



MEETINGS OF THE

Boards of Directors

Joint Meeting Valley Metro RPTA and Valley Metro Rail	Valley Metro RPTA	Valley Metro Rail
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Date:
October 22, 2020

Starting Time
11:15 a.m.

Meetings to occur sequentially

Location:
Valley Metro
Via Webex
Phoenix

Valley Metro is not accepting visitors at this time. Please join the Board meeting via You Tube.

If you require assistance accessing the meetings on the 10th floor, please go to the 14th floor or call 602.262.7433.



Agenda

October 15, 2020

**Joint Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, October 22, 2020
Webex/Phone
11:15 a.m.**

Action Recommended

1. Public Comment (yellow card)

1. For Information

Public comment is being taken in written format and will be entered into the official minutes of the meeting.

2. Chief Executive Officer's Report

2. For information

Scott Smith, CEO, will brief the Joint Boards of Directors on current issues.

3. COVID-19 Update – Valley Metro's COVID-19 Response Plan

3. For information

Staff will provide an informational update on the current and planned activities to continue the agency's response to COVID-19.

4. Minutes

4. For action

Minutes from the September 17, 2020 Joint Board meeting are presented for approval.

5. Audit and Finance Subcommittee Update

5. For information

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



CONSENT AGENDA

6A. Transit Asset Management Plan - Fiscal Year 2021 Performance Targets

6A. For action

Staff recommends that the Boards of Directors approve the agency's FY2021 performance targets as part of the Transit Asset Management Plan.

6B. Cisco Security Products Enterprise Agreement

6B. For action

Staff recommends that the Boards of Directors authorize the CEO to enter into an Enterprise Agreement (EA) with Cisco Systems not to exceed a value of \$1,218,300. The period of service will cover from November 2020 through September 2025.

6C. Lead IT Project Manager Contract Award

6C. For action

Staff recommends that the Boards of Directors authorize the CEO to purchase staffing augmentation services not to exceed a value of \$190,000 for FY 2021.

6D. Cybersecurity Program Improvement and Support

6D. For action

Staff recommends that the Boards of Directors authorize the CEO to purchase professional services to support the ongoing maturation of Valley Metro's Information Security (IS) program for an amount not to exceed \$488,500.

REGULAR AGENDA

7. Travel, Expenditures and Solicitations

7. For information

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

8. Future Agenda Items Request and Update on Current Events

8. For information

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



9. Next Meeting

9. For information

The next meeting of the Joint Board Meeting is scheduled for **Thursday, November 19, 2020 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.



Information Summary

DATE

October 15, 2020

AGENDA ITEM 1**SUBJECT**

Public Comment

PURPOSE

Public comment is being taken in written format and will be entered into the official minutes of the meeting.

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

Scott Smith

Chief Executive Officer

602-262-7433

ssmith@valleymetro.org

ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 2**SUBJECT**

Chief Executive Officer's Report

PURPOSE

Scott Smith, Chief Executive Officer, will brief the Joint Boards of Directors on current issues.

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

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

ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 3**SUBJECT**

COVID-19 Update – Valley Metro's COVID-19 Response Plan

PURPOSE

An update on transit operation impacts related to COVID-19 will be provided.

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

Jim Hillyard
Chief Administrative Officer
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602-262-7433

ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 3**SUBJECT**

Valley Metro's COVID-19 Response Plan

PURPOSE

To provide an informational update on the current and planned activities to continue the agency's response to COVID-19.

COST AND BUDGET

As has been shared with the Boards and Executive Committee, expenses in response to COVID-19 have totaled approximately \$550,000, including Valley Metro and contractor costs (as of July 2020). These costs were offset by the influx of federal CARES Act funding.

Expenditures for Phase II, as outlined in the plan, are estimated at \$421,000 and allocated within the adopted FY21 budget and also augmented by CARES Act funding for operational expenses.

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

Valley Metro and the city of Phoenix operate a regional public transit system that has become an integral part of many communities in Maricopa County. Bus, rail and paratransit services are vital for thousands of riders who count on public transit as a lifeline to jobs, school and medical appointments. Valley Metro and the region stepped into action in earnest in March 2020 to respond to the growing COVID-19 pandemic and immediately prioritized the health and safety of our staff and riders. We followed local and federal guidance and quickly put in place measures and messaging to keep this essential service moving for (and by) our essential workers. We kept as much service on the road as possible, all while enhancing cleaning, providing Personal Protective Equipment (PPE) and instituting new, safer protocols.

Phase I of this plan occurred between March – summer 2020 and was highly responsive to the changing dynamics associated with the pandemic. We were listening and adapting based on guidance from local and national health and safety experts as well as learning from the transit industry. The plan grew and changed day-by-day depending on data, trends and best practices. This plan was shared in an iterative way



with the newly created Board Executive Committee, both Boards of Directors and member city staff.

While many of the Phase I elements continue, Phase II is focused on being more strategic and responsive to customer feedback and the continued monitoring of local data and national best practices. Phase II will occur fall and winter 2020/2021 with many of the tactics centered on resharing and reaffirming our commitment to cleaning, wearing face coverings, keeping riders informed and other health and safety measures. Rider and community perception of our efforts will be tracked once again with another customer survey planned for January 2021.

For this agenda item, staff will share the topline survey results from a WestGroup-conducted survey in late June and the latest COVID-19 response plan updated based on customer feedback and to help support system recovery.

COMMITTEE ACTION

RTAG: September 15, 2020 for information

Board Executive Committee: September 16, 2020

TMC/RMC: October 7, 2020 for information

Boards of Directors: October 22, 2020 for information

CONTACT

Susan Tierney

Communications Manager

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stierney@valleymetro.org

ATTACHMENT

Valley Metro's COVID-19 Ridership Survey and Response Plan

COVID-19 Update



1

COVID Expenses



	<u>VM</u>	<u>Contractors</u>	<u>Total</u>
Cleaning and sanitizing supplies	\$32,538	\$43,697	\$76,235
Personal Protective Equipment	\$105,637	\$38,586	\$144,222
Additional cleaning labor	\$36,000	\$119,799	\$155,799
Disinfectant fogging	\$106,860	\$132,159	\$239,019
Public information	\$29,509	\$0	\$29,509
Administrative/Sick Leave	\$118,228	\$0	\$118,228
Other supplies	\$26,743	\$0	\$26,743
Total	\$455,516	\$334,241	\$789,757

2

2



CARES Act Funds

	<u>RPTA</u>	<u>VMR</u>
Total allocation	\$50.41	\$45.12
Drawn to date	\$19.01	\$3.46
Available funds	\$31.40	\$41.66
 FY21 Unreimbursed expenses	 \$18.54	 \$7.15

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COVID-19 Response Plan

Phase I, Survey Results and Phase II

October 2020



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Plan Objective

To react and be proactive whenever possible to the COVID-19 pandemic with policies and actions that:

- protect the health and safety of staff and riders
- preserve service to the greatest degree possible
- enhance communication with our riders and
- continue to highlight public transit as an essential valuable service operated for and by essential workers

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Phase I

SPRING – SUMMER 2020



6



Spring-Summer 2020

March

- Implemented enhanced cleaning protocols
- Took measures to protect frontline staff such as PPE and barriers
- Enacted rear-door boarding
- Created the Board Executive Committee

April

- Reduced Express, RAPID, circulators and light rail service
- Instituted bus boarding limits

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Spring-Summer 2020

May

- Reduced Phoenix-operated service in early mornings and late nights

June

- Installed temporary bus operator barriers and hand sanitizer stations
- Limited paratransit vehicle capacity

July

- Mandated face coverings on public transit

Throughout: Installed relevant signage and executed public outreach and social media storytelling to engage and inform riders

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Ridership Recovery Survey Results



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WestGroup
RESEARCH

Valley Metro Ridership Recovery Topline Report

Summary of Findings

3033 North 44th Street, Ste. 150 Phoenix, AZ 85018

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Research Objectives

Research Goal:

Valley Metro commissioned WestGroup Research to conduct an online survey of Metro-Phoenix residents who have used public transit in the area within the past year.

Research Objectives:

The purpose of the survey to understand the impact of the Covid-19 pandemic on perceptions of public transit overall, personal use of public transit, and what can be done to encourage riders to return to pre-Covid usage levels.



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Research Methodology

Target Audience:

- Current Transit Users (used transit within past 30 days)
- Former Transit Users (have used transit in past year, but not within past 30 days)
- Transit Independent / Transit Dependent Riders (definition on next slide)

Source:

After 30 years of collecting data for Valley Metro – WestGroup has retained a large base of transit users who have participated in other studies for Valley Metro or WestGroup's omnibus study. Emails were sent to that database inviting the members to participate and their responses resulted in nearly one-third of the responses.

Participant Source	Total n=1494
WestGroup Database	29%
Email from Valley Metro	25%
Valley Metro's website	13%
Valley Metro's social media	12%
Alert VM	9%
On board buses	<1%
RAPID Bus Stop	<1%
Other	12%



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Research Methodology

Methodology: Quantitative

One (1) online survey with 1,494 participants in total: 840 Transit Independent Riders, 562 Transit Dependent Riders, 92 Non-grouped participants. The responses were collected between June 15 and June 30, 2020.

The Ridership Recovery study used an opt-in approach to recruit participants for the survey – invitations either came from WestGroup, Valley Metro, or invitations to participate were posted to social media by both of these organizations as well as various Valley Metro partners. The goal was to encourage response from as many riders/former riders as possible, understanding that the responses would not necessarily mirror the overall demographic attributes of Valley Metro ridership overall.

Analysis:

The data, when applicable, will be broken down by Transit Independent and Dependent riders. This breakdown is defined by the number of vehicles owned and the possession of a driver's license.

- Transit Independent Riders: Have a driver's license AND own at least one vehicle in HH
- Transit Dependent Riders: Do not have driver's license OR have zero vehicles in HH

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Current Riders (Used Public Transit within 30 days)

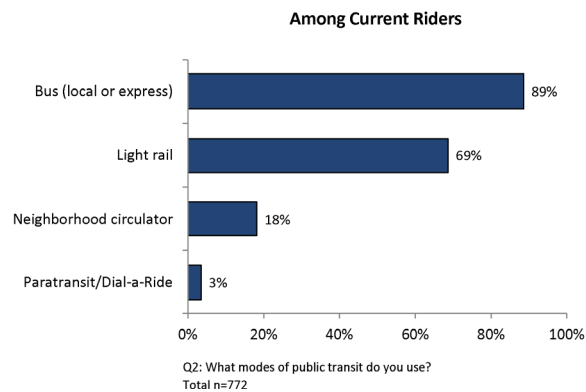


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Current Usage of Public Transit

Most current transit users ride the bus (89%) and/or light rail (69%) with 18% reporting they use neighborhood circulators. A few (3%) rely on paratransit or Dial-a-ride services from Valley Metro.

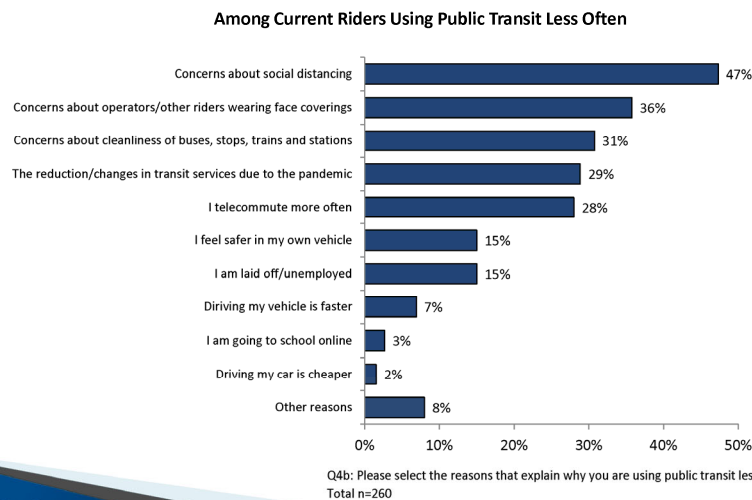
Dependent Riders are significantly more likely than Independent Riders to report riding the bus (93% vs. 82%) and slightly more likely to report using other modes.



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Reasons For Using Public Transit Less Often

Current riders who are using public transit less often than prior to COVID-19 most often selected concerns over social distancing (47%), mask wearing (36%), and cleanliness (31%) as the reasons for decreased usage. Independent riders are more likely to cite telecommuting more (36% vs. 23%) and feeling safer in their own vehicle (27% vs. 2%).



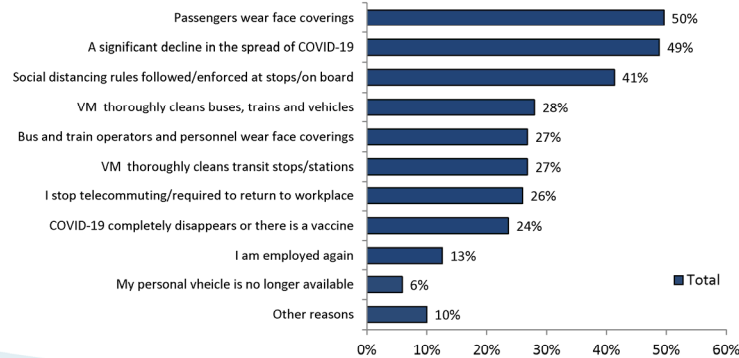
16

Requirements to Return to Pre-COVID Transit Use Frequency

Passengers wearing face coverings (50%), a significant decline in the spread of COVID-19 (49%), and enforced social distancing (41%) were the top three requirements that need to happen before riders who are currently riding less often than before would resume riding transit as frequently as they had in the past.

Although the rank order of requirements is similar, more Independent Riders reported needing all of these requirements in place before using transit again, while fewer Dependent Riders selected specific requirements. In addition, Independent riders were more concerned with safety and cleanliness, while Dependent Riders were more vocal about seeing a decline in COVID-19 or having access to a vaccine before returning.

Among Current Riders Using Public Transit Less Often



Q4d: Which of the following need to happen for you to go back to using public transit with the same frequency as you did before the pandemic? Total n=254

8

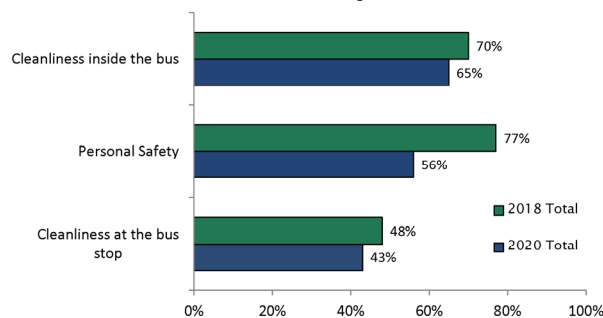
17

Satisfaction with Bus Service Elements in Past 30 Days

While a slight majority of current riders indicated being satisfied over the past 30 days with cleanliness inside the bus (65%) and their personal safety while riding the bus (56%), fewer than half (43%) were satisfied with cleanliness at the bus stops.

Top-two satisfaction ratings were significantly lower for personal safety than measured in 2018 while satisfaction with cleanliness inside the bus and at the bus stop was similar to 2018. *To note: this significant difference may be due to the sample, which is not representative of Valley Metro ridership overall and may skew slightly to Independent Riders who tend to have more concerns about personal safety on public transit.*

Top-Two Satisfaction Rating (4 + 5, 5 means "Very Satisfied")
Among Current Riders



In general there is a strong correlation between the cleanliness and safety ratings, and open-ended responses also show that those less satisfied with personal safety are most likely to be concerned about covid-19 protocols on public transit.

Q5AT1: Based on your experience on your typical trip RIDING THE BUS over the past 30 days, please indicate your level of satisfaction with the following BUS service elements.
Total n=664

9

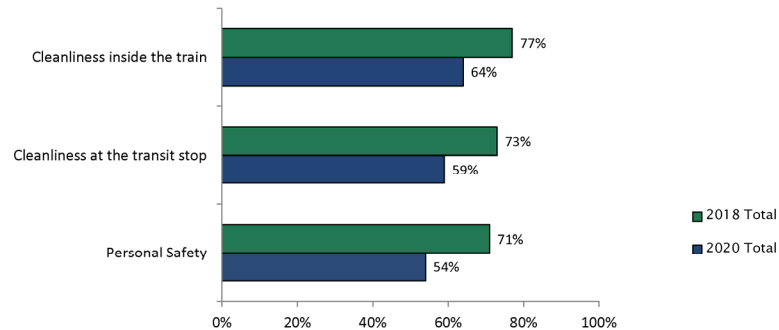
18

Satisfaction with Light Rail Service Elements in Past 30 Days

Nearly two-thirds of current riders (64%) indicated being satisfied over the past 30 days with cleanliness inside the trains and slightly fewer were satisfied with cleanliness at the transit stop (59%). Just over one-half indicated being satisfied with their personal safety while riding light rail (54%).

Ratings are fairly similar across all rider types, however all three ratings are substantially lower than top-two satisfaction ratings achieved in 2018. *To note: this significant difference may be due to the sample, which is not representative of Valley Metro ridership overall and may skew slightly to Independent Riders who tend to have more concerns about personal safety on public transit.*

Top-Two Satisfaction Rating (4 + 5, 5 means "Very Satisfied")
Among Current Riders



QSAT2: Based on your experience on your typical trip RIDING THE LIGHT RAIL over the past 30 days, please indicate your level of satisfaction with the following LIGHT RAIL service elements.
Total n=509

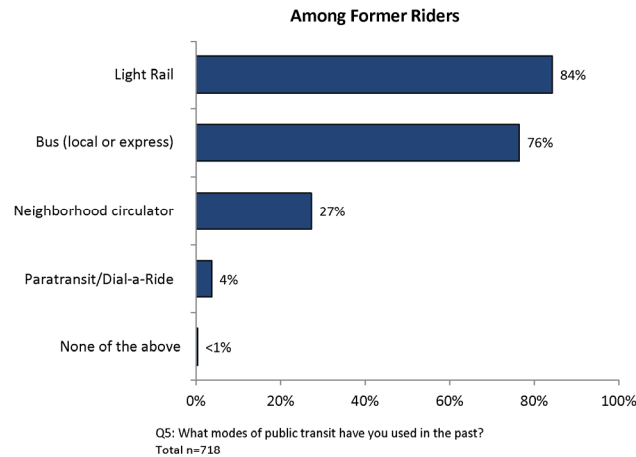
19

Former Riders
(Have Not Used Public Transit within 30 days
But have used transit in past year)

20

Former Usage of Public Transit

A majority of former transit users have used light rail (84%) and/or the bus (76%). Just over one in four (27%) previously used a neighborhood circulator. A few (4%) relied on paratransit or Dial-a-Ride in the past. Nearly all former Dependent Riders previously rode the bus (92% vs. 74% of Independent Riders).



