MEETINGS OF THE

Boards of Directors

Joint Meeting Valley Metro RPTA and Valley Metro Rail	Valley Metro RPTA	Valley Metro Rail

Date:
March 18, 2021

Starting Time
11:15 a.m.

Meetings to occur sequentially

Location:
Valley Metro
Via Webex
Phoenix

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Agenda

March 11, 2021

Joint Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, March 18, 2021
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. Minutes — 3. For action

Minutes from the January 21, 2020 Joint Board meeting are presented for approval.

CONSENT AGENDA

4A. WorldWide Technologies (WWT) Telecom & Networking Equipment Purchase — 4A. For action

Staff recommends that the Boards of Directors authorize the CEO to purchase telecom and networking equipment and licensing through WWT for an amount not to exceed $304,000 for FY 2021 – FY 2025.

4B. Business Intelligence Software Subscription — 4B. For action

Staff recommends that the Boards of Directors authorize the CEO to continue Business Intelligence software subscriptions through CDW-G for an amount not to exceed $316,800 for FY 2021 – FY 2023.

4C. Security Operations Center as a Service (SOCaaS) Contract Award — 4C. For action

Staff recommends that the Boards of Directors authorize the CEO to enter a five-year purchase agreement for Security Operations Center services through QCM Technologies for an amount not to exceed $1,281,700 for FY 2021 – FY 2026.

4D. Temporary Accounting Consulting Services (ERP/EAM) — 4D. For action

Staff recommends that the Boards of Directors authorize the CEO to purchase consulting services through Guidesoft Inc. dba Knowledge Services for an amount not to exceed $112,400; $89,400 for FY 2021 and $23,000 for FY2022.

4E. Expanding participation in the Platinum Pass Program — 4E. For action

Staff recommends that the Boards of Directors authorize an amendment to the regional fare policy to allow for expanded participation for organizations in the Platinum Pass Program.

4F. 2021 Valley Metro Federal Public Transportation Agenda — 4F. For action

Staff recommends that the Boards of Directors approve the 2021 Federal Public Transportation Agenda.

REGULAR AGENDA

5. New Fare Collection System (FCS) Customer Service Contract Award — 5. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a 10-year (5-year base contract with two extension options) Customer Service Network contract with Vix Technologies in an amount not to exceed $24,166,000 (contract value of $21,969,000 with a 10% contingency of $2,197,000).

6. New Fare Collection System (FCS) – Retail Network Administration plus Smartcard Fare Media ("Retail Network Sales") Contract Award — 6. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a 10-year (5-year base contract with two extension options) Retail Sales Network contract with InComm in an amount not to exceed $10,217,000 (contract value of $9,288,000 with a 10% contingency of $929,000).

7. Quarterly Reports — 7. For information

Fiscal Year 2021 Quarterly Reports are presented for information.

8. Travel, Expenditures and Solicitations — 8. For information

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

9. Future Agenda Items Request and Update on Current Events — 9. For information

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

10. Next Meeting — 10. For information

The next meeting of the Joint Board is scheduled for **Thursday, April 18, 2021 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
February 24, 2021

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
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ssmith@valleymetro.org

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2**
March 11, 2021

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
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ATTACHMENT
None

Minutes

March 11, 2021 **Agenda Item 3**

Board of Directors
Thursday, January 21, 2021
Lake Powell Conference Room
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
Councilmember Jon Edwards, City of Peoria **(Chair)** (phone)
Councilmember Francisco Heredia, City of Mesa **(Vice Chair)** (phone)
Mayor Kate Gallego, City of Phoenix **(Treasurer)** (phone)
Vice Mayor Veronica Malone, City of Avondale (phone)
Mayor Kevin Hartke, City of Chandler (phone)
Mayor Alexis Hermosillo, City of El Mirage (phone)
Councilmember Mike Scharnow, Town of Fountain Hills (phone)
Councilmember Lauren Tolmachoff, City of Glendale (phone)
Councilmember Jared L. Taylor, Town of Gilbert (phone)
Vice Mayor Bill Stipp, City of Goodyear (phone)
Supervisor Jack Sellers, Maricopa County (phone)
Councilmember Jon Edwards, City of Peoria (phone)
Mayor Gail Barney, Town of Queen Creek (phone)
Councilmember Roland F. Winters Jr., City of Surprise (phone)
Councilmember Robin Arredondo-Savage, City of Tempe (phone)
Mayor Michael LeVault, Town of Youngtown (phone)
Mayor Rui Pereira, Town of Wickenburg (phone)

Members Not Present
Councilmember Clay Goodman, City of Buckeye
City of Scottsdale
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)**
Mayor Kevin Hartke, City of Chandler (phone)
Councilmember Robin Arredondo-Savage, City of Tempe (phone)

Chair Edwards called the meeting to order at 11:38 a.m. The Pledge of Allegiance was recited.

Chair Edwards said We will be making an adjustment to the agenda. Directly following the CEO report, the Board will consider Action Item 6, the Minutes and Action Item 7, the Consent Agenda.

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

2. Chief Executive Officer's Report

Mr. Smith said thank you, Mr. Chair and welcome to everyone. Happy New Year since this is our first meeting of 2021. A special welcome to Vice Mayor Malone and a welcome back to Mayor Peterson glad to have you with us. I wish we were here in person, but we're not so a Zoom or Webex welcome and congratulations to all of you.

The first thing is an update on COVID CARES activities. I think Paul gave a very detailed explanation as to the funding that's available through what we call CARES Act 2 that will provide us significant money in the -- in our urban area for transit operations. Just to reiterate, $86 million. That will primarily be available through -- beginning in fiscal '22 because we have used CARES Act 1 money to offset, approximately, almost $200 million in transit expenses in the current year and its' been a great help to all of us as we have been able to maintain service levels and take care of -- next slide, please, care of our essential workers. And we continue to do extra work to make sure that our facilities are clean, our operators and our employees are protected, and our riders have the highest level of safety that they possibly can.

And I think -- just to give you an update, when we started requiring masks, we didn't do a heavy enforcement, but we're happy to say that we get consistent reports for our field workers and our mask compliance is well above 98-99 percent. It's sort of like, you know, it doesn't kill 100 percent of the germs, 99.9, that's really where our mask compliance is. So, our riders are really doing their effort to stay safe -- as safe as possible in this environment.

We had told you in December about the Federal Transit Administration approving the South Central/Downtown Hub $530 million. Now, let that sink in. $530 million grant. Well, they approved it in December and actually, signed the grant in virtual ceremony. This is Deputy Administrator K. Jane William signing the grant agreement to the -- to fund that which takes a significant achievement, a lot of people involved just congratulations to all Valley Metro staff, City of Phoenix staff who worked with us diligently on this and our elected leaders who all pitched in to culminate an arduous, you know, multiyear process to get that funding and ensure construction on that project.

Also, took the next stage with our other light rail expansion which is also under construction. There's former Board member and Phoenix Councilmember, Thelda Williams there, her district talking about the Northwest Extension Phase II that will take us to Metrocenter. The FTA about a day or two after they announced the South Central grant signing announced about a $50 million allocation. That's not a formal commitment, but sort of a set aside for monies so that when we get the full-funding grant agreement, hopefully, some time this summer -- late summer and what we're pushing for maybe early fall that that will then be, that commitment will be solidified. So, we're moving right along and if you're driving along Dunlap or 25th Avenue, you will see construction on that extension.

We want to congratulate one of our esteemed Board members, Mayor. Mayor Luis Pereira from Wickenburg who was named Wickenburg's Man of the Year. And for those of us who have been working with the Mayor, we know that is richly deserved and we are proud to count you as one of our Board members. And the only problem is now you've set a standard we're all going to have a hard time meeting so congratulations and shame on you all at the same time. Do you have anything to say for yourself?

Mayor Pereira said thanks for putting me on the spot there, Scott, that's great.
Mr. Smith said well, you know, if I'm going to put you on the spot at least it's for a great reason so thank you and congratulations for your good work.

Mayor Pereira said well, I appreciate the recognition. Thank you very much.

Mr. Smith said we also want to recognize -- speaking of recognitions, we also want to recognize our 2021 Cool Transit Stuff calendar winner. And you can see these things, the winner was -- the theme was Miles of Smiles on Valley Metro and this year's best in show winner, Aditya Parihar, a student at Paragon Science Academy in Chandler came up with some really fun -- I love these things because they're -- the kids show so much creativity and so much talent and I love the colors they come up with. And you can see the winner of the Cool Transit Stuff calendar for this year and congratulations to you, Aditya.

Want to go over the calendar for the next few months. I think most of you received notification that we will not hold a Board meeting in February. There will be an Audit and Finance Subcommittee. We will see you back in March for a full agenda, but we wanted to -- we wanted to give you Valentine's Day month off so you could go celebrate as you need and we'll come back in March and get back to business.

3. <u>Minutes</u>

The minutes for the November 19, 2020 joint meetings are presented for approval. Mr. Chair said I need a motion and a second to approve the revised November 19, 2020, Board meeting minutes. Do I have a motion?

IT WAS MOVED BY MAYOR PEREIRA, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO APPROVE THE NOVEMBER 19, 2020 JOINT BOARD MEETING MINUTES.

4. Consent Agenda

Chair Edwards said the consent agenda is presented for action. Are there any Board members that have any questions on any of the items that need to be pulled for separate discussion?

Mayor Gallego said Mr. Chair, I have a question on the federal transportation agenda.

Chair Edwards said yes, Mayor. We will go ahead and pull that -- actually, do you want to ask the question now?

Mayor Gallego said I, actually, was hopeful it could be continued. On Tuesday. I requested some information about our federal representation and would love it to be continued until I can get that information.

Chair Edwards said okay. That will work. So, we'll pull that piece off and have that pulled for the next Board meeting.

Mayor Gallego said but on positive news, Senator Sinema during the (indiscernible) confirmation hearings has been very much fighting for more transit funding for our region so some good news from DC this morning.

Mr. Chair said that's always good to hear. Absolutely. Okay. Well, with that item pulled, do I have a motion?

IT WAS MOVED BY MAYOR GALLEGO, SECONDED BY COUNCILMEMBER TOLMACHOFF AND UNANIMOUSLY CARRIED TO TABLE CONSENT AGENDA ITEM 4B – 2021 VALLEY METRO FEDERAL PUBLIC TRANSPORTATION AGENDA.

Chair Edwards said I need a motion for the rest of the Consent Agenda.

IT WAS MOVED BY MAYOR GALLEGO, SECONDED BY MAYOR PETERSON AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEM ITEM 4A – IT PROJECT MANAGEMENT CONSULTING SERVICES.

5. Light Rail Single-track Operations Plan for Downtown Phoenix Hub Construction

Chair Edwards said the next item on the agenda is the Light Rail Single-track Operations Plan for Downtown Phoenix Hub Construction.

Mr. Smith said thank you, Mr. Chair. If you've driven into the downtown area of Phoenix recently, you know there is significant construction activity going on with the South Central/Downtown Hub and that will necessitate some changes in operations. We wanted to go other very quickly, briefly with you what these changes will be in the next couple months so you are aware of them because it will impact the ability to coordinate with buses and other things and we will have some issues along the entire line. So I'm going to turn it other to Luis Mota, who is our project manager for the South Central /Downtown Hub. Luis.

Mr. Mota provide a presentation which included the following:

- ✓ South Central Light Rail Extension/Downtown Hub (map, miles, stations, artists, park-and-rides)
- ✓ Downtown Hub configuration map
- ✓ Construction Phasing map
- ✓ Existing rail crossover map
- ✓ Single track operation map
- ✓ New cross-over areas map
- ✓ Single tracking combined option map
- ✓ When does work start
- ✓ Construction Phasing map by date
- ✓ Communications Plan
- ✓ Approach Benefits

Chair Edwards said this item was for presentation, information only.

6. Travel, Expenditures, and Solicitations

Chair Edwards said this item is presented for information only. Are there any questions?
Okay.

7. Future Agenda Items Request and Report on Current Events

Chair Edwards said are there any members that to want place any future agenda items on a meeting?

Councilmember Tolmachoff said I do have an item I'd like to have on a future agenda item. I had requested this information in Audit and Finance Subcommittee, but I'd like to have staff bring back, basically, an evaluation of our current office space. We had talked, I mean, I know, we have a lot of people telecommuting now. You know, are we? When is our lease up? Can we sublease? I mean, we've got a lot of floors in that US Bank building that we're occupying that probably aren't being you used right now.

And then if we're looking at doing something different with contractors. I've heard that there's contractors in the building that have office space in Valley Metro and things like that. So maybe just to kind of take a deep dive and if you want to bring that back to Audit and Finance rather than the full Board that would be fine with me, but I'd like to put that on the agenda. I think every business that's occupying a lot of office space is looking at this type of thing right now to decide, you know, what are we going to do going forward?

And then one other thing, I would like to congratulate the newly installed Mayor of Gilbert, Mayor Brigette Peterson. Congratulations, Brigette and welcome back. You were missing from the Board for a few months and congratulations, we're happy to have you back.

Mayor Peterson said thank you so much, Lauren. I really appreciate that and I'm really glad to be back with all of you.

Chair Edwards said perfect. So Lauren would you like that -- you want to take it to the AFS Committee first?

Councilmember Tolmachoff said wherever staff wants to bring it. I'm fine with them. I don't know whether the Board wants to go into that much detail, you know, either place. But I think it bears at least starting to take a look at. I thought that our lease was -- we had some space that the lease was going to be coming up whether we want to renew all that. I just think that that's, you know, we're -- with -- you know, going forward are we going to have more people telecommuting? Do we need all that office space? So I'm not sure exactly, if the Board is interested in that much detail and if they're not then we can bring it to Audit and Finance Subcommittee. So it doesn't matter to me.

Mr. Smith said Mr. Chair, we can do that. We've, obviously, have already started that analysis. Most of our major leases are tied to the Prop 400 funding so they run out in 2025, early 2026 and we have already done a study to try to understand exactly what Councilmember Tolmachoff said. So we'd be more than happy -- I think I will coordinate with Paul and probably bring information back to Audit and Finance since we meet before we do back with the Board. We can do that.

Mr. Chair said that will work.

Councilmember Tolmachoff said I'll take that as a compliment, Scott.

Chair Edwards said is there anyone else that has any -- anything they want put on a future agenda? Okay.

8. Next Meeting

The next meeting of the Board is scheduled for Thursday, March 18, 2021 at 11:15 a.m.

The meeting is adjourned.

With no further discussion the meeting adjourned at 12:05 p.m.

Information Summary

DATE **AGENDA ITEM 4A**
March 11, 2021

SUBJECT
WorldWide Technologies (WWT) Telecom & Networking Equipment Purchase

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to purchase telecom and networking equipment and licensing through WWT for an amount not to exceed $304,000 for FY 2021 – FY 2025.

COST AND BUDGET
The total cost for these purchases is not to exceed $304,000 over a five-year period, at an anticipated annual outlay of $60,800. The RPTA portion will be $152,000 (50%), and the VMR portion will be $152,000 (50%). The FY2021 portion of the cost, $60,800, is included in the RPTA and VMR Adopted FY2021 Operating and Capital Budgets.

The equipment will be procured from WWT using Arizona State Procurement Office cooperative contract #ADSPO16-137345 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to purchase telecom and networking equipment and licensing through WWT for an amount not to exceed $304,000 for FY 2021 – FY 2025.

BACKGROUND | DISCUSSION | CONSIDERATION
WWT is one of Valley Metro's primary sources for telecommunications & network equipment and licensing. Many telecommunication and networking products require licensing for support and software updates. In addition, a portion of the department's telecommunications and networking hardware requires normal end-of-life replacement each year. While major IT equipment purchases come individually to the board for approval, routine license renewal and replacement of minor hardware is handled through corporative contracts with WWT and other vendors. On average, Valley Metro requires $60,800 per year for licensing and minor hardware replacement from WWT. As a result, staff requests authorization to continue Valley Metro's business with WWT to maintain its network.

COMMITTEE ACTION
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 approved
Boards of Directors: March 18, 2021 for action

CONTACT
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 4B**
March 11, 2021

SUBJECT
Business Intelligence Software Subscription

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to continue Business Intelligence software subscriptions through CDW-G for an amount not to exceed $316,800 for FY 2021 – FY 2023.

COST AND BUDGET
The total cost for these services is not to exceed $316,800 over a three-year period[1]. The RPTA portion is $158,400 (50%), and the VMR portion is $158,400 (50%). The cost is included in the RPTA and VMR Adopted FY 2021 Operating and Capital Budgets.

The services will be procured through CDW-G using Arizona State Procurement Office cooperative contract #ADSPO17-149774 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

FY	Keboola Data Warehouse Software	Tableau Reporting & Analysis Software	Total
2021	$52,000	$39,230	$91,230
2022	$59,780	$45,090	$104,870
2023	$68,800	$51,900	$120,700
Total	**$180,580**	**$136,220**	**$316,800**

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to continue Business Intelligence software subscriptions through CDW-G for an amount not to exceed $316,800 for FY 2021 – FY 2023.

BACKGROUND | DISCUSSION | CONSIDERATION
Business intelligence is IT functionality that allows organizations to capture, report, and analyze data to inform business decisions. Its uses in Valley Metro range from providing cities with detailed data on their citizen's paratransit usage and cost to the analysis of the financial impact of potential transit route changes.

[1] For comparison, in FY 2020, combined Keboola and Tableau costs were $78,400.

Valley Metro relies on two Software as a Service (SaaS) offerings as the backbone of its Business Intelligence efforts. Keboola aggregates data from different sources, Tableau is a reporting and analytics platform. Working in tandem they allow Valley Metro to:

- Create reports that integrate and analyze data from multiple sources – for example, bringing together financial data from the ERP system, maintenance data from EAM, trip data from Trapeze, into a single report.
- Minimize the cost of reporting by utilizing a single inexpensive Tableau viewing license rather than providing users with individual user licenses to each data system.
- Enable users to customize reports to meet their needs – Tableau's user interface allows users to tailor reports and export data to meet their needs. By comparison, IT staff are generally needed to create custom reports using the underlying data systems (e.g. Trapeze, or the ERP).

These subscriptions underlie various data collection efforts, reports, and dashboards developed by the IT department's Business Intelligence team for use by Accessible Transit Services, ATS partner cities, Finance, Service Planning, and Customer Service among others. Valley Metro's increased provision of data to cities and use of data driven decision making in daily operations has increased the demand for Keboola and Tableau licenses. Improved accessibility and use of data is anticipated to result in a 15% year-over-year growth in demand for licenses through FY 2023.

COMMITTEE ACTION
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 approved
Boards of Directors: March 18, 2021 for action

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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 4C**
March 11, 2021

SUBJECT
Security Operations Center as a Service (SOCaaS) Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to enter a five-year purchase agreement for Security Operations Center services through QCM Technologies for an amount not to exceed $1,281,700 for FY 2021 – FY 2026.

COST AND BUDGET
The total cost for these services is not to exceed $1,281,700 over five years / 60 months. The RPTA portion will be $640,850 (50%), and the VMR portion will be $640,850 (50%). The FY 2021 portion of the cost, $64,085, is included in the RPTA and VMR Adopted FY 2021 Operating and Capital Budgets.

Fiscal Year	Outlay
FY 2021 (Q4)	$64,085
FY 2022	$256,340
FY 2023	$256,340
FY 2024	$256,340
FY 2025	$256,340
FY 2026 (Q1 thru Q3)	$192,255

The services will be procured through QCM Technologies using Mohave Cooperative[1] contract #18N-QCM-0130 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to enter a five-year purchase agreement for Security Operations Center services through QCM Technologies for an amount not to exceed $1,281,700 for FY 2021 – FY 2026.

[1] The Mohave Cooperative is a public procurement cooperative founded pursuant to A.R.S. §41-2632. Its original focus was the purchase of software for Mohave County schools. It has expanded to a range of products and services providing public entities across Arizona with greater volume discounts than they could obtain individually.

BACKGROUND | DISCUSSION | CONSIDERATION
Since FY 2019, Valley Metro has contracted with a vendor for a 24x7x365 Security Operations Center. This service provides information security monitoring, alerting, and incident response[2] for the agency's IT systems. Valley Metro's current contract is with Mosaic 451, however, as part of ongoing efforts to reduce costs staff have determined that contracting with Avertium through the QCM Technologies contract will reduce costs by $50,460 annually and improve service levels[3]. Avertium currently provides the same services to a number of customers in transportation, including Sound Transit in Seattle, Washington.

COMMITTEE ACTION
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 approved
Boards of Directors: March 18, 2021 for action

CONTACT
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ATTACHMENT
None

[2] An incident is an event that could lead to loss of, or disruption to, an organization's operations, services, or functions. Incident response is the process of identifying, analyzing, and addressing potential incidents.
[3] Avertium provides more accurate monitoring and alerting and more comprehensive analysis for security incidents.

Information Summary

DATE **AGENDA ITEM 4D**
March 11, 2021

SUBJECT
Temporary Accounting Consulting Services (ERP/EAM)

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to purchase Accounting Consulting Services through Guidesoft, Inc. dba Knowledge Services for an amount not to exceed $112,400; $89,400 for FY 2021 and $23,000 for FY 2022.

COST AND BUDGET
The total cost for these services is not to exceed $112,400. In aggregate the RPTA portion will be $89,920 (80%), and the VMR portion will be $22,480 (20%). The anticipated spend and cost allocation by fiscal year for RPTA and VMR are as follows:

FISCAL YEAR	ANTICIPATED SPEND	RPTA 80%	VMR 20%
2021	$ 89,400	$ 71,520	$ 17,880
2022	$ 23,000	$ 18,400	$ 4,600
TOTAL	**$ 112,400**	**$ 89,920**	**$ 22,480**

The FY 2021 cost is included in the RPTA and VMR Adopted FY 2021 Operating and Capital Budgets. The FY 2022 costs will be included in the proposed FY 2022 Operating and Capital Budget.

The services will be procured through Guidesoft, Inc. dba Knowledge Services using cooperative contract # ADSPO17-174599 awarded by the State of Arizona State Procurement Office. Purchasing under a cooperative contract saves Valley Metro resources due to the simplified acquisition process, cooperative purchasing power of multiple agencies and terms and conditions that have previously been negotiated.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to purchase consulting services through Guidesoft Inc. dba Knowledge Services for an amount not to exceed $112,400; $89,400 for FY 2021 and $23,000 for FY2022.

BACKGROUND | DISCUSSION | CONSIDERATION

In FY 2021, Valley Metro is implementing a new Enterprise Resource Planning and Enterprise Asset Management system. When the Board of Directors awarded the contract, it was discussed that there would be a need for temporary staff support in accounting and finance during implementation. In anticipation of the need, costs for these services were included in the approved FY 2021 budget. Temporary services will be needed through the first quarter of FY22 as staff works to close FY21 in the legacy system while working in the new system for FY22.

