MEETINGS OF THE

Boards of Directors

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

Date:

August 18, 2022

Starting Time

11:15 a.m.

Meetings to occur sequentially

Location:

Valley Metro

Boardroom/Webex

101 N. 1st Avenue, 10th Floor

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

Agenda

August 11, 2022

Joint Meeting Agenda
Valley Metro RPTA
And
Valley Metro Rail
Thursday, August 18, 2022
Valley Metro, 101 N. 1st Avenue, 10th Floor
Boardroom/Webex
11:15 a.m.

Action Recommended

1. Public Comment — 1. For Information

The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items.** Up to three minutes will be provided per speaker unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

2. Chief Executive Officer's Report — 2. For information

Jessica Mefford-Miller, CEO, will brief the Joint Boards of Directors on current issues.

3. Audit and Finance Subcommittee Update — 3. For information

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

CONSENT AGENDA

4A. Minutes — 4A. For action

Minutes from the June 16, 2022 Joint Board meeting minutes are presented for approval.

4B. Miscellaneous Construction Services Contracts Extension — 4B. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a one-year extension option with Builders Guild, Inc. and J. Banicki Construction, Inc. in accordance with the terms and conditions set forth in the contracts.

4C. Non-Revenue Fleet Maintenance Services Contract Award — 4C. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with two one-year options with All Fleet Services, LLC for non-revenue vehicle fleet maintenance services in an amount not to exceed $700,000. Valley Metro Rail (VMR) costs are $650,000 and Regional Public Transportation Authority (RPTA) costs are $50,000.

REGULAR AGENDA

5. Marketing and Advertising Support Services Contract Awards — 5. For action

Staff recommends that the Boards of Directors authorize the CEO to execute one-year contracts with two, one-year extensions with Hackett Advertising Public Relations Interactive (HAPI), MJM Advertising LLC – Heart and Soul Marketing LLC, Magnetry LLC and ON Advertising, Inc. for Marketing and Advertising Support Services in an amount not to exceed $2,250,000 over the three-year period.

6. Operations Cleaning Services Contract Change Order — 6. For action

Staff recommends that the Boards of Directors authorize the CEO to execute a contract change order with DMS Facility Services for operations cleaning services in an amount not to exceed $2,686,749 for the period September 1, 2022, to December 31, 2025.

7. Quarterly Reports — 7. For information

Fiscal Year 2022 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. Report on Current Events and Suggested Future Agenda Items — 9. For information

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

10. Next Meeting — 10. For information

The next meeting of the Joint Board is scheduled for **Thursday, September 22, 2022 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
August 11, 2022

AGENDA ITEM 1

SUBJECT
Public Comment

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2**
August 11, 2022

SUBJECT
Chief Executive Officer’s Report

PURPOSE
Jessica Mefford-Miller, Chief Executive Officer, will brief the Joint Boards on current issues.

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None

Information Summary

DATE
August 11, 2022

AGENDA ITEM 3

SUBJECT
Audit and Finance Subcommittee (AFS) Update

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

BACKGROUND | DISCUSSION | CONSIDERATION
The draft minutes from the August 4, 2022 AFS meeting are attached for further details of the meeting.

COST AND BUDGET
None

COMMITTEE PROCESS
None

RECOMMENDATION
This item is presented for information only.

CONTACT
Jim Hillyard
Acting Chief Financial Officer
602-262-7433
jhillyard@valleymetro.org

ATTACHMENT
Draft August 4, 2022 AFS meeting minutes

Minutes

August 11, 2022 **AGENDA ITEM 3**

Audit and Finance Subcommittee
Thursday, August 4, 2022
Via WebEx/Phone
12:00 p.m.

Meeting Participants
Councilmember Bill Stipp, City of Goodyear, Chair
Councilmember Clay Goodman, City of Buckeye (phone)
Vice Mayor Laura Pastor, City of Phoenix
Councilmember Francisco Heredia, City of Mesa (phone)

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

1. Public Comment

Chair Stipp said we'll go ahead and start. Hopefully, Vice Mayor Pastor will be able to join us. I would like to call to order the Audit and Finance Subcommittee meeting of Thursday, August 4, 2022.

First, I would like to welcome Councilmember Goodman from Buckeye joining the Committee and hopefully, we'll have our 5th member next month so welcome, Councilmember Goodman.

Councilmember Goodman said thank you. I appreciate the opportunity.

Chair Stipp said we're looking forward to it. This starts a new fiscal year and hopefully, we have a different tenor moving forward this year than we have the past couple of years.

So with that we'll go ahead and open the meeting with Public Comment. I assume since Mr. Crowley is here. He didn't just come this way to look at us so. There you go. Well, you've got three minutes, Blue, thank you.

Mr. Crowley said did you happen to see in the paper where the Governor vetoed your upcoming legislation.

Chair Stipp said I've heard that.

Mr. Crowley said right. Well, and on your item -- I think it's $11M or it's way in the back.

It says: Background and discussions. It says: These corridors were narrowed down by MAG and included the regional plan as a part of the 400 tax extension. So what you're basing what you're going to be doing here is on that extension and as you and I know, when he vetoed that, over the next two years, we have what chance, if let us say, if Lake is elected Governor, of getting it passed especially with the right turn that the legislature is already predicted to be doing because of the -- I would say gerrymandering, but being a Democrat that might be considered to be sour grapes.

I had requested Pat give me the information that you guys kicked to MAG so that I can see what you guys are doing, right? And then I find out that MAG already had done that and it was already a document at the beginning of this legislative session. So when I see that I asked for what it is that you guys said and did on that, what she did is she send me a draft of the Regional Transit Transportation Plan. I figure I'm supposed to discern it out of that.

Well, you know the drama I bang the most is this one on the supergrid. Well, you know that supergrid was a part of the Regional Transportation Plan and when I'm reading in this that you can do nothing unless MAG has it in the Regional Transportation Plan for you, but what I've seen is that you have done nothing which is another way of doing something with the plan. I look on 83rd and 75th Avenue. These are the things the last four years: Dunlap Avenue, Litchfield Road to Metrocenter. Didn't get done. Val Vista and Wills Drive to Thomas Road, Greenfield. Didn't get done. 83rd Avenue and 75th Avenues, Desert Sky Transit Center to Arrowhead. You did get an 83rd Avenue bus on, but it's only the City of Phoenix because they're the ones that pay for it. And then the one you're supposed to be doing next year is Litchfield Road. I have never seen you guys reach out and try to do the bus things and such to acquire them and get it done.

And in the document that I got from the planning department when I came in to find out what had been done with this, the document they handed me was one that said that of all the supergrid, you had only dropped two routes. So when you don't do the routes to completion, how is that not also dropping them? And you know where Dysart Road is. That's one that got dropped so where's the other one? And why don't you get the job done and do it right? And isn't it nice that when it comes to transit and transportation plans, you have what part of a say? Oh, you don't.

Chair Stipp said thank you, Blue. Any other comments? Okay.

2. <u>Chief Financial Officer's Update</u>

Ms. Mefford-Miller said good morning, Mr. Stipp. In Mr. Hillyard's absence, I would be giving the update on a typical basis, however, the one item I want to update you on is Item number 10 on the agenda that is CFO recruitment.

Chair Stipp said okay. Great.

3. <u>Minutes</u>

Chair Stipp said the minutes from the June 2, 2022, Audit and Finance Subcommittee meeting are presented for approval.

Chair Stipp said hopefully, you've had some opportunity to look at that. I would like a motion to approve the minutes from June 2nd.

Motion by Vice Mayor Pastor, second by Councilmember Goodman.

Any further discussion? All in favor, say aye. Motion carries.

IT WAS MOVED BY VICE MAYOR PASTOR, SECOND BY COUNCILMEMBER GOODMAN AND UNANIMOUSLY CARRIED TO APPROVE THE AFS MINUTES FROM JUNE 2, 2022.

4. IT Identity and Access Controls Management Audit

Chair Stipp said for Councilmember Goodman's frame of reference, we have been delaying a number of the audit reports through the budget process as that became very complicated as the end of the fiscal year came on so we will have a number of audits to take action on today. That's not typically how we do it, but that's the situation that we're in so Sebrina and her team are here to present. So with that, I'll turn it over to Sebrina.

Ms. Beckstrom said thank you, Mr. Chair. Lawrence Kondrat, Larry was the Senior Auditor on this audit so I will turn it over to him to present the report.

Mr. Kondrat said thank you, Sebrina. Good afternoon, Chair Stipp and members of the Subcommittee. The audit of IT Identify and Access Control Management was conducted as part of the Internal Audit fiscal year 2022 audit plan.

As indicated on this slide, the overall report risk is determined to be medium. Internal Audit determined that Valley Metro has processes in place for identity and access control management, however, some enhancements to existing processes can be made and documenting those processes can further strengthen controls and minimize risks.

Do you have any questions or concerns concerning the report area risk? If not, I'll move on.

Chair Stipp said no. Move on.

Mr. Kondrat said conclusions pursuant to the audit objective are presented as two findings and five associated recommendations in this report. Internal Audit rated the risk of each finding assigning a risk rating that reflects the likelihood and impact of negative events occurring in the audited areas.

Finding 1 was assigned a high-risk rating while finding 2 was assigned a low-risk rating. Do you have any questions or concerns regarding the risk ratings? Okay.

All right. The objective of the audit was to provide an independent assessment relating to the effectiveness of identity and access control management and its policies, procedures and governance activities. The audit scope focused on current IM standards, guidelines and procedures as well as on the implementation and governance of these activities related to the Active Directory system.

Do you have any questions or concerns? Okay. Moving on.

Chair Stipp said would it just be okay if we just interrupted you if we had questions?

Mr. Kondrat said sure.

Chair Stipp said so just plow through it until.

Mr. Kondrat said sounds good. All right. Methodology. Auditors use variety of research and analysis techniques to obtain enough evidence to support our conclusions. We reviewed valley Metro policies and procedures. We looked at industry standards and best practices most notably the National Institute of Standards and Technology. We interviewed various leadership and staff from Human Resources and IT. We completed extensive test work and we made observations such as observing the server room environment.

Moving on to the audit findings. Finding 1. Internal Audit found that access management controls need to be strengthened. Valley Metro has processes in place for access management, but these current controls should be strengthened. Specifically, user access was not consistently disabled in a timely manner for some former employees. Consequently, Internal Audit recommends that Valley Metro should ensure that user access for former employees and contractors is disabled in a timely manner.

The second part of the finding, some users had access rights that were not required for performing their job responsibilities and as a result, Internal Audit recommends that Valley Metro should conduct and document periodic formal reviews of user access rights that are completed by appropriate management to ensure that access rights remain commensurate with user job responsibilities.

And the third part of Finding 1, the administrators do not log on with separate unique user accounts when performing non-administrative tasks. Subsequently, Internal Audit recommends that Valley Metro should limit the use, where possible, of administrator accounts for system administration functions only.

Councilmember Goodman said what is meant by "timely"? Is there a time frame?

Mr. Kondrat said timely. There is no specific time frame, but you want to disable access, basically, immediately upon separation from the company. And in some instances, that's not possible when an employee leaves on a Friday. So, then I found most instances, access was disabled on the Monday. Yeah. You want to do it -- there's no guidelines that are specific, but you want to do it immediately upon separation or close to it. Yes.

Councilmember Goodman said okay. Now, when an employee separates, do they need to surrender their badge immediately.

Mr. Kondrat said they do. There's a process that the employee goes through with Human Resources and also, IT is involved in it where they account for all the equipment that was assigned to them and it all has to be returned. There's a sign-out sheet that they must complete.

Councilmember Goodman said okay. Thank you.

Chair Stipp said so there's nothing -- there's almost no reason though that when they're surrendering their badge that we can't turn that access off.

Mr. Kondrat said there's no reason. What I found was that IT wasn't being notified in a timely manner from the different administrative assistants or managers, supervisors. And so, HR is going to take a more active role in that and they're going to notify IT immediately, upon an employee leaving Valley Metro.

Chair Stipp said so we're looking at policy changes as well then as a result of this?

Mr. Kondrat said we are. Yes. And a separation policy.

Chair Stipp said okay.

Mr. Kondrat said termination policy, I should say.

Chair Stipp said because I think that's what Councilmember Goodman was getting at.

Mr. Kondrat said yes.

Chair Stipp said in what our side conversation was here.

Mr. Kondrat said yeah. There's going to be new procedures in place where HR is -- takes a more active role.

Chair Stipp said okay. Thank you.

Mr. Kondrat said you're welcome.

Vice Mayor Pastor said so in all the systems that I worked in, when I'm separating in any system, HR is heavily involved and they know the date of the separation. They also have a checklist that I have to go through and say, here's my identification, here's my key, my badge, all these other things. There should be on the checklist separation date, and something sent to IT to separate everybody.

Mr. Kondrat said I agree.

Vice Mayor Pastor said and I don't know if in the policy that will be within Valley Metro in the policy happen within if separation is Friday at 5:00, one hour after -- within that hour all access is gone.

Mr. Kondrat said yes. And that is their intention moving forward.

Vice Mayor Pastor said okay.

Mr. Kondrat said for HR to play a more active role and to notify them.

Vice Mayor Pastor said thank you.

Mr. Kondrat said you're welcome. Okay. If there's no more questions on Finding 1.

Finding 2. Internal Audit found that policies and procedures need enhancement. Valley Metro had generally effective processes in place for certain IT functions, but current IT policies and procedures need to be enhanced. Specifically, Valley Metro's access control policy needs to be update. There was a reference in the access control policy to an older version of the NIST Special Publication 800-53 which provides guidelines for access control and standards. Internal Audit recommends that Valley Metro should enhance their policies and procedures for documenting review and updating the access control policy annually and as appropriately needed.

In the second part of Finding 2, Valley Metro lacks certain written IT procedures. We found that Valley Metro had not developed written procedures for certain IT functions such as the modification of existing accounts and assignment, use and monitoring of administrative accounts. So as a result, Internal Audit recommends that Valley Metro should develop and implement written procedures to provide guidance for the modification of existing accounts and assignment, use and monitoring of administrative accounts. So are there any questions or concerns related to Finding number 2? Yes.

Chair Stipp said Larry, this is reminiscent of a prior audit that we had a number of years ago, a couple years ago. These same procedural things when it comes to control, access control and whatnot. I know it wasn't specifically part of this audit, but I think generically, and for Jessica's benefit, this is a repeat of something that we've already had before so perhaps we can either find out where we were at previously. Is this a duplicate? Or is this just a cousin of that original one? And trying to get that focus a little narrower on this IT access control stuff because I think that it's almost word for word of this just kind of flooding over me that we've already heard this before related to other issues.

Mr. Kondrat said okay. And I'll definitely follow up on that, Chair Stipp.

Chair Stipp said if we can -- I don't know that we need to, close the loop on anything, but I think certainly with, Jessica coming in and looking at the organization, we need to -- we need to take a lot at that so thank you.

Mr. Kondrat said yes.

Councilmember Goodman said just a follow-up. Is this a paperwork gap that, within a process or procedure the instructions aren't clear as to how to do this or is it a people problem? Are the instructions clear, but the folks responsible just aren't doing what they're supposed to be doing.

Mr. Kondrat said they're doing what they're supposed to be doing, sir, except there's no written guidance or policies that. So, if we do get new IT personnel that come in, they might not be familiar with the procedures. And so, they bring susceptibility to Valley Metro for unforeseen events that occur. So, you want a consistency amongst the staff and it's basically, for the benefit of new employees that come in. During the audit, I did not come across any instances where they weren't performing their job correctly or.

Councilmember Goodman said so how do we know they're performing their job correctly if we don't have guidance on how to do those jobs. What do we do benchmarking against?

Mr. Kondrat said well, looking at existing accounts and assignment, I didn't come across many instances where users had access right. There were six out of our sample and that could be improved, but the majority of -- the majority of the staff had access rights that were commensurate with their job responsibilities and yeah. That's -- six employees that didn't and that was from their -- from not having reviews done of their access rights.

Councilmember Goodman said six out of how many? What was your N?

Mr. Kondrat said here were 34 internal and external users and from those 34 users, they had anywhere from 10 to 50 different modules that they can access. And there was only six that had unnecessary access.

Councilmember Goodman said six out of 34?

Mr. Kondrat said six out of 34 users yes. It was six groups or modules that they had access to that they didn't need access to.

Councilmember Goodman said so if I understand it correctly, six employees had access to areas that they shouldn't have out of 34 that you looked at.

Mr. Kondrat said correct.

Councilmember Goodman said so close to 20 percent.

Mr. Kondrat said correct, sir.

Councilmember Goodman said a little less than 20 percent.

Mr. Kondrat said yes. But they also had access to say 30 different groups and one of those -- one out of the 30 was inappropriate. So the percentage is actually less than that.

Councilmember Goodman said well, I'm kind of (indiscernible)

Mr. Kondrat said it's roughly 20 percent of the users, but when it comes to the different groups that they were assigned, it was a small percentage.

Councilmember Goodman said well, I -- the six out of 34 is what has me concerned. That 20 percent if you extrapolate that and then it only takes one. So obviously, we're moving in the direction where we have zero.

Mr. Kondrat said yes. And Valley Metro will implement procedures and written procedures and policies to address that issue.

Councilmember Goodman said and the appropriate training will follow.

Mr. Kondrat said correct.

Councilmember Goodman said and how is that going to happen? Do we know yet?

Mr. Kondrat said IT is in the process of developing training for all staff, but it's part of their response to the recommendation. And they will institute a training within the next year.

Councilmember Goodman said but we haven't written the policies or procedures yet, but they're building training on those.

Mr. Kondrat said we have some, but they are developing the final procedures. They'll be up for review.

Councilmember Goodman said okay. As we move forward on this, Mr. Chair, I'd like to see some examples of how that's happening.

Chair Stipp said we can certainly do that. I think the other thing I want to call to your attention is at the back of the audit report there is an appendix, there's the actual response matrix when -- who' responsible, when it will get done. I think we'll –

Councilmember Goodman said I read that so.

Chair Stipp said we'll have you follow that up, with how does this work component.
Is that what you're asking?

Councilmember Goodman said yes.

Ms. Mefford-Miller said Mr. Chair, if I may? Do you want that response at a later date? Or would you like that response today? So, the responsible parties for these -- okay. That will be Mr. Ozlin and Ms. Lynch who are in the room today, so we'll discuss that.

Chair Stipp said and I think Councilmember Goodman is looking for the example of how does this -- how does this look? Not -- and we -- I think to help chart the course forward, you know, we have a deadline in here of October. There's a lot of ground to cover between now and then so perhaps we can send something out outside of the meeting to just say this is what we've done, and this is the procedure between now and implementation

Councilmember Goodman said that will be fine.

Ms. Mefford-Miller said we can do that.

Councilmember Goodman said yeah. That would be fine. Thank you.

Chair Stipp said thank you.

Mr. Kondrat said thank you.

Vice Mayor Pastor said may I suggest that you as you're going through this you just keep the Board informed because really where it comes down to is we have these processes and we read them, but we never when it got implemented and how's it working and do we need to revise. So, but I don't know if that's the weeds so that's just me in my management role.

Chair Stipp said just to refresh everyone's memory. When we get the update from Sebrina every month, we have a progress report of where things are at, when things are accomplished so that we have the verification that yes, this deadline was set, yes, this deadline was met. And then if you've got any follow-up questions from that you can certainly go from there. But we'll get this additional information as an example of how we're implementing this one, specifically, for Councilmember Goodman's benefit. But if we can send that to the entire AFS that would be helpful. Okay.

Vice Mayor Pastor said that's good and the reason why I went there was because of the statement we've been down this road before. And so that's why I was like well, then how do we close the gap amongst ourselves?

Chair Stipp said right.

Vice Mayor Pastor said thank you.

Mr. Kondrat said are there any more questions related to Finding number 2? Okay. If not, then I submit the audit for the Audit and Finance Subcommittee approval.

Chair Stipp said great, Larry. Thank you for the presentation. With that, I will entertain a motion to accept the results of the IT Identity and Access Control Management Audit.

Motion by Vice Mayor Pastor, second by Councilmember Goodman.

Any other discussion? Seeing none. All in favor, say aye. Any opposed. The ayes have it.

IT WAS MOVED BY VICE MAYOR PASTOR, SECOND BY COUNCILMEMBER GOODMAN AND UNANIMOUSLY CARRIED TO ACCEPT THE RESULTS OF THE IT IDENTITY AND ACCESS CONTROL MANAGEMENT AUDIT.

5. Federal Grant Compliance – Bus Purchases Audit

Ms. Beckstrom said thank you, Mr. Chair. Jennifer Davis is our Senior Auditor on this audit, and she'll present the results.

Ms. Davis said thank you, Sebrina, Chairman Stipp, AFS Committee members. Today, I'm providing you a report out on the Federal Grant Compliance Review for Bus Purchases. This review is also included on the FY22 Audit Plan. Our objective was to determine if internal controls over the processes were effective and efficient and if those processes and documentation complied with the requirements.

As Larry mentioned, for each audit, we evaluate associated risks based on likelihood and impact of negative events occurring in the audited area. Based on the controls and the evidence that we reviewed, we're ranking this report as a low-risk area. Controls supporting this process are strong. We had no areas of non-compliance noted and we have no areas of recommendation for improvement at this time.

Moving on to scope and methodology. FTA's recent triannual procurement review of the City of phoenix included Valley Metro's heavy-duty buses, therefore, we focused our review on the three medium bus purchase contracts that were awarded back in 2019. The two with Creative Bus Sales and the one with Motorcoach Industries.

For criteria, we used FTA's procurement system guidance, the grant reimbursement requirements for the grant agreements and Valley Metro's policies and procedures. We reviewed the procurement practices that leading up to the contract awards in 2019, their current activities and any change orders, payment documentation and reimbursement requests. We found no areas of non-compliance and we have no recommendations for improvement at this time.

That concludes my report out and I'm available for any questions and provide any clarifications you guys might need.

Chair Stipp said awesome. Thank you. Anybody have questions? All right. Seeing none. I will accept a motion for us to accept the results of the Federal Grant Compliance Bus Purchases audit.

Motion by Vice Mayor Pastor, second by Councilmember Goodman.

Any other discussion? Seeing none. All in favor, say aye. Any opposed? The ayes have it.

IT WAS MOVED BY VICE MAYOR PASTOR, SECOND BY COUNCILMEMBER GOODMAN AND UNANIMOUSLY CARRIED TO ACCEPT THE RESULTS OF THE FEDERAL GRANT COMPLIANCE – BUS PURCHASES AUDIT.

6. Continuous Monitoring – Contract Change Orders, Second Review

Ms. Beckstrom said thank you, Mr. Stipp. We completed the second review of change orders and found no instances of non-compliance. This report is included in your packet and we're happy to answer any questions, but if there are no questions on this report, we submit this for your approval as well.

Chair Stipp said all right. Councilmember Goodman.

Councilmember Goodman said no. I was just waiting for my –

Chair Stipp said I didn't know who you were waving at. All right. So -- see you have to come down here and enjoy this. So with that, I'll entertain a motion to accept the results of the Contract Change Order, Review number two.

Motion by Councilmember Goodman, second by Vice Mayor Pastor.

Any other discussion? All in favor, say aye. Any opposed? The ayes have it.

IT WAS MOVED BY COUNCILMEMBER GOODMAN, SECOND BY VICE MAYOR PASTOR AND UNANIMOUSLY CARRIED TO ACCEPT THE RESULTS OF THE CONTINUING MONITORING – CONTRACT CHANGE ORDERS, SECOND REVIEW.

7. Fiscal Year 2023 Audit Plan

Ms. Beckstrom said thank you, Mr. Chair. Each year Internal Audit performs an annual risk assessment which includes conducting interviews of selected -- with selected Board members and Valley Metro staff, researching national trends, data analysis, prior audit reviews along with some other inputs that we put into our risk assessments. This risk assessment is used to inform the audit work for the upcoming year. The audit topics that received the highest risk prioritization along with those that were of particular interest to Board members or Valley Metro leadership were selected for the annual audit plan.

I have budgeted hours for each of these audits and have also include reserve hours for any special requests from Valley Metro leadership or Board members. I also continually review the audit report against changing risks and priorities which are -- which requires that the audit plan be dynamic. If we feel that an audit needs to be adjusted on the plan or that plan needs to be adjusted in any way, we bring those suggestions back to the Audit and Finance Subcommittee for approval to move things around on the plan.

With that, I would ask if there are any specific questions on any of those items listed on the fiscal year '23 audit plan?