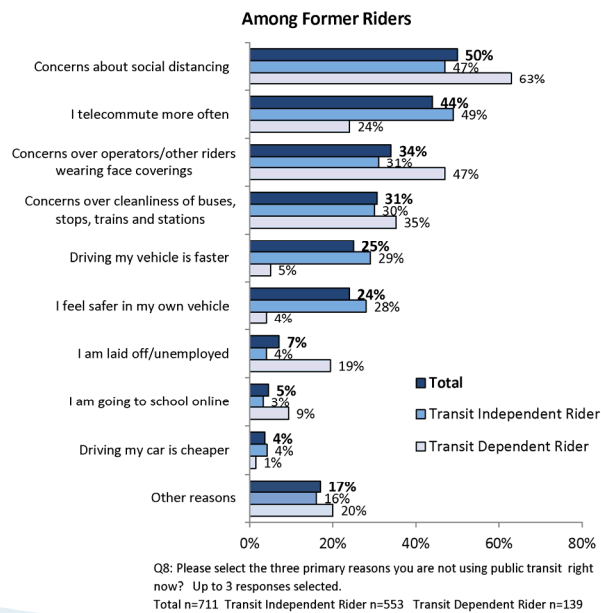
21

Primary Reasons for Not Currently Using Public Transit

Former riders most often selected *concerns about social distancing* as one of their top three reasons for not riding public transit at this time (50%). This was of greater concern among Transit Dependent Riders (63%).

While 44% reported telecommuting more often as a primary reason, roughly one-third cited concerns over face coverings (34%) and cleanliness (31%) as top reasons for discontinuing their use of public transit.

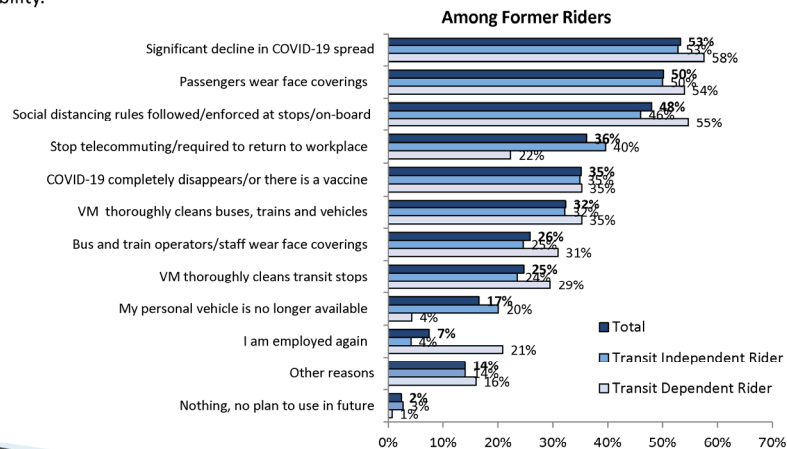
Notably, Dependent Riders were more concerned with a safe and clean riding experience while Independent Riders were more impacted by their personal ability to telecommute or drive their own vehicle instead of using public transit.



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Requirements to Return to Using Public Transit

A significant decline in the spread of COVID-19 (53%), passengers wearing face coverings (50%), and enforced social distancing (48%) were the top three requirements former riders selected as necessary for them to resume riding public transit. While all riders want COVID to decline and to feel transit is clean, Dependent Riders were looking at train conditions to determine when they will ride again. Independent Riders, on the other hand, were looking at changes to their personal circumstances such as telecommuting and vehicle availability.



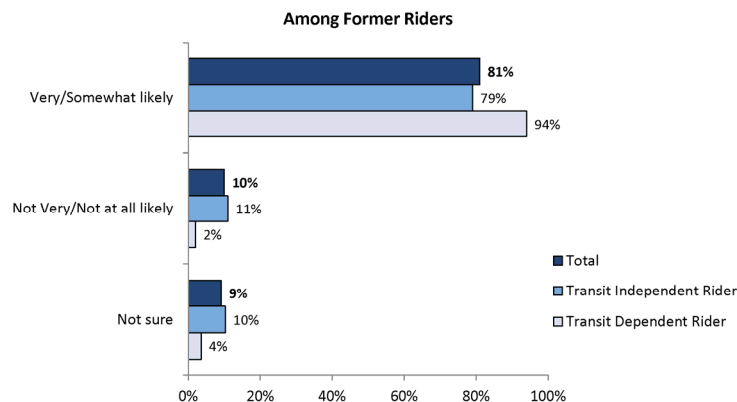
Q9: Which of the following need to happen for you to go back to using public transit at all, or with the same frequency as you did before the pandemic?
Total n=708 Transit Independent Rider n=553 Transit Dependent Rider n=139

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Likelihood to Use Public Transit in Future

Overall, 81% of former riders indicated they are "very" (54%) or "somewhat" (27%) likely to use public transit again in the future. Dependent Riders were significantly more likely than Independent Riders to be "very" or "somewhat likely" to use transit again (94% vs. 79%). Just one-tenth of all former riders reported being "not very" or "not at all likely" to use public transit again in the future.



Q10: How likely are you to use public transit again in the future? Are you...
Total n=708 Transit Independent Rider n=553 Transit Dependent Rider n=139

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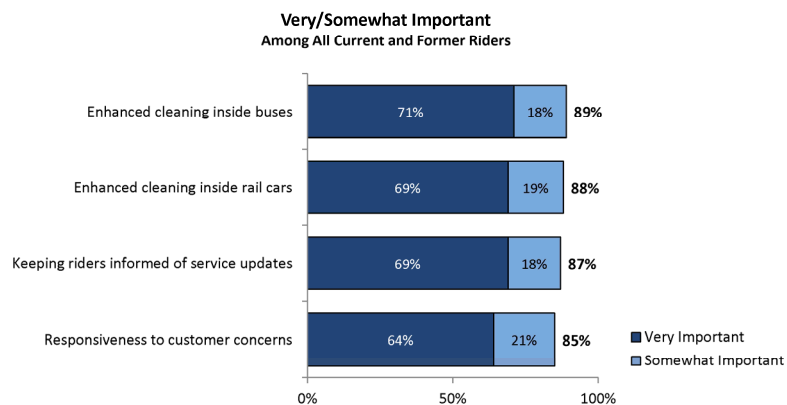
24

All Current and Former Riders

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Importance of Efforts to Make Riders Feel Comfortable – Top 4

Enhanced cleaning inside buses and rail cars, keeping riders informed of service updates, and responsiveness to customer concerns rank as the top four most important ways Valley Metro can make riders feel comfortable using public transit in metro Phoenix now and in the future (85%-89% rated “very” or “somewhat important”). Service updates ranked as most important among Dependents Riders (92%).

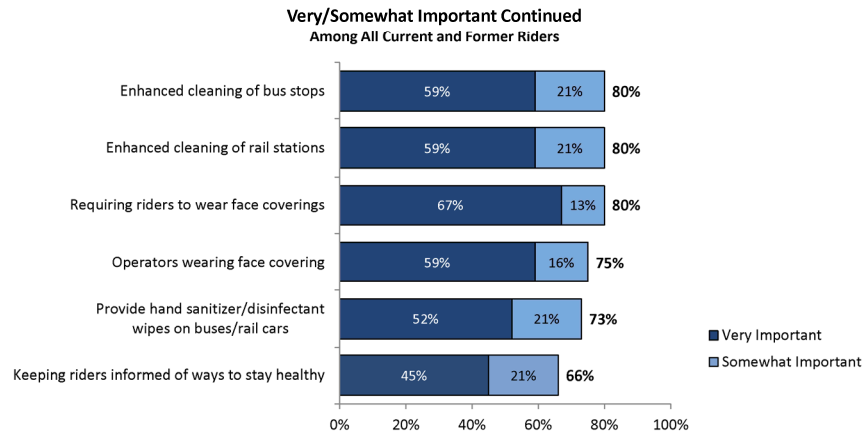


Q11: Please rate the importance of each of the following efforts by Valley Metro in making you feel more comfortable using public transit in metro Phoenix now and in the future.
Total n=1437

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Importance of Efforts to Make Riders Feel Comfortable – Cont.

Four in five transit users felt it was “somewhat” or “very” important for Valley Metro to provide *enhanced cleaning of bus stops and rail stations* and to *require riders to wear face coverings* to make them feel more comfortable using public transit now and in the future (80% for each). Lastly, a two-thirds to three-fourths majority of current and former riders felt it was important for Valley Metro to make them more comfortable using public transit by having *operators wear face coverings* (75%), *providing hand sanitizer and disinfectant wipes onboard buses and rail cars* (73%), and *keeping riders informed of ways to stay healthy* (66%).



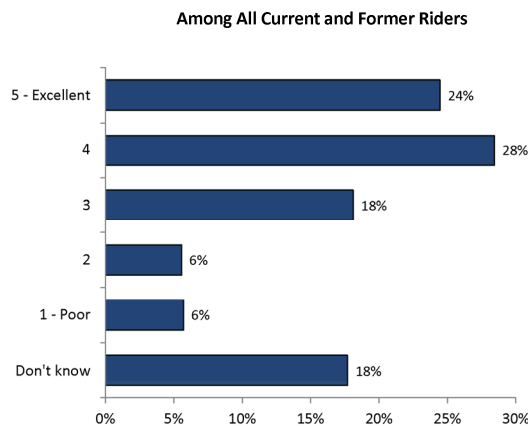
Q11: Please rate the importance of each of the following efforts by Valley Metro in making you feel more comfortable using public transit in metro Phoenix now and in the future.
Total n=1437

18

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Safety and Security Ratings Amid COVID-19

Just over one-half (52%) of all survey respondents gave Valley Metro high ratings for keeping riders safe and secure since the start of the COVID-19 pandemic (24% “5- Excellent” + 28% “4” rating). Notably, Transit Independent Riders were significantly more likely to give a “don’t know” response (24% vs. 9% of other riders).



Q12A: Based on what you have seen or heard, please rate Valley Metro on its efforts to keep riders safe and secure since the start of the COVID-19 Pandemic?
Total n=1435

19

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Ways Valley Metro can Make Passengers Feel Safe Amid COVID-19

Just over one-third (35%) of all respondents would feel safe and secure riding public transit if Valley Metro *required masks for drivers and passengers*. One-fifth (20%) would feel safe if Valley Metro *communicated information on their steps of keeping buses and trains clean*.

An additional one-tenth would feel safe riding public transit with *proper social-distancing rules in place* (11%).

11% of respondents reported already feel safe and secure using public transit and don't need any improvements.

Valley Metro Actions	Total n=1425
Require masks/masks for drivers/passengers	35%
Information on steps being taken to keep buses and trains clean	20%
Nothing/it works fine/no problems	11%
Require Social distancing/enforce social distancing	11%
More security/police/make it safer/enforce the rules	10%
Keep transient/people under the influence away from stops and light rails	6%
Sanitizing stations on the bus/bus stops/disinfect wipes on the train	5%
Covid 19 needs to be under control/government says it's safe	4%
More frequent buses/increased frequency for rider limit	4%
More communication on what's new/Covid updates	4%
More inspectors checking for passes on the light rail/too many people riding light rail for free	3%
Provide information/notification of any route changes/detours/broke down busses	2%
Capacity limit/rider restrictions may cause me to be stranded	2%
Better trained/courteous drivers/security personal (adhere to policies/procedures)	1%
Bus needs to be on time/long wait time	1%
Better bus stops/need better lighting at stop/vandalized stations in disrepair	1%
Updates on routes/passengers/drivers with Covid cases	1%
Visuals or audio about Covid procedures on the bus/at bus stops	1%
Go back to regular hours/schedule before the pandemic	1%
Other	7%
Don't know	11%

Q12B: What, if anything, would you need to see or hear from Valley Metro to make you feel safe and secure riding public transit now and in the future?



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Suggested Improvements for Valley Metro

The top three suggested improvements for Valley Metro to make to enhance the transit experience for all riders were overall *cleanliness* (16%), *safety* (15%), and *mandatory masks* (12%).

Again, 11% of respondents don't need any improvements and reported *no problems* with Valley Metro.

Other Primary Reasons	Total n=1408
Cleanliness/Cleaner busses/trains/bus stops	16%
Make it more safer/more security	15%
Make it mandatory to wear masks	12%
Nothing to improve/it works for me/no problems	11%
Increase the frequency of the busses and light rail	7%
Better trained/courteous drivers/security personal (adhere to policies/procedures)	5%
Buses need to be on time more	5%
Encourage social distancing/limit amount of passengers	5%
More communication on what's new/keep the community informed of covid updates	4%
Keep transient/people under the influence away from stops and light rails	3%
Expand/increase more routes/stops (unspecified)	3%
More inspectors checking for passes on the light rail	3%
Provide real time arrival and departure through app or text	3%
Provide hand sanitizers/wipes on busses/trains	2%
Need more busses to accommodate social distancing/limited riders	2%
Provide mobile ticketing/passes/show tickets on app	2%
More earlier/late hours	2%
Go back to regular hours/schedule before the pandemic	2%
Other	15%
Don't know	12%

Q13: Overall, what could Valley Metro change to improve the transit experience for all of its riders?
Total n=1408 Transit Independent Rider n=840 Transit Dependent Rider n=562 Undefined n=6



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The Valley Metro logo, featuring a stylized 'M' with a green swoosh and the text "VALLEY METRO" below it.

Purpose

Now with data, more strategically address rider and former rider concerns by sharing what protocols have been put in place to address and help recover from the COVID-19 pandemic.

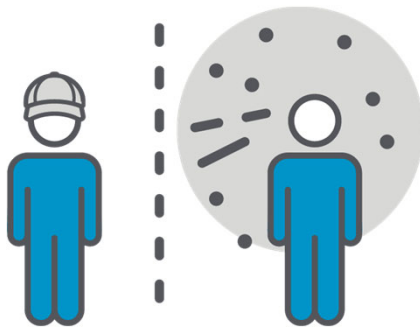
Expedite additional measures to continue to address enhanced safety on the system.

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1. Storytelling



- Update web page
- Create infographic and FAQ
- Share survey results with staff and contractors
- Additional engagement through video and social media

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2. Public Outreach



- Continue free face covering distribution
- Wrap system vehicles with #vmcares
- Produce branded face coverings with “I wear because I care” message

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3. Enhanced Rider Communications



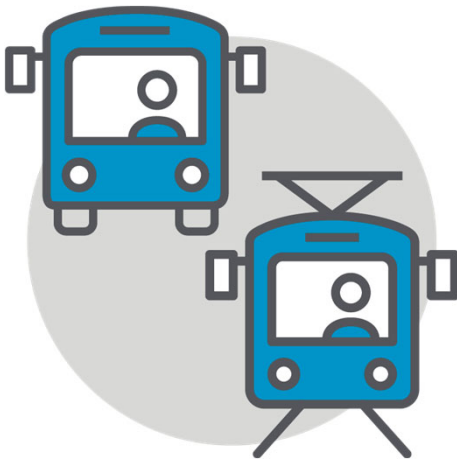
- Consider greater text messaging through NextRide system
- Utilize real-time data through third-party public transit app provider

35

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4. Service Restoration



- Relax capacity limits
- Reinstatement service
- Return to front door boarding
- Reintroduce regular fare inspections and farebox payment

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5. Add Cleaning Personnel



- Rotate among bus transit centers
- Place on rail alignment & ends-of-line

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6. Refresh COVID-related Signage



- Weave in public art to broaden visibility
- Promote rider empowerment
- Additional cleaning signage

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7. Measure Effectiveness



- Compare ridership data
- Analyze social media metrics and media sentiment
- Conduct Phase II survey

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Phase II FY21 Budget

Activity	Service/Description	Anticipated Cost Nov. 2020- Jan. 2021	Source
Marketing	Bus/Rail	\$75,000	FY21 budget
Enhanced Rider Communications Tools	NextRide & 3rd party app	\$31,000	FY21 budget
Operations	More visible bus & rail cleaning	\$305,000	CARES Act
Research	Follow-up to show change/results after 90 days	\$10,000	FY21 budget
Total		\$421,000	

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Minutes

October 15, 2020

AGENDA ITEM 4

Joint Boards of Directors

Thursday, September 17, 2020

Via Webex/Phone

11:15 a.m.

RPTA Meeting Participants

Councilmember Francisco Heredia, City of Mesa (**Vice Chair**) (phone)

Mayor Kate Gallego, City of Phoenix (**Treasurer**) (phone)

Mayor Kevin Hartke, City of Chandler (phone)

Mayor Alexis Hermosillo, City of El Mirage (phone)

Councilmember Mike Scharnow, Town of Fountain Hills

Councilmember Lauren Tolmachoff, City of Glendale (phone)

Vice Mayor Bill Stipp, City of Goodyear (phone)

Supervisor Jack Sellers, Maricopa County (phone)

Councilmember Jon Edwards, City of Peoria (phone)

Councilmember Robin Benning for Mayor Gail Barney, Town of Queen Creek (phone)

Councilmember Susanne Klapp, City of Scottsdale (phone)

Vice Mayor Chris Judd for Councilmember Roland F. Winters Jr., City of Surprise (phone)

Councilmember Robin Arredondo-Savage, City of Tempe (phone)

Mayor Rui Pereira, Town of Wickenburg (phone)

Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present

Councilmember Jon Edwards, City of Peoria (**Chair**)

Vice Mayor Pat Dennis, City of Avondale

Councilmember Clay Goodman, City of Buckeye

Councilmember Jared L. Taylor, Town of Gilbert

Councilmember Linda Laborin, City of Tolleson

Valley Metro Rail Participants

Councilmember Francisco Heredia, City of Mesa (phone) (**Chair**)

Mayor Kate Gallego, City of Phoenix (phone) (**Vice Chair**)

Councilmember Robin Arredondo-Savage, City of Tempe (phone)

Mayor Kevin Hartke, City of Chandler (phone)

Chair Heredia called the meeting to order at 11:20 a.m.

The pledge was recited.

1. Public Comment

For today's meeting public comments are being taken in written format and will be entered into the official minutes of the meeting.

2. Chief Executive Officer's Report

Mr. Smith said thank you, Councilmember and Chair, Members of the Boards. And one other thing, if you have a comment, you don't have to type the entire question in. You just let Pat know through the chat box that you'd like to weigh in or else just weigh in. Any of those three. You have options. Either send Pat the question or let her know you need to ask a question or just ask the question.

Thank you very much. We appreciate everyone once again joining us via Webex. I hate to say this I think we've gotten way to proficient in these meetings and I wish that would end and as I know all of you do too.

We have just a few things, a couple thing to go over. Most of them related to our rail program.

The first thing is since the last time we met is that our Northwest Extension and this is an area which you may or may not have seen as to have what that will look like as it passes from east to west over the I-17 into the Metrocenter site, the elevated station and the Transit Center parking garage there. We received notification from the Federal Transit Administration that we had -- that they had set aside \$50.6 million allocation for this project. That means that there's a budget set aside. We still do not have a full-funding grant agreement, we're working toward that, but that was very, very good news and shows the commitment of the FTA to this project going forward. We have actually begun construction with some utility relocation this month as a matter of fact so things are moving quite ahead.

