



MEETINGS OF THE

# Management Committees

TMC/RMC Joint Meeting	Transit Management Committee (TMC)	Rail Management Committee (RMC)
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Date:  
November 2, 2022

Starting Time  
**11:00 a.m.**

**Meetings to occur sequentially**

Location:  
Valley Metro  
Boardroom/Webex  
101 N. 1<sup>st</sup> Avenue, 10<sup>th</sup> Floor

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



# Agenda

October 26, 2022

**Joint Meeting Agenda  
Transit Management Committee  
And  
Rail Management Committee  
Wednesday, November 2, 2022  
Valley Metro, 101 N. 1<sup>st</sup> Avenue, 10<sup>th</sup> Floor  
**Boardroom/Webex  
11:00 a.m.****

## Action Recommended

1. Public Comment

1. For Information

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

2. Chief Executive Officer's Report

2. For information

Jessica Mefford-Miller, CEO, will brief the TMC/RMC on current issues.

## **CONSENT AGENDA**

3A. Minutes

3A. For action

Minutes from the October 12, 2022 TMC/RMC meeting are presented for approval.

3B. Authorization to issue a competitive solicitation for a Classification and Total Compensation Study

3B. For action

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to issue a request for proposals (RFP) to conduct a Classification and Total Compensation Study for Valley Metro staff.



3C. Authorization to Continue the Purchase of Payroll Services for FY2023 – FY2024

3C. For action

Staff recommends that the TMC/RMC forward to the Board of Directors authorization for the CEO to continue procuring necessary payroll services through December of 2023. The period of authorization will cover FY2023 and FY2024 in an amount not to exceed \$275,000, plus a 10% contingency of \$27,500, for a total not-to-exceed authorization of \$302,500.

3D. B2G Software Subscription and Maintenance Agreement Renewal

3D. For action

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to continue using this necessary software subscription and maintenance agreement. The period of authorization will cover FY 2022 – FY 2025 in an amount not to exceed \$23,258.

3E. Authorization to Issue a Strategic Planning Request for Proposals

3E. For action

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the Chief Executive Officer (CEO) to issue a request for proposals (RFP) for strategic plan development.

## REGULAR AGENDA

4. Federal Government Relations Consulting Services Contract Award

4. For action

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute a contract with Cardinal Infrastructure, to provide Federal Government Relations Consulting Services to Valley Metro for two years, with three one-year options. The total contract value will not exceed \$1,191,370, for the base and option years which includes a 10% contingency.

5. State Government Relations Consulting Services Contract Award

5. For action

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute a contract with Highground/Kruse Group Joint Venture to provide State Government Relations Consulting Services to Valley Metro



for two years, with three one-year options. The total contract value will not exceed \$516,000 for the base and option years which includes a 10% contingency.

6. Fare Collection System Modernization (FCSM) Project Update

6. For information

Staff will present an update on the Fare Collection System Modernization (FCSM) project.

7. Quarterly Reports

7. For information

Fiscal Year 2023 Quarterly Reports are presented for information.

8. Travel, Expenditures and Solicitations

8. For information

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

9. Report on Current Events and Suggested Future Agenda Items

9. For information

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

10. Next Meeting

10. For information

The next meeting of the TMC/RMC is scheduled for **Wednesday, January 4, 2023 at 11:00 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**

October 26, 2022

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

Public Comment

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Jessica Mefford-Miller  
Chief Executive Officer  
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**ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 2****SUBJECT**

Chief Executive Officer's Report

**PURPOSE**

Jessica Mefford-Miller, 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**

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**ATTACHMENT**

None



# Minutes

## DATE

October 26, 2022

## AGENDA ITEM 3A

Joint Meeting of  
Transit Management Committee  
and  
Rail Management Committee  
Wednesday, October 12, 2022  
Via Webex/Phone  
11:00 a.m.

### **TMC Meeting Participants**

Mario Paniagua, City of Phoenix **(Chair)**  
Wynette Reed for Julie Karins, City of Goodyear **(Vice Chair)**  
John Willett, City of Buckeye (phone)  
Ryan Peters, City of Chandler  
Mary Goodman, Town of Gilbert  
Kevin Phelps, City of Glendale (phone)  
Wynette Reed for Julie Karins, City of Goodyear  
Elijah Lavon, Maricopa County  
Chris Brady, City of Mesa  
Erik Strunk, City of Peoria (phone)  
Bruce Gardner, Town of Queen Creek (phone)  
Mark Melnychenko, City of Scottsdale (phone)  
Tracy Montgomery, City of Surprise (phone)  
Andrew Ching, City of Tempe

### **Members Not Present**

Cherlene Penilla, City of Avondale  
Autumn Grooms – City of El Mirage  
Dave Trimble, Town of Fountain Hills

### **RMC Meeting Participants**

Andrew Ching, City of Tempe **(Chair)**  
Mario Paniagua, City of Phoenix **(Vice Chair)**  
Ryan Peters, City of Chandler  
Chris Brady, City of Mesa

The chair called the meeting to order at 11:01 a.m.

Chair Paniagua said all right. Good morning, everybody. We'll call this meeting to order. Welcome to the October meeting of the -- this is the Joint meeting of the Transit Management and Rail Management Committees. Pat, will you please call the roll.



Ms. Dillon said yes. Good morning, everyone.

Roll call by Pat Dillon.

Ms. Dillon said City of Avondale, Cherlene Penilla?  
Ms. Dillon said City of Buckeye, Dan Cotterman or James Shano?  
Ms. Dillon said City of Chandler, Ryan Peters? Here.  
Ms. Dillon said City of El Mirage, Autumn Grooms?  
Ms. Dillon said Town of Fountain Hills, Dave Trimble?  
Ms. Dillon said Town of Gilbert, Mary Goodman? Here.  
Ms. Dillon said City of Glendale, Kevin Phelps? Here.  
Ms. Dillon said City of Goodyear, Wynette Reed? Here.  
Ms. Dillon said Maricopa County, Elijah Lavon? Shawn Pierce for Elisha.  
Ms. Dillon said City of Mesa, Chris Brady? Here.  
Ms. Dillon said City of Peoria, Eric Strunk? Here.  
Ms. Dillon said City of Phoenix, Maria Paniagua? Here.  
Ms. Dillon said Town of Queen Creek, Bruce Gardner? Here.  
Ms. Dillon said City of Scottsdale, Mark Melnychenko? Here.  
Ms. Dillon said City of Surprise, Tracy Montgomery? Here.  
Ms. Dillon said City of Tempe, Andrew Ching? Present.

Ms. Dillon said Chair, we're ready to proceed.

Chair Paniagua said thank you very much. So for those who are virtual, make sure to please mute your computer microphone or phone unless you are speaking. And if you'd like to ask a question or make a comment during the meeting, you can type your comment in the box or just speak up and get my attention and we'll -- we'll call on you.

#### 1. Public Comment

Chair Paniagua said the public will be provided with an opportunity to address the Committees on non-agenda items and all action agenda items. Up to three minutes will be provided per speaker. A total of 15 minutes for all speakers will be provided. Do we have any cards to speak?

Ms. Dillon said yes, Mr. Crowley.

Mr. Crowley said you didn't have to remind me. Being as this is a joint meeting; I find it fascinating that it's the management committee and how many of you are the managers? Oh, that's on the other side of the coin over at MAG. And knowing that transit and to somewhat also rail are the second step down I wonder why Shawn, I'm glad that you're a part of the meeting today but one of the things on the agenda that I





don't see is that being that they shot down at the legislature the plan and the Governor vetoing it but he also then put out words of this is the reasons I'm against certain parts of the transit. Do I see that you're trying to put together a document to give to the power, you know, the managers over there at MAG so they can give it to their electeds and our electeds and show that we're trying to put together a correct plan.

When I look at that one that they did submit and it says in it that MAG is the one that's going to decide on the location of park and ride lots and such, are they also going to be financing it with our monies or is that another part of the equation.

I have a problem that your logo has Valley Metro Rail, Valley Metro and then it has -- it has this meeting as Transit Management, Rail Management. Well, why doesn't your logo reflect that? Or is it because of the way that it's done and abused. I'll be more extensive on this one in your just the transit meeting. You're going to be doing transit changes, route changes and that and there's, in fact, one in there that says new route.

But I've got my little tattered document here with -- from '06 that says that -- and when I dealt with the executive, her people said that hey, there were only two supergrid taken out. I don't see Litchfield Road in there and it says in this document for 2003, Litchfield Road, lower Buckeye, Goodyear airport to 128th Avenue and ARH Johnson Boulevard.

Now, I know that you haven't filled in parts of it such as Bell Road is supposed to from 2014 to have gone to the 303 but the document it don't lie. Why aren't you doing your job?

Chair Paniagua said thank you, Mr. Crowley.

## 2. Chief Executive Officer's Report

Ms. Mefford-Miller said thank you, Chair Paniagua. Good morning, managers and city staff. Thank you for joining us those of you in the room and those who are able to join us virtually. Good morning. I have a few items I'd like to provide you updates on. Next slide, please.

As you know, we are continuing to work through our workforce shortage here at Valley Metro. We are working with our own Human Resources team, our management team and all of our contractors to ensure that we were to be able to fulfill the service requirements and our commitments to our member cities and most importantly, to our customers. We hosted a series of job fairs in the month of July and also, again, this month. We had a job fair last week in Mesa on October 5th and we had about 40 candidates who joined us and are moving through our pre-employment pipeline at this time. Today, we're working with the City of Glendale to host a job fair there.



The job fair includes not only Valley Metro direct employee roles but we're also working with our contractors to try and recruit team members. Some of the roles we're most focused on include, of course, operators which is our most important role at Valley Metro. We're also seeking skilled labor particularly on the traction, power and electrician side of our light rail maintenance of way support. Also, we're looking for cleaners and security guards. We'll continue to provide you updates on our workforce shortage.

Our September workforce shortage update is forthcoming. You'll receive that electronically. This is part of that monthly update that we are providing. I do want to give you a snapshot and a reminder of where we were at for the August monthly workforce shortage update. At that month, we missed about 6% of our East Valley scheduled bus service trips. We were missing about 4% of our West Valley service trips. We did field all of our scheduled light rail trips during that time. Thanks in large part to operators working overtime and management team members who are qualified and licensed operating vehicles in revenue services.

Last month, our Board approved a wage rate increase for Allied Universal security as well as DMS our cleaning contractor. We're working with DMS to create a remediation plan for their staff shortage. We're seeing a little bit of movement, but we've got a long way to go. I'm pleased to report that Allied Universal has increased the number of employees in their pipeline just in the last three weeks significantly. I look forward to providing a fuller update to the Board later this month when we know how many of those potential candidates are actually able to join us full-time on our contract.

Today, we're going to be talking about wage rates for our operators. We have been working very closely with member cities and deliberately are creating a cohesive approach for operator wage rates across each of our main operations and maintenance contracts including West Valley bus, East Valley bus and light rail and streetcar operations. Paratransit was already handled last month through part of a contract extension to Trans Dev and we're currently in a procurement process for our next paratransit operations and maintenance contract so that's why you're not seeing that today.

You received an email from Ms. Dillon, I think last week, about the upcoming American Public Transit Association mid-year Safety and Risk Management seminar. Valley Metro is honored to be host of this important seminar. It's of particular interest not just to transit agency staff but may also be of interest to city staff so I encourage you to forward that content back to your risk management, safety and security team members. We invite their participation. This is a great opportunity to interact not just with Valley Metro's team but with national leadership and our peer agencies across the U.S. so



please share that. Reach out if I can provide more information about that Safety and Security seminar. Okay.

And finally, looking ahead. October is a full month for us. Our AFS meeting is scheduled in this room tomorrow and then our Board meetings are scheduled for October 27th. We're going to have a rather full agenda and I encourage in-person attendance at that meeting. We haven't sent out the packet and the agenda yet though we do plan to have an executive session at the top of the meeting. We have personnel items to discuss for both discussion and action. We'll provide greater background on the wage rate information that we'll ask the Board to consider in those meetings. I'm happy to provide more information, again, as we get a little bit closer. We're working through some of those details now.

For the month of November, I want to note that our November boards of directors' meetings are going to actually be held on December 1st. So we've pushed that back just a little bit to accommodate holiday schedules. We do not have a board cycle in the month of December. That would put us at having a board meeting right there before the holidays, so we'll come back together in January then.

Thank you. That concludes my report, Mr. Chair.

Chair Paniagua said thank you. Any questions for Jessica? Okay. Hearing none.

### 3. Consent Agenda

Chair Paniagua said presented to you for action today. Are there any questions or items that need to be pulled for separate discussion on the Consent Agenda? Okay.

Do I have a motion to approve the Consent Agenda?

Motion by Mr. Peters, second by Mr. Ching.

All in favor, please say aye. Okay. Motion approved.

**IT WAS MOVED BY RYAN PETERS, SECONDED BY ANDREW CHING AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA.**

### 4. Insurance Coverage Renewal: Commercial Property and Liability and Workers Compensation and Employer's Liability

Chair Paniagua said Ms. Mefford-Miller.



Ms. Mefford-Miller said yes. Mr. Chair, members of the Committee. I'd like to ask Mr. Michael Wawro, our interim General Counsel to present this item.

Mr. Wawro said so thank you. Chair and members of the Committee. So we are -- because of the schedule change of the meeting to December 1st where we'd normally discuss our insurance renewal coverage in November we are going to be doing that in October instead. So it's not going to change the process but it is going to change the scheduling a bit. It's going to be a little more compressed schedule than we usually have.

So I'm in close contact with our broker and they feel confident in being able to present the Board with solid estimates. We usually go for an action of a not to exceed amount for insurance coverage. They should have that for us by October 25th and with the meeting happening on the 27th that gives us a pretty, tight time frame to work with. I've notified your risk managers of what the schedule looks like and -- so that they've already received that information.

What we're planning to do is get the information and provide the same sort of recommendations that we do annually to your risk managers on the 25th and then we'll also have those packeted for the Board meeting on the 27th. So the hope is that we have the information going both up your chain of command and down so that anything can be addressed on that Wednesday that needs to be discussed. And then that will go to a vote on the 27th.

If you have any questions about the process, I'd be happy to answer those.

Chair Paniagua said Okay. Any members of the Committee have any questions on this item? Okay. And then my understanding is this is for discussion only today. Okay.