COMMITTEE ACTION

RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 aprpoved
Boards of Directors: March 18, 2021 for action

CONTACT

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ATTACHMENT

None

Information Summary

DATE
March 11, 2021

AGENDA ITEM 4E

SUBJECT
Expanding participation in the Platinum Pass Program

PURPOSE
To request authorization to amend the regional fare policy to allow for expanded participation for organizations in the Platinum Pass Program.

COST AND BUDGET
There is no cost associated with this item. Amending the policy will allow for additional organizations to participate in the Platinum Pass Program to encourage ridership and fare revenue.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize an amendment to the regional fare policy to allow for expanded participation for organizations in the Platinum Pass Program.

BACKGROUND | DISCUSSION | CONSIDERATION
The Platinum Pass Program is an account-based smart card program offered to employers and schools specifically for use by their employees and students. The program allows employers and school organizations to distribute smart cards to their employees and/or students for use on local, express/RAPID and light rail service. At the end of the month, each employer and/or organization is billed for its employees and/or students' usage; and with each smart card is capped at the cost of a monthly pass.

There is interest in expanding this program beyond serving employers and schools. For example, Culdesac, Inc. is a developer committed to building car-free neighborhoods and they are planning a community located by the Smith-Martin light rail station in Tempe. They would like to offer Platinum Passes to their future residents to encourage transit use. The current fare policy does not allow for this type of organization to participate in the Platinum Pass program.

Staff believes it is important to review and update the policy to allow for more organizations to participate, encouraging ridership and therefore potentially increasing fare revenues for the transit system.

The new policy language would expand the program to include companies, agencies, or organizations Valley Metro could arrange to bill and collect monthly fares from for use by their employees, students, tenants, residents, or other eligible individuals permitted to participate by the company, agency, or organization.

COMMITTEE ACTION
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 approved
Boards of Directors: March 18, 2021 for action

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ATTACHMENT
Draft Regional Fare Policy

DRAFT FOR REVIEW

Effective June 22, 2017 *document updated 2/5/21*

VALLEY METRO REGIONAL PUBLIC TRANSIT FARE POLICY AND UNIFORM FARE STRUCTURE

FARE STRUCTURE

Effective March 1, 2013

Full Fare Regional Bus and Light Rail

Fare Type	Fare Structure	Fare Policy Rules/Multiples
LOCAL		
1-Ride	$2.00	Base 1-Ride fare for bus or light rail
All-Day*	$4.00	2 x base fare
3-Day	Discontinued	3 x All-Day off-board
7-Day	$20.00	5 x All-Day off-board
15-Day	$33.00	16.5 x base fare
31-Day	$64.00	32 x local base fare
EXPRESS/RAPID		
1-Ride**	$3.25	Base 1-Ride fare + $1.25
All-Day*	$6.50	Local off-board All-Day + $2.50
31-Day	$104.00	31 x Express/RAPID cash fare

* On June 1, 2017, the "on-board" premium to purchase an All-Day pass at the bus farebox was discontinued. It was 3 x base fare (= $6.00 for Local Full Fare; $8.50 for Express/RAPID).

** Passengers using a full fare local bus/rail pass for Express/RAPID service are required to pay the difference in fares based on the 1-Ride fares ($3.25 – f $2.00 = $1.25).

Reduced Fare Regional Bus and Light Rail

Fare Type	Fare Structure	Fare Policy Rules/Multiples
REDUCED		
1-Ride	$1.00	0.5 x base fare, rounded down to nearest $0.05
All-Day*	$2.00	0.5 x local off-board All-Day, rounded down to nearest $0.05
3-Day	Discontinued	
7-Day	$10.00	0.5 x 7-Day rounded down to nearest $0.25
15-Day	$16.50	0.5 x local 15-Day rounded down to nearest $0.25
31-Day	$32.00	0.5 x local 31-Day, rounded down to nearest $0.25

* On June 1, 2017, the "on-board" premium to purchase an All-Day pass at the bus farebox was discontinued. It was 3 x base fare (= $3.00 for Local Reduced Fare).

Reduced Fare Eligibility – Youth ages six to 18, seniors age 65 and over, persons with disabilities and people who have been issued a Medicare card by the Social Security Administration are eligible for Reduced Fares. Any photo ID showing an individual's age is acceptable proof of age for youth and seniors. The Valley Metro Reduced Fare Identification Card is available for $5.00 and is also acceptable as proof of eligibility.

No Reduced Fare is offered on Express/RAPID. A passenger using a Reduced Fare local bus/rail pass for Express/RAPID service is required to pay the difference in fares based on 1-Ride fares ($3.25 – $1.00 = $2.25).

Semester Passes – Regional Local Bus and Light Rail

Semester Passes can be purchased by high schools for students at no cost to students and by full-time students enrolled in high schools, technical, trade, college or graduate courses at participating schools. Passes are good for unlimited rides on local bus/rail service for the time period printed on the pass.

Fare Type	Fare Structure	Fare Policy Rules/Multiples *Fare calculations are rounded to nearest dollar*
SEMESTER PASS		
Spring/Fall	$230.00	Local 31-Day pass x 4.5 months less 20% discount
Reduced Spring/Fall	$115.00	0.5 x Spring/Fall Semester pass
Summer	$154.00	Local 31-Day pass x 3.0 months less 20% discount
Reduced Summer	$77.00	0.5 x Summer Semester pass

Full fare Semester Passes are valid on Express/RAPID for an additional $1.65 per boarding. Reduced Fare Semester Passes are valid on Express/RAPID for an additional $2.45 per boarding.

Free Fare

Children five years of age or younger are not charged a fare for local bus/rail or Express/RAPID service when accompanied by a responsible, fare-paying adult. Free fares do not apply to Dial-a-Ride service. Free fares are also provided via the Group Field Trip Program for preschool through elementary school classes using local bus/rail service during non-peak hours of service. Neighborhood circulators are also free to ride.

Changes in Fare Structure

For each fare change, the federally-required Title VI analysis evaluates the proposal for equity among ridership demographics. The analysis ensures that any fare change is administered in an equitable manner among all riders.

Proposed changes to fare structure are implemented to equitably support the cost of transit operations. The current regional fare recovery target is 25 percent, which is the ratio of fares collected for regional fixed route services divided by the operating cost of fixed route services. Locally-funded circulator services that do not comply with the regional fare policy are not included in the fare recovery calculation.

The Valley Metro RPTA Board of Directors must approve changes to regional fare structure and programs. The Valley Metro Rail Board of Directors can approve or be presented with information regarding changes relevant to the rail/high-capacity transit program, however, it is not required.

PROGRAMS

Platinum Pass Program (administered by City of Phoenix)

Platinum Pass is a transit credit card available to companies, agencies, or organizations for their employees, students, tenants, residents, or other individuals permitted to participate by the company, agency, or organization. The cardholder is charged the appropriate fare for each boarding on Local and Express/RAPID bus and rail service. At the end of the month, a bill and an itemized statement is issued for each boarding up to the monthly cap for each pass's usage. Passes are capped at the maximum price of an Express/RAPID pass. A detailed report of actual boardings charged each month can be purchased for an additional cost. The company, agency, or organization is solely responsible for the cost of the program.

Homeless Provider Program (administered by City of Phoenix)

Homeless service providers are eligible to receive Full Fare passes at half price. An agency or organization must be a homeless service provider with IRS 501(c)(3) status or a governmental agency that provides community or social service assistance to homeless persons. Clients must meet the definition of "homeless" or "homeless individual or homeless person" as set forth in Title 42, Chapter 119, Subchapter I, and Section 11302 of the United States Code.

Arizona State University (ASU) U-Pass Program (administered by City of Phoenix in collaboration with ASU)
The U-Pass is provided to ASU students by ASU. ASU pays a fixed rate per boarding to the City of Phoenix Regional Fare Depository for students based on the average Platinum Pass fare per boarding for the prior period. The rate is adjusted annually.

Ticket Partnership Program (administered by Valley Metro) *(updated June 22, 2017)*
With the Ticket Partnership Program, patrons possessing tickets or identifiable media issued by event officials from a participating event will be able to ride Valley Metro Rail on the day of the event at no additional charge. Event tickets will be honored as valid Valley Metro Rail fare for a pre-determined time in advance of the event and through the end of the transit day. Participating event venues/events pay an amount per attendee commensurate with the current average fare to support regional fare recovery goals. A qualifying event generates a minimum of 5,000 attendees; similarly, for a venue, a single event at this facility must generate a minimum of 5,000 attendees. This program can be extended to bus route(s) if the aforementioned criteria is maintained and the service can be supported by operations. Valley Metro must receive notice of interest in the Ticket Partnership Program from event organizers at least four months in advance of the event and agreements must be completed by 60 days prior to the event.

Group Field Trip Program (administered by Valley Metro Customer Service)
Free fares are provided via the Group Field Trip Pass Program for preschool through elementary school classes using local bus/rail service during non-peak hours of service (8:30 a.m. – 2:30 p.m.). The pass allows for up to 35 students and adults to travel on bus or rail Monday – Friday for field trips. Trip planning and program administration occurs through Valley Metro Customer Service.

Tempe Youth Transit Pass Program (administered by City of Tempe)
The Tempe Youth Transit Pass allows youth ages six to 18 residing in the City of Tempe to ride local bus/rail for free. The pass issued is a Platinum Pass effective for 12 months and subsidized by the City of Tempe. If under 18, the young person must be accompanied by a parent or guardian with proof of residency. Passes can be applied and received from the Tempe Transit Store.

Rural Route Fare (administered by Valley Metro)
Rural Route fares are based on distance travelled. 1-Way travel within the same city is $2.00; 1-Way travel within multiple cities is $4.00. Reduced Fare is available to passengers meeting the Reduced Fare criteria.

Special Event Pass Program (administered by City of Phoenix)

The Special Event Pass Program supports major, special events and conventions in Maricopa County interested in sponsoring public transportation travel for their attendees. This program is available to events of two or more days in length and 100 or more participants (or cards). Operating as a Platinum Pass, the event sponsor is charged an up-front fee currently set at $1.50/card; customization of the card's exterior graphics is available with a 4 – 8 week lead time, depending on card volume. Post-event, the event sponsor is charged for actual rides taken via these passes, up to a maximum price of $4.00/day. For events of four or more days, the daily cap adjusts to a lower rate consistent with average daily pricing of other pass types (see table below). Interested event sponsors must complete an application and eventually an agreement to take part in this program.

Special Event Duration	Daily Maximum (and Regional Fare Equivalent)
2 – 3 days	$4.00 (All-Day pass price)
4 – 7 days	$2.85 (7-Day pass price per day)
8 – 15 days	$2.20 (15-Day pass price per day)
16 or more days	$2.00 (31-Day pass price per day)

FARE MEDIA DISTRIBUTION

For Passengers

All passes (except for Platinum Passes, Semester Passes and U-Passes) are sold at locations Valleywide.

- The cities of Avondale, Mesa, Phoenix, Scottsdale and Tempe and the Town of Gilbert have at least one public outlet for passengers to purchase fare media.
- The City of Phoenix currently sells fare media at Central Station, Ed Pastor, Sunnyslope and Metrocenter Transit Centers.

For Public Outlets (administered by City of Phoenix)

Public Sales Outlets sell fare media to the general public and receive a four percent commission. Public Outlets are provided with Transit Books and other marketing materials to help promote the sale of passes.

For Private Outlets (administered by City of Phoenix)

Private Sales Outlets are able to sell or offer fare media to their employees, students or clients. Private Outlets are provided with Transit Books and other marketing materials to help promote the sale of passes.

Refunds

No refunds are offered for lost or unused portions of passes.

VALLEY METRO DIAL-A-RIDE

Fare Type	Fare Structure	Fare Policy Rules/Multiples
DIAL-A-RIDE		
1-Ride	$4.00	2 x local base fare

ADA Dial-a-Ride

There are several ADA Dial-a-Ride providers serving the Maricopa County region. ADA certified passengers pay a flat-rate fare for ADA trips to the Dial-a-Ride provider serving the area where their trip begins. ADA trip rates vary by provider. Regional trips crossing Dial-a-Ride jurisdictions are a flat-rate of $4.00 for a one-way trip.

ADA Platinum Pass Program

Valley Metro offers the free use of local bus and rail for individuals who are eligible for ADA Dial-a-Ride service and who reside in cities that have elected to participate in the program. ADA Platinum Pass program participants receive a photo ID card which operates as a Platinum Pass. If an individual is eligible to travel with a Personal Care Attendant (PCA), the PCA may also ride for free. If the pass used for Express/RAPID service, the passenger pays the difference in fares. The card itself is initially free, but there is a $5.00 charge to replace a lost or stolen pass. The program is funded with Regional Public Transit (Proposition 400) Funds.

Non-ADA Dial-a-Ride

A number of cities offer additional Dial-a-Ride services for seniors, persons with disabilities and other residents over and above ADA-required Dial-a-Ride. Non-ADA Dial-a-Ride is funded locally by the cities who offer it. Eligibility for service, service hours, service area(s), fares and other policies do vary.

Information Summary

DATE **AGENDA ITEM 4F**
February 24, 2021

SUBJECT
2021 Valley Metro Federal Public Transportation Agenda

PURPOSE
To request approval of the 2021 Valley Metro Federal Public Transportation Agenda.

COST AND BUDGET
None

RECOMMENDATION
Staff recommends that the TMC/RMC forward to the Boards of Directors approve the 2021 Federal Public Transportation Agenda.

BACKGROUND/DISCUSSION
To meet strategic funding objectives, each year Valley Metro works with its federal consultants to develop a federal public transportation legislative agenda. The agenda provides information to member cities and regional stakeholders to bring to attention the importance of federal funding and transit investments to the Phoenix metropolitan region. This includes the development of public transit priorities and goals, critical strategy, guidance and coordination in securing discretionary grants from U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA), including but not limited to, Bus and Bus Facilities Infrastructure Investment discretionary grant program, TIGER and Capital Investment Grants (New Starts and Small Starts) in the maximum amount possible for the Phoenix metropolitan area.

In December 2015, Congress enacted long-term transportation legislation. The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation programs through September 2021.

In March 2020, Congress passed the Coronavirus Aid, Relief and Economic Security Act (CARES Act), providing $25 billion nationwide for public transit apportioned through existing formula grants – $198 million allocated to the MAG region – to prevent and prepare for the financial impacts of the COVID-19 pandemic.

In December 2020, Congress passed the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA or "COVID relief bill"), providing an additional $14 billion nationwide for public transit apportioned through existing formula grants – approximately $86 million to the MAG region – "to remain available until expended, to prevent, prepare for, and respond to coronavirus."

Staff has developed the attached federal agenda for 2021 with goals to:

- Encourage Congress to support additional COVID-19 related funding through an infrastructure or economic stimulus plan, federal funds flexibility and emergency mitigation strategies to support transit operations through the ongoing pandemic;
- Encourage Congress to support budget and appropriations bills that fully fund authorized amounts for public transportation in the FAST Act;
- Resolve insolvency issues with the Highway Trust Fund and provide stable, long-term funding sources for transit;
- Support for federal infrastructure legislation that includes public transportation;
- Pursue grant opportunities through discretionary programs; and
- Extend or increase tax provisions and related financing mechanisms to benefit public transportation, but not at the expense of overall federal funding; and
- Maintain authorized funding levels for the Capital Investment Grant (CIG) program to fund rail projects in the pipeline that include South Central Extension/Downtown Hub, Northwest Phase II Extension, Tempe Streetcar and Capitol (I-10 West Phase I) Extension.

On February 3, 2021, USDOT Secretary Pete Buttigieg, former Mayor of South Bend, Indiana, was sworn in. We anticipate the Biden Administration will submit its FY 2022 Budget late to Congress, in/around March or April, providing the new Administration and Secretary additional time to sort out what was done by the previous Administration and what should be addressed to meet the Biden Administration's new transportation policy and funding priorities.

“We will continue to prioritize safety as the foundation of everything we do,” Buttigieg said in his email message, which was obtained by The Associated Press. “And at the same time, we will break new ground: in ensuring that our economy recovers and rebuilds, in rising to the climate challenge, and in making sure transportation is an engine for equity in this country.”

Valley Metro staff will continue to monitor these developments, and additional opportunities as they become available, to advocate and advance our region’s federal funding and policy priorities.

COMMITTEE ACTION
Boards of Directors: January 21, 2021 – held
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 for action
Boards of Directors: March 18, 2021 for action

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ATTACHMENT
2021 Valley Metro Federal Public Transportation Agenda

2021 Federal Public Transportation Agenda

Valley Metro has confronted unprecedented challenges over the past year. With the assistance of our federal partners, we have continued to provide critical transportation services and enhance public transit options for the Metro Phoenix region with a look towards the future. The federal role in system operations has taken on greater importance with passage of COVID-19 related transit funding bills (CARES Act, March 2020; CRRSAA, December 2020) during the past year providing a funding backstop for ongoing operations and pandemic-related expenses. With the likelihood of ongoing reductions in farebox revenue and potential decreases in local sales tax collections, it will be critical that federal funding opportunities continue and offer maximum flexibility.

The Valley Metro Board of Directors encourages Congress to reauthorize the Fixing America's Surface Transportation (FAST) Act of 2015, at or above current levels without a lapse. The FAST Act extension passed in 2020 provides our region with a commitment of authorized funding through September of 2021 that will help maintain and expand the regional transit system. It is crucial that Congress adopt a long-term reauthorization of the program prior to its expiration in September.

Continue to support public transit during the COVID-19 emergency:

- Valley Metro supports continued federal funds flexibility in allowing reimbursement for operating costs to maintain service, purchase of personal protective equipment, and paying for administrative leave of operations personnel due to any reductions in service and CDC-recommended quarantine periods after potential exposure to COVID–19.
- Valley Metro supports FTA continuing the Federal share for Transportation Infrastructure Grants, at the option of the recipient, up to 100 percent for all eligible expenses.
- Valley Metro urges USDOT to continue to utilize the emergency docket to mitigate challenging FTA administrative and statutory requirements because of COVID-19 impacts to grantees.

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

Reauthorization/Infrastructure Investment – Transit is a critical component to an efficient mobility system. In addition to the reauthorization of surface transportation program, Valley Metro supports a federal infrastructure bill that includes public transportation to help stimulate economic growth. The economies of urban areas throughout the country are reliant on moving people to where they work, shop, live, and play. This region has approved local and regional funding committed to maintaining and expanding our system. In doing so,

- Any infrastructure initiative should recognize those efforts and provide the federal partnership to build upon those investments;
- Resolve insolvency issues with the Highway Trust Fund (HTF) and provide stable, long-term funding sources for transit. Insolvency jeopardizes the $80 million annually distributed to this region for transit purposes;
- Provide the Capital Investment Grant Program (CIG) program funding at a level of no less than $5 billion a year. Rescind or revise FTA polices requiring a reduced federal match and return CIG federal share to historical 80 percent levels to be consistent with other highway and transit programs.

Pursue Federal Funding Opportunities –The region will seek federal grant opportunities, such as the Bus and Bus Facilities Infrastructure Investment discretionary grant program, Capital Investment Grants (CIG) program, Better Utilizing Investments to Leverage Development (BUILD) transportation grant program, Integrated Mobility Innovation program, Transit Oriented Development and other grants as they become available.

Maintain authorized funding levels for the Capital Investment Grant (CIG) program – Valley Metro currently operates 26 miles of light rail in the region. The system provides significant economic development opportunities along the corridor. Despite the pandemic, Valley Metro continued construction on nearly $1.5 billion in infrastructure projects providing much needed employment and economic activity. Several extensions of this system are in various stages of development, which include the following:

- **South Central Light Rail Extension/Downtown Hub** – A 5.5-mile extension from downtown Phoenix on Central Avenue to Baseline Road. FTA awarded a Full Funding Grant Agreement to Valley Metro for $529 million of the total $1.3 billion project in January 2021.
- **Northwest Extension Phase II** – A 1.6-mile extension from the current end of line in Phoenix, from 19th Avenue and Dunlap across I-17 to the former Metrocenter Mall complex. The project entered engineering in March 2020 and $100M has been set-aside from FTA's budget. A $158M full funding grant agreement is being sought, with an anticipated award in calendar year 2021.
- **Tempe Streetcar** – Construction continues to be on time for this the $192 million project, which is scheduled to open for service in late 2021. A $75M federal grant agreement was awarded to Valley Metro in September 2019.
- **Capitol/I-10 West Phase I** – Connect existing light rail service in downtown Phoenix to the State Capitol area. Further analysis and coordination with stakeholders are occurring on the alignment, and it is expected that environmental work will continue in 2021.

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

- Extend the alternative fuels tax credit that encourages investment in low/no emissions vehicles.
- Tax Credit Bonds or Private Activity Bonds – Authorize Qualified Tax Credit Bonds and enhance the availability of PABs for transit.
- Municipal Bonds and Advanced Refunding – Reinstate the ability for local governments to issue tax-exempt advanced refunding bonds.
- Federal Tax Credits for Special Taxing Districts/ Tax Increment Financing – Provide tax incentives for private equity investments in transit that conform with state law.

<u>Familiarize the region with new policy and funding priorities of the Biden Administration and pursue grants for local projects as feasible</u>.

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

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

Information Summary

DATE **AGENDA ITEM 5**
March 11, 2021

SUBJECT
New Fare Collection System (FCS) Customer Service Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a 10-year contract consisting of a 5-year base contract with two extension options with Vix Technologies for Customer Service in an amount not to exceed $24,166,000 (contract value of $21,969,000 with a 10% contingency of $2,197,000).

COST AND BUDGET
For the Fiscal Year 2021, the RPTA contract obligation is $200,000, which is fully funded within the RPTA FY21 Operating and Capital Budget. Contract obligations beyond FY21 will be incorporated into the Valley Metro Five-Year Operating Forecast and Capital Program (FY2022 thru FY2025). The source of funding is Prop 400.

Contract Element	Base Contract (5-Year)	Option 1 (3-year)	Option 2 (2-year)	Total Contract Value
Implementation	$ 1,915,000	$ -	$ -	$ 1,915,000
Base Operations	$ 4,517,000	$ 3,740,000	$ 2,676,000	$ 10,933,000
Variable Costs	$ 3,025,000	$ 3,549,000	$ 2,547,000	$ 9,121,000
	$ 9,457,000	**$ 7,289,000**	**$ 5,223,000**	**$ 21,969,000**

10% contingency	*$ 2,197,000*
Total Authority	**$ 24,166,000**

The requested contract value includes three categories of costs:
1. Implementation – Fixed and variable costs not to exceed $1,915,000
2. Base Operations – Call Center location plus base staffing of $10,933,000
3. Variable Costs – Additional staffing, licensing, and card printing/packaging costs of $9,121,000 that may be incurred as smartcard adoption increases in the region

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a 10-year (5-year base contract with two extension options) Customer Service Network contract with Vix Technologies in an amount not to exceed $24,166,000 (contract value of $21,969,000 with a 10% contingency of $2,197,000).