The second thing is that if you've driven are through downtown Phoenix although most of you haven't been there because of the COVID, you'll notice and these are an aerial picture of the intersection of 1st Avenue and Washington at the top, Jefferson at the bottom. You can see the construction barricades. We are moving forward with the construction. We also received notification from the FTA that they had approved what we call or what they call a Letter of No Prejudice. What that means is that they have approved us to proceed with all construction activities related to this project and that they would be eligible for federal reimbursement. This is a major, major milestone because it allows us to move ahead unfettered in our construction activities. We have, as you can see here, it's right now in front of Phoenix City Hall, moved forward aggressively during the COVID with our utility relocation.

We've also begun construction actually down south of the river on the south central part of the South Central Extension/Downtown Hub and we're very pleased that so far we



are moving ahead with as minimal of a disruption as we can have. One of the things that is interesting if you did notice there was a article in the, I don't think it's at the print edition, but the AZ Central a very good article about some of the things we've done I want to make you aware of. And the gist of the article was, basically, that the businesses along light rail which we've always set up to assist due to construction have obviously been major, major impacted by the COVID and the lockdown. We have, since we are out in the field with literally daily with contacts to businesses through our community outreach staff, we have transitioned and we have in many ways become a resource to these businesses also to deal with COVID-related issues. We not set up to handle COVID, but what we can do is we can facilitate businesses in contacting or making contact with grant programs, legal assistance, other things that other agencies including the City of Phoenix, the State, and the federal government are offering.

We've teamed up with Maricopa County Bar Association to direct businesses -- business owners to legal help, to navigate the myriad of COVID-related assistance such as PPP and other things. We found that this has been a very, very rewarding and beneficial service we've been able to provide. And it just seemed natural because we are out there in the community as I've said talking to people every day. And I'll give kudos to our Community Outreach staff for expanding their reach and their assistance to be truly part of the community.

Construction activity will continue on now that we have the LONP there are no FTA restrictions. We're hoping to move forward with our grant agreement as you know it's well over \$500 million grant agreement. Sometime in the first quarter of next year so we're getting very close to formalizing that process.

On October 20th, I'd like to invite all of you to join us for our annual -- our 33rd annual Clean Air Campaign Awards. Registration is now open. This will be a virtual clean air campaign as those of you who attended in the past, it's usually quite a festive affair held in a big hotel ballroom, well, we're going virtual this year. The new format will be memorable. We'll still have Sean McLaughlin who has hosted our event for many years and inspiring (indiscernible) from Adam Lee Brooks. There is no charge to participant in this online event, please sign up. Many of your staff and the cities are not applicants, but they're up for awards. They're finalists so many in your staff are doing an incredible job with their Commute Solutions and their alternative cars. They're biking. They're clean air -- anything clean air and so you are invited to join this.

Finally, this is our schedule for the month in October. We will be having a Board study session October 22nd where we will be discussing not only a COVID, but what we would call our formal ways we're dealing with it. Some information we've gathered and some updates as to how we see us gradually moving back into a normalcy whenever that should happen. We are preparing and planning for that. So there will be a presentation and discussion on that as to the beginning of our formal discussions on what does transit, what does Valley Metro look like as we move out of COVID into regular world and we'll talk to you about what we're doing the make that transition.

Mr. Chair, that is my report.

Mr. Chair said perfect. Thank you, Scott.

3. COVID-19 Update

Chair Heredia said the next item is the COVID-19 update.

Mr. Smith said thank you, Mr. Chair. And we don't have a specific report. There have been no substantial changes since last time, but I will, just to follow up on what I said. We have started the process of some formal planning and we'll get into a lot more detail in the October study sessions so unless there's questions about specifics.

And that will include, you know, one of the things we've been talking about lately is we have had service changes that have been temporary due to COVID. Those temporary changes are now going on several months, but we still consider those because of the continued shutdown or semi-lockdown and the fact that workers have not returned to their normal place of work, we consider the changes in our service levels to be temporary as COVID-related and we will continue along those lines until we see some sort of normalization. But I'll just defer until October when we can get into some deep questions. If you have some more specific issues, please feel free to contact me or Alexis or Jim Hillyard who's basically leading our COVID effort and would be more than happy to discuss it with you.

Mr. Chair said perfect. Thank you, Scott. If no one has any questions. Does anybody have questions on this? We'll probably wait until the October more details on what's happening there.

4. Minutes

Chair Heredia said the minutes from August 27, 2020, Joint Board meeting are presented for approval.

IT WAS MOVED BY VICE MAYOR STIPP, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE AUGUST 27, 2020 JOINT BOARD MEETING MINUTES.

5A. Audit and Finance Subcommittee Update

Chair Heredia said Councilmember Arredondo-Savage will provide this update.

Councilmember Arredondo-Savage said thank you, Chair Heredia. Just a couple of things from the Audit and Finance Subcommittee update. As you all know, we have been working on very diligently on the AFS Charter and the Internal Audit Charter and we have finally finalized those documents. And I just want everybody to know that there

was a lot of work really, big, deep dive into these documents by the Audit and Finance Subcommittee. And I want to thank the Committee for really doing their due diligence to make sure that we get these documents right. Making sure that's not only good for us of the Committee now, but for those that come after us. You know, they worked really hard on those and that's our next agenda item so I'm excited to be able to bring those up.

Of course, one of the biggest items that we're talking about in AFS is budget. Kind of what's happening with our budget and the impacts to COVID and how that looks so we had the opportunity to talk about Prop 400 and the ADOT revenue forecast and some of the concerns and maybe some of the different scenarios moving forward.

Also, we will be talking about in the future, basically, how we're expanding spending our CARES money and get an update on that making sure that we're confirming our peer agency list, and just reviewing our budget versus our actual spendings and revenues and -- let's see what else we got here.

Another thing we talked about was fare enforcement. Making sure that we are maximizing our fare box recovery in the months and the years to come.

And let me see. Oh, and we will be, as I mentioned, we talked about the ADOT forecast, we were looking at the ADOT forecast, but that is actually from 2019. So we will be doing a review very soon here as we expect to see that hopefully in October. So that is definitely going to be on our radar.

So, I guess, that would be it. Councilmember, if you want I can go ahead and roll into the next agenda item for you?

Mr. Chair said yes. Let's move on.

5A. Audit and Finance Subcommittee Charter

Councilmember Arredondo-Savage said I want say thank you to the Audit and Finance Subcommittee for their due diligence.

They really did an awesome job. I mean, we've been working on this for months, so I don't want -- I just I want to take a minute to say thank you for that. And that doesn't really happen without everybody taking the time to do it. And without Alexis so Alexis was the main driver. She was very responsive and listened to all of our suggestions and was patient with our edits. And as you know, the Audit and Finance Subcommittee, they are just a really great group of caring individuals that worked hard to get these documents right. So, I don't want to take all of her thunder, I told her with all the time and energy that Alexis spent to get these documents to us. She should have an opportunity to say whatever she likes in regards to this particular document.

So, Alexis, I just again, want to say thank you to the Audit and Finance Subcommittee all those members and to you Alexis for your work to help us get this going and get a really great solid document.

Ms. Tameron Kinsey said Mr. Chair, Madam AFS Chair, it was a short seven-month process. I'm glad to have gone through it with you all. I've learned a lot and what you have before you is the Audit and Finance Subcommittee charter.

When the Audit and Finance Subcommittee adopts their own Internal Audit Charter that helps guide them with their oversight of audit functions of Valley Metro, it is strongly recommended that the Subcommittee also adopt a charter that guides the

Subcommittee's work, roles, and responsibilities and that's what is before you today. What it really does, it delineates further roles, responsibility, and authority with regard to the Internal Audit function at Valley Metro and because the Audit and Finance

Subcommittee is a subcommittee of the Boards, any further delineation of roles, responsibilities, and such does fall on the full Boards for approval so that's what you have for today.

You will also notice in your packet you do have the Internal Audit Charter that the AFS adopts so that is included in your packet. But what is before you today is approval and we are suggesting approval of the Audit and Finance Subcommittee Charter. Thank you and I'll answer any questions you may have.

Chair Heredia said perfect. Thank you, Alexis. Anybody have any questions, comments? Hearing none. I echo the Councilwoman's comments as far as the work that went in to this and I agree the work from the Audit and Finance and staff was great. So, with that I request a motion and a second to approve.

IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECOND BY VICE MAYOR STIPP AND UNANIMOUSLY CARRIED TO APPROVE THE AUDIT AND FINANCE SUBCOMMITTEE CHARTER.

6. ERP Consultant - Plante Moran Contract Change Order

Chair Heredia said the next item is the ERP Consultant Contract Change Order.

Mr. Smith said thank you, Councilmember. And I will turn it over to Paul Hodgins who is leading our ERP and just a brief introduction. Our ERP is basically the system that we are implementing that will pull all of our management processes, computer programs, information into a manageable way. I know many of your cities have gone through this in recent years. We have a real need. We have a wide variety of systems that most of them don't talk to each other and we find ourselves not having information available from everything as disparate as normal as payroll to maintenance work orders for both

facilities and for equipment. All that will be pulled together through this ERP so it is a major undertaking. Paul Hodgins is leading that effort for us and I'll turn it over to him to explain what this specific item is. Paul.

Mr. Hodgins said thank you, Mr. Smith, Mr. Chair, Members of the Board. We are asking to a change order to our contract with Plante Moran in the amount of \$644,850. They have been our consultant on the Enterprise Resource Planning and Enterprise Asset Management system project.

The 600, roughly \$645,000 is a fairly significant increase to the contract so I'd like to provide just a brief discussion of why we are moving in this direction. So, they have been working with us to nearly two years, they were involved in looking at our needs assessment, developing the specifications for our request for proposals. They helped us do the evaluation. Initially, this 4th phase, the implementation phase, we were really looking at them to just do some oversight and helping us to manage risk. We had always intended for our controller, Paula Novachek, to be the project director for the -- or as our internal staff and to find a third-party contractor to be the full-time project manager. Somebody to really get into the details of that.

We looked through resume after resume, couldn't really find a project manager that we thought had the experience that we were looking for. And then we lost our controller back in June, so we didn't have a project director anymore. And the project, the vendor that we selected with Oracle ERP and the Trapeze EAM system is fully cloud-based so it's a little different type implementation than an on-premises solution. There's no hardware and software to install and configure. It's all cloud-based. There's no customization. It's really more on how you configure the system. And then looking at what kind of data you really need to convert and pull into the new system.

So, given that it's fully cloud-based and that we no longer had a project director or project manager. We worked with Plante Moran to develop this project management office concept. So, Plante Moran is bringing a project director and a full-time project manager and several subject matter experts to assist our staff with working through the configuration process. That should also help us to minimize the amount of backfill that we need for our staff as we move forward. So, it's really rethinking how we manage the project which is why it's such a large increase to the contract.

So, right now, we have kicked off our implementation for the project. We are working through, first step, right now, working through our chart of accounts to ensure the chart that we develop can work well with the Oracle system and with the Trapeze system out at the OMC.

So, that's it in a nutshell. I'd be happy to answer any questions on this item.

Vice Mayor Dennis said I do have a question. With this new configuration of having Plante do the project management and director, what's the length of time of this

contract? Is it going to be for a year in order to implement?

Mr. Hodgins said Councilmember Dennis, the contract with Plante Moran was a five-year contract. It will get us through the full implementation of this project. So, right now, we're looking at phasing the implementation. We have a July 1st of 2021 date that we're looking at implementing the financials or general ledger, accounts receivable, accounts payable, some of the, you know, the core financial systems. January 1st of 2022, we're looking at our timekeeping and payroll and some of the financial planning and budgeting aspects. And then the Asset Management System with Trapeze is scheduled for early 2022, perhaps as late as March, so really this is about a 18ish month implementation from this point. And so Plante Moran -- this change order would get us through that full implementation of the system, basically, through fiscal 2022.

Vice Mayor Dennis said so I'm also assuming that they are assisting us to address those three areas. At what the point is Valley Metro then going to be putting in -- I'm assuming you're looking for someone that's going to be overseeing this after they have completed their implementation.

Mr. Hodgins said yeah. We will have some internal staff to support the system, but it's cloud-based so there's not a lot of, you know, we don't have to manage the software and hardware internally. That's all done by Oracle and Trapeze so that the support that we would have internally is to manage user accounts, you know, any data inputs, data conversions, any integrations that weren't part of the scope of work. So, it's a little bit minimal because it's a cloud-based solution.

Vice Mayor Dennis said okay. So, we don't need an actual position after this has been implemented?

Mr. Hodgins said correct. I don't believe we would need a full-time position to help support this.

IT WAS MOVED BY MAYOR PERERIA, SECONDED BY VICE MAYOR DENNIS AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO EXECUTE A CONTRACT CHANGE ORDER IN THE AMOUNT OF \$644,850.

7. Broadway Curve: Transit Impact and Mitigation Strategies and Opportunities

Chair Heredia said the next item is Broadway Curve construction.

Mr. Smith said thank you, Mr. Chair. And I'm assuming or maybe you don't -- everyone's not aware that starting probably in the next year or two there will be probably the largest freeway construction project since we completed widening in I-10 and 60 and other areas and that's the Broadway curve widening.

This will have a huge impact on transportation flow both automobile and transit in the Southeast Valley through the busiest freeway section in the state, I believe. And you'll hear about that. And so working with MAG, I just -- we have been looking at the impacts on transit and also the possibly of mitigating factors and efforts that we might have through transit. So, working with MAG and our Valley Metro staff, we've come up with a sort of brainstorming. You'll hear this several times during the presentation, but I want to just set the stage so it can be reiterated that these plans are ideas for mitigation that will be project related. There will be no changes or redirection of existing resources to handle these mitigation factors. They will be funded through either the project or some new source of revenue. I want to say -- you'll hear that many times, but we just want to make sure that you know that because that's been a question that's come up.

So, I will now turn it over to Marty Ziech of Valley Metro and Kristin Myers of MAG .

Supervisor Sellers said just a quick comment before you get started with the presentation. Right now, I think this is scheduled to start perhaps July of next year. It's about a \$700 million project and it will be the most disruptive project we've ever done. So, anything we can do to help alleviate some of those problems is really going to be significant.

Mr. Smith said well, thank you for your comment. And, as you all know, Jack is being a member of the -- formerly a member of the State Board of Transportation, knows this project well and now, still a guru on transportation throughout the state. He's exactly right.

And that's why we're starting now to try and look at things that we hope that we can be able to provide some sort of mitigating. One of the big things that will come up that you will hear about is the impact of the new teleworking model that we have been introduced to through the COVID experience. I'm sure that will play a big role and will turn it over to Kristin and Marty.

The Board of directors received a presentation which included the following:

- ✓ Broadway Curve Project Summary
- ✓ Current Contract Provisions for Closures
- ✓ Peer Review of Traffic Mitigations for Freeway Construction Using Public Transit & Transportation Demand Management Strategies
- ✓ Key Takeaways
- ✓ Valley Metro Assumptions
- ✓ Decisions on Potential Mitigation Strategies
- ✓ Impacted Routes (map)
- ✓ Leveraging Transit, Alternative Travel Options
- ✓ Rail Park-and-Ride Available Capacity (map)
- ✓ Increase Rail System Capacity
- ✓ Increase Rail System Speeds (map)

- ✓ Express/RAPID Park-and-Ride Available Capacity (map)
- ✓ Modeling Ridership on Express/RAPID Routes (map)
- ✓ Commute Solutions Overview
- ✓ Vanpool
- ✓ Messaging and Marketing
- ✓ Wrap Up

Supervisor Sellers said just a quick comment so people can understand why this is going to be such a disruptive project. Every bridge in that ten-mile section will be replaced so think about that. In that entire section of the Broadway curve, every bridge will be replaced.

Vice Mayor Dennis said just a concern of making sure we're getting ahead it. Based on what the planning is and when each of the phases move forward for the project that, you know, the options to the citizens that are in the area or pass through the area have those options way in advance that they know, in order to kind of mitigate the kind of the congestion that this is going to cause.

Chair Heredia said perfect. Thank you. Any other questions, comments?

Vice Mayor Stipp said so I've got a real simplistic kind of looking at the map question. The number of express buses that all run to downtown from the East Valley, obviously, will be impacted by this construction project. But I noticed that the light rail seems to be north of the major construction line. Have I got that geographically correct as well?

Mr. Ziech said yes.

Vice Mayor Stipp said is there a reason why you wouldn't take all of the express buses and express them to the light rail if you can add additional capacity up to 9,000 riders? Why we wouldn't just express bus to the light rail and let the light rail then carry the major load through and that keeps everybody off of that construction project? Had that been looked at? And is there is pro and con to that?

Mr. Ziech said thank you for that questions. Vice Chair Heredia, members of the Board, I can tell you that that is not something that we have looked at yet, but I am writing it down right now as something that we will investigate. That certainly is a way that we could potentially mitigate some of what that congestion would be. I think the one thing that comes into my mind right now is, potentially, just where and which station those buses would be routed to. So, certainly that the something that we will look into and we will report back.

Mayor Gallego said one thing that I do think is important to mention is that you saw this time period will be the time period when we are also asking voters to renew the -- or to extend Prop 400. And so, we will be having what will be our largest construction project on transportation during a time when we are also asking voters to give us more money



to continue -- even just to continue key Valley Metro operations. Not ideal in my world, but that is the future we have in front of us.

Another thing that I was hoping you could mention a little bit more because our buses and rail systems are so interlinked. The construction for Downtown Hub and that we will be single tracking during some of the time periods that this is happening. And I should also mention from the Phoenix side, the airport is doing significant construction also at the same time period and the airport schedule is a little bit different then the freeway schedule. The busiest times at the airport include Sunday travel during a time when the freeway, we're incentivizing weekend closures. But for the airport Sunday is a peak day. So, there's going to be a lot of tough times for our traveling public during this and I'm glad Valley Metro is planning ahead.

So, I guess, question number one, if you would just briefly mention how rail traffic and construction will impact this. And then, question number two, have we looked at how other transit agencies have worked with freeway construction projects? And do any of the freeway agencies in other communities incentivize any type of cooperation with transit agencies for the highway contractor?

Mr. Ziech said thank you, Mayor Gallego. Vice Chair Heredia, members of the Board, I can take on that first question and, Kristin, I'm hoping you can take on the second question from the MAG prospective.

In terms of all of the different impacts; yes, we did study that. We looked at all of the different potential closures that will be happening in downtown Phoenix that could impact the rail system as well as the different impacts from events that are taking place in the Broadway curve area such as spring training games in the future at Diablo Field right there and, of course, ASU graduation and holiday shopping at Arizona Mills. And so, all of these different pieces that really could add quite a bit more kind of not usually congestion onto the project. And what we have gotten from MAG is that the contractors are very well aware of all of the different events that would be taking place along the corridor. And so, certainly, a full weekend closure of any part of that corridor would not take place during any of that.

In terms of what's happening with Downtown Hub in Phoenix, that certainly could impact our rail operation and, at this point, we know that that project needs to go forward. So our idea and our goal is to, essentially, just ensure that we are providing the best communication possible and constantly monitoring what our ridership is to ensure that the level of service that we're putting out is working well for the riders that we're seeing on the system.