5. Travel, Expenditures and Solicitations

Chair Paniagua said this item is presented for information only. Travel expenditures and solicitations. Any questions on this one?

6. Report on Current Events and Suggested Future Agenda Items

Paniagua said anything from the Committee on this item?

7. Next Meeting

The next meeting of the TMC/RMC is scheduled for Wednesday, November 2, 2022, at 11:00 a.m.



The meeting is adjourned.

With no further discussion the meeting adjourned at 11:16 a.m.



# Information Summary

**DATE**

October 26, 2022

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

Authorization to issue a competitive solicitation for a Classification and Total Compensation Study

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to issue a competitive solicitation for a Classification and Total Compensation Study for Valley Metro staff.

**RECOMMENDATION**

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to issue a request for proposals (RFP) to conduct a Classification and Total Compensation Study for Valley Metro staff.

**BACKGROUND | DISCUSSION | CONSIDERATION**

In June 2022, the Boards of Directors approved the fiscal year 2023 budget which included a comprehensive classification and compensation study. Valley Metro last conducted an agency-wide classification and total compensation study in 2006.

The Classification and Total Compensation Study will evaluate Valley Metro's existing job classification, compensation, and benefits programs to ensure and maintain a competitive and equitable classification and total compensation system for all positions when considered in relation to each other (internally) and when compared to the external labor market where Valley Metro competes for talent. In addition, the study is to provide viable options and strategies that would enhance Valley Metro's ability to attract and retain a highly qualified, diverse, and motivated workforce over the next five to ten years.

The overall goals of a classification and compensation study include:

- ensuring market/internal structure alignment
- updating and simplifying classification structure(s)
- identifying paths for career progression
- addressing recruitment and retention needs
- reviewing and update job classifications for budgeted positions
- assessing employee benefits programs
- updating compensation philosophy



The results of this study will be used as a decision-making tool to update our current classification, compensation, and benefits structure.

Pending Board authorization in November 2022, staff projects that the solicitation and award process will be completed by March 2023 and the studies results will be available to inform the FY 2025 budget process.

### **COST AND BUDGET**

The estimated cost for this study is \$332,000 which will be completed in FY23. This study is fully funded within the RPTA FY23 Operating and Capital Budget and was included as part of the Board approved Valley Metro Recommendations. Sources of funds include public transportation funds (PTF), federal, and local funding.

### **COMMITTEE PROCESS**

RTAG: October 18, 2022, for information

TMC/RMC: November 2, 2022, for information or action

Boards of Directors: December 1, 2022, for action

### **CONTACT**

Penny Lynch

Director of Human Resources

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### **ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

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

Authorization to Continue the Purchase of Payroll Services for FY2023 – FY2024

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to continue procuring payroll services to maintain Valley Metro's operations.

**RECOMMENDATION**

Staff recommends that the TMC/RMC forward to the Board of Directors authorization for the CEO to continue procuring necessary payroll services through December of 2023. The period of authorization will cover FY2023 and FY2024 in an amount not to exceed \$275,000, plus a 10% contingency of \$27,500, for a total not-to-exceed authorization of \$302,500.

**BACKGROUND | DISCUSSION | CONSIDERATION**

Valley Metro had planned on converting to the Oracle ERP system payroll module to process payroll starting in December of 2022. During the payroll implementation two of three payroll staff, including the payroll manager, left the organization. As a result of their departures, there were insufficient staff resources available to complete the implementation. The payroll implementation was paused and is anticipated to be completed in January of 2024.

As a result, Valley Metro will continue to use ADP, a third-party payroll service provider, to provide payroll processing service until the Oracle ERP payroll module is implemented. ADP payroll processing services include issuing direct deposits and paychecks, issuance of annual W-2s, biometric scanners and timeclocks at the Valley Metro Operations and Maintenance Center and Customer Service center, and the licensing for employees use of the ADP platform.

The costs for payroll servicing during FY22 totaled \$177,481. As payroll costs are variable based on the number of agency employees during a given pay period the estimate for FY2023 was adjusted to reflect the agency's current higher levels of vacancy. FY2024 costs are more than half of FY2023 budgeted costs as they include \$5,000 for the issuance of calendar year 2023 W-2s.





	FY 2021 Actuals	FY 2022 Actuals	FY 2023 Budget	FY 2024 Proposed
ADP Costs	\$167,966	\$177,481	\$180,000	\$95,000
Contingency	N/A	N/A	\$18,000	\$9,500
<b>Total</b>	<b>\$167,966</b>	<b>\$177,481</b>	<b>\$198,000</b>	<b>\$104,500</b>

### **COST AND BUDGET**

The funding for the continued use of ADP is included in the RPTA and VMR FY 2023 Operating and Capital Budgets. The total requested authorization is not to exceed \$302,500.

### **COMMITTEE PROCESS**

RTAG: October 18, 2022 for information

TMC/RMC: November 2, 2022 for action

AFS: November 3, 2022 for action

Board of Directors: December 1, 2022 for action

### **CONTACT**

Jim Hillyard

Interim Chief Financial Officer

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### **ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 3D****SUBJECT**

B2G Software Subscription and Maintenance Agreement Renewal

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to renew an Agreement with the City of Phoenix to share a Service Agreement with B2Gnow that allows Valley Metro to monitor and maintain business diversity compliance of the Valley Metro executed contracts.

**RECOMMENDATION**

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to continue using this necessary software subscription and maintenance agreement. The period of authorization will cover FY 2022 – FY 2025 in an amount not to exceed \$23,258.

**BACKGROUND | DISCUSSION | CONSIDERATION**

This is a term renewal of an existing IGA between the City of Phoenix and Valley Metro that requires Board approval.

**COST AND BUDGET**

The funds for the software licensing and support outlined in this memo are already included in the RPTA and VMR FY 2022-23 Operating and Capital Budget requests and are included in the accompanying five-year budget projections (FY 2023 – FY 2027).

**COMMITTEE ACTION**

RTAG: October 18, 2022 for information

TMC/RMC: November 2, 2022 for action

Board of Directors: December 1, 2022 for action

**CONTACT**

Jim Hillyard

Interim Chief Financial Officer

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

**ATTACHMENT**

None



# Information Summary

**DATE**

October 28, 2022

**AGENDA ITEM 3E****SUBJECT**

Authorization to Issue a Strategic Planning Request for Proposals

**PURPOSE**

Valley Metro and its member communities require a map forward that will help prioritize the policy, service, infrastructure, personnel and financial needs for the regional public transportation system for the 5-year period from FY2024 - FY2028. Valley Metro's most recent strategic plan was developed for FY2016 - FY2020 in 2015.

**RECOMMENDATION**

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the Chief Executive Officer (CEO) to issue a request for proposals (RFP) for strategic plan development.

**BACKGROUND | DISCUSSION | CONSIDERATION**

The qualified firm or team will have extensive experience in developing strategic plans for large public entities like Valley Metro, preferably in the public transit space. The selected firm will be responsible for providing facilitation and strategic planning services that will assist in guiding Valley Metro for the next five years. Potential strategic plan themes, from which goals, strategies and tactics will be developed could include:

1. Rider Experience
2. Mobility
3. Sustainability
4. People & Innovation
5. Regional Collaboration

This work would be guided by a Strategic Planning Team, composed of Valley Metro leadership, Board Members, and key partners. Key deliverables of this work will include:

- Development of a plan framework and themes that reflect Valley Metro's mission of "Connecting Communities and Enhancing Lives"
- Engagement of Board Members, key partners, and member communities to evaluate Valley Metro's recent success in accomplishing its mission, and to assist in the development of future goals and strategies



- Development of an assessment of Valley Metro's organizational capacity to achieve the goals, including recommendations for adjustments to organizational structure, and identification of leadership and employee development needs
- Development of a timetable for implementation, inclusive of specific deliverables, benchmarks, and tasks to be accomplished to achieve goals
- Establish a framework and process for Valley Metro leadership to effectively implement the strategic plan, including monitoring and communicating progress toward goals
- Facilitation of meetings, preparation of plan documents

Existing documents and ongoing initiatives that will support the strategic plan development facilitated by this solicitation include member community strategic plans; local and regional transportation plans; market research activities including staff, rider, stakeholder, and public surveys; and a regional travel demand survey. Upcoming initiatives that would support plan execution will include development of a comprehensive operational analysis of the Valley Metro bus, paratransit, and Ride Choice systems and a Diversity, Equity, and Inclusion plan.

Pending Board authorization in December 2022, staff projects that the solicitation and award process will be completed by February 2023 and the plan product will be complete in the first quarter of FY24.

### **COST AND BUDGET**

Staff is currently developing a scope of work for this effort. Estimated cost and sources of funds will be provided to the Boards of Directors in advance of the December 1, 2022 meetings.

### **COMMITTEE PROCESS**

TMC/RMC: November 2, 2022, for action

Boards of Directors: December 1, 2022, for action

### **CONTACT**

Jessica Mefford-Miller

Chief Executive Officer

602-322-4477

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### **ATTACHMENT**

None



# Information Summary

**DATE**

October 28, 2022

**AGENDA ITEM 4****SUBJECT**

Federal Government Relations Consulting Services Contract Award

**PURPOSE**

Request authorization for the Chief Executive Officer (CEO) to execute a contract with Cardinal Infrastructure to provide Federal Government Relations Consulting Services to Valley Metro for two years, with three one-year options. The total contract value will not exceed \$1,191,370 for the base and option years which includes a 10% contingency.

**RECOMMENDATION**

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute a contract with Cardinal Infrastructure, to provide Federal Government Relations Consulting Services to Valley Metro for two years, with three one-year options. The total contract value will not exceed \$1,191,370, for the base and option years which includes a 10% contingency.

**BACKGROUND | DISCUSSION | CONSIDERATION**

In June 2022, the Boards of Directors authorized the CEO to issue a request for proposals (RFP) to retain federal legislative consultant services for a two-year base period with three one-year options for a total of five years. Valley Metro's current federal legislative consulting contract will expire on December 31, 2022.

As illustrated during the last two years, the federal role in transit system operations has taken on greater importance. We anticipate Valley Metro needing sustained federal engagement on an ongoing basis. And with the reductions in farebox revenue, it is critical that federal funding opportunities continue and offer maximum flexibility while we work to recover ridership across the region – at the same time the region considers options for extending Prop 400.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act), authorized \$1.2 trillion for transportation and infrastructure spending with \$550 billion going toward "new" investments and programs. This includes select funding provisions important to region, including not limited to grant funding for Bus and Bus Facilities, Low or No Emission Vehicles (electric buses & infrastructure), fleet transition planning and innovative mobility solutions demonstration and deployments such as autonomous vehicles projects. Our ability to continue obtaining federal funding for projects in development will be determined in large part by taking part in the deliberations and negotiations in Congress, keeping the region informed of grants and pending legislation,



coordinating multi-agency lobbying efforts and providing strategies to secure discretionary funding.

In September 2022, Valley Metro issued a Request for Proposals for this contract. Proposals were evaluated based on 1) Qualifications & Experience of the Firm and Key Personnel; 2) Understanding/Approach to the Scope of Services; 3) Overall Evaluation of the Proposal; and 4) Price Proposal.

Proposals were received by October 14, 2022. Three proposals were received and determined to be responsive from the following firms:

- Cardinal Infrastructure
- McKeon Group
- Squire Patton Boggs

The selection committee was comprised of three (3) Valley Metro staff and a staff member from the cities of Mesa, Phoenix, and Tempe. Committee members were chosen based on their expertise in government relations. At the conclusion of the evaluation process, the selection committee prepared its final scoring and ranking results as reflected below.

Federal Government Relations Consulting Service	Ranking
Cardinal Infrastructure	1 <sup>st</sup>
McKeon Group	3 <sup>rd</sup>
Squire Patton Boggs	2 <sup>nd</sup>

The consensus of the selection committee determined that Cardinal Infrastructure as the most qualified, highest ranked and recommended firm to perform Federal Government Relations Consulting Services for Valley Metro.

## **COST AND BUDGET**

The total contract will not exceed \$1,191,370 over the five-year period. Funds are accounted for annually in each agency's operating budget, evenly distributed between both agencies.

Estimated costs for the Federal Government Relations Consulting contract were included in the Board approved FY23 Valley Metro Operating and Capital Budget. Costs for future years will be included in future year budgets and within the Five-Year Operating Forecast and Capital Program.

**COMMITTEE ACTION**

RTAG: October 18, 2022 for information

TMC/RMC: November 2, 2022 for action

Boards of Directors: December 1, 2022 for action

**CONTACT**

Alexis Tameron Kinsey

Director, Government Relations

602-322-4450

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

**ATTACHMENT**

None



# Information Summary

**DATE**

October 28, 2022

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

State Government Relations Consulting Services Contract Award

**PURPOSE**

Request authorization for the Chief Executive Officer (CEO) to execute a contract with Highground/Kruse Group Joint Venture to provide State Government Relations Consulting Services to Valley Metro for two years, with three one-year options. The total contract value will not exceed \$516,000 for the base and option years which includes a 10% contingency.

**RECOMMENDATION**

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute a contract with Highground/Kruse Group Joint Venture to provide State Government Relations Consulting Services to Valley Metro for two years, with three one-year options. The total contract value will not exceed \$516,000 for the base and option years which includes a 10% contingency.

**BACKGROUND | DISCUSSION | CONSIDERATION**

In June 2022, the Boards of Directors authorized the CEO to issue a request for proposals (RFP) to retain state legislative consultant services for a two-year base period with three one-year options for a total of five years. Valley Metro's current contract for state legislative consulting services will expire on December 31, 2022.

Valley Metro continues to have a need for government relations consulting support to successfully address activities at the state level including exploring options for extending Prop 400. Consulting services may include but are not limited to:

- Governmental Relations – The primary duty of the state legislative consultant will be to monitor, track, and lobby public transit issues at the state legislature, the Governor's office, and/or associated state agencies.
- Strategic Planning – Assist with strategic planning by identifying challenging or potentially challenging issues, proactively advising Valley Metro on issues which may impact public transit policies or programs or other emerging long-range issues and providing practical plans/initiatives to respond.





In September 2022, Valley Metro issued a Request for Proposals for this contract. Proposals were evaluated based on 1) Qualifications & Experience of the Firm and Key Personnel; 2) Understanding/Approach to the Scope of Services; 3) Overall Evaluation of the Proposal; and 4) Price Proposal.

