical failures is trending positively, with a 43% increase over the past year, but remains below the 12,000-mile goal. Preventive Maintenance compliance averages over 90% with several months reaching 100%. Vehicle availability is steady and no longer impacts service. Keolis has been responsive to process improvements in the RCM program, tire procedures, and workflow. Improvements to consistency in inspections, data reporting, and yard practices are still needed.

Table 1 reflects the annual contract price by year. The initial 3-year contract value is $316,462,317 with a 5% contingency of $15,824,000. The four-year extension is $484,183,108 for a total aggregate contract price of $816,469,425.

Table 1

Base Contract			**Option Years**				**Total**
Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	
$101,020,908	$105,571,184	$109,870,225	$114,188,273	$118,712,288	$123,336,686	$127,945,861	$800,645,425
Base Contingency (5%)							$15,824,000
Total Aggregate Contract Price							**$816,469,425**

Background Information

Financial performance has remained within budget each year, including start-up costs. Spending has come in below projections, and option-year estimates indicate continued cost control. Extending the contract offers continuity, preserves recent progress, and avoids the cost, disruption, and learning curve of re-procurement. Keolis has outperformed the previous provider and remains actively engaged in service quality improvements, supporting a recommendation to exercise the four-year extension.

CONTRACT TYPE AND TERM
The contract is a firm fixed-price with price escalation contract. The contract began on January 1, 2024, and will end on December 30, 2030, with one three-year option to extend.

East Valley Fixed Route Service Contract Amendment

1

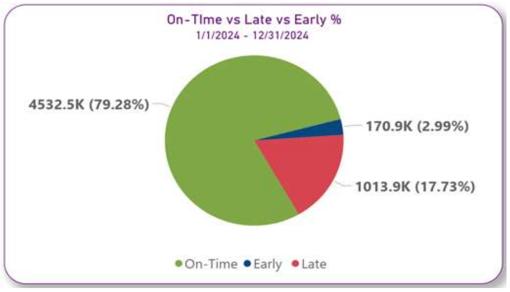
Background information

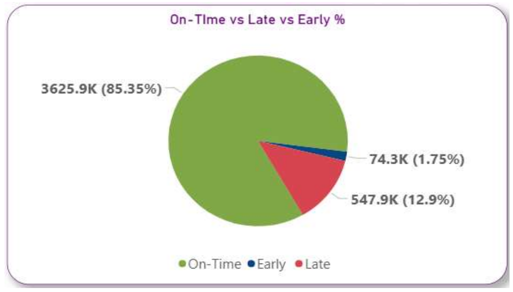
- Keolis service commencement January 1, 2024
- 3-year base contract
  - one (1) 4-year option to extend
  - one (1) 3-year option to extend
- 21 months of operation:
  - Increased on-time departures by approximately 13%
  - Decrease in preventable accidents by approximately 11%
  - Increased distance between road failures by more than 100%
  - Preventative maintenance inspection performance in the high 90's, with several months at 100%
  - Implementation of Reliability-Centered Maintenance (RCM)

2

2

Transportation





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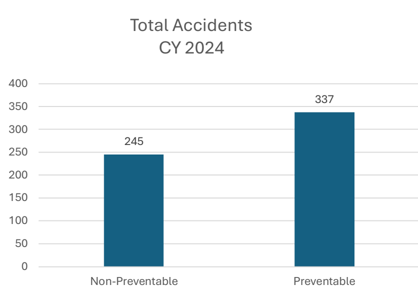
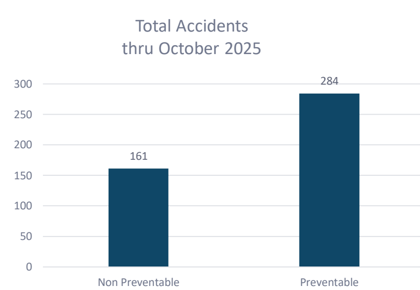
Safety





