



MEETINGS OF THE

# Management Committees

TMC/RMC Joint Meeting	Transit Management Committee (TMC)	Rail Management Committee (RMC)
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Date:  
October 7, 2020

Starting Time  
**10:00 a.m.**

**Meetings to occur sequentially**

Location:  
Via Webex/Phone

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



# Agenda

September 30, 2020

**Joint Meeting Agenda  
Transit Management Committee  
And  
Rail Management Committee  
Wednesday, October 7, 2020  
Webex/Phone  
10:00 a.m.**

Action Recommended

1. Public Comment (yellow card)

1. For Information

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

2. Chief Executive Officer's Report

2. For information

Scott Smith, CEO, will brief the TMC/RMC on current issues.

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

3. For information

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

4. Minutes

4. For action

Minutes from the September 2, 2020 TMC/RMC meeting are presented for approval.

**CONSENT AGENDA**

- 5A. Transit Asset Management Plan - Fiscal Year 2021 Performance Targets

- 5A. For action

Staff recommends the TMC/RMC forward to the Boards of Directors approval of the agency's FY2021 performance targets as part of the Transit Asset Management Plan.



5B. Cisco Security Products Enterprise Agreement

5B. For action

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

5C. Lead IT Project Manager Contract Award

5C. For action

Staff recommends the TMC/RMC forward to the Boards of Directors authorization for the CEO to purchase staffing augmentation services not to exceed a value of \$190,000 for FY 2021.

5D. Cybersecurity Program Improvement and Support

5D. For action

Staff recommends the TMC/RMC forward to the Boards of Directors authorization for the CEO to purchase professional services to support the ongoing maturation of Valley Metro’s Information Security (IS) program for an amount not to exceed \$488,500.

**REGULAR AGENDA**

6. Travel, Expenditures and Solicitations

6. For information

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

7. Future Agenda Items Request and Update on Current Events

7. For information

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

8. Next Meeting

8. For information

The next meeting of the TMC/RMC is scheduled for **Wednesday, November4, 2020 at 10:00 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](http://www.valleymetro.org).



# Information Summary

**DATE**

September 20, 2020

**AGENDA ITEM 1****SUBJECT**

Public Comment

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Scott Smith

Chief Executive Officer

602-262-7433

[ssmith@valleymetro.org](mailto:ssmith@valleymetro.org)

**ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 2**

**SUBJECT**

Chief Executive Officer's Report

**PURPOSE**

Scott Smith, Chief Executive Officer, will brief the TMC/RMC on current issues.

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Scott Smith  
Chief Executive Officer  
602-262-7433  
[ssmith@valleymetro.org](mailto:ssmith@valleymetro.org)

**ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 3**

**SUBJECT**

Valley Metro's COVID-19 Response Plan

**PURPOSE**

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

**COST AND BUDGET**

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

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

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

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

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



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

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

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

**COMMITTEE ACTION**

RTAG: September 15, 2020 for information  
Board Executive Committee: September 16, 2020  
TMC/RMC: October 7, 2020 for information  
Boards of Directors: October 22, 2020 for information

**CONTACT**

Susan Tierney  
Communications Manager  
602-523-6004  
[stierney@valleymetro.org](mailto:stierney@valleymetro.org)

**ATTACHMENT**

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

# COVID-19 Response Plan

Phase I, Survey Results and Phase II

October 2020



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## Plan Objective



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

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

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## Spring-Summer 2020

**March**

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

**April**

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

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## Spring-Summer 2020

### May

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

### June

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

### July

- Mandated face coverings on public transit

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

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# Ridership Recovery Survey Results



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# Valley Metro Ridership Recovery Topline Report

## Summary of Findings

3033 North 44<sup>th</sup> Street, Ste. 150 Phoenix, AZ 85018

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## Research Objectives

### Research Goal:

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

### Research Objectives:

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



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## Research Methodology

**Target Audience:**

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

**Source:**

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

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



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## Research Methodology

**Methodology: Quantitative**

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

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

**Analysis:**

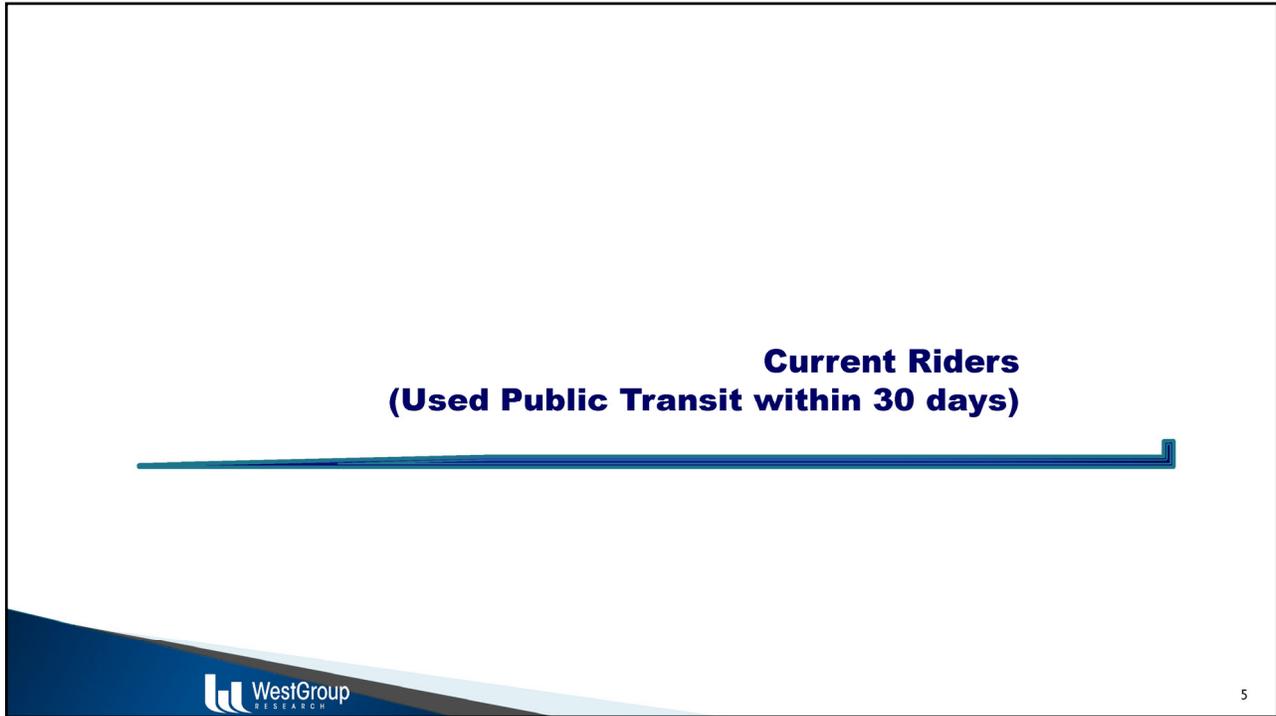
The data, when applicable, will be broken down by Transit Independent and Dependent riders. This breakdown is defined by the number of vehicles owned and the possession of a driver’s license.

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

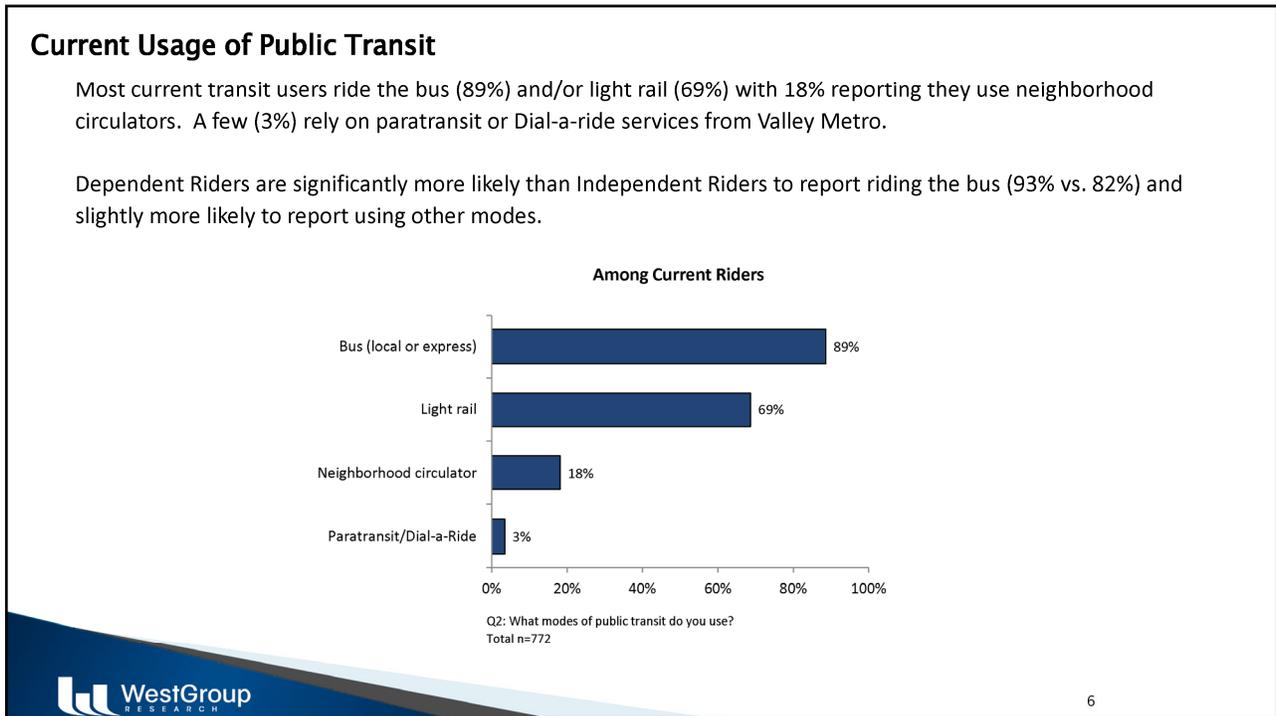


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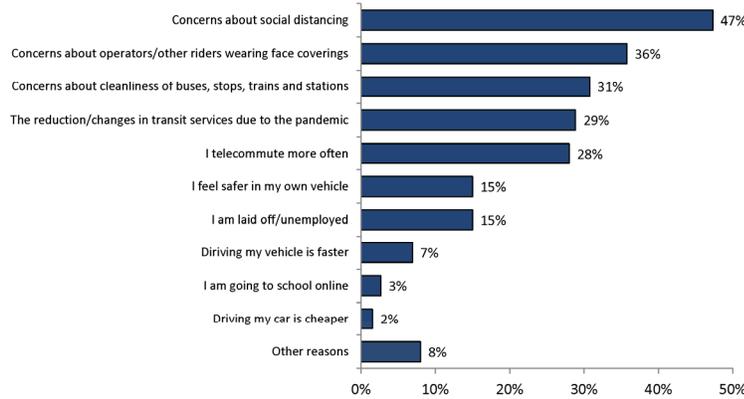


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### Reasons For Using Public Transit Less Often

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

Among Current Riders Using Public Transit Less Often



Q4b: Please select the reasons that explain why you are using public transit less often now: Total n=260

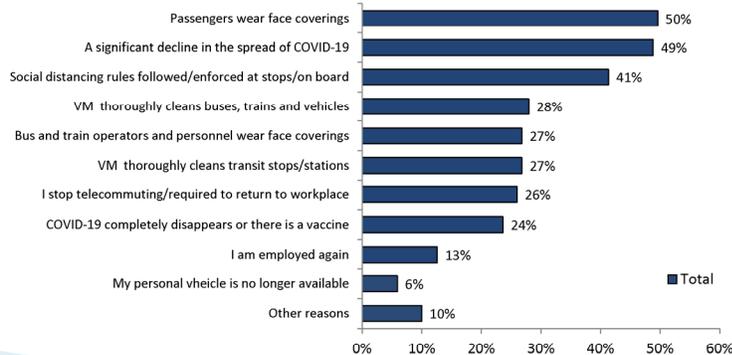


### Requirements to Return to Pre-COVID Transit Use Frequency

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

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

Among Current Riders Using Public Transit Less Often



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



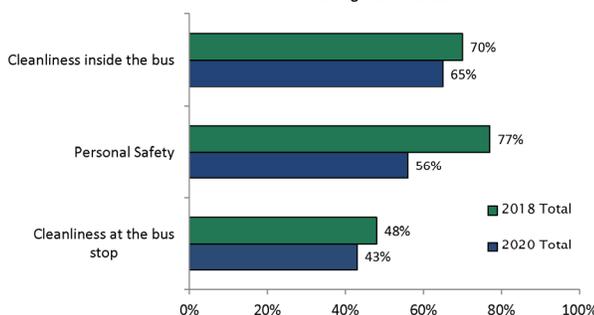
### Satisfaction with Bus Service Elements in Past 30 Days