Proposals were received by October 14, 2022. Two proposals were received and determined to be responsive from the following firms:

- Highground/Kruse Group Joint Venture
- Kutak Rock, LLP

The selection committee was comprised of three (3) Valley Metro staff and a staff member from the cities of Glendale, Mesa and Phoenix. Committee members were chosen based on their expertise in government relations. At the conclusion of the evaluation process, the selection committee prepared its final scoring and ranking results as reflected below:

State Government Relations Consulting Service	Ranking
Highground/Kruse Group	1 <sup>st</sup>
Kutak Rock, LLP	2 <sup>nd</sup>

The consensus of the selection committee determined that Highground/Kruse Group as the most qualified and highest ranked firm to perform State Government Relations Consulting services.

### **COST AND BUDGET**

The total contract will not exceed \$516,000 over the five-year period. Funds are accounted for annually in each agency's operating budget, evenly distributed between both agencies.

Estimated costs for the State Government Relations Consulting contract were included in the Board approved FY23 Valley Metro Operating and Capital Budget. Costs for future years will be included in future year budgets and within the Five-Year Operating Forecast and Capital Program.

### **COMMITTEE ACTION**

RTAG: October 18, 2022 for information

TMC/RMC: November 2, 2022 for action

Boards of Directors: December 1, 2022 for action



Alexis Tameron Kinsey  
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**ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

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

Fare Collection System Modernization (FCSM) Project Update

**PURPOSE**

To present an update on the Fare Collection System Modernization (FCSM) project.

**RECOMMENDATION**

This item is for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

The Valley Metro region has been working on a multi-phase Fare Collection System Modernization (FCSM) project since 2015. At that time, Phoenix and Valley Metro retained the services of a fare collection consultant to aid the region in assessing options, writing detailed specifications, and guiding us through the procurement and contract processes. In July of 2020, we brought on board Vix Technology, and a variety of sub-consultant resources, to implement the new system.

The main elements of the modernization project include implementing a cloud-hosted mobile ticketing application and reloadable smartcard program to include a required Reduced Fare ID and registration process, a robust retail network for the smartcard program, and a call center for customer service for the new technology features.

This presentation highlights the following:

**Project Goals:**

- Improved fare payment options for customers
- Improved data collection and ridership/revenue reconciliation
- Increased control over media distribution and reduced fare use
- Explore longer term alternatives with phased implementation

**Key Project Milestones:**

- July 2021: Expedited mobile app launch featuring real-time bus/train tracking
- Dec. 2022: Public pilot for testing mobile fare and validators
- Early 2023: Mobile fare launch (or Phase 1 of the FCSM project)
- Dec. 2023/early 2024: Reloadable smartcard launch (Phase II)

**Phasing of Feature Releases – Phase 1 – Mobile Fare**

- 1-Ride and 1-Day passes (full and reduced) available in existing Valley Metro app



- Activate mobile passes on new bus and rail fare validators
- Customer service support from new Vix call center

#### Phasing of Feature Releases – Phase II – Reloadable Fare Cards

- Reduced fare ID outreach and applications
- Finalize start-up of new retail network for fare card purchases and reloads
- Environmental testing of Fare Vending Machines (FVMs)
- Fare policy updates for stored value and fare capping (Day, Month, possibly 7-Day)
- Reloadable fare card available to all transit users; purchase and load fare online, FVMs or at the retail network
- New fareboxes

#### **COMMITTEE ACTION**

RTAG: October 18, 2022 for information

TMC/RMC: November 2, 2022 for information

Boards of Directors: November 17, 2022 for information

#### **CONTACT**

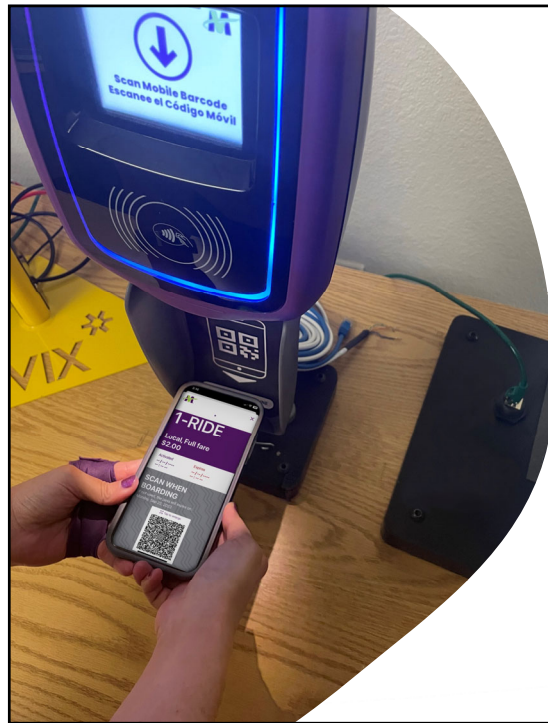
Tyler Olson

Budget and Operations Financial Controls Manager

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

#### **ATTACHMENT**

None



# Fare Collection System Modernization (FCSM) Project

TMC/RMC  
November 2, 2022



1

## Current Fare Collection System

- Project began in 2005
- Proprietary equipment and software
- Difficult to add features & make changes
- System has exceeded its useful life



2

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## Fare Collection System Modernization









- Regional Approach
- Project Goals
  - Improved Fare Payment Options
  - Improved Data Collection and Ridership/Revenue Reconciliation
  - Increased Control Over Media Distribution and Reduced Fare Programs
  - Explore Longer Term Alternatives with Phased Implementation

3



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## Regional Procurements

Contract	Scope	Vendor	Procuring Agency
<b>Fare Collection System</b>	New fare vending machines and fare readers, mobile app, software web, stored value		
<b>Customer Service</b>	Compliment existing service, support FCSM		
<b>Retail Network</b>	Replace existing media supplier		
<b>Farebox Replacement</b>	Replace existing fareboxes on regional fleet		

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## Investment & Funding (millions)

Contract	Capital	Funding	Operating	Funding	Operating Contract Years
<b>Fare Collection System</b>	\$33.2	80% FTA 20% Prop 400	\$28.0	Prop 400 Local	Base: 9 Options: 3, 3
<b>Customer Service</b>	\$1.9	Prop 400	\$20.1	Prop 400	Base: 5 Options: 3, 2
<b>Retail Network</b>	--	--	\$9.3	Prop400	Base: 5 Options: 3, 2
<b>Farebox Replacement</b>	\$15.5	80% FTA 20% Prop 400	\$45.3	Prop 400 Local	Base: 11 Options: N/A
<b>Total</b>	<b>\$50.6</b>		<b>\$102.7</b>		

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## Key Project Milestones

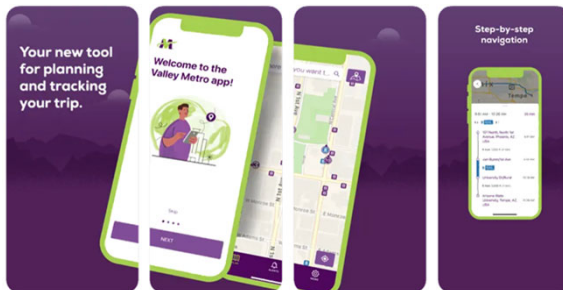
- July 2021: Expedited mobile app
- Early 2023: Mobile fare launch (Phase I)
- Dec 2023/Early 2024: Reloadable fare card launch (Phase II)

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# Valley Metro App

Platform	Rating	Reviews	Downloads (as of 9/30/22)
Android	4.3 ☆	659	73,097
iPhone	4.5 ☆	535	66,480
	4.4 ☆ avg.	1,120	139,577



July 2021 - Expedited Mobile App  
Trip planning, real-time vehicle location, rider alerts

Early 2023 – Phase I Launch  
Mobile fare

December 2023 – Phase II Launch  
Stored value. Reloadable fare cards.



7

## Phase 1 – Early 2023

- Mobile fare
  - 1-Ride or 1-Day Pass
  - Full & reduced fare
- Purchase with debit/credit card or Google/Apple Pay
- Additional customer service support for fare

*Note: all current fare options will be available during Phase 1*



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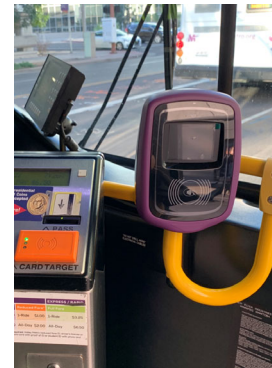
## Phase 1 – New Hardware

- New fare readers at light rail stations and on all buses
- Streetcar fare readers installed after free fare period

Rail Fare Reader



Bus Fare Reader

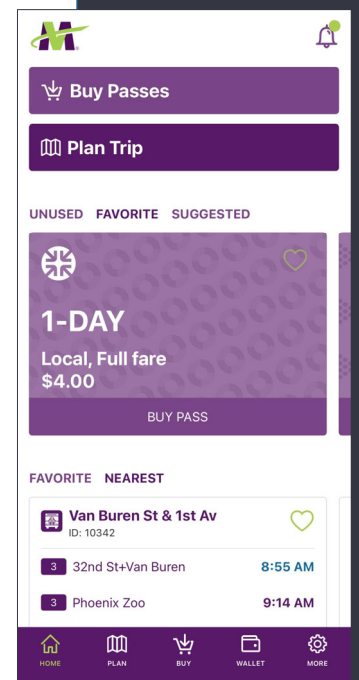


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## Phase 1 – Status

- Installation of hardware in process
- Testing underway
- Pilot testing (public) in late 2022
  - Mobile fare purchases
  - Pass activation with new fare readers



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## Phase 2 – Late 2023/Early 2024

- Reloadable fare cards
- Enhanced retail network
- Mobile app and web-based fare purchases
- Account-based system
- Innovative fares (“fare capping”)



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## Phase 2 – New Hardware

- Fare Vending Machines (FVMs)
  - Stations will have at least two FVMs
  - Higher volume stations or those with Park and Rides will have more than two
- New Fareboxes
  - Simplified, cash only



12

12

# Questions?

More information at [valleymetro.org/faretechnology](https://valleymetro.org/faretechnology)

13





# Information Summary

**DATE**

October 26, 2022

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

Quarterly Reports

**PURPOSE**

To provide an informational update of activities at Valley Metro.

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

Quarterly Reports are provided as an informational update of Valley Metro activities

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

**COMMITTEE PROCESS**

TMC/RMC: November 2, 2022 for information

Boards of Directors: December 1, 2022 for information

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# Fiscal Year 2023 1st Quarter Reports

November 2022



1

## Contracts Report



2



### Quarterly Contract Authority Monitoring Report – October 25, 2022

#### **LIKELY TO PREMATURELY EXHAUST ITS CONTRACT AUTHORITY**

**17011-SCEDES – South Central Design Services – identified October 2022 with a target board action date of January 2023:**

Cause	Actions to Mitigate	Increase to Contract Authority	Actions and Implemented Date
Not Yet Identified – Procurement notified of potential change order	Will update once cause has been identified	UNKNOWN	UNKNOWN

**17013-SCECMAR – South Central Construction Manager at Risk – identified October 2022 with a target board action date of January 2023:**

Cause	Actions to Mitigate	Increase to Contract Authority	Actions and Implemented Date
Not Yet Identified – Procurement notified of potential change order	Will update once cause has been identified	UNKNOWN	UNKNOWN

3

### Quarterly Contract Authority Monitoring Report

**17019-NWE2CMAR – Northwest Phase II Construction Manager at Risk – identified October 2022 with a target board action date of January 2023:**

Cause	Actions to Mitigate	Increase to Contract Authority	Actions and Implemented Date
Not Yet Identified – Procurement notified of potential change order	Will update once cause has been identified	UNKNOWN	UNKNOWN

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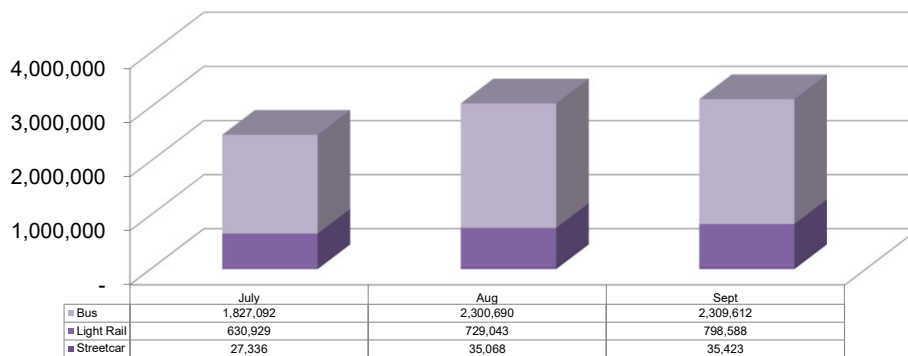
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# Operations



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## Regional Ridership



	FY22 Q4	FY22 Q1	FY23 Q1
Bus	6,137,993	4,964,844	6,437,394
Light Rail	2,146,477	1,880,241	2,158,560
Streetcar	60,093	--	97,827
<b>Total</b>	<b>8,344,563</b>	<b>6,845,085</b>	<b>8,693,781</b>

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## Fixed Route Bus – East Valley



Performance Indicator	Target	FY22 Q4	FY22 Q1	FY23 Q1
On-Time Performance	≥ 92%*	85%	85%	86%
Complaints Per 100,000 Boardings	≤ 45	65	93	48
Mechanical Failures Per 100,000 Revenue Miles	≤ 12	12	7	25
Revenue Service Completed	≥ 99.85%	92.69%	99.88%	95.68%
Preventable Accidents per 100,000 Miles	≤ 0.90	1.32	0.57	1.43
Ridership	--	1,636,009	1,210,810	1,986,964

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

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## Fixed Route Bus – West Valley



Performance Indicator	Target	FY22 Q4	FY22 Q1	FY23 Q1
On-Time Performance	≥ 92%*	84%	86%	86%
Valid Complaints Per 1,000 Boardings	≤ 0.25	0.85	0.40	1.17
Mechanical Failures Per 10,000 Revenue Miles	≤ 1.2	1.4	0.4	1.2
Revenue Service Completed	≥ 99.85%	97.03%	99.85%	95.48%
Preventable Accidents per 100,000 Miles	≤ 1.50	0.58	0.58	0.00
Ridership	--	44,630	37,121	41,754