Chair Stipp said great. Does anybody have any questions on the 20 -- FY23 Audit Plan? Sebrina and I met before -- as this was being finalized and just want to call out and I think it's really important for us to remember that with each one of these audits comes time. And may not necessarily have a dollar amount attached to it, but oftentimes it does so the fact that Sebrina has taken the time to assign a not only dollar amount, but a time amount to each one of these audits is very important and that's she's built in the capacity for the team to be able to move forward with those. And I think that shows really the quality of Sebrina as our Chief Auditor, so I just want to point that out and say thank you, Sebrina.

So with that, I'll accept a motion to approve the Fiscal Year 2023 Audit plan.

Motion by Councilmember Goodman, second by Vice Mayor Pastor.

Any other discussion? All in favor, say aye. The ayes have it.

IT WAS MOVED BY COUNCILMEMBER GOODMAN, SECOND BY VICE MAYOR PASTOR AND UNANIMOUSLY CARRIED TO ACCEPT THE FISCAL YEAR 2023 AUDIT PLAN

8. <u>Internal Audit Update</u>

Chair Stipp said why is this for action?

Ms. Beckstrom said it shouldn't be.

Chair Stipp said I thought maybe I'm screwing things up. All right.

Ms. Beckstrom said thank you, Mr. Chair. With the last three audit reports presented today, we have completed the Fiscal Year '22 Audit Plan. We will present the annual audit report and complete the annual audit charter review for the September Audit and Finance Subcommittee meeting.

We're also awaiting reports from the two federal triennial reviews completed in June for the City of Phoenix and for the Arizona Department of Transportation. And we'll provide an update on the outcomes of those results as it pertains to Valley Metro once those reports have been received.

And for our Internal review of findings, we do have a couple of audit recommendations that have come due from previous audits. One recommendation required that the Finance Department create standard operating procedures to ensure that vendors were paid within 30 days of a receipt of invoice. Finance indicated that over these last few months they have created the functionality in the new accounting system to ensure that the invoices are paid within 30 days. And they're in the process of creating the standard operating procedures that will complete this -- and will complete this document for Audit's review prior to the next -- to the September AFS meeting.

The other recommendation relates to Procurement receiving annual credit card acknowledgement forms from Valley Metro credit cardholders. Procurement has indicated that this recommendation is complete and Internal Audit will validate the compliance -- validate compliance with that during the upcoming Credit Card Usage Audit actually scheduled to begin next week.

All right. Those are all of my updates for today.

Chair Stipp said great. Any follow-up questions for Sebrina or anybody on the staff? Seeing none. Appreciate the information.

Ms. Beckstrom said thank you, Mr. Chair.

Chair Stipp said thank you.

9. FY22 4th Quarter Budget Variance Review

Chair Stipp said I have asked Tyler and the staff to when we do these budget variance reviews not to -- not to go through during the meeting a tremendous amount of the data since it's all provided to us and really try to give us a high-level brief by exception kind of concept. So Councilmember Heredia and Vice Mayor Pastor, you may see a slight change in brevity on this, but the material is all -- none of the material that we receive has changed, it's just the presentation is geared to technically be a little shorter. So with that, we'll turn this over to Tyler.

Mr. Olson said thank you, Chair Stipp, members of the Subcommittee. I'll quickly walk you through our 4th quarter budget versus actual report. Our target spend to date would be a 100 percent if we're right on track to put that in perspective so. The amounts are still preliminary as we continue to close our books for the year.

Starting with RPTA. All right. So total sources of funds for operating excluding passthroughs to VMR which I'll speak about on the upcoming expense slides, 167 million budgeted. We've received 226 million in revenues for RPTA. So primarily, ARPA funds are a contributor to that. We did not plan on receiving ARPA funds late in the budget process last year. We have welcomed those funds and have drawn those down as we've moved through the year. And, of course, public transportation funding has been higher than forecasted.

Sources of funds for capital. Collected 80 percent of the plan revenue to date for RPTA activities. Under running primarily due to less capital expenditures than planed which I'll talk about on the coming slides.

All right. Moving onto expenses for operating. Total budget variance shown here for each category of operations. Excluding passthrough funds we spent just over 137 million for the year. Most of that underrun is around the areas of fixed route and demand services. Fixed route underrun most significantly is under running due to, again, those ARPA funds in particular for the City of Phoenix purchased service that we use your jurisdictional equity to fund based on your input. ARPA funding applied to that has caused some significant underrun which is great. Demand service, trips have been less than planned and we hope to get more seats in the vans as we move into FY23.

And just to touch on the passthroughs for VMR. These are personnel costs for Valley Metro Rail. All employees are paid by RPTA. However, effort is collected thorough timesheets on RPTA and VMR, so we know the exact funding sources, the activities they're working on. 100 percent of these costs are reimbursed by Valley Metro Rail to RPTA.

Capital expenditure. 49 million planned, we've only spent 11.7 million primarily due to delays in fleet that we anticipated being delivered this year. We will end up accepting delivery in FY23 and recognizing the expense at that time. PTF funding used for light rail construction that is the passthrough, we're at 96 percent so really right on target there.

So the slides I just presented are really the larger picture of the total budget authority compared to actual spend. Obviously, we're well within our total approved budget for the year so on this slide I'd just like to touch on some of the line items amounts that can be found in your handout some budget variances have trended over. Again, everything is well within budget, but on the operations side of things, as we know, fuel has been higher than we've all wanted it to be this year. That doesn't exclude the service that we operate and the massive amounts of fuel that we purchase for our bus service.

On the administrative and finance side, we've anticipated -- or we've had a need to engage some additional support for the complexities of our business particularly in the areas of payroll and asset management.

On the capital side, as we've talked about throughout the year, we installed operator barriers beginning in FY21 to protect our operators as a result of the pandemic. Due to supply chain issues, some of those costs were delayed into FY22 since those parts were not available and the project not complete.

On the RPTA side of things, again, we're utilizing a little bit more PTF than planned originally in the year, but that kind of goes with capital construction. These activities are very dynamic. We are well within the total annual allocation that we had budgeted for the year.

Again, overall capital and operating budget is within plan.

Moving on to Valley Metro Rail. Total sources of funds. Just hitting on the high notes, fare revenues ended on a very positive note, 2.6 million over plan for the year so we really like that trend and look forward to that continuing as we get closer to our fare collection system modernization project and reining in some of that reduced fare abuse as well. COVID relief funding also higher than plan, again, due to the ARPA funding that I mentioned.

Capital side of things. 39 percent collected to date. We do have a lot of federal reimbursements that lag so we do anticipate that number to catch up a little bit in the coming month.

On to uses of funds for operating. We've got 81 percent spent for the year. I will note that, you know, that does seem like a large amount of underrun, but we did also anticipate the Tempe Streetcar opening earlier in the year in October of '21. That ultimately ended up opening in May toward the end of May so expected underrun in those areas.

On the capital side of things. All projects are slightly behind, but again, final adjustments are still being booked so I'd anticipate that number to increase slightly as we continue to close out the books for the year.

Moving on to budget variances. Returning a little higher than plan for personnel and light rail O&M, that's the operations and maintenance. However, that amount is 100 percent offset by underrun that can be found on the state of good repair activity side. As a result of the pandemic, obviously, we've had challenges in the areas of supply chain for parts as well as labor shortages throughout the year so really just a shift in those activities. We also had significant unanticipated repair of a light rail vehicle that was involved in a major derailment so that hit this year. We also brought forward the COLA adjustment to the Board late in the fiscal year '22 so that you're now seeing on your report combined with some of the retention bonuses for O&M staff which the Board approved.

Overall, operating budget is within plan.

Moving on to the capital side of things. Some additional effort charge for the South Central project construction activities based on those increased -- changing priorities.

We've added additional water line improvement to the Northwest Phase II project that was requested by City of Phoenix. So since our contractor is there working on the project anyways, we're assisting with this water line project. The OMC Expansion that has been completed, however, again, due to supply chain issues, we're receiving some of that furniture that was required and fixtures as part of that expansion, receiving that in '22 which was not anticipated.

System-wide improvements. We had some work delays, again, in FY21 that -- that hit in FY22 and really around our fare collection system modernization project that we've told you about as well as delays in our light rail vehicle fleet.

Overall, total capital and operating budgets within plan.

Vice Mayor Pastor said I have one question about the capital. Is there a possibility to add shade structures sooner than later? I don't know if that's on the City side or Valley Metro side.

Mr. Olson said Vice Mayor Pastor, was that the shade structures -- are those for the South Central project or? Okay.

Vice Mayor Pastor said Uh-huh.

Mr. Olson said I apologize. I'm not familiar with that, but I can certainly inquire.

Vice Mayor Pastor said okay. That's okay. I'll ask later.

Ms. Mefford-Miller said I'll take that action item.

Vice Mayor Pastor said okay.

Ms. Mefford-Miller said and follow up with staff. Yes. Tyler's reporting on FY22 4th quarter actuals, but I will take that item back – to our design and construction team and follow up with a response to you and the entire AFS.

Vice Mayor Pastor said I'm just asking because the community is asking and I just -- it triggered me.

Ms. Mefford-Miller said got it.

Vice Mayor Pastor said thank you.

Mr. Olson said so that concludes my presentation. I'd be happy to answer any questions that you may have.

Chair Stipp said awesome. Thank you, Tyler. I appreciate the presentation.

Councilmember Goodman or Heredia, do you have any questions on this budget variance? Not seeing any. You're good? Okay. This was provided for our information and if you've got any feedback as we do the 1st quarter of FY23 in this abbreviated format, I'd love to hear that in our next go around. But this certainly was a good step forward so I appreciate that.

10. Chief Financial Officer Recruitment

Ms. Mefford-Miller said thank you, Chair Stipp, members of the AFS. I sent you a packet via email on yesterday. I want to provide a quick update on recruitment efforts for a Chief Financial Officer.

As you're aware, we have a number of critical vacancies within the executive leadership team for Valley Metro especially within the Finance Division. The Chief Financial Officer position has been vacant for over one year and we are ready to move forward posthaste with recruitment of that important position which is made possible in part due to the approval of the executive recruiting contract that went through this Board in the month of June.

We have an executive recruiting firm onboard. In your email, you have a draft job description and a draft process description, and I welcome feedback from AFS. Ideally, this week or early into next week. And once we receive your edits and review or concurrence, we'll begin with posting that position.

Relatively soon thereafter, we will begin the recruitment process for our Chief Procurement Officer. Ideally, I would like for the new Chief Financial Officer to have been selected so that he or she can make a final determination on Chief Procurement Officer. Once that process is underway for CFO, I'll follow up with a draft timeline for Chief Procurement Officer.

Any questions or comments on the status of that search or personnel more globally within Valley Metro? Okay. Thank you.

Chair Stipp said I'm not seeing any. Thank you. One thing that I will ask that I think helped us the last time we went through this is if the intent is for AFS or any member of the Board to participate in that is to try to get that calendared as absolutely early as possible. We had gone through a couple of different iterations, and it was a short timeline and nobody could show up. We found that when we pushed it out, it seemed to be very good for all of us so just to throw that in your direction as you're contemplating moving these forward.

Ms. Mefford-Miller said noted, Chair Stipp. And it is our intention to engage AFS and Board members in that interview process.

Chair Stipp said great. Thanks.

11. Intergovernmental Agreements, Contract Change Orders, Amendments, Awards

Chair Stipp said presented for our information. This is -- and for Councilmember Goodman for your perspective. We get this look at the items before it goes to the Board. The intent is for you to have this information that should you have any questions about any one of those items to try to at least identify what they may be early or reach back to Jessica and the staff to get those questions before we actually get to the Board meeting on -- two weeks from now.

If anything comes up from here that raises a red flag for you or an immediate question, this is a great time to say, hey, be sure that when we talk about item J that we talk about X at the Board meeting. This is not the time for us to hash out each one of those items, but if you have anything, getting the staff a heads up this is kind of that moment which is why this information is presented in great detail. So I appreciate the thumbs up.

12. Report on Current Events and Suggested Future Agenda Items

Chair Stipp said does anybody have any? Not seeing any.
The next meeting of the Audit and Finance Subcommittee is scheduled for September 8, 2022, at 12:00 p.m. Again, I encourage in person participation if we can. This meeting is adjourned.

The meeting was adjourned at 12:56 p.m.

Minutes

August 11, 2022 **AGENDA ITEM 4A**

Joint Boards of Directors
Thursday, June 16, 2022
Lake Powell Conference Room/Webex
101 N. 1st Avenue, 10th Floor
11:15 a.m.

RPTA Meeting Participants
Councilmember Francisco Heredia, City of Mesa **- Chair**
Vice Mayor Laura Pastor, City of Phoenix – **Vice Chair**
Councilmember Bill Stipp, City of Goodyear- **Treasurer**
Councilmember Clay Goodman, City of Buckeye (phone)
Mayor Kevin Hartke, City of Chandler (phone)
Vice Mayor Monica Dorcey, City of El Mirage
Mayor Brigette Peterson, Town of Gilbert (phone)
Councilmember Lauren Tolmachoff, City of Glendale
Supervisor Jack Sellers, Maricopa County (phone)
Councilmember Jon Edwards, City of Peoria
Councilmember Leah Martineau, Town of Queen Creek (phone)
Councilmember Betty Janik, City of Scottsdale (phone)
Councilmember Chris Judd City of Surprise (phone)
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present
Vice Mayor Veronica Malone, City of Avondale
Councilmember Mike Scharnow, Town of Fountain Hills
Councilmember Aldofo Gamez, City of Tolleson
Mayor Rui Pereira, Town of Wickenburg

Valley Metro Rail Participants
Councilmember Francisco Heredia, City of Mesa - **Chair**
Councilmember Robin Arredondo-Savage, City of Tempe - **Vice Chair**
Mario Paniagua for Vice Mayor Laura Pastor, City of Phoenix
Mayor Kevin Hartke, City of Chandler (phone)

Chair Heredia called the meeting to order at 11:20 a.m. We'll get started. We'll convene the meeting of joint meeting of Valley Metro RPTA and Valley Metro Rail.

Chair Heredia asked for the roll to be called.

Ms. Dillon said:

City of Avondale, Vice Mayor Veronica Malone?
City of Buckeye, Councilmember Clay Goodman?
City of Chandler, Mayor Kevin Hartke? Here.
City of El Mirage, Vice Mayor Monica Dorsey?
Town of Fountain Hills, Councilmember Mike Scharnow?
Town of Gilbert, Mayor Brigette Peterson? Here.
City of Glendale, Councilmember Lauren Tolmachoff? Here.
City of Goodyear, Councilmember Bill Stipp? Present.
Maricopa County, Supervisor Jack Sellers? Here.
City of Mesa, Councilmember Francisco Heredia? Here.
City of Peoria, Councilmember Jon Edwards? Here.
City of Phoenix, Vice Mayor Laura Pastor? Here.
Town of Queen Creek, Councilmember Leah Martineau? Here.
City of Scottsdale, Councilmember Betty Janik? Here.
City of Surprise, Councilmember Chris Judd? Here.
City of Tempe, Councilmember Robin Arredondo-Savage? Here, ma'am.
City of Tolleson, Councilmember Adolfo Gomez?
Town of Wickenburg, Mayor Rui Pereira?
Town of Youngtown, Mayor Michael LeVault? Yes, Pat, I'm here.

Chair Heredia said a quick programming note. We do have a slight modification to the order of the meeting. As we all know, we have an Executive Session scheduled on today's Joint Meeting agenda and for efficiency's sake before we get to agenda item 8 which is the Executive Session, I'm going to call for a recess of the Joint Board meeting. During that recess, I will call the RPTA meeting to order and proceed with the RPTA agenda. Once concluded, I will call the VMR meeting to order and process with the VMR agenda. Upon the conclusion of those separate Board meetings, I will end that recess and reconvene the Joint Board proceed with agenda item 8 and will then ask for a motion to enter into E Session. We consulted with the General Counsel and we're good to proceed with this change.

This change allows us to get through our lengthy agendas including the discussion and adoption of the fiscal year 2023 budgets while allowing for sufficient time for our Executive Session. I'm asking RPTA members to remain in the room and/or Webex during the VMR meeting so we can quickly end the recess and transition back into the Joint meeting and go to an E Session. So any questions or comments here? Just trying to for efficiency's sake to end our normal agendas and then go into E Session at the end of our meetings. So once we get back into that piece we'll appropriately do those things there so.

Again, because we're doing in person and Webex meetings as always keep your mic on mute if you are online. If you do have a question, there's a function there as far as raising your hand and we'll call on you then, so we'll get started with our agenda.

1. Public Comment

Chair Heredia said the public will be provided with an opportunity at this time to address the Committees so I'll ask -- folks have three minutes to talk about non-agenda items and all agenda items as well. So, Pat, do we have?

Ms. Dillon said Mr. Marcus Schmidt.

Chair Heredia said Mr. Schmidt.

Mr. Schmidt said good morning. My name is Marcus Schmidt. I'm in the City of Phoenix and I'm speaking on behalf of the National Federation of the Blind of which I am its state transit committee chairperson. It's been several years since I've had the opportunity to stand before you in person, but I have been monitoring what's been going on via the Webex sessions and I appreciate covering that.

There's a few issues I want to address here in the limited time that I have so I will be brief. The first issue is related to the proposed fixed-route service changes for late October. I reviewed those and was really surprised to find there were just as many service reductions as there were service increases. I've been hearing about the funds that are coming in, first with the COVID-related transportation funds and then with the investment infrastructure bill and I'm very surprised that we aren't seeing significant service increases planned because of those funding. Also was surprised to see that the 25% service reductions that are -- have been in effect due to COVID are expected to remain in effect when most businesses are vamping up their in-person employees and people are traveling more and more to and from their job sites and people are frequenting restaurants and needing those public transportation services.

The other main issue is Dial A Ride service. For those people who cannot effectively or safely use public transportation, we must not leave them behind. And the number of riders is very short right now and I hope that we can see funds allocated to paratransit not just public transit and streets and roads to make sure that the service level is increased to take care of our most vulnerable riders in our community. Ride times are excessive during peak times, and I am hearing firsthand of many riders who are being stranded often in dangerous places late at night and now we have the heat upon us. So it could be very dangerous from a health standpoint that won't be fixed until we're willing to get more drivers in. And then I would like you to consider increasing pay and being more aggressive in attracting more drivers so that we can take care of this.

And concerning Dial A Ride, we still are having a problem with serving our people in the outskirts of the Valley because of the prohibition of serving outside of the 3/4-mile zone of buses. Well, if we're not expanding our bus system, but the Valley is growing, we're leaving those people completely unserved and that is discriminatory and, in my opinion, against the American with Disabilities Act even though it's not specifically listed as a requirement. Let's be good citizens. Thank you.

Chair Heredia said thank you, Mr. Schmidt.

Ms. Dillon said next we have Mr. Marvin Loften.

Chair Heredia said did you have a comment?

Ms. Mefford-Miller said can I have staff follow-up with him? Thank you.

Chair Heredia said Mr. Loften.

Mr. Lofton said good morning. I started coming to your Board meetings in regard to the no-shows and it's still happening, of course, and with my contact, Mr. Guteirrez, I understand all the procedures and ramifications of what you're trying to do to correct the problem.

This morning I want to address one part in particular. May 29th, Sunday, there were two no shows one after the other. My part-time job I have to be at work at 8:00 and I do work weekends and that particular day when two buses did not show up, I was late for work. I've been vetted with Chrysler in Indianapolis. I've been vetted with Cox Communications here. I've had three years in the military and not one time have I ever been late for a job doing anything and quite naturally, I was upset. I work at Target in Desert Ridge and I get paid $15 an hour. I would like to request, and I know requests are approved or denied that whoever handles petty cash can write me a check for $7.50 and I'll accept donations today up to $7.50 to rectify that concern. I would like to get a response during or after this meeting. Thank you.

Chair Heredia said thank you, Mr. Loften.

Ms. Dillon said Mr. Crowley.

Mr. Crowley said good morning, Board. I'll cut right to quick. I've been talking to Goodyear, and they informed me that supposedly the Prop 400 legislation says that you guys can't fund the circulators. That's not how we wrote it.

And it's also part of what I'm looking at is on your agenda today on 4H and I on your dual meeting. You're going to get some lobbyists. Ay. What are their marching orders? What are you guys telling these people this is what we need to do and get?

And the one with the State, if Goodyear is unable to get a circulator using Valley Metro funds, we need to petition the legislature to change that because that's not how I wrote it. It was on the outskirts communities' circulators with a connector to the major system. In fact, it was supposed to be that way for Wickenburg until the State said, well, we can't fund it and according to you guys, you said, well, there's not enough ridership.

I also note that you're going to be going to the feds. The ones that really burned you last year. What are their marching orders? What are you asking them to lobby for? What are the projects and potential that you need to get done and addressed? Because all I see is that you've been giving both of these people blank checks. And on one, not only was it a blank check, they came back and said, hey, you need to give us ten times as much.

Last month, one of the things you passed had that planning part in it and like I said, where's the part that's going for the bus on these? But also, that -- one of things they said you're having those people do is lobby. So I'm glad that rail's got all that lobbying out there and it's not getting it done.

You're saying that you need to get your ridership back. Well, one of the reasons people aren't using it is it is not a timely system. A lot of the routes are 20 minutes. Double the size of your fleet, double the amount of time that people can use to use the bus bringing it down to 10 minutes and you know what, they'll get ridership. It's been that way throughout the system here. If you put the bus there, people use it. Why? Because you've been a desert and deficient all along.

So I'd really like to know what the marching orders are for the lobbyists you're getting for the State and for the feds and if you don't -- if you see discrepancies as in, we can't get these things done to make it a more unified system, get the legislature to pass legislation. You can lobby them. You know that?

Chair Heredia said thank you, Blue. Pat, do we have anybody else?

Ms. Dillon said no.

Ms. Mefford-Miller said could staff meet with each one of them? Thank you.

2. <u>Chief Executive Officer's Report</u>

Ms. Mefford-Miller said good morning, Board members, members of the public and staff. I've got a number of items I will update you on briefly this morning.

First, it is my pleasure to introduce our special guest today, Ms. Jocelyn Hernandez. Ms. Hernandez recently won the Valley Metro Public Art contest for our Wrap a Transit

Vehicle. Ms. Hernandez recently graduated from Mountain View High School in Mesa. We had the opportunity to visit with Jocelyn and see the unveiling of her art which is called Greet the Day the Valley Metro Way on May 10th at Mountain View High School along with district leadership, her principal and her classmates.

I have also had the pleasure of riding the train that is wrapped, Jocelyn, with your artwork and it is just gorgeous. So thank you. Congratulate you on your achievement with this award and also your recent graduation. Jocelyn is here with her mom, Irene and her sisters, Jennifer and Martha. Jocelyn, would you like to take a photo and sign the board celebrating your art work. Chair Heredia, would you like to join us.

You know this is the 22nd year of the design a transit wrap contest. We also have our contest for students who are in the 3rd grade and it's just a great outreach opportunity between Valley Metro and our local public schools.

May was a month full of celebrations. In addition to Jocelyn's artwork, on May 20th together with the City of Tempe, our partners at the Federal Transit Administration and leadership from across the region including several of our Board members we celebrated the opening of the streetcar in Tempe. We also were joined by Region 9 Federal Transit Administrator Ray Tellis. Region 9 of FTA has been of particular importance at helping us to accomplish all of our capital programs including the streetcar. So we had a ribbon cutting and after that, we opened the streetcar for passenger service and passenger service is free to customers throughout the first year.

We're off to a good strong start. Not yet a month into the streetcar, we're actually carrying more customers per mile on streetcar than any of our other services including light rail and the very popular Dash service. So we're off to a strong start and the public has just been super excited. We've had staff out on the street helping customers ride and get them acclimated to the system. We have five Brookfield streetcars that are operating today, and we'll expect to receive our sixth car later this summer.

I am very proud to introduce to you the Valley Metro Quality of Life study. This is an update to a study that we last addressed several years ago. And the purpose of the quality of life study which is accessible at valleymetro.life. This really makes a public debut and is a collaborative work that came from our Planning, Communications, IT and Marketing groups and the intention is to really demonstrate the importance and the connectedness of transit to communities across the Valley.

We demonstrate the connectedness and value focused around four key pillars including responding to the Valley's needs, improving communities through transit, prioritizing riders and benefiting the Valley. Expected outcomes of this important work is an increased understanding of the role of transit and the investments not only of the transit system, but also the development and the economic activity that's occurring around transit. And the data is actually complied with a host of regional partners including

MAG, the State of Arizona and our local communities. It's also available in mobile form so it's really, easy to access on the go in a mobile platform.