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

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

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

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



QSAT1: Based on your experience on your typical trip RIDING THE BUS over the past 30 days, please indicate your level of satisfaction with the following BUS service elements.  
Total n=664

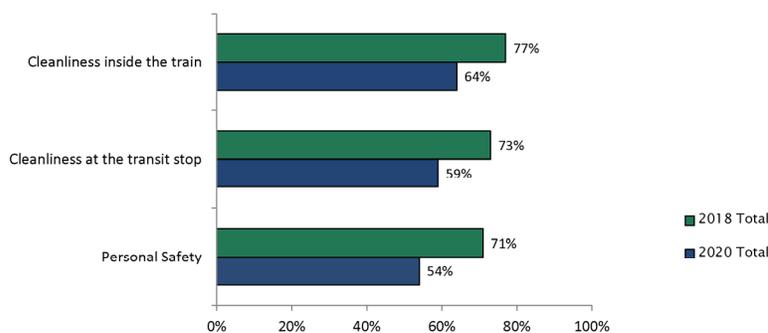


### Satisfaction with Light Rail Service Elements in Past 30 Days

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

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

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



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



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



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### Former Usage of Public Transit

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

**Among Former Riders**

Mode of Public Transit	Percentage
Light Rail	84%
Bus (local or express)	76%
Neighborhood circulator	27%
Paratransit/Dial-a-Ride	4%
None of the above	<1%

Q5: What modes of public transit have you used in the past?  
Total n=718



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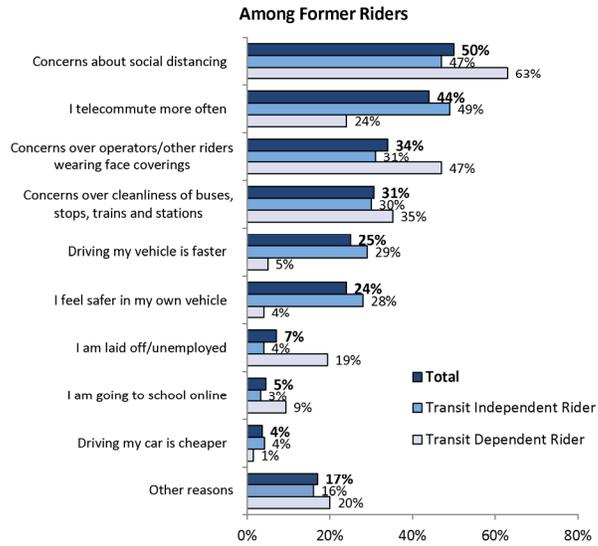
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### Primary Reasons for Not Currently Using Public Transit

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

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

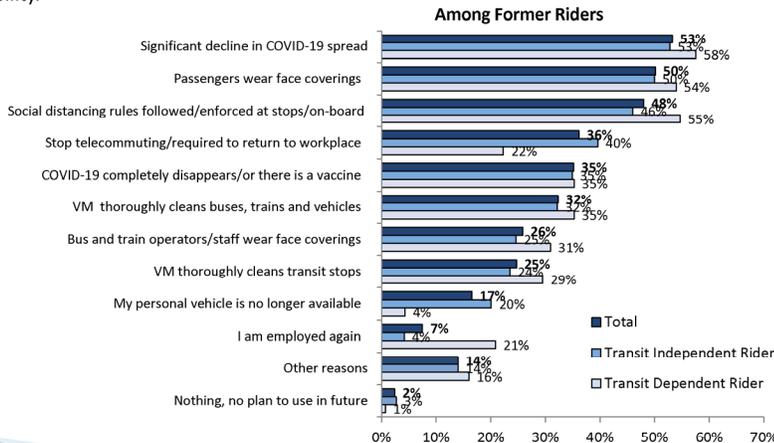
Notably, Dependent Riders were more concerned with a safe and clean riding experience while Independent Riders were more impacted by their personal ability to telecommute or drive their own vehicle instead of using public transit.



Q8: Please select the three primary reasons you are not using public transit right now? Up to 3 responses selected.  
Total n=711 Transit Independent Rider n=553 Transit Dependent Rider n=139

### Requirements to Return to Using Public Transit

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

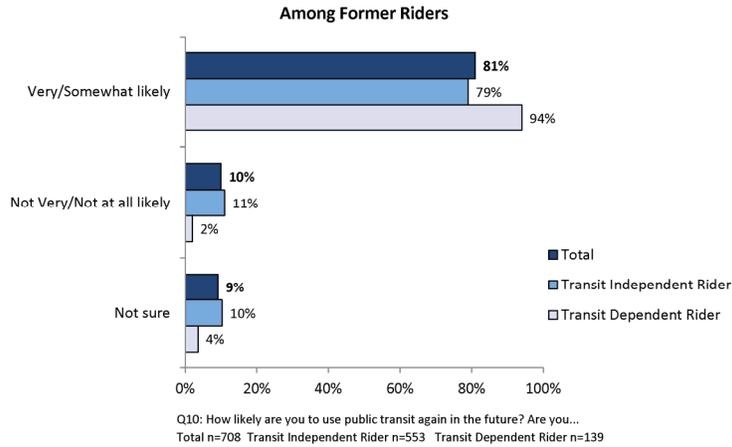


Q9: Which of the following need to happen for you to go back to using public transit at all, or with the same frequency as you did before the pandemic?

Total n=708 Transit Independent Rider n=553 Transit Dependent Rider n=139

### Likelihood to Use Public Transit in Future

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

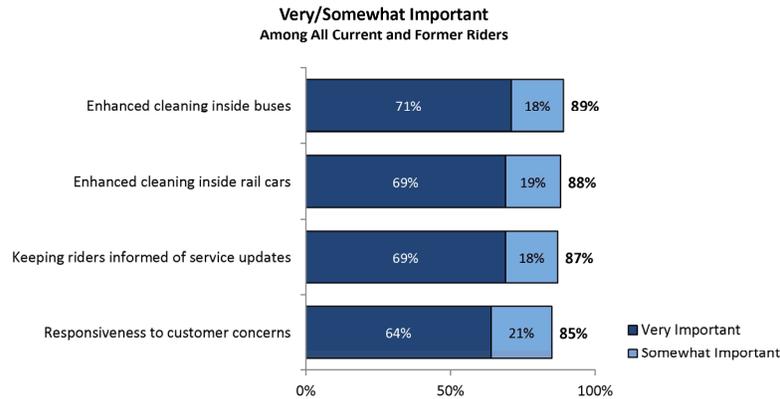


### All Current and Former Riders



### Importance of Efforts to Make Riders Feel Comfortable – Top 4

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

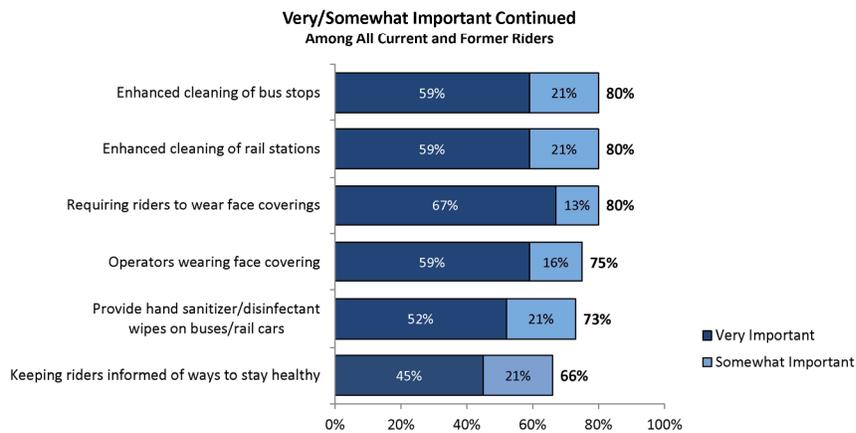


Q11: Please rate the importance of each of the following efforts by Valley Metro in making you feel more comfortable using public transit in metro Phoenix now and in the future. Total n=1437



### Importance of Efforts to Make Riders Feel Comfortable – Cont.

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

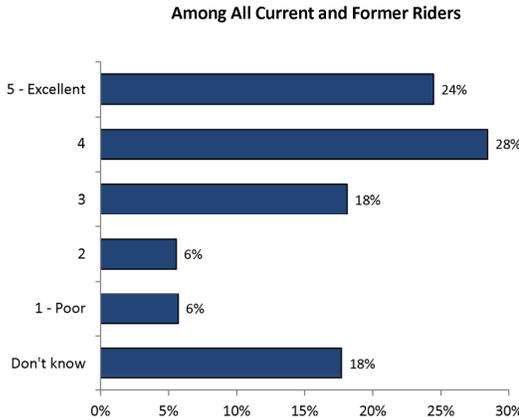


Q11: Please rate the importance of each of the following efforts by Valley Metro in making you feel more comfortable using public transit in metro Phoenix now and in the future. Total n=1437



### Safety and Security Ratings Amid COVID-19

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



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



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

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

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

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

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

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



## Suggested Improvements for Valley Metro

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

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

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

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



# Phase II

## FALL – WINTER 2020/2021



## Purpose

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

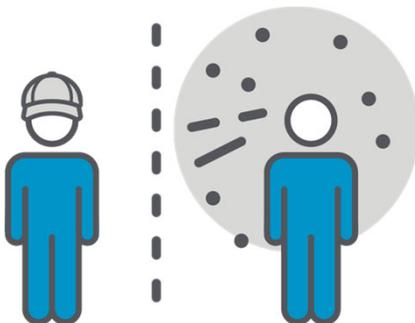
Expedite additional measures to continue to address enhanced safety on the system.

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## 1. Storytelling



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

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## 2. Public Outreach



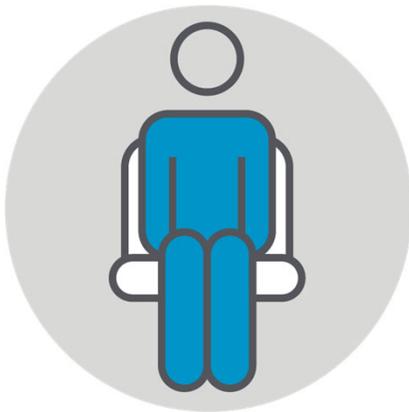
- Continue free face covering distribution
- Wrap system vehicles with #vmcares
- Produce branded face coverings with “I wear because I care” message

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## 3. Enhanced Rider Communications



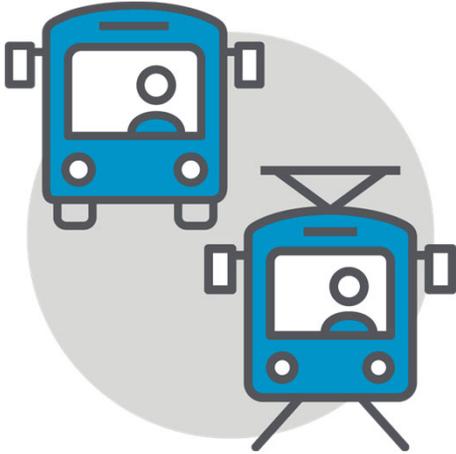
- Consider greater text messaging through NextRide system
- Utilize real-time data through third-party public transit app provider

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## 4. Service Restoration



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

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## 5. Add Cleaning Personnel



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

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## 6. Refresh COVID-related Signage



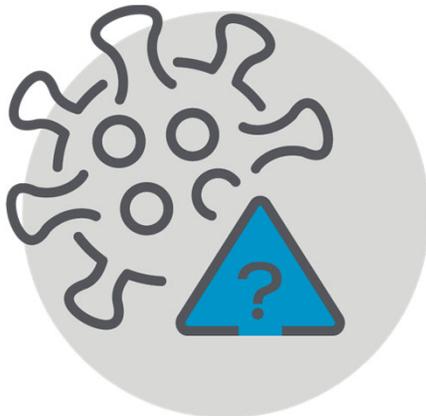
- Weave in public art to broaden visibility
- Promote rider empowerment
- Additional cleaning signage

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## 7. Measure Effectiveness



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

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# Phase II FY21 Budget



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

# Thank You





# Minutes

## DATE

September 30, 2020

## AGENDA ITEM 4

Joint Meeting of  
Transit Management Committee  
and  
Rail Management Committee  
Wednesday, September 2, 2020  
Via Webex/Phone  
11:00 a.m.