Mr. Smith said one of the things is we're trying to accelerate construction through the downtown area because of the Superbowl. And so, we believe that the greatest impact of rail construction right now, if things go well, would happen before the greatest impact on the Broadway Curve. There will be some overlap, but we're hoping that we can get

the basic construction done and we won't have to single track through downtown before the real, deep impact of the Broadway Curve hits.

Mayor Gallego said wonderful. Thank you.

Ms. Myers said and thank you, Mayor Gallego, Mr. Vice Chairman, members of the Board, I'm going to try to answer your second question. I think I have it in my brain on what you had asked for. But when we looked at those, we didn't find many projects that had really integrated transit mitigation throughout the United States. But the three that we really did look at that were similar to the Broadway Curve, we had one out in Los Angeles, another in Denver, the T-REX project, and then one out in the East Coast. They did incentivize, specifically, to transportation strategies like van pool, ride sharing, little offsetting of fare for those, but what we did find the most was it's -- you need to be flexible.

As we know with the Broadway Curve, we don't know what the developers are going to bring forward for kind of phasing and when they're doing certain things maybe at 143 around the curve. So, we're going to need to be flexible in our messaging, our communication, what we have there because different needs -- there is going to be different needs throughout this four years. And that's what we did find from our peer review.

Councilmember Arredondo-Savage said Marty, this is for you and I just want to make sure. I think there was some really good points brought up and I think the Mayor brought up a good one in regards to timing. I think maybe really careful and cognizant of what's going on during that time and the impact it's going to have. And you also mentioned about the importance of communication and coordination and making sure that we're all on the same page. And this does have a significant impact with Phoenix and the East Valley cities. And I just to want make sure, I think, Vice Mayor Stipp mentioned it too that you know we're really thoroughly vetting this application or what you might call it beforehand. Will there be an opportunity for Phoenix and the East Valley cities to get together one more time before the final submittal?

Mr. Ziech said certainly, yes. Thank you for that question. We are actually currently working on getting that sent out. And, honestly, right as this meeting ends, I will be reaching out to those city staff members individually and asking for who would like to be in attendance and to those meetings and so we can get that on the calendar. Our goal is to have the most collaborative process that we can, to ensure that we are addressing everyone's needs.

And then once we have some proposals worked out, we are currently working in tandem with MAG and so, essentially, that will just kind of fluidly move over into their larger process as they work with their contractor and ADOT to finalize any potential mitigations.



Chair Heredia said perfect. Thank you. Any other questions, comments?

I would just add, you know, as a member in one of the East Valley cities, Mesa, you know, just the communication with the cities and making sure that we have a good game plan as far as to give options to our residents. This is also, I think, maybe an opportunity to introduce to new riders that haven't been using light rail or, you know, bus so far. And so, it could be an opportunity to introduce them, but we have to have a good game plan to ensure that they have a good experience on public transportation here in the Valley.

Okay. If no other questions or comments. No action is required on this. This was for information only, but I'm sure we'll be hearing from the team more often on this issue so. Thank you, Marty and staff.

8. Travel, Expenditures and Solicitations

Chair Heredia said this item is presented for information only. If there's any questions or comments, we'll take them now. Hearing none.

9. Future Agenda Items Request and Report on Current Events

Chair Heredia said members if they have any agenda items they want in the future meetings? Or anything they would like to inform the Board about? All right. Hearing none.

10. Next Meeting

Next meeting of the Board is scheduled for Thursday, October 22, 2020, at 11:15 a.m. Meeting was adjourned.

With no further discussion the meeting adjourned at 12:22 p.m.



Information Summary

DATE

October 15, 2020

AGENDA ITEM 5**SUBJECT**

Audit and Finance Subcommittee (AFS) Update

PURPOSE

Councilmember Arredondo-Savage, AFS Chair, will provide an update on the discussions and actions taken at the AFS meeting and request that that Board of Directors approve the AFS Charter.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COST AND BUDGET

None

COMMITTEE PROCESS

None

RECOMMENDATION

This item is presented for information only.

CONTACT

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

ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 6A**SUBJECT**

Transit Asset Management Plan - Fiscal Year 2021 Performance Targets

PURPOSE

To request approval of the agency's FY2021 performance targets as part of the Transit Asset Management Plan.

COST AND BUDGET

None at this time

RECOMMENDATION

Staff recommends that the Boards of Directors approve the agency's FY2021 performance targets as part of the Transit Asset Management Plan.

BACKGROUND | DISCUSSION | CONSIDERATION

In 2016 the FTA published the final rule, including minimum requirements, for transit agencies to establish a Transit Asset Management Plan (TAMP) by October 1, 2018. The final rule requires transit agencies to establish a system to monitor and manage public transportation assets that improve safety and increase reliability and performance, and to establish performance targets annually.

Each year performance targets are to be identified and reported to FTA. These targets are also to be shared with MAG and ADOT for review and assistance with their requirement to set regional performance targets. Additionally, a charter agreement was signed by MAG, ADOT, City of Phoenix and Valley Metro that requires the yearly performance targets set by Valley Metro to be approved by the Board of Directors.



The performance targets set by Valley Metro for FY 2021 are as follows:

RPTA						
Category	Measure	ULB* or TERM**	FY20 Target	FY20 Actual	FY21 Target	# ****
Bus – 40' and longer	What % will meet or exceed useful life benchmark	12 years	10%	9%	5%	15
Bus 30'-35'	What % will meet or exceed useful life benchmark	7 years	10%	0%	14%	7
Dedicated Paratransit Vehicles	What % will meet or exceed useful life benchmark	8 years	NA	NA	0%	0
Vanpool	What % will meet or exceed useful life benchmark	8 years	8%	7%	7%	28
Equipment and Non-Revenue Vehicles	What % will meet or exceed useful life benchmark	8 years autos	50%	33%	67%	2
		14 years trucks	19%	17%	24%	4
Facilities (Mesa Bus Operations & Maintenance)	What % of facilities will be under a 3 on the TERM scale	3 = adequate	0%	0%	4%	4 Repair Projects

VMR						
Category	Measure	ULB* or TERM**	FY20 Target	FY20 Actual	FY21 Target	# ****
Light Rail Vehicles	What % will meet or exceed useful life benchmark	31 years	0%	0%	0%	0
Streetcar	What % will meet or exceed useful life benchmark	31 years	NA	NA	0%	0
Equipment and Non-Revenue Vehicles	What % will meet or exceed useful life benchmark	8 years autos	0%	0%	20%	1
		14 years trucks	9%	1%	1%	1
Facilities	What % of facilities will be under a 3 on the TERM scale	3 = adequate	5%	0%	15%	7 repair projects
Guideway Performance	What % of guideway will be under a performance restriction***at some point during the year	NA	1%	0.8%	1%	Less than 1 mile

*ULB = Useful life benchmark (unique to TAM)

**TERM = Transit Economic Rate Model

***Performance restriction – the LRV must slow to less than its normal traveling speed.

****No. of assets that equal the target %

**COMMITTEE ACTION**

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 approved

Boards of Directors: October 22, 2020 for action

CONTACT

Ray Abraham

Chief Operations Officer

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ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 6B

SUBJECT

Cisco Security Products Enterprise Agreement

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to enter into an Enterprise Agreement (EA) with Cisco Systems to purchase required licenses and support for Cisco Systems hardware and software used by Valley Metro.

COST AND BUDGET

The total cost for Cisco Systems Security Enterprise Agreement is not to exceed \$1,218,300 over the period from November 2020 to September 2025. The RPTA portion will be \$609,150 (50%), and the VMR portion will be \$609,150 (50%). The FY 2021 cost, \$229,500, is included in the RPTA and VMR Adopted FY 2021 Operating and Capital Budgets.

The Enterprise Agreement will be procured from Cisco Systems' value-added reseller Hye-Tech Networks using 1 Government Procurement Alliance (1GPA) cooperative contract #16-11PV-09 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

Item		Cost
Cisco Enterprise Agreement Bundle, FY 2021		\$229,500
Cisco Enterprise Agreement Bundle, FY 2022		\$236,400 ¹
Cisco Enterprise Agreement Bundle, FY 2023		\$243,400
Cisco Enterprise Agreement Bundle, FY 2024		\$250,700
Cisco Enterprise Agreement Bundle, FY 2025		\$258,300
Grand Total:		\$1,218,300

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to enter into an Enterprise Agreement (EA) with Cisco Systems not to exceed a value of \$1,218,300 for required product licenses and services for the period November 2020 through September 2025.

¹ Future fiscal year expenditures are estimated based on the assumption of a 3% year-over-year increase in licenses required.



BACKGROUND | DISCUSSION | CONSIDERATION

Valley Metro uses a variety of Cisco Systems cybersecurity hardware and software products². The use of these products requires the annual purchase of software licenses. Previously, these licenses were purchased individually each year. Through discussions with Cisco, Valley Metro has determined licensing costs can be reduced by \$23,100 in FY 2021 and \$138,000 over five years by consolidating all Cisco licenses into a single five-year EA. The EA protects Valley Metro from licensing price increases during the five-year term and allows Valley Metro to add or eliminate licenses as necessary each year.

COMMITTEE ACTION

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Phil "Oz" Ozlin

Manager, Information Technology

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pozlin@valleymetro.org

ATTACHMENT

None

² Valley Metro uses the following Cisco products as part of its "defense in depth" cybersecurity system: Firewalls, Advanced endpoint detection and response (EDR), Virtual private network (VPN), Multi-factor authentication (MFA), Network access policy enforcement, Enterprise network security for remote users and sites, Web security and content management, Email security and malware threat defense, Threat intelligence and analysis, technical support with integrating capabilities across product lines.



Information Summary

DATE

October 15, 2020

AGENDA ITEM 6C**SUBJECT**

Lead IT Project Manager Contract Award

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to purchase staffing augmentation services for a Lead IT Project Manager.

COST AND BUDGET

The total cost for this staffing augmentation is not to exceed \$190,000. The RPTA portion will be \$95,000 (50%), and the VMR portion will be \$95,000 (50%). The cost is included in the RPTA and VMR Adopted FY 2021 Operating and Capital Budgets.

The staffing augmentation services will be procured through GMI using Mohave cooperative contract #18K-NVIS2-1109 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

Item		Cost
<i>Fiscal Year 2021</i>		
Lead IT Project Manager, 1760 hours		\$167,200
Overtime Authorization, 160 hours ¹		\$22,800
Grand Total:		\$190,000

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to purchase staffing augmentation services not to exceed a value of \$190,000 for FY 2021.

BACKGROUND | DISCUSSION | CONSIDERATION

In FY 2021, Valley Metro will be leading or participating in more than a dozen technology projects to increase efficiency and improve services. These projects include:

- Valley Metro IT Projects
 - Ridership communication channel improvements (SMS, mobile app, etc.)
 - Ellipse Enterprise Asset Management (EAM) interim upgrade

¹ Time over 40 hours in a week is billed at 1.5x. After-hours work on technology projects in a 24x7x365 operational environment like Valley Metro is not uncommon.



- Security Incident Management System selection and implementation
- Information Security Program assessment and improvement
- Board process and packet generation workflow automation
- Core network infrastructure refresh
- Website refresh and enhancements (valleymetro.org)
- Projects implemented by 3rd parties requiring VM technology support
 - Enterprise Resource Planning (ERP) and EAM system refresh²
 - Siemens LRV fleet expansion (wayside systems support)
 - OMC Expansion (network and trainyard wireless coverage expansion)
 - Paratransit & Ride Choice customer portal and app implementations
 - Transportation Demand Management solution refresh and enhancement
- Regional cooperative initiatives requiring technology support
 - Clever Devices CAD/AVL implementation
 - Clever Devices SmartYard implementation
 - Regional Fare Collection System refresh
 - Community Connect regional paratransit eligibility integration
 - Multi-modal schedule and real-time data enhancement

Each of these projects will require close coordination between business analysts, technical staff, vendors, Valley Metro users, and outside stakeholders. The volume of this work is beyond the capacity of Valley Metro's current single IT project manager. As a result, Valley Metro seeks to create an IT Project Management Team (PMT) to manage internal IT projects and liaise with the leadership of other projects that need Valley Metro technology support, including and technology initiatives with regional partners. The IT Project Management Team will be created by placing four current staff -- Valley Metro's one current project manager, two business analysts, and a systems analyst -- under the leadership of a new IT Lead Project Manager position. This position will:

- Lead the IT PMT and provide functional supervision³
- Provide expertise in managing multiple, simultaneous, major IT projects
- Act as primary business liaison for the portfolio of Valley Metro technology projects and Valley Metro's participation in regional cooperative initiatives
- Improve existing and introduce new processes and procedures to improve the maturity level and efficiency of the IT Project Management function
- Directly project manage the most complex technology projects
- Mentor and further developing existing staff to improve efficiency and productivity

A request to create this role as a full-time position was submitted to Finance while the draft FY 2021 budget was moving through the approvals process. After discussion and

² This project is being overseen by the Finance division and project managed primarily by Plante Moran due to the encompassing scope and the significant level of resources required

³ The Manager, Information Technology will continue to provide administrative supervision to Valley Metro staff while the IT Lead Project Manager provides project management expertise.



with the advent of the COVID-19 pandemic, however, we decided it was more prudent to staff the position in FY 2021 with a contractor so that, should COVID-19 force staffing reductions in FY 2022, we could downsize more easily. If the volume of IT projects continues and staffing reductions are not necessary in FY 2022, Valley Metro will request permission to establish a lower cost full-time position.

COMMITTEE ACTION

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Phil "Oz" Ozlin

Manager, Information Technology

(602)495-8253

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ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 6D**SUBJECT**

Cybersecurity Program Improvement and Support

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to purchase professional services to support the ongoing maturation of Valley Metro's Information Security (IS) program.

COST AND BUDGET

The total cost for these professional services is not to exceed \$488,500. The RPTA portion will be \$244,250 (50%), and the VMR portion will be \$244,250 (50%). The FY 2021 cost, \$370,800, is included in the RPTA and VMR adopted FY 2021 Operating and Capital Budgets.

The professional services will be procured through Knowledge Services using Arizona State Procurement Office cooperative contract #ADSP017-174599 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

Item		Cost
<i>Fiscal Year 2021</i>		
Security Program Support		\$88,300
Risk Management Program Support		\$70,600
Security Operations Development		\$176,600
Security Recruitment & Tool Selection Support		\$35,300
FY 2021 Subtotal:		\$370,800
<i>Fiscal Year 2022</i>		
Security Program Support		\$70,600
Risk Management Program Support		\$47,100
FY 2022 Subtotal:		\$117,700
Grand Total:		\$488,500

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to purchase professional services to support the ongoing maturation of Valley Metro's Information Security (IS) program for an amount not to exceed \$488,500.



BACKGROUND | DISCUSSION | CONSIDERATION

In April 2020 Valley Metro's head of IT security, the IS Lead Engineer, was recruited by a local data center. To refill this position, Valley Metro assessed its IT security needs and determined two different skill levels were required:

- An IS program architect – a very highly experienced IT security professional capable of assessing Valley Metro's security program, identifying areas for improvement, selecting software and systems to fill key gaps, and assessing the technical abilities of applicants for the IT security program manager position. This role will be needed for six to nine months in FY 2021 to assess and redesign Valley Metro's IS program and for a few weeks each year thereafter to assess compliance with security standards and IS program maturity.
- An IS Lead Engineer – an experienced IT security professional capable of leading Valley Metro's small IT security team in the implementation, maintenance, and improvement of Valley Metro's IT security program. This FTE position is part of Valley Metro's budget and a continuing need.

Valley Metro evaluated hiring an IS Lead Engineer with the experience needed to serve as the IS program architect but determined that it would not be cost effective as the agency didn't have an on-going need for that level of expertise. As a result, this request seeks authorization to contract for IS program architect in FY 2021 to conduct a comprehensive assessment of Valley Metro's IS program (which will be shared with the Audit and Finance Subcommittee), to create the roadmap for the improvements needed, and to assist in the hiring of the IS Lead Engineer by assessing the technical skills of the applicants. In FY 2022, the architect will conduct a reassessment of the IS program's implementation and update the roadmap.

Effective information security is critical to Valley Metro's operations. Additionally, access to certain funding and revenue sources require adherence to certain IS standards. One example is that processing credit cards for fare collection requires that Valley Metro adhere to the Payment Card Industry's Data Security Standards (PCI DSS). Another is that the Federal Transit Administration (FTA) has introduced a requirement to abide by the National Institute of Standards and Technology's (NIST) Cybersecurity Framework (CSF) in order to receive funding.

Valley Metro began implementation of a formal IS program with funds approved by the board in 2018. Over the last two years Valley Metro's IS capabilities have grown in leaps and bounds. An expert assessment of the IS program is now needed to identify gaps and develop a roadmap for a cohesive and comprehensive security program.

COMMITTEE ACTION

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

**CONTACT**

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ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 7**SUBJECT**

Travel, Expenditures and Solicitations

PURPOSE

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

Non-essential travel has been suspended at this time.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COST AND BUDGET

None

COMMITTEE PROCESS

None

RECOMMENDATION

This item is presented for information only.