BACKGROUND | DISCUSSION | CONSIDERATION

VM and the City of Phoenix (COP) are partners in the development of a new Fare Collection System (FCS) for the region. The COP awarded a contract to Vix Technologies for the system (hardware and software), and VM has the responsibility for the services portion of the new system. Those services consist of:

a) Third-party retail network administration for a “J-hook” gift card type retail network;
b) Smartcard fare media; and
c) Customer service support for smartcard sales, inquiries, refund processing, and reduced fare application processing.

While all three services will be included in the procurement, two contracts are coming to the Boards for award approval:

1) Customer Service (this item); and
2) Retail Network Administration plus Smartcard Fare Media (separate agenda item)

In February 2020, Valley Metro issued an RFP for the Retail Sales and Customer Service Networks and requested proposals from qualified providers of solutions whose product offering meet or exceeded current Valley Metro requirements. The solicitation included the following evaluation process:

Evaluation Criteria	
Workplan / Technical Approach	**45%**
Qualifications / Experience	**30%**
Pricing	**25%**
TOTAL	**100%**

One firm submitted a proposal.

A selection committee, comprised of Valley Metro and city staff evaluated the proposal including discussions, negotiations, and best and final offer. Based on the proposal and evaluation process Vix Technologies was selected for the Customer Service Network contract.

The following table shows the technical and price scores for the offeror:

Rank and Firm	Technical Score	Price Score	Combined Score
1. Vix Technology	666	250	916

A cost comparison and extensive price analysis have been completed.

Staff developed a rough order of magnitude (ROM) estimate of the cost for Valley Metro's Customer Service Department to manage the customer service in-house. This ROM estimate was used to evaluate the reasonability of the Vix proposal. While Valley Metro does provide customer service today, the types of calls and support required for the new fare collection system will be significantly different than those supported today, including payment processing, and will require more IT infrastructure than currently available in the Call Center.

Implementation costs include facilities, equipment, IT systems, hardware, lease space, furniture, and labor associated with the start-up/launch period of the new fare system customer service program. Ongoing operational costs include labor, rent, office supplies, IT systems support and operational costs, licensing, and insurance.

The cost analysis estimates that Valley Metro can launch and operate the fare collection system customer support center for about 85% of the cost proposed by the vendor. Primary areas of cost savings result from rent and physical infrastructure savings, and lower labor costs. However, the potential costs savings need to be considered in light of two primary risks:

- Implementation risk – The risk of Valley Metro successfully launching not only a new fare collection system with all its new features – smartcards, mobile ticketing, fare capping, websites – but also the customer service support of that system is significant. Third-party support for key aspects, like customer service, of an account-based fare collection system for Agencies who do not already have experience with a program like that envisioned for the metro-Phoenix region is a best practice.

- Payment Card Industry (PCI) risk – A major factor in the decision to release an RFP for fare collection customer service is the mitigation of risks with respect to payment processing which will be a key element of the call center support envisioned for the new system. Valley Metro staff estimates the PCI risk (defined as maximum financial impact) over the duration of the project (9 years) to be about $17 million. While IT systems and PCI insurance have been incorporated into the cost analysis as risk mitigation strategies, outsourcing the customer support functions to an experienced third party further minimizes this risk to Valley Metro.

The original pricing structure in the RFP was based on two phases:

1) a one-time ramp-up/implementation phase; and
2) an ongoing operations phase

The first phase was envisioned as a fixed price with the ongoing operations phase as a variable cost based on the level of support provided (e.g., number of calls and applications). Through discussions with the proposing vendor, a hybrid pricing model has been developed that splits both phases into fixed and variable elements, providing Valley Metro with flexibility to adapt to the launch/rollout timeline of the greater fare collection system project and reducing the risk to the vendor (and therefore cost to Valley Metro). The contract, if awarded to Vix, would include provisions for adding/removing contractor staff as needed to meet regional demand, as well as overflow support options for temporary and hourly peak surges in customer support needs.

An alternative considered in the development of the contract cost structure for the RFP is for Valley Metro to out-source the initial implementation and operation of the fare collection customer service, with the option to bring the scope in-house when steady state operations have been achieved. As such, the contract structure in the RFP includes three operational periods, with the second and third phases as options:

1. Operational years 1 to 4 (Contract years 2 to 5 with first year being the Implementation period)
2. Operational years 5 to 7 (Contract years 6 to 8)
3. Operational years 8 to 9 (Contract years 9 to 10)

The proposed price has been deemed fair and reasonable based on the price analysis, and risk assessment.

COMMITTEE ACTION
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 approved
Boards of Directors: March 18, 2021 for action

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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 6**
March 11, 2021

SUBJECT
New Fare Collection System (FCS) – Retail Network Administration plus Smartcard Fare Media ("Retail Network Sales") Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a 10-year contract consisting of a 5-year base contract with two extension options with InComm for the Retail Sales Network in an amount not to exceed $10,217,000 (contract value of $9,288,000 with a 10% contingency of $929,000).

COST AND BUDGET
For the Fiscal Year 2022, the RPTA contract obligation is approximately $80,000, which is included in the preliminary RPTA FY22 Operating and Capital Budget. Contract Obligations beyond FY22 will be incorporated into the Valley Metro Five-Year Operating Forecast and Capital Program (FY2022 thru FY2025). The source of funding is Prop 400.

Contract Element	Base Contract (5-Year)	Option 1 (3-year)	Option 2 (2-year)	Total Contract Value
Design & Integration	$ 80,000	$ -	$ -	$ 80,000
Media Production	$ 4,443,000	$ 3,215,000	$ 1,551,000	$ 9,208,000
	$ 4,523,000	**$ 3,215,000**	**$ 1,551,000**	**$ 9,288,000**
			10% contingency	*$ 929,000*
			Total Authority	**$ 10,217,000**

The requested contract value includes two categories of costs:
1. Design/Implementation – Fixed cost of $80,000 for integration into the new fare collection system.
2. Smartcard media Production – Variable amount based on needs to produce cards for distribution, estimated at $9.2M for the 10-year period.

Actual costs to be incurred will depend on the adoption rate of smartcards in the new account-based fare collection system and the popularity of the extensive retail network as a card distribution/reload channel.

In addition, InComm will be compensated through fees and commissions on the card sales and value added through the retail network. Commissions on card reloads will be 4%, retained by the retail outlets. A fixed fee of $1.10 for each card sold will be retained by Incomm to offset their costs of distribution and management. Net sales revenue will then be remitted to Valley Metro. Since Valley Metro will not be invoiced for these fees and commissions, they have not been included in the contract value. The 4% commission is consistent with the fee structure for the current retail network operated by City of Phoenix.

Phoenix currently pays $0.06 per magnetic stripe pass and $0.98 per smartcard pass with today's fare collection system. Phoenix spends approximately $600,000 per year on the current fare media. Phoenix' costs for fare media and fare handling are passed through to the operators of service. Staff proposes making this cost part of Valley Metro's Regional Services, funded with Prop 400 funds.

The cost of fare media though InComm ranges from $1.00 to $2.40 per card, depending on volume ordered. Magnetic stripe passes will be phased out with the new system, and we expect there to be a higher cost of fare media during the initial rollout of the new system. However we expect to see some savings over time as the cards are adopted by riders, with the expected useful life of the smartcards being 10 years. The equivalent cost of providing magnetic stripe monthly pass media for the same time period would be $7.20 without inflation.

Valley Metro and City of Phoenix are exploring alternative options to recover a portion of the cost of smart card media by charging customers a nominal fee for each card. Not only would this reduce the net cost of the media for the region, it would also serve to:

1) Assign monetary value to the card which would encourage customers to retain the card and keep bus stops and rail stations free of used passes that may be carelessly thrown away.
2) Incentivize customers to purchase the new media by crediting the nominal fee back as account value once registered online, which could also increase ridership. The online registration process allows additional benefits to customers: setting up autoloading, tying multiple smart media cards to one account, accessing transactional data, etc.

Any card fees collected would be used to offset the production, distribution, and management costs.

RECOMMENDATION

Staff recommends that the Boards of Directors authorize the CEO to execute a 10-year (5-year base contract with two extension options) Retail Sales Network contract with InComm in an amount not to exceed $10,217,000 (contract value of $9,288,000 with a 10% contingency of $929,000).

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro and the City of Phoenix (COP) are partners in the development of a new Fare Collection System (FCS) for the region. The COP awarded a contract to Vix Technologies for the system (hardware and software); and VM has the responsibility for the services portion of the new system. Those services consist of:

a) Third-party retail network administration for a “J-hook” gift card type retail network; which replaces the existing City of Phoenix operated retail network.
b) Smartcard fare media production; and
c) Customer service support for smartcard sales, account inquiries, refund processing, and reduced fare application processing.

While all three services were included in the procurement, staff is recommending the award of two contracts:

1) Retail Network Administration plus Smartcard Fare Media production, distribution, and management (this item); and
2) Customer Service (separate agenda item)

In February 2020, Valley Metro issued an RFP for the Retail Sales and Customer Service Networks and requested proposals from qualified providers of solutions whose product offering meet or exceeded current Valley Metro requirements. The solicitation included the following evaluation process:

Evaluation Criteria	
Workplan / Technical Approach	**45%**
Qualifications / Experience	**30%**
Pricing	**25%**
TOTAL	**100%**

Three firms submitted proposals.

A selection committee, comprised of Valley Metro and city staff evaluated the proposals including discussions, negotiations, and best and final offer. Based on the proposals and evaluation process, InComm was selected for the Retail Sales Network contract.

The following table shows the technical, price and combined scores for three (3) proposers:

Rank and Firm	Technical Score	Price Score	Combined Score
1. InComm	670	250	920
2. Vix Technology	685	199	884
3. Ready Credit	656	137	793

A cost comparison and price analysis have been completed. The proposed price has been deemed fair and reasonable based on the price analysis.

COMMITTEE ACTION
RTAG: February 16, 2021 for information
TMC/RMC: March 3, 2021 approved
Boards of Directors: March 18, 2021 for action

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

ATTACHMENT
None

Valley Metro Retail Network and Customer Service Award

March 2021

VALLEY METRO RAIL
VALLEY METRO

1

Fare Collection System Replacement

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- **Regional Approach**
- **Project Goals**
  1. Improved Fare Payment Options for Customers
  2. Improved Data Collection and Ridership/Revenue Reconciliation
  3. Increased Control Over Media Distribution and Reduced Fare Programs
  4. Explore Longer Term Alternatives with Phased Implementation

incomm VIX VALLEY METRO City of Phoenix PUBLIC TRANSIT DEPARTMENT Federal Transit Administration

2

2

Fare Collection Procurements

Current Scope	Phoenix Procurement	Valley Metro Procurement
TVMs	X	
Validators	X	
Public Smartcard	X	
Mobile App	X	
Websites	X	
Retail Network		X
Additional Scope		
Customer Service		X

Awarded to **Vix Technology**, March 2020, $61.2M

Recommended Awards
Retail Network – **Incomm**

Customer Service – **Vix Technology**

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Phoenix Contract Details

Base Contract

- Maximum cost $33.2 million
  - FTA – 80%
  - Prop. 400 – 20%
- 3 years: installation period
- 1 year: warranty and hosting agreement

Operation and Maintenance Support

- Maximum cost $28.0 million
  - Prop. 400 & local funds
- 9 years initial agreement
- Two optional three-year extensions

Project costs shared by the City of Phoenix, Valley Metro and regional partners

City of Phoenix
PUBLIC TRANSIT DEPARTMENT

VALLEY METRO

Federal Transit Administration

4

New Features and Equipment

- New Fare Options
  - Mobile ticketing
  - Reloadable smart cards
  - Enables innovative fares ("fare capping")
  - Web-based fare purchases and account management
- New validators and Ticket Vending Machines (TVMs)
- All options and equipment will be ADA compliant

Rendering of new touchscreen ticket vending machine

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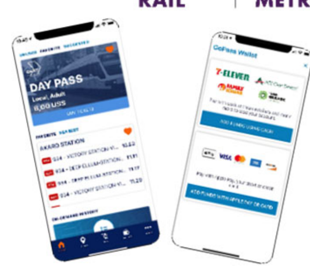
Phasing of Features



Phase 1 – Validators and Mobile Ticketing

- Gives transit users the ability to manage their account via phone app or web browser
- Validators installed on bus and rail systems

Phase 2 – Reloadable Smartcard & Ticket Vending Machines

- Reloadable smartcard availability to all transit users, with ability to purchase and load fare online
- Validate on both bus and rail
- Installation of new Ticket Vending Machines (TVMs)

6

6

Project Timeline

Jan. 2018 – Jan. 2019
RFP Development & Issuance

Jan. – Dec. 2019
Procurement Review & Evaluation

Dec. 2019
Issued Notice to Award to **Vix Technology**

Aug. 31, 2020
Project Kickoff

Mar. 2021
Retail Network & Customer Service Awards

Sep. 2021
Vix Customer Service
- Reduced Fare - Sep 2021
- Customer Service - Sep 2022

InComm
- Supply fare media – Sep 2021

Sep. 2022
Phase 1 Pilot Launch

May 2023
Phase 2 Pilot Launch

May 2023
Vix FCS On-Going Operations
- 9 Year Base (2031)
- 3 Year Option (2034)
- 3 Year Option (2037)

7

VM Procurement

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Retail Network - InComm

- Full service contract
  - Reloadable smartcard distribution, replenishment, management of retailers, revenue management
  - Sell full-fare cards only, reload value on all categories
- Fare media supplier to region
- Replaces existing Retail Network managed by City of Phoenix

Benefits

- Lower costs to region in long term
  - Each smartcard can last up to 10 years
- Simplified fare media distribution for customer
  - Just grab card, add value
- Lower risk
  - No value on cards until sold

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Qualifications and Experience

- 25+ years of global experience
- 250,000 retail partners in US
- 250,000 foreign locations
- Currently work with 20 agencies in Transit/Tolling
- $50B in annual transactions

- Utah Transit Authority
- LA Metro
- MTA New York
- METRO Houston
- RSFS Edmonton
- Vix System Integrations

9

9

Retail Network

Today's Network
- Magnetic paper media
- Sell full, reduced, express
- Tickets sold to retailer at 4% discount
- 600+ locations
- Managed by City of Phoenix

Future Network
- Smartcard media sales
- Stored value loads
- Mobile ticketing loads
- Manage supply and distribution of retail packaged fare media (full fare only)
- Provide accurate financial reporting and sales reconciliations
- Enrolling, onboarding, and managing retailers

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VM Procurement

Customer Service – Vix Technology

- Comprehensive customer service for new Fare Collection System
- Reduced fare application processing, reduced fare roll-out
- Smartcard account inquiries, claim investigation, refund processing, adding stored value, mobile app accounts

Benefits

- Industry best-practice to outsource for this type of system launch
- Vix is also vendor for regional fare collection system and software
- Contract flexibility to pull resources in/out as needed for peak periods

11

11

Qualifications and Experience

- TrachMar to perform Customer Service
- Recognized Call Center expert, with 30+ years experience in many sectors
  - Public Healthcare
  - State government
  - Transportation
  - Public Affairs
  - Telecommunications

- Vix System Integrations w/ TrachMar
  - DART Dallas
  - CRP Edmonton
- Other Customers
  - DentaQuest
  - Managed Care Organizations (MCO)

12

12

Customer Service in the Region

VM Customer Service

- 1.2M calls annually
- Assist with routes/schedules inquiries
- Provide info and respond via website, IVR, emails, phone
- Complaint processing and advocacy for customer issues
- Manage rider alerts for transit changes, and detours
- Lost and Found
- Promote value of transit, products and services

Vix Customer Service

- Support future Vix System
- Reduced fare application processing
- Account inquiries
- Process claims/refunds via phone, web, e-mail, text/chat
- Payment Processing
- Account transfers for lost/stolen cards
- FTEs – base, as needed, ramp up or down

13

13

Retail Network - Contract Pricing and Structure

Incomm

- Design & Integration is one-time
- Variable costs for remainder
- Only pay for the media we use/order
- Commission and fees are netted off gross sales

Incomm

- Media orders $1.00-2.40 per card, based on volume order
- $1.10 fee for each card sold, retained by InComm
- 4% commission retained by retailer

Contract Element	Base Contract (5-Year)	Option 1 (3-year)	Option 2 (2-year)	Total Contract Value
Design & Integration	$ 80,000	$ -	$ -	$ 80,000
Media Production	$ 4,443,000	$ 3,215,000	$ 1,551,000	$ 9,208,000
	$ 4,523,000	**$ 3,215,000**	**$ 1,551,000**	**$ 9,288,000**

14

14

Customer Service - Contract Pricing and Structure

Vix Technology
- Implementation team is lean
- Phase 2 provides flexibility
  - Base Operations
  - Variable Costs – can pull customer service reps in/out as needed

Vix Technology
- Implementation team to provide reduced fare roll-out
- Base Operations to provide ongoing customer service & reduced fare processing
- Variable costs as needed depending on call volume at peak periods

Contract Element	Base Contract (5-Year)	Option 1 (3-year)	Option 2 (2-year)	Total Contract Value
Implementation	$ 1,915,000	$ -	$ -	$ 1,915,000
Base Operations	$ 4,517,000	$ 3,740,000	$ 2,676,000	$ 10,933,000
Variable Costs	$ 3,025,000	$ 3,549,000	$ 2,547,000	$ 9,121,000
	$ 9,457,000	**$ 7,289,000**	**$ 5,223,000**	**$ 21,969,000**

15

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Recommendation

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute 2 contracts:

1. 10-year (5-year base contract with two extension options) Customer Service Network contract with Vix Technologies in an amount not to exceed $24,166,000 (contract value of $21,969,000 with a 10% contingency of $2,197,000).

2. 10-year (5-year base contract with two extension options) Retail Sales Network contract with InComm in an amount not to exceed $10,217,000 (contract value of $9,288,000 with a 10% contingency of $929,000).

16

16

Information Summary

DATE
March 11, 2021

AGENDA ITEM 7

SUBJECT
Quarterly Reports

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

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

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

COMMITTEE PROCESS
TMC/RMC: March 3, 2021 for information
Boards of Directors: March 18, 2021 for information

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Fiscal Year 2021 Quarterly Reports

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1

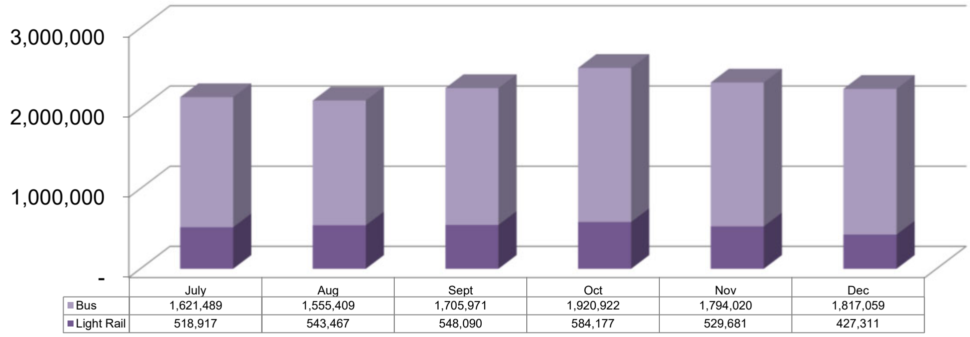
Fiscal Year 2021 - Q2 Report Operations

VALLEY METRO RAIL | VALLEY METRO

February 2021

2

Regional Ridership



	FY21 Q1	FY20 Q2	FY21 Q2
Bus	4,882,869	12,100,430	5,532,001
Light Rail	1,610,474	3,907,617	1,541,169
Total	**6,493,343**	**16,008,047**	**7,073,170**

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Fixed Route Bus – East Valley

Performance Indicator	Target	FY21 Q1	FY20 Q2	FY21 Q2
On-Time Performance	≥ 92%**	90%	N/A*	89%
Complaints Per 100,000 Boardings	≤ 45	75	61	61
Mechanical Failures Per 100,000 Revenue Miles	≤ 12	3.9	2.7	3.8
Revenue Service Completed	≥ 99.85%	99.96%	99.97%	99.96%
Preventable Accidents per 100,000 Miles	≤ 0.90	1.19	0.87	0.95
Ridership	--	1,250,306	3,352,062	1,458,783

*** Due to Clever/CAD installations on the fleet, the older VMS OrbCAD version was disabled, and OTP information was not available during this time.***
***** The on-time performance target is currently being re-evaluated to more align with the new Clever/CAD system parameters.***

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4

Fixed Route Bus – West Valley

Performance Indicator	Target	FY21 Q1	FY20 Q2	FY21 Q2
On-Time Performance	≥ 92%	88%	N/A*	88%
Valid Complaints Per 1,000 Boardings	≤ 0.25	0.30	0.22	0.44
Mechanical Failures Per 10,000 Revenue Miles	≤ 1.2	1.1	0.18	0.63
Revenue Service Completed	≥ 99.85%	99.84%	99.97%	99.66%
Preventable Accidents per 100,000 Miles	≤ 1.50	1.30	1.06	1.40
Ridership	--	32,944	108,313	36,025

** Due to Clever/CAD installations on the fleet, the older VMS OrbCAD version was disabled, and OTP information was not available during this time.*
*** The on-time performance target is currently being re-evaluated to more align with the new Clever/CAD system parameters.*

5

5

Light Rail

Performance Indicator	Target	FY21 Q1	FY20 Q2	FY21 Q2
On-Time Performance	≥ 95%	92%	87%	93%
Complaints Per 100,000 Boardings	≤ 3.0	0.62	0.87	0.71
Preventative Maintenance Inspections - % On-Time (LRV)	≥ 80%	99%	99%	98%
Preventative Maintenance Inspections - % On-Time (Systems)	≥ 80%	99%	99%	99%
Preventable Accidents per 100,000 Miles	≤ 0.90	0.00	0.23	0.13
# of Employee Injuries - Lost Time (MOE & MOW)	0	2	1	0
Ridership	--	1,610,474	3,907,617	1,541,169