I want to provide you with a brief update on ridership from the month of May. We're more or less continuing on the trends we've talked about in recent months. A bus service is recovering albeit at a slower rate than our light rail service. We are seeing about 4% year over year growth relative to last year. We're again hopeful that we'll pick up a little bit in the fall. Our Express ridership growth continues to lag. I do expect that the pain that consumers are feeling at the pump is going to help boost Express ridership. There's a lot to be saved on some of those longer commute trips within the region, but we're reminded that people aren't continuing to make all of the trips they did before especially that journey to work.

And so, Valley Metro like transit systems across the country is continuing to experience a little bit of diminished ridership. If we compare where we're at today relative to where we were before the pandemic, we are down about 38% on light rail and we are down about 47%on bus. We'll continue to provide this and other performance metrics to you every month.

Today is a day of lots of celebrations here at the Valley Metro Board meeting. This being -- so get your cameras back out. So this being our last meeting of the fiscal year, I want to give special recognition to a couple of board members whose role is changing. Councilmember Arredondo-Savage, we are so honored that you have served on this Board, and you have been a strong contributor, provided excellent vision and leadership to us since 2017. Your passion, dedication and commitment are noticeable, and it has made a demonstrable impact on transit service not just in the City of Tempe, but across the Valley. You have served on AFS for two terms and that's no small commitment, but you've also participated in other committees including the ad-hoc recruitment committee for a CEO, so we enjoyed spending time together before I joined the team. There is no doubt that you have made us better, you've kept us on time, you've kept us within budget, and you have challenged this Board and this organization in ways that are very positive and productive. We thank you for your service.

And I want to call out just a few of the bigger contributions that I think that you've made on the Board. During this time, we have helped with the Driving for Books program, our summer youth partnership with First Transit, many clean air championships and I look forward to hopeful -- more contributions toward clean air in the Valley, progress on light rail and streetcar construction and I'm so glad that you got to be within us your role as a Board member through the opening of the streetcar last month and initiatives including youth education, workforce development and green technologies and we'll see more of those to come, for sure. And, of course, from the first round about to the opening, you have really been with us during that contract term through the design, the construction and now, the operation of streetcar service. Councilmember Arredondo-Savage, thank you for your leadership these past five years.

I also want to recognize our Chairs, chairs, plural, Chair Francisco Heredia, who has been the chair this past year of not only Valley Metro RPTA, but also of Valley Metro Rail. Chair Heredia, it's been a monumental task providing this leadership over what has been no doubt a challenging year and a challenging time for Valley Metro and transit across the country. We appreciate your steady hand and your leadership. You spearheaded a number of things including the search for CEO so thank you for that especially. But you've been dedicated to the community, to this Board and to the staff and we appreciate your leadership. We look forward to your continued involvement in the Board so thank you, Chair Heredia.

Okay. Just one more item. A quick look ahead to what's going on so in the month of July, we do have a board recess as we usually do. During that time, we're going to be preparing for some of the special meetings and sessions that have been requested by this Board including study sessions on Ride Choice, zero emissions vehicles and strategic planning which I hope to bring to you in the month of August so right at the beginning of fiscal year 2023, we'll drive right into those specific topics. And without further ado, I think that is the last update from me this morning. Back to you, Chair Heredia.

Vice Mayor Pastor said I just wanted to make some brief comments of -- of the agenda or reporting out. I would like to thank my colleagues Robin Arredondo-Savage for her leadership as a newbie, I kind of jumped in in the whole space and with her guidance she also helped me relax and be able to give me the self-confidence to be able to manage through the whole process.

And Councilmember Francisco Heredia, as I set next to you, (indiscernible) as Vice Chair, really kind of didn't understand what was going on, but then figured it out quickly and I want to thank you for your patience and understanding and all the text messages and questions that I had. So I really want to thank our colleagues for their leadership and what they do for our community.

Chair Heredia said appreciate it. Thank you. Thank you for those kind words. We'll get going with the agenda.

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

Chair Heredia said the next item is the Audit and Finance Subcommittee update.

Councilmember Stipp said thank you, Mr. Chair. I will definitely be brief. We -- while we had a long meeting, it was mostly focused on the operating and capital budgets. Going forward, we did receive an update on the five-year operating forecast and the capital improvement program.

We deferred some of our internal audit briefings until our next meeting in August because of the length of the budget process that we've -- all have experienced.

We had a short review of the intergovernmental agreements which we are seeing today on our agenda and, of course, we brought the budget discussion to a conclusion. While we celebrated Councilmember Arredondo-Savage's departure, we also wanted to acknowledge Jim Hillyard in his final meeting. I'm sorry that we dragged this out until June for you, Jim, but. Jim has been the acting CFO for the past year, now, and has worked very closely with us and we, again, want to acknowledge his participation and his collaboration with us. And with that, that ends my report pending questions.

Chair Heredia said any questions, comments? All right. Hearing none.

4. Consent Agenda

Chair Heredia said the Consent Agenda is presented for action. I'll ask any of the Committee members, Board members have any questions or comments that they want to have on the Consent Agenda?

Councilmember Martineau said is that okay if I have a moment? I just didn't know -- I had a few of the items that I'd like to pull. I didn't know if this would be the appropriate place to do so or if you're still doing discussion?

Chair Heredia said discussion, but you can call to pull any of the items there.

Councilmember Martineau said all right. I'll just go ahead and do that now. I'm going to ask if I could pull, excuse me, for -- look at my notes make sure I get them right. 4F, 4G and 4H. And I can explain briefly if you'd like that now or I can wait until the vote, whatever works for you.

Chair Heredia said we're pulling 4F, G and H. We'll save your comments for those items, but I'll call upon a motion for the rest of the items on the Consent Agenda and then we can go into those.

IT WAS MOVED BY COUNCILMEMBER TOLMACHOFF, SECONDED BY VICE MAYOR PASTOR AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS 4A-E AND ITEMS 4I-K.

Chair Heredia said Now, we'll get into the first item 4F. Councilmember Martineau.

Councilmember Martineau said yes. Thank you. Yeah. On this one I'm going to vote no. I just haven't seen any tangible studies from this. I did ask to see the previous study done and until I can dive a little deeper and really understand what this study will be doing. I will be voting no at this time.

Chair Heredia said any other discussion, comments?

Ms. Medford-Miller said item number 4F pertains to the conduct of what's called an origin/destination study. This is a type of tool that is used in transportation demand modeling for both transit as well as other modes. So this is talking with people, it involves typically intercept interviews collecting detailed information about where you're going, how you're getting there. This data would be leveraged by Valley Metro and Maricopa Associations of Governments. It's typically conducted in metropolitan regions on a frequency between three and ten years.

For Valley Metro, this helps us understand where people are going, how they're getting there, when they're traveling and helps inform the design of our system including route and stop placement and service frequency. We are keenly interested in obtaining this data as quickly as possible because as we all know, travel demand has changed tremendously in the last couple of years, and we need to ensure that our services are oriented in such a way to facilitate where and when people want to travel.

Chair Heredia said perfect. And just to get. When was the last -- was it 2019, I think?

Ms. Medford-Miller said I believe it was 2019, Mr. Chair.

Chair Heredia said all right. Any other questions, comments? Hearing none. I'll take a motion and a second on this item.

IT WAS MOVED BY COUNCILMEMBER STIPP, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND CARRIED TO APPROVE CONSENT AGENDA ITEM 4F. COUNCILMEMBER MARTINEAU VOTED NO.

Chair Heredia said we'll move onto Item number 4G. Councilmember.

Councilmember Martineau said thank you. And I can just speak to both of the next to 4F and G at the same time. I just philosophically don't approve of using taxpayer dollars to pay for lobbyists and so therefore I will be no as well on both of these.

Chair Heredia: Okay. Any comments from staff?

Ms. Medford-Miller said the purpose of both of these contracts 4G being at the federal level and then 4H at the state level here in Arizona, those lobbying services in which Mr. Crowley also referenced in his public comment, are used to assist Valley Metro in availing ourselves most frequently of federal programs which have helped support things like the Tempe Streetcar, our ongoing construction of our South Central Extension and Downtown Hub, our Northwest Extension Phase II.

We'll soon be applying to the Federal Transit Administration for authorization to enter project development for our Cap West light rail extension. Other programs that would benefit our bus system include our applications to the Federal Transit Administration's bus and bus facilities and we are currently gearing up to prepare an application to the Federal Transit Administration's Low or No Emissions Vehicle program in January 2023.

And so, this lobbying support helps ensure that we are aligned with our program applications, and it also helps assemble our congressional delegation so that we can ensure success. We have been incredibly successful with a couple investment grant program, in particular administered by the Federal Transit Administration and to accomplish that we have been working closely with Cardinal Infrastructure who's our federal lobbyist.

At the state level on Item 4H, we are -- have also been participating in lobbying within the State of Arizona. It's an especially critical time, as you're all aware, we're working to support MAG and the state legislature in the -- a pursuit of enabling legislation for the renewal of Proposition 400 which is, of course, the primary funding source for all Valley Metro transit operations and a great many other transportation programs across the Valley.

If you have specific questions on those contracts, I'm going to ask Alexis Tameron-Kinsey to answer any of those.

Vice Mayor Pastor I was going to make a motion.

Chair Heredia said any other questions or comments? All right. One Item 4G, I ask for a motion and a second.

IT WAS MOVED BY VICE MAYOR PASTOR, SECONDED BY COUNCILMEMBER TOLMACHOFF AND CARRIED TO APPROVE CONSENT AGENDA ITEM 4G. COUNCILMEMBER MARTINEAU VOTED NO.

Chair Heredia said the same thing with Item 4H. I request a motion and a second.

It was moved by Councilmember Tolmachoff, seconded by Vice Mayor Edwards.

Councilmember Arredondo-Savage said just a quick comment. I just want to say thank you to Jessica for your explanation in regard to the lobbyists. I know doing -- as involved as we were with the streetcar, how important it was to be able to get those extra revenues from the federal government so for me, I understand individual's philosophies, but at the same time, I really do believe that having these consultants be able to advocate in our behalf and seek and look for funding opportunities is definitely a beneficial thing so I will be supporting this tonight. But I just wanted to say thank you.

IT WAS MOVED BY COUNCILMEMBER TOLMACHOFF, SECONDED BY VICE MAYOR EDWARDS AND CARRIED TO APPROVE CONSENT AGENDA ITEM 4H. COUNCILMEMBER MARTINEAU VOTED NO.

5. Fiscal Year 2023 Valley Metro RPTA and Valley Metro Rail Proposed Operating and Capital Budgets

Ms. Medford-Miller said good morning, again, Directors. This is hopefully our last round with our review of our budget for the fiscal year operations and maintenance budget and capital budget for fiscal year 2023.

We have received a tremendous amount of input and feedback from our member cities, from this Board and from the AFS, in particular as well that has helped shape the budget moving forward. In response, we have taken a number of strategies, we have reduced some of those budgetary requests by eliminating or adjusting the scale of programs, by including revenue from savings to support the operations costs of some of our line items.

Perhaps most importantly and I want to call special attention to a little bit of a shift in and inclusion of the contingency item in the budget that we had discussed as being a tool that could be used to help offset or mitigate some of our workforce shortage challenges. We got a lot of feedback, had a ton of discussion on this topic especially with member city staff and while I think we all agree that our workforce shortage is pressing and it's something that we're going to have to address so that we continue to deliver excellent and reliable service to our customers, it is apparent that the operations contingency is not the best vehicle for accomplishing that.

Rather in a memo shared with this Board on June 8th, we've outlined a process by which we would engage this Board, our member cities staff and our contractors in developing a multifaceted solution to moving through the workforce shortage. To the extent that there is a budgetary impact that exceeds that which we're asking this Board to prepare today, we would address that instead through midyear reviews perhaps on a per contract basis so that we can ensure that within each contract, we're developing a comprehensive approach that is well suited to effectively and expeditiously help us allay that workforce shortage so that we can get back to providing reliable service to the customers.

Jim Hillyard is here to provide an overview at a high level of the budget. I think we've been through it in great detail before. I asked Jim to present. Director's may answer any questions or concerns about this shift in direction with removing the contingency from the operating budget.

Chair Heredia said comments, discussion on that item? Vice Mayor Pastor.

Vice Mayor Pastor said I just want to say I appreciate all the work that has been done because it's a long process. You start with the Board; you go to Valley Metro staff then you go to our staff (indiscernible) all member cities and it's a long process to get to where we are today so I really appreciate what has happened. I also appreciate the shift away from the operation contingency. I think it was in the best decision to do midyear and then from there we can make that determination. So I just wanted to say thank you for listening and hearing all the cities and all the staff and understanding the dialogue that went on to be able to get here so thank you.

Ms. Medford-Miller said thank you, Vice Mayor.

Chair Heredia said any other comments? If not, we'll go with Mr. Hillyard.

Mr. Hillyard said thank you, Mr. Chairman, members. I think, you know, Jessica summed up the key changes that have occurred since our last meeting. And so, if there are any questions that we can answer at this point on either of the agency's budgets, we'd be delighted to do that. Once any questions have been answered, I will hand it off to Tyler Olson who will very quickly review with you the five-year budget forecast. I think, as you know, we provide a five-year forecast as a planning tool to cities in looking out toward transit needs and costs of the future. It doesn't have any impact on the budget that you're adopting today or provide any authority going forward. It's simply informational for cities.

So if there are questions that I can answer on either the two FY23 budgets, I'm delighted to do that. Otherwise, I will let Tyler share the five-year.

Chair Heredia said any questions, comments? Online? No. All right.

Mr. Hillyard said thank you, sir.

Mr. Olson said good afternoon, Chair Heredia, members of the Board. As Jim mentioned, I'm sharing the five-year with this group today. We did share this with your city staff at Financial Working Group back in April as well as AFS a couple of weeks ago and it's really just for information, '24 through '27, using our best estimates that we have at the time.

All right. So five-year operations assumption, this is just RPTA. I'll go over that first and then VMR after.

So on fixed route, we work with your member cities on a regular basis through Service Planning Working Group. We've incorporated the Short Range Transit Program changes as of February into our plan. On the demand service side, slight increases in trips over the five-year period, 3% per year. On the fare revenue side, we've definitely seen positive growth, as we've shared with this group and the rest of the committees.

Returning to front-door boarding has certainly increased our revenue over that period and enhanced controls will come in the future with our fare collection system modernization project that we've talked about. I've recently updated you with the Tempe Streetcar policy update, fare policy update. So that will further increase revenue as we move forward.

Obviously, fare revenues are directly related to ridership. I do want to point out that we have included some slides in your packet for information. The AFS did ask for some pre-pandemic levels to kind of gauge our five-year program against so that's been included. I was going to present on those today, but for fare revenue, for example, on the ridership side of things, you know, pre-pandemic, we were close to 14 million annual rides for bus. We're about 6.8 million for FY23, but we do anticipate getting back to pre-pandemic levels by the end of our five-year window.

On the sources and uses. I do want to note we did make a slight update to this slide. Amounts by year have not changed in total. We just had a clerical error in a formula link with a couple of lines so that will be corrected in the budget that is posted online. So new to RPTA, beginning in our current fiscal year that we're in right now, is our advertising program. This Board did approve that earlier this fiscal year so you can see that. It is the first time we've had this in our five-year program so we're excited about that. Starting off at a moderate level and hoping to grow into that.

Public transportation funds source, of course, using the official ADOT forecast over that period and continuing that out beyond Prop 400 assuming that the extension is approved.

On the member city contributions, that's a little bit hard to see, but just as a reminder, we are back to the pre-pandemic levels of contributions. If you remember from the budget study session, pre -- COVID relief money has been utilized fully this fiscal year so that goes back to normal levels.

On the expense side of things, we do have two contracts expiring, fixed route in our East Valley expires at the end of FY23, so we'll have to re-bid that contract. And then the West Valley that will expire at the end of FY24, so we have included, you know, some speculative rates, but we really won't know what those are until we get RFPs and market rates back.

Onto the five-year capital assumptions. Our capital program primarily consists of fleet replacements and -- which are really, dependent on the regional replacement plan based on age and interval mileage. $106 million in bus replacements over the five-year period. We are excited to include our first electric bus fleet. This purchase will occur in the five-year period. We received a grant that will match -- provide 87% of those costs so very excited it includes that for the first time.

Facilities, equipment is our second largest category this year at almost $26 million. I can say the largest part of that budget is the $16 million that we've invested into our regional fare collection system, really the modernization project. City of Phoenix has procured that, we provide the local match for that through PTF, and we have also included the replacement of the fare collection -- excuse me, the fare boxes on board all the regional fleet which this Board approved earlier this fiscal year.

And then taking a look at sources and uses based on those assumptions for capital. We've got $211 million on the capital side for FY23, and you can see over that program $791.8 million over the five-year window.

So as Jessica mentioned, this is our last stop this fiscal year to get this approved and hopefully, this has been good information. We appreciate all the great discussion from this Board and, of course, your city staff, over a hundred questions together so.

With that, the recommendation that we're seeking today is on the screen and I'd be happy to answer any questions that you may have at this time.

Councilmember Tolmachoff said thank you, Mr. Chair. I just want to thank Jim and Tyler and the rest of the staff, Jessica, for the patience with the Board and especially with AFS, but I think we're putting forth a really, thoughtful budget this cycle especially in a shifting economy, a shifting labor market. There's a lot of moving parts and pieces and I think the extra effort and the extra patience that was given to the -- and the attention to detail in this budget I think will serve us well going forward so thank you guys very much for your patience.

Councilmember Arredondo-Savage said right. I feel like since it's my last meeting, I can just keep talking all I want and nobody's going to do anything about it. But I too just want to say thank you so much to Jim and Tyler. I mean, I feel like we really pushed you both really, hard and, you know, bringing Jessica on as the new CEO and kind of putting her feet right in the fire right away. I thought you all handled it really, well and also, a big thank you to Councilmember Stipp for guiding us with AFS and really pushing us to, you know, do a deep dive and really make sure we understand the materials and that we were asking very thoughtful questions.

And that doesn't happen without the support of our staff too, so I want to just give a shout out to, like, the Tempe staff and all the city staff that continue to work really hard and we all want the same thing. Sometimes, we go about it a little bit differently, but it was really nice and very refreshing for you all to be able to take that feedback in, to really digest it and then come back with some alternative suggestions. So I just want to say thank you for doing that. I think that has really turned the tides a lot in what I've seen in the past and moving forward, I think it's going to be a really, positive thing. And I just want to say thank you for all the teamwork and what went into being able to get to this point here today. Thank you, Chair.

Supervisor Sellers said I'm not sure you can really give a very thoughtful answer on this at this point, but how much concern is there for the significant rise in interest rates going forward for the budget.

Mr. Olson said it's pretty, speculative at this point, but, you know, that's obviously going to have effect of some kind on the economy. We know there's challenges with the stock market right now, but, you know, I really think it's just a wait and see, adjust accordingly as things change, as markets change. We've got a great budget team, financial planning team that keeps track of CPI, you know, regular updates and I think, you know, maybe that would be part of a regular update with say, Financial Working Group, your city staff on, you know, economic conditions, things like that.

We always have time to update the budget as we see things change, trend through mid-year and then, of course, the annual budget as well. We do share public – Prop 400 public transportation fund collections with your city staff on a regular basis each month how those are trending, so I wish I knew the future. I could – I wish I could look into that crystal ball, but I just can’t.

Ms. Mefford-Miller said some of the big concerns that I think that are going to potentially impact us are, of course, the cost of labor, the cost of fuel and other commodities so we're following this very closely. It's going to continue to be an active conversation with this Board and with AFS.

One advantage that I think that we do have as Valley Metro especially Valley Metro Rail, we are not as indebted as many cities are with recent capital expansion like we have, and I attribute that to the tremendous funding stream that is provided by Proposition 400, but also, that success that we've had at the federal level with providing typically, 80% of our capital funding through capital investment grants. We haven't had to assume the kind of debt that a lot of cities do to accomplish their infrastructure projects and especially now, we're very grateful for that.

Chair Heredia said perfect. Any other comments? Hearing none. This item is presented for information. We'll take separate actions in each of the next Board meetings for RPTA and VMR so. Thank you, Tyler. Thank you, Jim.

Mr. Olson said the Valley Metro Rail five-year proposed forecast, again, '24 through '27 are just for information. We've talked about the '23. The same information was shared with city staff and the AFS as well. And, again, we've included some additional information from the AFS request for '19. It's included in your packet, won't present on it today for time.

So five-year operating assumptions. Well, we know that we have Tempe Streetcar that just kicked off in May so super excited about that. '23 will be the first year of service, the first 12 months annualized. You can see there's some partial year new service coming on board which I'll speak to in the expenses and sources, but Northwest Extension coming on halfway through FY24 and then South Central almost a year behind that.

And on the fare revenue side, again, positive growth, returning to the full fare inspections so with the improvements in the fare collection system that I mentioned, we will see some very positive impacts particularly on the Point-of-Sale control over reduced fare which we struggle with in today's regional system. The future system really corrects that so looking forward to that.

Ridership similar to bus, really about half of what we were doing pre-pandemic, so we expect that to ramp up by the time we hit the end of our five-year window, be back to pre-pandemic levels.

Taking a look at source and uses over the five-year period. Member city contributions you can see for '23 compared to '24 relatively low in '23, but '24 there's a couple things going on. Valley Metro Rail will not have any COVID relief money left in '24 so contributions for base service go back to pre-pandemic levels. The other part of that jump is Northwest Extension coming on board halfway through the year so, obviously, City of Phoenix will be contributing more for that. And then following that out to the right, you can see that it jumps, again, Northwest is annualized them so we'll have 12 months operations and then half a year of South Central Extension which, again, is further annualized in '26. So really the expenses on the same side of things, on the operations and maintenance line, I really timed around those extensions opening.

Here's a look at the expenses and revenues for the capital projects in the five-year plan. Streetcar has some close out activities planned for FY23 so that will wrap up this year. And then South Central and Northwest II really continue until those lines open and end up closing out in FY25. Still have some trailing costs for Gilbert Road extension. That's really, primarily due to the Siemens fleet vehicles, light rail vehicles that we purchased as part of that extension. With the pandemic, there's been some, you know, delays in those deliveries so expect that to catch up. Another big project that we're excited about is the Capital Extension which will take light rail west down to the capital from here.

You can see that ramping up as we move toward the end of the five-year window.
All right. So that brings me to the end of the presentation. The action is before you and I'd be happy to answer any questions that you may have.

Chair Heredia said any questions on the VMR budget? Any additional comments? All right. Again, this is presented for information right now. We'll vote on these items in the upcoming meetings here. All right.

6. Travel, Expenditures and Solicitations

Chair Heredia said this item is presented for information only. Any questions folks have? Hearing none.

7. Report on Current Events and Suggested Future Agenda Items

Chair Heredia: All right. Hearing none.

Chair Heredia said the item that I covered initially at the beginning of the meeting. Before we get to the next agenda item, request a recess of this Joint meeting. During the recess, we'll convene the meeting of the RPTA Board of Directors followed by the VMR Board. So request a motion and a second to go into recess.

IT WAS MOVED BY COUNCILMEMBER TOLMACHOFF, SECOND BY VICE MAYOR PASTOR AND UNANIMOUSLY CARRIED TO RECESS THE JOINT BOARD MEETING.

9. Next Meeting

The next meeting of the Joint Boards is scheduled for Thursday, August 18, 2022, at 11:15 a.m.

The Joint Board meeting went into recess at 12:22 p.m.

The Joint Board reconvened at 12:42 p.m.

8. Executive Session

Chair Heredia said we will move on to reconvene the Joint Board meeting. I will ask for a -- do we call for a motion, right? Okay. Request a motion and a second to come back to the Joint Board meeting -- (inaudible)

We're coming back so folks online. Here we're coming back to the Joint Board meeting to cover the last item our Executive Session.

I request a motion and a second to enter into executive session as listed on the agenda.

IT WAS MOVED BY VICE MAYOR PASTOR, SECOND BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO ENTER INTO AN EXECUTIVE SESSION.

With no further discussion the meeting adjourned at 12:43 p.m.

Information Summary

DATE
August 11, 2022

AGENDA ITEM 4B

SUBJECT
Miscellaneous Construction Services Contracts Extension

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a one-year extension option for the Miscellaneous Construction Services contracts with Builders Guild, Inc. and J. Banicki Construction, Inc. to provide construction services for Valley Metro's transit capital and operating needs.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a one-year extension option with Builders Guild, Inc. and J. Banicki Construction, Inc. in accordance with the terms and conditions set forth in the contracts.