### **Transit Management Committee Participants**

Erik Strunk, City of Peoria, **Chair** (phone)  
Mario Paniagua for Ed Zuercher, City of Phoenix, **Vice Chair** (phone)  
Gina Montes, City of Avondale (phone)  
Roger Klingler, City of Buckeye (phone)  
Josh Wright, City of Chandler (phone)  
Autumn Grooms for Crystal Dyches, City of El Mirage  
David Trimble for Grady Miller, Town of Fountain Hills (phone)  
Mary Goodman, Town of Gilbert (phone)  
Kevin Phelps, City of Glendale (phone)  
Julie Arendall, City of Goodyear (phone)  
Reed Kempton, Maricopa County (phone)  
Chris Brady, City of Mesa (phone)  
Bruce Gardner, Town of Queen Creek (phone)  
Mark Melnchenko, City of Scottsdale (phone)  
David Kohlbeck, City of Surprise (phone)  
Steven Methvin, City of Tempe (phone)

### **Members Not Present**

City of Tolleson  
Aubree Perry, ADOT

### **Rail Management Committee Participants**

Chris Brady, City of Mesa (**Chair**) (phone)  
Mario Paniagua for Ed Zuercher, City of Phoenix, (**Vice Chair**) (phone)  
Josh Wright, City of Chandler (phone)  
Steven Methvin, City of Tempe (phone)

Chair Strunk called the meeting to order at 11:04 a.m.



Just a general reminder to everyone as we go through the meeting. You can certainly use the chat room for comments and we'll be sure to recognize that. And if you could too mute the microphone if you're not speaking or asking a question that will kind of keep things moving forward. And also I understand this is the first time we are broadcasting this on, YouTube.

1. Public Comment

None.

2. Chief Executive Officer's Report

Mr. Smith provided an update on the following items:

- ✓ Northwest Extension Phase II – FTA \$50.6 million budget allocation
- ✓ S. Central/Downtown Hub Extension – LONP

3. COVID-19 Update

Chair Strunk said this item is for information only. I'll turn it over to Mr. Smith if you have any comments.

Mr. Smith said we do not have an update today. Nothing's changed significantly since the last time we reported so I'll just say things, knock on wood, are continuing to look good. We have no significant disruptions to bus service, paratransit service, rail service or construction activities related to COVID activities so that is a very good thing. We've dodged the bullet and hope to continue to do so.

Mr. Chair said very good. Thank you. Do any of the committee members have questions on COVID-19?

4. Minutes

Chair Strunk said is the minutes from the August 5, 2020 joint meeting are presented for approval.

**IT WAS MOVED BY ROGER KLINGLER, SECONDED BY JULIE ARENDALL AND UNANIMOUSLY CARRIED TO APPROVE THE AUGUST 5, 2020 JOINT TMC/RMC MEETING MINUTES.**

5. ERP Consultant - Plante Moran Contract Change Order

Chair Strunk said Mr. Smith.



Mr. Smith said Chair, I'll turn it over to Paul Hodgins who can explain what this item is. Paul.

Mr. Hodgins said thank you, Mr. Smith, Mr. Chair, members of the TMC/RMC. We are asking for a change order for Plante Moran. They've been our consultant through this process for nearly two years. They helped us through our needs assessment, the RFP development, and the vendor evaluation and selection.

Initially, the 4th phase of the installation and implementation, we had envisioned Plante Moran doing more implementation oversight, helping us to manage and monitor risks. We had intended to have Paula Novacek, our controller, as kind of the project director and then hire a project manager, a full-time project manager on contract to really do the day-to-day work. So, over the last few months we've looked through dozens of project manager resumes, interviewed a few, and just really never found the person that we thought was qualified that we were looking for. In addition, in early June, Paula actually passed away from an autoimmune disorder so we lost our project director.

So, kind of working with Plante Moran on helping us to fill the gaps in both those areas, we developed this concept of the project management office where they were bringing a project director -- -- allow us to renegotiate this 4th phase and what Plante Moran's role would be based on the selected vendor. We think that because they have been with us now for almost two years, they understand the project. They understand our requirements. They understand the vendor that this is the best solution for us to fill some of the gaps that we have in the project management area.

So, the change order is for just under \$645,000 which would bring the total Plante Moran contract to just under \$1.5 million. They will be with us. This is enough funding to last through the end of the project which right now is estimated to be around March 2022.

With that, we would -- we are recommending that the Management Committees forward to the Board of Directors authority to execute this change order. I'd be happy to take any questions.

Chair Strunk said are there any questions of Mr. Hodgins or this item?

Mr. Paniagua said one question that I have has to do with the positions that the contractor will be replacing, the project manager and the project director. Are you intending -- what are you intending to do with those positions?

Mr. Hodgins said well, the project manager was always intended to be on a contract basis. We just hadn't originally intended to have it through Plante Moran so this is -- it's a just a shift from an independent contract project manager to having Plante Moran do that. We are recruiting to fill the controller position. Don't know yet when we will find



the right candidate to fill that or if they will have the same type of implementation experience that Paula had so, ultimately, that will believe filled, but we think that using the project director with Plante Moran is really best for the project right now.

Mr. Paniagua said okay. Thank you, Paul. And so, I guess, the other question would be were you also intending to bring on the subject matter experts to -- on a separate contract as part of this? Or was that addition that was identified only for Plante Moran to do?

Mr. Hodgins said we were going to use mainly our own staff as subject matter experts and then hire some backfill to ensure we didn't have any gaps. So, this will allow us to use subject matter experts from Plante Moran who have been through implementations before so they have a little bit of experience there and not rely as heavily on our staff and, hopefully, minimize the amount of backfill.

Mr. Paniagua said okay. So, was this level of funding budgeted?

Mr. Hodgins said yes. Yeah. We have the funding budgeted in fiscal '21. Obviously, this carries over into fiscal '22 and that will be worked out through the budget process that we are kicking off shortly.

Mr. Paniagua said okay. Thank you, Paul.

Chair Strunk said are there any other questions of the Committee on this item? All right. Seeing none. This is an action item so I'd like to request a motion and a second to forward to the Board authorizations for the CEO to execute a contract change order in the amount of \$644,850. Is there a motion?

**IT WAS MOVED BY KEVIN PHELPS, SECONDED BY REED KEMPTON AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD OF DIRECTORS FOR THE CEO TO EXECUTE A CONTRACT CHANGE ORDER IN THE AMOUNT OF \$644,850.**

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

Chair Strunk said hopefully, everyone has had a chance to read the background information. There is a big construction project, improvement project planned and I know -- it looks like Valley Metro has stepped up to explore ways to hopefully move traffic at no additional costs short of grants and whatnot and I'd like Mr. Smith to kind of walk us through that. Scott.

Mr. Smith said thank you, Mr. Chair and I appreciate the set up there and a couple things I want to emphasize.



First of all, this is a big project and it will have huge impact. Not only on east Valley and the southeast Valley, but on the whole flow of traffic in the whole eastern part of the metro Phoenix and it will impact, obviously, auto traffic, moving of people from east to west, west to east, everything. And it also, it's a long term project and as part of this we have been meeting with ADOT staff, City of Phoenix staff, other cities, Tempe, Mesa and other southeast Valley staff to discuss what this impact might be and one of the things that came out is that ADOT talked about in their peer reviews and everything that they will go over pretty quickly, is that transit is not only an impacted, but it's also potentially part of the solution.

That led our staff to start working on just some ideas. Doing some brainstorming and I want to reemphasize what Eric talked about, this is not a proposal for a specific program. These are ideas and that might, maybe, perhaps be implemented if at the time all the cities so involved and ADOT and MAG decided that this was something that was viable, feasible, and could be funded with additional funds. We have no, I want to make clear that we have no plans to move funds or to affect any other service. We don't have money to pay for this now nor would we shift service just to handle this. But we need to go through this process of brainstorming so that everyone is aware of both the impact of the project and some potential ideas we might have to mitigate those impacts.

Kristin Myers, MAG and Marty Ziech, Valley Metro, provided a presentation which included the following:

- ✓ Broadway Curve Project Summary
- ✓ Current Contract Provisions for Closures
- ✓ Peer Review of Traffic Mitigation for Freeway Construction Using Public Transit & Transportation Demand Management
- ✓ Key Takeaways
- ✓ Valley Metro Assumptions
- ✓ Decisions on Potential Mitigation Strategies
- ✓ Impacted Routes
- ✓ Leveraging Transit, Alternative Travel Options
- ✓ Rail Park and Ride Available Capacity
- ✓ Increase Rail System Capacity
- ✓ Increase Rail System Speeds
- ✓ Express/RAPID Park and Ride Available Capacity
- ✓ Modeling Ridership on Express RAPID Routes
- ✓ Commute Solutions Overview
- ✓ Vanpool
- ✓ Messaging and Marketing
- ✓ Wrap Up



Mr. Paniagua said thank you so much. I actually, no questions, I just wanted to make a comment about how appreciative I am and the City of Phoenix is for this effort on such a hugely impacting project. I appreciate the proactive and thoughtful approach being taken here and I know MAG is also taking that same philosophy of being very proactive and thoughtful and trying to get ahead of some of these issues, learning some lessons from previous projects, learning lessons for other jurisdictions that we can bring home here to make things just a little bit easier. So, just wanted to express my kudos to the team and thank everyone. Thank you, Mr. Chair.

Chair Strunk said thank you. Very nice comments. Does anyone else have any comments?

Mr. Methvin said thank you. So, I also to want thank Kristin and Marty and Abby and Miriya. Your presentation was excellent and it was real easy to follow for, you know, some of us who are not always transit experts so thank you very much for that. I really appreciate the fact that you're looking to address the impacts on our local service. In Tempe, we're struggling somewhat because we have to make some reductions in our local service because of the economy. So, I appreciate the fact that there won't be an ask of the cities to fund this service.

My one concern and it's probably more of the long term -- I don't if anybody else hears bells and maybe it's just me, but it sounds like there is someone who is sort of shaking something. No? Okay. It might just be me, but it just stopped.

My only concern would be as we look to increase the frequency of light rail and increase the frequency of the express buses and, again, I understand that it's not going to be funded by the cities, that our ridership at one point, we don't have a plan in place on how we will keep those increased frequencies in effect once the project stops. That we would then, you know, be pulling that back and I think that that always has a negative impact on our ridership when we, you know, we create greater frequencies and then we pull them back and then, you know, later we do something. And I know we've had to adjust those over time. Are we thinking yet and that's long term I get it, but are we thinking yet on how we will, you know, address that? As opposed to, the Broadway curve project ended and now we're pulling back those frequencies? I'm not sure who would answer that, but I'll start with you, Mr. Smith.

Mr. Ziech said I can answer that. Essentially, yes. That is certainly something that still needs to be discussed and that is definitely a concern that we have as an agency as well and something that we need to certainly pursue as we move with the project. A couple quick just kind of side notes from internal discussions that we've had on this.

Essentially, by the time that the Broadway curve construction would be wrapping up would be around the time that the Prop 400 extension would come in so likely we would be seeing a different just funding environment to begin with, hopefully, in our favor.



And then alternatively as well something that happened in all of the different projects that MAG had been studying in its peer review was that one of the best parts of what those cities had done was, essentially, as the construction happened they were constantly reviewing all of their mitigation measures to see if they were effective or not. And if they were not effective they would remove them and take that that funding and put it towards elsewhere.