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6

Customer Service – Call Center

Performance Indicator	Target	FY21 Q1	FY20 Q2	FY21 Q2
Calls Received	--	174,658	298,347	162,195
Complaints Processed	--	5,356	9,655	4,911
NextRide Inquiries Handled by Interactive Voice Response (IVR)	--	127,095	210,632	129,702
NextRide Inquiries Handled by Text Messaging	--	344,663	759,722	388,171
Average Talk Time	--	2:16	2:36	2:10
Average Speed of Answer	≤ 1.00	:14	:23	:23

7

7

Customer Experience Coordinators (CEC)

Customer Experience Coordinator Weekly Report

												Observations	
Location	Cust. Cont.	Cust. Ast.	RTR Ed.	Fac. Ast.	Sec. Ast.	Ops. Ast.	Drinks Addr.	Animals Addr.	Platforms Visited	TVM Issues	Complaints	Total Animals	Total Drinks
19 North	243	33	36	9	-	2	10	1	20	-	-	5	25
Central Phoenix	12,004	2,494	2,221	5,529	79	54	747	86	1,432	72	51	148	956
East/Mesa	6,781	1,073	1,069	3,641	48	31	504	39	811	38	5	134	699
East/Tempe	8,210	1,523	1,314	3,250	43	39	605	44	847	65	19	65	766
West Phoenix	9,672	2,375	1,680	4,599	73	68	734	57	1,059	59	9	89	933
Grand Total	**36,910**	**7,498**	**6,320**	**17,028**	**243**	**194**	**2,600**	**227**	**4,169**	**234**	**84**	**441**	**3,379**

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

Definitions:
Cust. Cont. - Any verbal interaction with customer from CEC (ex: Hello, Good Morning, Thanks for riding, etc.)
Cust. Ast. - When a customer asks for assistance or has a question for the CEC
RTR Ed. - Education on "Respect the Ride"
Fac. Ast. - Pick-up trash on platforms and trains
Sec. Ast. - Assist Security with customer needs
Ops. Ast. - Assisting Operator/Operations
Drinks Addr. - Drinks that don't meet Valley Metro's policy addressed by CEC
Animals Addr. - Animals addressed by CEC on whether they are considered service animals
Platforms Visited - Number of platforms visited by CEC
TVM Issues - Observed TVM not working
Complaints - Customer files a complaint with CEC
Total Animals - Service or unknown service animals observed
Drinks - Doesn't meet Valley Metro's policy (Only spill proof cups)

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Fiscal Year 2021 - Q2 Report SSQA

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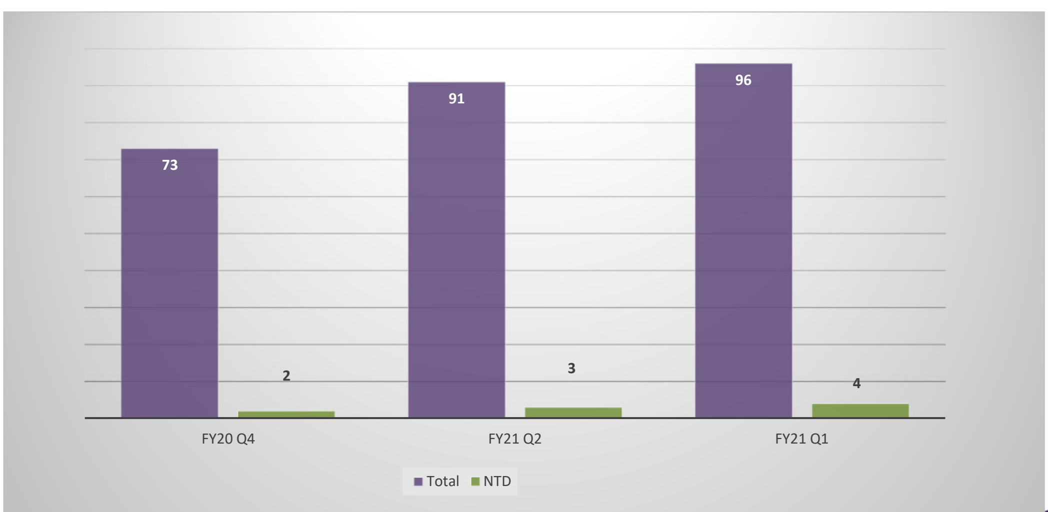
February 2021

9

Bus Accidents



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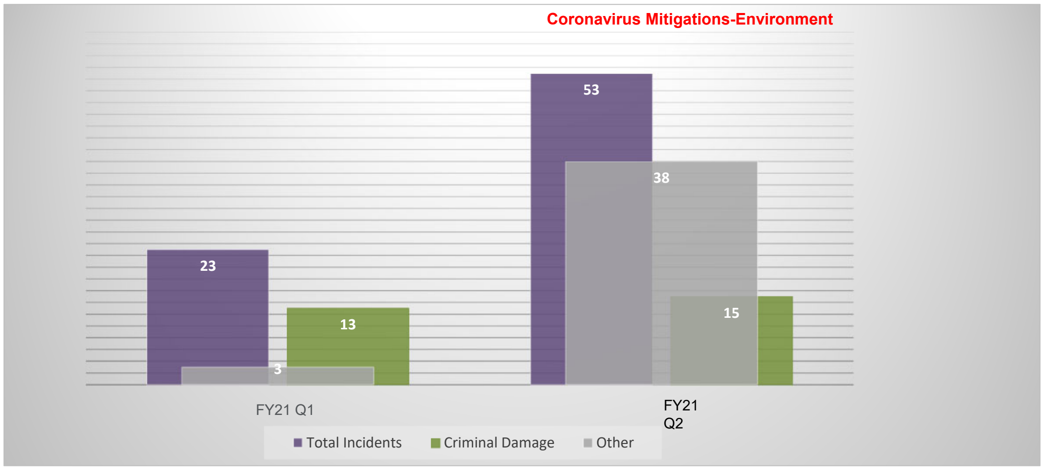
Police Incidents - Bus



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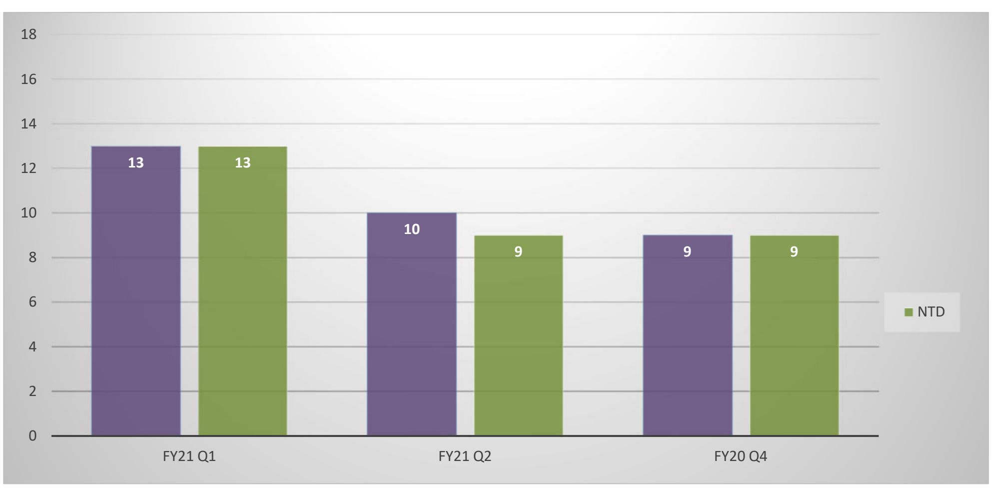
Rail Accidents



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12

Activity

Coronavirus Mitigations-Environment

Activity		FY21 Q2	FY20 Q2	FY21 Q1
Property Crimes	System	10	9	11
	Park N' Ride	0	0	0
Crimes Against Persons	System	10	23	27
	Park N' Ride	0	0	0
Code of Conduct	System	396	230	498
	Park N' Ride	0	0	0
Activity		FY21 Q2	FY20 Q2	FY21 Q1
Medical Responses	System	168	186	186
	Park N' Ride	0	0	0
Warrant Arrests	System	3	10	2
	Park N' Ride	0	0	0

13

13

Incident Table

Coronavirus Mitigations-Environment

	City Jurisdiction		
	Phoenix	Tempe	Mesa
Crimes Against Persons	9	1	3
Property Crime	9	1	0
Code of Conduct	352	28	16
Grand Total	**370**	**30**	**19**

	Platform Activity					
City	Phoenix		Tempe		Mesa	
Total Platforms Per City	**27**		**10**		**7**	
Crimes Against Persons	19DL	2	CPWA	1	SYMN	1
	VB1	2			STMN	1
	44WA	2				
	19CB	1				
	ROCN	1				
Property Crimes	19CB	2	PRWA	1		
	19DL	1				
	MO19	1				
	CMCN	1				
	TOCN	1				
Code of Conduct	19DL	131	PCAP	9	MEMN	6
	19CB	35	PRWA	5	SYMN	4
	24WA	31	VWCL	3	ASMN	3
	44WA	24	DOAP	3	GIMN	2
	19DL	19	MCAP	3	STMN	1

14

14

Fiscal Year 2021 - Q2 Report Finance

February 2021

15

Valley Metro RPTA Operating Results – Q2

RPTA Budget vs. Actual Report

For the quarter ending December 31, 2020 $ Millions

Operations Expenditures	2nd Quarter Budget	2nd Quarter Actual	2nd Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Fixed Route Bus	26.2	23.3	2.9	52.4	46.0	6.4
Paratransit	7.8	4.9	2.9	15.7	10.9	4.8
Vanpool	0.2	0.3	(0.1)	0.5	0.5	0.0
Regional Services	3.7	3.4	0.3	7.4	5.7	1.7
Planning	0.6	0.6	0.0	1.1	1.0	0.1
Administration	0.8	0.6	0.2	1.7	1.1	0.6
METRO Rail (Salary, Fringe, OH)	6.9	6.6	0.3	13.9	12.4	1.5
Total Operations Expenditures	**46.2**	**39.7**	**6.5**	**92.7**	**77.6**	**15.1**

16

16

Valley Metro RPTA Capital Results – Q2

RPTA Budget vs. Actual Report

For the quarter ending December 31, 2020 — $ Millions

Capital Expenditures	2nd Quarter Budget	2nd Quarter Actual	2nd Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Bus Purchases						
Valley Metro	11.0	1.2	9.8	22.0	2.9	19.1
Lead Agency	0.9	0.0	0.9	1.8	0.0	1.8
Paratransit Vehicles						
Lead Agency	0.5	(0.1)	0.6	1.1	0.0	1.1
Vanpool Vehicles	0.8	0.0	0.8	1.7	0.0	1.7
Other Capital	1.8	1.3	0.5	3.5	3.7	(0.2)
METRO Rail	13.5	11.7	1.8	27.0	19.0	8.0
Total Capital Expenditures	**28.5**	**14.1**	**14.4**	**57.1**	**25.6**	**31.5**

17

17

Valley Metro Rail Operating Results – Q2

VMR Budget vs. Actual Report

For the quarter ending December 31, 2020 — $ Millions

Operations Expenditures	2nd Quarter Budget	2nd Quarter Actual	2nd Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Rail Operations/Security	14.4	13.0	1.4	28.9	24.9	4.0
Future Project Development	2.9	2.1	0.8	5.8	3.1	2.7
Agency Operating	0.5	0.4	0.1	0.9	0.7	0.2
Total Operating Activities	**17.8**	**15.5**	**2.3**	**35.6**	**28.6**	**7.0**

18

18

Valley Metro Rail Capital Results – Q2

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VMR Budget vs. Actual Report

For the quarter ending December 31, 2020 — $ Millions

Capital Expenditures	2nd Quarter Budget	2nd Quarter Actual	2nd Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Rail Projects						
Tempe Streetcar	19.2	12.4	6.8	31.4	22.0	9.4
Gilbert Rd	1.0	0.4	0.6	1.0	0.2	0.8
South Central	40.1	26.2	13.9	72.0	47.0	25.0
Northwest Phase II	21.6	2.2	19.4	23.5	3.0	20.5
OMC Expansion	12.7	6.6	6.1	20.2	22.3	(2.1)
System-wide Improvements	2.9	0.8	2.1	5.7	2.2	3.5
State of Good Repair	2.2	2.0	0.2	4.3	2.6	1.7
Total Capital	**99.7**	**50.6**	**49.1**	**158.1**	**99.3**	**58.8**

19

19

Rail - Average Fare FY20 History / FY21 2nd Quarter

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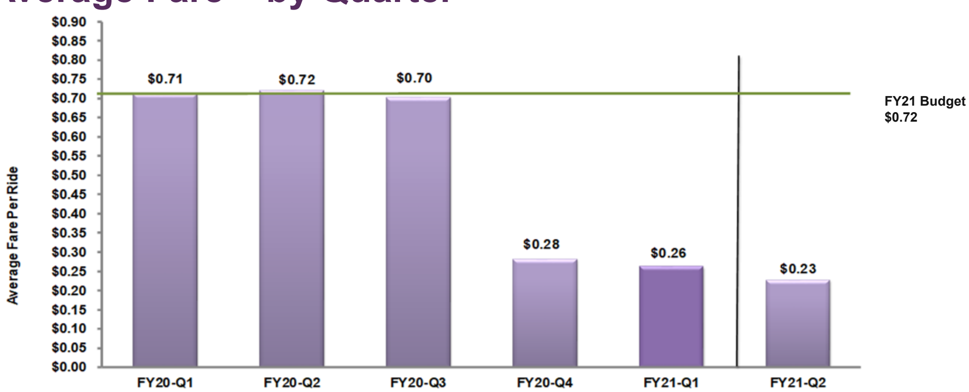
Average Fare – by Quarter



	Q2
Fare Revenue Budget	$704,000
Fare Revenue Collected	$350,779
Variance	($353,221)

	Q2
Fare Recovery Budget	4.9%
Fare Recovery Actual	2.7%

20

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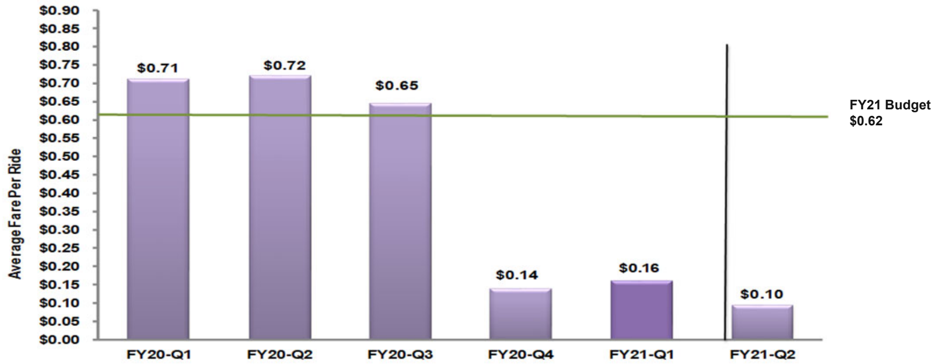
Bus - Average Fare
FY20 History / FY21 2nd Quarter
Average Fare – by Quarter



	Q2
Fare Revenue Budget	$544,750
Fare Revenue Collected	$142,143
Variance	($402,607)

	Q2
Fare Recovery Budget	2.4%
Fare Recovery Actual	0.7%

21

21

Fiscal Year 2021 - Q2 Report
Capital and Service Development

February 2021

22

Transit Planning Projects

Project/Study Name	Completion Date	Status
Transit Stop Inventory Reconciliation with Bus Stop Database	December 2021	• Completed agreements with City of Phoenix to obtain GTFS feed for the purpose of developing a process for automatic semi-annual updates to the VM Bus Stop Database. • Met with city partners to develop attributes for the bus stop reviewer application.
Fountain Hills Local Transit Study	December 2020	• Study is complete. • Working with Fountain Hills, Scottsdale, and Mesa staff on implementation steps.
Northwest Valley Sun Cities Transit Study	Winter 2020/21	• Final report completed and will be submitted to project stakeholders in late January 2021.
Glendale Local Transit Study	Winter 2020/21	• Study finalized, will present to Glendale Transportation Committee in February 2021.
Gilbert Transit Planning Study	Summer 2021	• Completed data analysis for existing conditions. • Drafting Existing Conditions Report.

23

23

Transit Planning Projects

Project/Study Name	Completion Date	Status
Transit Mitigation Opportunities for the Broadway Curve Construction Project	2024	• Delivered final recommendations to MAG staff in November. • MAG is assuming role of Lead Agency going forward. • VM will provide additional information as requested by MAG.
Ridership Growth Analysis	June 2021	• Continuing work as needed to incorporate results of the study into the Valley Metro rider experience strategic goal and COVID-19 response.
Service / Financial Scenario Planning	June 2021	• Held subregional meetings to discuss scenarios with cities. • Analyzed potential service adjustments.
Short Range Transit Program Update	May 2021	• Initiated monthly subregional meeting to coordinate ongoing proposal changes among members. • Working with Finance for updated financial projections and impacts of latest change requests.
Queen Creek Park-and-Ride Study	May 2021	• Finalizing transit service concepts along with park-and-ride requirements. • Initiated parcel data analysis for site selection.

24

24

Corridor and Facilities Planning

Project	Project Complete	Current Phase	Phase Complete	Status
Capitol/I-10 West Extension Phase I	2024	Preliminary Engineering	Summer 2022	• Held kick-off meeting for the Preliminary Engineering Phase. • Coordinated with State of Arizona on guideway location near the State Capitol Complex. • Began station location and project delivery method analyses.
Capitol/I-10 West Extension Phase II	2030	Alternatives Analysis	Spring 2021	• Continued Phase II analysis (transit mode, Desert Sky Mall extension). • Developed a State of Bus Automation summary.
North Glendale Park-and-Ride Study	Summer 2021	Preliminary Engineering	Summer 2021	• Work continues as needed to support city of Glendale's discussions with property owners of the recommended site.

25

25

Corridor and Facilities Planning

Project	Project Complete	Current Phase	Phase Complete	Status
Fiesta District Alternatives Analysis	Winter 2020/21	Final Approval	Winter 2020/21	• Final recommendations were accepted by the Mesa City Council. • Project complete.
Arizona Avenue Alternatives Analysis	Winter 2020/21	LPA Adoption Process	Winter 2020/21	• Preparing to present study findings to Chandler Transportation Commission. • Finalizing all project deliverables.
Tempe/Mesa Streetcar Feasibility Study	Winter 2020/21	Final Approval	Winter 2020/21	• Final recommendations were accepted by the Mesa City Council. • Project complete.
Price Road Flexible Transit Study	Spring 2021	Service Planning	Spring 2021	• Completed Existing Conditions draft report. • Initiated service planning for Phase Two • Received service concepts modeled by microtransit partner Via.

26

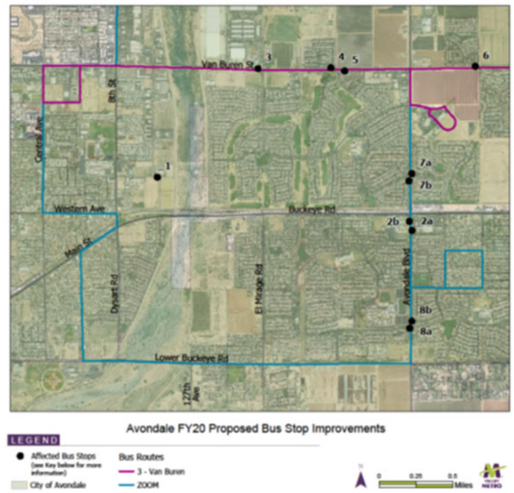
26

Avondale Bus Stop Improvements

Project Complete	Current Phase	Phase Complete
TBD	Design/ Construction	June 2021

Status
• $500,000 total budget to be split among up to 10 bus stops – Avondale has identified order of priority. • Highest priority stop (Riley/10th St) has been completed. • Other project bus stops in final stages of design.

Avondale
Aspiring. Achieving. Accelerating.

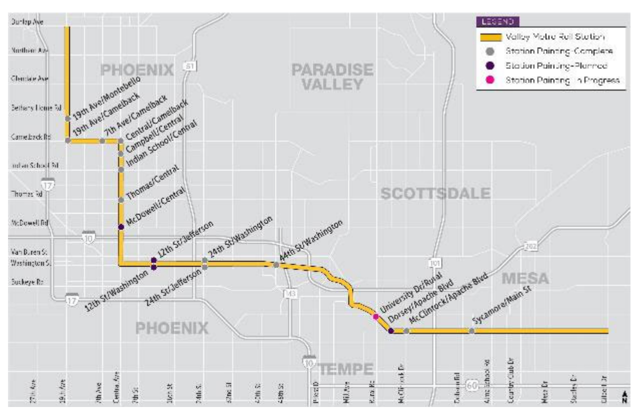


27

LRT Station Painting

Project Complete	Current Phase	Phase Complete
July 2023	Construction	July 2023

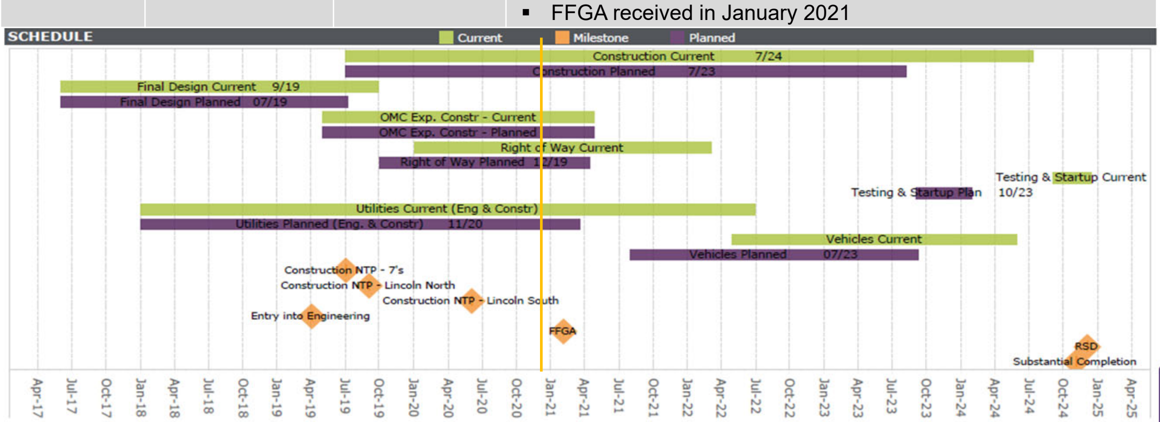
Status
• Three of the six FY21-scheduled stations are complete.