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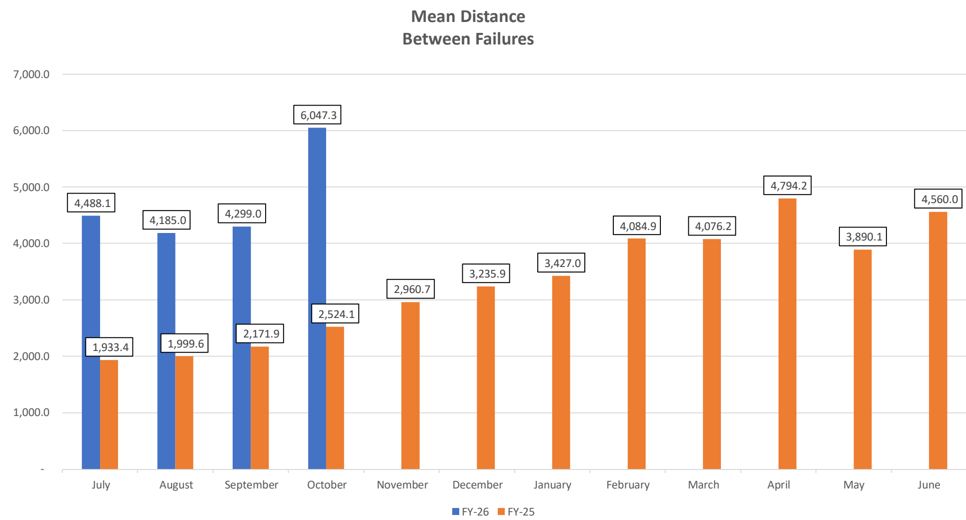
Maintenance



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Background information – continued challenges

- Operator staffing:
  - Absenteeism (short and long term)
  - Trip coverage > 99% of trips scheduled
- Safety:
  - Fixed Objects (construction zones)
  - Preventable collisions
- Maintenance:
  - Pre- Post-vehicle inspections
  - Tire management
  - Vehicle cleaning

6

6

Background information

Option	Benefits	Challenges / Risks
Extend Contract	• Uses the first option term to continue momentum on performance enhancements • Prevents starting from scratch • Known cost for the next four years	• Contractor is becoming comfortable knowing there are four more years
Reprocure	• Adjust the scope of work in areas needing attention	• Significant resource allocation to complete • Going to the market too frequently reduces skill and knowledge of the contract by change in management team • Potential cost increase

Market competitiveness: Area contracts bid or awarded show an approximate 10% to 15% increase in cost

7

7

Recommendation

Staff recommend that the Board of Directors authoriz the Chief Executive Officer to execute a contract amendment with Keolis Transit Services, LLC, to extend the contract through December 30, 2030, and increase the aggregate value of the contract not to exceed $816,469,425.

8

8

Executive Summary

DATE **AGENDA ITEM 4**
November 6, 2025

SUBJECT
Accessible Transportation Service Overview

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

This memo provides an overview of the Phoenix metropolitan region's demand-response transportation programs, with emphasis on services supporting individuals with disabilities and seniors. It also outlines potential regional impacts as Valley Metro prepares to implement the federal ¾-mile and ADA eligibility standard for funding of trips under Proposition 479 implementation.

Background
Demand-response transportation delivers reservation-based mobility for individuals whose needs are not met through fixed-route transit. These services are delivered through local and regional partnerships that collectively ensure compliance with the Americans with Disabilities Act (ADA) and expand mobility options across Maricopa County. Valley Metro and its member communities currently provide four types of demand-response service under five names:

- ADA Paratransit – Shared-ride service required under the ADA for eligible riders unable to use fixed-route transit
- Dial-a-Ride – Locally operated ADA Paratransit service managed by individual cities
- RideChoice – A Valley Metro-managed alternative extending beyond ADA minimums

Discussion

ADA Paratransit and Dial-a-Ride: ADA Paratransit service is door-to-door or origin-to-destination service for individuals with disabilities that cannot use regular fixed route bus service. Three jurisdictions directly operate local ADA Paratransit within predetermined limits. The city of Glendale provides all ADA Paratransit trips within city boundaries. The City of Peoria provides curb-to-curb ADA Paratransit trips within Peoria and to select medical destinations in Sun City and Glendale. For overflow, Valley Metro is engaged as needed. The City of Phoenix provides all ADA Paratransit trips within city boundaries under Dial-a-Ride.

Valley Metro provides local and regional ADA Paratransit for eleven jurisdictions, ensuring connectivity for inter-jurisdictional and cross-jurisdictional travel. Four jurisdictions receive regional-only service from Valley Metro: Glendale, Peoria, Phoenix, and Surprise (medical and work-related trips).