So, I know that on the MAG side and, Kristin, if you would like it speak to this, please do as well. I know that that was something that they were really looking into as a potential way to ensure that we're doing the best possible mitigation we can. And then in terms of the aftereffects, certainly that is a conversation that will need to continue.

Ms. Myers said thank you, Marty, Mr. Chairman, members of the committee. Thank you, Mr. Methvin for your comments and your questions. Just to tee off a little bit on what Marty just said, during our peer review we did, we looked at some freeway projects, one in Denver, one out in Los Angeles. The one of note in Los Angeles was that they had really anticipated that they would see a high ridership if they closed down the freeway on their system and threw a bunch of money into that. Unfortunately, they did not see the ridership. They actually saw a decline during the weekend closure that they did have.

So, what they were able to do was kind of look at a different way to utilize that money and what they found was putting it towards a, they have a rail line out there, some free passes. They really worked more on the TDM side so they had that flexibility. We also found that with other projects that went four to five years. You just never know what kind of means and methods that the constructors are going to do and so you want to be a little bit nimble.

We at MAG are still working closely with ADOT because we haven't gotten through the proposals yet. We don't quite know what the construction phasing looks like and once we start to see that roll out, we'll actually have a better opportunity to maybe have more of those robust strategy discussions on what if and how do we anticipate some of these changes during construction. I hope that helps.

Mr. Methvin said it does. Thank you, Kristin. And thank you, Marty. I just -- I have one request. So, over the next few weeks as we're starting to fine tune the proposal, I would just ask that Valley Metro and the whole team meet with our Tempe staff and perhaps other cities to better -- will look like because I think there might be an opportunity if we work closely together as I know we do, we might be able to find some sliver lining here so thank you very much. Great presentation.

Mr. Chair said thank you, Steven. Before we move on to the next item, any other comments on this one? Okay.



7. Travel, Expenditures and Solicitations

This item was presented for information.

8. Future Agenda Items Request and Update on Current Events

None.

Ms. Dillon said We'd like to recognize Dave Kohlbeck. This is his last meeting. He is retiring, I believe, at the end of next week. So, congratulations to David and thank you for your participation here at Valley Metro and improving public transit throughout the Valley. Happy retirement, Dave.

Mr. Kohlbeck said thank you. And thank all of you. It's been a pleasure to serve both RTAG and the TMC cities here. And, actually, as a follow up, I wanted to thank Valley Metro. We had Tom Young out last night with our Council for a work session and he did an excellent job giving them an update on paratransit services, Ride Choice for the future. Thank you again.

Chair Strunk said thank you, Dave and best wishes in your next endeavor.

The meeting is concluded.

With no further discussion the meeting adjourned at 11:46 a.m.



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 5A**

**SUBJECT**

Transit Asset Management Plan - Fiscal Year 2021 Performance Targets

**PURPOSE**

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

**COST AND BUDGET**

None at this time

**RECOMMENDATION**

Staff recommends the TMC/RMC forward to the Boards of Directors approval of the agency's FY2021 performance targets as part of the Transit Asset Management Plan.

**BACKGROUND | DISCUSSION | CONSIDERATION**

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

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



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

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

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

\*ULB = Useful life benchmark (unique to TAM)

\*\*TERM = Transit Economic Rate Model

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

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



**COMMITTEE ACTION**

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 for action

Boards of Directors: October 22, 2020 for action

**CONTACT**

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**ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 5B****SUBJECT**

Cisco Security Products Enterprise Agreement

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to enter into an Enterprise Agreement (EA) with Cisco Systems to reduce the cost of various cybersecurity-focused services over the next five years.

**COST AND BUDGET**

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

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

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

**RECOMMENDATION**

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

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



## **BACKGROUND | DISCUSSION | CONSIDERATION**

Valley Metro makes use of a variety of Cisco Systems cybersecurity products as part of a layered 'defense-in-depth' strategy that combines those systems into a defensive mechanism that is more than the sum of its parts. The components of the proposed EA are as follows:

- Currently implemented capabilities
  - Firewalls
  - Advanced endpoint detection and response (EDR)
  - Virtual private network (VPN)
  - Multi-factor authentication (MFA)
  - Network access policy enforcement
  - Enterprise network security for remote users and sites
  - Web security and content management
- Capabilities transitioning from another vendor in FY21
  - Email security and malware threat defense
- Capabilities added by the EA
  - Threat intelligence and analysis
  - Advanced solution support<sup>2</sup>

These services are currently purchased ala carte annually. In FY 2021, the current approach would cost \$252,600. Over five years it would cost approximately \$1,356,300. By bundling these services into a consolidated EA, Valley Metro will save \$23,100 in FY 2021, with total projected savings over the five-year period of \$138,000. In addition, the EA protects Valley Metro from licensing price increases during the five-year term and allows Valley Metro to increase or decrease its utilization as necessary during annual true ups.

## **COMMITTEE ACTION**

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

## **CONTACT**

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## **ATTACHMENT**

None

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<sup>2</sup> Technical and integration support across product lines rather than siloed within product lines.



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 5C****SUBJECT**

Lead IT Project Manager Contract Award

**PURPOSE**

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

**COST AND BUDGET**

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

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

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

**RECOMMENDATION**

Staff recommends the TMC/RMC forward to the Boards of Directors authorization for the CEO to purchase staffing augmentation services not to exceed a value of \$190,000 for FY 2021.

**BACKGROUND | DISCUSSION | CONSIDERATION**

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

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

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



- Security Incident Management System selection and implementation
- Information Security Program assessment and improvement
- Board process and packet generation workflow automation
- Core network infrastructure refresh
- Website refresh and enhancements (valleymetro.org)
- Projects implemented by 3<sup>rd</sup> parties requiring VM technology support
  - Enterprise Resource Planning (ERP) and EAM system refresh<sup>2</sup>
  - Siemens LRV fleet expansion (wayside systems support)
  - OMC Expansion (network and trainyard wireless coverage expansion)
  - Paratransit & Ride Choice customer portal and app implementations
  - Transportation Demand Management solution refresh and enhancement
- Regional cooperative initiatives requiring technology support
  - Clever Devices CAD/AVL implementation
  - Clever Devices SmartYard implementation
  - Regional Fare Collection System refresh
  - Community Connect regional paratransit eligibility integration
  - Multi-modal schedule and real-time data enhancement

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

- Lead the IT PMT and provide functional supervision<sup>3</sup>
- Provide expertise in managing multiple, simultaneous, major IT projects
- Act as primary business liaison for the portfolio of Valley Metro technology projects and Valley Metro's participation in regional cooperative initiatives
- Improve existing and introduce new processes and procedures to improve the maturity level and efficiency of the IT Project Management function
- Directly project manage the most complex technology projects
- Mentor and further developing existing staff to improve efficiency and productivity

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

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

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



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

**COMMITTEE ACTION**

RTAG: September 15, 2020 for information  
TMC/RMC: October 7, 2020 for action  
Board of Directors: October 22, 2020 for action

**CONTACT**

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**ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 5D****SUBJECT**

Cybersecurity Program Improvement and Support

**PURPOSE**

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

**COST AND BUDGET**

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

The professional services will be procured through Knowledge Services using Arizona State Procurement Office cooperative contract #ADSPO17-174599 to ensure a competitively negotiated price and leverage the better volume discounts available through the contract.

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

**RECOMMENDATION**

Staff recommends the TMC/RMC forward to the Boards of Directors authorization for the CEO to purchase professional services to support the ongoing maturation of Valley Metro’s Information Security (IS) program for an amount not to exceed \$488,500.



## **BACKGROUND | DISCUSSION | CONSIDERATION**

Valley Metro's operations rely on a combination of on-premises and cloud-based technology solutions which must be secured to prevent disruptions. Additionally, access to certain funding and revenue sources require adherence to certain IS standards. One example is that processing credit cards for fare collection requires that Valley Metro adhere to the Payment Card Industry's Data Security Standards (PCI DSS). Another is that the Federal Transit Administration (FTA) has introduced a requirement to abide by the National Institute of Standards and Technology's (NIST) Cybersecurity Framework (CSF) in order to receive funding.

Valley Metro began implementation of a formal IS program with funds approved by the board at the April 2018 meeting. Over the last two years Valley Metro's IS capabilities have grown in leaps and bounds, even contributing to the business in ways beyond securing information systems. An Operationally Critical Threat, Asset, and Vulnerability Evaluation (OCTAVE) risk assessment led by the IS team became a significant input to Valley Metro's COVID-19 response plan. Unfortunately, progress on the program suffered a setback in late April 2020 when our in-house IS staff along with our on-premises contractor were recruited by a local data center.

The IS labor market has tightened during the current pandemic as organizations move to remote work. As a result, Valley Metro is seeking approval to utilize vacancy savings along with budgeted IS program improvement funds in order to engage a consultant to maintain the progress required to meet these growing security and compliance needs until the vacant positions are backfilled. This temporary gap will be addressed through four distinct professional services initiatives:

- Security Program Support
  - Regulatory compliance assessment and roadmap development
  - Annual IS policy review and update
  - IS tool/technology review
- Risk Management Program Support
  - OCTAVE risk assessment annual update
  - Risk Management Lifecycle process improvement
  - Annual Business Continuity and Disaster Recovery review and update
- Security Operations Development
  - Patching and vulnerability lifecycle management improvement
  - Log collection, monitoring, and alerting tuning
  - Security dashboard and reporting improvement
  - Incident Response management and improvement
- Security Staff Hiring Support – assess the technical skills of candidates for:
  - IS Engineer/Lead recruitment
  - IS Analyst recruitment
  - Annual penetration testing vendor selection



**COMMITTEE ACTION**

RTAG: September 15, 2020 for information

TMC/RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

**CONTACT**

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**ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 6****SUBJECT**

Travel, Expenditures and Solicitations

**PURPOSE**

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

Non-essential travel has been suspended at this time.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COST AND BUDGET**

None

**COMMITTEE PROCESS**

None

**RECOMMENDATION**

This item is presented for information only.

**CONTACT**

Paul Hodgins

Chief Financial Officer

602-262-7433

[phodgins@valleymetro.org](mailto:phodgins@valleymetro.org)

**ATTACHMENTS**

Valley Metro Travel Report

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

Active Requests for Proposals, Qualifications and Invitations for Bids

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

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

Total this reporting period

\$2,176.38

**Year to Date**

**\$2,176.38**

*Report reflects Out of State (AZ) Travel*

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

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

**Valley Metro Regional Public Transportation Authority**  
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20200828W	ADP, LLC	PPE 8/23/20 Federal, State, SS/Med EE/ER Tax - ACH	8/28/2020	233,939.04
20200911W	ADP, LLC	PPE 9/6/20 Federal, State, SS/Med EE/ER Tax - ACH	9/11/2020	232,815.14
42086	City of Mesa	FY20 East Valley Bus Transit Service Recon	8/27/2020	216,169.00
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20200911W001	ASRS	PPE 9/6/2020 ASRS Contributions Employee	9/11/2020	112,199.12
20200911W001	ASRS	PPE 9/6/2020 ASRS Contributions Employer	9/11/2020	112,199.12
20200828W001	ASRS	PPE 8/23/20 ASRS Contributions Employee	8/28/2020	112,061.31
20200828W001	ASRS	PPE 8/23/20 ASRS Contributions Employer	8/28/2020	112,061.31
20200821W002	New Flyer of America, Inc.	6872 New Flyer Coach SR-2424 XN40 (20% payment)	8/21/2020	106,949.15
20200821W002	New Flyer of America, Inc.	6873 New Flyer Coach SR-2424 XN40 (20% payment)	8/21/2020	106,949.15
42166	Trapeze Software Group	Trapeze ATIS Agent	9/17/2020	71,545.55
20200821W003	Second Generation, Inc., dba Ajo Transportation	July 2020 Rural Connector Route	8/21/2020	63,310.68
42100	SHI International Corp	Transit Software	8/27/2020	62,110.02
42153	Dye Management Group, Inc.	July 2020 Transit Asset Management Consultant	9/17/2020	59,330.00
20200821W001	City of Phoenix	PTF Expenditure Reimb #9 4/1/20-6/30/20	8/21/2020	58,240.60
42083	City of Chandler, MS 412 Transit Services	FY 20 East Valley Bus Transit Service Recon	8/27/2020	55,094.00
42084	City of Glendale	FY20 Regional Paratransit Svc Recon	8/27/2020	52,939.00

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

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

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

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



**Procurement Report  
for October Board Month**

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

IFB - Invitation For Bids

RFP - Request for Proposals

RFQ - Request for Qualifications

COOP - Cooperative Contract

TBD - To Be Determined



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 7****SUBJECT**

Future Agenda Items Request and Report on Current Events

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND/DISCUSSION/CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Scott Smith  
Chief Executive Officer  
602-262-7433  
[ssmith@valleymetro.org](mailto:ssmith@valleymetro.org)

**ATTACHMENT**

None.