28

South Central Extension

Project Complete	Current Phase	Phase Complete	Status
2024	Construction	2024	▪ Construction continues for Downtown Utilities and South of Lincoln ▪ FFGA received in January 2021



Data as of Dec 2020. Planned schedule dates from FTA Entry to Engineering Milestone; schedule to be re-baselined at award of FFGA. For more details, visit valleymetro.org

29

29

South Central Extension Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$ 97.9	$ 1,024.6
Light Rail Vehicles	$ 5.0	$ 82.50
Right of Way	$ 5.5	$ 66.00
Professional Services	$ 90.3	$ 205.93
Total	$ 208.7	$ 1,345.08

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$ 151.3
Executed Change Orders & Budget Transfers	$ (1.2)
Total Project Contingency Remaining	**$ 151.1**

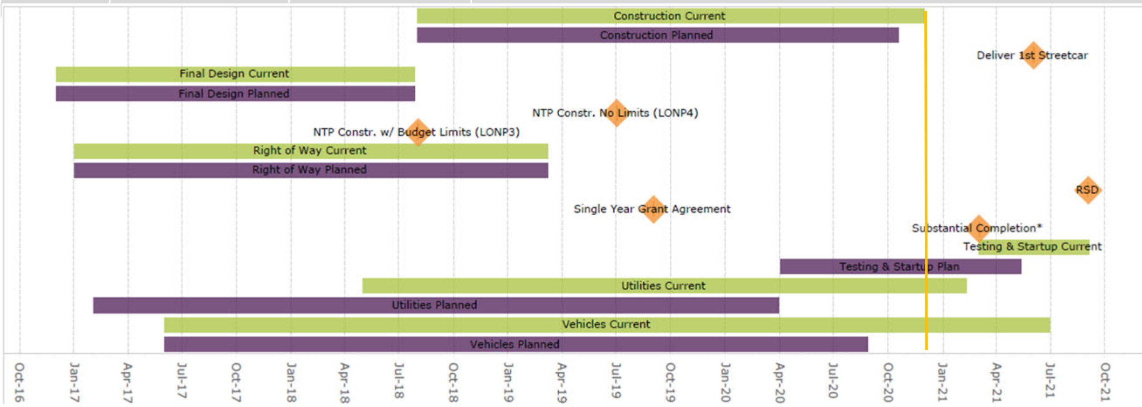
Data as of Dec 2020.

30

30

Tempe Streetcar

Project Complete	Current Phase	Phase Complete	Status
2021	Construction (100% complete)	December 2020	• Installation of signal cases and wiring completed • OCS completed • Remaining asphalt paving restoration continues



31

Data as of Dec 2020

31

Tempe Streetcar Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$ 107.1	$ 114.8
Streetcar Vehicles	$ 23.9	$ 36.4
Right of Way	$ 0.5	$ 1.9
Professional Services	$ 29.6	$ 39.2
Total	**$ 161.1**	**$ 192.3**

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$ 37.5
Executed Change Orders & Budget Transfers	$(30.1)
Total Project Contingency Remaining	**$ 7.4**

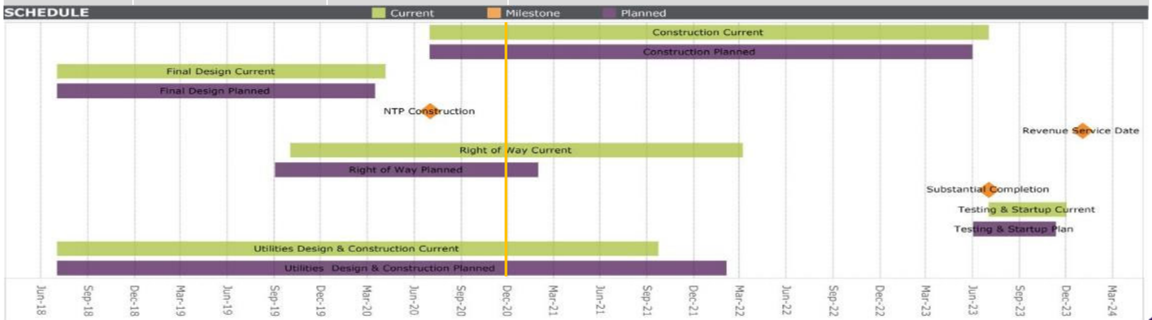
32

Data as of Dec 2020.

32

Northwest Extension Phase II

Project Complete	Current Phase	Phase Complete	Status
2024	Construction	2024	▪ LONP Awarded in September ▪ Began 3rd Party Utility Relocations ▪ CMAR mobilization activities



Design Schedule Progress	Construction Schedule Progress	Construction Cost Complete	Construction Physically Complete	Start-up Schedule Progress
100%	14%	1%	1%	0%

Data as of December 2020. For more details, visit valleymetro.org

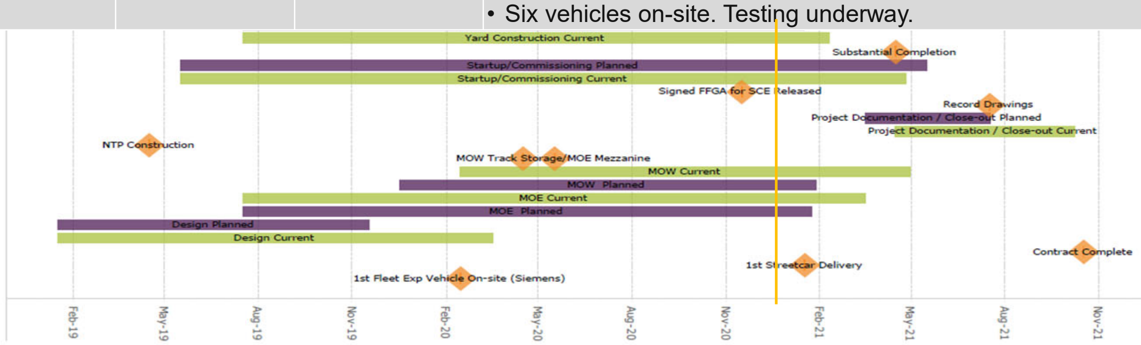
Northwest Extension Phase II Expenditures to Date

Description	Expended ($M)	Board Authority ($M)
Construction Manager at Risk	$ 2.5	$ 254.9
Civil Engineering	$ 16.7	$ 14.8
Systems Engineering	$ 4.6	$ 15.8
Art Contracts	$ 0.2	$ 1.4
Third Party Utilities	$ 1.7	$ 19.6
Right of Way	$ 1.4	*$ 28.0*
Valley Metro and City Related	$ 4.1	*$ 68.2*
Total	**$ 31.2**	**$ 402.7**

Data as of December 2020

Operations & Maintenance Center Expansion

Project Complete	Current Phase	Phase Complete	Status
2021	Design/ Construction	Spring 2021	• Yard: OCS install & re-tensioning of existing OCS & completed dwarf signal install • MOE: New stingers installed on existing mezzanines • MOW: Progressed installation of metal exterior panels & standing seam roof • Six vehicles on-site. Testing underway.



35

Status update as of Dec 2020. For more details, visit valleymetro.org

35

OMC Expansion Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$ 71.4	$ 92.1
Professional Services	$ 2.5	$ 2.5
Total	**$ 73.9**	**$ 94.9**

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$ 9.6
Executed Change Orders & Budget Transfers	$(4.5)
Total Project Contingency Remaining	$ 5.1

36

Data as of Dec 2020.

36

Fiscal Year 2021 - Q2 Report
Community & Strategic Initiatives

VALLEY METRO RAIL | VALLEY METRO

February 2021

37

Communications Update

VALLEY METRO RAIL | VALLEY METRO

- Produced NWEII video to officially announce project construction
  - Features: Mayor Gallego, Vice Mayor Williams & Councilmember Guardado
- Implemented Phase II tactics for agency's COVID-19 response plan including:
  - Scheduled frontline staff roundtables
  - Set up video/photo shoots for storytelling
  - Distributed masks along bus transfer points
- Provided comm/PR/social media support for:
  - Central Station construction & closure
  - Paratransit/RideChoice app
  - October 2020 & April 2021 service changes
  - Single-tracking for Tempe Streetcar construction

38

38

Community Relations Update

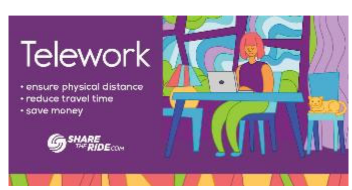
- Distributed face coverings to passengers (~26,000 as of December)
- Decorated bus & train for Holiday 2020 Campaign
- Organized outreach efforts supporting:
  - October 2020 and April 2021 Service Changes
  - Central Station closure & bus rerouting
  - SCE/DH light rail single-tracking 2021
- Helped SCE/DH businesses with non-project related financial aid applications
- Launched NWEII business assistance program with an online business forum in November

39

39

Commute Solutions Update

- Hosted virtual 33rd Annual Clean Air Campaign Awards featuring Adam Lee Brooks
  - Nearly 300 attendees
  - 21 awards announced by Sean McLaughlin
  - Chandler, Glendale, Scottsdale, Tempe were recognized
- Conducted October Rideshare Month
  - Over 1,100 participants
  - Saved 230 tons CO2 & 600K miles traveled
- Distributed Winter Transportation Coordinator Kits
  - Telework home office promotion
  - Maricopa County Ordinance update alert/assistance



40

40

Marketing Update

- Continued with tactics from the agency's COVID-19 response plan:
  - Produced vehicle wraps
  - Continued storytelling with paid/organic social media
  - Captured testimonials from frontline employees
- Executed VM's holiday campaign:
  - Produced train and bus wraps
  - Distributed SCE/DH holiday mailer
- Supported other initiatives:
  - Cool Transit STUFF youth art calendar
  - Construction & service change needs
  - Commute Solutions TC Kit
  - Artsline planning for spring artist Heather Frietas
  - Valley Bike Month & artist Ashley Macias

41

41

Fiscal Year 2021 - Q2 Report Accessible Transit Services

February 2021

42

Paratransit

Performance Indicator	Target	FY21 Q1	FY20 Q2	FY21 Q2
One-Way Trips	--	53,808	109,828	58,987
On-Time Performance	≥ 95%	94.6%	93.2%	93.6%
Complaints Per 1,000 Trips	≤ 1.5	1.9	2.6	1.5
Gross Cost Per Trip @ Transportation Level	--	$62.25	$50.31	$57.97

43

43

RideChoice

Performance Indicator	Target	FY21 Q1	FY20 Q2	FY21 Q2
One-Way Trips	--	28,624	48,747	33,042
On-Time Performance	Not set at this time	93.9%	93.0%	95.0%
Complaints Per 1,000 Trips		3.7	3.9	2.2
Gross Cost Per Trip	--	$23.38	$20.63	$22.67

44

44

Other Accessibility Services

Performance Indicator	FY21 Q1	FY 20 Q2	FY21 Q2
Travel Training	26	32	17
Platinum Pass Trips	7,646	125.741	5,304
Cost Per Trip	$0.88	$.067	$.093
ADA Applicants	849	1,305	734
Unconditional	64%	70%	72%
Conditional	29%	24%	21%
Temporary	7%	6%	7%
Denials	<1%	<1%	<1%

45

ATS Highlights

- **October Service Change Implemented**
- **17 Replacement Paratransit Vehicles delivered and placed in service**
- **8 Replacement Paratransit Vehicles at Creative Bus awaiting warranty parts**
- **3 Brainstorming sessions hosed with Jurisdictional Partners**
  - Paratransit and RideChoice Procurement discussions
  - Efficiency changes discussed (to be implemented under current contract)
  - Trip-by-trip sub-group developed for feeder service

46

ATS Highlights

Covid-19

- Mobility Center for In-person Eligibility Assessments
  - Conducted 766 Assessments
    - 192 Recertifying
    - 574 New Applicants
- Mobility Center Lobby – Open for:
  - Platinum Pass and Reduced Fare Id's in person
  - Paratransit tickets are being fulfilled
- Continue to Provide Full Paratransit and RideChoice Services
  - Limiting shared rides (2 people in caravans, 3 people in cut-a-ways)
  - Paratransit vehicles regularly cleaned and disinfected
- Revised FY21 Paratransit and RideChoice Trip Forecasts
  - Average Weekday Paratransit trips increased 11.00% (1st qtr. 2021 vs 2nd qtr. 2021)
  - Average Weekday RideChoice trips increased 17.39% (1st qtr. 2021 vs 2nd qtr. 2021)

47

47

ATS Highlights

- **Valley Metro Accessibility Advisory Group (VMAAG) Activity**
  - Review of COVID-19 Contingency Plan / Post Pandemic Return
  - Proposed April Service Changes
  - Downtown Phoenix Construction and Transit Adjustments
  - VMAAG Membership Update / Recruitment
    - 2 vacant positions filled

48

48

Information Summary

DATE **AGENDA ITEM 8**
March 11, 2021

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

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 Regional Public Transportation Authority
Monthly AP Payments over $25,000
January 21, 2021 to February 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
50257	First Transit, Inc.	Dec. 2020 Fixed Route Bus Service-Unification	1/29/2021	5,770,523.74
50358	First Transit, Inc.	Jan. 2021 Fixed Route Bus Service-Unification	2/19/2021	5,616,587.03
50283	City of Phoenix	PTF Expenditure Reimbursement Request ORD43255-S-10 Bus Acquisitions	2/5/2021	1,939,263.68
50283	City of Phoenix	Dec. 2020 FR Bus Svc, DAR, FR Svc Op Supp	2/5/2021	1,077,317.43
50283	City of Phoenix	Nov. 2020 FR Bus Svc, DAR, FR Svc Op Supp	2/5/2021	1,077,317.43
50321	City of Phoenix	Jan. 2021 FR Bus Svc, DAR, FR Svc Op Supp	2/12/2021	1,077,317.43
50311	Transdev Services, Inc	December 2020 Paratransit Services	2/5/2021	1,023,280.09
50303	Motor Coach Industries, Inc	7010 - 2020 MCI Model D45-CRT LE Bus	2/5/2021	760,496.00
50303	Motor Coach Industries, Inc	7011 - 2020 MCI Model D45-CRT LE Bus	2/5/2021	760,496.00
50303	Motor Coach Industries, Inc	7012 - 2020 MCI Model D45-CRT LE Bus	2/5/2021	760,496.00
50303	Motor Coach Industries, Inc	7013 - 2020 MCI Model D45-CRT LE Bus	2/5/2021	760,496.00
50276	ADP, LLC	PPE 1/24/21 Wages Payable - Reverse Wire	1/29/2021	646,035.60
50315	ADP, LLC	PPE 2/7/21 Wages Payable-Reverse Wire	2/12/2021	632,927.93
50226	Cigna Health and Life Insurance Company	Jan. 2021 EE Medical & Vision Coverage, Adjustments	1/22/2021	398,598.43
50350	Cigna Health and Life Insurance Company	Feb. 2021 EE Medical & Vision Coverage, Adjustments	2/19/2021	393,849.09
50272	Total Transit Enterprises, LLC	Dec. 2020 West Valley Fixed Route Transit Services	1/29/2021	389,705.45
50354	Creative Bus Sales Inc.	1649 - 2020 Arboc Spirit of Equess 2900 Cutaway	2/19/2021	317,475.00
50276	ADP, LLC	PPE 1/24/21 Federal, State, SS/Med EE/ER Tax - ACH	1/29/2021	259,207.83
50315	ADP, LLC	PPE 2/7/21 Federal, State, SS/Med EE/ER Tax - ACH	2/12/2021	253,664.32
50285	Denovo Ventures, LLC	Milestones 2, 4, 5 for ERP and EAM Systems	2/5/2021	246,859.00
50336	Medical Transportation Management, Inc.	Dec. 2020 Medical Transportation Management	2/12/2021	128,257.25
50277	ASRS	PPE 1/24/21 ASRS Contributions Employer	1/29/2021	120,663.59
50277	ASRS	PPE 1/24/21 ASRS Contributions Employee	1/29/2021	120,663.59
50240	Westmatic Corporation	Dec. 2020 Bus Wash Replacement	1/22/2021	120,273.96
50317	ASRS	PPE 2/7/21 ASRS Contributions Employee	2/12/2021	118,317.68
50317	ASRS	PPE 2/7/21 ASRS Contributions Employer	2/12/2021	118,317.68
50330	Environmental Systems Research Institute, Inc.	Enterprise Agreement Fee Software/Maintenance 12/4/20-12/3/21	2/12/2021	82,355.69
50234	Plante & Moran, PLLC	Oct. 2020 Consultant Services-ERP System	1/22/2021	61,221.25
50340	Second Generation, Inc, dba Ajo Transportation	Jan. 2021 Rural Connector Route	2/12/2021	56,897.60
R20210131W002	City of Mesa	January 2021 Utilities	1/31/2021	54,156.93
50251	CopperPoint Insurance Company	Feb. 2021 Mobility and Call Centers Rent, CAM Charges	1/29/2021	52,962.55
50329	Dye Management Group, Inc.	Dec. 2020 Transit Asset Management Consultant	2/12/2021	51,805.00

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
January 21, 2021 to February 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
50234	Plante & Moran, PLLC	Nov. 2020 Consultant Services - ERP System	1/22/2021	47,246.25
50307	QCM Technologies, Inc.	Jan. 2021 Consulting	2/5/2021	42,721.43
50257	First Transit, Inc.	Dec. 2020 COVID-19 Cleaning Expenses	1/29/2021	37,737.15
50302	Mosaic451, LLC	Dec. 2020 Managed Security Services	2/5/2021	34,600.00
20210216W014	Wells Fargo Bank	Jan. 2021 Credit Card Transactions	2/16/2021	34,577.22
50257	First Transit, Inc.	Coach 8518-MLOH Engine	1/29/2021	31,794.55
50358	First Transit, Inc.	COVID-19 Cleaning Exp Mesa/Tempe	2/19/2021	29,370.09
50237	Senergy Petroleum, LLC	Mesa Diesel Fuel	1/22/2021	27,886.25
50358	First Transit, Inc.	Coach 8512 - MLOH Engine	2/19/2021	27,253.25
				25,560,992.44

Valley Metro Rail, Inc.
Monthly AP Payments over $25,000
January 21, 2021 to February 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
040454	Kiewit Infrastructure West Co.	Oct - Nov 2020 S Central Extension	2/19/2021	28,419,378.76
040349	Kiewit Infrastructure West Co.	Sept 2020 S Central Extension	1/29/2021	8,127,471.34
040347	Hensel Phelps Construction Co	Dec 2020 OMC Expansion Project	1/29/2021	4,520,541.00
040314	Stacy and Witbeck, Inc.	Nov 2020 Tempe Streetcar Project	1/22/2021	2,632,503.00
040433	Alternate Concepts Inc.	Dec 2020 Transportation Services	2/19/2021	1,070,486.27
040333	Brookville Equipment Corp	Tempe Streetcar Acquisition Milestone B & C	1/29/2021	1,012,019.52
040296	Alternate Concepts Inc.	Nov 2020 Transportation Services	1/22/2021	888,437.07
040451	Hill International, Inc.	Nov 2020 Program Management	2/19/2021	830,710.15
040425	Southwest Gas	S Central Extension - 3rd Party Utilities	2/12/2021	734,178.83
040411	HDR Engineering, Inc.	Nov 2020 Planning and Community Relations Support	2/12/2021	649,338.44
040326	Allied Universal Security Services	Nov 2020 Fare Inspection and Security Services	1/29/2021	643,270.33
040306	Jacobs Engineering	Nov 2020 NW Extension 2	1/22/2021	424,801.04
040388	SHI International Corp	Asset Management & Vehicle Maintenance Ticketing System Upgrade	2/5/2021	277,592.75
040423	SDB Contracting Services	Dec 2020 Construction Services - JOC	2/12/2021	252,028.19
040370	DMS - Facility Services, Inc.	Dec 2020 Facilities and LRV Cleaning Services	2/5/2021	231,691.55
040387	SDB Contracting Services	Nov 2020 Construction Services JOC	2/5/2021	221,389.96
040397	AECOM Technical Services, Inc.	Nov 2020 S Central Extension	2/12/2021	196,912.80
040322	AECOM Technical Services, Inc.	Oct 2020 S Central Extension	1/29/2021	188,086.66
040321	101 North First Ave LLC	Feb 2021 101 Building Rent	1/29/2021	165,832.12
V20210131W	APS	January 2021 Utilities	1/31/2021	164,202.58
040370	DMS - Facility Services, Inc.	Disinfection Fogging	2/5/2021	118,639.18
040374	J. Banicki Construction Inc.	Oct 2020 Construction Services - JOC	2/5/2021	102,122.34
040414	Knorr Brake Corporation (KBC)	Friction Brake Overhaul	2/12/2021	84,167.90
040311	PGH Wong Engineering, Inc.	NW Extension Phase 2	1/22/2021	72,205.32
040370	DMS - Facility Services, Inc.	Dec 2020 Facilities Maintenance Services	2/5/2021	68,766.47
V20210131W020	SRP	January 2021 Utilities	1/31/2021	66,260.02
040317	TransTech of South Carolina Inc.	Pantographs Single Arm	1/22/2021	55,102.00
040404	Dellner Inc.	LRV Coupler Overhaul	2/12/2021	48,436.00
040356	Siemens Mobility, Inc.	LRV Circuit Boards	1/29/2021	44,268.00
040311	PGH Wong Engineering, Inc.	Nov 2020 LRV & OMC Testing and Support	1/22/2021	42,637.80
040412	J. Banicki Construction Inc.	Dec 2020 Constructon Services - JOC	2/12/2021	39,663.28

Valley Metro Rail, Inc.
Monthly AP Payments over $25,000
January 21, 2021 to February 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
040446	Dellner Inc.	Bumper Energy Absorber Units	2/19/2021	37,745.16
040318	URW, LLC	Oct 2020 Facilities Landskeeping Services	1/22/2021	37,667.18
040311	PGH Wong Engineering, Inc.	Nov 2020 S Central Extension Systems Design	1/22/2021	36,115.84
040318	URW, LLC	Dec 2020 Facilities Landskeeping Services	1/22/2021	36,029.00
040437	Award Winning Restorations	Change Color Scheme on LRV 146	2/19/2021	33,726.18
040381	Mary K Lucking	Fabrication 8 TSC Public Art	2/5/2021	25,000.00
				52,599,424.03