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

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## Light Rail



Performance Indicator	Target	FY22 Q4	FY22 Q1	FY23 Q1
On-Time Performance – Light Rail	≥ 95%	58%	84%	71%
On-Time Performance – Streetcar	≥ 95%	99%	--	99%
Complaints Per 100,000 Boardings	≤ 3.0	2.3	1.0	3.0
Preventative Maintenance Inspections - % On-Time (LRV)	≥ 80%	97%	100%	93%
Preventative Maintenance Inspections - % On-Time (Systems)	≥ 80%	95%	97%	100%
Preventable Accidents per 100,000 Miles	≤ 0.90	0.30	0.00	0.40
# of Employee Injuries - Lost Time (MOE & MOW)	0	1	1	1
Ridership – Light Rail	--	2,146,477	1,880,241	2,158,560
Ridership – Streetcar	--	60,093	--	97,827

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## Customer Service – Call Center



Performance Indicator	Target	FY22 Q4	FY22 Q1	FY23 Q1
Calls Received	--	173,881	182,800	177,489
Complaints Processed	--	5,695	6,587	5,473
NextRide Inquiries Handled by Interactive Voice Response (IVR)	--	128,433	155,963	133,164
NextRide Inquiries Handled by Text Messaging	--	245,193	382,850	237,625
Average Talk Time	--	2:27	2:19	2:21
Average Speed of Answer	≤ 1.00	1:00	:40	:55

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## Customer Experience Coordinators (CEC)



Location	Cust. Cont.	Cust. Ast.	RTR Ed.	Fac. Ast.	Sec. Ast.	Ops. Ast.	Drinks Addr.	Animals Addr.	Platforms Visited	TVM Issues	Observations	
											Total Animals	Total Drinks
19 North	2,186	533	147	304	8	13	140	16	194	33	17	149
Central Phoenix	24,222	4,766	1,395	4,503	80	114	387	50	1,273	83	108	959
East/Mesa	5,324	827	299	907	34	36	176	19	413	43	34	249
East/Tempe	19,385	4,756	803	2,059	71	133	430	20	969	164	64	778
West Phoenix	5,085	1,271	409	910	29	37	244	27	447	111	37	304
<b>Grand Total</b>	<b>56,202</b>	<b>12,153</b>	<b>3,053</b>	<b>8,683</b>	<b>222</b>	<b>333</b>	<b>1,377</b>	<b>132</b>	<b>3,296</b>	<b>434</b>	<b>260</b>	<b>2,439</b>

### Locations:

Central Phoenix - Roosevelt to Airport

East/Mesa - Sycamore and East

East/Tempe - 50th Street to Price/Apache

West Phoenix - McDowell to Dunlap

### Definitions:

Cust. Cont. - Any verbal interaction with customer from CEC (ex: Hello, Good Morning, Thanks for riding, etc.)

Cust. Ast. - When a customer asks for assistance or has a question for the CEC

RTR Ed. - Education on "Respect the Ride"

Fac. Ast. - Pick-up trash on platforms and trains

Sec. Ast. - Assist Security with customer needs

Ops. Ast. - Assisting Operator/Operations

Drinks Addr. - Drinks that don't meet Valley Metro's policy addressed by CEC

Animals Addr. - Animals addressed by CEC on whether they are considered service animals

Platforms Visited - Number of platforms visited by CEC

TVM Issues - Observed TVM not working

Complaints - Customer files a complaint with CEC

Total Animals - Service or unknown service animals observed

Drinks - Doesn't meet Valley Metro's policy (Only spill proof cups)

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## Safety, Security & Quality Assurance



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# Safety

## Agency Safety Plan Metrics FY 2023 | July through September 2022

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

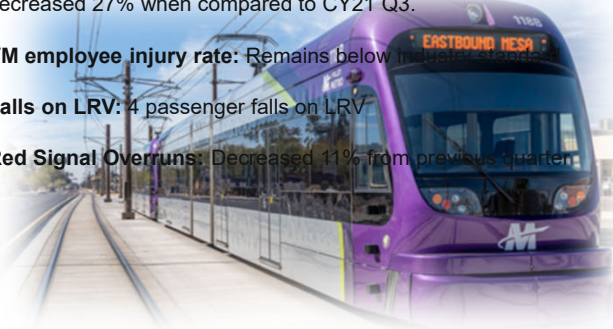


13

### Regulatory Compliance

#### (VMR) Rail Safety Performance Targets CY2022

- **Fatalities:** 1 fatal collision February 2022
- **Injuries:** 9 injuries YTD
- **Safety Events:** 26 rail collisions through September 2022.  
16% decrease when compared to CY21 Q1-Q3
- **System Reliability:** Light rail major mechanical failures  
decreased 27% when compared to CY21 Q3.
- **VM employee injury rate:** Remains below industry standard
- **Falls on LRV:** 4 passenger falls on LRV
- **Red Signal Overruns:** Decreased 11% from previous quarter



Public Transportation Safety Plan Performance Targets				
Category	Fatalities (total)	Injuries (total)	Safety Events (total)	System Reliability (Number of major mechanical failures)
Target	0	<16	<36	<147
Actual	1	9	26	178

Agency Elected Safety Performance Targets			
Category	Employee Injuries	Passenger Falls on Revenue Service Vehicles	Unauthorized Red Signal Overrun
Target	<6.70	<13	<14
Actual	1.00	8	22

14

14

## Regulatory Compliance

**(RPTA) Bus Safety Performance Targets FY23 Q1**

- **Fatalities:** Zero
- **Injuries:** 1 passenger was injured and transported away from the scene.
- **Safety Events:** 6 NTD reportable safety events occurred
- **Major Mechanical Failures:** 46,450 miles between major mechanical failures
- **VM Employee Injuries:** Zero
- **Passenger Falls on Revenue Service Vehicles:** 19 Passenger Falls
- **Operator Assaults:** 5 assaults since the beginning of Q1

Public Transportation Safety Plan Performance Targets				
Category	Fatalities (total)	Injuries (total)	Safety Events (total)	System Reliability (Number of miles between major mechanical failures)
Actual	0	1	6	46,450

Agency Elected Safety Performance Targets			
Category	Employee Injuries	Passenger Falls on Revenue Service Vehicles	Operator Assaults
Actual	0	19	5

15

15

# Security

Fiscal Year 2023 – 1st Quarter  
Metrics

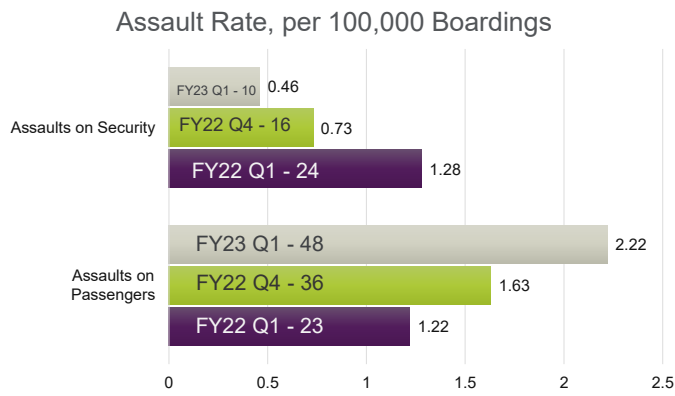
\*Streetcar will begin reporting with Quarter 1, Fiscal Year 2023.



16

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## Incidents – Rail (VMR)



### Incident Type by City

	City Jurisdiction			
	Phoenix	Tempe LRV	Tempe SCV	Mesa
Crimes Against Persons	33	7	0	7
Property Crime	12	1	0	2
Code of Conduct	711	55	3	89
Grand Total	756	63	3	98

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

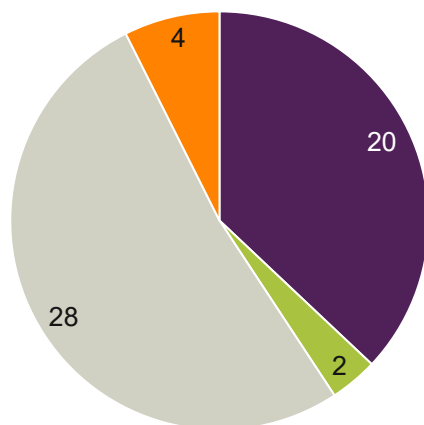
\*Streetcar will begin reporting with Quarter 1, Fiscal Year 2023.

17

17

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## Police Incidents – Bus (RPTA)



- Criminal Damage  
9% Decrease (22 last quarter)
- Assaults on Passengers  
No percentage change (2 last quarter)
- Disorderly Conduct  
22% Decrease (36 last quarter)
- Assaults on Operators  
No percentage change (4 last quarter)

18

18

# Finance



19

## Valley Metro RPTA Operating Results – Q1



### RPTA Budget vs. Actual Report

For the quarter ending September 30, 2022

\$ Millions

Operations Expenditures	1st Quarter			Year to Date		
	Budget	Actual	Variance (Unfav.)	Budget	Actual	Variance (Unfav.)
Fixed Route Bus	29.4	27.1	2.3	29.4	27.1	2.3
Paratransit	11.5	10.2	1.3	11.5	10.2	1.3
Vanpool	0.2	0.2	0.0	0.2	0.2	0.0
Regional Services	4.5	3.7	0.8	4.5	3.7	0.8
Planning	0.6	0.5	0.1	0.6	0.5	0.1
Administration	1.1	1.0	0.1	1.1	1.0	0.1
METRO Rail (Salary, Fringe, OH)	8.8	7.5	1.3	8.8	7.5	1.3
<b>Total Operations Expenditures</b>	<b>56.1</b>	<b>50.2</b>	<b>5.9</b>	<b>56.1</b>	<b>50.2</b>	<b>5.9</b>

20

20

# Valley Metro RPTA Capital Results – Q1



## RPTA Budget vs. Actual Report

For the quarter ending September 30, 2022

\$ Millions

Capital Expenditures	1st Quarter			Year to Date		
	Budget	Actual	Variance (Unfav.)	Budget	Actual	Variance (Unfav.)
Bus Purchases						
Valley Metro	9.6	2.8	6.8	9.6	2.8	6.8
Lead Agency	1.0	0.0	1.0	1.0	0.0	1.0
Paratransit Vehicles						
Lead Agency	1.8	0.0	1.8	1.8	0.0	1.8
Vanpool Vehicles	0.9	0.0	0.9	0.9	0.0	0.9
Other Capital	5.8	0.6	5.2	5.8	0.6	5.2
METRO Rail	28.2	8.4	19.8	28.2	8.4	19.8
Total Capital Expenditures	47.3	11.8	35.5	47.3	11.8	35.5

21

21

# Valley Metro Rail Operating Results – Q1



## VMR Budget vs. Actual Report

For the quarter ending September 30, 2022

\$ Millions

Operations Expenditures	1st Quarter			Year to Date		
	Budget	Actual	Variance (Unfav.)	Budget	Actual	Variance (Unfav.)
Light Rail Operations/Security	17.5	13.8	3.7	17.5	13.8	3.7
Streetcar Operations/Security	1.7	1.4	0.3	1.7	1.4	0.3
Future Project Development	3.8	1.6	2.2	3.8	1.6	2.2
Agency Operating	0.6	0.5	0.1	0.6	0.5	0.1
Total Operating Activities	23.6	17.3	6.3	23.6	17.3	6.3

22

22

# Valley Metro Rail Capital Results – Q1



## VMR Budget vs. Actual Report

For the quarter ending September 30, 2022

\$ Millions

Capital Expenditures	1st Quarter			Year to Date		
	Budget	Actual	Variance (Unfav.)	Budget	Actual	Variance (Unfav.)
Rail Projects						
Tempe Streetcar	2.2	2.7	(0.5)	2.2	2.7	(0.5)
Gilbert Rd	0.5	0.0	0.5	0.5	0.0	0.5
South Central	65.0	39.6	25.6	65.0	39.6	25.6
Northwest Phase II	30.8	27.1	3.7	30.8	27.1	3.7
OMC Expansion	0.1	0.1	0.0	0.1	0.1	0.0
System-wide Improvements	2.2	0.7	1.5	2.2	0.7	1.5
State of Good Repair	3.8	1.1	2.7	3.8	1.1	2.7
<b>Total Capital</b>	<b>104.6</b>	<b>71.3</b>	<b>33.3</b>	<b>104.6</b>	<b>71.3</b>	<b>33.3</b>

23

23

## Rail - Average Fare FY22 History / FY23 1st Quarter



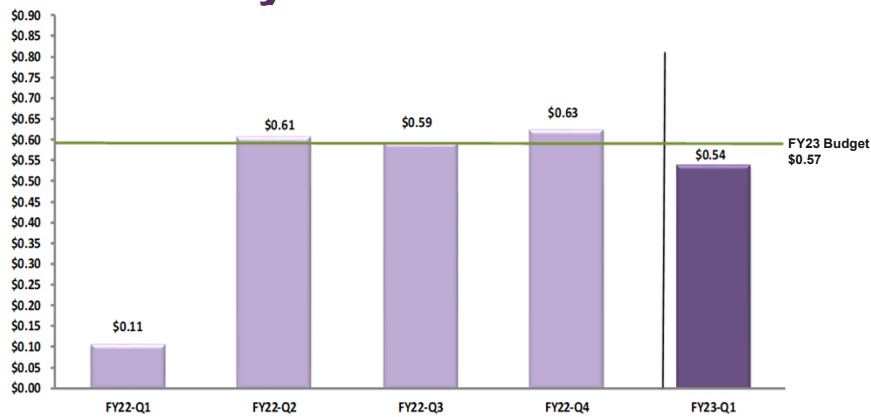
Q1		Q1	
Fare Revenue Budget	\$1,250,000	Fare Recovery Budget	7.1%
Fare Revenue Collected	\$1,466,692	Fare Recovery Actual	12.3%
Variance	\$216,692		

24

24



## Bus - Average Fare FY22 History / FY23 1st Quarter



Q1	
Fare Revenue Budget	\$965,250
Fare Revenue Collected	\$1,093,424
Variance	\$128,174

Q1	
Fare Recovery Budget	3.9%
Fare Recovery Actual	3.4%

25

25

## Capital and Service Development



26

## Transit Planning Projects



Name	Completion Date	Status
<b>Gilbert Transit Planning Study</b>	Fall 2022	<ul style="list-style-type: none"> <li>Final report approved by Town Council in August along with Transportation Master Plan Update.</li> <li>This project is complete.</li> </ul>
<b>Short Range Transit Program (S RTP) Update</b>	Summer 2022	<ul style="list-style-type: none"> <li>Received minor adjustments from cities on short-term requests.</li> <li>The S RTP document and service inventory are not Board-approved for last FY cycle; the working inventory will be carried forward into this FY for approval.</li> <li>Planning sub-regional meetings for December 2022 to initiate a new update cycle.</li> </ul>