BACKGROUND | DISCUSSION | CONSIDERATION
On October 24, 2019, the Valley Metro Boards of Directors authorized the CEO to award three-year contracts for miscellaneous construction services, also known as Job Order Contracts (JOC), for bus and rail facilities to Builders Guild, Inc. and J. Banicki Construction, Inc. for an amount not to exceed $12 million. These contracts were awarded to Builders Guild, Inc. and J. Banicki Construction, Inc. with a base term of three years that expires on January 6, 2023. The contract includes an option for two additional one-year extensions subject to approval by Valley Metro's Board of Directors. The maximum contract term is five years.

The miscellaneous construction service projects combined for Builders Guild, Inc. and J. Banicki Construction, Inc. have costs totaling approximately $3.3 million to date. Projects anticipated for Fiscal Year 2023 (FY23) total approximately $7.9 million, which is within the existing $12 million in contract authority.

There are several important projects planned in FY23 that are resulting in a higher rate of contract utilization than previous years including fare collection modernization infrastructure upgrades at light rail stations, light rail station safety fencing, a guardhouse at the entrance to the Operations and Maintenance Center, a transit center in the City of Avondale, and 44th Street/Washington station refurbishment.

COST AND BUDGET
Projects proposed for FY23 are included in the FY23 Valley Metro Operating and Capital budget. Future projects will be identified in annual budgets and within the Five-Year Operating Forecast and Capital Program.

COMMITTEE ACTION
RTAG: July 19, 2022 for information
TMC/RMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
Henry Ikwut-Ukwa, P.E.
Chief, Capital and Service Development
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ATTACHMENT
Examples of Miscellaneous Construction Projects

ATTACHMENT 1

EXAMPLES OF MISCELLANEOUS CONSTRUCTION PROJECTS

- Light rail station painting
- Park and Ride improvements
- Transit center improvements
- Bus and rail operations & maintenance facility upgrades
- Bus Stop improvements
- Cut and re-facing of buildings
- Demolition work
- Removal and replacement of PCCP and subsurface restoration
- Solar panel installation
- Installation of emergency generator
- Replacement and repair of automated gates
- Electrical upgrades to Valley Metro facilities
- Repair or replace sanitary sewer services
- Remove, repair and/or replacement of switch machines
- Remove and replace existing bridge joints
- Repair roofs at existing facilities
- Install bus bay and shelters
- Emergency service for track repair, switch replacement, traction power, communication or other assistance to rail operations
- Simple projects to install a fence, remove a planter, repair irrigation system, etc.

Information Summary

DATE **AGENDA ITEM 4C**
August 11, 2022

SUBJECT
Non-Revenue Fleet Maintenance Services Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a three-year contract with two one-year options with All Fleet Services, LLC for non-revenue vehicle fleet maintenance services in an amount not to exceed $700,000. Valley Metro Rail (VMR) costs are $650,000 and Regional Public Transportation Authority (RPTA) costs are $50,000.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a three-year contract with two one-year options with All Fleet Services, LLC for non-revenue vehicle fleet maintenance services in an amount not to exceed $700,000. Valley Metro Rail (VMR) costs are $650,000 and Regional Public Transportation Authority (RPTA) costs are $50,000.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro's current contract for non-revenue fleet maintenance services expires October 11, 2022. The current contractor, All Fleet Services, currently provides non-revenue fleet maintenance services for a total of 112 vehicles (24 RPTA vehicles and 88 VMR vehicles).

In March 2022, Valley Metro issued a Request for Proposals (RFP) soliciting qualified contractors for the provision of Non-Revenue Fleet Maintenance Services. Valley Metro's desire was to have a primary contractor with the ability to perform all required services. The RFP included both VMR and RPTA non-revenue vehicles to seek the economies of scale and competition that a joint procurement between the two agencies can provide. The contractor will perform preventative maintenance and general repair services on non-revenue vehicles to include, but not limited to, brakes, suspension, heat/air conditioning systems, electrical systems, engine, tires and accident repairs. The contractor is also expected to provide drop off and pick up services, tow trucks if applicable, and manage all vehicle maintenance and repairs.

In accordance with the solicitation instructions, the proposals were evaluated based on the following published evaluation criteria: (1) Firm Qualifications & Experience, (2) Personnel Qualifications & Experience, (3) Understanding / Approach to the Scope of

Services, which make up the Technical Scoring and (4) Price which is solely reserved for price scoring.

A single responsive proposal was received from All Fleet Services. The selection committee evaluated all aspects of the technical and price proposal from this firm and completed their final scoring. A summary of the average of technical and price combined scoring (final score out of 1000 total allowable points) is as follows.

Proposer	Technical Points	Price Points	Total Points
All Fleet Services, LLC	527	400	927

The selection committee determined that the firm "met" the requirements of the solicitation and has a high degree of confidence in this firm's performance for the contract.

A cost estimate was prepared prior to soliciting to assist with preplanning and with the evaluation review process. The cost estimate in coordination with price analysis assisted in the determination of price fair and reasonableness for this procurement.

COST AND BUDGET
The current contact term is a three-year base with two one-year options for a total contract amount of $700,000 ($50,000 RPTA and $650,000 VMR).

The VMR contract obligation for FY 2023 is $130,000. The FY 2023 RPTA obligation is $10,000. Both are fully funded within the Adopted FY 2023 Operating and Capital Budgets. Contract Obligations beyond FY 2023 are incorporated into the VMR and RPTA Five-Year Operating Forecast and Capital Program (FY 2023 thru FY 2027).

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
TMC/RMC: August 3, 2022 approved
Boards of Directors: August 18, 2022 for action

CONTACT
Ray Abraham
Chief Operations Officer
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 5**
August 11, 2022

SUBJECT
Marketing and Advertising Support Services Contract Awards

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute one-year contracts with two, one-year extensions with Hackett Advertising Public Relations Interactive (HAPI), MJM Advertising LLC – Heart and Soul Marketing LLC, Magnetry LLC and ON Advertising, Inc. through the State of Arizona Cooperative Purchasing Contracts for Marketing and Advertising Support Services in an amount not to exceed $2,250,000 over the three-year period. The RPTA portion will not exceed $1,240,000; the VMR portion will not exceed $1,010,000.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute one-year contracts with two, one-year extensions with Hackett Advertising Public Relations Interactive (HAPI), MJM Advertising LLC – Heart and Soul Marketing LLC, Magnetry LLC and ON Advertising, Inc. for Marketing and Advertising Support Services in an amount not to exceed $2,250,000 over the three-year period.

BACKGROUND | DISCUSSION | CONSIDERATION
Valley Metro utilizes Marketing and Advertising Support Services firms to provide unique support to Valley Metro's in-house marketing and communications teams to assist with the implementation of strategic marketing. Support from outside creative firms allows Valley Metro to sustain existing riders, target discretionary riders, develop custom tactics to increase/recover overall system ridership and build community support for transit.

This support is critical to the success of some of the higher profile, higher-impact marketing and communications campaigns that will be conducted by Valley Metro on behalf of its member cities, including the following campaigns in this and the upcoming fiscal years:

- Super Bowl LVII (Feb. 2023) and NCAA Final Four (Spring 2024) Communications
- Ridership Recovery Promotional Campaign
- Respect the Ride Educational Campaign
- Driver and Pedestrian Safety Campaign
- New Fare System Education and Promotion

- Two-Line Rail System Education and Promotion
- Commute Solutions/Travel Reduction Program Media Buys and Campaigns

The firms will assist Valley Metro and its campaigns by providing their expertise in marketing strategy development, marketing campaign creative development, including concepting and design for print and/or digital content, as well as media planning/buying and web support.

As noted, the marketing firms work alongside and augment the internal Valley Metro Marketing Department. In addition to guiding the marketing contractors work, scope and budget, the internal team produces approximately 800 marketing jobs annually on behalf of the regional transit marketing effort and in support of member city needs. These jobs range from service change and transit service products (i.e., transit service schedules, wayfinding maps, car cards, a-frames, flyers, bus stop signs, etc.) to capital project maps/newsletters/boards to small business banners to all the digital images you see on the website or social media, to name a few.

Procurement Process
For this service, Valley Metro is using the State of Arizona Cooperative Purchasing Contracts. These contracts are competitively solicited and awarded with cooperative language allowing public agencies to utilize them. Valley Metro will issue its marketing contracts as task-order based, with tasks being issued to these firms based on current needs and budget.

In May 2022, outreach to local Phoenix area Marketing and Advertising Support Services firms on State of Arizona Cooperative Purchasing Contracts was conducted to solicit interest from diverse companies of varying sizes, backgrounds and expertise. Interested companies submitted proposals in May-June 2022 for review. Staff reviewed the proposals submitted and companies were invited to present their capabilities, experience, methodologies, and approach to Valley Metro in July 2022. Staff recommends issuing task-order based contracts with the following firms to meet the region's upcoming marketing and advertising needs:

Vendor	Contract #
Hackett Advertising Public Relations Interactive (HAPI)	CTR056856
Magnetry LLC	CTR056860
MJM Advertising LLC – Heart and Soul Marketing LLC	CTR057010
On Advertising, Inc.	CTR056863

The cooperative contracts comply with Federal Transit Administration requirements. The State of Arizona Cooperative Purchasing Contracts currently expire on August 31, 2023, so the two, one-year extensions would be contingent upon their renewal. While it has been the State's practice to renew these types of contracts, if they are not, Valley Metro would issue a competitive solicitation for these services next year.

COST AND BUDGET

The current year expenditure level is estimated at $750,000 and included in the Valley Metro Adopted FY23 Operating and Capital Budget. Contract obligations in FY24 and FY25 – estimated at up to $1,500,000 – will be reflected in the annual budgets and five-year program. The total contract value for up to three years is estimated at $2,250,000, with the RPTA portion being $1,240,000 and the VMR portion totaling $1,010,000.

The sources of funding are Prop 400, member city contributions and federal Commute Solutions grants.

Across the prior two fiscal years (FY20 and FY21), Valley Metro spent an average of $770,393 annually with its Marketing and Advertising Support Service firms, Magnetry and OH Partners.

COMMITTEE ACTION

RTAG: July 19, 2022 for information
TMC/RMC: August 3, 2022 approved
Boards of Directors: August 18, 2022 for action

CONTACT

Mick Webber
Marketing Manager
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mwebber@valleymetro.org

ATTACHMENT

None

Information Summary

DATE **AGENDA ITEM 6**
August 11, 2022

SUBJECT
Operations Cleaning Services Contract Change Order

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract change order with DMS Facility Services to address wage rate challenges in the regional labor market for operations cleaning services in an amount not to exceed $2,686,749 for the period September 1, 2022 to December 31, 2025.

RECOMMENDATION
Staff recommends that the Boards of Directors authorize the CEO to execute a contract change order with DMS Facility Services for operations cleaning services in an amount not to exceed $2,686,749 for the period September 1, 2022 to December 31, 2025.

BACKGROUND | DISCUSSION | CONSIDERATION
On June 16, 2022, the Board of Directors approved the Valley Metro RPTA FY23 Operating and Capital Budget. During the budget approval process, Valley Metro was directed to work with contractors to address labor shortages and to bring to the Board for approval any contract and corresponding budget changes needed to maintain services. Currently, for the DMS Facility Services contract, approximately 50% of the level of cleaning is being performed with an equivalent level of vacancy in critical positions supporting the cleanliness of light rail/streetcar vehicles, passenger facilities, and bus and rail maintenance centers. A wage rate increase is being recommended to adjust for the current labor and economic market conditions, help with more effective hiring, and to return to a better quality of service. The wage increases being recommended by Valley Metro are within the parameters discussed with the Boards as part of the budget approval process.

In November 2020, the Board of Directors authorized a contract award to DMS Facility Services, Inc., to provide cleaning services for a total term of five years (three-year base contract plus one, two-year option). For the total term of the contract, the award amount was $18,161,704. Under the terms of the contract which commenced on January 1, 2021, the contractor provides all necessary labor, vehicles, tools, supplies, materials, and other related equipment required to perform a full range of cleaning services related to bus and light rail summarized below:

- Valley Metro Mesa Bus Operations and Maintenance Facility
- Valley Metro Operations and Maintenance Center (OMC)
- Light rail park-and-ride lots and security kiosks, including street sweeping at park-and-rides
- Light rail passenger stations along the LRV alignment
- Light rail operator facilities at end-of-line stations
- Pressure washing light rail passenger stations
- Cleaning of spills and litter removal from light rail vehicles during operating hours
- Cleaning of artwork along the LRT alignment on a quarterly basis
- Cleaning of light rail vehicles (nightly cleaning at OMC)
- Special event support
- Streetcar passenger stations along the alignment

Recent changes in the labor market have made the contractor's labor rates uncompetitive. In our market research, Valley Metro and DMS are commonly seeing similar entry-level positions advertised at the $15.50 - $16.50 range. These positions are typically entry-level, crew-based roles in indoor environments. A recent survey conducted by Procurement/Q in the Phoenix/Mesa/Chandler area showed an entry level pay rate of $15.48 and a median pay rate of $18.91.

The requirements for most cleaners on the Valley Metro contract are starkly different from a standard janitorial position and include the following:

- Working in an outside environment
- Working around an active rail system
- Working independently
- Working with the public
- Ability to interact with rail communications
- Ability to operate a motor vehicle
- Ability to adapt to unforeseen hazards involving public interaction, bio spills, etc.

During the last 18 months, DMS has been unable to maintain the required staffing levels and their performance and cleaning effectiveness reflect the staffing shortage. Currently, there are 69 positions required and 35 of those positions are filled (creating 51% vacancy rate). DMS has and continues to make every effort to hire, however, the current wage rate adds to the difficulty. The hiring efforts include:

- Marketing: Posting positions on local job sites, including Indeed, Craigslist, Facebook, Snag a Job, and AZ Back to Work
- Recruitment Support: Engaging staffing agencies and participating in local job fairs, including several virtual events and Valley Metro's Job Fair on July 20
- Schedule Flexibility: Offering part-time, in addition to full-time shifts, as well as flexible schedules (i.e., working 2 – 3 days/week and alternative arrangements customized with potential candidate(s))

- Bonuses: Offering a $750 sign-on bonus and $250 referral bonus
- Compensation: Staying within current contract allowances, offering a 4% increase to hourly wages; however, 4% is not commensurate with the current market and regional inflation rate, thereby prompting this change order

COST AND BUDGET
DMS has been navigating the labor market with their customers in multiple markets. Based on their vacancy rate and the significant increase in wage rates and inflation in the Phoenix market, DMS has proposed wage increases to Valley Metro's contract. Their increases were vetted against Valley Metro's independent market and industry research and below captures the proposed wage rate changes being recommended:

Position	# Positions Required	# Positions Filled	Current Hourly Wage	Proposed Hourly Wage	% Change	Note
Alignment - Day	14	4	$14.59	$17.50	20.6%	Cleaners along rail alignment (Day)
Alignment - Night	14	5	$14.59	$18.00	23.4%	Cleaners along rail alignment (Night)
Terminus - Day	4	4	$13.78	$16.50	19.7%	End of Alignment
Terminus - Night	3	1	$13.78	$17.00	23.4%	End of Alignment
Pressure Wash Tech	5	4	$15.75	$18.00	14.3%	Alignment pressure washing
Day Porter/Janitor	4	4	$13.15	$15.50	17.9%	Facility cleaners (Rail OMC & Mesa Bus Facility)
LRV Cleaner	17	8	$14.96	$17.96	20.1%	Nightly LRV cleaners
SC Alignment - Day	2	2	$16.00	$17.50	9.4%	Streetcar alignment (Day)
Alignment Supervisor - Day	1	0	$17.85	$20.85	16.8%	Supervision of Alignment Cleaners (Day)
Alignment Supervisor - Night	2	1	$17.85	$21.85	22.4%	Supervision of Alignment Cleaners (Night)
LRV Supervisor	2	1	$18.00	$21.00	16.7%	Nightly Supervision of LRV Cleaners
Lead Supervisor (Alignment)	1	1	$23.00	$23.00	0%	Lead Supervisor along alignment

Valley Metro will implement these wage increases by executing a change order amending the DMS contact as follows: "The Contractor may seek approval for escalated wages and salaries of persons actively employed on the Contract as a cost of living adjustment. Justification for the requested escalation must be accompanied by appropriate documentation, including the proposed implementation date. Approved increases shall be subject to the contract change order process identified in Exhibit D, paragraph 18 of this contract. Distribution of approved escalation monies are at the discretion of the Contractor, however, wage and salary escalation monies cannot be used for any purpose other than annual wage and salary adjustments. Actual labor rates shall be certified by the Contractor. Exhibit B - Cost Schedule delineates the allocation of escalation monies for estimated wage and salary adjustments for the Contract Term." This language ensures the contactor clearly communicates the justification and plan for the proposed increases and ensure the approved rate changes can only be used for the specified wage increases.

The cost of the change order to the cleaning services contract with DMS Facility Services over the remaining period of the contract is an amount not to exceed $2,686,749. The table below illustrates the amount of change order by fiscal year.

Agency	FY 2023 (10 Months)	FY 2024	FY 2025	FY 2026 (6 Months)	Total
RPTA	$12,175	$14,720	$14,941	$7,526	$49,362
VMR	$657,231	$786,727	$794,348	$399,081	$2,637,387
Total	**$669,406**	**$801,447**	**$809,289**	**$406,607**	**$2,686,749**

For FY 2023, this change will cost $657,231 to VMR and $12,175 for RPTA. The FY 2023 budget included $805,000 for VMR and $10,000 for RPTA to fund a prospective cleaning contract change. No additional funds are needed to implement this contract change. Contract Obligations beyond FY 2023 will be incorporated into the VMR and RPTA Five-Year Operating Forecast and Capital Program (FY 2023 thru FY 2027).

COMMITTEE ACTION
RTAG: July 19, 2022, for information
TMC/RMC: August 3, 2022, approved
Boards of Directors: August 18, 2022, for action

CONTACT
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ATTACHMENT
None

Information Summary

DATE
August 11, 2022

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

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

COMMITTEE PROCESS
TMC/RMC: August 3, 2022 for information
Boards of Directors: August 18, 2022 for information

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Fiscal Year 2022
4th Quarter Reports

August 2022

VALLEY METRO RAIL | VALLEY METRO

1

Contracts Report

VALLEY METRO RAIL | VALLEY METRO

2

Contract Authority Monitoring Report
April 25, 2022

Category	Identified Date	Targeted Board Date	Contract Description	Contract Number	Cause	Executed Change Order Date	Actions to Mitigate	Action Implemented Date
Likely to prematurely exhaust Its contract authority	Feb-22	May-22	Planning and Community Relations Support Services	16021-PCRS	Unanticipated level of archeological analysis, additional route analysis and community relation activities for CAPEX.	TBD	There are two active procurements for an on-call consultants for PSS and CRSS with anticipation of award in June/July of 2022. The six month transition will allow for a successful transition for the critical ongoing activities	In process
Likely to prematurely exhaust its contract authority	Mar-22	Apr-22	RideChoice Brokerage Services	22001	Transportation pass-thru costs were inadvertantly left out of the originally requested contract authority and must be incorporated to allow the borker to pay its transportation subcontractors.	TBD	This authority increase doesn't represent a change in total service costs. It simply incorporates into MJM's contarct pass-through costs included in the ALC contract that should have been moved to the MJM contract.	In process
Likely to prematurely exhaust its contract authority	Dec-21	Jun-22	ERP - EAM System	21006	The EAM interface with Oracle requires a customization for the budget and funding stream data for accurate processing of requistions to Purchase Orders. Additional modifications to the payroll module will be needed to simplify	TBD	Valley Metro will be ending its contract with Plante Moran for project management services to reduce costs and fund this change.	In process

3

Quarterly Contract Authority Monitoring Report July 26, 2022

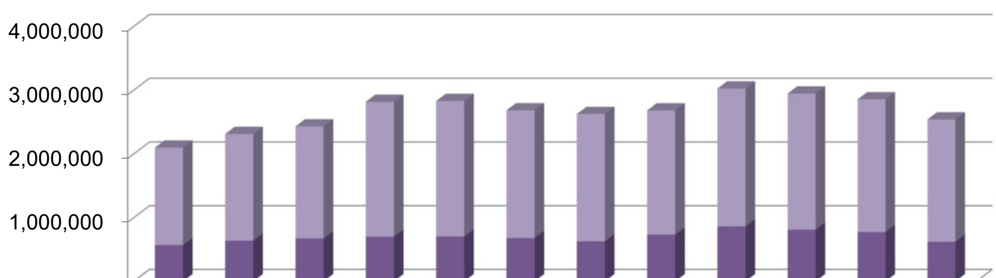
Category	Identified Date	Targeted Board Date	Contract Description	Contract Number	Cause	Executed Change Order Date	Actions to Mitigate	Action Implemented Date
Likely to prematurely exhaust Its contract authority	Feb-22	May-22	Planning and Community Relations Support Services	16021-PCRS	Unanticipated level of archeological analysis, additional route analysis and community relation activities for CAPEX.	8-Jun-22	There are two active procurements for an on-call consultants for PSS and CRSS with anticipation of award in June/July of 2022. The six-month transition will allow for a successful transition for the critical ongoing activities.	COMPLETED - Board Approved at May Board - Change Order Executed
Likely to prematurely exhaust its contract authority	Mar-22	Apr-22	RideChoice Brokerage Services	22001	Transportation pass-thru costs were inadvertantly left out of the originally requested contract authority and must be incorporated to allow the borker to pay its transportation subcontractors.	30-May-22	This authority increase doesn't represent a change in total service costs. It simply incorporates into MJM's contarct pass- through costs included in the ALC contract that should have been moved to the MJM contract.	COMPLETED - Board Approved at May Board - Change Order Executed May 30, 2022
Likely to prematurely exhaust its contract authority	Dec-21	Jun-22	ERP - EAM System	21006	The EAM interface with Oracle requires a customization for the budget and funding stream data for accurate processing of requistions to Purchase Orders. Additional modifications to the payroll module will be needed to simplify scheduling for hourly staff.	14-Jul-22	Valley Metro will be ending its contract with Plante Moran for project management services to reduce costs and fund this change.	COMPLETED - Board Approved at June Board - Change Order Executed
NO NEW ITEMS TO REPORT FOR THIS QUARTER								

4

Operations

May 2022

Regional Ridership



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Bus	1,530,075	1,674,479	1,760,290	2,116,395	2,126,748	2,004,060	1,997,527	1,948,783	2,162,100	2,135,832	2,082,060	1,920,101
Light Rail	569,281	638,892	672,068	700,832	703,615	679,919	628,392	733,124	863,078	811,435	774,015	621,120

	FY22 Q3	FY21 Q4	FY22 Q4
Bus	6,108,410	5,214,328	6,137,993
Light Rail	2,224,594	1,715,772	2,206,570
Total	**8,333,004**	**6,930,100**	**8,344,563**

6

Fixed Route Bus – East Valley

Performance Indicator	Target	FY22 Q3	FY21 Q4	FY22 Q4
On-Time Performance	≥ 92%*	85%	86%	85%
Complaints Per 100,000 Boardings	≤ 45	82	74	65
Mechanical Failures Per 100,000 Revenue Miles	≤ 12	9.3	6.4	12.2
Revenue Service Completed	≥ 99.85%	93.70%	99.90%	92.69%
Preventable Accidents per 100,000 Miles	≤ 0.90	1.13	0.84	1.32
Ridership	--	1,695,611	1,321,226	1,636,009

The on-time performance target is currently being re-evaluated to more align with the new Clever/CAD system parameters.

7

7

Fixed Route Bus – West Valley

Performance Indicator	Target	FY22 Q3	FY21 Q4	FY22 Q4
On-Time Performance	≥ 92%*	90%	88%	84%
Valid Complaints Per 1,000 Boardings	≤ 0.25	0.55	0.51	0.85
Mechanical Failures Per 10,000 Revenue Miles	≤ 1.2	0.67	0.82	1.36
Revenue Service Completed	≥ 99.85%	99.38%	99.89%	97.03%
Preventable Accidents per 100,000 Miles	≤ 1.50	1.69	0.32	0.58
Ridership	--	43,687	31,406	44,630

The on-time performance target is currently being re-evaluated to more align with the new Clever/CAD system parameters.