RideChoice: RideChoice complements ADA Paratransit by offering flexible service beyond minimum ADA requirements. Managed by Valley Metro, the program serves thirteen jurisdictions, with two additional participants joining December 1, 2025: the cities of Glendale and Peoria. Eligibility is defined locally and may include ADA-certified riders, seniors, veterans, and low-income residents, or others as determined by each jurisdiction. Approximately 52 percent of RideChoice trips occur outside ADA corridors or to non-ADA eligible individuals, offering a lower-cost option for riders who would otherwise lack service in jurisdictions that adhere to the strict ¾-mile standard.

Human Services Transportation and Coordination: Approximately 61 nonprofit agencies operate specialized transportation supporting seniors and individuals with disabilities. The Maricopa Association of Governments (MAG) coordinates regional human-services transportation planning. These services are independent of the services provided by the public transportation network.

Proposition 479 Implementation: Proposition 479 includes a provision for aligning regional ADA Paratransit funding with the boundaries and eligibility criteria that establishes minimum ADA service requirements. Trips for customers who currently travel beyond the ¾-mile corridor would not be eligible under the criteria established in Prop 479, and would become the responsibility of the local jurisdictions to fund.

The financial impact of aligning service to the ADA standard is under evaluation. Changes in trip distribution among ADA Paratransit, RideChoice, and related programs will depend on rider behavior, jurisdictional participation, and future service design decisions. Valley Metro will continue monitoring demand and cost patterns in collaboration with member jurisdictions to assess budget implications and ensure resources are allocated efficiently.

COMMITTEE PROCESS
Board of Directors: November 13, 2025 for information

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

ATTACHMENT
None

1

Demand Response Services

- **ADA Paratransit** - as required by federal civil rights legislation (Americans with Disabilities Act)
  - Shared Ride
- **Dial-A-Ride** – ADA Paratransit operated by City of Glendale, City of Peoria and City of Phoenix
  - Shared Ride
- **RideChoice**
  - Alternative to ADA Paratransit (serves beyond minimum requirement of ADA regulations including who is eligible and service area)
  - Non-Shared Ride

2

2

Demand Response Providers

Glendale Dial-A-Ride, Glendale Urban Shuttle (GUS) bus service, ADA service and a taxi-voucher program, Microtransit/Paratransit transportation service, within City of Glendale

Dial-a-Ride and ADA / para-transit within the City of Peoria and a few select medical locations just outside Peoria in Sun City and Glendale. (Restrictions apply)

Dial-a-Ride is a shared-ride public transportation service which provides ADA service within the City of Phoenix

3

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Valley Metro-Provided Service

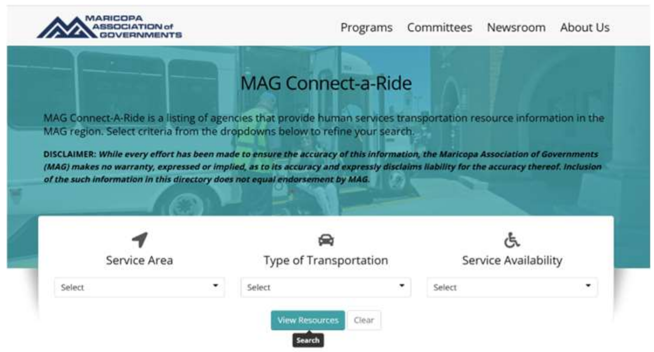
- **Local and Regional ADA Paratransit** – Avondale, Chandler, El Mirage, Gilbert, Goodyear, Maricopa County (unincorporated), Mesa, Scottsdale, Tempe, Tolleson, and Youngtown
- **Regional-Only ADA Paratransit** – Glendale, Peoria, Phoenix, and Surprise
- **RideChoice** – Avondale, Chandler, Fountain Hills, Gilbert, Glendale (12/1/25), Goodyear, Litchfield Park, Maricopa County (unincorporated), Mesa, Peoria (12/1/25), Phoenix, Scottsdale, Surprise, Tempe, and Tolleson