27

27

## Transit Planning Projects



Name	Completion Date	Status
<b>West Valley Flex Transit Study</b>	Spring 2023	<ul style="list-style-type: none"> <li>Held monthly project meetings to update member cities on data collection and direction of study results.</li> <li>Drafted service recommendation and received comments from cities.</li> <li>Drafted survey, comment map and short video script for upcoming public outreach work.</li> </ul>
<b>Transit Mitigation Opportunities for the Broadway Curve Project</b>	2024	<ul style="list-style-type: none"> <li>Valley Metro will provide additional information for mitigation strategies as requested.</li> </ul>
<b>Origins and Destinations Study</b>	Fall 2023	<ul style="list-style-type: none"> <li>Drafted Scope of Work for RFP</li> <li>Issued RFP 8/26/22</li> <li>Held pre-proposal conference 9/8/22</li> <li>Provided clarification answers and materials for proposers</li> <li>Proposals due 10/4/22</li> </ul>

28

28

## Sustainability Projects



Name	Completion Date	Status
<b>Climate Action Plan</b>	Spring 2023	<ul style="list-style-type: none"> <li>Internal review complete and going to CEO in November.</li> </ul>
<b>Zero-Emission Fleet Transition Plan</b>	Summer 2023	<ul style="list-style-type: none"> <li>Contractor selected and onboarded.</li> <li>Project initiated in September 2023.</li> <li>Working on existing conditions assessment and electric vehicle service modeling.</li> </ul>



29

29

## Corridor and Facilities Planning



Name	Project Complete	Current Phase	Phase Complete	Status
<b>Capitol Extension</b>	2027/2028	Preliminary Engineering	Spring 2023	<ul style="list-style-type: none"> <li>Completed PE Deliverable #1 (15% design).</li> <li>Decided on Construction Manager at Risk for the project delivery method.</li> <li>Completed an Independent Cost Estimate based on PE Deliverable #1.</li> <li>Began PE Deliverable #2 (30% Design)</li> </ul>
<b>I-10 West Extension</b>	2030	Planning	Fall 2022	<ul style="list-style-type: none"> <li>Completed the FY22 Planning Activities Final Report.</li> <li>Drafted a Preliminary Engineering Basis of Design Memo.</li> <li>Continued discussions on next steps to bring project into preliminary engineering and environmental phases.</li> </ul>

30

30

## Corridor and Facilities Planning



Name	Project Complete	Current Phase	Phase Complete	Status
<b>West Phoenix High-capacity Transit Alternatives Analysis</b>	TBD	Alternatives Analysis	Fall 2023	<ul style="list-style-type: none"> <li>Received a federal Route Planning Restoration Program grant for \$514,045.</li> <li>Scope of work and cost estimate completed. Project awarded to AECOM through PSS On-Call. NTP is pending for October 2022</li> </ul>
<b>Rio East/Dobson Streetcar Extension</b>	TBD	Alternatives Analysis / Advanced Conceptual Engineering	Summer 2025	<ul style="list-style-type: none"> <li>Finalizing budget and Scope of Work to post solicitation through PSS On-Call.</li> <li>Project funding agreement and legal language is under review by Mesa, Tempe and VM.</li> </ul>

31

31

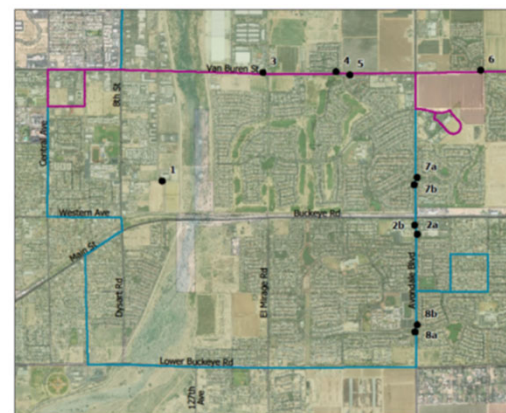
## Avondale Bus Stop Improvements



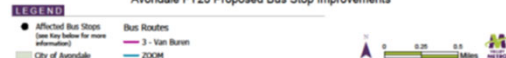
Project Complete	Current Phase	Phase Complete
Fall 2022	Design/Construction	December 2022

### Status

- Approximately half of the \$500,000 budget used.
- Highest priority stop (Riley/10th St) has been completed.
- Van Buren/Links Dr EB design is complete, and construction is expected to take place in November 2022.



Avondale FY20 Proposed Bus Stop Improvements



**Avondale**

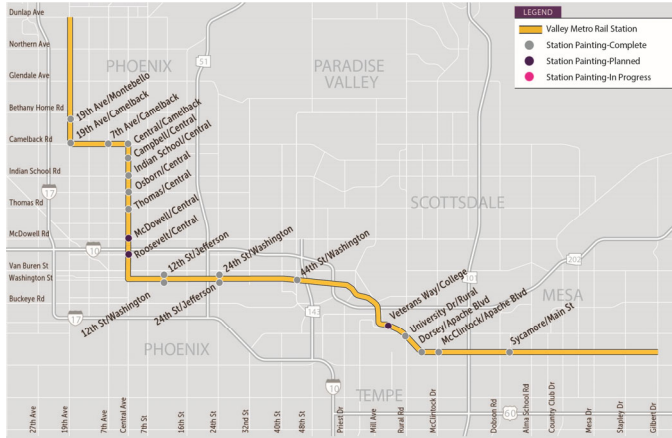
Aspiring. Achieving. Accelerating.

Data as of October 2022.

32

32

# Light Rail Station Painting



Project Complete	Current Phase	Phase Complete
Summer 2023	Construction	Summer 2023

## Status

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



Data as of October 2022.

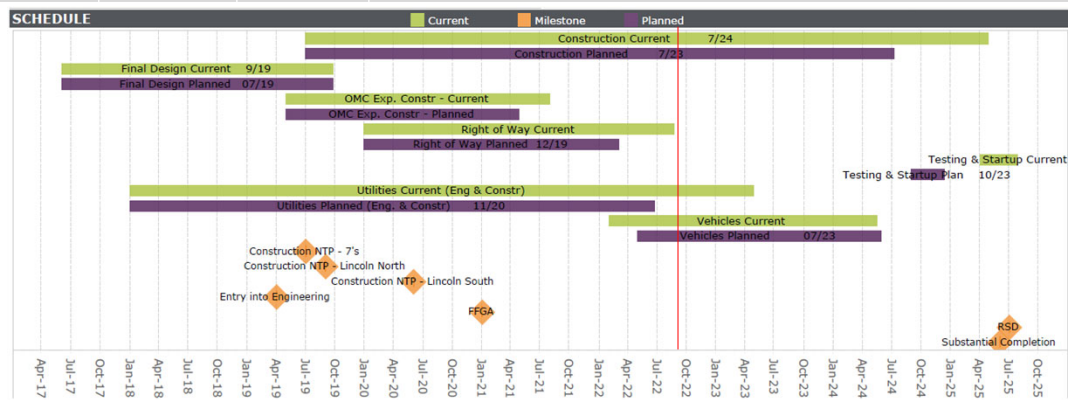
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33

# South Central Extension/ Downtown Hub



Project Complete	Current Phase	Phase Complete	Status
2024	Construction	2024	<ul style="list-style-type: none"> <li>• Construction continues downtown utilities, roadway and hub stations</li> <li>• Continuing trackwork from Jefferson to the south</li> </ul>



Data as of September 2022.

34

34

## South Central Extension/ Downtown Hub



### Expenditures to Date

Description	Expended (\$M)	Budget (\$M)
Contracted Services	\$496.5	\$992.2
Light Rail Vehicles	\$33.8	\$75.8
Right of Way	\$14.3	\$47.0
Professional Services	\$124.1	\$230.1
<b>Total</b>	<b>\$668.7</b>	<b>\$1,345.1</b>

### Contingency Utilization

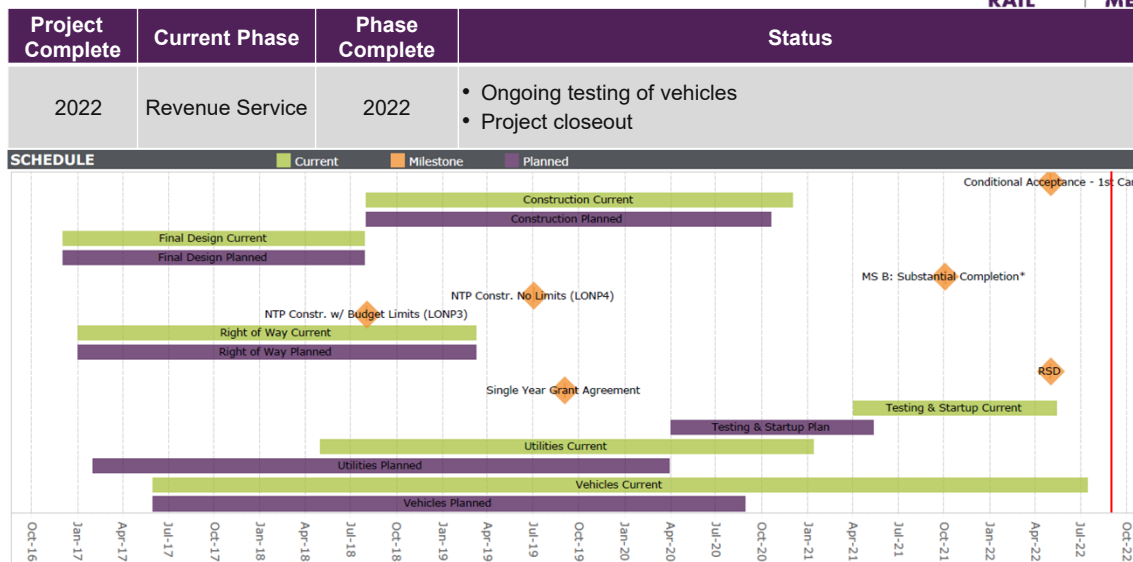
Description	Dollars (\$M)
Total Contingency	\$151.3
Executed Change Orders & Budget Transfers	\$(42.9)
<b>Total Project Contingency Remaining</b>	<b>\$108.4</b>

Data as of Sep 2022.

35

35

## Tempe Streetcar



Data as of September 2022

36

36

# Tempe Streetcar



## Expenditures to Date

Description	Expended (\$M)	Budget (\$M)
Contracted Services	\$115.0	\$118.0
Streetcar Vehicles	\$31.7	\$38.1
Right of Way	\$0.5	\$0.5
Professional Services	\$35.1	\$35.8
<b>Total (including contingency)</b>	<b>\$182.3</b>	<b>\$192.4</b>

## Contingency Utilization

Description	Dollars (\$M)
Total Contingency	\$34.2
Executed Change Orders & Budget Transfers	\$(31.5)
<b>Total Project Contingency Remaining</b>	<b>\$2.7</b>

Data as of September 2022

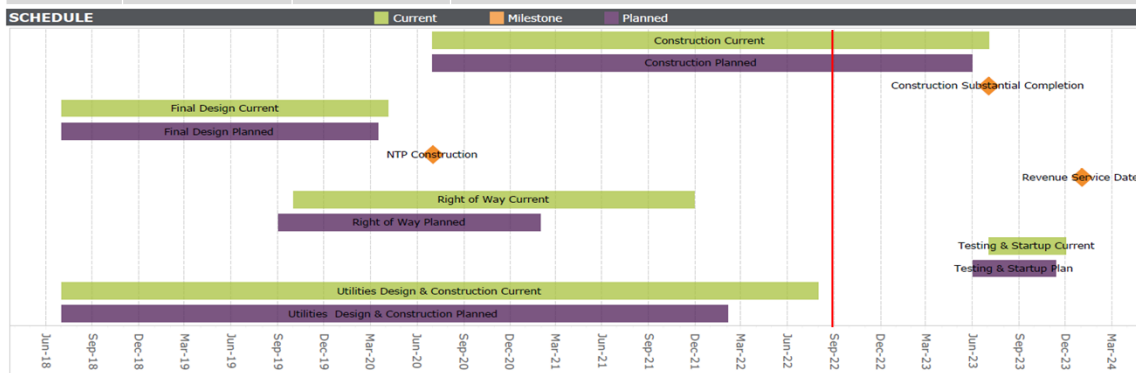
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37

# Northwest Extension Phase II



Project Complete	Current Phase	Phase Complete	Status
2024	Construction	2024	<ul style="list-style-type: none"> <li>Continue track installation on Dunlap</li> <li>Continue installation of ductbank</li> <li>Continue construction at Metrocenter Station and Parking Garage</li> </ul>



Data as of September 2022

38

38

## Northwest Extension Phase II



### Expenditures to Date

Description	Expended (\$M)	Budget (\$M)
Contracted Services	\$151.7	\$275.2
Third Party Utilities	\$5.4	\$17.5
Right of Way	\$8.9	\$23.0
Professional Services	\$45.3	\$85.6
<b>Total (including contingency)</b>	<b>\$211.3</b>	<b>\$401.3</b>

### Contingency Utilization

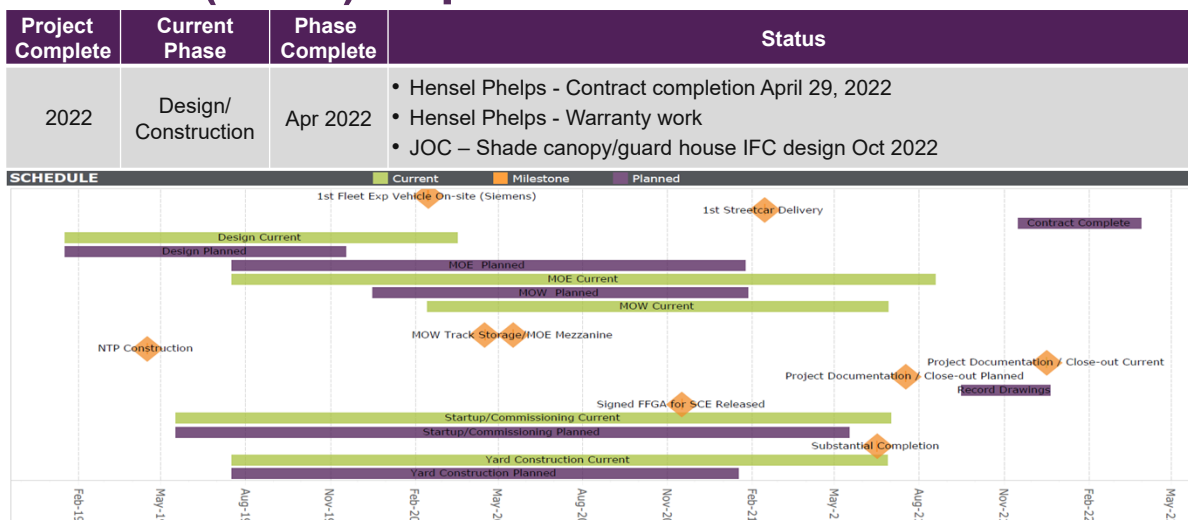
Description	Dollars (\$M)
Total Contingency	\$49.9
Executed Change Orders & Budget Transfers	\$16.3
<b>Total Project Contingency Remaining</b>	<b>\$33.6</b>

Data as of September 2022

39

39

## Operations & Maintenance Center (OMC) Expansion



Data as of Sep 2022. For more details, visit [valleymetro.org](http://valleymetro.org)

40

40



# OMC Expansion



## Expenditures to Date

Description	Expended (\$M)	Budget (\$M)
Contracted Services	\$87.9	\$89.0
Professional Services	\$5.8	\$5.9
<b>Total</b>	<b>\$93.7</b>	<b>\$94.9</b>

## Contingency Utilization

Description	Dollars (\$M)
Total Contingency	\$9.6
Executed Change Orders & Budget Transfers	\$(9.6)
<b>Total Project Contingency Remaining</b>	<b>\$0</b>

Data as of Sep 2022.