8

8

Light Rail

Performance Indicator	Target	FY22 Q3	FY21 Q4	FY22 Q4
On-Time Performance	≥ 95%	76%	88%	58%
Complaints Per 100,000 Boardings	≤ 3.0	1.39	0.70	2.22
Preventative Maintenance Inspections - % On-Time (LRV)	≥ 80%	99%	100%	97%
Preventative Maintenance Inspections - % On-Time (Systems)	≥ 80%	95%	99%	95%
Preventable Accidents per 100,000 Miles	≤ 0.90	0.27	0.40	0.30
# of Employee Injuries - Lost Time (MOE & MOW)	0	4	0	1
Ridership	--	2,224,594	1,715,772	2,206,570

9

9

Customer Service – Call Center

Performance Indicator	Target	FY22 Q3	FY21 Q4	FY22 Q4
Calls Received	--	178,025	168,442	173,881
Complaints Processed	--	6,364	5,562	5,695
NextRide Inquiries Handled by Interactive Voice Response (IVR)	--	130,082	151,418	128,433
NextRide Inquiries Handled by Text Messaging	--	278,292	383,259	245,193
Average Talk Time	--	2:23	2:35	2:27
Average Speed of Answer	≤ 1.00	:57	0:37	1:00

10

10

Customer Experience Coordinators (CEC)

Location	Cust. Cont.	Cust. Ast.	RTR Ed.	Fac. Ast.	Sec. Ast.	Ops. Ast.	Drinks Addr.	Animals Addr.	Platforms Visited	TVM Issues	Complaints	Observations	
												Total Animals	Total Drinks
19 North	1,287	288	251	204	3	5	52	10	86	2	-	10	56
Central Phoenix	59,131	17,075	3,089	7,670	112	182	497	89	1,394	250	10	333	1,685
East/Mesa	2,522	474	177	1,269	5	13	49	3	153	8	41	16	176
East/Tempe	3,340	1,037	426	881	14	22	67	17	233	14	-	37	175
West Phoenix	535	165	36	102	1	-	38	1	22	2	-	2	52
Grand Total	**66,815**	**19,039**	**3,979**	**10,126**	**135**	**222**	**703**	**120**	**1,888**	**276**	**51**	**398**	**2,144**

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)

11

11

Safety, Security & Quality Assurance

12

DK0

Safety

Agency Safety Plan Metrics

FY 2022 | April through June 2022

*Streetcar will begin reporting with Quarter 1, Fiscal Year 2023.

VALLEY METRO RAIL | VALLEY METRO

13

Regulatory Compliance

(VMR) Rail Safety Performance Targets CY2022

VALLEY METRO RAIL | VALLEY METRO

- **Fatalities:** One (1) fatal collision February 2022
- **Injuries:** Five (5) injuries through June 2022
- ***Safety Events:*** Thirteen (13) reportable rail collisions through June 2022. 24% decrease when compared to FY21 Q4
- **System** R
  rate impro
- **VM** empl
  standard
- **Falls** on
  performance occurred in FY22 Q3
- **Red Signal Overruns:** Occurrences have increased 133% when compared to FY2021 Q4
  - Ad hoc committee was established in April of 2022 to address recent surge in RSO violations

Public Transportation Safety Plan Performance Targets				
Category	Fatalities (total)	Injuries (total)	Safety Events (total)	System Reliability (Number of major mechanical failures)
Target	0	<16	<36	<147
Actual	1	5	13	114

Agency Elected Safety Performance Targets			
Category	Employee Injuries	Passenger Falls on Revenue Service Vehicles	Unauthorized Red Signal Overrun
Target	<6.70	<13	<14
Actual	1.00	3	14

14

14

Regulatory Compliance

(RPTA) Bus Safety Performance Targets CY2022

- **Fatalities:** One (1) fatal collision March 2022
- **Injuries:** 2 passenger were injured and transported away from the scene.
- **Safety Events:** 16 Safety events occurred
- **Major Mechanical Failures:** Up 60%
- **VM Employee Injuries:** None
- **Passenger Falls on Revenue Service Vehicles:** 15 Passenger Falls
- **Operator Assaults:** 8 since the beginning of Q3

Public Transportation Safety Plan Performance Targets

Category	Fatalities (total)	Injuries (total)	Safety Events (total)	System Reliability (Number of miles between major mechanical failures)
Target	0	<12	<376	<14,375 miles
Actual	1	2	16	23,580

Agency Elected Safety Performance Targets

Category	Employee Injuries	Passenger Falls on Revenue Service Vehicles	Operator Assaults
Target	0	<48	<38
Actual	0	15	8

15

15

Security

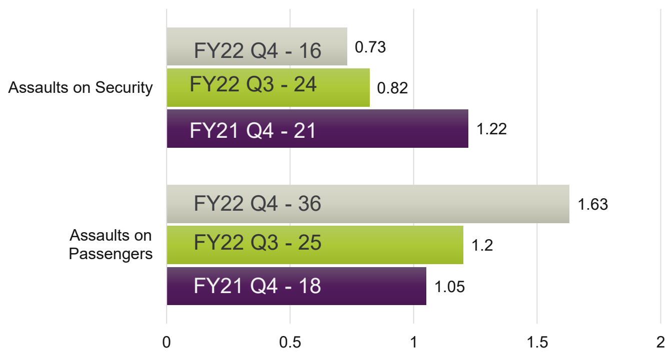
Fiscal Year 2022 – 4th Quarter Metrics

*Streetcar will begin reporting with Quarter 1, Fiscal Year 2023.

16

RA0

Incidents – **Rail (VMR)**



Incident Type by City

	City Jurisdiction		
	Phoenix	Tempe	Mesa
Crimes Against Persons	25	8	3
Property Crime	12	2	1
Code of Conduct	427	32	43
Grand Total	**464**	**42**	**47**

VAST majority of Code of Conduct violations are Open Container, Disorderly Conduct that then result in Removals/Trespasses

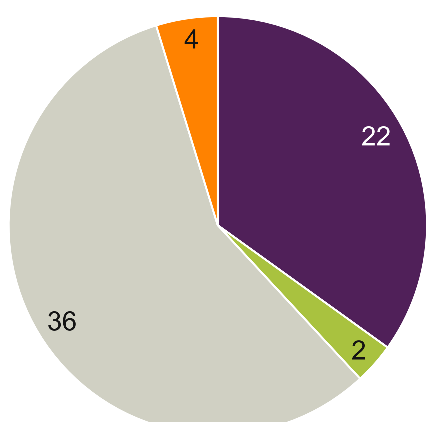
*Streetcar will begin reporting with Quarter 1, Fiscal Year 2023.

17

17

RA0

Police Incidents – **Bus (RPTA)**



- Criminal Damage
  22% increase (18 last quarter)
- Assaults on Passengers
  60% decrease (5 last quarter)
- Disorderly Conduct
  44% increase (25 last quarter)
- Assaults on Operators
  (4 last quarter)

18

18

Finance

19

Valley Metro RPTA Capital Results – Q4

RPTA Budget vs. Actual Report (Preliminary)
For the quarter ending June 30, 2022

$ Millions

Capital Expenditures	4th Quarter Budget	4th Quarter Actual	4th Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Bus Purchases						
Valley Metro	8.2	6.3	1.9	32.6	7.8	24.8
Lead Agency	0.9	0.0	0.9	3.8	0.0	3.8
Paratransit Vehicles						
Lead Agency	0.6	0.0	0.6	2.3	0.0	2.3
Vanpool Vehicles	0.8	0.0	0.8	3.3	0.0	3.3
Other Capital	1.8	0.8	1.0	7.3	3.9	3.4
METRO Rail	14.7	15.3	(0.6)	58.9	56.8	2.1
Total Capital Expenditures	**27.0**	**22.4**	**4.6**	**108.2**	**68.5**	**39.7**

20

20

Valley Metro Rail Operating Results – Q4

VMR Budget vs. Actual Report (Preliminary)

For the quarter ending June 30, 2022

$ Millions

Operations Expenditures	4th Quarter Budget	4th Quarter Actual	4th Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Rail Operations/Security	16.5	16.5	0.0	66.0	55.0	11.0
Future Project Development	3.0	3.4	(0.4)	12.0	7.9	4.1
Agency Operating	0.5	0.5	0.0	2.1	1.7	0.4
Total Operating Activities	**20.0**	**20.4**	**(0.4)**	**80.1**	**64.6**	**15.5**

21

21

Valley Metro Rail Capital Results – Q4

For the quarter ending June 30, 2022

$ Millions

Capital Expenditures	4th Quarter Budget	4th Quarter Actual	4th Quarter Variance (Unfav.)	Year to Date Budget	Year to Date Actual	Year to Date Variance (Unfav.)
Rail Projects						
Tempe Streetcar	8.0	5.5	2.5	21.6	12.5	9.1
Gilbert Rd	0.6	0.5	0.1	3.4	1.7	1.7
South Central	83.2	92.6	(9.6)	318.2	214.0	104.2
Northwest Phase II	38.7	45.2	(6.5)	137.1	87.5	49.6
OMC Expansion	0.0	0.1	(0.1)	5.2	3.9	1.3
System-wide Improvements	3.6	3.0	0.6	18.6	8.4	10.2
State of Good Repair	3.2	2.5	0.7	12.8	5.7	7.1
Total Capital	**137.3**	**149.4**	**(12.1)**	**516.9**	**333.7**	**183.2**

22

22

Rail - Average Fare
FY21 History / FY22 4th Quarter

	Q4		Q4
Fare Revenue Budget	$630,250	Fare Recovery Budget	4.1%
Fare Revenue Collected	$1,541,288	Fare Recovery Actual	10.0%
Variance	$911,038		

23

23

Bus - Average Fare
FY21 History / FY22 4th Quarter

	Q4		Q4
Fare Revenue Budget	$707,175	Fare Recovery Budget	3.1%
Fare Revenue Collected	$1,050,449	Fare Recovery Actual	5.2%
Variance	$343,274		

24

24

Fiscal Year 2022 Quarterly Reports

25

Fiscal Year 2022 – Q4 Report
Capital and Service Development

26

Transit Planning Projects

Name	Completion Date	Status
Gilbert Transit Planning Study	Fall 2022	• Draft report submitted to Town Council for review with the Transportation Master Plan. • Council education session held in late May, with another scheduled for August.
Transit Stop Inventory Reconciliation and Bus Stop Database	Spring 2022	• Held training meetings with cities. • Project complete
Short Range Transit Program (SRTP) Update	Summer 2022	• Received minor adjustments from cities on short-term requests. • Update approval is on hold, pending TLCP resolution. Tentative approval in Fall 2022.
Ridership and COVID Response	2023	• Coordinated with other divisions for agencywide response. • Monitoring ridership data and provided regular ridership updates.

Transit Planning Projects

Name	Completion Date	Status
Quality of Life Update	Spring 2022	• The Quality of Life study website is live (valleymetro.life). • A methodology report is complete (data tracking for future iterations of this study).
West Valley Flex Transit Study	Spring 2023	• Held monthly project meetings to update subregion on data collection and direction of study results. • Drafted existing conditions and received comments from cities. • Incorporating draft comments and initiating public outreach work.
Transit Mitigation Opportunities for the Broadway Curve Project	2024	• Valley Metro will provide additional information for mitigation strategies as requested.

Sustainability Projects

Name	Completion Date	Status
Climate Action Plan	Fall 2022	• Revising previous FTA sustainability plan to reflect new leadership priorities. • Plan drafted and in review.
Zero-Emission Fleet Transition Plan	Spring 2023	• Valley Metro will engage a consultant to lead this project in FY23. • Scope of work in review.

Corridor and Facilities Planning

Name	Project Complete	Current Phase	Phase Complete	Status
Capitol Extension	TBD	Preliminary Engineering	Spring 2023	• Completed 15% design plans and distributed them for review. • Continued discussions on the selection of the project delivery method. • Began an Independent Cost Estimate based on the 15% design.
I-10 West Extension	2030	Planning	Summer 2022	• Completed the Traffic Analysis and Refined Conceptual Design. • Began capital and operating cost estimates. • Began work on the Planning Activities Final Report. • Continued discussions on next steps to bring project into preliminary engineering and environmental phases.

Corridor and Facilities Planning

Name	Project Complete	Current Phase	Phase Complete	Status
West Phoenix High-capacity Transit Alternatives Analysis	TBD	Alternatives Analysis	TBD	• Received a federal Route Planning Restoration Program grant for $514,045. • Scope of work and cost estimate are in final stages of preparation and review.
Rio East/Dobson Streetcar Extension	TBD	Alternatives Analysis	TBD	• Finalizing budget and Scope of Work to begin study. • Project funding agreement is under review by Mesa and Tempe.

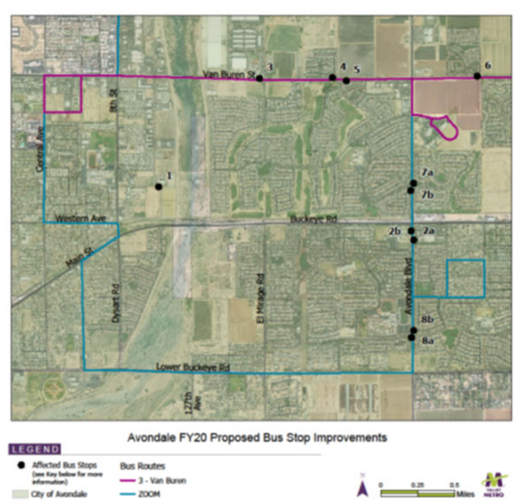
31

31

Avondale Bus Stop Improvements

Project Complete	Current Phase	Phase Complete
Fall 2022	Design/ Construction	TBD

Status
• Approximately half of the $500,000 budget used. • Highest priority stop (Riley/10th St) has been completed. • Van Buren/Links Dr EB design selected by City of Avondale to proceed with construction; design is currently under review for cost savings.



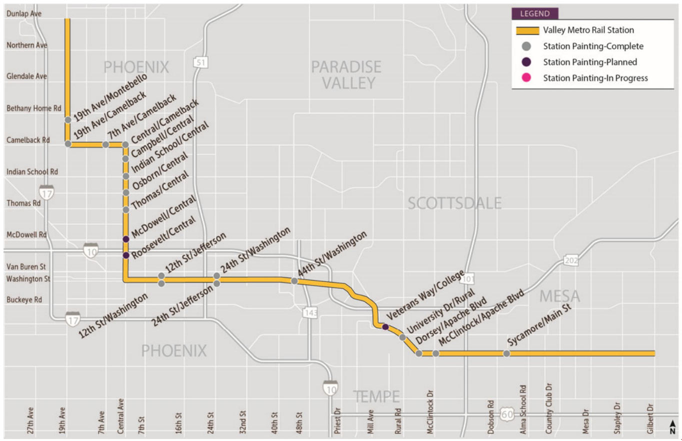
Avondale
Aspiring. Achieving. Accelerating.

Data as of June 2022.

32

32

Light Rail Station Painting



Project Complete	Current Phase	Phase Complete
Summer 2023	Construction	Summer 2023

Status

- 15 station platforms completed FY19-FY22
- FY23 Planned Stations: Roosevelt/Central Ave, McDowell/Central Ave, and Veterans Way/College Ave

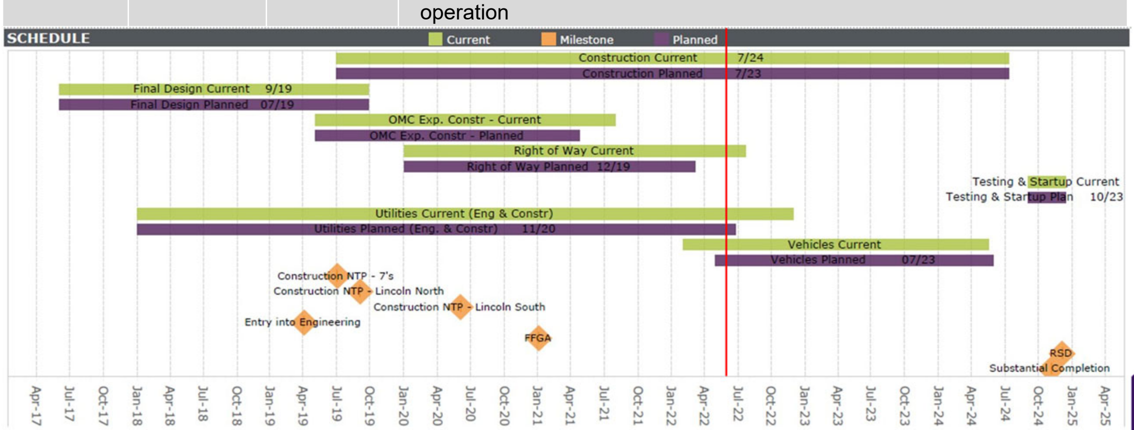
Data as of June 2022.

33

33

South Central Extension/ Downtown Hub

Project Complete	Current Phase	Phase Complete	Status
2024	Construction	2024	• Construction continues downtown utilities, roadway and hub stations • Completed Phase I – downtown critical trackwork under single tracking operation



Data as of June 2022. Schedule re-baselined at FFGA Award.

34

34

South Central Extension/ Downtown Hub

Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$459.0	$986.2
Light Rail Vehicles	$29.8	$75.8
Right of Way	$13.9	$52.8
Professional Services	$117.1	$230.3
Total	**$619.8**	**$1,345.1**

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$151.3
Executed Change Orders & Budget Transfers	$(34.6)
Total Project Contingency Remaining	**$116.7**

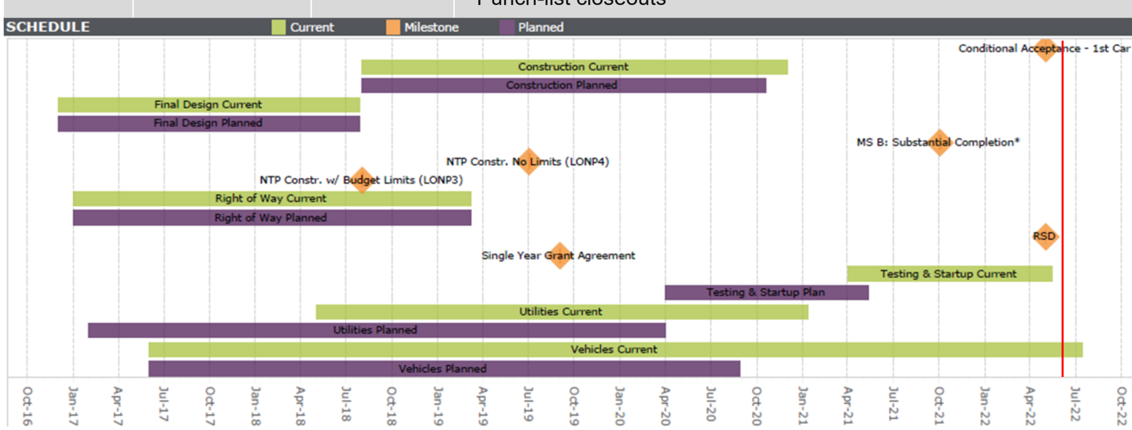
Data as of June 2022.

35

35

Tempe Streetcar

Project Complete	Current Phase	Phase Complete	Status
2022	Revenue Service	2022	• Ongoing testing of vehicles • Punch-list closeouts



Data as of June 2022

36

36

Tempe Streetcar

Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$114.3	$118.0
Streetcar Vehicles	$31.6	$38.1
Right of Way	$0.5	$0.5
Professional Services	$34.9	$35.8
Total (including contingency)	**$181.3**	**$192.4**

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$34.2
Executed Change Orders & Budget Transfers	$(31.5)
Total Project Contingency Remaining	**$2.7**

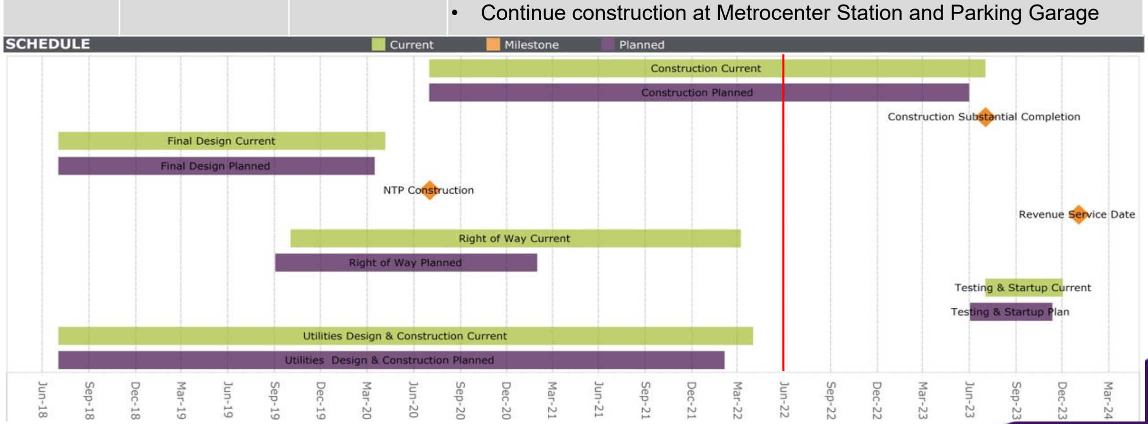
Data as of June 2022

37

37

Northwest Extension Phase II

Project Complete	Current Phase	Phase Complete	Status
2024	Construction	2024	• Continue track installation on Dunlap • Continue installation of ductbank • Continue construction at Metrocenter Station and Parking Garage



Data as of June 2022

38

38

Northwest Extension Phase II

Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$121.1	$287.1
Third Party Utilities	$5.4	$17.5
Right of Way	$8.8	$23.0
Professional Services	$42.0	$61.1
Total (including contingency)	**$177.3**	**$401.3**

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$49.9
Executed Change Orders & Budget Transfers	$14.1
Total Project Contingency Remaining	**$35.8**

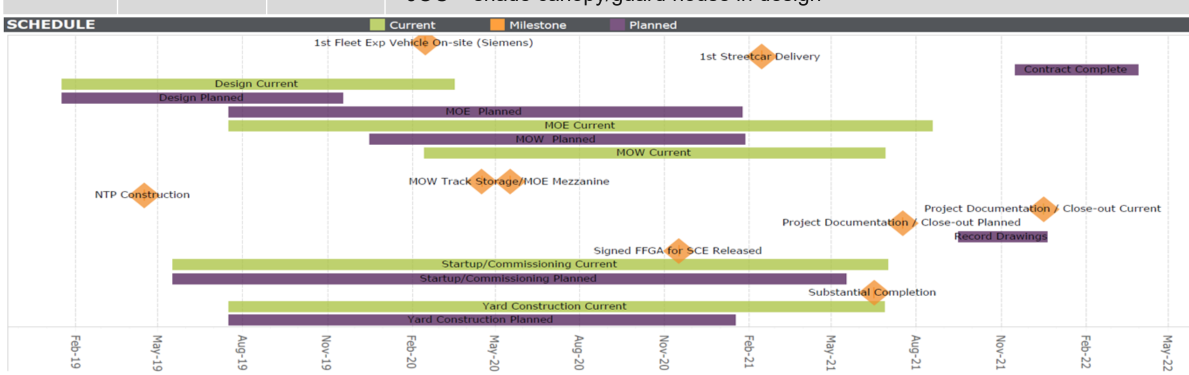
Data as of June 2022

39

39

Operations & Maintenance Center (OMC) Expansion

Project Complete	Current Phase	Phase Complete	Status
2022	Design/ Construction	Apr 2022	• Hensel Phelps - Contract completion is April 29th • Hensel Phelps - warranty work • JOC – shade canopy/guard house in design



Data as of June 2022. For more details, visit valleymetro.org

40

40

OMC Expansion

Expenditures to Date

Description	Expended ($M)	Budget ($M)
Contracted Services	$87.8	$89.0
Professional Services	$5.8	$5.9
Total	**$93.6**	**$94.9**

Contingency Utilization

Description	Dollars ($M)
Total Contingency	$9.6
Executed Change Orders & Budget Transfers	$(9.6)
Total Project Contingency Remaining	**$0**

Data as of June 2022.