**Pending Items Request**

Item Requested	Date Requested	Planned Follow-up Date



# Agenda

September 30, 2020

## Transit Management Committee

Wednesday, October 7, 2020

Webex/Phone

10:00 a.m.

### Action Recommended

1. Public Comment

1. For Information

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

2. Minutes

2. For action

Minutes from the September 2, 2020 TMC meeting are presented for approval.

### CONSENT AGENDA

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

3A. For action

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

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

3B. For action

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

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

3C. For action

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to adopt the



Supplemental Salary Deferral Plan (SSDP) established by ASRS.

## REGULAR AGENDA

4. Proposed April 2021 Service Changes 4. For information

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

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

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

6. Next Meeting 6. For information

The next TMC meeting is scheduled for **Wednesday, November 4, 2020 at 10:00 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](http://www.valleymetro.org)



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 1****SUBJECT**

Public Comment

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Scott Smith  
Chief Executive Officer  
602-262-7433  
[ssmith@valleymetro.org](mailto:ssmith@valleymetro.org)

**ATTACHMENT**

None



# Minutes

September 30, 2020

AGENDA ITEM 2

## **Transit Management Committee**

Wednesday, September 5, 2020

Via Webex/Phone

11:00 a.m.

### **Transit Management Committee Participants**

Erik Strunk, City of Peoria, **Chair** (phone)

Mario Paniagua for Ed Zuercher, City of Phoenix, **Vice Chair** (phone)

Gina Montes, City of Avondale (phone)

Roger Klingler, City of Buckeye (phone)

Josh Wright, City of Chandler (phone)

Autumn Grooms for Crystal Dyches, City of El Mirage

David Trimble for Grady Miller, Town of Fountain Hills (phone)

Mary Goodman, Town of Gilbert (phone)

Kevin Phelps, City of Glendale (phone)

Julie Arendall, City of Goodyear (phone)

Reed Kempton, Maricopa County (phone)

Chris Brady, City of Mesa (phone)

Bruce Gardner, Town of Queen Creek (phone)

Mark Melnchenko, City of Scottsdale (phone)

David Kohlbeck, City of Surprise (phone)

Steven Methvin, City of Tempe (phone)

### **Members Not Present**

City of Tolleson

Aubree Perry, ADOT

Chair Strunk called the meeting to order at 11:47 a.m.

#### 1. Public Comment

None.

#### 2. Minutes

Chair Strunk said minutes from September 2, 2020, meeting presented for approval. Are there any corrections on questions regarding the minutes?



**IT WAS MOVED BY JULIE ARENDALL, SECONDED BY DAVID KOHLBECK AND UNANIMOUSLY CARRIED TO APPROVE THE SEPTEMBER 2, 2020 TMC MINUTES.**

3. Consent Agenda

Chair Strunk said we have a series of items on the consent agenda and if you will I'd like to call on Mr. Smith to discuss any of those any of our committee members may have questions on so why don't we try it that way. Are there any questions on any of the consent agenda items today? Okay. I'm not hearing any.

So what I'd like to do is entertain a motion to approve and also receive a second the consent agenda items for September 2nd and we can read through each of them, but if not necessary, is there on motion to do that?

**IT WAS MOVED BY REED KEMPTON, SECONDED BY MARIO PANIAGUA AND UNANIMOUSLY CARRIED TO FORWARD THE CONSENT AGENDA ITEMS TO THE BOARD OF DIRECTORS FOR APPROVAL.**

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

Chair Strunk said Mr. Smith please provide the background.

Mr. Smith said it is and there is nothing really fancy about it. Just sort of a reminder because this has come up in previous meetings. The reason this is on the agenda is because this is an RFP that we would like to issue for security services that cover both rail and one facility, the Mesa facility, bus facility for the RPTA. It's on the RPTA agenda because under our bylaws or our (indiscernible) we have to come before the Board before we issue an RFP above a certain amount for RPTA. That is not a requirement for Valley Metro Rail. We don't have to get Board approval to issue an RFP on Valley Metro Rail. So the reason why this is on the RPTA agenda or the TMC agenda is because of the portion, the small portion, and I think it's outlined in the memo, that relates to the security services in the -- at the Mesa bus facility and so that's the reason why it's here.

So, this is simply to issue an RFP, this is not a proposal or anything. If you have any questions about specifics, Adrian Reese is ready to answer those questions. I just wanted to tell you why this is on the agenda and what's it's for.



Chair Strunk said does anyone have any questions related to this item? It's an action item. Any questions of Ms. Ruiz, Mr. Smith? Okay. I'm not hearing any. So with that I'll entertain a motion and a second to forward this to the Board for approval. Is there a motion and a second?

**IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY BRUCE GARDNER AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD OF DIRECTORS AUTHORIZATION FOR THE CEO TO DEVELOP A SCOPE OF WORK AND ISSUE A COMPETITIVE SOLICITATION FOR A TOTAL CONTRACT TERM OF FIVE YEARS (THREE-YEAR BASE CONTRACT PLUS TWO ONE-YEAR RENEWAL OPTIONS) TO PROVIDE FARE INSPECTION AND SECURITY SERVICES FOR VALLEY METRO'S EXISTING RAIL OPERATIONS AND MAINTENANCE FACILITIES.**

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

Mr. Chair said this is also a fairly, significant item too and Mr. Smith will walk us through it. But Mr. Smith, my preliminary understanding of this is this is also kind of a procedural issue in the issuance of an RFP related to regional paratransit and you're in the process of assembling that RFP and all I'll let you kind of walk us through that. Mr. Smith said well, thank you. Actually, it is a procedural and we may want to look at some of this, but, once again, yeah, with the RFP what our administrative and our bylaws say is we can't begin the process of an RFP until we get Board approval to start that and so we're starting early on this. This is -- we have nothing. We haven't even defined scope on some of these things or defined anything. This will be a long process.

I'll turn it over to Jim Hillyard who can give some more detail because there was some misunderstanding at the RTAG that maybe we are in the middle of the process or that we had moved ahead without staff. You know, this is literally, we're at the starting line and just getting approval to start the race and this will be sort of a marathon. So, Jim, if you want to discuss this briefly and give some more detail as to why we're starting at this time and what's involved.

Mr. Hillyard said absolutely. Thank you, Scott, members, as Scott mentioned, we're seeking permission to begin the development of the RFP and its scope of work 11 months prior to the date at which we would anticipate issuing it precisely so we can engage city staff at the level they would like to be involved in developing this solicitation. In fact, we have our first meeting along those lines next Tuesday where we have invited both the paratransit partners and the RTAG members to a joint meeting with our Chief



of Procurement to talk through and, hopefully, arrive at consensus on the process by which we will engage cities in the development of this RFP.

We anticipate at this point there being sort of three major levels of engagement. We would like to have work sessions with as many cities as possible to talk through the broad structure of the RFP. So, for example, one of the motivating factors in re-soliciting this contract rather than exercising a current contractual option to extend the current contract is we've been seeing great success with the Ride Choice program.

Ride Choice and paratransit both operate, essentially, independently right now. They have their own customer service call centers. They have their own scheduling functions. And when a customer calls paratransit, they get paratransit services even if Ride Choice could serve them at a more cost-effective fashion. And so, one of the things I think we've agreed at the RTAG and ATS partners level is that we should merge those functions. We should eliminate the duplication in customer service and we should have, I'll say, sort of service neutral scheduling that would allow the customer service function to identify which of those two services can best meet the needs of a particular customer in the most cost effective way and to make that suggestion.

The structure of our contracts right now don't allow that to happen. There may be other places that we can bring these services together to increase efficiency and customer service. And we want to be able to have those conversations in a group setting with the cities at a relatively high level and then we'll take that feedback and have a smaller team that's a mix of Valley Metro and city staff develop the specific scope of work. And then we'll have proposals evaluated by evaluation committee members which will include both Valley Metro and city staff.

So, we'll have those three different levels of engagement that cities can participate in from a higher, more conceptual level down to the actual words of the scope of work, and then finally the evaluation of proposals. So, we're baking in a lot of extra time to ensure the maximum possible participation across the board in the development of this scope of work as we recognize the importance that it has to the region. And so, with that if there's any specific questions, I'd certainly be happy to answer them.

Chair Strunk said great. Thank you for that. Are there any questions of the Committee related to this item?

Mr. Brady said thank you for that. I think that's important. I think there is some concern overall that we have got to figure out how to kind of merge the -- you spoke directly to it, but we have got to figure out from a customer's perspective this kind of one stop



opportunity, right, to engage and, you know, paratransit, Ride Choice. So, I think that's a paramount objective and I appreciate you articulating that. But it does feel like because they have been separate right, for some time, how to bring those together. I think that is such an important part of the customer experience that I appreciate what you described as the outreach. I think what I would say is that we really, I don't know, I guess, I'm trying to understand from your perspective is, do you believe that at the end of the day you are going to actually have a specific plan? Or is that just going to be an objective or goal of the RFP? I'm trying to understand your, where you're getting to on that and how that's going to be executed. Because I would just say, I think this is such an important part for our customers in Mesa and I'm sure for the rest of the region. I guess, we would really like to see the outcome of these discussions a plan maybe simultaneous or right before we're actually doing the RFP just to make sure we're going to be able to execute this objective.

So, share with me kind of what you think your timing is? And how that relates to the timing of the release of the RFP?

Mr. Hillyard said certainly. Thanks for that question, Mr. Brady. So, to your first point, yeah. I think there's consensus already that the scope of work needs to be developed to create a single scheduling and customer service function for both paratransit and Ride Choice. I think there's no disagreement about that. We also had that opportunity validated by some independent benchmarking that we had Censure conduct for us and so, that I think is unquestioned.

There are still some structural questions that I think we as a region have to work through and that's why these work groups will be so important. So, for example, one of the challenges that we have right now is Ride Choice having enough wheelchair accessible vehicles for customers. One way one could solve for that problem, is to not only merge the scheduling and customer service function, but to have a single entity providing paratransit and Ride Choice so that Ride Choice customers could use paratransit vehicles when they are not otherwise, you know, in -- paratransit services.

The flip side of that is there could be, conversely, there could be real advantage in continuing to have two different entities operate Ride Choice versus paratransit because you're now creating some quality and some price competition between those operators for our business during the course of the contract.

And so there's key structural decisions like that one operator or two that have pros and cons that we think we need to talk through with all cities, hopefully arrive at consensus on, and then incorporate that into the scope of work that will ultimately be issued. And



those kinds of decisions, I think, have not been made. We really need to sort of think them through as a region and arrive at what we think will make the most sense from both a cost effectiveness and a customer service perspective.

Mr. Brady said yeah. That's wonderful and I appreciate your diligence in that. I think to your point, this is such a critical conversation and, you know, kind of making this evaluation about whether this can be done or not. I guess, to me it would be very helpful after you've gone through this process could -- does the timing work that you could bring that back to this group just to kind of give us -- report out the conclusion or the, you know, kind of after your due diligence, you know what is the strategy before we go to the next step? Because you're touching all right points. I'm just really anxious just to hear what the conclusion is before we go too far. Does that make sense?