4

4

Other Human Service Transportation Providers

- Registered under MAG Connect-a-Ride Web Page
  - 61 different agency transportation providers
  - 12 Volunteer driver programs
  - 24 non-emergency medical transportation providers
  - 12 transportation referral agencies
  - One accessible van rental agency



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Jurisdictional Service Level

Mandated ¾ Mile

- Avondale, El Mirage, Glendale, Goodyear, Maricopa County (unincorporated), Mesa, Peoria, Scottsdale, Tempe, Tolleson, and Youngtown

Expanded Service Area (beyond mandated ¾ mile)

- Chandler, Gilbert, Phoenix, and Surprise

RideChoice

- Avondale, Chandler, Fountain Hills, Gilbert, Glendale (12/1/25), Goodyear, Litchfield Park, Maricopa County (unincorporated), Mesa, Peoria (12/1/25), Phoenix, Scottsdale, Surprise, Tempe, and Tolleson

6

6

Fiscal Year 2025 Service Levels

- **City of Glendale** – 51,142 Dial-a- Ride and Paratransit trips
- **City of Peoria** – 19,561 Dial-s-ride and Paratransit trips
- **City of Phoenix** – 302,526 Dial-a-Ride Trips
- **Valley Metro** – 285,648 Paratransit trips + 374,991 RideChoice Trips

- **FY 2025 Total trips** – 1,033,868

JM1

7

7

Key Impacts - 479 Funding Implementation

- **Funded Trips**
  - Individual eligible under criteria identified in The Americans with Disabilities Act
  - Trips that have an origin and destination within ¾ mile of a regular bus route (minimum ADA service area)
- **Financial (Valley Metro Service)**
  - **ADA Paratransit** – Approximately 11% of trips and cost outside 479 funding
  - **RideChoice** – Approximately 52% of trips and 60% of costs outside 479 funding

8

8

479 Policy Transition Process

Short-Term

- Working with MAG and each community to identify 479 impact on trips and cost

Mid-Term

- Identify jurisdictional strategy for funding trips outside 479 criteria

Long-Term

- Assist communication and transition for customers that may be impacted by change

Summary

Glendale ARIZONA

PEORIA ARIZONA

City of Phoenix

VALLEY METRO

- Over 1-million trips for individuals with disabilities and seniors provided by Four public agencies in fiscal year 2025
- Depending on travel needs, customers may depend on multiple agencies, even within a single day
- Funding decisions forthcoming with implementation of Prop 479

Executive Summary

DATE
November 6, 2025

AGENDA ITEM 5

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

November 6, 2025

Valley Metro Rail
Board of Directors
Thursday, November 13, 2025
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

CONSENT AGENDA

1A.	Minutes	1A. For action

Minutes from the October 16, 2025, Board meeting are presented for approval.

1B.	Federal Transit Administration Pass-Through Grant Agreement	1B. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a pass-through grant IGA amendment with the City of Phoenix for the listed grant to complete all activity for the Northwest Extension Phase II project.

1C.	Purchase of Two Bucket Trucks Contract Award	1C. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Altec Industries, Inc., for the purchase of two bucket trucks. The aggregate value of the contract will not exceed $616,000.

REGULAR AGENDA

2.	Vendor Managed Inventory Contract Award	2. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Siemens Mobility, Inc., to supply and manage inventory of original equipment manufacturer parts for the Siemens S700 light rail vehicle fleet, with a five-year term with no options to extend. The aggregate value of the contract will not exceed $880,000.

3. Manufacture and Delivery of Siemens Light Rail Vehicle Contract Award — 3. For action

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Siemens Mobility, Inc., for one S700 low floor articulated light rail vehicle, with a five-year initial term and one two-year option to extend. The aggregate value of the contract will not exceed $9,373,000.

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, January 22, 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

November 6, 2025 **AGENDA ITEM 1A**

Valley Metro Rail Boards of Directors
Thursday, October 16, 2025
Lake Powell Conference Room/You Tube
101 N. 1st Avenue, 10th Floor
11:15 a.m.

<u>Valley Metro Rail Board Members</u>
Councilmember Laura Pastor **(Chair)**
Councilmember Jennifer Adams (Vice Chair)
City of Mesa, Councilmember Francisco Heredia (phone)

Chair Pastor called the meeting to order at 1:31 p.m.