CONTACT

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Chief Financial Officer

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ATTACHMENTS

Valley Metro Travel Report

Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over \$25,000

Active Requests for Proposals, Qualifications and Invitations for Bids

Valley Metro
Travel Reimbursement Report
For Travel Completion Dates
8/16/20 through 9/15/20

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
Superintendent - LRV Maintenance	Project meeting with Brookville	Pittsburgh, PA	12/15/19-12/17/19	\$1,187.02	\$614.60	\$184.94	\$209.28	\$140.00	\$38.20
Systems Engineer	Project meeting with Brookville	Pittsburgh, PA	12/15/19-12/17/19	\$989.36	\$614.60	\$25.48	\$209.28	\$140.00	\$0.00

Total this reporting period \$2,176.38

Year to Date **\$2,176.38**

Report reflects Out of State (AZ) Travel

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over \$25,000
August 21, 2020 to September 20, 2020

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
20200911W003	First Transit, Inc.	July 2020 Fixed Route Bus Service - Unification	9/11/2020	5,443,258.95
20200821W001	City of Phoenix	PTF Expenditure Reimb. #9 10/1/19-12/31/19	8/21/2020	2,015,682.50
20200911W002	City of Phoenix	Aug 2020 FR Bus Svc, DAR, FR Svc Op Supp	9/11/2020	1,077,317.43
20200918W003	Transdev Services, Inc	July 2020 Paratransit Service	9/18/2020	992,423.09
42086	City of Mesa	FY20 Regional Paratransit Svc Recon	8/27/2020	754,781.00
42101	Town of Gilbert	FY20 Regional Paratransit Svc Recon	8/27/2020	646,502.00
20200911W	ADP, LLC	PPE 9/6/2020 Wages Payable-Reverse Wire	9/11/2020	589,233.61
20200828W	ADP, LLC	PPE 8/23/20 Wages Payable-Reverse Wire	8/28/2020	588,722.99
20200821W002	New Flyer of America, Inc.	6873 New Flyer Coach SR-2424 XN40 (80% payment)	8/21/2020	427,796.60
20200821W	Cigna Health and Life Insurance Company	Aug. 2020 Health Insurance Premiums	8/21/2020	385,572.10
20200918W	Cigna Health and Life Insurance Company	Sept. 2020 Health Insurance Premiums	9/18/2020	383,994.01
20200911W006	Total Transit Enterprises, LLC	July 2020 West Valley Fixed Route Transit Services	9/11/2020	368,814.31
42083	City of Chandler, MS 412 Transit Services	FY20 Paratransit Recon	8/27/2020	277,627.00
42128	City of Peoria	ATAN Reimbursement 8/2019-8/2020 City of Peoria 67th Ave. Bus Stop Improvement	9/10/2020	260,000.00
20200828W	ADP, LLC	PPE 8/23/20 Federal, State, SS/Med EE/ER Tax - ACH	8/28/2020	233,939.04
20200911W	ADP, LLC	PPE 9/6/20 Federal, State, SS/Med EE/ER Tax - ACH	9/11/2020	232,815.14
42086	City of Mesa	FY20 East Valley Bus Transit Service Recon	8/27/2020	216,169.00
42088	City of Scottsdale, Remittance Processing	FY20 RideChoice Recon	8/27/2020	195,186.00
42083	City of Chandler, MS 412 Transit Services	ATAN Reimbursement Request #5	8/27/2020	135,493.00
42085	City of Glendale - Transportation/Transit	ATAN Reimbursement Request #5	8/27/2020	129,468.40
20200911W001	ASRS	PPE 9/6/2020 ASRS Contributions Employee	9/11/2020	112,199.12
20200911W001	ASRS	PPE 9/6/2020 ASRS Contributions Employer	9/11/2020	112,199.12
20200828W001	ASRS	PPE 8/23/20 ASRS Contributions Employee	8/28/2020	112,061.31
20200828W001	ASRS	PPE 8/23/20 ASRS Contributions Employer	8/28/2020	112,061.31
20200821W002	New Flyer of America, Inc.	6872 New Flyer Coach SR-2424 XN40 (20% payment)	8/21/2020	106,949.15
20200821W002	New Flyer of America, Inc.	6873 New Flyer Coach SR-2424 XN40 (20% payment)	8/21/2020	106,949.15
42166	Trapeze Software Group	Trapeze ATIS Agent	9/17/2020	71,545.55
20200821W003	Second Generation, Inc., dba Ajo Transportation	July 2020 Rural Connector Route	8/21/2020	63,310.68
42100	SHI International Corp	Transit Software	8/27/2020	62,110.02
42153	Dye Management Group, Inc.	July 2020 Transit Asset Management Consultant	9/17/2020	59,330.00
20200821W001	City of Phoenix	PTF Expenditure Reimb #9 4/1/20-6/30/20	8/21/2020	58,240.60
42083	City of Chandler, MS 412 Transit Services	FY 20 East Valley Bus Transit Service Recon	8/27/2020	55,094.00
42084	City of Glendale	FY20 Regional Paratransit Svc Recon	8/27/2020	52,939.00

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over \$25,000
August 21, 2020 to September 20, 2020

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
20200828W004	CopperPoint Insurance Company	Sept. 2020 Rent for Mobility/Call Centers, CAM, Taxes	8/28/2020	52,008.57
42129	Creative Bus Sales Inc.	49364 Van 2020 Ford Transit 150 Silver	9/10/2020	43,562.21
42131	Dawn M. Coomer	Legal resolution	9/10/2020	38,500.00
20200904W002	Plante & Moran, PLLC	July 2020 Consultant Services - ERP System	9/4/2020	36,540.00
42118	Mosaic451, LLC	July 2020 Ongoing Managed Security Services	9/3/2020	34,600.00
42114	Guidesoft Inc.	Onsite Desktop Support Weeks Ending 7/26 and 8/2/20	9/3/2020	34,391.45
20200915W018	Wells Fargo Bank	August 2020 WF Credit Card Statements	9/15/2020	33,938.94
42133	Franklin Covey Client Sales, Inc.	All Access Pass Plus	9/10/2020	31,300.00
20200911W003	First Transit, Inc.	July 2020 COVID-19 Cleaning	9/11/2020	29,627.22
42094	Gila River Indian Community	FY20 East Valley Bus Transit Svc Recon	8/27/2020	29,050.00
20200911W003	First Transit, Inc.	Coach 8072 Mid-Life Overhaul	9/11/2020	28,808.74
R20200831W008	SRP	August 2020 Utilities	8/31/2020	28,786.20
R20200831W003	City of Mesa	August 2020 Utilities	8/31/2020	27,503.95
20200904W003	Senergy Petroleum, LLC	West Valley Diesel Fuel	9/4/2020	26,571.51
20200911W003	First Transit, Inc.	Coach 8067 Mid-Life Overhaul	9/11/2020	26,177.76
42102	Town of Youngtown	FY20 Regional Paratransit Svc Recon	8/27/2020	25,631.00
				16,966,782.73

Valley Metro Rail, Inc.
Monthly AP Payments over \$25,000
August 21, 2020 to September 20, 2020

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
20200904W002	Hensel Phelps Construction Co	July 2020 OMC Expansion Project	9/4/2020	4,957,142.00
20200911W002	Stacy and Witbeck, Inc.	July 2020 Tempe Streetcar Project	9/11/2020	3,575,528.00
20200904W	Brookville Equipment Corp	Milestone B & C Tempe SC Aquisition Program	9/4/2020	1,592,871.28
20200821W001	Hill International, Inc.	June 2020 S Central Extension	8/21/2020	1,105,192.72
20200911W	Allied Universal Security Services	July 2020 Fare Inspection and Security Services	9/11/2020	496,751.20
20200821W002	Jacobs Engineering	June 2020 NW Extension Phase 2	8/21/2020	439,447.48
20200904W001	DMS - Facility Services, Inc.	July 2020 Facilities & LRV Cleaning Services	9/4/2020	231,691.55
20200918W004	Oracle America, Inc.	Project Controls Users Licenses	9/18/2020	191,226.39
V20200831W	APS	August 2020 Utilities	8/31/2020	179,590.56
20200821W	HDR Engineering, Inc.	June 2020 #2 Planning and Community Relations	8/21/2020	178,493.92
20200828W	101 North First Ave LLC	Sept 2020 101 Bldg Rent	8/28/2020	165,264.37
20200911W	Allied Universal Security Services	July 2020 Fare Inspection & Security Services	9/11/2020	138,300.03
035960	PGH Wong Engineering, Inc.	July 2020 S Central Extension Systems Design	9/17/2020	124,174.33
V20200831W020	SRP	August 2020 Utilities	8/31/2020	108,170.69
035960	PGH Wong Engineering, Inc.	July 2020 NW Extension Phase 2	9/17/2020	93,294.51
20200904W003	Knorr Brake Corporation (KBC)	LRV Friction Brake Overhaul	9/4/2020	86,816.88
20200918W002	DMS - Facility Services, Inc.	July 2020 Facility Maintenance Services	9/18/2020	68,766.47
20200904W004	Scheidt & Bachmann USA, Inc.	TVM and HHV Hardware Support (1 yr)	9/4/2020	53,097.02
20200918W001	Dellner Inc.	LRV Coupler Overhaul	9/18/2020	42,996.00
20200918W003	Knorr Brake Corporation (KBC)	LRV Friction Brake Overhaul	9/18/2020	42,324.73
035864	NASG Holdings Inc.	LRV Glass Supplier	8/27/2020	38,670.00
035850	City of Phoenix	July 2020 Fare Handling Fee	8/27/2020	38,217.00
20200821W004	TransTech of South Carolina Inc.	Damper Assembly	8/21/2020	35,784.50
20200828W001	Award Winning Restorations	Change Color Scheme LRV 144	8/28/2020	35,040.00
20200918W	Award Winning Restorations	Change Color Scheme on LV 112	9/18/2020	35,040.00
035967	URW, LLC	July 2020 Facilities Landscaping Services	9/17/2020	32,976.45
035960	PGH Wong Engineering, Inc.	July 2020 LRV & OMC Testing and Integrated Support	9/17/2020	30,968.31
20200821W003	Stacy and Witbeck, Inc.	TSC - CAB Disbursement #6	8/21/2020	30,000.00
V20200831W004	City of Mesa	August 2020 Utilities	8/31/2020	29,908.63
035903	Stantec Consulting Services, Inc.	July 2020 Tempe Streetcar Design Services	9/3/2020	28,992.00
V20200831W014	City of Phoenix	August 2020 Utilities	8/31/2020	25,466.58
				14,232,203.60



Procurement Report for October Board Month

RECENTLY COMPLETED PROCUREMENTS										
Contract Administrator	Agency	Procurement Type	Procurement Title	FTA Funding	Release Date	Proposal Due Date	Targeted Board Award Date	Estimated Contract Value	Term of Contract	Comments
Barb H	VMR	Change Order	Light Rail Vehicles (14 opt vehicles)	Yes	N/A	N/A	August 2020	\$78,509,911.00	7 years	Initiating Documents
Barb H	RPTA	COOP	Bus Operator Protective Barriers	Yes	N/A	N/A	August 2020	\$1,977,439.00	2 years	Executed
Barb H	VMR	Sole Source	LRV Modular Door Control Unit Upgrade	No	N/A	N/A	August 2020	\$979,862.00	2 years	Initiating Documents
Christian J	Joint	COOP	Enterprise Asset Mgmt System Upgrade	No	N/A	N/A	August 2020	\$331,000.00	1 year	Executed
Christian J	VMR	Change Order	Additional tires for contract 19011	No	N/A	N/A	August 2020	\$316,994.00	5 years	Executed
Rick W	RPTA	RFP	Bus Inspection Services- Re-Issue	Yes	April 2020	May 2020	August 2020	\$1,600,000.00	5 years	Initiating Documents
Rick W	Joint	Change Order	Additional cleaning staff and fogging	No	NA	NA	August 2020	\$203,827.00	NA	Initiating Documents
ACTIVE PROCUREMENTS										
Contract Administrator	Agency	Procurement Type	Procurement Title	FTA Funding	Release Date	Proposal Due Date	Targeted Board Award Date	Estimated Contract Value	Term of Contract	Comments
Barb H	Joint	RFP	Operations Cleaning Services	Yes	May 2020	July 2020	November 2020	\$10,000,000.00	3 year + 2-yr option	In Negotiation
Ed N	RPTA	RFP	Retail Sales Networks for Fare Collection and Customer Service	No	February 2020	May 2020	November 2020	\$35,000,000.00	5 years + 3 yr + 2 yr	In Evaluation
Rick W	Joint	RFP	Landscaping Services	No	June 2020	July 2020	October 2020	\$2,450,000.00	3 year + 2 options	In Evaluation
Ed N	VMR	Sole Source	Aconex contract & introduce archiving	No	July 2020	August 2020	September 2020	\$1,136,423.00	3 year + 2 options	Initiating Documents
Christian J	VMR	Sole Source	Knorr LRV Brakes (Master Purch Agrmt)	No	July 2020	July 2020	September 2020	\$230,000.00	5 years	In Negotiation
Ed N	RPTA	COOP	Investment Management Services	No	N/A	N/A	September 2020	\$80,000.00	21 Months	Pending Board Approval
Susanna H	VMR	RFQ	Technical Assistance Consultants	No	August 2020	September 2020	October 2020	TBD	3 year + 2 options	In Evaluation
Christian J	RPTA	COOP	Transit Scheduling Support Services (Farshid Akhavan)	No	N/A	N/A	September 2020	\$50,000.00	1 year	Pending Board Approval
Christian J	Joint	COOP	Cybersecurity Professional Services	No	N/A	N/A	October 2020	\$488,500.00	2 years	Pending Board Approval
Christian J	VMR	Change Order	Additional contingency for contract Filter/Choke Overhaul Contract 19041	No	N/A	N/A	September 2020	\$125,000.00	2 year + 1yr option	Initiating Documents
Christian J	Joint	COOP	Cisco Security Products Enterprise Agreement	No	N/A	N/A	October 2020	\$1,218,300.00	5 years	Pending Board Approval
Christian J	Joint	COOP	Contract IT Project Manager -GMI	No	N/A	N/A	October 2020	\$190,000.00	1 year	Pending Board Approval
FUTURE PROCUREMENTS										
Contract Administrator	Agency	Procurement Type	Procurement Title	FTA Funding	Release Date	Proposal Due Date	Targeted Board Award Date	Estimated Contract Value	Term of Contract	Comments
Barb H	VMR	Sole Source	SCV Managed Inventory Program	No	N/A	N/A	May 2021	\$1,000,000.00	5 years	SOW Development
Shelia H	VMR	COOP	Business Assistance - Communications	No	TBD	TBD	NA	TBD	TBD	SOW Development
Rick W	RPTA	RFP	CNG Facility Maintenance	No	TBD	TBD	TBD	TBD	5 year + 5yr option	Awaiting Board Authorization to Develop SOW and Issue Solicitation
Rick W	Joint	RFP	Fare Inspection and Security Services	No	TBD	TBD	TBD	\$ 56,113,000.00	3 year + 2 options	Awaiting Board Authorization to Develop SOW and Issue Solicitation
Christian J	Joint	COOP	Managed CyberSecurity Services Provider	No	TBD	TBD	TBD	\$2,000,000.00	TBD	Evaluating the potential use of a co-operative contract
TBD	VMR	TBD	Rail Testing	TBD	TBD	TBD	TBD	TBD	TBD	

IFB - Invitation For Bids

RFP - Request for Proposals

RFQ - Request for Qualifications

COOP - Cooperative Contract

TBD - To Be Determined



Information Summary

DATE

October 15, 2020

AGENDA ITEM 8**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

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

ATTACHMENT

None.

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date



Agenda

October 15, 2020

Valley Metro RPTA
Thursday, October 22, 2020
Webex/Phone
11:15 a.m.

Action Recommended

1. Public Comment

Public comment is being taken in written format and will be entered into the official minutes of the meeting.

1. For Information

2. Minutes

Minutes from the September 17, 2020 Board meeting are presented for approval.

2. For action

CONSENT AGENDA

3A. Regional Fare Collection System Funding Agreement with the City of Phoenix

Staff recommends that the Board of Directors authorize the CEO to execute a Funding Agreement with the City of Phoenix to allow Valley Metro to reimburse Phoenix for the local share of eligible costs for the regional Fare Collection System.

3A. For action

3B. Bus (non-rail mode) Public Transportation Agency Safety Plans (PTASP)

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

3B. For action

3C. Arizona State Retirement System (ASRS) Supplemental Savings Plan

Staff recommends that the Board of Directors authorize the CEO to adopt the Supplemental Salary Deferral Plan (SSDP) established by ASRS.

3C. For action

REGULAR AGENDA

4. Proposed April 2021 Service Changes

4. For information

Staff will review the proposed April 2021 transit service changes and community outreach plan.

5. Future Agenda Items Request and Report on Current Events

5. For information

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

6. Next Meeting

6. For information

The next Board meeting is scheduled for **Thursday, November 19, 2020 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



Information Summary

DATE

October 15, 2020

AGENDA ITEM 1**SUBJECT**

Public Comment

PURPOSE

Public comment is being taken in written format and will be entered into the official minutes of the meeting.

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

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

ATTACHMENT

None



Minutes

October 15, 2020

AGENDA ITEM 2

Board of Directors
Thursday, September 17, 2020
Via Webex/Phone
11:15 a.m.

RPTA Meeting Participants

Councilmember Francisco Heredia, City of Mesa (**Vice Chair**) (phone)
Mayor Kate Gallego, City of Phoenix (**Treasurer**) (phone)
Mayor Kevin Hartke, City of Chandler (phone)
Mayor Alexis Hermosillo, City of El Mirage (phone)
Councilmember Mike Scharnow, Town of Fountain Hills
Councilmember Lauren Tolmachoff, City of Glendale (phone)
Vice Mayor Bill Stipp, City of Goodyear (phone)
Supervisor Jack Sellers, Maricopa County (phone)
Councilmember Jon Edwards, City of Peoria (phone)
Councilmember Robin Benning for Mayor Gail Barney, Town of Queen Creek (phone)
Councilmember Susanne Klapp, City of Scottsdale (phone)
Vice Mayor Chris Judd for Councilmember Roland F. Winters Jr., City of Surprise (phone)
Councilmember Robin Arredondo-Savage, City of Tempe (phone)
Mayor Rui Pereira, Town of Wickenburg (phone)
Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present

Councilmember Jon Edwards, City of Peoria (**Chair**)
Vice Mayor Pat Dennis, City of Avondale
Councilmember Clay Goodman, City of Buckeye
Councilmember Jared L. Taylor, Town of Gilbert
Councilmember Linda Laborin, City of Tolleson

Chair Heredia called the RPTA meeting to order at 12:23 p.m.

1. Public Comment

Chair Heredia said again, for today's meeting public comment is being taken in written format and will be entered into the official minutes of the meeting.

2. Minutes

Chair Heredia said minutes from the August 27, 2020 RPTA meeting are presented for approval.



IT WAS MOVED BY MAYOR HARTKE, SECOND BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE BOARD MEETING MINUTES FROM AUGUST 27, 2020.

3. Consent Agenda

Chair Heredia said items on the consent agenda are presented for approval.

Mr. Smith said Mr. Chair, if there is any items that anyone would like explanation on or remove from the consent agenda, I'm more than happy to do that. We have no presentations scheduled for this, but we're happy to answer any questions on any of the items.

Councilmember Arredondo-Savage said I have a question for Scott. And, I guess, it's on 3C, Scott. I guess, I'm just, my concern is I know we're really worried about budget concerns moving forward and I'm wondering. I know it's \$50,000, may not break the bank, but is there an opportunity for us to maybe do, like, this in-house? Or, you know, maybe do some training in house or something like that?

Mr. Smith said actually, the reason why -- and thank you very much for the question, Councilmember. And, perhaps, Ray or Wulf might, but I'll give a stab at this. The reason for this, this is a, basically, a service from an employee and a contractor that had retired and so to answer your question quickly. No, we do not have the resources inhouse and the expertise. Handling this type of scheduling requires a very, very specific knowledge on our scheduling software that we work in conjunction with the City of Phoenix on and this expertise doesn't exist which is why we're extending these services to try and retain that level of expertise especially as we're juggling schedules around and services around due to COVID and other things. That's the main purpose for this to be on here.

Mr. Grote said Mr. Chair, Councilmember Arredondo-Savage, this is Wulf Grote. Just to add to what Scott was saying. The expertise that we're bringing in is very specialized. We are actually in the process we've been for several months trying to hire somebody just to fill one of our positions. And we've been unsuccessful at finding the skill set that we need. And also the person that is doing the work here for us under this contract is somebody who recently retired from the City of Phoenix who was the key travel, excuse me, the key scheduler that knew the Hashtist (phonetic) program that we're using very well. And so, he can jump in quickly and do these things that especially on an emergency basis that we need to have done. So, unfortunately, we don't have the ability inhouse that we would like to have and we're still working on that.