41

41

# Communications & Strategic Initiatives



42

## Communications Update

- Conducted PR/media for July 20 job fair
- Developing content for mobile fare launch
- Developed copy/video for West Valley Flex Transit Study outreach
- Issued news release on 50% completion milestone for SCE/DH
- Participated in tabletop security exercise with local and federal partners in advance of Super Bowl LVII
- Internally produced the Storylines podcast, with episodes re:
  - Meet the new CEO (July)
  - VM connects youth to a safe place (Aug.)
  - Glimpse behind the wheel (Sept.)



43

43

## Community Relations Update

- Completed outreach for SCE/DH track-in work
- Coordinating outreach for service changes
- Conducted educational presentations to dozens of youth, seniors and people with disabilities, including:
  - Phoenix libraries
  - High schools in Mesa, Phoenix & Avondale
  - Guided field trips with the CECs
  - Educator resource fair
- Executed Business Assistance programming for SCE/DH and NWEI businesses, including:
  - Five Friends of Transit lunch events
    - Drawing 200+ patrons
  - Grants and outreach for Financial Assistance
    - So far, in Year 2, 57 business funded at \$286k



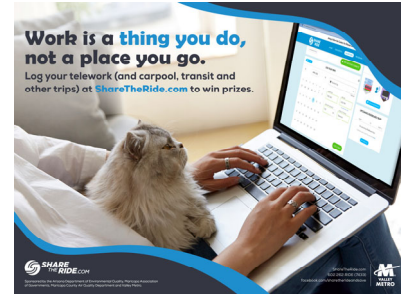
44

44

## Commute Solutions Update



- Achieved 60k active users in ShareTheRide.com
- Executed Summer Telework Campaign, consisting of:
  - Paid media
  - Postcards
  - Transportation Coordinator (TC) outreach
- Planning for Clean Air Campaign Awards
  - Finalized assets
  - Judged nominations
  - Secured speakers and talent
- Preparing for Rideshare Month in October
  - Developed a marketing concept
  - Designed assets
  - Distributed TC kits

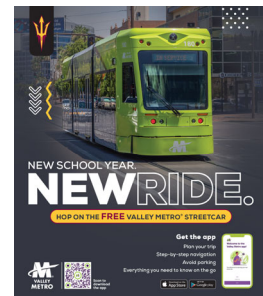


45

45

## Marketing Update

- Executed marketing campaign for job fairs & valleymetro.org/careers
- Building ridership & awareness for streetcar with ASU back-to-school campaign, including:
  - Student/Sparky photo shoot
  - Digital media buy, including Snapchat filters
  - Influencer campaign
- Supported October service changes
  - Wayfinding and outreach materials
  - Support for Avondale/Goodyear's WeRide microtransit launch
- Provided marketing strategy & support for:
  - Fare technology—Phase I mobile fare
  - RideShare Month and Clean Air Campaign
  - Super Bowl LVII
  - Internal safety campaign



46

46

# Accessible Transit Services



47

## Paratransit



Performance Indicator	Target	FY22 Q4	FY22 Q1	FY23 Q1
One-Way Trips	--	71,336	72,062	71,827
On-Time Performance	≥ 95%	79.7%	89.6%	82.8%
Complaints Per 1,000 Trips	≤ 1.5	3.4	2.5	4.0
Gross Cost Per Trip Fully Allocated at Contractor Level **	--	\$55.47	\$54.60	\$62.19

\*\* Includes Fixed Costs, Fuel and LDs. Agency OH is not included.

48

48

## RideChoice



Performance Indicator	FY22 Q4	FY22 Q1	FY23 Q1
One-Way Trips	44,156	39,357	46,087
On-Time Performance	78.8%	95.6%*	76.5%
Complaints Per 1,000 Trips	0.6	2.0	0.6
Gross Cost Per Trip	\$27.52	\$21.66	\$28.58

\*Previous broker only reported trips that were late

49

49

## Other Accessibility Services



Performance Indicator	FY22 Q4	FY22 Q1	FY23 Q1
Travel Training	48	32	43
Platinum Pass Trips	57,278	4,887	76,298
Cost Per Trip	\$0.72	\$1.03	\$0.70
ADA Applicants	673	520	800
Unconditional	68%	67%	69%
Conditional	30%	30%	28%
Temporary	2%	3%	2%
Denials	0.3%	0.2%	0.1%

50

50

## ATS Highlights



- **Replacement Paratransit Vehicles (ordered March 2021)**
  - 26 BraunAbility – Scheduled delivery by year end
  - 54 GM Diamond Coaches – Begin arriving beginning of calendar year 2023
- **Administrative (Broker) RFP – Schedule**
  - RFP release date – September 19, 2022
  - Pre-Proposal Conference – October 4, 2022
  - Proposal's submittals due – November 17, 2022
  - Recommendation of award – March 2023
- **Operations and Maintenance RFP – Tentative Schedule**
  - RFP release date – September 12, 2022
  - Pre-proposal conference – September 26, 2022
  - Proposals due – November 10, 2022
  - Recommendation of award – March 2023

51

51

## ATS Highlights



- **Paratransit scheduling and dispatch software**
  - Trapeze move from Transdev to Valley Metro IT servers – **Completed September 23, 2022**
    - Working on Notification Module (IVR); Web and Mobile Apps, Electronic Payment
  - Working with Trapeze to manage RideChoice management program
- **Valley Metro Accessibility Advisory Group (VMAAG) Activity**
  - Customer Experience Coordinators presentation
  - West Valley MicroTransit Study and Service
  - Customer Comment and Complaint review (Rail and Bus)
  - Customer Comment and Complaint review (ADA Paratransit and RideChoice)
  - Paratransit and RideChoice service updates

52

52



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 8****SUBJECT**

Travel, Expenditures and Solicitations

**PURPOSE**

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

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COST AND BUDGET**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Jim Hillyard  
Acting Chief Financial Officer  
602-262-7433  
[jhillyard@valleymetro.org](mailto:jhillyard@valleymetro.org)

**ATTACHMENTS**

Valley Metro Travel Report  
Valley Metro RPTA and Valley Metro Rail Monthly Accounts Payable over \$25,000  
Active Requests for Proposals, Qualifications and Invitations for Bids

**Valley Metro**  
**Travel Reimbursement Report**  
For Travel Completion Dates  
9/1/22 through 9/30/22

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
TDM Manager	ACT National Conference	Chicago, IL	7/31/22 - 8/3/22	\$1,740.77	\$390.96	\$113.10	\$912.21	\$200.50	\$124.00
Deputy Director Maintenance	Siemens Facility Visit	Sacramento, CA	8/15/22 - 8/19/22	\$1,579.00	\$425.21	\$377.89	\$465.40	\$310.50	
Project Controls Manager	EnoMAX Port Authority	Seattle, WA	8/6/22 - 8/12/22	\$2,466.72	\$457.20	\$60.00	\$1,634.52	\$315.00	
Superintendent LRV Maintenance	Siemens Visit	Sacramento, CA	8/15/22 - 8/19/22	\$1,430.09	\$654.19		\$465.40	\$310.50	
Manager Training & Development	EnoMAX Port Authority	Seattle, WA	8/6/22 - 8/12/22	\$2,490.51	\$537.97	\$3.00	\$1,634.54	\$315.00	
Accountant III	EnoMAX Port Authority	Seattle, WA	8/6/22 - 8/12/22	\$2,386.72	\$437.20		\$1,634.52	\$315.00	
Manager of Transit Safety	EnoMAX Port Authority	Seattle, WA	8/6/22 - 8/12/22	\$2,353.85	\$377.20	\$27.13	\$1,634.52	\$315.00	
Public Information Specialist	EnoMAX Port Authority	Seattle, WA	8/6/22 - 8/12/22	\$2,391.72	\$382.20	\$60.00	\$1,634.52	\$315.00	
Project Admin, Gov't Relations	EnoMAX Port Authority	Seattle, WA	8/6/22 - 8/12/22	\$2,317.14	\$277.20	\$90.42	\$1,634.52	\$315.00	
Chief Auditor	APTA CAP Summit	Washington, DC	8/17/22 - 8/20/22	\$1,612.99	\$570.20	\$153.16	\$593.13	\$236.50	\$60.00
Chief Executive Officer	APTA Nominating Committee	Chicago, IL	8/31/22 - 9/1/22	\$834.84	\$544.20	\$19.98	\$192.66	\$78.00	
Deputy Director, Construction	FTA Transit Construction Workshop	Chicago, IL	9/6/22 - 9/9/22	\$1,312.78	\$345.96	\$95.09	\$595.23	\$276.50	
Manager, Construction & Utilities	FTA Transit Construction Workshop	Chicago, IL	9/6/22 - 9/9/22	\$1,232.69	\$345.96	\$15.00	\$595.23	\$276.50	

Total this reporting period

\$24,149.82

**Year to Date**

**\$37,090.17**

*Report reflects Out of State (AZ) Travel*

\* Misc

<sup>1</sup> Flight Change Fee \$124

<sup>2</sup> Baggage Fees \$60.00



**Valley Metro Regional Public Transportation Authority**  
**Monthly AP Payments over \$25,000**  
**September 2022**

<b>Payment Number</b>	<b>Date</b>	<b>Supplier or Party Name</b>	<b>Transaction Description</b>	<b>Amount</b>
10000823	9/9/2022	First Transit Inc	July 2022 City of Tempe - Transit Services Contractors	5,620,991.60
10000839	9/16/2022	Scheidt & Bachmann USA Inc	Regional Farebox Project	3,880,822.50
10000851	9/29/2022	HDR Engineering Inc	VMR - June 2022 Planning + Community Relations Support Services	1,926,687.71
10000833	9/12/2022	City of Tempe	FY22 East Valley Bus Transit Service Recon	1,733,171.64
10000827	9/9/2022	Transdev Services Inc	July 2022 General Paratransit Service	1,281,362.06
90000111	9/23/2022	ADP LLC	PPE 09/18/2022 Payroll Liabilities	1,075,803.00
90000108	9/9/2022	ADP LLC	PPE 09/04/2022 Payroll Liabilities	1,059,477.23
10000837	9/16/2022	Hill International Inc	VMR - June 2022 PMCM Services	998,760.77
10000831	9/12/2022	City of Phoenix	FY22 East Valley Bus Transit Service Recon	712,908.82
10000817	9/1/2022	Motor Coach Industries Inc	Over the Road Transit Coach	699,560.58
10000808	9/1/2022	Denovo Ventures LLC	ERP-EAM System Software Implementation	589,063.50
10000847	9/29/2022	Allied Universal Security Services	VMR - August 2022 Fare Inspection and Security Services	550,882.74
10000812	9/1/2022	Total Transit Enterprises LLC	July 2022 West Valley Contracted Fixed Route	510,979.78
90000110	9/23/2022	Cigna Health and Life Insurance Company	Health Insurance Premiums	491,778.69
1000928	9/12/2022	City of Mesa	FY22 East Valley Bus Transit Service Recon	449,304.52
10000818	9/9/2022	Allied Universal Security Services	VMR - July 2022 Fare Inspection and Security Services	424,681.67
10000848	9/29/2022	Creative Software Solutions LLC	Ridechoice Mgmt Svcs + EZT SetupImplementation Fee	371,657.23
1000934	9/12/2022	City of Glendale	FY22 Regional Paratransit Service Recon	351,198.00
1000935	9/12/2022	City of Peoria	FY22 Regional Paratransit Service Recon	313,943.01
10000849	9/29/2022	DMS Facility Services Inc	VMR - Facilities Maintenance Services	300,288.20
90000109	9/23/2022	ASRS	PPE 09/18/22 ASRS Contributions & LTD	288,231.54
90000107	9/9/2022	ASRS	PPE 09/04/22 ASRS Contributions & LTD	283,167.06
90000113	9/30/2022	Surepays	RPTA August 2022 Utilities	239,472.97
10000845	9/29/2022	101 North First Ave LLC	Oct 2022 Rent	183,791.01
10000805	9/1/2022	Allied Universal Security Services	VMR - July 2022 Fare Inspection and Security Services	150,759.03
1000930	9/12/2022	City of Avondale	FY22 West Valley Bus Recon	144,556.00
10000813	9/1/2022	Vix Technology (USA) Inc	Customer Service Network	121,125.34
1000936	9/12/2022	City of Tolleson	FY22 West Valley Bus Recon	115,320.08
10000834	9/16/2022	Creative Software Solutions LLC	Ridechoice Mgmt Svcs + EZT SetupImplementation Fee	112,937.07
10000832	9/12/2022	City of Surprise	FY22 Regional Paratransit Service + West Valley Bus Recon	109,150.09
10000864	9/29/2022	Senergy Petroleum LLC	Bulk Fuel	82,777.34