Chair Pastor said thank you. Welcome everyone. I'll go ahead and open the rail board of directors meeting for today, September 18th.

1. <u>Minutes</u>

Chair Pastor said item number one is minutes. Minutes from the September 18th, 2025, are presented for April. I would like to request a motion and a second to approve the September 18th, 2025, board meeting minutes.

It was moved by Councilmember Adams, second by Councilmember Heredia and unanimously carried to approve the September 18, 2025 Board meeting minutes.

2. <u>SCADA Server Infrastructure Upgrade Contract Award</u>

Chair Pastor said item number two is the SCADA Server Infrastructure Upgrade Contract Award. CEO Jessica Mefford-Miller will introduce this item.

Ms. Mefford-Miller said thank you, Madam Chair. The SCADA Server Infrastructure Contract Award went before the Board in the month of September at our last meeting. However, there are two vendors for this actual contract and only one vendor was listed in the white paper in the motion. So we really are bringing this back for a new motion to ensure that both vendors and the correct contract value are recorded so that we can execute the contracts.

Chair Pastor said staff recommends that the board of directors authorize the Chief Executive Officer to execute a cooperative contract with the Promark Technologies, Inc. and to TD Synnex Corporation -- I don't have my cheaters -- Corporation for the purchase of server hardware and software with an aggregate value not to exceed $2,999,012.

IT WAS MOVED BY COUNCILMEMBER ADAMS, SECOND BY COUNCILMEMBER HEREDIA AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A COOPERATIVE CONTRACT WITH THE PROMARK TECHNOLOGIES, INC. AND TO TD SYNNEX CORPORATION -- I DON'T HAVE MY CHEATERS -- CORPORATION FOR THE PURCHASE OF SERVER HARDWARE AND SOFTWARE WITH AN AGGREGATE VALUE NOT TO EXCEED $2,999,012.

3. Report on Current Events and Suggested Future Agenda Items

Chair Pastor said item number three, Report on Current Events and Suggested Future Items. Does any member -- do any members have any reports or current items? Hearing none.

4. Next Meeting

Chair Pastor said the next Board meeting is scheduled for Thursday, November 13, 2025, at 11:15 a.m.

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

Executive Summary

DATE **AGENDA ITEM 1B**
November 6, 2025

SUBJECT
Federal Transit Administration Pass-Through Grant Agreement

COST AND BUDGET
All expenses are in the approved FY 2026 Adopted Operating and Capital Budget and 5-Year Capital Program. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute a pass-through grant IGA amendment with the City of Phoenix for the listed grant to complete all activity for the Northwest Extension Phase II project.

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: October 14, 2025 for information
RMC: November 5, 2025 approved
Board of Directors: November 13, 2025 for action

CONTACT
Ken Kessler
Chief Financial Officer
kkessler@valleymetro.org

ATTACHMENT
None

Background Information

Federal Transit Administration Pass-Through Grant Agreements

BACKGROUND DISCUSSION
Valley Metro requests extensions to the grant pass-through IGAs for AZ-2021-056. The extension is needed to allow additional time to complete the project identified in the grant. The table below summarizes the requested changes.

Grant	Source	Extension
AZ-2021-056	**Section 5309; NWEII**	**12/31/2029**

Grant AZ-2021-056 has $26,209,780 of federal funding remaining from the original award amount of $158,121,969. The grant IGA expires on December 31, 2025. An extension until December 31, 2029, is needed to provide additional time to fund the purchase of light rail vehicles and other Northwest Extension Phase II project costs.

The City of Phoenix is the designated recipient of 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 and member agency budgets.

Federal Transit Administration Pass-Through Agreement

VALLEY METRO

1

FTA Pass-Through Agreements

Grant	Source	Extension
AZ-2021-056	Section 5309; NWEII	12/31/2029

2

VALLEY METRO

2

FTA Pass-Through Agreements

Grant AZ-2021-056 has $26,209,780 of federal funding remaining from the original award amount of $158,121,969. The grant IGA expires on December 31, 2025. An extension until December 31, 2029, is needed to provide additional time to fund the purchase of light rail vehicles and other Northwest Extension Phase II project costs.

3

3

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to execute an IGA amendment with the City of Phoenix.