Councilmember Arredondo-Savage said thank you.

Mr. Chair said all right. Any other questions on the consent agenda? Hearing none. I request a motion and a second to approve the consent agenda.



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

4. Authorization to Issue a Joint Agency Competitive Solicitation for Fare Inspection and Security Services (FISS)

Chair Heredia said Mr. Smith.

Mr. Smith thank you, Mr. Chair. This is on your agenda even though about 95 percent of the expenditure under this contract will be on the rail side. It's for all the fare inspection and all that, however, the same company that provides those services also provides security services for our Mesa bus facility. Under their guidelines of RPTA, any time we issue an RFP we must come to the Board for permission to issue that RFP and that's why you have this before you because of the portion of that contract that will be committed to RPTA expenditure and be paid for by RPTA. So, this is just to issue the RFP not to approve any RFP so that's what we're asking for.

Mr. Chair said okay. Any of the Board members have any questions? I don't see anyone. All right. Request a motion and a second to authorize the CEO to develop a scope of work and issue a competitive solicitation for a total contract term of five years to provide for inspection and security services for Valley Metro existing rail operations and maintenance facilities.

IT WAS MOVED BY COUNCILMEMBER TOLMACHOFF, SECOND BY VICE MAYOR DENNIS AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO DEVELOP A SCOPE OF WORK AND ISSUE A COMPETITIVE SOLICITATION FOR A TOTAL CONTRACT TERM OF FIVE YEARS (THREE-YEAR BASE CONTRACT PLUS TWO ONE-YEAR RENEWAL OPTIONS) TO PROVIDE FARE INSPECTION AND SECURITY SERVICES FOR VALLEY METRO'S EXISTING RAIL OPERATIONS AND MAINTENANCE FACILITIES.

5. Authorization to Develop and Issue a Request for Proposal (RFP) for Operation of Regional Paratransit, Including East Valley and Northwest Valley Services

Chair Heredia said agenda item 5 Mr. Smith.

Mr. Smith said thank you, Mr. Chair. This is similar to the first one as far as needing approval of the Board to begin work on an RFP, but I'm going to turn it over to Jim Hillyard and, perhaps, Patty, I don't know if Patty's going to be part of this also, to give a brief explanation. Because this is subject that has raised -- there were a lot of questions at both the staff and the manager level and I just to want make sure that there's no uncertainty as to what we're beginning here since paratransit is a -- such a critical service that we provide here. So, Jim, I'll turn it over to you.



Mr. Hillyard said thank you, Scott. Good afternoon, Mr. Chairman, Members. As Scott notes, we issued the original paratransit contract to Transdev in 2017. That contract's first term concludes June 30, 2022. The contract allows us to exercise two extensions, first, for a three-year and then a two-year extension at Valley Metro's discretion. So, we needed to make a decision as to whether we wanted to extend the existing contract or to re-solicit.

To make that decision, we worked for the last several months with both the paratransit and transit staff from each of your cities, conducted several discussions. We also engaged Accenture Consulting to do some benchmarking comparing our cost and performance to other like cities across the country. The consensus from those discussions was that we should use this opportunity to re-solicit the contract. The major change since 2017 has been the creation and now, success of the Ride Choice program which provides paratransit-like services with more flexibility for the riders and at a lower cost to us as a region.

And so, we really thought this was a perfect opportunity to integrate paratransit and Ride Choice for the first time. Specifically, what we're talking about is because Ride Choice and paratransit were created as two separate programs on two separate timelines, they each included their own scheduling and customer service functions. So, when a rider calls paratransit and says, I'd like to go from point A to point B, the paratransit customer service agent never ever says, you know, it sounds to me like your needs could be met at the lower cost to you and the region by Ride Choice. Would you be willing to consider that? That's simply not in Transdev's best interest.

And so, not only are we missing an opportunity to connect riders with the service that would meet their needs at the lowest cost for the both the rider and the region, but we're also paying for two different scheduling functions, two different customer service functions, etc. And so, we believe this is the perfect opportunity to bring those functions together and we believe also identify other potential duplicate administrative functions that could be eliminated to reduce the aggregate cost of the paratransit and Ride Choice programs together.

So, on page two of the memo, you'll see the schedule for this procurement and I'll just call out a couple of key steps. First, you'll note that the development of the RFP is scheduled for a full 11 months. That's significantly longer than we typically set aside for developing an RFP and that's because we want to make sure that we could have maximum involvement from all the impacted cities in the development of this RFP.

There will be three different ways for cities to be involved. The first is we're conducting focus groups that involve paratransit and should they choose to be involved transit staff or RTAG members from every single city. We have had our first meeting on September 8th. We have a second meeting scheduled on the 23rd and we will be continuing to have those 2-3 a month for the next several months. The purpose of that focus group is to allow us to talk through all of the options and to come to consensus as a region about what the structure of this new paratransit and Ride Choice contract should be.



And I say paratransit and Ride Choice, we would be soliciting, specifically, for paratransit operations, but, once again, the scheduling and customer support for paratransit and Ride Choice combined. So, these focus groups allow us to involve everyone and to have very, broad input without having to have everyone sign nondisclosure agreements that would be required once we get into the more detailed scope of work.

So at the conclusion of those focus groups sessions, we will be coming back to TMC/RMC and sharing with them the high-level structure that we've come to as a region for the combination of these services and paratransit going forward. That will give TMC/RMC an opportunity to give us any feedback from their perspective. Next, we will have a team that drafts the scope of work. Once again, we've asked cities to participate in that and we're hoping that we will have several that can help us take the higher-level work of the focus group and translate it into the specific scope of work and terms and conditions for the contract.

And then, lastly, we're also asking cities to participate as members of the evaluation committee who will evaluate the bids that we receive on the contract.

We will then come back to the Board in January of 2022 and seek your approval to award the new contract. And then you'll note, there's a nine-month transition period so if we have a change of vendors, we have the opportunity to make that change in a way that will be seamless for riders. You'll also note that while the first five-year term for the Transdev contract ends on June 30th, our cutover to the new contractor is being delayed until October 1st. So, we'll do a three-month extension to Transdev's contract so that that cutover doesn't happen in the midst of summer. So, we're going to aim for a seamless transition, but should there be any hiccups and there were last time, we want to make sure that that's not happening when folks are being impacted, you know, by the heat. So, with that I'd be happy to answer any questions.

Mr. Smith said if I could add one thing. If I could add one thing, thank you very much for talking about Ride Choice. Because that is the primary area of interest. It's a huge transition for this region and those who use paratransit services for local. But we have four different providers of Dial-A-Ride or paratransit in the Valley on a local area. We have one provider for a regional and this contract as Jim said with Transdev happened in 2017 about the same time we started offering regional services.

We've learned a lot over the last three years about the regional service. Thank you to you and your staff we have a lot -- we've consolidated rules. We've really tried to get our one fare, one call, one rule program in place where we can eliminate the myriad of different paratransit rules by city by city which have been really supposed as challenging with the regional services. And have created some, as we've told you in the past, some absurd situations where we could take people one way and not the other way. Well, we've learned that. We've learned where those gaps are. We've closed a lot of those gaps so we are much better prepared as we work to define how we provide



these services to integrate both the regional services, the local services, and the Ride Choice into as seamless of the system as we possibly can.

So, that's the other reason to take some time, is to take what we've learned, to present it to the cities, do these focus groups and brainstorming to come up with a system that we believe will better serve us in the years to come.

Councilmember Winters said I agree with Jim with you and your group's idea. I think it would be a great idea. The big problem with Transdev I'm hearing from my constituents and my own experience is that they really have a long period where they say they're on time, up to 45 minutes. So, 45 minutes either way really is kind of ridiculous. The Ride Choice program you can give them a time that you'd like to be picked up and usually they're pretty much on time.

I think most of my constituents know how long it takes to get to where they have to go. They don't have to rely on Transdev to say give them an appointment time and Transdev tells them what time they're going to be there. And like I said, usually about 45 minutes which to me I think is pretty, ridiculous so thanks for that. I appreciate that.

Mr. Hillyard said thank you.

Vice Mayor Stipp said Jim, is there any crossover or any linkage with the Dial-A-Ride program that this is going to look at either scale back or do? How is that going to be affected by the look at this contract? And this will be the first of the rest of the regional programs.

Mr. Hillyard said yes. So, interestingly, Phoenix is in the process of rebidding it's Dial-A-Ride program on a pretty, similar time frame. It's my understanding that they're RFP is scheduled to come out a bit sooner and to be awarded in a slightly different time frame, but they'll be going through a procurement in parallel with us. And so, we're specifically asking that Phoenix and Glendale as two of the major other paratransit service providers in the region participate in our scope of work development so that we can sort of synch up across providers as much as possible.

I think one of the interesting possibilities that this RFP could create, as Scott mentioned, is working on the one call aspect of the one rule, one call, one fare vision because right now Phoenix and Glendale also have their own customer service and their own scheduling functions for their paratransit functions. And so, I think, we will deliberately write the customer service and scheduling aspects of this RFP so that if any municipality would like to use it both for economies of scale and for ease of choice for the customer that they can sort of opt into that over time. So, I think we're going to try to coordinate in the creation of the new contract and to build in some flexibility so that should cities be interested in greater convergence we've got (indiscernible) to do that.

Vice Mayor Stipp said thank you.



Mr. Chair said any further questions, comments? I don't think. Any other questions? I don't hear anybody. I don't see anybody raising their hand. All right. Thank you, Jim, and Scott for that.

IT WAS MOVED BY VICE MAYOR STIPP, SECONDED BY VICE MAYOR DENNIS AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO DEVELOP AND ISSUE A FEDERALLY-COMPLIANT RFP FOR TOTAL TERM OF TEN YEARS TO PROVIDE PARATRANSIT IN THE EAST VALLEY, NORTHWEST VALLEY, AND FOR REGIONAL TRIPS AND TO EXTEND TRANSIT'S CURRENT CONTRACT 120 DAYS SO THAT ANY TRANSITIONS BETWEEN CONTRACTOR OCCURS OCTOBER 1 RATHER THAN JULY 1, 2022.

6. Future Agenda Items Request and Report on Current Events

Chair Heredia said do any members have any agenda items for future meetings? Or if anything they would like to inform the staff about? Hearing none.

7. Next Meeting

Next meeting is Thursday, October 22, 2020, at 11:15 a.m.

With no further discussion the meeting adjourned at 12:42 p.m.



Information Summary

DATE

October 15, 2020

AGENDA ITEM 3A**SUBJECT**

Regional Fare Collection System Funding Agreement with the City of Phoenix

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute a Funding Agreement with the City of Phoenix to allow Valley Metro to reimburse Phoenix for the local share of eligible costs for the regional Fare Collection System.

COST AND BUDGET

The project will cost \$60.3 million, which includes upfront capital costs of \$31.7 million and a 16-year operating and maintenance agreement of \$28.6 million. This agreement is to provide funding for the capital portion of the project. The \$31.7 million will be funded 80% with FTA funds and 20% regional PTF. The City of Phoenix will draw all federal funds directly. Valley Metro will reimburse the local share of the project with regional Public Transportation Funds. The regional PTF will be split between the bus and rail programs. All expenses are in the approved budget for FY21 and 5-Year Capital budget.

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute a Funding Agreement with the City of Phoenix to allow Valley Metro to reimburse Phoenix for the local share of eligible costs for the regional Fare Collection System.

BACKGROUND | DISCUSSION | CONSIDERATION

The current Fare Collection System (FCS) has reached end of life and the technology is obsolete. The City of Phoenix has procured a replacement FCS, which will include mobile ticketing, a contactless smartcard system, validators for buses and rail platforms, and ticket vending machines for the rail and streetcar systems.

The new FCS will provide greater control of fare media and usage through account based technology. While providing greater control for Valley Metro, the system will also allow for more flexibility and options for the riders. The system will include a web based management tool for riders to manage their accounts.

The new system will also allow Valley Metro to address the increased use of reduced fare media. The reduced fare paper passes are widely available and historically have not required any identification to demonstrate eligibility. This has resulted in a significant



increase in use of reduced fare passes far above what would be expected from the number of eligible riders.

The account based system will allow Valley Metro to control which accounts are eligible for reduced fares. Mobile tickets or stored value smartcards would have to be associated with eligible accounts in order to benefit from the reduced fare. Valley Metro would manage a reduced fare eligibility process to ensure that only legitimate reduced fare eligible riders would benefit.

This project is a regional project that will benefit all fixed route bus and rail riders. The system is flexible and would allow for expansion to paratransit in the future. The project is included in the adopted Transit Life Cycle Program for funding with regional PTF. The local share is split between the bus and rail programs. The annual project expenses and funding sources are summarized in the table below:

	Total Cost	Federal	Bus PTF	Rail PTF
FY21	\$6,348,444	\$5,078,755	\$422,488	\$847,201
FY22	\$12,855,599	\$10,284,479	\$855,538	\$1,715,582
FY23	\$8,094,266	\$6,475,413	\$538,672	\$1,080,181
FY24	\$4,443,911	\$3,555,129	\$295,742	\$593,041
Total	\$31,742,220	\$25,393,776	\$2,112,440	\$4,236,004

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation

COMMITTEE PROCESS

RTAG: September 15, 2020 for information

TMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Paul Hodgins

Chief Financial Officer

602-523-6043

phodgins@valleymetro.org

ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 3B**SUBJECT**

Bus (non-rail mode) Public Transportation Agency Safety Plans (PTASP)

PURPOSE

To provide for review and approval, under the new FTA Rule 49 CFR 673, of the Public Transportation Agency Safety Plans (PTASP).

COST AND BUDGET

NONE

RECOMMENDATION

Staff recommends that the Boards of Directors for approve the Bus (non-rail mode) Public Transportation Agency Safety Plan (PTASP).

BACKGROUND | DISCUSSION | CONSIDERATION

In June, 2019, the Director of Safety, Security and Quality Assurance (SSQA), presented an overview of the requirements of transit agencies, both bus and rail, to have a board approved PTASP by July 20, 2020 (revised to December 31, 2020). This information was designed to bring to the attention of both boards, the requirement to approve the respective mode (rail and non-rail) PTASP. In keeping with a regional approach, prior to review by RTAG, Committee or Board, the attached Bus (non-rail mode) PTASP has been authored in conjunction with the City of Phoenix Public Transit Department. Below is the background information presented to the Board in 2019.

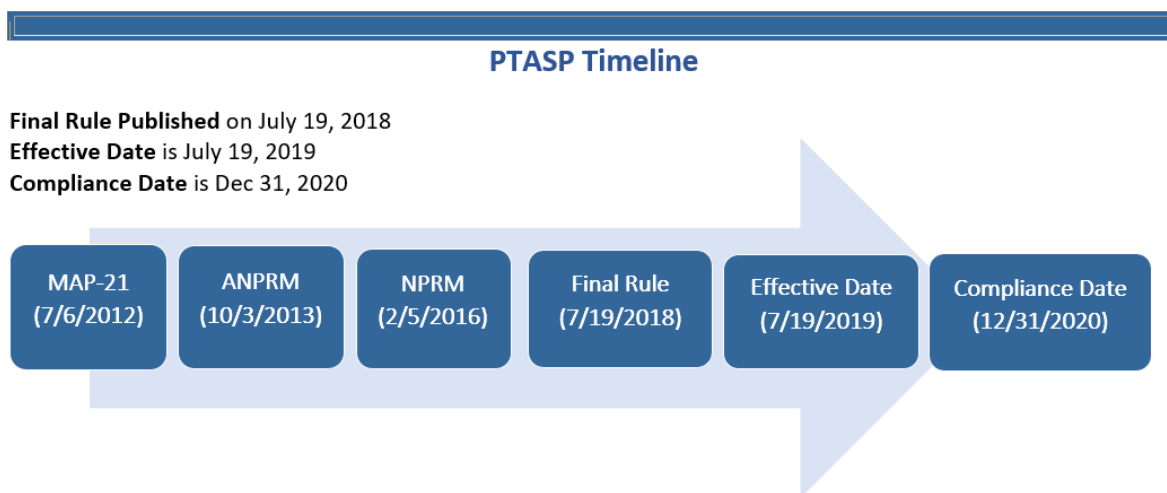
Through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), Congress required operators of public transportation systems that receive FTA funds to develop and implement a Public Transportation Agency Safety Plan. FTA is implementing this requirement through publication of the Public Transportation Agency Safety Plan, or PTASP, final rule (49 CFR Part 673). The PTASP Final Rule is one of four components of a comprehensive public transportation safety program Congress required FTA to establish in federal law, including the:

- [National Public Transportation Safety Program](#)
- [Public Transportation Safety Certification Training Program](#)

The rule implements an innovative, performance-based approach to improving transit safety founded on [Safety Management System \(SMS\)](#) principles. SMS is a comprehensive, collaborative approach to managing safety. It brings management and labor together to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more precisely. SMS implementation will provide transit agency leadership with a better understanding of the safety risks within their organizations and enable them to maximize federal, state and local transit investments to proactively implement appropriate solutions to address those risks and ensure the safety of transit passengers and employees. This is codified at 49 U.S.C. § 5329(d).

PTASP Timeline

The PTASP rule became effective on July 19, 2019. The FTA originally required transit agencies have a safety plan in place meeting the requirements of the rule by July 20, 2020. Public transportation agencies have one year to certify the initial establishment of their safety plans. The plan then must be updated and certified by the transit agency annually. In light of the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.



FTA

Federal Transit Administration

COMMITTEE ACTION

RTAG: September 15, 2020 for review

TMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

**CONTACT**

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

ATTACHMENT

None

PTASP – Bus (non-rail mode) PTASP

<https://www.valleymetro.org/public-transportation-agency-safety-plans-ptasp>



Information Summary

DATE

October 15, 2020

AGENDA ITEM 3C**SUBJECT**

Arizona State Retirement System (ASRS) Supplemental Savings Plan

PURPOSE

To request adoption of a resolution authorizing the Chief Executive Officer (CEO) to adopt the Supplemental Salary Deferral Plan (SSDP) established by ASRS.

COST AND BUDGET

There is no cost to the agency. The 457 Deferred Compensation Plan offered through ASRS has a lower cost for employees who choose to take advantage of the plan.

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to adopt the Supplemental Salary Deferral Plan (SSDP) established by ASRS.

BACKGROUND | DISCUSSION | CONSIDERATION

Valley Metro/RPTA has offered a deferred compensation plan to its employees since 1986. The plan has been administered by the International City/County Managers Association – Retirement Corporation (ICMA-RC). Staff recently undertook an analysis of plan offered by ICMA-RC and negotiated new fees for the plan investments. At the same time, staff reached out to ASRS to obtain details and review the plan offered by Nationwide.