Mr. Hillyard said it certainly does and I'm sure that we could bring back to TMC/RMC sort of like what emerges from these workshops with the cities in terms of sort of that broader structure. If we were to get -- if TMC/RMC want to look at the specific language of the scope of work, we would need to work with our procurement office and potentially do that in the context of an executive session or some other venue that would protect the confidentiality of the scope of work prior to issue because of course, you know, that maintains the integrity of the procurement. But I'm sure in either case, we could work with TMC and work with our procurement office to come up with a way to share those key points and ensure that there's consensus across the cities.

Mr. Brady said yeah. All I'm asking for is maybe return back here and just report out what the RFP -- how the RFP is going to try to accomplish these objectives? And you've come to a conclusion that it can be done or is it, you know, a different idea? That's all I'm asking for. I think it's just good to have the assurance that we think we want to head in this direction and how we are going to try to accomplish that through this solicitation process.

Mr. Hillyard said absolutely. Thank you.

Chair Strunk said excellent comments. Are there any other suggestions? Or comments in general on this particular item?

Unidentified Speaker said if I could Mr. Chair, I just would echo what Mr. Brady just shared. I thought that that was excellent feedback and I know Gilbert would appreciate the same.



Mr. Chair said absolutely, yes. And I can -- I'm going to take off my chair hat real quickly and speak from Peoria's perspective. We would appreciate that too. There's a lot of local -- with paratransit. Some of us have separate systems in place. This is regional and that conversation, that touch-in with this group I think would be well founded.

Okay. Are there any other comments?

Mr. Paniagua said just wanted to make a comment really to make folks aware that Phoenix is going to be issuing a solicitation for our own paratransit service new contract at approximately the same time. So, we're looking at about a year from now issuing an RFP and then starting a new contract July 1st of 2022. And we've done some investigating to see whether that would -- into the industry to see whether that would cause any issues and we don't believe it will at all and we've had discussions with Valley Metro staff about that as well. But I just wanted to make sure that this Committee was aware that we were going to be doing that. Thank you.

Chair Strunk said Mr. Chair said thank you for sharing that. Any other comments? Good discussion. Good points. Okay. This is an action item so in order to forward this on, the development of the RFP, giving the CEO authorization to do that to the Board, I need a motion and a second to move this along.

Mr. Brady said so, I would make the motion to approve this item to move forward with an RFP with the stipulation that, before we go out the door with the RFP, we come back and have this discussion about this kind of experience for the customer?

My motion is to move forward of the authorization of the RFP, but stipulating that before it's actually goes out on the street that we come back and have a discussion about how we can improve the customer service with, you know, one-stop experience for our customers (indiscernible) coordinating. I don't know if that's helpful, but that's the best I can do.

Mr. Smith said we understand.

Chair Strunk said any comments on that? I think we get where we're going. We will amend the motion, I guess, as appropriate. We will note that and that will be the context of it and we will bring this back before it's formally issued.

**IT WAS MOVED BY CHRIS BRADY, SECONDED BY MARY GOODMAN AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD OF DIRECTORS**



**AUTHORIZATION FOR THE CEO TO DEVELOP AND ISSUE A FEDERALLY COMPLIANT RFP FOR A TOTAL TERM OF TEN YEARS (FIVE-YEAR BASE CONTRACT PLUS FIVE ONE-YEAR RENEWAL OPTIONS) TO PROVIDE PARATRANSIT IN THE EAST VALLEY, NORTHWEST VALLEY AND FOR REGIONAL TRIPS AND TO EXTEND TRANSDEV'S CURRENT CONTRACT 120 DAYS SO THAT ANY TRANSITIONS BETWEEN CONTRACTORS OCCURS OCTOBER 1 RATHER THAN JULY 1, 2022.**

6. Future Agenda Items and Request and Report on Current Events

None.

7. Next Meeting

Chair Strunk said that concludes this meeting. Our next meeting will be on Wednesday, October 7, 2020, at 10:00 a.m.

Thank you all for being here and we'll see you next month. Take care.

With no further discussion the meeting adjourned at 12:07 p.m.



# Information Summary

## DATE

September 30, 2020

## AGENDA ITEM 3A

## SUBJECT

Regional Fare Collection System Funding Agreement with the City of Phoenix

## PURPOSE

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

## COST AND BUDGET

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

## RECOMMENDATION

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

## BACKGROUND | DISCUSSION | CONSIDERATION

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

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

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



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

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

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

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

### **STRATEGIC PLAN ALIGNMENT**

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

- Goal 2: Advance performance based operation

### **COMMITTEE PROCESS**

RTAG: September 15, 2020 for information

TMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

### **CONTACT**

Paul Hodgins

Chief Financial Officer

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### **ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 3B****SUBJECT**

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

**PURPOSE**

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

**COST AND BUDGET**

NONE

**RECOMMENDATION**

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

**BACKGROUND | DISCUSSION | CONSIDERATION**

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

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

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



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

### PTASP Timeline

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

### PTASP Timeline

**Final Rule Published** on July 19, 2018  
**Effective Date** is July 19, 2019  
**Compliance Date** is Dec 31, 2020



### FTA

Federal Transit Administration

### COMMITTEE ACTION

- RTAG: September 15, 2020 for review
- TMC: October 7, 2020 for action
- Board of Directors: October 22, 2020 for action



**CONTACT**

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**ATTACHMENT**

PTASP – Bus (non-rail mode) PTASP



# Information Summary

## DATE

September 30, 2020

## AGENDA ITEM 3C

## SUBJECT

Arizona State Retirement System (ASRS) Supplemental Savings Plan

## PURPOSE

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

## COST AND BUDGET

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

## RECOMMENDATION

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

## BACKGROUND | DISCUSSION | CONSIDERATION

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

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

## STRATEGIC PLAN ALIGNMENT

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

- Goal 2: Advance performance based operation

## COMMITTEE PROCESS

TMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action



**CONTACT**

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602-523-6043  
[phodgins@valleymetro.org](mailto:phodgins@valleymetro.org)

**ATTACHMENT**

Adoption Resolution



Nationwide®



# Arizona State Retirement System Supplemental Salary Deferral Plan Adoption Resolution

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

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

BE IT FURTHER RESOLVED, that the Chief Administrative Officer  
(Position Title)  
is designated as the Authorized Agent of the Political Subdivision and is authorized and directed as the representative of the Political Subdivision to conduct all negotiations, conclude all arrangements and sign all agreements and modifications of agreements which may be necessary to carry out the intent of the Agreement in conformity with all applicable federal and state laws, rules and regulations.

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

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

\_\_\_\_\_  
Clerk/Secretary



# Information Summary

## DATE

September 30, 2020

## AGENDA ITEM 4

## SUBJECT

Proposed April 2021 Service Changes

## PURPOSE

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

## COST AND BUDGET

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

## RECOMMENDATION

This item is for information only.

## BACKGROUND | DISCUSSION | CONSIDERATION

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

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

### Proposed Route and Schedule Changes:

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



- Route 72—Rural/Scottsdale Rd: Remove route deviation into Tempe Transportation Center. Route will stay on Rural Rd.
- Route 108—Elliot Rd/48th St: Reduce route frequency to 60 minutes on Saturdays and Sundays in Phoenix to match Tempe service.
- Route 514—Fountain Hills/Scottsdale Express: Modify route to start and end at Mustang Transit Center. Eliminate service to and from Fountain Hills.
- Route 520—Tempe Express: Eliminate route due to low ridership. Alternative service is offered in Tempe.
- Route 521—Tempe Express: Modify route to remove neighborhood pickup service. New route begins at McClintock Dr/Baseline Park-and-Ride and travels via US 60 to optimize service.
- Route 522—Tempe Express: Modify route to remove neighborhood pickup service. Route begins and ends at Tempe Sports Complex to improve service.
- 68<sup>th</sup> St/Camelback Road Route: Modify route to eliminate service east of Scottsdale Rd. Service along Granite Reef Rd. to Chaparral Rd., and daily trips to Mohave Middle School will be served by Route 50—Camelback Rd.
- Peoria on the Go Circulator (POGO): Replace POGO service with three new pilot routes to run Friday through Sunday, 10 a.m. to 10 p.m., serving activity centers.
- Avondale ZOOM: Extend route to serve new community center at Dysart Rd. and Riley Dr.

#### Public Outreach

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

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

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

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

#### **STRATEGIC PLAN ALIGNMENT**

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

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



**COMMITTEE PROCESS**

RTAG: September 15, 2020 for information

TMC: October 7, 2020 for information

Board of Directors: October 22, 2020 for information

**ATTACHMENT**

None

**CONTACT**

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# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 5****SUBJECT**

Future Agenda Items Request and Report on Current Events

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**STRATEGIC PLAN ALIGNMENT**

None

**COMMITTEE PROCESS**

None

**CONTACT**

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**ATTACHMENT**

None

**Pending Items Request**

Item Requested	Date Requested	Planned Follow-up Date



# Agenda

September 30, 2020

## Rail Management Committee

Wednesday, October 7, 2020

Via Webex/Phone

**10:00 a.m.**

### Action Recommended

1. Public Comment

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

1. For Information

2. Minutes

Minutes from the September 2, 2020 RMC meeting are presented for approval.

2. For action

### CONSENT AGENDA

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

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

3A. For action

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

Staff recommends that the RMC forward to the Board of Directors for approval of the Rail Public Transportation Agency Safety Plan (PTASP).

3B. For action

3C. Tempe Streetcar Station Naming

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

3C. For action



## REGULAR AGENDA

4. South Central/Downtown Hub Grant Pass-Through Agreement with the City of Phoenix 4. For action

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

5. Capitol/I-10 West Phase I Light Rail Alignment Amendment 5. For Action

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

6. Future Agenda Items Request and Report on Current Events 6. For information

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

7. Next Meeting 7. For information

The next meeting of the RMC is scheduled for **Wednesday, November 4, 2020 at 10:00 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](http://www.valleymetro.org)



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 1****SUBJECT**

Public Comment

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Scott Smith

Chief Executive Officer

602-262-7433

[ssmith@valleymetro.org](mailto:ssmith@valleymetro.org)

**ATTACHMENT**

None



# Minutes

## DATE

September 30, 2020

## AGEDNA ITEM 2

**Rail Management Committee**  
Wednesday, September 2, 2020  
Webex/Phone  
11:00 a.m.

### **Rail Management Committee Participants**

Chris Brady, City of Mesa (**Chair**) (phone)  
Mario Paniagua for Ed Zuercher, City of Phoenix (**Vice Chair**) (phone)  
Josh Wright, City of Chandler (phone)  
Steven Methvin, City of Tempe (phone)

Chair Brady called the meeting to order at 11:38 a.m.

1. Public Comment

None.

2. Minutes

Chair Brady said minutes from the September 2, 2020, RMC meeting are presented for approval. Do you have a motion and a second?

**IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY ED ZUERCHER AND UNANIMOUSLY CARRIED TO APPROVE THE SEPTEMBER 2, 2020 RMC MEETING MINUTES.**

3. Consent Agenda

Chair Brady said we'll move to consent agenda. The consent items are on your agenda. That would be 3A through 3C. Are there any Committee members who would like to remove any of these items from the consent agenda?

If not, I'll request a motion and a second to approve the consent agenda.

**IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY STEVEN METHVIN AND UNANIMOUSLY CARRIED TO FORWARD TO THE CONSENT AGENDA TO THE BOARD OF DIRECTORS.**



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

Chair Brady said Mr. Smith.

Mr. Smith said thank you. I believe I'm on. Yeah. Just very quickly, this is, basically, a cash flow action. The federal funds in transit are all refundable or reimbursement funds. And so, we have to spend the money up front and then when the grant comes through, the federal money will then go to refund that. City of Phoenix has agreed to advance funds necessary to cover the cash flow until the federal grants are received. This is not an increase in the budget. Doesn't change total budget amounts or projected spend. It's merely making sure that we have cash flow available from the City of Phoenix waiting the full funding grant agreement reimbursements.

Chair Brady said very good. Thank you. It makes sense. All right. So, are there any questions for Mr. Smith on this item?

Mr. Paniagua said we really appreciate all the work that Valley Metro has done on this project and are very excited to be moving forward. I realize this is just a perfunctory item regarding the cash flow, but, symbolically, we are excited about how the project is moving ahead and the strong support we're getting at the federal level from the FTA.

**IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY STEVEN METHVIN AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD OF DIRECTORS AUTHORIZATION FOR THE CEO TO AMEND THE EXISTING FUNDING, DESIGN, AND CONSTRUCTION AGREEMENT WITH THE CITY OF PHOENIX FOR THE NORTHWEST PHASE II LIGHT RAIL EXTENSION, AND FOR PHOENIX TO PROVIDE UP TO AN ADDITIONAL \$199 MILLION TO VALLEY METRO.**

5. Future Agenda Items Request and Report on Current Events.

Mr. Chair said any requests for any future agenda items? If not.

6. Next Meeting.

The next meeting is scheduled for Wednesday, October 7, 2020 at 11:00 a.m.  
Thank you all very much.

The meeting was adjourned.

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



# Information Summary

## DATE

September 30, 2020

## AGENDA ITEM 3A

## SUBJECT

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

## PURPOSE

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

## COST AND BUDGET

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

The source of funding is from member cities.

## RECOMMENDATION

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

## BACKGROUND | DISCUSSION | CONSIDERATION

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

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

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



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

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

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

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

#### **STRATEGIC PLAN ALIGNMENT**

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

- Goal 2: Advance performance-based operation

#### **COMMITTEE PROCESS**

RTAG: September 15, 2020 for information

RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

#### **CONTACT**

Ray Abraham

Chief Operations Officer

602-652-5054

[rabraham@valleymetro.org](mailto:rabraham@valleymetro.org)

#### **ATTACHMENTS**

None

# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 3B****SUBJECT**

Rail Public Transportation Agency Safety Plans (PTASP)

**PURPOSE**

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

**COST AND BUDGET**

NONE

**RECOMMENDATION**

Staff recommends that the RMC forward to the Board of Directors for approval of the Rail Public Transportation Agency Safety Plan (PTASP).

**BACKGROUND | DISCUSSION | CONSIDERATION**

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

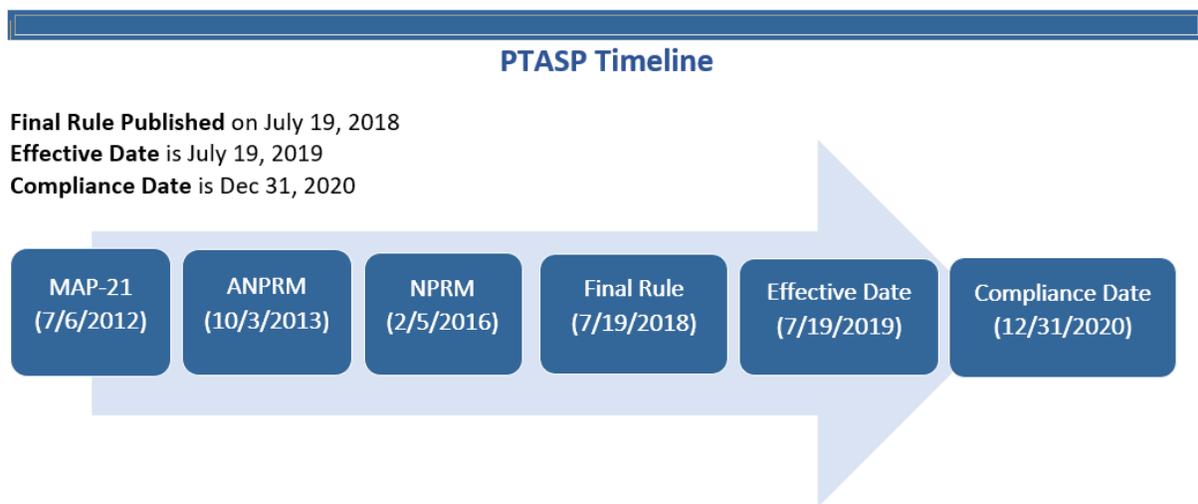
Through the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), Congress required operators of public transportation systems that receive FTA funds to develop and implement a Public Transportation Agency Safety Plan. FTA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

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

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

### PTASP Timeline

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



### FTA

Federal Transit Administration



**COMMITTEE ACTION**

RTAG: September 15, 2020 for review

RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

**CONTACT**

Adrian Ruiz

Director Safety, Security and Quality Assurance

602-523-6054

[aruiz@valleymetro.org](mailto:aruiz@valleymetro.org)

**ATTACHMENT**

PTASP – Rail



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 3C****SUBJECT**

Tempe Streetcar Station Naming

**PURPOSE**

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

**COST AND BUDGET**

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

**RECOMMENDATION**

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

**BACKGROUND | DISCUSSION | CONSIDERATION**

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

**STRATEGIC PLAN ALIGNMENT**

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

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

**COMMITTEE PROCESS**

RTAG: September 15, 2020 for information

RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action



**CONTACT**

Wulf Grote, PE  
Director, Capital & Service Development  
602-322-4420  
[wgrote@valleymetro.org](mailto:wgrote@valleymetro.org)

**ATTACHMENTS**

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



## **STATION NAMING POLICY** **(Revised - September 29, 2004)**

### **Station Names**

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

#### **Rail stations shall be named using the following standard criteria:**

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

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

### **Point Of Interest Naming Policy**

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

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

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

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



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

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



**DRAFT STOP NAMES – TEMPE STREETCAR**

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



# Information Summary

## DATE

September 30, 2020

## AGENDA ITEM 4

## SUBJECT

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

## PURPOSE

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

## RECOMMENDATION

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

## COST AND BUDGET

All expenses are in the approved FY 2021 Adopted Operating and Capital Budget and 5-Year Capital Program. The grant funds will offset expenses, reducing the net cost to the Public Transportation Fund and member agency budgets.

## BACKGROUND | DISCUSSION | CONSIDERATION

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

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

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



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

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

### **STRATEGIC PLAN ALIGNMENT**

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

- Goal 2: Advance performance based operation

### **COMMITTEE PROCESS**

RTAG: September 15, 2020 for information

RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

### **CONTACT**

Paul Hodgins

Chief Financial Officer

602-523-6043

[phodgins@valleymetro.org](mailto:phodgins@valleymetro.org)

### **ATTACHMENT**

None



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 5****SUBJECT**

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

**PURPOSE**

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

**COST and BUDGET**

No cost is affiliated with this agenda item.

**RECOMMENDATION**

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

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

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

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

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



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

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

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

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

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

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

### **May/June 2020 Online Meeting Summary:**

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

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

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



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

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

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

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

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

### **STRATEGIC PLAN ALIGNMENT**

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

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

### **COMMITTEE PROCESS**

RTAG: September 15, 2020 for information

RMC: October 7, 2020 for action

Board of Directors: October 22, 2020 for action

### **CONTACT**

Wulf Grote, P.E.

Director, Capital & Service Development

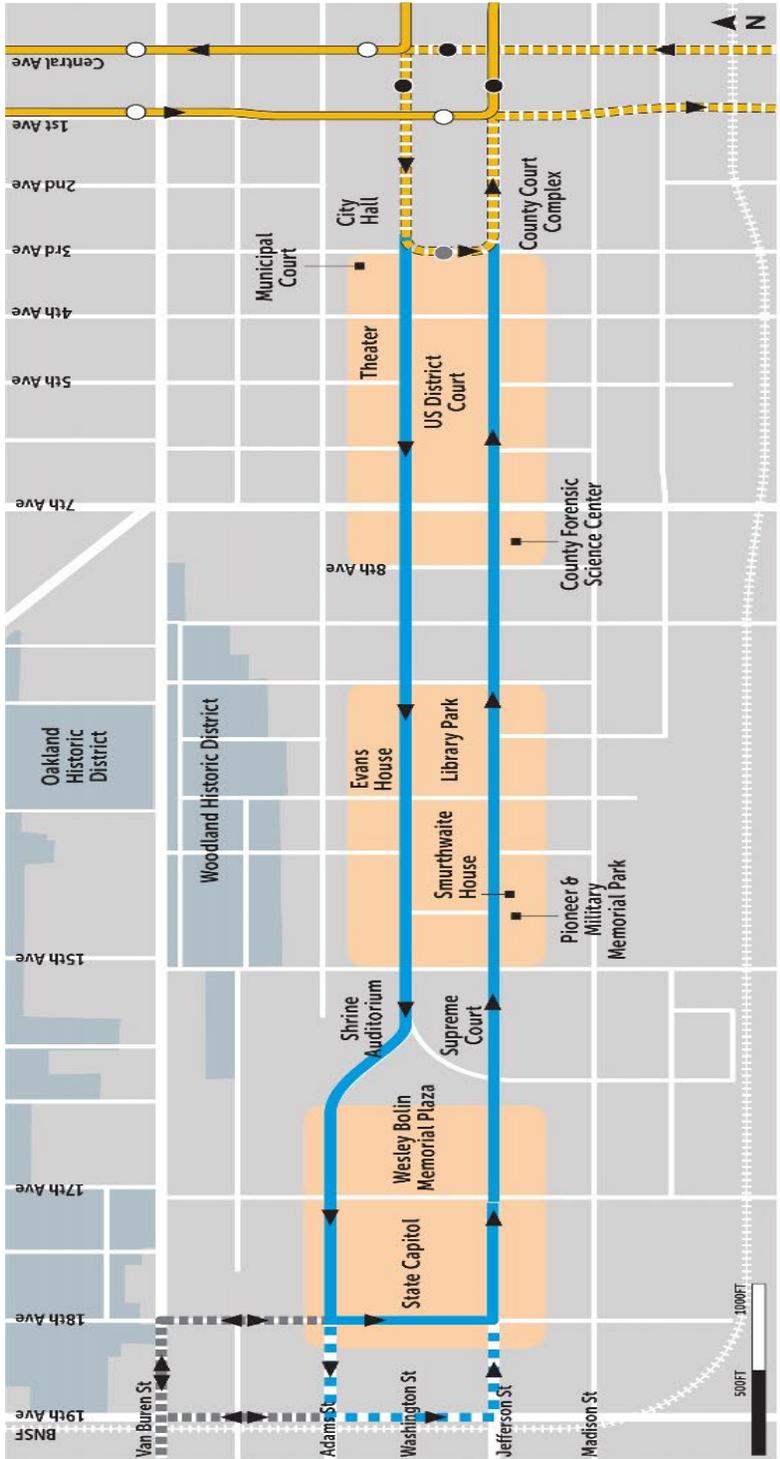
602-322-4420

[wgrote@valleymetro.org](mailto:wgrote@valleymetro.org)

### **ATTACHMENT**

Amended Phase I alignment map

**PHASE I RECOMMENDATION (CONCEPT C)**



**LEGEND**

-  Valley Metro Rail
-  Capitol/1-10 West Phase I
-  South Central Extension/Downtown Hub
-  Capitol/1-10 West Phase II
-  Existing Station
-  South Central Special Use Platform
-  South Central Stations
-  Station(s) Area

# Capitol/I-10 West Extension

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

**October 2020**



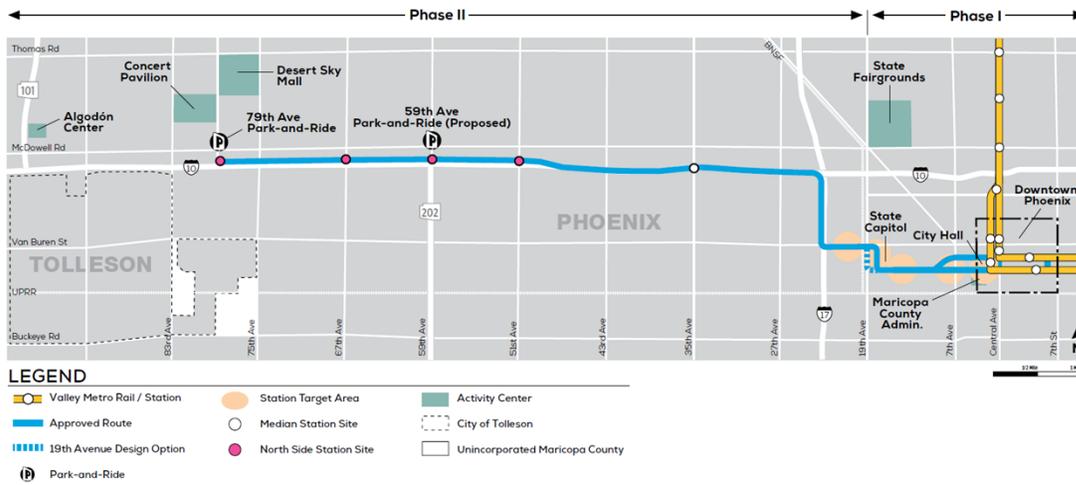
1

# Background



2

# Capitol/I-10 West Project: 2012 Approved Route



3

# Current Project Activity



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

4

# Public Outreach Summary



5



6

# Public and Stakeholder Outreach



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



# Phase II Transit Type



Light Rail Transit

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

149 people responded.