4

4

Executive Summary

DATE
November 6, 2025

AGENDA ITEM 1C

SUBJECT
Purchase of Two Bucket Trucks Contract Award

COST AND BUDGET
The cost of each vehicle is $280,000 for a total of $560,000, plus a contingency of $56,000, or 10%. The aggregate contract value will not exceed $616,000.

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 source of funds is member cities.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a cooperative contract with Altec Industries, Inc., for the purchase of two bucket trucks. The aggregate value of the contract will not exceed $616,000.

STRATEGIC PLAN ALIGNMENT
- Goal 8: Operational excellence
    - Tactic 8.1: Optimize service performance
- Goal 9: Financial sustainability
    - Tactic 9.5: Proactively identify cost savings and implement resource justification

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
RMC: November 5, 2025, approved
Board of Directors: November 13, 2025, for action

CONTACT
Gregg Thompson
Deputy Chief, Bus Maintenance
gthompson@valleymetro.org

ATTACHMENT
A copy of the amendment is available for review.

Background Information

BACKGROUND DISCUSSION
This contract approval requests the purchase of non-revenue vehicles that are essential in supporting operations and maintenance activities for the light rail and streetcar alignments. These specialized vehicles provide Valley Metro staff with the ability to safely and efficiently perform critical work on overhead catenary and traction power systems, ensuring system reliability and minimizing service disruptions.

Valley Metro currently has limited traction power support vehicles, which restricts response time and capacity for planned and emergency maintenance activities. These new units will expand the fleet, enabling timely and safe access to overhead power systems.

The addition of these vehicles improves operational readiness, reduces reliance on contractor rentals, and strengthens in-house capability for system maintenance. This investment will contribute to lower long-term costs by reducing delays and protecting infrastructure assets.

By acquiring these vehicles, Valley Metro is building the necessary operational capacity to maintain the light rail and streetcar system in a state of good repair, while supporting staff safety, efficiency, and reliability of service for passengers.

Costs for vehicles are outlined in Table 1 below:

Table 1:

Description	Position	Budget/Division	Vehicle Cost
Ford F450 Bucket Truck	New – Traction Power	Operating – Traction Power	$280,000
Ford F450 Bucket Truck	New – Traction Power	Operating – Traction Power	$280,000
		10% Contingency	$ 56,000
		Total	$616,000

PROCUREMENT
In accordance with the Agency's Joint Procurement Manual, standard competition was waived as a result of an approved Determination Memo and processed as a cooperative contract. The Sourcewell contract with Altec Industries, Inc., contract number 110421, was awarded using a competitive process consistent with the Agency's procurement processes.

CONTRACT TYPE AND TERM
The contract is an indefinite-delivery, indefinite-quantity contract. The contract began on or about November 14, 2025, and will end on December 27, 2026, with one one-year option to extend.

Purchase of Two Bucket Trucks Contract Award

VALLEY METRO

1

Supports Streetcar and Light Rail Maintenance Activities

2

VALLEY METRO

2

Recommendation

Staff recommends that the RMC forward to the Board of Directors authorization for the Chief Executive Officer to enter into a cooperative contract with Altec Industries, Inc., for the purchase of two bucket trucks. The aggregate value of the contract will not exceed $616,000.

3

VALLEY METRO

3

Executive Summary

DATE **AGENDA ITEM 2**
November 6, 2025

SUBJECT
Vendor Managed Inventory Contract Award

COST AND BUDGET
Cost for the full term is $800,000, plus a contingency of $80,000 or 10% of the full term cost. The aggregate contract value will not exceed $880,000.

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 source of funds is Public Transportation Funds.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Siemens Mobility, Inc., to supply and manage inventory of original equipment manufacturer parts for the Siemens S700 light rail vehicle fleet, with a five-year term with no options to extend. The aggregate value of the contract will not exceed $880,000.

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
  - Tactic 8.2: Codify a comprehensive maintenance and operations program

COMMITTEE PROCESS
RTAG: October 14, 2025, for information
RMC: November 5, 2025, approved
Board of Directors: November 13, 2025, for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valleymetro.org

ATTACHMENT
A copy of the contract is available for review.