After a review of the costs, fund options, and other services offered by ICMA-RC and Nationwide, staff determined that the Nationwide plan was the best option for Valley Metro employees. Nationwide requires a Board resolution adopting the plan and identifying an Authorized Agent to represent Valley Metro

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation

COMMITTEE PROCESS

TMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

**CONTACT**

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

ATTACHMENT

Adoption Resolution



Nationwide®



Arizona State Retirement System Supplemental Salary Deferral Plan Adoption Resolution

WHEREAS, the Regional Public Transportation Authority
(Name of Political Subdivision)

hereinafter designated the Political Subdivision, through its governing body, desires to establish a supplemental defined contribution plan for all of its eligible officers and employees to be administered by the Arizona State Retirement System (hereinafter designated ASRS) under Article 2, Chapter 5, Title 38 of the Arizona Revised Statutes.

NOW, THEREFORE, BE IT RESOLVED, that the Political Subdivision hereby adopts a Supplemental Salary Deferral Plan (hereinafter designated SSDP) established by the ASRS pursuant to Section 38-781, Arizona Revised Statutes, for the officers and employees of the Political Subdivision who are eligible for participation in the SSDP.

BE IT FURTHER RESOLVED, that the Chief Administrative Officer
(Position Title)

is designated as the Authorized Agent of the Political Subdivision and is authorized and directed as the representative of the Political Subdivision to conduct all negotiations, conclude all arrangements and sign all agreements and modifications of agreements which may be necessary to carry out the intent of the Agreement in conformity with all applicable federal and state laws, rules and regulations.

I, Pat Dillon Clerk/Secretary of the Regional Public Transportation Authority
(Political Subdivision)

State of Arizona, do hereby certify the foregoing to be a full, true and correct copy of the resolution adopted by the
Board of Directors of the Regional Public Transportation Authority
(Name of Governing Body) (Political Subdivision)

at a regular/special meeting held on the Twenty-second day of October, 2020, as the same appears on record in my office.

Clerk/Secretary



Information Summary

DATE

October 15, 2020

AGENDA ITEM 4

SUBJECT

Proposed April 2021 Service Changes

PURPOSE

To provide an update on the proposed April 2021 transit service changes and community outreach plan.

COST AND BUDGET

The estimated costs of the proposed service changes and adjustments are still under evaluation. Once the list of service changes is finalized, staff will define the impact on bus service operating contracts and member agency Intergovernmental Agreements.

RECOMMENDATION

This item is for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

Transit service changes are scheduled twice each year in April and October. In preparation for these service change dates, Valley Metro staff works closely with the Service Planning Working Group (SPWG), comprising representatives from Valley Metro member cities, to determine needed changes and to coordinate across jurisdictions; the SPWG meets monthly. The changes work in coordination with the five-year Short Range Transit Program (S RTP) as well as the Board-adopted Transit Standards and Performance Measures (TSPM) performance quartiles.

Changes have been proposed and continue to be discussed with the SPWG. Valley Metro staff is analyzing the proposed route changes in terms of the Board-adopted TSPM, Title VI impacts, defining possible fleet needs and all costs involved. The following is a list of all changes to be presented to the public for comment. Included are changes proposed to Valley Metro operated and/or funded services and those operated and/or funded by other jurisdictions. More information about each potential route change will be provided on the Valley Metro website throughout the public outreach process. Overall the proposed changes include route modifications, service optimization and schedule adjustments. As a part of the public outreach process, impacts to paratransit service caused by fixed route changes will be communicated to the public to solicit comments.

Proposed Route and Schedule Changes:

- Route 32—32nd St: Modify route to eliminate stops east of 40th St. and Baseline Rd.
- Route 40—Main St: Modify route to eliminate service west of the Sycamore Transit Center.
- Route 50—Camelback Rd: Extend route service on Camelback Rd. to Granite Reef Rd. and Chaparral Rd. to serve Scottsdale Community College. Add four daily school trips to serve Mohave Middle School.



- Route 72—Rural/Scottsdale Rd: Remove route deviation into Tempe Transportation Center. Route will stay on Rural Rd.
- Route 108—Elliot Rd/48th St: Reduce route frequency to 60 minutes on Saturdays and Sundays in Phoenix to match Tempe service.
- Route 514—Fountain Hills/Scottsdale Express: Modify route to start and end at Mustang Transit Center. Eliminate service to and from Fountain Hills.
- Route 520—Tempe Express: Eliminate route due to low ridership. Alternative service is offered in Tempe.
- Route 521—Tempe Express: Modify route to remove neighborhood pickup service. New route begins at McClintock Dr/Baseline Park-and-Ride and travels via US 60 to optimize service.
- Route 522—Tempe Express: Modify route to remove neighborhood pickup service. Route begins and ends at Tempe Sports Complex to improve service.
- 68th St/Camelback Road Route: Modify route to eliminate service east of Scottsdale Rd. Service along Granite Reef Rd. to Chaparral Rd., and daily trips to Mohave Middle School will be served by Route 50—Camelback Rd.
- Avondale ZOOM: Extend route to serve new community center at Dysart Rd. and Riley Dr.

Public Outreach

Valley Metro is conducting community outreach beginning in November to notify the public and solicit input on the proposed service changes. Comments will be accepted from 11/2/2020-12/4/2020. Customers can provide feedback through the following channels:

- On-site region-wide information sessions (based on service change impacts)
- Webinar/Public Hearing (November 18, 2020)
- Social media
- Via email at input@valleymetro.org

Valley Metro communicates these input opportunities through newspaper advertising (30 days in advance – English and Spanish publications), news release(s), website, email, social media, city publications and targeted outreach at key locations.

Following the public review process and final review by the Service Planning Working Group, proposed service changes operated and/or funded by Valley Metro will be brought before the Board for action. This will include any actions necessary to adjust affected transit service operating contracts and Intergovernmental Agreements with member agencies.

STRATEGIC PLAN ALIGNMENT

This item addresses two goals in the Board-adopted FY16-20 Strategic Plan:

- Goal 1: Increase customer focus
- Goal 2: Advance performance based operations

COMMITTEE PROCESS

RTAG: September 15, 2020 for information

TMC: October 7, 2020 for information

Board of Directors: October 22, 2020 for information

**ATTACHMENT**

None

CONTACT

Wulf Grote, P.E.

Director, Capital and Service Development

602-322-4420

wgrote@valleymetro.org



Information Summary

DATE

October 15, 2020

AGENDA ITEM 5**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

STRATEGIC PLAN ALIGNMENT

None

COMMITTEE PROCESS

None

CONTACT

Scott Smith

Chief Executive Officer

602-262-7433

ssmith@valleymetro.org

ATTACHMENT

None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date



Agenda

October 15, 2020

Valley Metro Rail
Thursday, October 22, 2020
Via Webex/Phone
11:15 a.m.

Action Recommended

1. Public Comment

Public comment is being taken in written format and will be entered into the official minutes of the meeting.

1. For Information

2. Minutes

Minutes from the September 17, 2020 Board meeting are presented for approval.

2. For action

CONSENT AGENDA

3A. Light Rail Vehicle (LRV) Line Filter Choke Overhaul Contract Change Order

Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with Delta Electric Motors to increase the contract amount and allow the completion of the refurbishment and overhaul of LRV line filter chokes in an amount not to exceed \$125,000.

3A. For action

3B. Rail Public Transportation Agency Safety Plans (PTASP)

Staff recommends that the Board of Directors approve the Rail Public Transportation Agency Safety Plan (PTASP).

3B. For action

3C. Tempe Streetcar Station Naming

Staff recommends that the Board of Directors approve the names, listed on a separate attachment, for the 14 stops being constructed along the Tempe Streetcar line.

3C. For action



- 3D. South Central/Downtown Hub Grant Pass-Through Agreement with the City of Phoenix

3D. For action

Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the South Central/Downtown Hub Grant.

REGULAR AGENDA

4. Capitol/I-10 West Phase I Light Rail Alignment Amendment

4. For action

Staff recommends that the Board of Directors approve the amended Capitol/I-10 West Phase I light rail alignment, contingent upon Phoenix City Council approval.

5. Future Agenda Items Request and Report on Current Events

5. For information

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

6. Next Meeting

6. For information

The next meeting of the Board is scheduled for **Thursday, November 19, 2020 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



Information Summary

DATE

October 15, 2020

AGENDA ITEM 1**SUBJECT**

Public Comment

PURPOSE

Public comment is being taken in written format and will be entered into the official minutes of the meeting.

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

Scott Smith

Chief Executive Officer

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ATTACHMENT

None

Minutes

October 15, 2020

AGENDA ITEM 2

Board of Directors

Thursday, September 17, 2020

Webex/Phone

11:15 a.m.

Meeting Participants

Councilmember Francisco Heredia, City of Mesa **(Chair)** (phone)
Jesus Sapien for Mayor Kate Gallego, City of Phoenix, **(Vice Chair)** (phone)
Councilmember Robin Arredondo-Savage, City of Tempe (phone)
Mayor Kevin Hartke, City of Chandler (phone)

Chair Heredia called the meeting to order at 12:43 p.m.

1. Public Comment

Chair Heredia said public comment is being taken in written form and will be entered into the official record.

2. Minutes

Chair Heredia said minutes from August 27, 2020, board meetings are being presented for approval.

IT WAS MOVED BY MAYOR HARTKE, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE AUGUST 27, 2020 BOARD MEETING MINUTES.

3. Consent Agenda

Chair Heredia said items are presented on the consent agenda for approval. Are there any questions? Hearing none I will take a motion to approve the consent agenda.

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

4. Northwest Phase II Light Rail Extension: Updated Funding, Design and Construction Agreement with City of Phoenix

Chair Heredia said Mr. Smith.

Mr. Smith said well, I'll turn it over to Wulf Grote who can give you a brief explanation as to what this is for. Wulf.

Mr. Grote said yes. Thank you, Scott. Mr. Chairman, members of the Board, this item is to update an agreement that we have with the City of Phoenix for funding design and construction for our Northwest Extension project, Phase II that is. More specifically, there's really two things that we are trying to do in this change. One is to amend some of the responsibilities in the design and construction portion of this. And then, also, it's for Phoenix for provide up to an additional \$199 million to Valley Metro and that's really for two purposes. The main purpose is about a, almost \$160 million of that is for funding that we will need on an interim basis while we are waiting for FTA to reimburse us their funds that usually takes anywhere from one to three years to see their funds back in our coffers. So, once we get those funds, Phoenix would be reimbursed for that.

The other remaining about \$40 million is for additional construction funds that are primarily needed because of the change in FTA participation in the project. Their percentage share of the project was somewhat reduced in order to be able to move this project forward.

And as far as the other changes, there's a -- most of them are fairly small. The most significant change that we made in terms of responsibilities is that the City of Phoenix will now take on procuring traffic signal materials rather than having our contractor do it. They can do it more efficiently and save us some money by doing that.

So, that's the quick synopsis. Our recommendation is to provide authorization for our CEO to amend the funding design and construction agreement for the Northwest Extension Phase II project and for Phoenix to provide up to \$199 million additional to Valley Metro. I'd be happy to entertain questions.

Mr. Chair said any questions, comments? All right. Hearing none. Request a motion and a second to authorize the CEO to amend the existing funding design and construction agreement with the City of Phoenix for the Northwest Phase II Light Rail Extension and for Phoenix to provide up to an additional \$199 million to Valley Metro. This action is pending City of Phoenix Council action as well so. But request a motion and a second.

IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECOND BY MAYOR HARTKE AND UNANIMOUSLY CARRIED TO AUTHORIZE THE CEO TO AMEND THE EXISTING FUNDING, DESIGN, AND CONSTRUCTION AGREEMENT WITH THE CITY OF PHOENIX FOR THE NORTHWEST PHASE II LIGHT RAIL EXTENSION, AND FOR PHOENIX TO PROVIDE UP TO AN ADDITIONAL \$199 MILLION TO VALLEY METRO.

5. Future Agenda Items Request and Report on Current Events

Chair Heredia said do any members have any agenda items for future meetings? Or anything they want to inform folks about? Hearing none.

6. Next Meeting

Next meeting is Thursday, October 22, 2020, at 11:15 am.

Information Summary

DATE

October 15, 2020

AGENDA ITEM 3A**SUBJECT**

Light Rail Vehicle (LRV) Line Filter Choke Overhaul Contract Change Order

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute a contract change order with Delta Electric Motors to increase the contract amount and allow the completion of the refurbishment and overhaul of LRV line filter chokes in an amount not to exceed \$125,000.

COST AND BUDGET

The cost of the change order to the LRV line filter choke overhaul contract with Delta Electric Motors is an amount not to exceed \$125,000 and is included in the Valley Metro Rail Adopted FY 2021 Operating and Capital Budget. Contract obligations beyond FY2021 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2021 thru FY2025).

The source of funding is from member cities.

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute a contract change order with Delta Electric Motors to increase the contract amount and allow the completion of the refurbishment and overhaul of LRV line filter chokes in an amount not to exceed \$125,000.

BACKGROUND | DISCUSSION | CONSIDERATION

In June 2019, the Board of Directors authorized the CEO to execute a contract with Delta Electric Motors to refurbish and overhaul LRV line filter chokes in an amount not to exceed \$226,100.

There are two line filter chokes on each LRV which requires 100 to be refurbished and overhauled. Line filter chokes act as surge protectors to protect the propulsion system on the LRV from high voltage spikes. The filter chokes have deteriorated over the last 10 years from use in an environment of extreme heat.

When the initial scope was developed it was based on the industry standard for overhauling these units. Valley Metro and the contractor were not aware of the additional damage to the line filter chokes. The damage the contractor is finding is carbon tracing to ground, the buss bars are needing to be reinsulated, and shorting



between winding turns. Also, on some units they are finding that the top layer of windings are damaged to the point of needing replacement.

Therefore, a change order to increase the contract amount is needed to complete the refurbishment and overhaul of the LRV line filter choke project. The original estimated cost of overhaul of each unit was \$2,195 but with the damage that the contractor is finding, the estimated overhaul cost per unit is now \$3,335. Contingency is also included in the \$125,000 change order amount for any possible further damage that may be found.

The purpose of the overhaul is to keep the equipment in a state of good repair and to maintain safe and reliable operation. This is consistent with the approved Transit Asset Management (TAM) Plan.

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

STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance-based operation

COMMITTEE PROCESS

RTAG: September 15, 2020 for information

RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Ray Abraham

Chief Operations Officer

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ATTACHMENTS

None

Information Summary

DATE

October 15, 2020

AGENDA ITEM 3B**SUBJECT**

Rail Public Transportation Agency Safety Plans (PTASP)

PURPOSE

Provide for review and approval, under the new FTA Rule 49 CFR 673, for the Public Transportation Agency Safety Plans (PTASP).

COST AND BUDGET

NONE

RECOMMENDATION

Staff recommends that the Board of Directors approve the Rail Public Transportation Agency Safety Plan (PTASP).

BACKGROUND | DISCUSSION | CONSIDERATION

In June, 2019, the Director of Safety, Security and Quality Assurance (SSQA), presented an overview of the requirements of transit agencies, both bus and rail, to have an approved PTASP by July 20, 2020 (revised to December 31, 2020). This information was designed to bring to the attention of both boards, the requirement to approve the PTASP. Prior to review by RTAG, Committee or Board, the attached Rail PTASP has been reviewed and approved by the State Safety Oversight Agency (SSOA). Below is the background information presented to the Board in 2019.

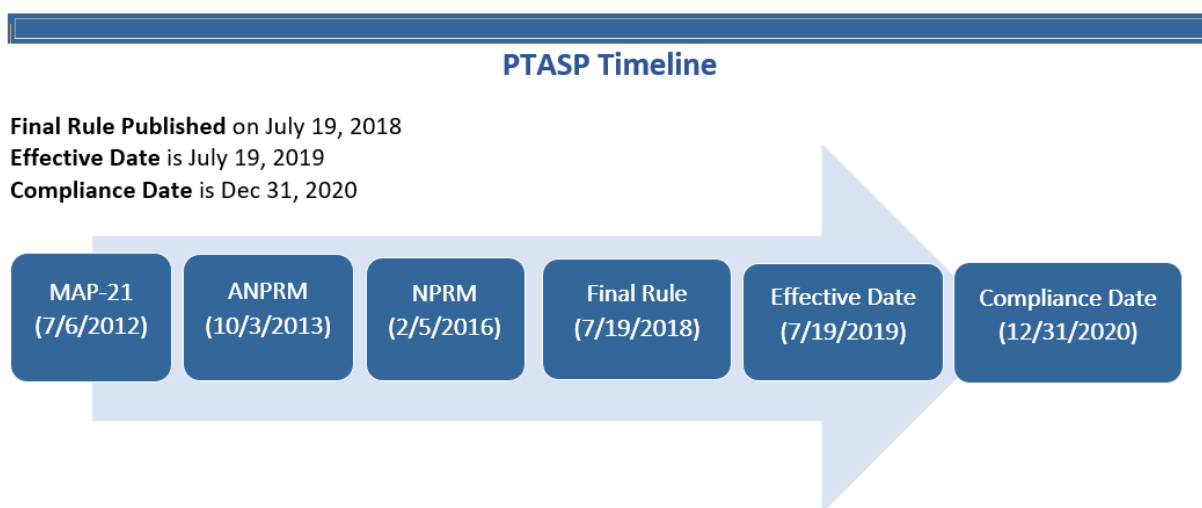
Through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), Congress required operators of public transportation systems that receive FTA funds to develop and implement a Public Transportation Agency Safety Plan. FTA is implementing this requirement through publication of the Public Transportation Agency Safety Plan, or PTASP, final rule (49 CFR Part 673). The PTASP Final Rule is one of four components of a comprehensive public transportation safety program Congress required FTA to establish in federal law, including the:

- [National Public Transportation Safety Program](#)
- [Public Transportation Safety Certification Training Program](#)
- [State Safety Oversight Program](#)

The rule implements an innovative, performance-based approach to improving transit safety founded on [Safety Management System \(SMS\)](#) principles. SMS is a comprehensive, collaborative approach to managing safety. It brings management and labor together to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more precisely. SMS implementation will provide transit agency leadership with a better understanding of the safety risks within their organizations and enable them to maximize federal, state and local transit investments to proactively implement appropriate solutions to address those risks and ensure the safety of transit passengers and employees. This is codified at 49 U.S.C. § 5329(d).

PTASP Timeline

The PTASP rule became effective on July 19, 2019. The FTA originally required transit agencies have a safety plan in place meeting the requirements of the rule by July 20, 2020. Public transportation agencies have one year to certify the initial establishment of their safety plans. The plan then must be updated and certified by the transit agency annually. In light of the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.



FTA

Federal Transit Administration

**COMMITTEE ACTION**

RTAG: September 15, 2020 for review

RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Adrian Ruiz

Director Safety, Security and Quality Assurance

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ATTACHMENT

None

PTASP – Rail

<https://www.valleymetro.org/public-transportation-agency-safety-plans-ptasp>

Information Summary

DATE

October 15, 2020

AGENDA ITEM 3C**SUBJECT**

Tempe Streetcar Station Naming

PURPOSE

To request authorization to establish formal names for the stops being constructed as part of the Tempe Streetcar line.