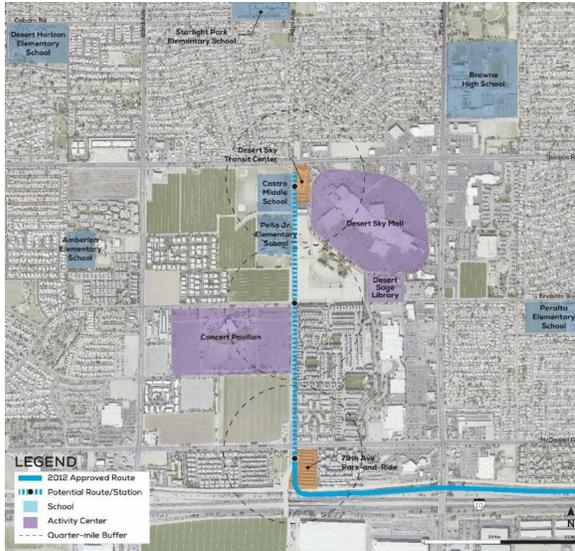
**75%**

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



Exclusive Busway

# Desert Sky Mall Extension



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

198 people responded.



**77%**

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

131 people explained why they feel the way they do.

# Phase I Recommendation



# 2012 Approved Route – Phase I



## LEGEND

- Valley Metro Rail
- Capitol/I-10 West Phase I
- Potential Station
- Existing Station
- Capitol/I-10 West Phase II
- South Central Stations

# Phase I Alternatives Evaluation Highlights



## Washington Street Double-track



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

## Concept A



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

## Concept B

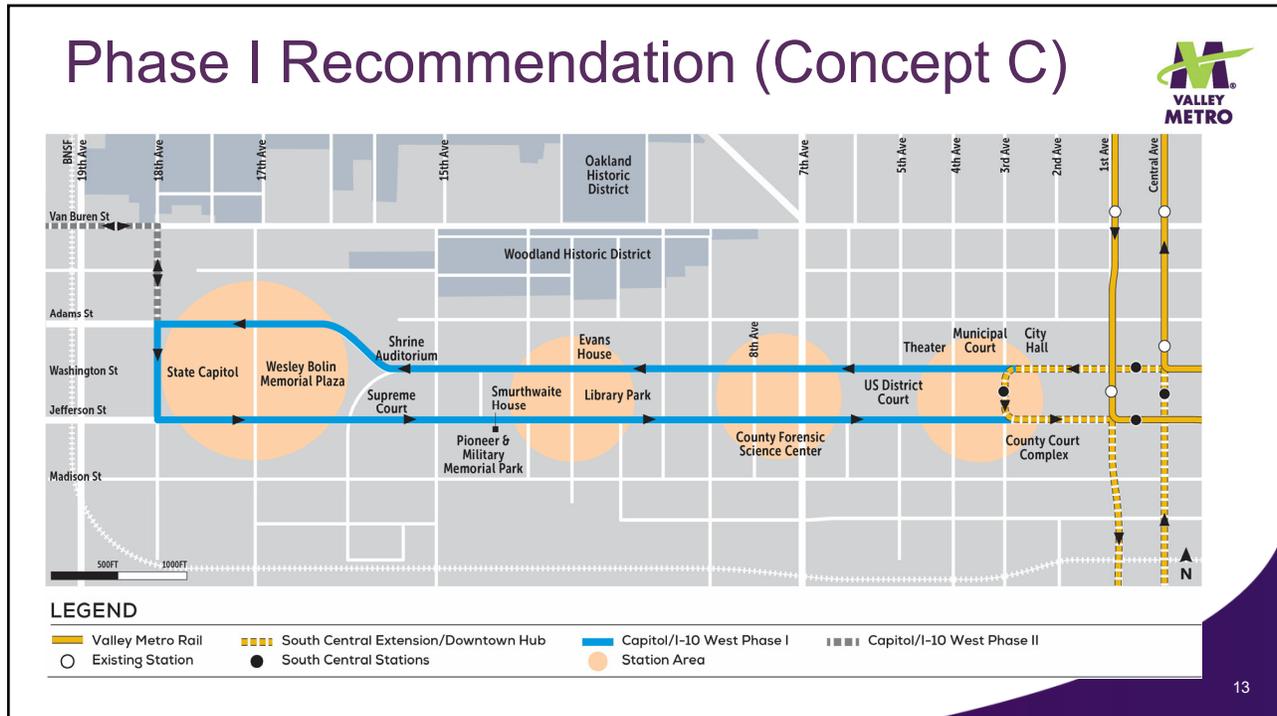


- PROS:** economic development potential and reduced mobility impacts
- CONS:** significant right of way and mobility impacts west of 15th Ave.

## Concept C



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



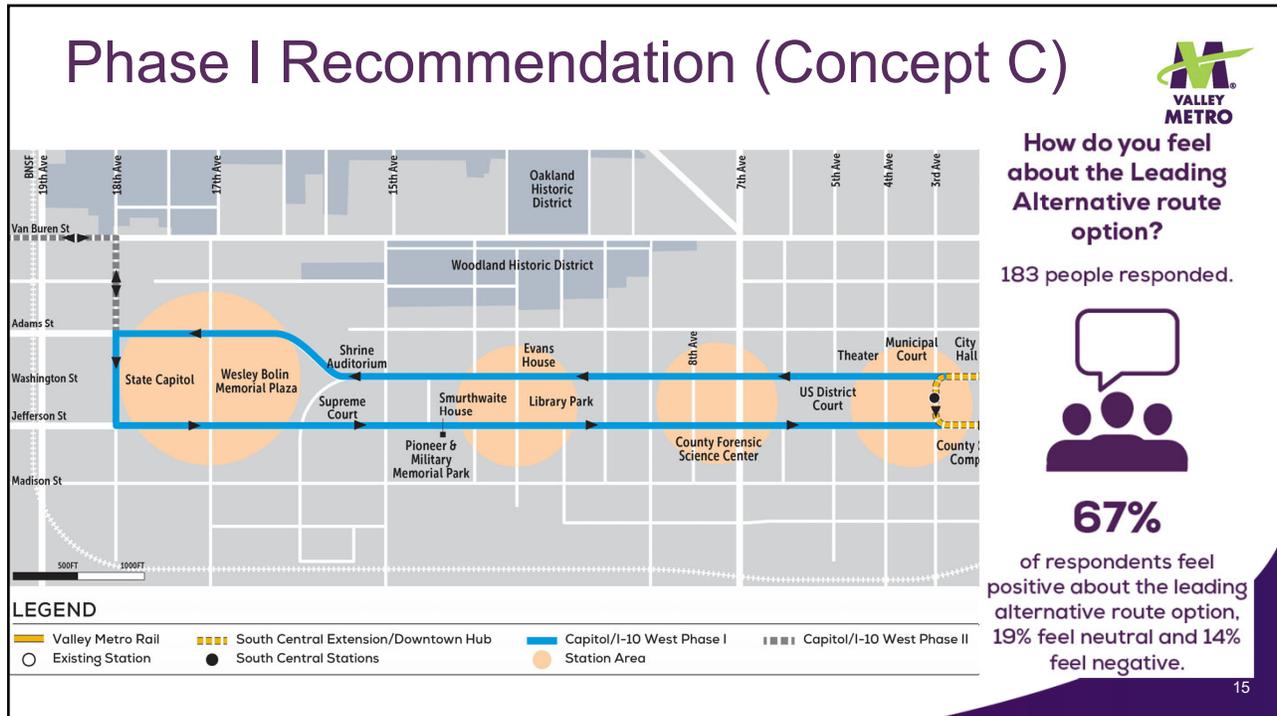
13

## Phase I Recommendation (Concept C)

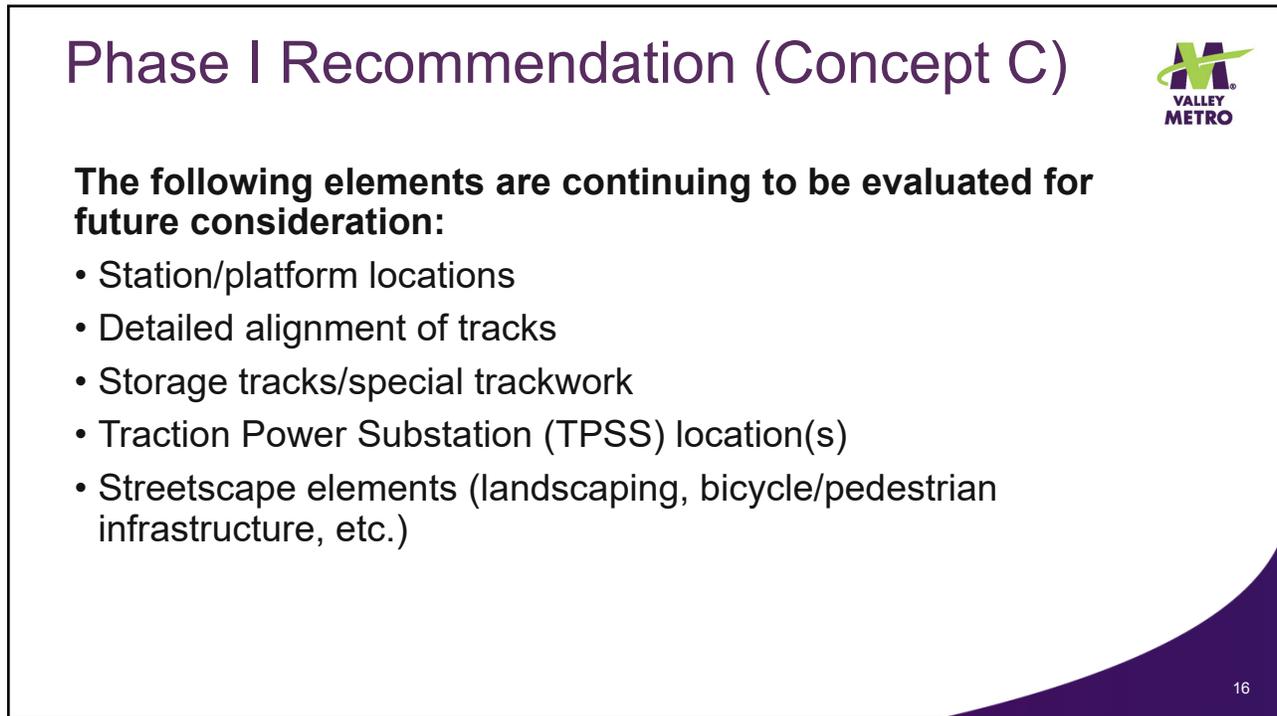
**Concept C outperformed the other alternatives evaluated in the technical analysis, which included the following criteria:**

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

14



15



16

# Phase I Recommendation (Concept C)



## LEGEND

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

# Next Steps



## Next Steps



- **Request action to approve Phase I alignment recommendation**
  - Phoenix City Council
  - Valley Metro Rail Board
- **Phase I Environmental process and Preliminary Design**
- **Continue Phase II Analysis**
  - Complete analysis of transit types and funding opportunities
  - Complete evaluation of extending to Desert Sky Mall
  - Discussions with West Valley communities



# Information Summary

**DATE**

September 30, 2020

**AGENDA ITEM 6****SUBJECT**

Future Agenda Items Request and Report on Current Events

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND/DISCUSSION/CONSIDERATION**

None

**COMMITTEE ACTION**

None

**CONTACT**

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**ATTACHMENT**

None

### Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date