Background Information

BACKGROUND DISCUSSION
This contract is needed to supply original equipment manufacturer (“OEM”) parts for the fleet of Siemens S700 light rail vehicles (“LRVs”) in accordance with the vendor managed inventory framework. The Contractor shall streamline its production, procurement, warehousing, and distribution processes to deliver cost savings on inventoried parts under this agreement and shall guarantee the availability of all listed parts and components in the agreed-upon quantities.

The Agency must purchase the required parts through the OEM to maintain warranties and uniformity of the major vehicle systems.

This item has been reviewed and approved by the LRV maintenance department.

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: Sole Source. Siemens is the OEM.

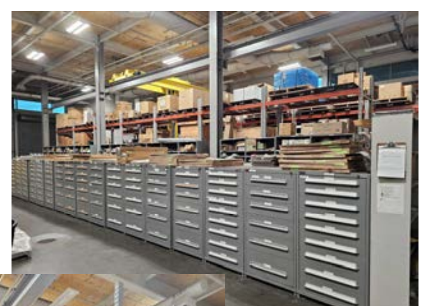
CONTRACT TYPE AND TERM
The contract is a firm fixed-price with economic adjustment contract. The contract will begin on or about November 24, 2025, and end on November 23, 2030, with no options to extend.

Vendor Managed Inventory Contract Award

1

Vendor Managed Inventory

- Supply OEM parts for the fleet of Siemens LRV's
- Contractor will streamline production, procurement, warehousing and distribution
- Guarantee the availability of all listed parts and components



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Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Siemens Mobility, Inc., to supply and manage inventory of original equipment manufacturer parts for the Siemens S700 light rail vehicle fleet, with a five-year term with no options to extend. The aggregate value of the contract will not exceed $880,000.

3

3

Executive Summary

DATE **AGENDA ITEM 3**
November 6, 2025

SUBJECT
Manufacture and Delivery of Siemens Light Rail Vehicle Contract Award

COST AND BUDGET
Cost for the full term is $9,100,000, plus a contingency of $273,000 or 3.0% of the full term cost. The aggregate contract value will not exceed $9,373,000.

For FY26, the contract obligation is not currently funded within the Agency's Adopted FY26 Operating and Capital Budget and may require a mid-year budget adjustment. Contract obligations beyond FY26 will be incorporated into the Agency's Five-Year Operating Forecast and Capital Program (FY26 through FY30).

The sources of funds are insurance proceeds, Public Transportation Funds, and federal grants.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Siemens Mobility, Inc., for one S700 low floor articulated light rail vehicle, with a five-year initial term and one two-year option to extend. The aggregate value of the contract will not exceed $9,373,000.

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

COMMITTEE PROCESS
RMC: November 5, 2025, approved
Board of Directors: November 13, 2025, for action

CONTACT
Darren Curry
Chief Maintenance Officer
dcurry@valleymetro.org

ATTACHMENT
A copy of the contract is available for review.

Background Information

This contract is needed to purchase one Light Rail Vehicle (LRV) from Siemens.

On September 14, 2025, a light rail vehicle was involved in a crash with a semi-truck as it was headed westbound on Washington Street at 18th Street at approximately 7:30pm and the LRV was a total loss. In order to maintain a 20% spare ratio and provide additional service for special events it is critical for Valley Metro to replace the loss of this Light Rail Vehicle.

Siemens provided the LRVs for our Gilbert Road Extension and the South Central Extension so they are the only manufacture that is capable of providing a LRV that is compatible with our current fleet.

This item has been reviewed and approved by Valley Metro Rail Maintenance staff.

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: sole source due to substantial duplication of costs.

CONTRACT TYPE AND TERM
The contract is a firm fixed-price contract. The contract will begin on or about November 17, 2025, and end on November 16, 2030, with one two-year option to extend.

Manufacture and Delivery of Siemens Light Rail Vehicle Contract Award

VALLEY METRO
RAIL

1

2

Recommendation

Staff recommends that the Board of Directors authorize the Chief Executive Officer to enter into a contract with Siemens Mobility, Inc., for one S700 low-floor articulated light rail vehicle, with a five-year initial term and one two-year option to extend. The aggregate value of the contract will not exceed $9,373,000.

Executive Summary

DATE
November 6, 2025

AGENDA ITEM 4

SUBJECT
Report on Current Events and Suggested Future Agenda Items

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COMMITTEE ACTION
None

CONTACT
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ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date