COST AND BUDGET

Costs for typical stop signage are included in the overall project budget.

RECOMMENDATION

Staff recommends that the Board of Directors approve the names, listed on a separate attachment, for the 14 stops being constructed along the Tempe Streetcar line.

BACKGROUND | DISCUSSION | CONSIDERATION

The Valley Metro Rail Board of Directors approved of a Station Naming Policy in 2004 that requires a geographic name as well as an option for a Point of Interest name for light rail stations and streetcar stops. Station names (both geographic and any Points of Interest) are approved by the Board as stations are constructed. Points of Interest that meet the criteria may be identified at the Board's discretion. Point of Interest names are typically included in the policy to assist with passenger information and wayfinding. However, due to streetcar stops being geographically closer together than light rail stations as well as historical panels being incorporated into the stop signage, Point of Interest names will not be overtly depicted at the stop nor on vehicle announcements. Points of Interest may be noted on system maps present at stops.

STRATEGIC PLAN ALIGNMENT

This item relates to the following goals and strategies in the Board adopted FY16 – 20 Strategic Plan:

- Goal 1: Increase customer focus
- Goal 3: Grow transit ridership

COMMITTEE PROCESS

RTAG: September 15, 2020 for information

RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

**CONTACT**

Wulf Grote, PE
Director, Capital & Service Development
602-322-4420
wgrote@valleymetro.org

ATTACHMENTS

- A. Station Naming Policy
- B. Recommended Stop Names



STATION NAMING POLICY

(Revised - September 29, 2004)

Station Names

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

Rail stations shall be named using the following standard criteria:

- Rail stations should be named with the maximum benefit and convenience of the user in mind and to assist patrons in navigating the system;
- All names shall identify as closely as possible the geographic location of the station (e.g. cross streets at the station location);
- Rail stations shall not be named after individuals -- either living or deceased;

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

Point Of Interest Naming Policy

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

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

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

- Points of interest must be major civic or public educational facilities/areas that are easily recognized by the public as a desirable destination;
- Such names shall be simple so as to be clearly understood by the user;



- All point of interest names shall be of facilities or institutions that have been built with significant public participation or of defined areas that have been designated by City Council action,
- The point of interest names shall be appended to the station banner signs to provide passenger visibility, but not in such a way as to confuse or overshadow the official station name.
- The point of interest names shall be no longer than 26 characters, including spaces.
- Point of interest names may also be added to the station directory map and information maps and brochures that provide station name information. The Agency shall retain the discretion to omit or shorten point of interest names with standard abbreviations where space is a consideration.

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

DRAFT STOP NAMES – TEMPE STREETCAR

FULL STOP NAMES	ABBREVIATED NAME	POINT OF INTEREST (POI)
Dorsey Lane/Apache Boulevard	Dorsey Ln/Apache	
Rural Road/Apache Boulevard	Rural/Apache	
Paseo Del Saber/Apache Boulevard	Paseo Del Saber/Apache	
College Avenue/Apache Boulevard	College Ave/Apache	
Eleventh Street/Mill Avenue	Eleventh St/Mill	
Ninth Street/Mill Avenue	Ninth St/Mill	
Sixth Street/Mill Avenue	Sixth St/Mill	
Third Street/Mill Avenue	Third St/Mill	
University Drive/Ash Avenue	University Dr/Ash	
Fifth Street/Ash Avenue	Fifth St/Ash	
Third Street/Ash Avenue	Third St/Ash	
Tempe Beach Park/Rio Salado Parkway	Tempe Beach Park/Rio Salado	
Hayden Ferry/Rio Salado Parkway	Hayden Ferry/Rio Salado	
Marina Heights/Rio Salado Parkway	Marina Heights/Rio Salado	



Information Summary

DATE

October 15, 2020

AGENDA ITEM 3D

SUBJECT

South Central/Downtown Hub Grant Pass-Through Agreement with the City of Phoenix

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute an Intergovernmental Agreement (IGA) with the City of Phoenix to allow Valley Metro to be reimbursed for eligible activities.

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the South Central/Downtown Hub Grant.

COST AND BUDGET

All expenses are in the approved FY 2021 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.

BACKGROUND | DISCUSSION | CONSIDERATION

The South Central Extension/Downtown Hub consists of an approximately 5.5-mile long extension of the existing light rail line south along Central Avenue and 1st Avenue to Baseline Road. Eight stations would be implemented throughout the Project corridor. As a part of the South Central Extension/Downtown Hub project, track improvements will be made at McKinley Street, 5th Street, and 3rd Avenue in Downtown Phoenix.

The cost estimate for the Project is \$1,345.1 million. Funding is programmed through a combination of regional Public Transportation Fund (PTF), local Proposition 104 funds (T-2050), and federal funding (FTA Capital Investment Grant New Starts and FHWA CMAQ and STBGP). The following table summarizes the funding for the project:

Source	Amount
CIG - New Starts	\$529,830,295
CMAQ	\$102,471,886
STBGP	\$5,528,114
T-2050	\$427,258,040
PTF	\$280,000,000
Total	\$1,345,088,335



The Federal Transit Administration (FTA) has currently allocated \$200 million in Capital Investment Grant (CIG) funding for the project. Valley Metro anticipates that FTA will allocate an additional \$100 million in each of federal fiscal years 2021, 2022 and 2023. The final allocation in federal fiscal year 2024 would be \$29.83 million. Valley Metro and the City of Phoenix are preparing a grant application to FTA in anticipation of a Full Funding Grant Agreement (FFGA) for \$529.83 million. Staff anticipate the FFGA to be approved and signed by January 2021.

The City of Phoenix is the designated grant recipient and this IGA is required to allow Phoenix to pass the funds to Valley Metro to reimburse for eligible expenses.

STRATEGIC PLAN ALIGNMENT

This item relates to the following goals in the Five-Year Strategic Plan, FY 2016 – 2020:

- Goal 2: Advance performance based operation

COMMITTEE PROCESS

RTAG: September 15, 2020 for information

RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Paul Hodgins

Chief Financial Officer

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ATTACHMENT

None



Information Summary

DATE

October 15, 2020

AGENDA ITEM 4**SUBJECT**

Capitol/I-10 West Phase I Light Rail Alignment Amendment

PURPOSE

To request approval of the amended Capitol/I-10 West (CAP/10) Phase I light rail alignment, connecting Downtown Phoenix to the Arizona State Capitol.

COST and BUDGET

No cost is affiliated with this agenda item.

RECOMMENDATION

Staff recommends that the Board of Directors approve the amended Capitol/I-10 West Phase I light rail alignment, contingent upon Phoenix City Council approval.

BACKGROUND | DISCUSSION | CONSIDERATION**Phase I Alignment Recommendation:**

In 2012 Valley Metro and the City of Phoenix approved an alignment for the entire 11-mile CAP/10 project. The alignment runs primarily on Jefferson Street from downtown Phoenix to the State Capitol, continues north on 19th Avenue to Van Buren Street, east on Van Buren Street to Interstate 17 (I-17), north along the I-17 southbound frontage road, then west on I-10 in the freeway median to about 47th Avenue, and finally continues on the north side of I-10 to 79th Avenue.

In August 2015, Phoenix voters approved the Transportation 2050 (T2050) plan which included the CAP/10 project. In 2016, Phoenix City Council and Valley Metro Rail Board of Directors approved a phased approach to the project. Phase I will connect downtown Phoenix to the State Capitol area. Phase II will extend light rail along I-10 to 79th Ave.

In 2017, opportunities to refine the CAP/10 project emerged due to the development of the Downtown Hub (part of the South Central Extension project) and robust downtown development. Accordingly, the route between downtown Phoenix and the State Capitol along Jefferson Street was reevaluated, with options presented and input solicited from the public and other stakeholders. The Phase I amended alignment is based on results of two separate public outreach series conducted in 2020, comprehensive stakeholder engagement and technical analysis.



During the Phase I reassessment process, Valley Metro identified and evaluated five possible alignments:

- 2012 LPA Route (double track on Jefferson Street west of 8th Avenue)
- Washington Street Double-track (double-track on Washington Street west of 3rd Avenue)
- Concept A (double-track on Washington Street west of 8th Avenue)
- Concept B (15th Avenue Loop)
- Concept C (18th Avenue Loop)

The technical analysis revealed Concept C (18th Ave Loop) outperformed the other options. Benefits include lower potential impacts to historic and government properties, lower impacts to vehicular traffic and bus operations, higher operational efficiencies and optimal preparation for a future connection to Phase II. Additionally, by traversing two separate arterials, the 18th Avenue Loop would serve more residential and employment centers, maximizing access for current and future users.

Concurrent with the technical evaluation, the project team pursued an extensive public engagement effort. This effort included meeting with community groups, key stakeholders and businesses along the corridor, participating in community events and conducting a series of public meetings.

In January 2020, Valley Metro held public meetings to present four Phase I options for review and input (2012 LPA Route and Concepts A, B and C). Respondents expressed the greatest support for the 18th Avenue Loop option (Concept C) as the preferred Phase I route, with approximately 54 percent of the 183 surveys received favoring Concept C over the other three options.

Based on input received from the January 2020 public meetings and subsequent May/June online meeting (results summarized in the next section), key stakeholder coordination and technical analysis, Valley Metro recommends advancing Option C as an amended alignment to the 2012 recommendation.

May/June 2020 Online Meeting Summary:

In response to a Phoenix City Council request, Valley Metro hosted a month-long online public meeting in May/June 2020 to engage the community regarding the CAP/10 project. Public input was requested on three topics:

- 1) The Phase I leading option
- 2) A potential Phase II extension to Desert Sky Mall
- 3) Options for high-capacity, high-frequency, transit types (light rail or exclusive busway) in Phase II.

The online meeting was available to the public from May 27 through June 30. Questions and comments could be submitted at any time during the comment period either online



or by contacting project staff. All information was presented in English and Spanish. Additionally, four live, call-in sessions were conducted (two in English and two in Spanish). In total, 356 people participated via either the online public meeting or live, call-in sessions, with 183 individuals responding to the survey.

Given the advantages of Concept C, per the technical analysis and results of the January 2020 public meetings, the May/June online public meeting presented Concept C as the “leading alternative,” asking the public to document their opinion about this option. Of the 183 responses received, 67 percent of respondents expressed feeling positive about Option C as the leading alternative, 19 percent responding as neutral and 14 percent responding as negative.

At the meeting, Valley Metro also provided information about, and sought public input on, the potential extension to Desert Sky Mall. About 77 percent of the 198 survey respondents felt positive about adding this extension, with 14 percent responding as neutral and 9 percent responding as negative.

Regarding Phase II transit type options, out of 149 responses to this question, 75 percent preferred light rail over exclusive busway, with 16 percent noting a preference for exclusive busway and 9 percent showing no preference.

Valley Metro is continuing the planning analysis for Phase II with the intent of completing work by the end of 2020.

STRATEGIC PLAN ALIGNMENT

This item relates to the following goals in the Five-Year Strategic Plan, FY 2016 – 2020:

- Goal 1: Increase customer focus
- Goal 2: Advance performance based operation
- Goal 3: Grow transit ridership
- Goal 4: Focus on economic development, regional competitiveness and financial resources

COMMITTEE PROCESS

RTAG: September 15, 2020 for information

RMC: October 7, 2020 approved

Board of Directors: October 22, 2020 for action

CONTACT

Wulf Grote, P.E.

Director, Capital & Service Development

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ATTACHMENT

Amended Phase I alignment map

PHASE I RECOMMENDATION (CONCEPT C)



LEGEND

- Valley Metro Rail
- Capitol/I-10 West Phase I
- South Central Extension/Downtown Hub
- Capitol/I-10 West Phase II
- Existing Station
- South Central Special Use Platform
- South Central Stations
- Station(s) Area

Capitol/I-10 West Extension

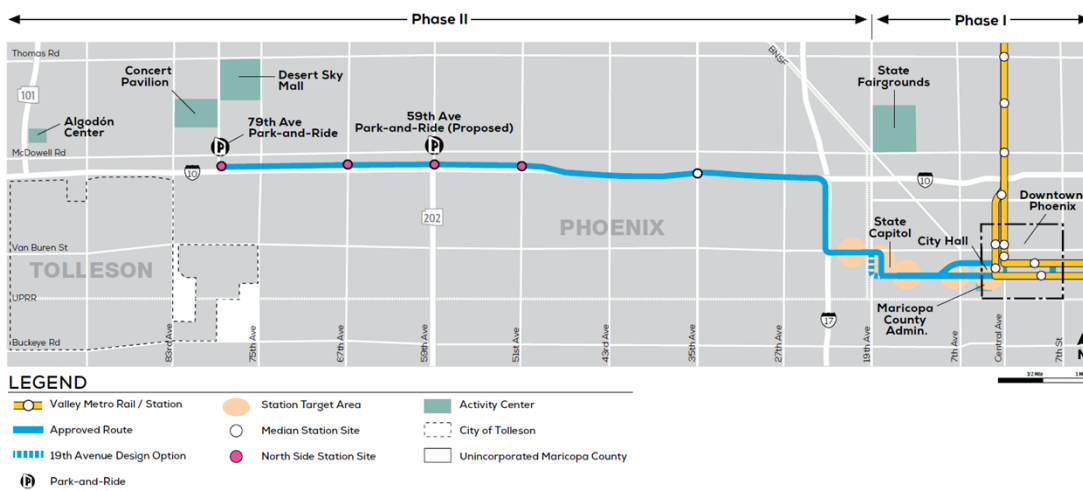
Phase I Route Recommendation and May/June 2020 Public Meeting Summary

October 2020



1

Capitol/I-10 West Project: 2012 Approved Route



2

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Current Project Activity



- **April 2019 Phoenix City Council Directive:**
 - Develop a public meetings schedule to discuss high-capacity transit in West Phoenix
 - Consider other transit types or commuter transit solutions for I-10 West segment
 - Examine funding for all potential options
 - Engage other West Valley cities to develop a regional approach
 - Evaluate extending service to Desert Sky Mall
- **Present Phase I LPA for approval by Valley Metro Board and Phoenix City Council**

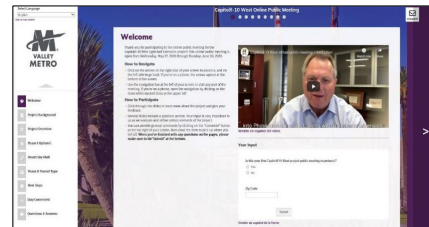
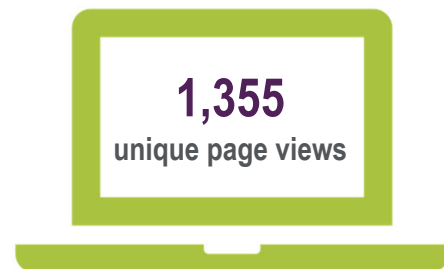
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Public and Stakeholder Outreach



- **May/June 2020 Public Meetings:**
 - May 27, 2020 through June 30, 2020 – Website live
 - Live call-in sessions (English & Spanish)
 - June 16, 2020 (40 attendees)
 - June 20, 2020 (17 attendees)
- **Information presented and input sought on:**
 - Project history and current status
 - Phase I Leading Alternative
 - Phase II transit type analysis
 - Potential extension to Desert Sky Mall



4

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Phase II Transit Type



Light Rail Transit

Do you prefer Light Rail Transit or Exclusive Busway for the Phase II route?

149 people responded.



75%

prefer light rail transit over exclusive busway for the Phase II route, 16% prefer exclusive busway, 8% had no preference and 1% prefer neither option.

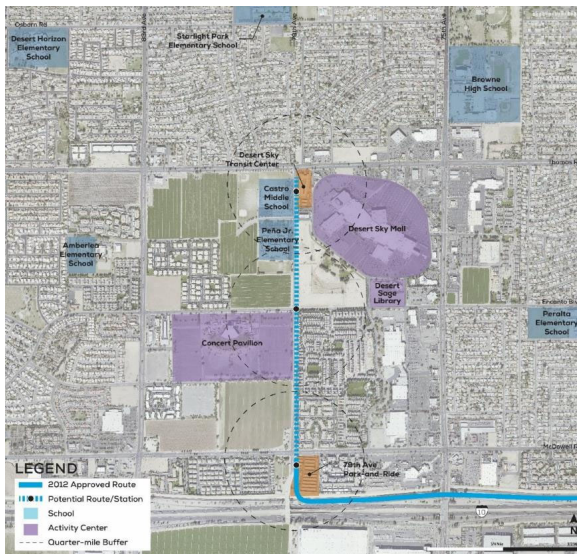


Exclusive Busway

5

5

Desert Sky Mall Extension



How do you feel about the possible extension to Desert Sky Mall?

198 people responded.



77%

of respondents feel positive about the possible extension to Desert Sky Mall, 14% feel neutral and 9% feel negative.

131 people explained why they feel the way they do.

6

6

Phase I Recommendation



7

2012 Approved Route – Phase I



8

8

Phase I Alternatives Evaluation Highlights



Washington Street Double-track



PROS: higher projected ridership and operational efficiency
CONS: significant right of way and mobility impacts along Washington St.

Concept A



PROS: higher projected ridership and operation efficiency
CONS: significant right of way and mobility impacts west of 7th Ave.

Concept B



PROS: economic development potential and reduced mobility impacts
CONS: significant right of way and mobility impacts west of 15th Ave.

Concept C



PROS: economic development potential, operational efficiency, higher projected ridership and reduced impacts to mobility and right of way

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Phase I Recommendation (Concept C)



LEGEND

- Valley Metro Rail
- Existing Station
- South Central Extension/Downtown Hub
- South Central Stations
- Capitol/I-10 West Phase I
- Station Area
- Capitol/I-10 West Phase II

10

10

Phase I Recommendation (Concept C)



Concept C outperformed the other alternatives evaluated in the technical analysis, which included the following criteria:

- Transit Ridership
- Economic Development
- Right of Way
- Historical and Cultural Resources
- Operational Efficiency
- Mobility

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Phase I Recommendation (Concept C)



LEGEND

- | | |
|--------------------------------------|------------------------------------|
| Valley Metro Rail | Existing Station |
| Capitol/I-10 West Phase I | South Central Special Use Platform |
| South Central Extension/Downtown Hub | South Central Stations |
| Capitol/I-10 West Phase II | Station(s) Area |

12

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Next Steps



- **Phase I Environmental process and Preliminary Design**
 - Station locations
 - Street configuration
 - Streetscape elements (landscaping, bicycle/pedestrian infrastructure, etc.)
- **Continue Phase II Analysis**
 - Complete analysis of transit types and funding opportunities
 - Complete evaluation of extending to Desert Sky Mall
 - Discussions with West Valley communities

Information Summary

DATE

October 15, 2020

AGENDA ITEM 5**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION

None

COMMITTEE ACTION

None

CONTACT

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ssmith@valleymetro.org

ATTACHMENT

None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date