41

41

Communications & Strategic Initiatives

42

Communications Update

- Coordinated media/PR for streetcar opening, which generated significant publicity
  - 58 news stories
  - 4.2M readers
  - $99K value
  - 90K impressions on (organic) social
- Reached 100K downloads of Valley Metro app
- Publicized the Quality of Life site launch
- Created coverage for Design a Transit Wrap unveil
  - 5 news stories
  - 330K viewers
- Managed Alert VM safety and security app
  - 10,415 downloads to date
  - 820 reports responded to in Q4

43

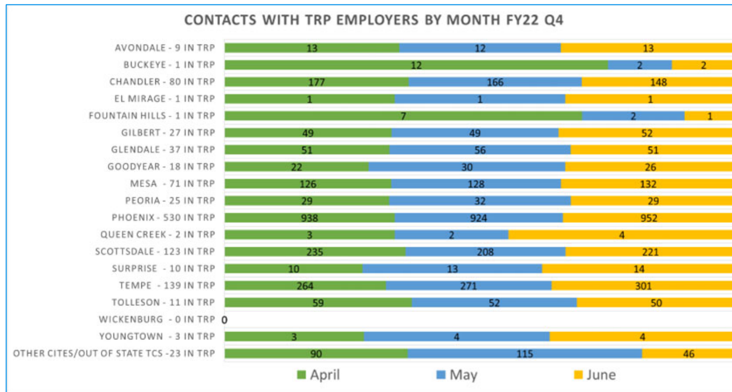
Community Relations Update

- TSC:
  - Organized opening celebration!
  - Post-opening, executed Digital Pass: 850 participants; 1,100 check-ins at local businesses
- SCE/DH:
  - Conducted significant outreach for Downtown Hub track tie-in work
  - Brought together CABs North & South for tour
- Agency Outreach:
  - Implemented April service changes
  - Began coordination for October outreach
- Transit Education:
  - Announced Mesa's Jocelyn Hernandez as Design a Transit Wrap Winner
- Business Assistance:
  - SBFAP: Launched Year 2 of grant program
    - 88 applicants to date
    - 36% new, first-time applicants
  - Continued Friends of Transit-sponsored lunch events

44

Commute Solutions Update

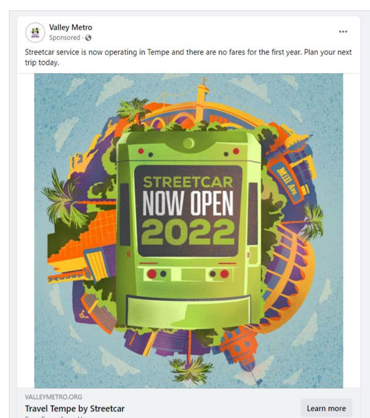
- Users logged 139,843 alternative mode trips in ShareTheRide.com representing:
  - 2.5M miles saved
  - 218 lbs PM-10 saved
  - 32.3 lbs PM-2.5 saved
  - 1,494 new users added
- Provided employer support
- Hosted Valley Bike Month



45

45

Marketing Update



- Provided marketing support for streetcar opening:
  - P3 event support
  - Opening day support
  - Deals & Discounts Pass support
  - Media buy & influencers
- Designed materials & provided marketing strategy for:
  - Job Fair
  - FCSM project
  - Phoenix Mercury 2022 Season
  - Make Music Day
  - Design a Transit Wrap
  - Share The Ride promotions

46

46

Accessible Transit Services

47

Paratransit

Performance Indicator	Target	FY22 Q3	FY21 Q4	FY22 Q4
One-Way Trips	--	70,168	69,852	71,336
On-Time Performance	≥ 95%	82.1%*	91.1%	79.7%*
Complaints Per 1,000 Trips	≤ 1.5	2.6	1.5	3.4
Gross Cost Per Trip Fully Allocated at Contractor Level **	--	$55.47	$55.38	$55.47

** Driver retention and recruitment issues, scheduling practice changed creating negative impact on performance.*
*** Includes Fixed Costs, Fuel and LDs. Agency OH is not included.*

48

48

RideChoice

Performance Indicator	FY22 Q3	FY21 Q4	FY22 Q4
One-Way Trips	41,031	36,439	44,156
On-Time Performance	83.9%	91.0%	78.9%
Complaints Per 1,000 Trips	1.6	2.2	0.6
Gross Cost Per Trip	$26.15	$22.13	$27.52

49

49

Other Accessibility Services

Performance Indicator	FY22 Q3	FY21 Q4	FY22 Q4
Travel Training	55	15	48
Platinum Pass Trips	54,749	5,200	57,278
Cost Per Trip	$0.73	$1.01	$0.72
ADA Applicants	681	747	673
Unconditional	70%	62%	68%
Conditional	28%	30%	30%
Temporary	2%	6%	2%
Denials	0%	2%	0%

50

50

ATS Highlights

- **Replacement Paratransit Vehicles (ordered March 2021)**
  - 26 (ordered March 2021) – awaiting chassis assignment
  - 54 (ordered February 2022) – awaiting chassis assignment – informed of an approximate 40.5% price increase
- **Call And Control Center (Broker) RFP – Tentative Schedule**
  - City of Phoenix review – July 2022
  - RFP scheduled release – July 29, 2022
  - Pre-Proposal Conference – August 12, 2022
  - Proposal's submittals due – September 9, 2022
  - Recommendation of award – February 17, 2023
- **Operations and Maintenance RFP – Tentative Schedule**
  - City of Phoenix review – June 2022
  - RFP release date – July 29, 2022
  - Pre-proposal conference – August 12, 2022
  - Proposals due – September 9, 2022
  - Recommendation of award – February 17, 2023

51

51

ATS Highlights

- **Paratransit scheduling and dispatch software**
  - Trapeze being moved from Transdev to Valley Metro IT servers
  - Working with Trapeze to implement new modules for RideChoice management
- **Valley Metro Accessibility Advisory Group (VMAAG) Activity**
  - Quality of Life Study
  - South Central Extension / Downtown Hub
  - October 2022 proposed service changes
  - Customer Comment and Complaint review (Rail and Bus)
  - Customer Comment and Complaint review (ADA Paratransit and RideChoice)
  - Fleet Planning
  - Service performance metrics

52

52

Information Summary

DATE
August 11, 2022

AGENDA ITEM 8

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.

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COST AND BUDGET
None

COMMITTEE PROCESS
None

CONTACT
Jim Hillyard
Acting Chief Financial Officer
602-262-7433
jhillyard@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
Travel Reimbursement Report
For Travel Completion Dates
5/1/22 through 5/31/22

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
Sr. Internal Auditor	ALGA Annual Conf.	Dallas, TX	05/01/22-05/03/22	$844.62	$354.96	$31.71	$358.20	$99.75	$0.00
Sr. Internal Auditor	ALGA Annual Conf.	Dallas, TX	05/01/22-05/03/22	$993.03	$481.96	$53.12	$358.20	$99.75	$0.00
Accessible Transit Services Mgr.	APTA 2022 Mobility Conference	Columbus, OH	05/01/22-05/04/22	$1,702.35	$756.20	$56.20	$697.95	$192.00	$0.00
Planner III	APTA 2022 Mobility Conference	Columbus, OH	05/01/22-05/04/22	$1,380.21	$805.20	$0.00	$443.26	$131.75	$0.00
Chief Auditor	ALGA Annual Conf	Dallas, TX	5/1/22-5/3/22	$1,097.10	$481.96	$157.19	$358.20	$99.75	$0.00
Capital Programs Business Coord.	2022 Annual WTS Conference	Seattle, WA	5/17/22-5/22/22	$1,430.96	$282.58	$69.90	$904.98	$143.50	$30.00 [1]
Program Coordinator	2022 Annual WTS Conference	Seattle, WA	5/17/22-5/20/22	$1,491.66	$317.20	$121.98	$904.98	$87.50	$60.00 [1]
Sr. Sustainability Specialist	Aspen Ideas Climate Conference	Miami, FL	5/9/22-5/12/22	$116.72	$0.00	$116.72	$0.00	$0.00	$0.00
Deputy Director of Planning and Development	Rail-Volution Planning Meeting	Miami, FL	05/03/22-05/06/22	$1,800.96	$613.20	$8.25	$882.60	$241.50	$55.41 [1,2]
Total this reporting period				$10,857.61					
Year to Date				**$32,001.77**					

Report reflects Out of State (AZ) Travel

[1] Baggage Fees
[2] Beverage Credit

Valley Metro
Travel Reimbursement Report
For Travel Completion Dates
6/1/22 through 6/30/22

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
Project Administrator	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/20/22	$1,785.58	$596.96	$44.46	$848.16	$296.00	$0.00
Manager, Transit Safety	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/20/22	$1,788.12	$643.96	$0.00	$848.16	$296.00	$0.00
Public Information Specialist	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/21/22	$1,838.16	$580.96	$113.04	$848.16	$296.00	$0.00
Accountant III	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/21/22	$1,711.00	$738.20	$0.00	$706.80	$266.00	$0.00
Lead Cust. Serv. Agent	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/20/22	$2,222.12	$1,077.96	$0.00	$848.16	$296.00	$0.00
Director, Comm. & Strategic Initiatives	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/18/22	$2,097.17	$1,274.96	$50.02	$565.44	$206.75	$0.00
Senior Internal Auditor	ACFE Global Fraud Conference	Nashville, TN	6/19/22-6/22/22	$1,677.52	$591.96	$46.32	$802.74	$236.50	$0.00
Director, Capital and Service Development	Community Streetcar Coalition Summit	Milwaukee, WS	5/15/22-5/18/22	$1,834.68	$1,136.21	$59.95	$443.52	$165.00	$30.00 [1]
Project Controls Manager	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/20/22	$1,976.49	$748.08	$54.25	$848.16	$296.00	$30.00 [1]
Project Manager	APTA Rail Conference	San Diego, CA	6/5/22-6/8/22	$1,070.65	$289.96	$0.00	$611.94	$168.75	$0.00
Planner III	EnoMAX Port Authority	Pittsburgh, PA	5/14/22-5/21/22	$2,039.81	$664.21	$201.44	$848.16	$296.00	$30.00 [1]
Chief Auditor	ACFE Global Fraud Conference	Nashville, TN	6/19/22-6/22/22	$1,764.17	$591.96	$132.97	$802.74	$236.50	$0.00
Public Art Administrator	American For The Arts Conference	Washington, DC	5/17/22-5/20/22	$1,909.07	$779.96	$29.40	$889.71	$210.00	$0.00
Director, Capital and Service Development	2022 APTA Rail Conference	San Diego, CA	6/5/22-6/8/22	$2,109.32	$427.96	$24.35	$1,450.01	$207.00	$0.00
Total this reporting period				$25,823.86					
Year to Date				**$57,825.63**					

Report reflects Out of State (AZ) Travel

[1] Baggage Fees

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
May 2022

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10000571	5/19/2022	First Transit Inc	April 2022 Transit Services	5,249,296.00
10000556	5/13/2022	Hill International Inc	VMR - PMCM Services Jan & Feb 2022	1,613,545.30
10000563	5/13/2022	Motor Coach Industries Inc	Over the Road Transit Coach	1,399,121.16
90000079	5/20/2022	ADP LLC	PPE 05/15/2022 Payroll Liabilities	1,031,430.40
90000071	5/5/2022	ADP LLC	PPE 05/01/2022 Payroll Liabilities	939,138.75
10000600	5/27/2022	Hill International Inc	VMR - PMCM Services Mar 2022	919,640.16
10000541	5/5/2022	Hill International Inc	VMR - PMCM Services Dec 2021	842,506.56
10000585	5/27/2022	HDR Engineering Inc	VMR - Jan & Feb 2022 PCRS Services	777,871.21
10000573	5/19/2022	HDR Engineering Inc	VMR - Dec 2021 PCRS Services	639,882.75
10000567	5/19/2022	Allied Universal Security Services	VMR - April 2022 Fare Inspection and Security Services	630,416.74
10000590	5/27/2022	Total Transit Enterprises LLC	April 2022 West Valley Contracted Fixed Route	516,057.52
90000078	5/20/2022	Cigna Health and Life Insurance Company	May 2022 Health Insurance Premiums	435,040.53
10000559	5/13/2022	City of Phoenix	FR Bus Service, DAR, FR Svc Op Supp	403,090.09
90000077	5/20/2022	ASRS	PPE 05/15/22 ASRS Contributions & LTD	275,673.51
90000070	5/5/2022	ASRS	PPE 05/01/22 ASRS Contributions & LTD	258,001.14
1000667	5/27/2022	QCM Technologies Inc	IT Solutions & Services	233,582.99
10000570	5/19/2022	DMS Facility Services Inc	VMR - Facilities Maintenance Services	202,975.74
10000552	5/13/2022	DMS Facility Services Inc	VMR - Facilities Maintenance Services	187,803.21
10000551	5/13/2022	Denovo Ventures LLC	ERP-EAM System Software Implementation	123,950.25
90000083	5/31/2022	Surepays	RPTA May 2022 Utilities	120,472.24
10000548	5/5/2022	Senergy Petroleum LLC	Bulk Fuel	109,446.30
10000568	5/19/2022	Creative Software Solutions LLC	Ridechoice Mgmt Svcs + EZT SetupImplementation Fee	100,624.74
10000536	5/5/2022	Builders Guild Inc	JOC Services - MBOM Concrete Repairs	99,913.00
10000581	5/27/2022	Denovo Ventures LLC	ERP-EAM System Software Implementation	94,003.50
10000569	5/19/2022	DLT Solutions LLC	Subscription Costs - ERP Cloud Fusion	90,053.88
10000562	5/13/2022	Senergy Petroleum LLC	Bulk Fuel	87,353.05
90000080	5/20/2022	Wells Fargo Bank	April 2022 Credit Card Charges	82,077.68
10000596	5/27/2022	Senergy Petroleum LLC	Bulk Fuel	70,308.37
10000543	5/5/2022	Second Generation Inc, dba Ajo Transpor	April 2022 Rural Connector Services	70,183.36
1000658	5/27/2022	CopperPoint Insurance Company	Jun 2022 Rent for Mobility, Call Center and Parking	62,366.63
1000612	5/5/2022	QCM Technologies Inc	IT Solutions & Services	53,331.98

10000584	5/27/2022	Guidesoft Inc	Managed Services Provider	46,123.39
10000583	5/27/2022	Enterprise Rideshare	Van Pool Services	42,622.38
10000554	5/13/2022	GMI	Professional Consulting Services for IT Systems	41,597.24
10000558	5/13/2022	URW LLC	Landscape Maintenance Services	38,272.53
10000591	5/27/2022	URW LLC	Landscape Maintenance Services	37,181.33
10000578	5/19/2022	Senergy Petroleum LLC	Bulk Fuel	32,803.46
10000542	5/5/2022	Nationwide Retirement Solutions Inc	PPE 05/01/22	32,148.54
10000574	5/19/2022	Nationwide Retirement Solutions Inc	PPE 05/15/22	31,873.54
10000555	5/13/2022	Guidesoft Inc	Managed Services Provider	30,881.90
1000614	5/5/2022	WEX Bank	Fleet Card Services	30,495.96
				18,083,159.01

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over $25,000
June 2022

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10000630	6/9/2022	City of Phoenix	Distribution FY2022 AZ Lottery Funds	4,056,177.38
10000682	6/29/2022	Motor Coach Industries Inc	Over the Road Transit Coach	2,098,681.74
90000086	6/16/2022	ADP LLC	PPE 06/12/2022 Payroll Liabilities	1,637,486.91
1000687	6/9/2022	City of Mesa	Distribution FY2022 AZ Lottery Funds	1,271,392.00
90000082	6/2/2022	ADP LLC	PPE 05/29/2022 Payroll Liabilities	1,223,129.36
10000617	6/9/2022	Transdev Services Inc	April 2022 General Paratransit Service	1,180,394.86
90000089	6/30/2022	ADP LLC	PPE 06/26/2022 Payroll Liabilities	1,029,731.96
1000713	6/9/2022	Maricopa County	Distribution FY2022 AZ Lottery Funds	801,171.00
10000633	6/9/2022	Motor Coach Industries Inc	Over the Road Transit Coach	699,560.58
1000695	6/9/2022	City of Chandler	Distribution FY2022 AZ Lottery Funds	697,052.00
1000699	6/9/2022	Town of Gilbert	Distribution FY2022 AZ Lottery Funds	675,953.00
1000700	6/9/2022	City of Glendale	Distribution FY2022 AZ Lottery Funds	625,540.00
1000707	6/9/2022	City of Scottsdale	Distribution FY2022 AZ Lottery Funds	608,013.00
10000624	6/9/2022	Allied Universal Security Services	VMR - May 2022 Fare Inspection and Security Services	543,933.20
1000706	6/9/2022	City of Peoria	Distribution FY2022 AZ Lottery Funds	482,573.00
10000632	6/9/2022	City of Tempe	Distribution FY2022 AZ Lottery Funds	456,743.00
90000085	6/16/2022	Cigna Health and Life Insurance Company	June 2022 Health Insurance Premiums	432,311.80
90000084	6/16/2022	ASRS	PPE 06/12/22 ASRS Contributions & LTD	405,251.00
10000619	6/9/2022	City of Phoenix	FR Bus Service, DAR, FR Svc Op Supp	400,545.86
90000012	6/30/2022	Surepays	VMR June 2022 Utility	373,160.36
10000631	6/9/2022	City of Surprise	Distribution FY2022 AZ Lottery Funds	362,834.00
10000669	6/29/2022	Creative Software Solutions LLC	Ridechoice Mgmt Svcs + EZT SetupImplementation Fee	316,651.72
10000644	6/16/2022	Creative Software Solutions LLC	Ridechoice Mgmt Svcs + EZT SetupImplementation Fee	287,563.63
90000088	6/30/2022	ASRS	PPE 06/26/22 ASRS Contributions & LTD	275,885.17
90000081	6/2/2022	ASRS	PPE 05/29/22 ASRS Contributions & LTD	271,505.26
1000702	6/9/2022	City of Goodyear	Distribution FY2022 AZ Lottery Funds	243,461.00
1000693	6/9/2022	City of Buckeye	Distribution FY2022 AZ Lottery Funds	235,513.00
1000692	6/9/2022	City of Avondale	Distribution FY2022 AZ Lottery Funds	225,076.00
10000651	6/16/2022	Plante & Moran PLLC	Consultant Services for ERP/EAM Implemention	223,385.50
10000670	6/29/2022	DMS Facility Services Inc	VMR - Facilities Maintenance Services	194,836.74
10000605	6/2/2022	Medical Transportation Management Inc	April 2022 Paratransit Eligibility Assessment and Fixed-Route Travel Training Services	131,898.31

90000091	6/30/2022	Surepays	RPTA June 2022 Utility	130,109.97
10000656	6/24/2022	Creative Software Solutions LLC	Ridechoice Mgmt Svcs + EZT SetupImplementation Fee	103,717.82
10000681	6/29/2022	Senergy Petroleum LLC	Bulk Fuel	100,318.54
10000645	6/16/2022	DMS Facility Services Inc	VMR - Facilities Maintenance Services	93,433.78
90000092	6/30/2022	Wells Fargo Bank	June 2022 Credit Card Charges	92,726.90
1000696	6/9/2022	City of El Mirage	Distribution FY2022 AZ Lottery Funds	90,370.00
90000087	6/29/2022	Wells Fargo Bank	May 2022 Credit Card Charges	77,457.56
10000652	6/16/2022	Second Generation Inc, dba Ajo Transpor	May 2022 Rural Connector Services	68,126.13
100106	6/16/2022	CHK America Inc	Wayfinding Map Design Services	63,500.00
10000642	6/16/2022	Allied Universal Security Services	VMR - May 2022 Fare Inspection and Security Services	61,963.55
1000697	6/9/2022	Town of Fountain Hills	Distribution FY2022 AZ Lottery Funds	60,009.00
10000653	6/16/2022	Senergy Petroleum LLC	Bulk Fuel	57,201.58
10000671	6/29/2022	First Transit Inc	May 2022 Transit Services	48,163.12
10000665	6/24/2022	Cardinal Infrastructure LLC	Federal Government Consulting Services	48,000.00
10000603	6/2/2022	Enterprise Rideshare	Van Pool Services	42,563.73
10000677	6/29/2022	URW LLC	Landscape Maintenance Services	37,181.33
10000672	6/29/2022	Guidesoft Inc	Managed Services Provider	32,194.08
1000705	6/9/2022	Town of Paradise Valley	Distribution FY2022 AZ Lottery Funds	31,872.00
1000691	6/9/2022	WEX Bank	Fleet Card Services	31,828.49
1000749	6/29/2022	SHI International Corp	Software Value Added Reseller	28,319.59
10000608	6/2/2022	Greater Phoenix Economic Council	Membership - GPEC	25,000.00
				23,791,469.51

Valley Metro Rail, Inc
Monthly AP Payments over $25,000
May 2022

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
50000490	5/19/2022	Kiewit Infrastructure West Company	Mar 2022 CMAR Services for South Central-Downtown Hub	32,121,686.68
50000499	5/19/2022	Kiewit Infrastructure West Company	Feb 2022 CMAR Services for South Central-Downtown Hub	14,103,046.56
50000492	5/19/2022	Alternate Concepts Inc	Mar 2022 Transportation Services	1,346,570.34
50000474	5/13/2022	SRP	NWEII Irrigation Engineering	1,253,765.34
50000489	5/16/2022	Hensel Phelps Construction Co	Release of Retention	1,204,009.50
50000468	5/5/2022	City of Phoenix	Reimbursement	1,134,483.57
90000011	5/31/2022	Surepays	VMR May 2022 Utility	394,669.59
5000769	5/13/2022	APS	SCE Construction	376,669.07
5000778	5/19/2022	IFE North America LLC	LRV Modular Door Control Unit Upgrades	261,690.00
50000498	5/19/2022	Jacobs Engineering	Feb 2022 Design Services for Northwest Phase II	178,573.38
50000491	5/19/2022	101 North First Ave LLC	May 2022 Rent + Storage Room Leases	170,214.79
50000472	5/13/2022	Siemens Mobility	Light Rail Vehicles	154,572.58
50000500	5/27/2022	AECOM Technical Services Inc	Jan 2022 Design Services	148,718.38
50000512	5/27/2022	PGH Wong Engineering Inc	System Design Services	140,965.97
50000467	5/5/2022	Westinghouse Air Brake Technologies Cor	Gate Driver Circuit Boards	139,529.05
5000715	5/5/2022	NASG Holdings Inc	LRV Windshield Glass	105,850.80
5000709	5/5/2022	City of Mesa	Advertising Revenue Distribution	102,546.18
50000502	5/27/2022	Alliant Insurance Services Inc	Risk Management Consulting Services-Annual Insurance Premiums	102,364.50
50000460	5/5/2022	Builders Guild Inc	JOC Services - NEC Roundabout Handrail Repairs	97,750.47
5000757	5/13/2022	PGH Wong Engineering Inc	System Design Services	94,110.39
50000469	5/5/2022	City of Tempe	Advertising Revenue Distribution	89,518.87
5000719	5/5/2022	PGH Wong Engineering Inc	System Design Services	83,092.68
5000752	5/13/2022	Motorola Solutions	Public Communication Equipment and Services	80,136.88
50000483	5/13/2022	DLT Solutions LLC	Aconex Project Control System	77,306.10
50000459	5/5/2022	Brookville Equipment Corp	Street Car Vehicles	60,627.84
50000487	5/13/2022	Penn Machine Company LLC	Gearbox/Axle Overhaul - IGW	56,732.00
50000486	5/13/2022	Knorr Brake Corporation	Printed Cicuit Logic Cards	54,290.00
50000509	5/27/2022	Siemens Mobility	Circuit Boards	50,974.62
5000733	5/5/2022	Pointe Hilton Tapatio Cliffs Resort	NWEII Water Reimbursement	49,285.70
50000479	5/13/2022	Award Winning Restorations	Light Rail Vehicle Painting	35,963.67
50000485	5/13/2022	Hubner Manufacturing Corporation	FRP Bumpers with Holes	34,271.98
				54,303,987.48

Valley Metro Rail, Inc
Monthly AP Payments over $25,000
June 2022

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
50000535	6/9/2022	Kiewit-McCarthy, a Joint Venture	Mar 2022 CMAR Services for Northwest Phase II	6,835,152.13
50000569	6/29/2022	Kiewit-McCarthy, a Joint Venture	Apr 2022 CMAR Services for Northwest Phase II	6,450,863.78
50000560	6/24/2022	Siemens Mobility	Light Rail Vehicles	3,078,296.71
50000530	6/9/2022	Stacy and Witbeck Inc	Mar 2022 CMAR Services for Tempe Street Car	2,445,769.45
50000542	6/16/2022	Siemens Mobility	Light Rail Vehicles	2,022,345.13
50000526	6/9/2022	Kinkisharyo International LLC	LRV Repairs	1,057,152.00
50000522	6/9/2022	Alternate Concepts Inc	Apr 2022 Transportation Services	1,019,425.62
50000543	6/16/2022	Stacy and Witbeck Inc	Apr 2022 CMAR Services for Tempe Street Car	721,115.49
50000571	6/29/2022	Siemens Mobility	Light Rail Vehicles	584,194.57
50000540	6/16/2022	AECOM Technical Services Inc	Feb & Mar 2022 Design Services	438,155.04
50000538	6/14/2022	PGH Wong Engineering Inc	System Design Services	416,221.55
90000011	5/31/2022	Surepays	VMR June 2022 Utility	394,669.59
50000520	6/2/2022	PGH Wong Engineering Inc	System Design Services	266,682.19
50000517	6/2/2022	J Banicki Construction Inc	JOC Services	261,544.78
50000515	6/2/2022	Builders Guild Inc	JOC Services	247,403.52
50000545	6/24/2022	AECOM Technical Services Inc	Apr 2022 Design Services	238,183.62
50000544	6/16/2022	SRP	Water Engineering for SCE	222,280.49
50000518	6/2/2022	Jacobs Engineering	Mar 2022 Design Services for Northwest Phase II	175,220.56
50000528	6/9/2022	Saft America Inc	LRV Batteries	99,960.00
50000536	6/14/2022	Alliant Insurance Services Inc	#3 Brookline Modern Streetcars	77,186.38
50000570	6/29/2022	Penn Machine Company LLC	Truck Tires, Rubber Block Tire Mounting Kits	71,391.60
50000555	6/24/2022	PGH Wong Engineering Inc	System Design Services	65,649.93
5000819	6/9/2022	NASG Holdings Inc	LRV Windshield Glass	51,650.40
50000561	6/24/2022	La Marche Manufacturing Co Inc	Battery Chargers	35,700.60
50000513	6/2/2022	Award Winning Restorations	Light Rail Vehicle Painting	35,040.00
5000807	6/9/2022	Courtesy Chevrolet	Vehicles, New Purchases-2022 Chevrolet Traverse	31,731.26
5000808	6/9/2022	Kroy Sign Systems	Signage	29,538.03
50000537	6/14/2022	Barbara Grygutis Sculpture LLC	Tempe Street Car - Public Art Services-Fabrication / Install	26,025.00
				27,398,549.42