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
December 21, 2020 to January 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
50189	Transdev Services, Inc	November 2020 Regional Paratransit Services	1/8/2021	1,052,314.53
50195	ADP, LLC	PPE 1/10/21 Wages Payable - Reverse Wire	1/15/2021	667,690.78
50125	ADP, LLC	PPE 12/27/20 Wages Payables-Reverse Wire	12/31/2020	643,880.74
50159	Total Transit Enterprises, LLC	Nov. 2020 West Valley Fixed Route Transit Services	12/31/2020	362,389.28
50202	Creative Bus Sales Inc.	1648 - 2020 Arboc Spirit of Equess 2900 Cutaway Silver	1/15/2021	317,475.00
50195	ADP, LLC	PPE 1/10/21 Federal, State, SS/Med EE/ER Tax-ACH	1/15/2021	261,080.84
50125	ADP, LLC	PPE 12/27/20 Federal, State, SS/Med EE/ER Tax - ACH	12/31/2020	241,577.31
50148	Hye Tech Network & Security Solutions LLC	Cisco Security Products Enterprise Agreement - Year 1	12/31/2020	229,425.16
50162	American Logistics Company, LLC	November 2020 ALC/RideChoice Program	1/8/2021	213,164.14
50137	Denovo Ventures, LLC	Milestones 7, 8, 9 ERP and EAM System Selection	12/31/2020	211,593.00
50196	ASRS	PPE 1/10/21 ASRS Contributions Employee	1/15/2021	126,113.59
50196	ASRS	PPE 1/10/21 ASRS Contributions Employer	1/15/2021	126,113.59
50128	ASRS	PPE 12/27/20 ASRS Contributions Employee	12/31/2020	120,654.10
50128	ASRS	PPE 12/27/20 ASRS Contributions Employer	12/31/2020	120,654.10
50179	Medical Transportation Management, Inc.	Nov. 2020 Eligibility Certification and Travel Training Costs	1/8/2021	95,081.50
50140	Dye Management Group, Inc.	Nov. 2020 Transit Asset Management Consultant	12/31/2020	76,935.00
50171	Creative Bus Sales Inc.	79460 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79462 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79463 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79465 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79467 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79469 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79472 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79475 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79478 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79479 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79480 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79481 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00
50171	Creative Bus Sales Inc.	79482 - 2021 Starcraft Starlite 20 Cutaway White	1/8/2021	67,511.00

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
December 21, 2020 to January 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
50202	Creative Bus Sales Inc.	814 - 2021 Starcraft Starlite 20 Cutaway White	1/15/2021	67,511.00
50202	Creative Bus Sales Inc.	817 - 2021 Starcraft Starlite 20 Cutaway White	1/15/2021	67,511.00
50202	Creative Bus Sales Inc.	823 - 2021 Starcraft Starlite 20 Cutaway White	1/15/2021	67,511.00
50202	Creative Bus Sales Inc.	824 - 2021 Starcraft Starlite 20 Cutaway White	1/15/2021	67,511.00
50173	Enterprise Rideshare	Oct. 2020 Enterprise Rideshare Services	1/8/2021	61,914.34
50173	Enterprise Rideshare	Nov. 2020 Enterprise Rideshare Services	1/8/2021	57,046.27
R20201231W003	City of Mesa	December 2020 Utilities	12/31/2020	55,624.62
50215	Plante & Moran, PLLC	Sept 2020 Consulting Services-Enterprise Resource Planning System	1/15/2021	53,642.50
50135	CopperPoint Insurance Company	Jan. 2021 Mobility and Call Center Rent, CAM	12/31/2020	52,008.57
50218	Second Generation, Inc, dba Ajo Transportation	Dec. 2020 Rural Connector Route	1/15/2021	51,809.24
50190	Tucson Business Interiors, Inc.	11th and 12th Floor Reconfiguration	1/8/2021	46,994.58
50186	QCM Technologies, Inc.	Consulting Level II Install/Implementation	1/8/2021	42,721.43
50145	Guidesoft Inc.	Onsite Desktop Supports Weeks Ending 9/20/20, 11/15/20, 11/22/20, and 11/29/20	12/31/2020	39,557.09
01152021	Wells Fargo	Deccember 2020 Credit Card Purchases	1/15/2021	38,170.49
50153	Mosaic451, LLC	Nov. 2020 Ongoing Managed Security Services	12/31/2020	34,600.00
50220	The Aftermarket Parts Company, LLC dba NFI Parts	MCI Internal Protective Barriers	1/15/2021	34,509.80
50215	Plante & Moran, PLLC	Aug 2020 Consultant Services-Enterprise Resource Planning System	1/15/2021	31,873.75
50208	Guidesoft Inc.	Onsite Desktop Support Weeks Ending 12/6 and 12/13/20	1/15/2021	31,728.02
50151	Littler Mendelson, P.C.	Matter: 089094.1008 Coomer, Dawn	12/31/2020	29,690.19
50169	Clean Energy	Nov. 2020 CNG Fueling Equip Repair and Maintenance	1/8/2021	25,672.45
				6,701,393.00

Valley Metro Rail, Inc.
Monthly AP Payments over $25,000
December 21, 2020 to January 20, 2021

Document Number	Name	Transaction Description	Effective Date	Transaction Amount
040189	Hensel Phelps Construction Co	Nov 2020 OMC Expansion	12/31/2020	3,155,226.00
040225	Alliant Insurance Services, Inc.	2021 Insurance Premium	1/8/2021	2,927,061.69
040273	Hill International, Inc.	Oct 2020 Program Management	1/15/2021	986,718.96
040286	Salt River Project	NW Extension Phase 2 Utilities	1/15/2021	787,855.07
040191	Jacobs Engineering	8/22/20-10/30/20 Northwest Extension 2	12/31/2020	452,459.59
040272	HDR Engineering, Inc.	Oct 2020 Planning and Community Relations	1/15/2021	401,694.86
040182	DMS - Facility Services, Inc.	Nov 2020 Facilities and LRV Cleaning Services	12/31/2020	350,330.73
040166	AECOM Technical Services, Inc.	Sept 2020 S Central Light Rail Extension	12/31/2020	342,655.80
V20201231W	APS	December 2020 Utilities	12/31/2020	182,060.74
040254	ARCADIS	Nov 2020 Consulting Support Services	1/15/2021	126,405.11
040203	Penn Machine Company, LLC	Rubber Block Tire Kits	12/31/2020	97,718.40
040194	Knorr Brake Corporation (KBC)	LRV Friction Brake Overhaul	12/31/2020	84,683.87
040284	Salt River Project	S Central Extension Non Prior Right Utilities	1/15/2021	80,081.33
040182	DMS - Facility Services, Inc.	Nov 2020 Facility Maintenance Services	12/31/2020	68,766.47
V20201231W021	SRP	December 2020 Utilities	12/31/2020	67,589.26
040287	Simon Donovan	Tempe SC Public Art Fabrication 8 Final	1/15/2021	66,996.00
040204	PGH Wong Engineering, Inc.	LRV & OMC Testing and Support	12/31/2020	59,132.48
040287	Simon Donovan	Tempe SC Public Art Fabrication 7	1/15/2021	44,664.00
040180	Dellner Inc.	LRV Coupler Overhaul	12/31/2020	42,996.00
040216	URW, LLC	Nov 2020 Facilities Landskeeping Services	12/31/2020	38,321.29
040264	City of Phoenix	Dec 2020 Fare Handling Fee	1/15/2021	38,217.00
040255	Award Winning Restorations	Change LRV Paint Scheme	1/15/2021	32,702.13
040194	Knorr Brake Corporation (KBC)	Brake Disc Hubs	12/31/2020	31,000.00
040174	Brookville Equipment Corp	Tempe Streetcar Acquisition Program Milestone B1.1	12/31/2020	30,313.92
V20201231W015	City of Phoenix	December 2020 Utilities	12/31/2020	29,725.51
040285	Salt River Project	Tempe Streetcar Apache and Dorsey	1/15/2021	28,747.87
040225	Alliant Insurance Services, Inc.	Jan 2021 Quarterly Installment	1/8/2021	28,125.00
040179	DBA Construction, Inc.	Roosevelt & Central Turf Replacement	12/31/2020	26,883.18
040210	Stantec Consulting Services, Inc.	Nov 2020 Tempe Streetcar Design Services	12/31/2020	26,189.00
				10,635,321.26

Procurement Report
for March 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
Kianie K	VMR	RFP	Business Assistance Consultants - Re-Issue	Yes	November 2020	December 2020	January 2021	$1,350,000.00	3 year + 2 options	Executed
Christian J	Joint	COOP	Contract IT Project Manager -GMI	No	N/A	N/A	January 2021	$87,400.00	1 year	Executed

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
Shelia H	VMR	RFP	Small Business Financial Assistance Program	No	December 2020	December 2020	February 2021	TBD	1 year + 3 year	Routed for Signature
Barb H	VMR	IFB	Uninterruptible Power Supply (UPS) Replacements	No	November 2020	December 2020	March 2021	$196,000.00	2 years	Pending Board Approval
Barb H	VMR	IFB	Traction Power Substation Batteries	No	December 2020	January 2021	March 2021	$336,856.00	4 years	Pending Board Approval
Barb H	VMR	Sole Source	LRV Hoist Nut Replacement	No	December 2020	January 2021	March 2021	$235,540.00	2 years	Pending Board Approval
Barb H	VMR	IFB	Portable Lift System	No	January 2021	February 2021	April 2021	$200,000.00	1 year	Solicitation Issued
Ed N	RPTA	RFP	Retail Sales Networks for Fare Collection and Customer Service	No	February 2020	May 2020	March 2021	$35,000,000.00	5 years + 3 yr + 2 yr	In Negotiation
Ed N	VMR	COOP	Aconex contract & introduce archiving	Yes	July 2020	August 2020	September 2020	$1,136,423.00	3 year + 2 options	Initiating Documents
Rick W	RPTA	RFP	CNG Facility Maintenance	No	November 2020	January 2021	April 2021	$2,300,000.00	5 year + 2 options	In Evaluation
Rick W	Joint	RFP	Fare Inspection and Security Services	No	October 2020	December 2020	April 2021	$56,113,000.00	3 year + 2 options	In Evaluation
Christian J	Joint	COOP	Telecom and Networking equipment - WWT	No	n/a	n/a	March 2021	$304,000.00	5 years	Pending Board Approval
Christian J	Joint	COOP	Keebola renewal - CDW-G	No	n/a	n/a	March 2021	$50,000.00	1 year	Pending Board Approval
Christian J	Joint	COOP	Replacement Vehicles for Paratransit Svcs. Qty:26	Yes	n/a	n/a	March 2021	$1,755,286.00	1 year	Pending Board Approval
Christian J	Joint	COOP	IT Security Operations Center Services	No	n/a	n/a	March 2021	$1,273,300.00	5 years	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	TBD	$1,000,000.00	5 years	SOW Development
Barb H	VMR	Sole Source	Delta Electric Traction Motor Repair	No	February	March	May 2021	TBD	5 years	SOW Development
Barb H/Kianie K	VMR	Sole Source	OMC Parts Inventory	No	February	March	May 2021	TBD	5 years	SOW Development
Barb H/Sheila H	VMR	IFB	OMC Midlife Overhaul	No	February	March	May 2021	TBD	TBD	SOW Development
Shelia H	VMR	IFB	CPU Power Conversion	No	TBD	TBD	TBD	$260,000.00	1 year	SOW Development
TBD	VMR	TBD	Rail Testing	TBD	TBD	TBD	TBD	TBD	TBD	SOW Development
Susanna	Joint	RFP	Operation of Regional Paratransit Services	Yes	July 2021	TBD	July 2022	TBD	TBD	SOW Development
Susanna	Joint	RFP	Operation of Call Center	TBD	July 2021	TBD	July 2022	TBD	TBD	SOW Development

IFB - Invitation For Bids
RFP - Request for Proposals
RFQ - Request for Qualifications
COOP - Cooperative Contract
TBD - To Be Determined

Information Summary

DATE **AGENDA ITEM 9**
March 11, 2021

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

March 11, 2021

Board of Directors
Thursday, March 18, 2021
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 January 21, 2021 Board meeting are presented for approval.	2. For action
CONSENT AGENDA	
3A. Federal Transit Administration Pass-Through Grant Agreement Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the listed grants.	3A. For action
3B. Replacement Vehicles Purchase for Regional Paratransit Service Staff recommends that the Board of Directors authorize the CEO to purchase up to 26 Ford Transit vans from Creative Bus Sales under ADOA Contract ADSP016-102778 at combined federal and local cost not to exceed $1,755,286 for the Valley Metro regional paratransit program.	3B. For action

3C. ADA Paratransit Eligibility and Fixed-Route Travel Training Services Contract Extension — 3C. For action

Staff recommends that the Board of Directors authorize the CEO to execute the three-year contract extension with MTM for the delivery of eligibility certification and fixed-route travel training services for fiscal years 2022, 2023, and 2024.

REGULAR AGENDA

4. Valley Metro RPTA Fiscal Year 2022 (FY22) Preliminary Operating and Capital Budget — 4. For information

Paul Hodgins, Chief Financial Officer, will provide an overview of the FY22 Preliminary Operating and Capital Budget.

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 **Thrusday, April 22, 2021 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 | **AGENDA ITEM 1**

March 11, 2021

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

AGENDA ITEM 2

Board of Directors
January 21, 2021
Via Webex/Phone
11:15 a.m.

RPTA Meeting Participants
Councilmember Jon Edwards, City of Peoria **(Chair)** (phone)
Councilmember Francisco Heredia, City of Mesa **(Vice Chair)** (phone)
Mayor Kate Gallego, City of Phoenix **(Treasurer)** (phone)
Vice Mayor Veronica Malone, City of Avondale (phone)
Mayor Kevin Hartke, City of Chandler (phone)
Mayor Alexis Hermosillo, City of El Mirage (phone)
Councilmember Mike Scharnow, Town of Fountain Hills (phone)
Councilmember Lauren Tolmachoff, City of Glendale (phone)
Councilmember Jared L. Taylor, Town of Gilbert (phone)
Vice Mayor Bill Stipp, City of Goodyear (phone)
Supervisor Jack Sellers, Maricopa County (phone)
Councilmember Jon Edwards, City of Peoria (phone)
Mayor Gail Barney, Town of Queen Creek (phone)
Councilmember Roland F. Winters Jr., City of Surprise (phone)
Councilmember Robin Arredondo-Savage, City of Tempe (phone)
Mayor Michael LeVault, Town of Youngtown (phone)
Mayor Rui Pereira, Town of Wickenburg (phone)

Members Not Present
Councilmember Clay Goodman, City of Buckeye
City of Scottsdale
Councilmember Linda Laborin, City of Tolleson

Chair Edwards called the RPTA meeting to order at 12:05 p.m.

1. Public Comment

Chair Edwards said for today's meeting, public comments are being taken in a written format and will be entered into the official minutes of the meeting.

2. Minutes

Chair Edwards said minutes from the October 22, 2020 Board meeting are presented for approval.

IT WAS MOVED BY VICE MAYOR STIPP, SECOND BY VICE MAYOR EDWRDS AND UNANIMOUSLY CARRIED TO APPROVE THE OCTOBER 22, 2020 BOARD MEETING MINUTES.

3. Consent Agenda

Chair Edwards said the Consent Agenda is presented for action. Are there any members that have any items that need to be removed for discussion? Seeing none. Can I request a motion and a second to approve the Consent Agenda.

IT WAS MOVED BY MAYOR PEREIRA, SECOND BY VICE MAYOR STIPP AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

4. Future Agenda Items Request and Report on Current Events

Chair Edwards said is there any members that have any items that they would like to put on a future agenda? Seeing none.

5. Next Meeting

Next meeting is Thursday, March 18, 2020, at 11:15 a.m.

With no further discussion the meeting adjourned at 12:08 p.m.

Information Summary

DATE **AGENDA ITEM 3A**
March 11, 2021

SUBJECT
Federal Transit Administration Pass-Through Grant Agreement

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an IGA with the City of Phoenix to allow Valley Metro to be reimbursed for eligible expenses and lost revenue associated with the COVID-19 pandemic.

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.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the listed grants.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro is being provided federal funds through the Federal Transit Administration (FTA) from funds made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA or "COVID relief bill") passed in December 2020. The table below summarizes the funding available:

Grant	FTA Program	Federal Share	Local Share	Total
TBD	CRRSAA	$19,700,000	$0	$19,700,000
Total		**$19,700,000**	**$0**	**$19,700,000**

- Funds from the CRRSAA are awarded for use within the Phoenix-Mesa Urbanized Area to support operating expenses and lost revenues as a direct result of the COVID-19 pandemic.

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

The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

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: February 16, 2021 for information
TMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

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

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 3B**

March 11, 2021

SUBJECT

Replacement Vehicles Purchase for Regional Paratransit Service

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to purchase up to 26 Ford Transit vans from Creative Bus Sales under ADOA Contract ADSP016-102778 at combined federal and local cost not to exceed $1,755,286 for the Valley Metro regional paratransit program ($1,404,229 is 80% in federal funding; $351,057 is 20% in local match/PTF funding).

COST AND BUDGET

Paratransit vehicles are eligible for 80% federal funding. The $1,404,229 of federal funding needed for these replacement vehicles has been identified. The 20% local match will utilize PTF funds requested in the FY 2022 budget. For FY 2022, the total local match is anticipated to be $351,057.

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to purchase up to 26 Ford Transit vans from Creative Bus Sales under ADOA Contract ADSP016-102778 at combined federal and local cost not to exceed $1,755,286 for the Valley Metro regional paratransit program.

BACKGROUND | DISCUSSION | CONSIDERATION

Since July 2012, Valley Metro has not owned any paratransit fleet. In July 2017, Transdev began operating paratransit service under the current contract which required Transdev to provide dedicated vehicles. The cost of those vehicles was amortized over the life of each vehicle as part of the cost per trip rate. In July 2017, Transdev purchased a fleet of 51 wheelchair accessible Dodge Caravans (one wheelchair position per vehicle) with a three-year lifespan and 54 Traditional wide-body cutaway paratransit vans (three wheelchair positions per vehicle) with five-year lifespans. The Caravans reached their normal end of life on July 1, 2020. The wide-body cutaways will reach the end of their normal useful life on July 1, 2022.

In 2018, Valley Metro amended its contract with Transdev to address shortcomings in the original solicitation’s trip number and length forecasts. To reduce the cost of the contract, Valley Metro took on replacement of the paratransit vehicles. As these vehicles are eligible for federal funds when purchased directly by Valley Metro, this shift saves the agency $2.8 million in vehicle replacements.

In fiscal year 2021, Valley Metro purchased 25 Ford Transit vans from Creative Bus

Sales to begin replacing the Dodge Caravans. From a performance perspective, the first order of Ford Transit vehicles in 2021 have been a success -- customers have complemented the ride and accessibility and drivers have appreciated the ride quality and maneuverability. From a capacity perspective, the larger Transits have allowed for greater social distancing, however, the pandemic's impact on demand has forestalled any assessment of on-going fleet requirements.

This request for 26 Ford Transit vans is to replace the remaining 26 Dodge Caravans. Funding will be included in the FY 2023 and FY 2024 budgets to replace the cut-away vehicles as needed. By spreading the replacement of the paratransit fleet over four years, the capital costs are normalized, and large budget spikes avoided.

This purchase will utilize the state of Arizona's competitively procured cooperative contract for Ford Transit Vans. The state's contract was procured for the purchase of large quantities of vehicles and therefore provides more competitive pricing than Valley Metro could secure on its own. The current state contract expires in April 2021 and its replacement is anticipated to include a price increase. Therefore, this order will be placed under the current contact and pricing but, due to the build time for the vehicles, will be paid for upon their delivery in FY 2022.

STRATEGIC PLAN ALIGNMENT

This item relates to Valley Metro's draft FY 2021 strategic plan goal to "Enhance lives through regional mobility – Current system."

COMMITTEE PROCESS

RTAG: February 16, 2021 for information
TMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

CONTACT

Tom Young
Accessible Transit Systems Manager
tyoung@valleymetro.org

ATTACHMENT

None

Information Summary

DATE **AGENDA ITEM 3C**
March 11, 2021

SUBJECT
ADA Paratransit Eligibility and Fixed-Route Travel Training Services Contract Extension

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order to exercise the option to extend service for three years with Medical Transportation Management (MTM) for the delivery of paratransit eligibility and fixed-route travel training services. No additional expenditure authority is required for this contract extension.

COST AND BUDGET
The cost for both the base years and the three-year option were included in the board's 2018 contract approval. Therefore, no additional expenditure authority is required. The cost of the three-year extension is:

Year	Total
Base Years (FY 2019 – FY 2021)	$3,953,927
Extension (FY2022 – FY 2024)	$3,909,282

All costs for FY 2022 will be included in the Valley Metro FY 2022 Operating and Capital Budget. Contract obligations beyond FY 2022 will be incorporated into the Five-Year Operating Forecast and Capital Program (FY 2023 thru FY 2024) and into future agency budgets.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the three-year contract extension with MTM for the delivery of eligibility certification and fixed-route travel training services for fiscal years 2022, 2023, and 2024.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro provides in-person eligibility assessments for individuals applying for ADA paratransit services operated by Valley Metro and the Dial-a-Ride services operated by the Cities of Phoenix, Glendale and Peoria. Valley Metro also provides fixed-route travel training for individuals with disabilities and seniors who wish to use bus or light rail service to meet at least some of their transportation needs.

In January 2018, Valley Metro issued a federally compliant RFP for eligibility certification and travel training services. On June 14, 2018, Valley Metro RPTA Board of Directors awarded a three-year base contract with one three-year option to Medical Transportation Management, Inc. (MTM). The current three-year base contract for ADA

Paratransit Eligibility and Fixed-Route Travel Training Services expires on June 30, 2021.

Public entities that operate non-commuter fixed route bus or rail services are required to provide complementary paratransit services. The services provided under this contract ensures Valley Metro RPTA and the cities of Phoenix, Glendale, and Peoria properly assess each individuals' abilities to use fixed route when determining eligibility for ADA paratransit and Dial-A-Ride services. MTM has met or exceeded its performance measures for the contract's initial three years; staff recommends executing the option to extend service for the three additional years with Medical Transportation Management (MTM).

STRATEGIC PLAN ALIGNMENT
This item relates to Valley Metro's draft FY 2021 strategic plan goal to "Enhance lives through regional mobility – Current system."

COMMITTEE PROCESS
RTAG: February 16, 2021 for information
TMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

CONTACT
Tom Young
Accessible Transit Systems Manager
tyoung@valleymetro.org
602-262-7433

ATTACHMENT
None

Information Summary

DATE
March 11, 2021

AGENDA ITEM 4

SUBJECT
Valley Metro RPTA Fiscal Year 2022 (FY22) Preliminary Operating and Capital Budget

PURPOSE
To provide an overview of the FY22 Preliminary Operating and Capital Budget.

RECOMMENDATION
This item is presented for information.