1000933	9/12/2022	Town of Fountain Hills	FY22 East Valley Bus Recon	80,589.00
90000112	9/30/2022	Wells Fargo Bank	August 2022 Credit Card Charges	79,707.21
10000829	9/9/2022	Senergy Petroleum LLC	Bulk Fuel	73,963.54
10000842	9/16/2022	Senergy Petroleum LLC	Bulk Fuel	71,010.82
1000931	9/12/2022	City of Chandler	FY22 East Valley Bus Recon	62,522.00
1000986	9/29/2022	CopperPoint Insurance Company	Oct 2022 Rent	62,385.29
1000990	9/29/2022	QCM Technologies Inc	Information Security Program Support	52,832.81
10000860	9/29/2022	URW LLC	Landscape Maintenance Services	51,603.08
1000970	9/29/2022	SHI International Corp	OMNIA - Information Technology Solutions & Services	50,000.90
1000907	9/9/2022	WEX Bank	Fleet Card Services	46,191.13
1000910	9/9/2022	City of Scottsdale	PTF Expenditure Reimbursement	42,805.00
10000822	9/9/2022	Enterprise Rideshare	July 2022 Van Pool Services	40,298.44
10000835	9/16/2022	Guidesoft Inc	Managed Services Provider	33,939.80
1000896	9/1/2022	Magnetry LLC	Marketing and Advertising Services	31,260.50
100128	9/29/2022	Franklin Covey Client Sales Inc	Training-Professional Development and/or Related Consultation	30,079.69
1000973	9/29/2022	City of Scottsdale	ADA Services Reimbursement	29,379.56
10000807	9/1/2022	CDW Government LLC	Veeam	27,877.18
1000929	9/12/2022	Gila River Indian Community	FY22 East Valley Bus Recon	25,157.00
				26,066,213.73

**Valley Metro Rail, Inc**  
**Monthly AP Payments over \$25,000**  
**September 2022**

<b>Payment Number</b>	<b>Date</b>	<b>Supplier or Party Name</b>	<b>Transaction Description</b>	<b>Amount</b>
50000705	9/16/2022	Kiewit-McCarthy, a Joint Venture	July 2022 CMAR Services for Northwest Phase II	8,904,672.08
5001049	9/1/2022	APS	APS Third Party Utility Invoices	5,213,928.99
50000690	9/1/2022	Stacy and Witbeck Inc	July 2022 CMAR Services for Tempe Street Car	1,078,412.82
90000015	9/30/2022	Surepays	VMR August 2022 Utilities	446,756.56
50000700	9/9/2022	Prestamos CDFI LLC	Small Business Financial Assistance Program	204,656.79
50000724	9/29/2022	Kinkisharyo International LLC	LRV Repairs	186,000.00
50000695	9/9/2022	HBL America Inc	Cell Block Batteries	113,893.01
5001067	9/9/2022	SHI International Corp	SVAR + OMNIA - IT Solutions & Services	108,546.74
50000725	9/29/2022	PGH Wong Engineering Inc	System Design Services	101,435.33
50000697	9/9/2022	Reigelman LLC	SCE - Public Art Services-Fabrication / Install	60,800.00
50000687	9/1/2022	Penn Machine Company LLC	Miscellaneous Ancillary Repairs and Parts	57,315.00
5001038	9/1/2022	Creative Machines Inc	SCE - Public Art Services-Fabrication / Install	55,250.00
5001088	9/21/2022	SHI International Corp	Software Value Added Reseller (SVAR)	54,192.33
5001065	9/9/2022	NASG Holdings LLC	LRV Windshield Glass	43,217.32
50000698	9/9/2022	Scheidt & Bachmann USA Inc	Power Pack	36,811.44
50000707	9/16/2022	Penn Machine Company LLC	Miscellaneous Ancillary Repairs and Parts	36,300.00
50000692	9/9/2022	Award Winning Restorations	Light Rail Vehicle Painting	35,938.33
5001096	9/29/2022	City of Mesa	4th Qtr Advertising Revenue Payment	27,279.04
				16,765,405.78



**Procurement Report  
for November 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
Christian J	RPTA	COOP	ATS BraunAbility Vans - QTY: 26, replacing Ford E-350 order	Yes	N/A	N/A	September 2022	\$1,701,730.00	1 time purchase	Executed
Christian J	RPTA	RFP	RideChoice Management Services	Yes	March 2022	April 2022	August 2022	\$10,804,731.00	1 year + 1 option	Executed
ACTIVE PROCUREMENTS										
Contract Administrator	Agency	Procurement Type	Procurement Title	FTA Funding	Release Date	Proposal Due Date	Targeted Board Award Date	Estimated Contract Value	Term of Contract	Comments
Susanna H	Joint	RFP	Community Relations Support Services	Yes	January 2022	June 2022	September 2022	\$6,500,000.00	3 years + 2 options	Initiating Documents
Christian J	Joint	Sole Source	ADP Payroll Services for FY 23 - FFY24	No	N/A	N/A	November 2022	\$302,500.00	1 year + 1 option	Pending Board Approval
Jennifer H	RPTA	RFP	2023 Origin and Destination Survey	No	August 2022	September 2022	November 2022	\$800,000.00	2 years	In Evaluation
Christian J	RPTA	RFP	Administrative Broker Services (Demand Response)	Yes	September 2022	November 2022	February 2023	\$39,213,600.00	5 years + 3 options	Solicitation Issued
Christian J	RPTA	RFP	Regional ADA Paratransit Services Operations & Maintenance	Yes	September 2022	October 2022	February 2023	\$94,235,746.00	3 years + 3 options	Solicitation Issued
Lori N	Joint	RFP	Federal Legislative Consulting Services	No	September 2022	October 2022	November 2022	\$1,200,000.00	2 years + 3 options	Solicitation Issued
Lori N	Joint	RFP	State Legislative Consulting Services	No	September 2022	October 2022	November 2022	\$450,000.00	2 years + 3 options	Solicitation Issued
FUTURE PROCUREMENTS										
Contract Administrator	Agency	Procurement Type	Procurement Title	FTA Funding	Release Date	Proposal Due Date	Targeted Board Award Date	Estimated Contract Value	Term of Contract	Comments
Rick W	VMR	RFP	East Valley Fixed Route Bus Services	Yes	TBD	TBD	TBD	\$400,000,000.00	5 yrs + 3yr+2yr opt	SOW Development
Chris B	Joint	RFP	Facilities Maintenance Services	No	February 2023	TBD	TBD	TBD	TBD	Initiating Documents
Chris B	VMR	RFP	LRV Electronic Repairs	Yes	TBD	TBD	TBD	\$210,000.00	3 years + 1 option	Initiating Documents
Chris B	VMR	Sole Source	SCV Sole Source Parts	Yes	TBD	N/A	TBD	TBD	TBD	Initiating Documents
Chris B	VMR	Sole Source	Railpod Equipment	Yes	TBD	N/A	TBD	\$677,000.00	TBD	Initiating Documents
Chris B	VMR	Sole Source	LRV Air Compressors	Yes	TBD	N/A	TBD	TBD	TBD	SOW Development
Jennifer H	RPTA	RFP	Autonomous Vehicle Research	Yes	TBD	TBD	TBD	\$250,000.00	5 years	SOW Development
Christian J	RPTA	COOP	Electric Vehicles - Vans	No	TBD	TBD	TBD	TBD	N/A	Evaluating the potential use of a co-operative contract
Christian J	RPTA	COOP	Vanpool Vans Services	No	February 2023	TBD	TBD	TBD	8 years	SOW Development

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



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 9****SUBJECT**

Report on Current Events and Suggested Future Agenda Items

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND/DISCUSSION/CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

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602-262-7433

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

**ATTACHMENT**

None.

**Pending Items Request**

Item Requested	Date Requested	Planned Follow-up Date



# Agenda

October 26, 2022

## Transit Management Committee

Wednesday, November 2, 2022

Boardroom/Webex

Valley Metro, 101 N. 1<sup>st</sup> Avenue, 10<sup>th</sup> Floor

11:00 a.m.

### Action Recommended

#### 1. Public Comment

1. For Information

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

### CONSENT AGENDA

#### 2A. Minutes

2A. For action

Minutes from the October 12, 2022 TMC meeting are presented for approval.

#### 2B. Authorization to Issue a Request for Proposals (RFP) for Vanpool Services

2B. For action

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to issue an RFP for Vanpool Services.

#### 2C. Fiscal Year 2023 (FY23) Intergovernmental Agreement (IGA) – Litchfield Park

2C. For action

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to negotiate and execute an IGA with the City of Litchfield Park for paratransit services for FY23.

## REGULAR AGENDA

3. New Regional Fare Collection System Cash-only Bus Fareboxes Software and Maintenance Agreement 3. For action

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to execute an eleven-year contract with Scheidt & Bachmann to provide the hardware maintenance and software support for the new regional cash-only fareboxes for the entire regional bus fleet. The total operating cost will not exceed \$45,331,000 (contract value of \$41,210,000 with a 10% contingency of \$4,121,000).

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

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

5. Next Meeting 5. For information

The next TMC meeting is scheduled for **Wednesday, January 4, 2023 at 11:00 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**

October 26, 2022

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

Public Comment

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

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

**ATTACHMENT**

None





# Minutes

October 26, 2022

AGENDA ITEM 2

## Transit Management Committee

Wednesday, September 7, 2022

Via Webex/Phone

11:00 a.m.

### TMC Meeting Participants

Mario Paniagua, City of Phoenix (**Chair**)

Wynette Reed for Julie Karins, City of Goodyear (**Vice Chair**)

John Willett, City of Buckeye (phone)

Ryan Peters, City of Chandler

Mary Goodman, Town of Gilbert

Kevin Phelps, City of Glendale (phone)

Wynette Reed for Julie Karins, City of Goodyear

Elijah Lavon, Maricopa County

Chris Brady, City of Mesa

Erik Strunk, City of Peoria (phone)

Bruce Gardner, Town of Queen Creek (phone)

Mark Melnychenko, City of Scottsdale (phone)

Tracy Montgomery, City of Surprise (phone)

Andrew Ching, City of Tempe

### Members Not Present

Cherlene Penilla, City of Avondale

Autumn Grooms – City of El Mirage

Dave Trimble, Town of Fountain Hills

Chair Paniagua called the meeting to order at 11:16 a.m.

### 1. Public Comment

Chair Paniagua said first, we'll go to public comment.

Ms. Dillon said Mr. Crowley.

Mr. Crowley said now, if you would have had that agenda item on here of well, what do we need to do to make the plan the way it should be and with your item of changes to the system, like I said before, where is Litchfield Road? And where is the -- and when I was told the cutbacks one of the routes, they cut out was Dobson, is there a same East Valley roadway that they cut out of the supergrid?



I've got the document that they were turning to the legislature and in it here it has a bunch of capital projects and I like that one of them would have been Tempe to get a bridge but when I look at what they were going to be doing with rail and bus rapid transit and that bus rapid transit it was 35th Avenue, Van Buren, Scottsdale Road, Arizona Country Club and that only comes to a billion and a half dollars.

And then when I look at the transit asset management rail that's a billion dollars so when I'm asking for you guys to make sure that we get up to industry standard with bus stops with the new system and what's going in and that we retro and get the rest of the system up to industry standard because right now, our average temperature is 91. How many people died this year during the summer? If we're having people standing at a bus stop and it isn't shaded, you're being hateful to their being and such.

But like I said, when I look at the improvements and I go through this document, I wonder where's Bell Road? Supposed to go not to Arrowhead Mall it's supposed to go all the way to the 303 and then Surprise, on one of your main roads you do have bus services for your community but it's not in the improvements. Litchfield isn't.

I asked Pat if she could get the document out of archives the 3-ring binder that we worked on to get Prop 400 and show you where it says in there a suggestion from Gila Bend that they had the rural connector and circulators and that for all the extended communities that weren't in the exact metroplex that the same be done. But then it took you only, what, 30 years to get around to putting it to a vote.

Chair Paniagua said okay.

## 2. Minutes

The minutes from the September 7, 2022, TMC meeting are presented for approval.

Chair Paniagua said which are in your packet. Do we have any questions or suggested changes in the minutes?

Can I get a motion to approve?

Motion by Ms. Reed, second by Mr. Ching.

All in favor, please say aye. Okay. Motion approved.

**IT WAS MOVED BY WYNETTE REED, SECONDED BY ANDREW CHING AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE OCTOBER 12, 2022 MEETING.**

3. West Valley Fixed Route Bus Service Contract Change Order – Wage Rates

Chair Paniagua said the next agenda is the West Valley Fixed Route Bus Service Contract Change Order, Jessica.

Ms. Mefford-Miller said thank you, Mr. Chair. I'd like to provide a report out on this item and also have Dan Filipino and Mike Taylor here from our operations team to answer questions as necessary.

The recommendation we have before the Committee this morning is to increase the contract ceiling for the West Valley bus operations contract for an amount not to exceed \$539,200.

As a matter of background, the West Valley bus operation contract is currently held by Total Ride. They're providing service to Avondale, Buckeye, Glendale, Goodyear, Phoenix, Peoria, Surprise and Maricopa County. This is a relatively small contract. It's our smallest bus contract. They're currently 51 operators budgeted for this contract and by the way, operators are the focus of this contract ceiling increase. We currently have a 22% vacancy so as I mentioned earlier, that means we're missing about 4% of trips right now but we're really hanging on by a thread in making that 94% of scheduled services requiring all hands-on deck including management team members who are performing in revenue service. The result is relatively unreliable service and this is especially important in West Valley where our time between buses or our frequency of service tends to be about 30 minutes. We have sometimes of the day when buses are operating less frequent. So the impact of a missed trip to our customers is rather significant.

The paper before you outlines information including a relative comparable industry wage rates from across the United States at the bottom of page 2 in your memo and in response to a request at RTAG earlier this month, we also included starting wage rate of comparable positions across the Valley. That's included on the top of page 3 on your memo. As a matter of reference, the current starting wage rate for bus operators on the Total Ride contract is \$18 an hour.

We have been working very closely with Total Ride and each of our O&M contractors to implement recruitment and retention strategies to support our scheduled service. Total Ride is offering signing bonuses for CDL and non-CDL employees. They have increased wage rates. They have made incentives including what we call shift differentials to entice employees to accept those shifts which can be less attractive like split shifts and evening shifts. That's helping move the needle a little bit but it is not getting us over the line.