Procurement Report
for August 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
Lori N	Joint	RFQ	Planning Support Services	Yes	December 2021	February 2022	May 2022	$30,000,000.00	3 years + 2 options	Executed
Chris B	VMR	RFP	LRV Electrical Repairs	Yes	March 2022	April 2022	June 2022	$450,000.00	3 years + 1 option	Executed
Rick W	RPTA	RFP	Rural Connector Service	Yes	January 2022	February 2022	June 2022	$9,000,000.00	5 years + 3 options	Routed for Signature
Jennifer H	Joint	RFQ	Executive Search Firms	No	May 2022	June 2022	June 2022	$150,000.00	1 year + 2 options	Executed
Christian J / Jennifer H	Joint	COOP	IT Hardware and Mantenance Agreements FY 2023	No	N/A	N/A	June 2022	$669,680.00	1 years + 2 options	Executed
Christian J / Jennifer H	Joint	COOP	IT Professional Services for FY 2023	No	N/A	N/A	June 2022	$2,294,200.00	1 years + 3 options	Executed
Christian J / Jennifer H	Joint	COOP	Software Subscriptions and Maintenance Agreements FY 2023	No	N/A	N/A	June 2022	$2,664,800.00	1 years + 2 options	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
Susanna H	Joint	RFP	Community Relations Support Services	Yes	January 2022	June 2022	August 2022	$6,500,000.00	3 years + 2 options	In Evaluation
Christian J	RPTA	RFP	RideChoice Management Services	Yes	March 2022	April 2022	August 2022	$10,804,731.00	1 year + 1 option	Pending Board Approval
Christian J	Joint	RFP	Non-Revenue Fleet Maintenance Services	No	March 2022	April 2022	August 2022	$700,000.00	5 years	Pending Board Approval
Jennifer H	RPTA	COOP	Transalation Services for Customer Service Operators	No	TBD	TBD	TBD	$50,000.00	1 year	SOW Development
Jennifer H	RPTA	RFP	Origin and Destination Survey	Yes	July 2022	TBD	November 2022	$800,000.00	2 years	SOW Development
Christian J	RPTA	RFP	Administrative Call and Control Center	Yes	August 2022	September 2022	February 2023	$39,213,600.00	5 years + 3 options	SOW Development
Christian J	RPTA	RFP	Regional ADA Paratransit Services Operations & Maintenance	Yes	August 2022	September 2022	February 2023	$94,235,746.00	3 years + 3 options	SOW Development

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
Rick W	VMR	RFP	East Valley Fixed Route Bus Services	Yes	TBD	TBD	TBD	$400,000,000.00	5 yrs + 3yr/2yr opt	SOW Development
Chris B	VMR	RFP	LRV Electronic Repairs	Yes	July 2022	TBD	September 2022	$210,000.00	3 years + 1 option	Initiating Documents
Chris B	VMR	Sole Source	SCV Sole Source Parts	Yes	TBD	N/A	TBD	TBD	TBD	Initiating Documents
Chris B	VMR	Purchase Order	Emergency Phones	Yes	N/A	N/A	N/A	$114,563.05	N/A	Evaluating the potential use of a co-operative contract
Chris B	VMR	Sole Source	Railpod Equipment	Yes	TBD	N/A	TBD	$575,000.00	TBD	Initiating Documents
Jennifer H	RPTA	RFP	Autonomous Vehicle Research	Yes	May 2022	TBD	TBD	$250,000.00	5 years	SOW Development
Christian J	RPTA	COOP	Electric Vehicles - Vans	No	TBD	TBD	TBD	TBD	1	Evaluating the potential use of a co-operative contract
Susanna H	Joint	COOP	Managed Services Provider-Accessible Coordinator	No	April 2022	TBD	TBD	$700,000.00	5 years	Initiating Documents
Lori N	Joint	RFP	Federal Legislative Consulting Services	No	TBD	TBD	November 2022	TBD	2 years	SOW Development
Lori N	Joint	RFP	State Legislative Consulting Services	No	TBD	TBD	November 2022	TBD	2 years	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**
August 11, 2022

SUBJECT
Report on Current Events and Suggested Future Agenda Items

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None.

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date

Agenda

August 11, 2022

Valley Metro RPTA
Thursday, August 18, 2022
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

	Action Recommended
1. Public Comment	1. For Information

The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items.** Up to three minutes will be provided per speaker unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

CONSENT AGENDA

2A. Minutes	2A. For action

Minutes from the June 16, 2022 Board meeting are presented for approval.

2B. Federal Transit Administration Pass-Through Grant Agreements	2B. For action

Staff recommends that the Board of Directors authorize the CEO to execute the IGAs and change order with the City of Phoenix for the listed grants.

2C. Recommended October 2022 Transit Service Changes	2C. For action

Staff recommends that the Board of Directors authorize the CEO to amend member agency FY23 IGAs as necessary, and to execute change orders to the First Transit and Total Transit fixed route contracts to accommodate the recommended October 2022 service changes.

2D.	Avondale Intergovernmental Agreement (IGA) Amendment: Avondale Transit Center/Park-and-Ride	2D.	For action

Staff recommends that the Board of Directors authorize the CEO to execute the IGA amendment to design and construct a new transit center, with a not to exceed budget of $750,000.

REGULAR AGENDA

3.	ADA Paratransit Contract Amendment – Labor Rates	3.	For action

Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment with Transdev for ADA Paratransit Services and its corresponding mid-year budget adjustment of $400,000.

4.	RideChoice Management Services Contract Award	4.	For action

Staff recommends that the Board of Directors authorize the CEO to execute a contract with Creative Software Solutions, dba. MJM Innovations for RideChoice Management Services for an amount not to exceed $14,864,550.

5.	Regional Paratransit Service Replacement Vehicles Purchase	5.	For action

Staff recommends that the Board of Directors authorize the CEO to purchase up to 54 cutaway vans from Schetky Bus and Van Sales under the Arizona Department of Administration (ADOA) Contract CTR054849 at combined federal and local cost not to exceed $6,519,505.

6.	East Valley Bus Operations and Maintenance Contract Extension Option	6.	For discussion and possible action

This item will be sent under separate cover.

7.	Audit and Finance Subcommittee Election	7.	For action

The Board will vote to elect Mayor Brigette Peterson, Town of Gilbert, to the Audit and Finance Subcommittee for a two-year term.

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

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

9. Next Meeting — 9. For information

The next Board meeting is scheduled for **Thursday, September 22, 2022 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**
August 11, 2022

SUBJECT
Public Comment

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None

Minutes

August 11, 2022 **AGENDA ITEM 2A**

Board of Directors
June 16, 2022
Boardroom/Webex
11:15 a.m.

RPTA Meeting Participants
Councilmember Francisco Heredia, City of Mesa **- Chair**
Vice Mayor Laura Pastor, City of Phoenix – **Vice Chair**
Councilmember Bill Stipp, City of Goodyear- **Treasurer**
Councilmember Clay Goodman, City of Buckeye (phone)
Mayor Kevin Hartke, City of Chandler (phone)
Vice Mayor Monica Dorcey, City of El Mirage
Mayor Brigette Peterson, Town of Gilbert (phone)
Councilmember Lauren Tolmachoff, City of Glendale
Supervisor Jack Sellers, Maricopa County (phone)
Councilmember Jon Edwards, City of Peoria
Councilmember Leah Martineau, Town of Queen Creek (phone)
Councilmember Betty Janik, City of Scottsdale (phone)
Councilmember Chris Judd City of Surprise (phone)
Councilmember Robin Arredondo-Savage, City of Tempe
Mayor Michael LeVault, Town of Youngtown (phone)

Members Not Present
Vice Mayor Veronica Malone, City of Avondale
Councilmember Mike Scharnow, Town of Fountain Hills
Councilmember Aldofo Gamez, City of Tolleson
Mayor Rui Pereira, Town of Wickenburg

Chair Heredia called the meeting to order at 12:22 p.m.

1. Public Comment

Chair Heredia said the first thing on the agenda is public comment. Folks have three minutes. Pat?

Ms. Dillon said Mr. Crowley.

Mr. Crowley said being that you agreed to the joint budget, I'm looking at the part of it that's in the rail and it has operating and one of the things that we all know is that PTF funds, Prop 400 cannot be used for rail operating. Right? Just the same as I was informed about the circulators in your towns, but then when I look on page 5 and it says, source of funds, operating, PTF funds budgeted for 2023, $8 million. So if you're not able to use those funds, why's it got it in here for 8 mil?

Another thing is you're getting that new security person for the bus because whenever there have been incidences, there has been no communication and they're saying assault at the bus stops. Well, what I see it as is a system getting ready to do trespassing so that any of those homeless that are using our facilities, we're going to be going after them. And when I note that -- how much it says we're paying for that, it's he gets 900, 1000. Well, then when I go through the document in here and it goes for the -- his costs, it shows 8,000 which we both know that when it's shown like that that's not 8,000 that's 800,000 because there in thousands that you do the thing. So you're getting this new guy, we're paying him 100,000 and then you're going to spend 700,000 for what?

When you're doing the -- what we got to do to get things back. Like I said, we need to double the amount of buses that we've got already and we need to be increasing the amount of time or decreasing the amount of time before them. That with what I understand MAG is doing because MAG is the one who needs to do what -- oh, yeah, they'll tell you what you're going to get and how you're supposed to use it. Well, I don't need that to be happening. I need you guys to be the ones who develop the plan for the Prop 500. So when I see what is going on here, I'm going well, why do you exist, if it's going to be MAG that dictates what is and isn't going to be happening. And that their dictation of the way we're going to be doing bus routes and sorry for going a little bit over -- is going to be demand. Well, demand should be seen by traffic patterns. If you've got 40,000 people going through an intersection every hour that means that at every single one of those lights, there are 45 individuals in their single occupant vehicles.

That you need to have done the system to where it's still functioning and getting better. And when it comes to the no bus book, it would be nice if you did the ability to find out from the system (indiscernible) for all the time that the bus does, but, of course, you didn't do that.

2. <u>Consent Agenda</u>

Chair Heredia said the Consent Agenda is presented for action. Any Board members have any questions or comments? All right. Hearing none. I request and a second to approve the Consent Agenda.

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

3. <u>Valley Metro RPTA Fiscal Year 2023 (FY23) Proposed Operating and Capital Budget and Five-Year Operating Forecast and Capital Program (FY23 thru FY27)</u>

Chair Heredia said we just heard the overview from Jim and staff here. Any questions or comments additionally to -- on this item?

Councilmember Stipp said Mr. Chair, I'd like to make a motion that we approve the Fiscal Year 2023 Proposed Operating and Capital Budgets and The Five-Year Operating Forecast And Capital Program as presented.

IT WAS MOVED BY COUNCILMEMBER STIPP, SECONDED BY COUNCILMEMBER TOLMACHOFF AND CARRIED TO APPROVE THE FISCAL YEAR 2023 PROPOSED OPERATING AND CAPITAL BUDGETS AND THE FIVE-YEAR OPERATING FORECAST AND CAPITAL PROGRAM AS PRESENTED. COUNCILMEMBER MARTINEAU ABSTAINED.

4. Fiscal Year 2023 (FY23) Election of Valley Metro RPTA Board Officers and Subcommittee Positions

Chair Heredia said any of the Committee members have any questions? All right. I know we have something that came up in particular. I think this is RPTA Audit and Finance Subcommittee. There's a vacancy still. And so, we -- I would like to push it to maybe next month and maybe get some more letters of interest and just remind folks that if you're interested, there's a -- for RPTA member, there's a vacancy on the Audit and Finance Subcommittee. The AFS is a five-member Board -- subcommittee that has three RPTA members, two VMR members and currently, we have two open RPTA seats on AFS. One being --

Councilmember Tolmachoff said no, just one.

Chair Heredia said yeah, by already one and then --

Ms. Dillon said Councilmember Clay Goodman is on the list and then we have one open position for the RPTA (inaudible)

Chair Heredia said (Inaudible) okay.

Councilmember Tolmachoff said I believe that's an East Valley position also. Isn't it?

Chair Heredia said yes. It would be an East Valley seat. And so, we'll request –

Councilmember Tolmachoff yes just for clarification.

Chair Heredia said anyone interested, contact Pat and then we will then vote in the August.

With that said, this is for action so request a motion and a second -- do we remove that subcommittee and?

Ms. Dillon said no. Just vote and then if there is an interest from a board member for that seat, we'll put it on the August agenda for another motion. We can proceed with this slate that's in front of you.

Chair Heredia said perfect. All right. Request a motion and a second to approve the slate of board officers and subcommittee positions as presented to serve in fiscal year 2023.

IT WAS MOVED BY COUNCILMEMBER ARREDONDO-SAVAGE, SECOND BY COUNCILMEMBER DORCEY AND UNANIMOUSLY CARRIED TO APPROVE THE SLATE OF BOARD OFFICERS AND SUBCOMMITTEE POSITIONS AS LISTED FOR FY 2023.

5. Report on Current Events and Suggested Future Agenda Items

Chair Heredia said any reports or future agenda items? Hearing none.

6. Next Meeting

The next Board meeting is scheduled for Thursday, August 18, 2022 at 11:15 a.m.

With no further discussion the meeting adjourned at 12:31 p.m.

Information Summary

DATE **AGENDA ITEM 2B**
August 11, 2022

SUBJECT
Federal Transit Administration Pass-Through Grant Agreements

PURPOSE
To approve the Federal Transit Administration Pass-through grant agreements listed below.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGAs and change order 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 six grant programs. The table below summarizes the funding available:

Grant	FTA Program	Federal Share	Local Share	Regional	Total
TBD	Section 5307	29,649,733	2,745,760	3,447,229	35,842,722
TBD	Section 5307 - Avn UZA	3,723,889	3,123,889	150,000	6,997,778
TBD	Section 5339	514,427	90,781	-	605,208
TBD	Section 5310	900,000	-	787,500	1,687,500
TBD	Section 5337-HI	3,314,385	544,500	57,221	3,916,106
TBD	Section 5337 - HI Avn UZA	405,558	-	101,390	506,948
TBD	STBGP-AZ-FLEX (2021)	3,001,200	-	-	3,001,200
TBD	STBGP-AZ-FLEX (2022	3,033,877	-	8,469	3,042,346
TBD	Community Project Funding (TIG-CPF)	1,057,000	-	-	1,057,000
Total		45,600,068	6,504,930	4,551,809	56,656,808

- Funds from the Section 5307 Urbanized Area Formula Program are awarded for preventive maintenance, fleet replacement, paratransit fleet expansion and electric bus charging stations & infrastructure.
- Funds from the Section 5307 Urbanized Area Formula Program for the Avondale-Goodyear Urbanized Area are awarded for operating assistance and Avondale Park-and-Ride improvements.

- Funds from Section 5310, Enhanced Mobility for Seniors and Individuals with Disabilities Program awarded for operating support for Ride Choice and travel training.
- Funds from Section 5337, State of Good Repair High Capacity Bus Program, are awarded for preventive maintenance.
- Funds from Section 5337 for the Avondale-Goodyear Urbanized Area, State of Good Repair High Capacity Bus Program, are awarded for preventive maintenance and fleet replacement.
- Funds from the Section 5339, Bus and Bus Facilities Program, are awarded for paratransit expansion fleet.
- Funds from the Surface Transportation Program flexed from the Federal Highways Administration are awarded for replacement and expansion fleet for the vanpool program and preventative maintenance.
- Funds from the Section TIG-CPF are awarded for Electric Bus Charging Stations & Infrastructure.

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.

COST AND BUDGET
All expenses are in the approved FY 2023 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.

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
TMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
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Interim Chief Financial Officer
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2C**
August 11, 2022

SUBJECT
Recommended October 2022 Transit Service Changes

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to amend member agency Fiscal Year 2023 (FY23) Intergovernmental Agreements (IGAs) as necessary, and to execute change orders to the First Transit and Total Transit fixed route contracts to accommodate the recommended October 2022 service changes.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to amend member agency FY23 IGAs as necessary, and to execute change orders to the First Transit and Total Transit fixed route contracts to accommodate the recommended October 2022 service changes.

BACKGROUND | DISCUSSION | CONSIDERATION
Effective October 24, 2022, Valley Metro transit service changes are recommended throughout the region. Changes were coordinated and analyzed through the five-year Short Range Transit Program as well as the Board adopted Transit Standards and Performance Measures. In addition, the fixed route service changes were proposed and reviewed in coordination with the Valley Metro Service Planning Working Group, comprising representatives from Valley Metro member agencies. Valley Metro also worked with each affected member agency regarding the proposed changes and funding impacts prior to arriving at recommendations. Extensive public outreach was also conducted.

This summary includes recommended bus service changes for Valley Metro-operated services and routes, and routes funded through the regional Public Transportation Fund (PTF). Changes that only affect locally funded service operated by other agencies (e.g. Phoenix) are not addressed herein. Overall, the recommended changes include fixed route service improvements, service reductions, and routing modifications.

<u>Recommended Route and Schedule Changes:</u>

- Mesa Fiesta BUZZ— New circulator route serving the Fiesta district in Mesa.
- Route 77—Baseline Rd: In Mesa, extend route to West Mesa park-and-ride.
- Tempe Orbit Saturn—Add one early morning weekday trip each way to extend service span.
- Route 30—University Dr: In Mesa, improve Saturday frequency; add Sunday service and frequency to match Tempe

- Route 106—Peoria Ave: Extend service on Sundays into Peoria.
- Route 156—Chandler Blvd: In Chandler and Phoenix, increase peak frequency to 15 minutes.
- Avondale ZOOM—Eliminate northeast section of route, reroute section south of I-10 from Avondale Civic Center to Goodyear Park and Ride.
- Route 531—Mesa/Gilbert Express: Eliminate one AM inbound and one PM outbound trip.
- Route 533—Mesa Express: Eliminate two AM inbound and two PM outbound trips.
- Route 535—Northeast Mesa Express: Eliminate one AM inbound and one PM outbound trip.
- Route 541—Chandler/Mesa Express: Eliminate route.

Public Outreach
An extensive public outreach was conducted from May 2 through June 3, 2022, via online comment, email, social media and a remote public hearing via webinar. The outreach covered all proposed service changes regardless of funding source or operator.

- **Input Opportunities**:
  - Virtual public hearing conducted on May 18, 2022
  - Online comment card
  - Via email at input@valleymetro.org
  - Social media

- **Communication Channels**:
  - Six advertisements were placed in the *Arizona Republic* (2), *East Valley Tribune*, *La Prensa Hispana*, *La Voz* and *Arizona Informant*. They included information regarding the proposed route changes, public comment period and public hearing.
  - Transit vehicle announcements (Route Scout)
  - A-frame signage at key transit locations
  - Email notices to riders and Trip Reduction Program employers
  - Press release resulting in news coverage
  - Social media posts
  - Website (valleymetro.org/service changes)
  - Internal communication to staff and contractors

COST AND BUDGET
Items here include only service changes for Valley Metro-operated services and routes, and routes funded through the regional Public Transportation Fund (PTF). Costs for changes that do not impact Valley Metro-operated routes and routes not funded through PTF are excluded from this memorandum.

Contract adjustments for minor bus service changes that do not require an amendment to the IGAs will be made through the year-end reconciliation process. For paratransit changes, the budget impact will be determined during the IGA reconciliation process and the contractor change order.

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
TMC: August 3, 2022 approved
Boards of Directors: August 18, 2022 for action

CONTACT
Henry Ikwut-Ukwa
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hukwa@valleymetro.org

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2D**
August 11, 2022

SUBJECT
Avondale Intergovernmental Agreement (IGA) Amendment: Avondale Transit Center/Park-and-Ride

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute an amendment to the Avondale IGA for RPTA to administer a federal grant for the design and construction of a new Avondale Transit Center ($750,000 total – $600,000 federal with a $150,000 match from the City of Avondale).

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGA amendment to design and construct a new transit center, with a not to exceed budget of $750,000.

BACKGROUND | DISCUSSION | CONSIDERATION
The City of Avondale has requested RPTA to utilize its Job Order Contract (JOC) to design and build a new transit center adjacent to a new City-funded parking structure. The transit center will include bus bays and landscaping and will serve as a convenient connection for transit riders who utilize new the parking structure. The site is located at the northwest corner of West Dale Earnhardt Drive and North Park Avenue in Avondale, which is directly to the south of the existing Avondale Park-and-Ride. This new facility (the transit center and parking structure) will replace the existing park-and-ride upon completion, which was constructed in 2011 by the City of Avondale using only local funding sources. See attachment for a site plan of the facility.

COST AND BUDGET
The project budget to design and construct the transit center is $750,000 dollars. The Federal Grant is $600,000 with a local share from Avondale at $150,000 for a total of $750,000.

COMMITTEE ACTION
RTAG: July 19, 2022 for information
TMC/RMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
Henry Ikwut-Ukwa
Chief, Capital and Service Development
602-322-4420
hukwa@valleymetro.org

ATTACHMENT
Amended IGA - Avondale Transit Center is available upon request.

Information Summary

DATE **AGENDA ITEM 3**
August 11, 2022

SUBJECT
ADA Paratransit Contract Amendment – Labor Rates

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract amendment with Transdev under contract No. 16013-RPS, to increase rates associated with increased staff wages and subcontractor inflationary increases based on the current economy, and to implement a corresponding mid-year budget adjustment of $400,000 to fund the amendment.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract amendment with Transdev for ADA Paratransit Services and its corresponding mid-year budget adjustment of $400,000.

BACKGROUND | DISCUSSION | CONSIDERATION
On June 16, 2022, the Board of Directors approved Valley Metro RPTA fiscal year 2023 Operating and Capital budget. During the budget approval process, Valley Metro was directed to work with contractors to address labor shortages and to bring to the Board for approval any contact and corresponding budget change needed to maintain services.

To address a lack of paratransit drivers, in October 2021, Transdev increased their driver wages by $2.00 per hour across the board (starting wage from $13.50 to $15.50) and offered a $1,500 signing bonus at their own cost. Over the months that followed, these changes effectively addressed Transdev's driver recruitment and retention issues. As of May 2022, Transdev had no driver vacancies. In February 2022, Transdev requested additional compensation for the steps they proactively took to improve recruitment and retention of drivers. The increased wages and signing bonuses equate to an additional $2.14 per trip, increasing their rate to $33.09 per trip from $30.95.

In addition, Transdev has two subcontractors (AAA Taxi and UZURV) that provide overflow services. Both their contracts had an expiration date of June 30, 2022, with extension options available. Both subcontractors have also requested rate increases to cover inflationary increases including the cost of fuel.

Valley Metro has worked with Transdev to structure the trip allocation between the providers in a way that will only increase the approved FY 2023 paratransit budget by 3 percent. This increase was included in the IGA's provided to cities and therefore does not result in additional city obligations.

Transdev's current contract for ADA Paratransit services ends on September 30, 2022, but allows for contract extensions. Valley Metro is seeking a one-year extension to allow for joint re-procurement of reservations and scheduling for the Paratransit and RideChoice programs and for ADA Paratransit operations. Should Valley Metro choose not to fund the wage adjustments, Transdev will likely decline to extend their contact (which they provide 80 of the 104 vehicles) leading to a gap in paratransit services.