BACKGROUND/DISCUSSION/CONSIDERATION
The Valley Metro Regional Public Transportation Authority (RPTA) FY22 combined operating and capital budget (the budget) is $343.7 million (M) and includes $88.7M of expenses for light rail/high-capacity transit capital.

The preliminary FY22 budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards and reserves when needed for capital projects. The budget was developed in compliance with Board of Directors' adopted budget, financial and Transit Life Cycle Program (TLCP) policies.

The annual budget is prepared on an accrual basis and adopted by the Board of Directors each fiscal year. The legal level of budgetary control is the total annual appropriated budget. With respect to Capital Budgets, project contingency accounting is used to control expenditures within available project funding limits. With respect to Operating Budgets, encumbrance accounting is not used and all appropriations lapse at the end of the year. Prior to final adoption, a proposed budget is presented to the Board of Directors for review and public comment is received. Final adoption of the budget must be on or before June 30 of each year.

The RPTA budget includes a significant level of expenditures on behalf of Valley Metro Rail (VMR). RPTA is the official employer for all Valley Metro employees therefore all employee related expenses for VMR are include in the RPTA budget. VMR reimburses RPTA for its share of employee expenses. RPTA is also the recipient of all public transportation funds received from Proposition 400. Revenues to support the rail program are passed through to VMR on a reimbursement basis.

Public Transportation Fund (Prop 400) Revenues
The COVID-19 pandemic caused significant concern and uncertainty over the revenue forecast. To help plan for that uncertainty, staff developed three alternative forecast scenarios which are lower than the Arizona Department of Transportation (ADOT) Official Forecast, which is what Valley Metro has historically used for budget purposes. The

forecasts were developed in August 2020 and each anticipated a different level of impact to the revenues. ADOT updated its forecast in September 2020.

Fiscal Year	2020 Official Forecast	Scenario 1	Scenario 2	Scenario 3
2021	$170.82	$165.25	$158.48	$151.72
2022	$178.21	$173.94	$159.40	$144.70

The Audit and Finance Subcommittee has encouraged staff to be conservative amid the uncertainty. Staff has been using the Scenario 1 forecast to develop the base budget for FY22. Concurrently, planning staff has been working with the cities to develop contingency plans to meet Scenarios 2 and 3 revenues, to be implemented if necessary. Scenario 2 revenues were modeled based on how revenues were impacted post-9/11 and Scenario 3 revenues were modeled based on the impacts seen during the Great Recession. Staff is monitoring revenue trends through FY21 to guide which forecast will be used for the proposed budget to be presented in May for adoption.

Revenues through January 2021 are 8.4 percent, or $8.2 million, above budget. The current trend would result in revenues for the year being approximately $181 million, or $15 million above budget. If the current trend were to hold, the FY21 revenues would exceed all forecasts for FY21 revenues and would in fact exceed all FY22 forecasts. This continued trend, along with the prospect of additional economic stimulus from Congress, would allow a shift to the higher Official Forecast from ADOT for final budget adoption in May.

Local Revenues
Local revenues are a significant part of the regional transit system. Excluding fares and federal support, they account for approximately 70 percent of revenues for the system, with the remaining 30 percent from regional Prop 400 revenues. In Valley Metro's budget, local revenues support approximately 34 percent of fixed route and demand services.

Local revenues generally have shown a similar trend as Prop 400, with revenues in FY21 coming in above forecasted levels. However, there are some variations from city to city. For example, City of Phoenix T-2050 revenues are 7.2 percent above FY20 levels through December, but City of Tempe Transit Tax revenues are slightly, 0.2 percent, below FY20 levels. Valley Metro's service planning staff works closely with each city's transit staff to determine the service levels that Valley Metro operates on behalf of each city.

Budget Overview
The total operating budget of $211.8M, which includes pass-throughs, represents a $15.2M (8%) increase from the previous year's operating budget of $196.6M. The total capital budget of $131.9M, which includes pass-throughs, represents a $6.7M (5%) decrease from the previous year's capital budget of $138.6M.

The increases in the operating budget are primarily in the passenger services area, with net payments for demand services increasing the most as a result of decreased federal stimulus support. Specifically, Valley Metro reimburses Phoenix for ADA paratransit service net of fares and federal support, so the FY22 amount reimbursed is higher since federal support is lower.

The revenue level forecasted in Scenario 1 does not require any cuts to Prop 400 funded fixed route service, but it does not allow for any increases in funding. The Short Range Transit Program included some improvements in Scottsdale on Phoenix operated routes to match service frequency in Phoenix. There is also a planned change in funding, from local to regional, planned for Mesa, Glendale and Peoria in the next 5 years. Therefore, the Scenario 1 forecast will have an impact on local budgets as a result. Should we shift to the ADOT official forecast these funding changes and service improvement commitments could be accommodated.

Valley Metro's regional services, planning, finance and administrative costs are also decreasing by 5 percent from FY21 budgeted levels.

The RPTA and Valley Metro Rail (VMR) budgets are developed with a unified staff plan, with department managers planning the level of effort required to meet the bus and rail activities. Salary and overhead charges to bus and rail projects are based on actual time worked on each project. For FY22 there are 451 employees budgeted in the integrated agency, with 246 FTE's budgeted to RPTA/Shared agency activities and 205 budgeted to VMR only activities.

COMMITTEE PROCESS

Preliminary Budget Review:
Financial Working Group: February 16, 2021 for information
TMC: March 3, 2021 for information
AFS: March 4, 2021 for information
Board of Directors: March 18, 2021 for information

Proposed Budget Adoption:
TMC: May 5, 2021 for action
AFS: May 6, 2021 for action
Board of Directors: May 20, 2021 for action

CONTACT

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

ATTACHMENT

None

RPTA

FY22 Preliminary Budget Overview

March 2021

VALLEY METRO

1

Budget Development Progress

VALLEY METRO

Committee/Boards/FWG	
Sep 15, 2020	Present Key Assumptions to FWG
Oct 15, 2020	Present Key Assumptions to AFS
February	Present annual budget to FWG
February	Present update of Key Assumptions to AFS
March	Present Annual Budgets to Committees/Boards for Info
March	Present 5-year plans to FWG
April	Present 5-year plans to AFS
May	Present Annual Budgets and 5-Year plans to Committees/Boards for action

2

2

PTF Forecasts

Fiscal Year	2020 ADOT Forecast	Scenario 1	Scenario 2	Scenario 3
2021	$170.82	$165.25	$158.48	$151.72
2022	$178.21	$173.94	$159.40	$144.70
2023	$188.53	$184.74	$163.50	$140.91
2024	$197.72	$196.11	$173.57	$143.00
2025	$207.98	$209.13	$185.09	$150.27
2026	$127.30	$130.41	$113.73	$92.52
TOTAL 22-26	$899.75	$894.33	$795.30	$671.40

FY21 PTF Revenues

Month	FY 20 Actuals	FY 21 Budget	FY 21 Actuals	Budget Variance
July	13,247,508	13,572,827	14,716,415	1,143,588
August	13,123,348	13,095,124	14,644,448	1,549,324
September	13,343,646	13,372,281	14,439,173	1,066,892
October	13,174,681	13,343,325	14,728,743	1,385,418
November	13,846,014	13,615,463	14,378,010	762,547
December	14,071,530	13,902,679	14,886,458	983,779
January	16,332,324	16,089,598	17,379,249	1,289,651
Totals YTD	$97,139,051	$96,991,297	$105,172,496	$8,181,199
Totals Fiscal Year	$163,533,938	$166,800,000		

FY21 PTF Trend

5

5

PTF Forecasts

FY22 Budget

Agency	FY20 Actual	FY21 Budget	Scenario 1	Scenario 2	Scenario 3
RPTA	$92.8	$94.7	$98.7	$90.5	$82.1
VMR	$70.7	$72.1	$75.2	$68.9	$62.6
Total	**$163.5**	**$166.8**	**$173.9**	**$159.4**	**$144.7**

ADOT Forecast *$178.2*

-2%

6

6

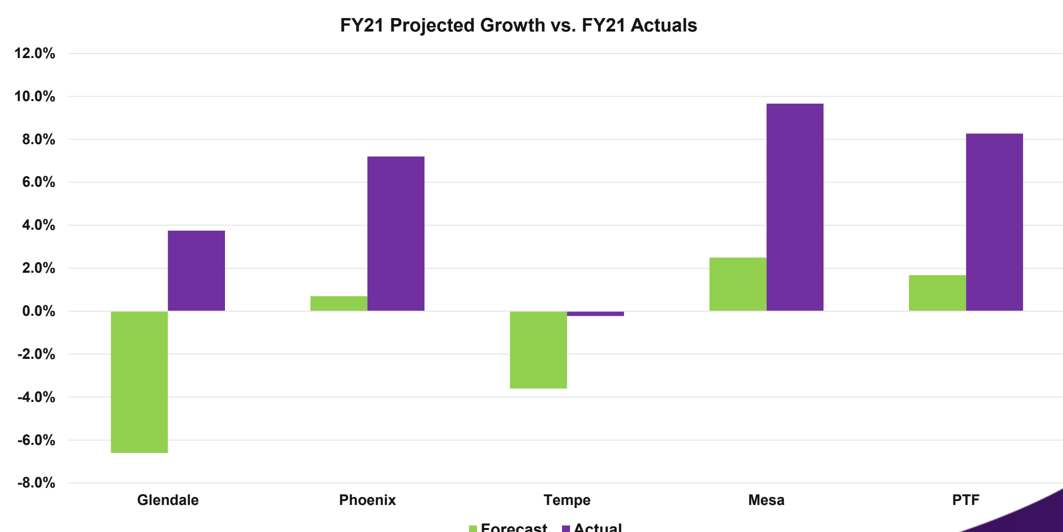
Service Contingency Plans

- Scenario 1 – defer SRTP improvements beyond prop 400
- Scenario 2 – 15% services/operations cut and 5% cuts to fleet, regional services, and mobility services
- Scenario 3 – 30% services/operations cut and 10% cuts to fleet, regional services, and mobility services

7

7

FY21 Local Revenue Trends



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8

Key Assumptions and Feedback

- **Conservative approach for revenues**
  - PTF – Scenario 1, more conservative than official ADOT Forecast
  - Ridership – Assume flat based on current (COVID) ridership levels
  - Fares – 34% of Pre-COVID levels
- **Additional relief funding program - CRRSAA**
  - Coronavirus Response and Relief Supplemental Appropriations Act
  - Appx $20M available for RPTA – Final amounts TBD by MAG
- **Return to front door boardings – regional operator barriers installation completed by June**

9

9

Base Service Levels

	Locally Funded Service			PTF Funded Service			
Contractor	Circulator	Express	Local	Circulator	Express	Local	Total Revenue Miles
Phoenix	-	-	-	-	-	1,669,890	1,669,890
First Transit	1,645,270	41,749	4,000,181	-	433,855	5,469,831	11,590,886
Total Ride	806,329	27,563	-	-	225,522	-	1,059,414
Total	**2,451,599**	**69,312**	**4,000,181**	**-**	**659,377**	**7,139,721**	**14,320,190**

10

10

Baseline: RPTA Operations

	FY20 Actual	FY21	FY22
BUS OPERATIONS			
Passenger boardings	11,127,000	3,501,000	5,557,000
Service miles delivered-RPTA operated	12,548,000	13,050,000	12,650,000
Gross Operating Costs	$ 85,846,000	$ 90,017,000	$ 92,412,000
Fare Revenues	$ 6,386,000	$ 2,179,000	$ 2,829,000
Fare Recovery	7%	2%	3%
Average Fare	$ 0.57	$ 0.62	$ 0.51

11

11

Baseline: RPTA Operations

	FY20 Actual	FY21	FY22
PARATRANSIT OPERATIONS			
Trips	361,000	433,000	420,000
Gross Operating Costs	$ 19,684,000	$ 20,789,000	$ 20,597,000
Fare Revenues	$ 1,361,000	$ 1,768,000	$ 1,653,000
Fare Recovery	7%	9%	8%
Cost per Trip	$ 54.53	$ 48.01	$ 49.04
Average Fare per trip	$ 3.77	$ 4.08	$ 3.94

12

12

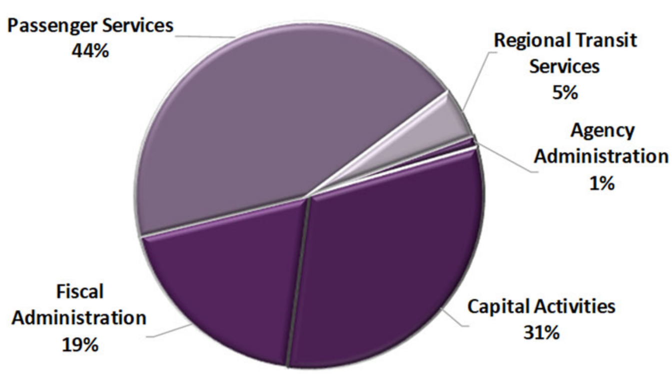
Baseline: RPTA Operations

	FY20 Actual	FY21	FY22
RIDECHOICE OPERATIONS			
Trips	159,000	246,000	191,000
Gross Operating Costs	$ 3,682,000	$ 3,944,000	$ 3,524,000
Fare Revenues	$ 532,000	$ 798,000	$ 626,000
Fare Recovery	14%	20%	18%
Cost per Trip	$ 23.16	$ 16.03	$ 18.45
Average Fare per trip	$ 3.35	$ 3.24	$ 3.28

13

13

Uses of Funds: Operating & Capital



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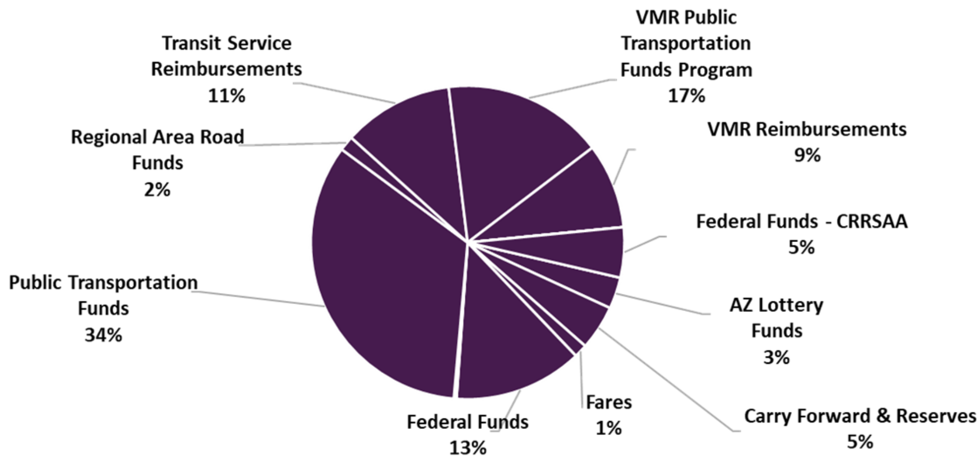
Sources of Funds: Operating & Capital



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15

Uses of Funds: Operating ($,000,000)

Uses of Funds	FY20	FY21	FY22	Change $	Change %
Fixed Route Operations	$97.0	$103.8	$106.7	$2.9	3%
Demand Service Operations	39.2	31.4	41.9	10.5	33%
Vanpool Operations	0.9	1.0	1.0	0.0	0%
Planning	1.8	2.0	2.1	0.1	3%
Commute Solutions	1.1	1.3	1.3	0.0	0%
Administration and Finance	3.6	4.1	4.0	(0.1)	-2%
Regional Services	11.0	13.9	12.9	(1.0)	-7%
RPTA Operating	**$154.6**	**$157.5**	**$169.9**	**$12.4**	**8%**

16

16

Sources of Funds: Operating ($,000,000)

Source of Funds	FY20	FY21	FY22	Change $	Change %
Public Transportation Funds	$82.6	$62.5	$90.1	$27.6	44%
Regional Area Road Funds	4.6	4.7	4.8	0.1	3%
Transit Service Agreements	42.1	28.4	39.1	10.7	38%
MAG Funds	0.1	0.2	0.2	0.0	0%
Federal Grants	8.7	7.5	12.0	4.5	61%
Federal CARES Act	6.0	49.8	0.0	(49.8)	0%
Federal CRRSA Act	0.0	0.0	17.8	17.8	0%
Fare Revenues	8.4	2.9	4.7	1.8	61%
Other Revenues	2.1	0.4	0.4	0.0	0%
Carry forward and Reserves	0.0	0.8	0.7	(0.1)	-11%
RPTA Operating	**$154.6**	**$157.5**	**$169.9**	**$12.4**	**8%**

17

17

Uses of Funds: Capital ($,000,000)

Uses of Funds	FY20	FY21	FY22	Change $	Change %
Regional Fleet	$36.3	$49.4	$37.6	($11.8)	-24%
Regional Facilities	3.6	4.1	5.3	1.2	29%
Other Regional Projects	2.9	1.2	1.2	(0.0)	0%
Member Agency Disbursements	5.7	5.6	5.3	(0.3)	-5%
Debt Service	26.6	24.5	24.5	(0.0)	0%
RPTA Capital	**$75.1**	**$84.7**	**$73.9**	**($10.8)**	**-13%**

18

18

Sources of Funds: Capital ($,000,000)

Source of Funds	FY20	FY21	FY22	Change $	Change %
Public Transportation Funds	$42.0	$39.5	$25.9	($13.5)	-34%
Federal Funds	$32.4	43.4	33.6	(9.8)	-23%
Other	$0.8	0.2	0.2	0.0	0%
Carry Forward & Reserves	$0.0	1.6	14.2	12.6	781%
RPTA Capital	**$75.1**	**$84.7**	**$73.9**	**($10.8)**	**-13%**

Pass-thru Funds: Uses ($,000,000)

Uses of Funds	FY20	FY21	FY22	Change $	Change %
VMR RARF Disbursements	$0.5	$0.5	$0.5	$0.0	0%
AZ Lottery Funds Disbursements	$11.5	11.2	11.2	0.0	0%
Valley Metro Rail	$23.3	27.5	30.2	2.7	10%
Rail Program Disbursements	$78.9	43.0	58.0	15.0	35%
VMR Reserve for Future Use	$0.0	11.0	0.0	(11.0)	-100%
RPTA Pass-Thru	**$114.2**	**$93.2**	**$99.9**	**$6.7**	**7%**

Pass-thru Funds: Sources ($,000,000)

Source of Funds	FY20	FY21	FY22	Change $	Change %
Regional Area Road Funds	$0.5	$0.5	$0.5	$0.0	0%
VMR Reimbursements	22.7	27.5	30.2	2.7	10%
AZ Lottery Funds	11.5	11.2	11.2	0.0	0%
VMR Public Transportation Funds Program	$79.5	53.9	57.1	3.1	6%
Carry Forward & Reserves	$0.0	0.0	1.0	1.0	0%
RPTA Pass-Thru	**$114.2**	**$93.2**	**$99.9**	**$6.7**	**7%**

21

21

RPTA/Shared Staff Changes from FY20 to FY22

Positions by Division	FY20 Budget	FY21 Budget	Mid-Year Additions	FY22 Additions	FY22 Budget
Agency Business, Technology & Services	62	51	2	1	54
Capital and Service Development	29	22	0	0	22
Communication & Strategic Initiatives	14	36	0	0	36
CEO Executive Office	6	6	0	0	6
Finance	35	36	0	0	36
Internal Audit Services	3	3	0	0	3
Legal	2	4	0	0	4
Operations and Maintenance	75	76	0	2	78
Safety, Security, and Quality Assurance	5	6	0	1	7
Total RPTA and Shared Positions by Division	**231**	**240**	**2**	**4**	**246**

22

22

Next steps

- Draft IGA's for city funded service sent in February
- Budget document to be posted to website end of February
- Will review 5-Year Plans with FWG next month

23

23

Recap of Important Dates

Committee/Boards/FWG	
Sep 15, 2020	Present Key Assumptions to FWG
Oct 15, 2020	Present Key Assumptions to AFS
February	Present annual budget to FWG
February	Present update of Key Assumptions to AFS
March	Present Annual Budgets to Committees/Boards for Info
March	Present 5-year plans to FWG
April	Present 5-year plans to AFS
May	Present Annual Budgets and 5-Year plans to Committees/Boards for action

24

Thank You

25

Information Summary

DATE **AGENDA ITEM 5**
March 11, 2021

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

March 11, 2021

Board of Directors
Wednesday, March 18, 2021
Via Webex/Phone
11:15 a.m.

	Action Recommended
1. Public Comment	1. For Information
Public comment is being taken in written format and will be entered into the official minutes of the meeting.	
2. Minutes	2. For action
Minutes from the January 21, 2021 Board meeting are presented for approval.	

CONSENT AGENDA

3A. Federal Transit Administration Pass-Through Grant Agreement	3A. For action
Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the listed grant.	
3B. Repair of Light Rail Vehicle (LRV) Hoists Contract Award	3B. For action
Staff recommends that the Board of Directors authorize the CEO to execute a contract with Whiting Services, Inc. to repair two LRV hoists in an amount not to exceed $259,094.	
3C. Uninterruptible Power Supply (UPS) Replacements Purchase	3C. For action
Staff recommends that the Board of Directors authorize the CEO to execute a cooperative agreement purchase order with Dell Marketing, L.P. for the supply of uninterruptible power supply (UPS) replacements for the communication cabinets at light rail passenger stations in an amount not to exceed $196,000 over a two-year period.	

3D. Traction Power Substation (TPSS) Batteries Contract Award — 3D. For action

Staff recommends that the Board of Directors authorize the CEO to execute a four-year contract for the supply of batteries for 15 traction power substation (TPSS) along the original 20-mile rail alignment with HBL America Inc. in an amount not to exceed $336,856.

REGULAR AGENDA

4. Valley Metro Rail, Inc. Fiscal Year 2022 (FY22) Preliminary Operating and Capital Budget — 4. For information

Paul Hodgins, Chief Financial Officer, will provide an overview of the FY22 Preliminary Operating and Capital Budget.

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, April 22, 2021 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 **AGENDA ITEM 1**
March 11, 2021

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

Minutes

March 11, 2021 **AGENDA ITEM 2**

Board of Directors
Thursday, January 21, 2021
Webex/Phone
11:15 a.m.

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

Chair Heredia called the meeting to order at 12:09 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 November 19, 2020, board meeting are being presented for approval.

IT WAS MOVED BY MAYOR GALLEGO, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE OCTOBER 22, 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 MAYOR GALLEGO, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.

4. 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.

5. Next Meeting

Next meeting is Thursday, March 18, 2021, at 11:15 am.

With no further discussion the meeting adjourned at 12:10 p.m.

VALLEY METRO RAIL

Information Summary

DATE **AGENDA ITEM 3A**
March 11, 2021

SUBJECT
Federal Transit Administration Pass-Through Grant Agreement

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 expenses and lost revenue associated with the COVID-19 pandemic.

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.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGA with the City of Phoenix for the listed grant.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro is being provided federal funds through the Federal Transit Administration (FTA) from funds made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA or "COVID relief bill") passed in December 2020. The table below summarizes the funding available:

Grant	FTA Program	Federal Share	Local Share	Total
TBD	CRRSAA	$20,589,000	$0	$20,589,000
Total		**$20,589,000**	**$ 0**	**$20,589,000**

- Funds from the CRRSAA are awarded to support operating expenses and lost revenues as a direct result of the COVID-19 pandemic.

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

The pass-through IGAs are required in order for Phoenix to reimburse Valley Metro for eligible expenses.

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: February 16, 2021 for information
RMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

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

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 3B**
March 11, 2021

SUBJECT
Repair of Light Rail Vehicle (LRV) Hoists Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Whiting Services, Inc. to repair two LRV hoists in an amount not to exceed $259,094 (contract award for $235,540 plus a contingency of $23,554).

COST AND BUDGET
The total cost for the repairs to the two LRV hoists is $259,094 which includes a $23,554 contingency for any unanticiapted costs that may occur during the repairs. The repairs will be completed over a two year period. The cost for the repair 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).

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract with Whiting Services, Inc. to repair two LRV hoists in an amount not to exceed $259,094.

BACKGROUND | DISCUSSION | CONSIDERATION
There are currently two LRV inground hoists located at the Operations & Maintenance Center (OMC). The current age of the LRV hoists is approximately 13 years and are in need of repair. LRV hoists raise the entire transit car to a height for maintenance access to underbody and side components. LRVs can be raised individually, articulated, or in married pairs with hoists positioned under each truck location.

The repairs performed will provide a complete change out procedure of the LRV hoist lifting nuts, perform horizontal alignment setting of nuts, and upon completion, perform live load lifting for review and verification of completion of procedure.

The recommended award of the contract to Whiting Services, Inc. is a non-competitive procurement due to the company being the original equipment manufacturer (OEM). They are the only supplier of the hoist lifting nuts that need replacement. They will not sell the hoist lifting nuts to another vendor to perform the services.

The proposed price has been deemed fair and reasonable based on a cost comparison and 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: February 16, 2021 for information
RMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

CONTACT
Ray Abraham
Chief Operations Officer
602-652-5054
rabraham@valleymetro.org

ATTACHMENTS
None

Information Summary

DATE
March 11, 2021

AGENDA ITEM 3C

SUBJECT
Uninterruptible Power Supply (UPS) Replacements Purchase

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a cooperative agreement purchase order with Dell Marketing, L.P. for the supply of uninterruptible power supply (UPS) replacements for the communication cabinets at light rail stations in an amount not to exceed $196,000 over a two-year period.

COST AND BUDGET
The cost for the supply of UPS replacements over the two years is not to exceed $196,000. The cost for the supply of UPS replacements is included in the Valley Metro Rail Adopted FY 2021 Operating and Capital Budget. Contract obligations beyond FY 2021 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2021 thru FY2025).

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a cooperative agreement purchase order with Dell Marketing, L.P. for the supply of uninterruptible power supply (UPS) replacements for the communication cabinets at light rail passenger stations in an amount not to exceed $196,000 over a two-year period.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro Rail's 28-mile light rail line includes 43 passenger stations, 22 sub-stations, and park and ride lots. The UPS units will be replaced in the CPEV communication cabinets at 33 light rail passenger stations. The UPS units are needed as a backup to maintain the communication system at stations in the event of a power outage.

The contractor will provide the supply of UPS units over a two year period. All labor for the installation will be completed in-house by Valley Metro Rail staff. It is estimated that 16 to 17 light rail stations will be completed with the UPS replacements each year.

Valley Metro issued a competitive solicitation on November 26,2020. At the bid opening on January 21, 2021, there were four responses received from the following vendors:

1. B&C Transit, Inc.

2. Dell Marketing L.P.
3. Falcon Electric
4. Go Power Battery

Dell Marketing L.P. was determined to be the lowest, responsive, responsible bidder. In Dells Marketing L.P. submittal, it stated in receipt of an award or purchase order, Valley Metro shall utilize the State Cooperative Purchasing Contract: NASPO Master Agreement WN01AGW. Valley Metro is issuing a cooperative agreement purchase order through the State of Arizona.

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: February 16, 2021 for information
RMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

CONTACT
Ray Abraham
Chief Operations Officer
602-652-5054
rabraham@valleymetro.org

ATTACHMENTS
None

Information Summary

DATE **AGENDA ITEM 3D**
March 11, 2021

SUBJECT
Traction Power Substation (TPSS) Batteries Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a four-year contract for the supply of batteries for 15 traction power substation (TPSS) along the original 20-mile rail alignment with HBL America Inc. in an amount not to exceed $336,856 (contract award of $306,233 plus a contingency of $30,623).

COST AND BUDGET
The cost for the supply of TPSS batteries over the four-year term of the contract is in an amount not to exceed $336,856 which includes a $30,623 contingency for any unanticipated costs that may occur during the project. The cost for the TPSS batteries is included in the Valley Metro Rail Adopted FY 2021 Operating and Capital Budget. Contract obligations beyond FY 2021 are incorporated into the Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY2021 thru FY2025).

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a four-year contract for the supply of batteries for 15 traction power substation (TPSS) along the original 20-mile rail alignment with HBL America Inc. in an amount not to exceed $336,856.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro Rail's 28-mile light rail line includes 43 passenger stations, 22 sub-stations, and park and ride lots. The batteries will be replaced at 15 traction power substations along the original 20-mile rail alignment. There are 31 batteries at each of the 15 traction power substations. The batteries are required as backup power for the controls at the substations in case of a power outage. The current batteries are over 13 years old, they are beginning to fail, and are recommended for replacement by the manufacturer.

The contractor will provide the supply of batteries over the 4-year contract period and provide training for Valley Metro technicians on installation, maintenance, and removal of the old batteries. This project is expected to last four years to complete installation. All labor for the installation will be done in-house by Valley Metro Rail staff.

Valley Metro issued a competitive solicitation on December 3, 2020. At the bid opening on January 21, 2021, there were four responses received from the following vendors:

1. HBL America Inc.
2. NGH Power Systems
3. Alcad Standby Batteries
4. Aviall Services

HBL America Inc. was determined to be the lowest, responsive, responsible bidder. 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: February 16, 2021 for information
RMC: March 3, 2021 approved
Board of Directors: March 18, 2021 for action

CONTACT
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rabraham@valleymetro.org

ATTACHMENTS
None

VALLEY METRO RAIL

Information Summary

DATE **AGENDA ITEM 4**
March 11, 2021

SUBJECT
Valley Metro Rail, Inc. Fiscal Year 2022 (FY22) Preliminary Operating and Capital Budget

PURPOSE
To provide an overview of the FY22 Preliminary Operating and Capital Budget.

RECOMMENDATION
This item is presented for information.

BACKGROUND | DISCUSSION | CONSIDERATION
The Valley Metro Rail, Inc. (VMR) FY22 combined operating and capital budget (the budget) is $564.1 million (M) and includes $58.0M in projects funded with Proposition 400 Public Transportation Fund (PTF) revenues for light rail/high capacity transit capital.

The preliminary FY22 budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards, reserves and bond proceeds. The budget was developed in compliance with Board of Directors' adopted budget, financial and Transit Life Cycle Program (TLCP) policies.

The annual budget is prepared on a modified accrual basis and adopted by the Board of Directors each fiscal year. The legal level of budgetary control is the total annual appropriated budget. With respect to Capital Budgets, project contingency accounting is used to control expenditures within available project funding limits. With respect to Operating Budgets, encumbrance accounting is not used and all appropriations lapse at the end of the year. Prior to final adoption, a proposed budget is presented to the Board of Directors for review and public comment is received. Final adoption of the budget must be on or before June 30 of each year.

Budget Overview
The total operating budget of $81.0M represents a $9.0M (13%) increase from the previous year's operating budget of $72.0M. The total capital budget of $483.0M represents a $38.4M (7%) decrease from the previous year's capital budget of $521.4M.

Light rail operations, maintenance and security is increasing by 7 percent, or $4.1 million. More than $1.1 million of that increase is for insurance premiums. Additionally, maintenance employees have been a challenge to recruit and retain. As a result, Human Resources (HR) staff worked with the maintenance managers to redefine positions and job descriptions to better describe the duties. After positions were updated, HR conducted market surveys for comparable positions and updated pay and pay ranges for maintenance employees resulting in an 7% increase to base pay for maintenance staff which is reflected in this budget increase.

The Tempe Streetcar is expected to begin revenue service in FY22 and this accounts for $4.2 million of the $9.0 million increase from FY21 to FY22. Streetcar operations, for budget purposes, is assumed to begin revenue operations on October 1, 2021.

The RPTA and Valley Metro Rail (VMR) budgets are developed with a unified staff plan, with department managers planning the level of effort required to meet the bus and rail activities. Salary and overhead charges to bus and rail projects are based on actual time worked on each project. For FY22 there are 451 employees budgeted in the integrated agency, with 246 FTE's budgeted to RPTA/Shared agency activities and 205 budgeted to VMR only activities.

COMMITTEE PROCESS
Preliminary Budget Review:
Financial Working Group: February 16, 2021 for information
RMC: March 3, 2021 for information
AFS: March 4, 2021 for information
Board of Directors: March 18, 2021 for information

Proposed Budget Adoption:
RMC: May 5, 2021 for action
AFS: May 6, 2021 for action
Board of Directors: May 20, 2021 for action

CONTACT
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ATTACHMENT
None

Valley Metro Rail

FY22 Preliminary Budget Overview

March 2021

1

Budget Development Progress

Committee/Boards/FWG	
Sep 15, 2020	Present Key Assumptions to FWG
Oct 15, 2020	Present Key Assumptions to AFS
February	Present annual budget to FWG
February	Present update of Key Assumptions to AFS
March	Present Annual Budgets to Committees/Boards for Info
March	Present 5-year plans to FWG
April	Present 5-year plans to AFS
May	Present Annual Budgets and 5-Year plans to Committees/Boards for action

2

2

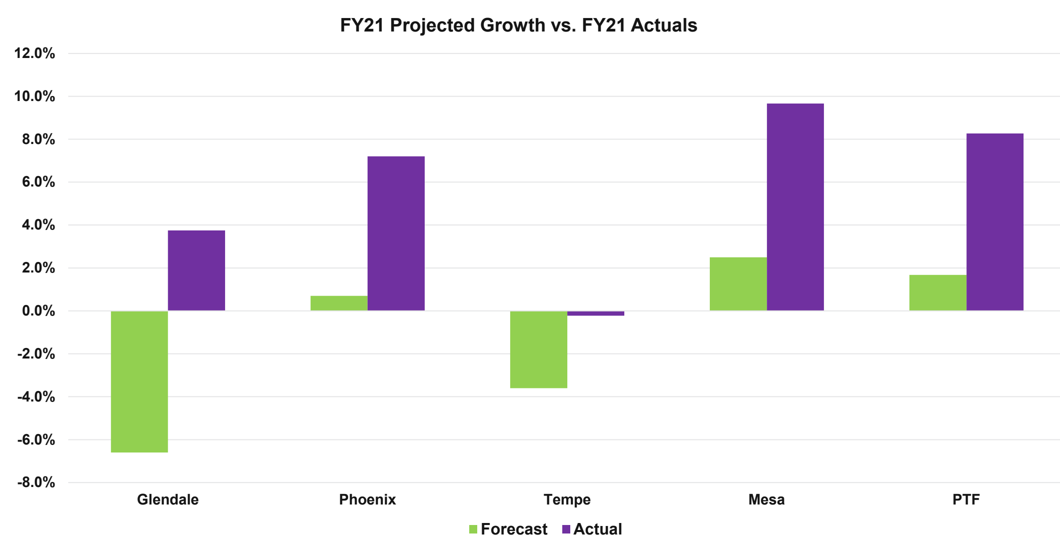
Key Assumptions and Feedback

- **Conservative approach for revenues**
  - Ridership – Assume flat based on current (COVID) ridership levels
  - Fares – 24% of Pre-COVID levels
- **Additional relief funding program - CRRSAA**
  - Coronavirus Response and Relief Supplemental Appropriations Act
  - Appx $20M available for RPTA – Final amounts TBD by MAG

3

3

FY21 Local Revenue Trends



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Baseline: Light Rail Operations

	FY20 Actual	FY21 Budget	FY22 Budget
RAIL OPERATIONS			
Passenger boardings	12,826,000	3,783,000	6,304,000
Service miles delivered	3,401,000	3,539,000	3,539,000
Gross Operating Costs	$ 50,926,000	$ 57,716,000	$ 61,846,000
Fare Revenues	$ 8,340,000	$ 2,710,000	$ 2,521,000
Fare Recovery	16%	5%	4%

5

5

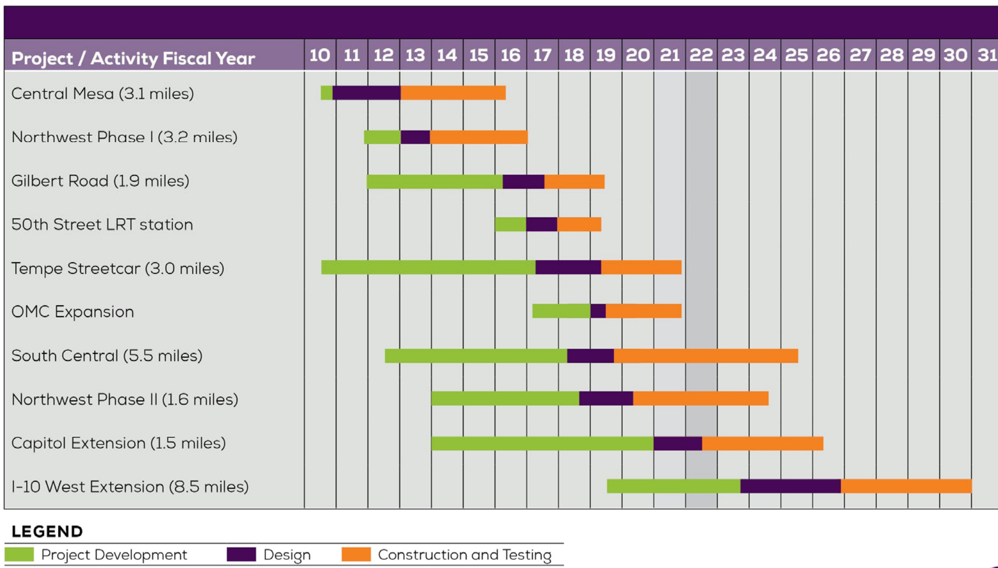
Baseline: Streetcar Operations

	FY20 Actual	FY21 Budget	FY22 Budget
STREETCAR OPERATIONS			
Passenger boardings		71,000	306,000
Service miles delivered		24,000	145,000
Gross Operating Costs		$ 723,000	$ 4,951,000
Fare Revenues		$ 0	$ 0
Fare Recovery		0%	0%

6

6

LRT Capital Project Schedule



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7

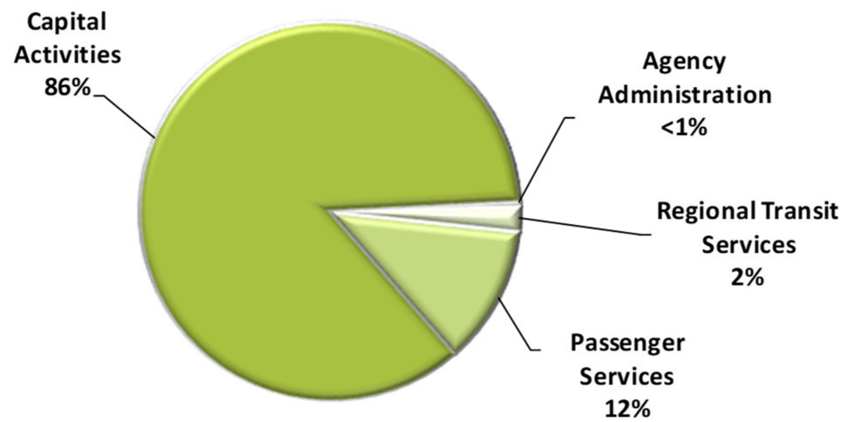
Uses of Funds: Project Development ($,000)

Uses of Funds	FY22
Capitol Extension	$3,639
I-10 West Extension	776
Capital Project Development Administration	1,796
Systems Planning & Project Development	5,945
Total Uses	**$12,156**

8

8

Uses of Funds: Operating & Capital



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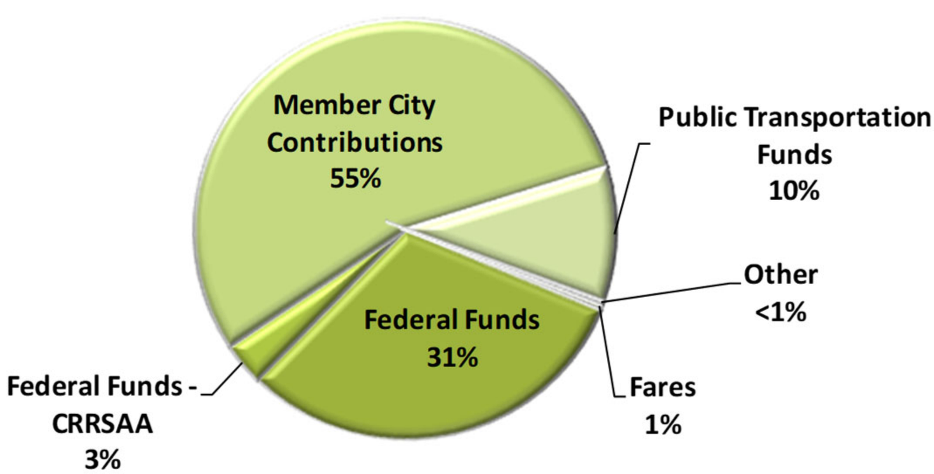
9

Sources of Funds: Operating & Capital



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10

Uses of Funds: Operating ($,000,000)

Uses of Funds	FY20 Actual	FY21	FY22	Change $	Change %
Light Rail Operations & Maintenance	$42.2	$49.2	$52.3	$3.1	6%
Light Rail Security	8.7	8.5	9.6	1.1	13%
Streetcar Operations & Maintenance	0.0	0.6	4.3	3.7	595%
Streetcar Security	0.0	0.1	0.7	0.6	533%
Future Project Development	8.3	11.7	12.2	0.5	4%
Agency Operating	1.6	1.9	2.1	0.2	12%
Total Operating Uses	**$60.9**	**$72.0**	**$81.0**	**$9.0**	**13%**

Sources of Funds: Operating ($,000,000)

Sources of Funds	FY20 Actual	FY21	FY22	Change $	Change %
Advertising	$1.2	$0.3	$0.7	$0.4	140%
Fares	8.3	2.7	2.5	(0.2)	-7%
Federal Funds	3.2	1.5	4.5	2.9	190%
Federal Funds - CARES	0.0	43.0	0.0	(43.0)	-100%
Federal Funds - CRRSAA	0.0	0.0	18.5	18.5	-
Member City Contributions	41.2	12.9	45.5	32.6	253%
MAG Funds	0.5	0.5	0.5	0.0	0%
Public Transportation Funds	5.7	10.5	8.2	(2.2)	-21%
Regional Area Road Funds	0.5	0.5	0.5	0.0	0%
Other	0.2	0.1	0.1	0.0	0%
Total Operating Sources	**$60.9**	**$72.0**	**$81.0**	**$9.0**	**13%**

Uses of Funds: Capital ($,000,000)

Uses of Funds	FY20 Actual	FY21	FY22	Change $	Change %
Tempe Streetcar	$67.9	$39.8	$5.6	($34.3)	-86%
South Central/Downtown Hub	60.2	316.3	291.5	(24.9)	-8%
Northwest Phase II	17.0	114.0	129.8	15.8	14%
OMC Expansion	32.6	27.9	5.2	(22.7)	-81%
Gilbert Road Extension	9.7	3.3	3.2	(0.1)	-2%
50th Street Station	0.6	0.0	0.0	0.0	-
Central Mesa Extension	0.4	0.0	0.0	0.0	-
Systemwide Improvements	14.5	11.5	35.0	23.5	205%
State of Good Repair	5.0	8.7	12.9	4.2	48%
Total Capital Uses	**$207.9**	**$521.4**	**$483.0**	**($38.4)**	**-7%**

13

13

Sources of Funds: Capital ($,000,000)

Sources of Funds	FY20 Actual	FY21	FY22	Change $	Change %
Federal Funds	54.6	309.9	171.0	(138.9)	-45%
Member City Contributions	81.5	159.8	262.3	102.5	64%
Public Transportation Funds	71.8	51.8	49.8	(2.0)	-4%
Total Capital Sources	**$207.9**	**$521.4**	**$483.0**	**($38.4)**	**-7%**

14

14

VMR Only Staff Changes from FY20 to FY22

	FY20 Budget	FY21 Budget	Mid-Year Additions	FY22 Additions	FY22 Budget
Positions by Division					
Agency Business, Technology & Services	0	0	0	0	0
Capital and Service Development	28	20	0	0	20
Communication & Strategic Initiatives	0	8	0	0	8
CEO Executive Office	1	0	0	0	0
Finance	1	1	0	0	1
Internal Audit Services	0	0	0	0	0
Legal	0	0	0	0	0
Operations and Maintenance	161	170	0	1	171
Safety, Security, and Quality Assurance	5	4	0	1	5
Total VMR Only Positions by Division	**196**	**203**	**0**	**2**	**205**

15

15

Updates

- **Draft IGA's to be shipped this month**
- **Budget document to be posted to website end of month**
- **Will review 5-Year Plans with FWG next month**

16

16

Recap of Important Dates

Committee/Boards/FWG	
Sep 15, 2020	Present Key Assumptions to FWG
Oct 15, 2020	Present Key Assumptions to AFS
February	Present annual budget to FWG
February	Present update of Key Assumptions to AFS
March	Present Annual Budgets to Committees/Boards for Info
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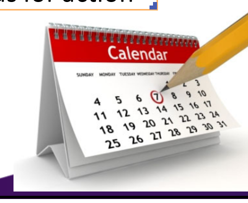

17

Thank You

18

Information Summary

DATE **AGENDA ITEM 7**
March 11, 2021

SUBJECT
Future Agenda Items Request and Report on Current Events

PURPOSE
Chair Brady 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

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ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date