COST AND BUDGET
The cost for approving the rate increased for Transdev and their Subcontractors is approximately $400,000 for fiscal year 2023. These costs were included in the IGAs provided to cities but not in Valley Metro's FY 2023 RPTA adopted Operating Budget. Therefore, a mid-year adjustment in this amount is needed to allow Valley Metro to implement the contract change.

COMMITTEE PROCESS
RTAG: July 19, 2022, for information
TMC: August 3, 2022, approved
Board of Directors: August 18, 2022, for action

CONTACT
Tom Young
Manager, Accessible Transit Services
602-716-2107
tyoung@valleymetro.org

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 4**
August 11, 2022

SUBJECT
RideChoice Management Services Contract Award

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to execute a contract with Creative Software Solutions, dba. MJM Innovations for RideChoice Management Services for an amount not to exceed $14,864,550.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute a contract with Creative Software Solutions, dba. MJM Innovations for RideChoice Management Services for an amount not to exceed $14,864,550.

BACKGROUND | DISCUSSION | CONSIDERATION
On September 10, 2020, the Board of Directors authorized the CEO to develop and issue a RFP to combine the reservation and scheduling functions for the Regional ADA Paratransit and RideChoice programs to better match customers with the most cost-effective service meeting their needs and to eliminate the duplication of this administrative function between the programs.

Representatives from four jurisdictions (Mesa, Glendale, Goodyear, and Peoria) along with representatives from Valley Metro developed the scope of work and the RFP was published on September 3, 2021. Unfortunately, only a single proposal was received and the evaluation committee, which included city staff representatives from Mesa, Tempe, Peoria, Glendale, and Goodyear determined that the proposal was insufficient and that proceeding with a contract award would not be in the best interest of the region. As a result, the RFP for the Administrative Call and Control Center was cancelled.

Communications with firms that showed interest in the solicitation seemed to indicate that concerns with the uncertainty of the rapidly changing labor market discouraged some from bidding. As a result, Valley Metro decided to continue the current Paratransit and RideChoice service models for one year to allow the labor market to stabilize and then resolicit for the combined reservations and scheduling function.

To accommodate this delay, on March 19, 2022, the Board of Directors authorized the CEO to issue a federally compliant RFP for a base term of one year with an option for up to a 1-year extension for RideChoice Broker Services.

In accordance with the solicitation instructions, the proposals were evaluated based on three technical criteria (Firm Qualifications & Experience, Personnel Qualifications & Experience, Understanding / Approach to the Scope of Services) and Price.

Scoring Summary
Out of three firms that submitted proposals, two were deemed responsive. The selection committee evaluation of these proposals is summarized as follows.

PROPOSER POINTS (1000 Possible Points)			
Proposer	Technical Points	Price Points	Final Score
Creative Software Solutions dba. MJM Innovations	546	375	921
Medstar Transportation	468	400	867

The selection committee determined that the two firms "met" the requirements of the solicitation and were technically qualified, however, using a "Best Value" process which assesses both the technical and cost factors, the selection committee had the highest degree of confidence and foresaw the fewest risk with Creative Software Solutions, dba. MJM Innovations.

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

COST AND BUDGET
The cost for RideChoice Management Services is $14,864,550 which includes a 10 percent contingency in the amount of $1,351,322. The project is included in the Valley Metro RPTA Adopted FY23 Operating and Capital Budget. Contract Obligations beyond FY23 are incorporated into the Valley Metro RPTA Five-Year Operating Forecast and Capital Program (FY2024 thru FY2029).

COMMITTEE PROCESS
RTAG: July 19, 2022, for information
TMC: August 3, 2022, approved
Board: August 18, 2022, for action

CONTACT
Tom Young
Manager, Accessible Transit Services
tyoung@valleymetro.org

ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 5**
August 11, 2022

SUBJECT
Regional Paratransit Service Replacement Vehicles Purchase

PURPOSE
To request authorization for the Chief Executive Officer (CEO) to purchase up to 54 paratransit cutaway vans from Schetky Bus and Van Sales under the Arizona Department of Administration (ADOA) Contract CTR054849 at combined federal and local cost not to exceed $6,519,505 for the Valley Metro regional paratransit service.

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to purchase up to 54 cutaway vans from Schetky Bus and Van Sales under the Arizona Department of Administration (ADOA) Contract CTR054849 at combined federal and local cost not to exceed $6,519,505.

BACKGROUND | DISCUSSION | CONSIDERATION
Since July 2012, Valley Metro has required paratransit contract operators to provide the paratransit fleet. When purchased by the contractor, the amortized cost of the paratransit fleet is included in the contractors per trip rate and paid for entirely by the cities through their paratransit IGAs. In 2018, to reduce paratransit costs, Valley Metro amended its contract for paratransit operations so that Valley Metro took over the replacement of paratransit vehicles. Doing so made the vehicles' purchase eligible for 85% federal funding and shifted the remaining 15% to regional PTF, eliminating the passing through of vehicle costs to the cities and saving an estimated $6.1 million over the full fleet replacement.

In FY 2021, the first of four anticipated replacement vehicle orders were placed -- Valley Metro purchased 25 Ford Transit vans from Creative Bus Sales. In March 2021, the Board approved the second order of 26 Ford Transit vans, however, due to the impact of the pandemic on manufacturing, the Ford Transit van chassis have not been produced and Create Bus Sales is unable to say when they will be available. On January 20, 2022, the Board approved the change of Chassis from the Ford Transit to a Ford E-series chassis and authorized the purchase of an additional 54 cut-away replacement Paratransit vehicles. On June 24, 2022, Creative Bus Sales notified Valley Metro the Ford E-Series chassis for the 54 Starlite vehicles were still not available, and they were not sure when Ford would have them assigned. In addition, they informed Valley Metro that due to the current economic conditions, the cost per vehicle will increase by 40.5% ($31,874) resulting in a total increase of $1,721,196; without any confirmation when the vehicle chassis would be available to begin the bus build.

Based on the increase in the cost per vehicle, and the fact that a delivery date for the vehicles currently on order could not be estimated or guaranteed, Valley Metro Staff began researching alternative solutions, recognizing the vehicles scheduled to be replace are well beyond their useful life, and the new solicitation for a service provider is in progress, it is imperative Valley Metro receives the replacement vehicles to ensure Regional ADA Paratransit service is not negatively impacted.

On July 1, 2022, Valley Metro staff met with Schetky Bus and Van Sales based on their current state contract for mobility vehicles. On July 8, 2022, Schetky Bus and Van Sales submitted a quote for 54 Diamond Coach VIP 2000 vehicles on a Chevrolet Chassis with a commitment they have the chassis currently available, and the vehicles could be built and delivered to Valley Metro in the second and third quarter of FY 2023.

This purchase will utilize the state of Arizona's competitively procured cooperative contract for Diamond Coach paratransit 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.

COST AND BUDGET

Paratransit vehicles are eligible for 85% federal funding. The remining 15% is funded by regional Public Transportation Fund (PTF) funding rather than from any specific jurisdiction's PTF allocation. For the contract authority addressed in this request, this results in $5,541,579 of federal funding, which has been identified, and $977,926 of PTF funds.

COMMITTEE PROCESS

RTAG: July 19, 2022 for information
TMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT

Tom Young
Accessible Transit Services Manager
tyoung@valleymetro.org

ATTACHMENT

None

Information Summary

DATE **AGENDA ITEM 7**
August 11, 2022

SUBJECT
Audit and Finance Subcommittee Election

PURPOSE
The Board will vote to elect a member to the Audit and Finance Subcommittee.

RECOMMENDATION
It is recommended that the RPTA Board of Directors elect Mayor Brigette Peterson, Town of Gilbert, to the Audit and Finance Subcommittee for a two-year term.

COST AND BUDGET
There is no fiscal impact.

COMMITTEE PROCESS
Board of Directors: August 18, 2022 for action

CONTACT PERSON
Chair Pastor, Vice Mayor, City of Phoenix

ATTACHMENT
None

Letter of Interest are available upon request.

Information Summary

DATE **AGENDA ITEM 8**
August 11, 2022

SUBJECT
Report on Current Events and Suggested Future Agenda Items

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

STRATEGIC PLAN ALIGNMENT
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date

Agenda

August 11, 2022

Valley Metro Rail
Thursday, August 18, 2022
Boardroom/Webex
Valley Metro, 101 N. 1st Avenue, 10th Floor
11:15 a.m.

Action Recommended

1. Public Comment — 1. For Information

The public will be provided with an opportunity at this time to address the committees on **non-agenda items and all action agenda items.** Up to three minutes will be provided per speaker unless the Chair allows more at his/her discretion. A total of 15 minutes for all speakers will be provided.

CONSENT AGENDA

2A. Minutes — 2A. For action

Minutes from the June 16, 2022 Board meeting are presented for approval.

2B. Federal Transit Administration Pass-Through Grant Agreements — 2B. For action

Staff recommends that the Board of Directors authorize the CEO to execute the IGAs and change order with the City of Phoenix for the listed grants.

2C. Federal Transit Administration Pass-Through Grant Agreements — 2C. For action

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

2D. Rio East – Dobson Streetcar Extension Alternatives Analysis Funding Agreement — 2D. For action

Staff recommends that the Board of Directors authorize the CEO to enter into an agreement with the cities of Mesa and Tempe to fund project activities to complete an alternatives analysis and identify a locally preferred alternative for an amount not to exceed $2.0 million.

2E. Station Names for Northwest Extension Phase II — 2E. For action

Staff recommends that the Board of Directors approve the names as listed in Attachment A for the stations being constructed along the Northwest Extension Phase II.

REGULAR AGENDA

3. Board Officer Election — 3. For action

The Board will vote to elect a Board Chair for FY 2023.

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

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

5. Executive Session — 5. For action

The Board will consider a request to adjourn the Regular Meeting and hold an executive session pursuant to Ariz. Rev. Stat. § 38-431.03(A)(4) for discussion with the General Counsel or attorneys for the organization for legal advice concerning contemplated or pending litigation and to instruct the General Counsel and attorneys for the organization in such litigation for the following matters: (a) Bufanda v. Valley Metro, CV2022-090180; (b) Salazar v. Valley Metro, CV2022-050197; (c) Smith v. Valley Metro, CV2022-090048; (d) Torres v. Valley Metro, CV2022-050330; (e) Miller v. Valley Metro, CV2022-002732; (e) Pineda v. Valley Metro, CV2022-090883 and (f) Alfretta Jackson, CV2021-090129.

6. Next Meeting 6. For information

The next meeting of the Board is scheduled for **Thursday, September 22, 2022 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**
August 11, 2022

SUBJECT
Public Comment

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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

ATTACHMENT
None

Minutes

August 11, 2022 **AGENDA ITEM 2A**

Board of Directors
June 16, 2022
Boardroom/Webex
11:15 a.m.

Valley Metro Rail Participants
Councilmember Francisco Heredia, City of Mesa **Chair**
Councilmember Robin Arredondo-Savage, City of Tempe **– Vice Chair**
Mayor Kevin Hartke, City of Chandler (phone)
Vice Mayor Laura Pastor, City of Phoenix

Chair Heredia called the meeting to order at 12:32 p.m. welcomed members to the Valley Metro Rail meeting.

Chair Heredia said all right. We'll get started. Valley Metro Rail.

1. Public Comment

Chair Heredia said folks have three minutes. Pat?

Ms. Dillon said Mr. Crowley.

Chair Heredia said Mr. Crowley, you have three minutes.

Mr. Crowley said you guys gave $30 million to a consulting firm that supposedly is planning for rail and the bus because bus had to give part of that money too. And if that be the case, how come you're not being multi-modal? Because if you people are planning for bus and rail, they're supposedly planning it to be multi-modal and when I look at that extension going out to the capital and then out to 79th, not multi-modal. You know, and one, you've got a stop at 12th where, what routes go to 12th Street? Well, there's one at 15th and there's one at 7th. And the best way to make people feel like they want to use the bus in this time of year is have them walk 3/4s of a mile.

When I hear the assumptions that you are doing from operating and such and I've got both of them here. You said on the five-year capital assumptions, the bus fleet is 106.2 million over those five years. Well, we know that the PTF funds alone over the next five years because it's 140 now, I'll just do some quick math. Oh, 75. Well, I don't see 705 there. What I see is 100. So if you're getting 140 in and it's now 740 that the total amount of capital that you're going to be getting in from PTF, why is it that way?

But then when I look over at the rail, like I said, any time there's any money there and I note that in here on the operating there's one that goes that PTF 800 or 8,000. Like I said, we all know that that means that it's 8 million. So how are they getting $8 million for operating because it's operating sources and use from PTF. Come on, rail. What is it? Because I need that $8 million for buses. I need that $8 million for better routing. I need that $8 million for the rural connectors and I need you people to understand the way we wrote it those rural connectors, ten years ago, should have expanded out to Queen Creek, Fountain Hills, Tonopah and not have eliminated Wickenburg and that there was to be circulators within those communities so that it made it more functional for them.

Chair Heredia said thank you, Mr. Crowley.

2. Consent Agenda

Chair Heredia said the Consent Agenda is presented for action. Are there any questions from Board members? If not, I will request a motion.

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

3. Fiscal Year 2023 Valley Metro VMR Operating and Capital Budget and Five-Year Operating and Capital Forecast (FY23-27)

Chair Heredia said I'll ask the Committee if they have any additional questions. Again, we just heard in our joint meeting this presentation and information. If none, no questions, request a motion and an a second to approve this item.

Vice Mayor Pastor said it was Crowley's question regarding the $8 million. Can somebody answer that?

Ms. Medford-Miller said Mr. Crowley, I see that. I'm going to ask after this meeting -- I'm going to ask Mr. Olson to talk with you and Tyler, we can point you to the specific line item that is PTF within the Valley Metro budget at $8 million. I'm going to ask Mr. Olson to address that outside of the meeting.

Chair Heredia said is that okay, Vice Mayor?

Vice Mayor Pastor said I just want it on the record. That's why, but if you want to that's fine. You could always come back or do a memo saying.

Mr. Olson said Vice Mayor Pastor, I believe what Mr. Crowley is referring to is the PTF programmed in the sources of funds for the operating budget. There's $8.085 million in FY23. Those are used for pre-construction activities. Per FTA guidelines on say the Capital Extension project, other planning support items related to pre-capital construction activities so really the planning, design before it moves into the capital phase.

Ms. Medford-Miller said I think Mr. Crowley to answer your question and this is not used for operations. I want to be I want to be clear. It's not service operation.

Mr. Olson said that's correct.

Vice Mayor Pastor said okay. So can we provide that clarity or change that piece because there's -- it's under operating and it -- so.

Ms. Medford-Miller said so I think, perhaps just segmenting out and being clear which operating activities that is.

Mr. Olson said certainly look into that.

Chair Heredia: All right.

IT WAS MOVED BY VICE MAYOR PASTOR, SECONDED COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE FISCAL YEAR 2023 VALLEY METRO VMR OPERATING AND CAPITAL BUDGET AND FIVE-YEAR OPERATING AND CAPITAL FORECAST (FY23-27) AS PRESENTED.

4. Fiscal Year 2023 (FY23) Election of Valley Metro Rail (VMR) Board Officers and Subcommittee Positions

Chair Heredia said I request a motion and a second for the slate of officers as listed for FY 2023. Any questions or comments?

IT WAS MOVED BY VICE MAYOR PASTOR, SECONDED BY COUNCILMEMBER ARREDONDO-SAVAGE AND UNANIMOUSLY CARRIED TO APPROVE THE FY 2023 SLATE OF OFFICERS AND SUBCOMMITTEE MEMBERS AS PRESENTED.

5. Report on Current Events and Suggested Future Agenda Items

Chair Heredia said no current events.

6. Next Meeting

The next meeting of the Board is scheduled for Thursday, August 18, 2022 at 11:15 a.m.

With no further discussion the meeting adjourned at 12:41 p.m.

Information Summary

DATE **AGENDA ITEM 2B**
August 11, 2022

SUBJECT
Federal Transit Administration Pass-Through Grant Agreements

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

RECOMMENDATION
Staff recommends that the Board of Directors authorize the CEO to execute the IGAs and change order 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 five grant programs. The table below summarizes the funding available:

Grant	FTA Program	Federal Share	Local Share	Regional	Total
TBD	Section 5309 New Starts - South Central Expansion Downtown Hub	232,119,328	138,554,267	159,467,649	530,141,244
TBD	Section 5309 New Starts - Northwest Extension Phase II	58,122,079	7,231,497	82,191,721	147,545,297
TBD	Section 5307	5,054,858	-	1,263,715	6,318,573
TBD	Section 5337-FGM	5,535,554	1,383,889	-	6,919,443
TBD	CMAQ/STBGP	40,166,419	9,805,734	57,033	50,029,186
Total		340,998,238	156,975,387	242,980,118	740,953,742

- Funds from the Section 5309 New Starts Program are awarded for the South Central Extension Project.
- Funds from the Section 5309 New Starts Program are awarded for the Northwest Extension Phase II Project
- Funds from the Section 5307 are awarded for Preventive Maintenance.

- Funds from the Section 5337-FGM are awarded for the Light Rail Vehicle Communication System Upgrade.
- Funds from Congestion Mitigation/Air Quality & Surface Transportation Block grant Prgram are flexed from the Federal Highways Administration awarded for the South Centrail Extension Project Light Rail Vehicles and Professional Services.

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.

COST AND BUDGET
All expenses are in the approved FY 2023 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.

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
RMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
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ATTACHMENT
None

VALLEY METRO RAIL

Information Summary

DATE **AGENDA ITEM 2C**

August 11, 2022

SUBJECT

Federal Transit Administration Pass-Through Grant Agreements

PURPOSE

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

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to execute IGAs 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). The table below summarizes the funding available:

Grant	FTA Program	Federal share	Regional Share	Local Share	Total
TBD	ARP Route planning Restoration Grants	$514,045	$0	$0	$514,045
Total		$514,045	$0	$0	$514,045

- Funds from the American Rescue Plans Route Planning Restoration Grants are awarded for reimbursement of the West Phoenix High-Capacity Transit Alternatives Analysis.

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.

COST AND BUDGET

All expenses are in the approved FY 2023 Adopted Operating and Capital Budget and 5-Year Capital Program. The grant funds will offset expenses, reducing the net cost to the Public Transportation Funds and the member agency budgets.

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
RMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2D**

August 11, 2022

SUBJECT

Rio East – Dobson Streetcar Extension Alternatives Analysis Funding Agreement

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to enter into a cooperative funding agreement with the cities of Mesa and Tempe to conduct an Alternatives Analysis leading to a Locally Preferred Alternative and to prepare Advanced Conceptual Engineering for the Rio East – Dobson Streetcar Extension in the Southeast Valley.

RECOMMENDATION

Staff recommends that the Board of Directors authorize the CEO to enter into an agreement with the cities of Mesa and Tempe to fund project activities to complete an alternatives analysis and identify a locally preferred alternative for an amount not to exceed $2.0 million.

BACKGROUND | DISCUSSION | CONSIDERATION

In 2020, Valley Metro completed the Tempe/Mesa Streetcar Feasibility Study that evaluated the potential for a future streetcar system to connect points of interest, planned develoment and emerging transit corridors to serve Tempe and Mesa. Thirteen corridors were originally identified and evalauted. These corridors were narrowed down to five of which the top three were submitted to the Maricopa Association of Governments (MAG) to be included in the Regional Transportation Plan as part of the Proposition 400 sales tax extension. The City of Tempe submitted two potential extensions (along Rio Salado Parkway and Mill/Southern Avenues), and the City of Mesa submitted one potential extension (Rio Salado Parkway/Dobson Road/Southern Avenue/Country Club Drive). The City of Mesa potential extension corridor is also consistent with the recommended alternative from the Fiesta District Alternatives Analysis that was completed in July 2020.

Staff from Mesa and Tempe have expressed interest to advance planning efforts to the next phase of study, called an alternatives anaysis (AA) to extend the streetcar system that would connect activity centers, residents and new growth in northwest Mesa and northeast Tempe. This study will:

- Further refine the route
- Identify station areas
- Determine the street configuration
- Determine federal funding feasibility

- Define possible phasing for implementation
- Identify a locally preferred alternative

The project scope would extend beyond the adoption of the locally preferred alternative and would include an Advanced Conceptual Engineering (ACE) activity to prepare for the full Preliminary Engineering (PE) phase of the project.

COST AND BUDGET
The total cost for the Rio East – Dobson Extension AA is not to exceed $2.0 million. This includes Valley Metro agency and consultant costs. Mesa will contribute up to $800,000 and Tempe will contribute up to $1,200,000. No regional funds will be utilized for this study.

Funding for the Alternatives Analysis is included in the FY23 Valley Metro Budget and in the Five-Year Operating Forecast and Capital Program (FY23 through FY27).

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
RMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
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ATTACHMENT
None

Information Summary

DATE **AGENDA ITEM 2E**
August 11, 2022

SUBJECT
Station Names for Northwest Extension Phase II

PURPOSE
To request authorization to establish formal names for the stations being constructed as part of the Northwest Extension Phase II project.

RECOMMENDATION
Staff recommends that the Board of Directors approve the names as listed in Attachment A for the stations being constructed along the Northwest Extension Phase II.

BACKGROUND | DISCUSSION | CONSIDERATION
The Valley Metro Rail Board of Directors approved a Station Naming Policy in 2004 that requires a geographic name as well as an option for a Point of Interest name for light rail stations. Station names (both geographic and any Points of Interest) are approved by the Board as stations are constructed. Points of Interest that meet the criteria may be identified at the Board's discretion. Point of Interest names are included in the policy to assist with passenger information and wayfinding.

COST AND BUDGET
Costs for typical station signage are included in the overall project budget.

COMMITTEE PROCESS
RTAG: July 19, 2022 for information
RMC: August 3, 2022 approved
Board of Directors: August 18, 2022 for action

CONTACT
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ATTACHMENTS
A. Draft Station Names
B. Station Naming Policy

ATTACHMENT A
DRAFT STATION NAMES

FULL STATION NAMES	ABBREVIATED NAME	POINT OF INTEREST (POI)
25th Avenue/Dunlap	25th Ave/Dunlap	
Mountain View Road/25th Avenue	Mountain View/25th Ave	Rose Mofford Park
Metro Parkway	Metro Pkwy	

ATTACHMENT B
STATION NAMING POLICY
(REVISED)

Station Names

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

Rail stations shall be named using the following standard criteria:

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

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

Point Of Interest Naming Policy

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

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

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

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

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

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

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

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

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

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

Information Summary

DATE **AGENDA ITEM 3**
August 11, 2022

SUBJECT
Fiscal Year 2023 (FY23) Election of Valley Metro Rail (VMR) Board Chair

PURPOSE
The VMR Board will vote to elect a Chair of Valley Metro Rail for FY23.

RECOMMENDATION
It is recommended that the VMR Board of Directors elect Vice Mayor Jennifer Adams to serve as Chair of the Valley Metro Rail Board from August 19, 2022 through June 30, 2023.

COST AND BUDGET
There is no fiscal impact.

COMMITTEE PROCESS
Board of Directors: August 18, 2022 for action

CONTACT PERSON
Vice Chair Laura Pastor
Vice Mayor, City of Phoenix

ATTACHMENT
None

Letter of Interest is available upon request.

Information Summary

DATE **AGENDA ITEM 4**
August 11, 2022

SUBJECT
Report on Current Events and Suggested Future Agenda Items

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

COST AND BUDGET
None

RECOMMENDATION
This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION
None

COMMITTEE ACTION
None

CONTACT
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ATTACHMENT
None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date

Information Summary

DATE **AGENDA ITEM 5**
August 11, 2022

SUBJECT
Executive Session

PURPOSE
The Board will consider a request to adjourn the Regular Meeting and hold an executive session pursuant to Ariz. Rev. Stat. § 38-431.03(A)(4) for discussion with the General Counsel or attorneys for the organization for legal advice concerning contemplated or pending litigation and to instruct the General Counsel and attorneys for the organization in such litigation for the following matters: (a) Bufanda v. Valley Metro, CV2022-090180; (b) Salazar v. Valley Metro, CV2022-050197; (c) Smith v. Valley Metro, CV2022-090048; (d) Torres v. Valley Metro, CV2022-050330; (e) Miller v. Valley Metro, CV2022-002732; (e) Pineda v. Valley Metro, CV2022-090883 and (f) Alfretta Jackson, CV2021-090129.

COST AND BUDGET
None

RECOMMENDATION
Staff recommends that the Board of Directors vote to enter into Executive Session.

BACKGROUND | DISCUSSION | CONSIDERATION
None

COMMITTEE PROCESS
None

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ATTACHMENT
None