So after careful consideration, we have taken a look at the market and our ability to perform and we're recommending that you advance this item to the full Board later this month to increase the contract ceiling so that Total Ride has the authority then to make adjustments to compensation to their operators. By the way, Total Ride is a non-union shop and so they wouldn't be bargaining through a collective bargaining agreement. They would implement this adjustment on their own.

We are endeavoring to create parity in wage rates between operations and maintenance contracts across the Valley. It does not serve us I believe nor member cities who are directly operating service if we've got competing wage rates and differences in work rules that create competition between our contracts. We certainly have enough competition within the marketplace outside of transit here in the Phoenix region. So we'll see similar parallels in the next two papers before you this morning.

May I answer any questions or is there any discussion on this item?

Chair Paniagua said any questions from members of the Committee?

Jessica, I do have a question related to the changes in the wages themselves which you're saying are -- those are going to be in the contractor's hands. That's something that they're going to decide what those changes will be based on the change order total. Correct?

Ms. Mefford-Miller said correct. I can tell you we have had specific discussion with each of the contractors and, again, are pushing toward that common wage rate. Where we fall short particularly on the next two items, the East Valley and the ACI rail contract where there's a collective bargaining agreement in place, the contractor would be negotiating with their union, we did take a proposed wage rate schedule to calculate the amount that \$539,000 that you see here as a ceiling. So within that ceiling, there's a little bit of room to maneuver but we do hope the contractors will, again, adhere to that -- that common wage rate.

The discussions and the collaboration have been very favorable though we're taking care not to intercede between contractor and CBA.

Chair Paniagua said one question, I guess, for you is the way the recommendation is worded it just, "to address wage rate challenges". Would there be -- would you have any concerns if the -- if the Committee, if the Board were to limit the changes to wages and not to other forms of compensation?

Ms. Mefford-Miller said I have no concerns about that at all and we've already had these discussions with the contractors, and, in fact, this contract ceiling would include language in the change orders defining how those funds would be spent. Then contractors would then also have the obligation to share the new wage rates and to verify that by providing their monthly payroll information. And that's how we're actually



able to audit that. So I have no pause about the Board including specific language to devote the funding directly to wage rates and only wage rates.

Chair Paniagua said okay. So that actually would be a recommendation that I have if any member of the Committee would be inclined to make a motion to limit these changes to wages only. I'm not sure if there's any other thoughts from any members of the Committee.

Mr. Ching said we're recommending, correct? So the item as stated talks about addressing wage rate challenges. What -- is there a specific language change that you're recommending?

Chair Paniagua said yeah. Just so that, you know, I guess, I'm more -- this is more of an issue on the -- on the East Valley contract where there is a -- probably a union negotiation involved and it there's interest there in addressing things like healthcare costs or other changes that might not be as effective at enticing new hires to these positions which is really what we're trying to do here. That's the purpose of what we're doing. And so that's -- that's why I was honed in on wanting to limit to wages.

Ms. Mefford-Miller said so perhaps what we could do for the Board meeting later this month is to amend this language slightly really to reflect language that would be going in the actual task order that specifies that those funds would be devoted explicitly to wage rates and then naming those items with which we're going to evaluate and validate the expenditures including payroll.

Chair Paniagua said that's perfect.

Ms. Mefford-Miller said we can do that.

Chair Paniagua said thank you. All right. Any other questions on this item? Can I get a motion?

Motion by Ms. Reed, second by Mr. Strunk.

All in favor, please say aye. Any opposed? Thank you. Motion passes unanimously.

**IT WAS MOVED BY WYNETTE REED, SECONDED BY ERIK STRUNK AND UNANIMOUSLY CARRIED TO APPROVE THE WEST VALLEY FIXED ROUTE BUS SERVICE CONTRACT CHANGE ORDER – WAGE RATES AND FORWARD TO THE BOARD FOR APPROVAL.**

4. East Valley Fixed Route Bus Service Contract Change Order – Wage Rates

Ms. Mefford-Miller said I'll take this item again. You know, I was remiss in my CEO comments at the top of the meeting in not giving an additional up on the East Valley contract. I'll provide that here though. It's a little bit different than the wage rate item.

As you know this -- our Board authorized an extension of the East Valley contract in the month of August for a period of six months so that we could move through a re-scoping process. I communicated with this Committee earlier this month about that process which is now underway. We have engaged professional service firm WSP to act as an extension of our team in moving through that technical re-scoping. That work is now underway. I'm pleased with our progress already at this early stage and, in fact, we have a meeting tomorrow between Valley Metro, the WSP project team and member city staff. I look forward to the engagement and the input of that staff and I've had a number of conversations with our team, our contractor and also peer cities in recent weeks about potential contract language that I think is going to allow us to more effectively perform and manage this service moving forward. So just a quick update on that.

For the present item, the item before you is, again, a contract ceiling increase in the amount of \$2,910, 900 explicitly focused on wage rates and, Chair Paniagua, we could carry the language forward that you proposed in the Board memo for later this month. This is for the period December 1, 2022 through June 30th, 2023. That's the period of performance for which this budget item is addressed. If we chose to implement or through the contractor if they needed to implement those wage rates at a later start date than the amount just decreases, and we will ensure that that annualized amount is adequately reflected in the actual expenditures of the contractor.

So the East Valley bus operations and maintenance contract is our largest operations and maintenance contract on the bus side of our team. We currently provide service to City of Phoenix and all of our East Valley cities plus a number of our Indian communities across the Valley. The wage rate on the current contract for East Valley currently starts at 18.11 with First Transit and that's a new wage rate effective July 2022 that coincides with their current collective bargaining agreement. We are really struggling with operator workforce on East Valley. We currently have a 17% vacancy rate currently missing about 5-6% of scheduled trips per month. Again, this is a service area where we're running typically 30-minute frequency between buses so it's a great challenge. It's difficult over the course of the business days to try to focus those missed trips in logical sequence so the impact to our customer is real and it is burdensome



where we have customers waiting an hour and then connections downstream on their trips are difficult to make.

Again, in this memorandum, we have included some of that wage rate information that was in your prior memo some of those comps are exactly identical. The only difference here is really it's a larger amount because of the scale of the contract.

Are there any questions I may answer about the East Valley wage Rate proposed increase?

Chair Paniagua said any questions? All right. So hearing no questions, can I get a motion for approval of this staff recommendation?

Motion by Mr. Brady, second by Mr. Peters.

All in favor, please say aye. Any opposed, please say nay. All right. Motion passes unanimously.

**IT WAS MOVED BY CHRIS BRADY, SECONDED BY RYAN PETERS AND UNANIMOUSLY CARRIED TO APPROVE THE EAST VALLEY FIXED ROUTE BUS SERVICE CONTRACT CHANGE ORDER – WAGE RATES AND FORWARD TO THE BOARD FOR APPROVAL.**

5. Proposed April 2023 Service Changes

Chair Paniagua said this item is presented for information. Are there any questions on the service changes item? Hearing none.

6. Report on Current Events and Suggested Future Agenda Items

Chair Paniagua said anything from members of the Committee? All right.

7. Next Meeting

The next TMC meeting is scheduled for Wednesday, November 2, 2022 at 11:00 a.m.

The meeting is adjourned.

With no further discussion the meeting adjourned at 11:32 p.m.





# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 2B****SUBJECT**

Authorization to Issue a Request for Proposals (RFP) for Vanpool Services

**PURPOSE**

To request Board authorization for the Chief Executive Officer (CEO) to issue an RFP for Vanpool Services.

**RECOMMENDATION**

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to issue an RFP for Vanpool Services.

**BACKGROUND | DISCUSSION | CONSIDERATION**

On January 1, 2014, Valley Metro entered into a contract for Vanpool Services with vRide. In April 2017, vRide was acquired by Commute with Enterprise, thus Enterprise assumed the contract and became the current vanpool contractor. The contract is a 10-year, fixed-term agreement that expires December 31, 2023.

Vanpooling is a convenient, stress-free, environmentally friendly alternative to driving alone to work. A group of six to 15 people who live and work near each other form the group. Two people volunteer to serve as the drivers. Riders pay a monthly fare that covers all operational costs, including vehicle maintenance, roadside assistance, and insurance. The group splits the cost of fuel.

Today, nearly 1,000 Valley residents commute daily via Valley Metro's vanpool program with an average commute distance of more than 35 miles one way, taking literally thousands of vehicles off our roads during rush hour traffic. The 200+ active vanpools typically travel to and from locations where fixed-route bus and light rail are not as available. Valley Metro owns all vanpool vans and maintains and disposes of vehicles according to Federal Transit Administration (FTA) regulations.

During the pandemic and with the transition to increased telework, several vanpool groups paused or disbanded. In October 2021, the Board approved an increase to the contract authority of up to \$1,000,000 due to unanticipated out-of-service costs of the vanpool fleet. The sources of funds for this increase and the contract overall are rider fares and the vanpool reserve.

We are seeing a return to vanpooling. Since June 2021, we have seen a steady increase of vanpool groups returning to the office and new groups joining the program.





The number of active vanpool groups has grown by 9% over the past 14 months and we anticipate continued growth through the remaining contract.

Staff is seeking Board authorization to issue an FTA-compliant RFP for Vanpool Services for a contract term of up to eight years (a five-year base and one, three-year option).

The recommended contractor shall be required to offer the following services: provision of staff to administer and market the program; vehicle insurance and indemnification; vehicle maintenance; roadside assistance, invoicing riders; report filing with the National Transit Database; monthly reporting; website updates; conducting formation meetings and driver orientations; conducting MVD checks; and more. To allow flexibility for the program design, possible variations of the current program model may be considered for contract award.

Staff projects that, pending Board authorization in November 2022, the solicitation will be issued in early 2023 with the award process being complete by July 2023. This timeline will allow the successful contractor six months to mobilize and transition, if needed.

### **COST AND BUDGET**

The Vanpool Services contract was executed in January 2014 with vRide, now Enterprise, for 10 years, expiring December 2023. The current contract value is \$5,791,656. The sources of funds are rider fares and the vanpool reserve, if needed.

### **COMMITTEE PROCESS**

RTAG: October 18, 2022 for information

TMC: November 2, 2022 for action

Board of Directors: December 1, 2022 for action

### **CONTACTS**

Hillary Foose

Director, Communications & Strategic Initiatives

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Abigail Cooksey-Williams

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602-523-6053

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### **ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 2C****SUBJECT**

Fiscal Year 2023 (FY23) Intergovernmental Agreement (IGA) – Litchfield Park

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to execute an IGA with the City of Litchfield Park for FY23 programs contained in the approved Valley Metro RPTA FY23 Operating and Capital Budget.

**RECOMMENDATION**

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to negotiate and execute an IGA with the City of Litchfield Park for FY23.

**BACKGROUND | DISCUSSION | CONSIDERATION**

This is a new IGA that requires Board approval. The attachment provides the FY23 RPTA programs that will be associated with the City of Litchfield Park.

This IGA is based on the latest estimate of costs and services funded by the City of Litchfield Park. IGA changes that are required as a result of service changes in October 2022 and April 2023 will be brought to the Board for approval after the final list of service changes is determined.

**COST AND BUDGET**

Please see the attached spreadsheet.

**COMMITTEE ACTION**

RTAG: October 18, 2022 for information

TMC/RMC: November 2, 2022 for action

Board of Directors: December 1, 2022 for action

**CONTACT**

Jim Hillyard

Interim Chief Financial Officer

602-495-8234

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

**ATTACHMENT**

Attachment 1 – City of Litchfield Park FY23 Programs

Expense/ Revenue	Member Agency/Jurisdiction Intergovernmental Agreement No.	Brief Description	FY 2022 Amount	FY 2023 Amount	Change from FY 2022 to FY 2023
PTF Reimbursement	City of Litchfield Park 142-75-2023-00-TSA	Paratransit	\$0	\$95	\$95
Revenue	City of Litchfield Park 142-75-2023-00-TSA	Paratransit	\$0	\$7,581	\$7,581



# Information Summary

**DATE**

October 26, 2022

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

New Regional Fare Collection System Cash-only Bus Fareboxes Software and Maintenance Agreement

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to execute an eleven-year sole source contract with Scheidt & Bachmann to provide the hardware maintenance and software support for the new regional cash-only fareboxes for the entire regional bus fleet. The total operating cost will not exceed \$45,331,000 (contract value of \$41,210,000 with a 10% contingency of \$4,121,000).

**RECOMMENDATION**

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to execute an eleven-year contract with Scheidt & Bachmann to provide the hardware maintenance and software support for the new regional cash-only fareboxes for the entire regional bus fleet. The total operating cost will not exceed \$45,331,000 (contract value of \$41,210,000 with a 10% contingency of \$4,121,000).

**BACKGROUND | DISCUSSION | CONSIDERATION**

Scheidt & Bachmann is the sole source provider for the current regional fare collection equipment. The equipment is sole source because the hardware and related software is proprietary in nature and is the only available solution for our future fareboxes.

The Valley Metro region has been working on a multi-phase Fare Collection System Modernization (FCSM) project since 2015 when Valley Metro retained the services of a fare collection consultant to aid the region in assessing options, writing detailed specifications, and guiding us through the procurement and contract processes.

The main elements of the modernization project include implementing a cloud-hosted new mobile ticketing application and reloadable smartcard program to include reduced fare registration ID, a robust retail network for the smartcard program, a call center for customer service for the mobile ticketing application and reloadable smartcards, and new cash-only fareboxes to replace the 14-year old fareboxes. The City of Phoenix procured the contract for the mobile ticketing application and the reloadable smartcard program; Vix Technologies is the vendor. Valley Metro procured the contracts for the retail network and the call center; InComm is the retail network vendor and Vix Technologies is the call center vendor. Scheidt & Bachmann is the vendor for the new cash-only fareboxes.



The four contracts are intricately connected and require both agencies to work together in order to successfully launch all the elements. The mobile ticketing application and its customer service call center are tentatively scheduled for a January 2023 launch in time for the Super Bowl. The reloadable smartcard program and its associated retail network are projected to go live in December of 2023.

On February 17, 2022, the Valley Metro RPTA Board approved the Chief Executive Officer to execute a two-year sole source contract with Scheidt & Bachmann for new regional cash-only fareboxes for the entire regional fleet of buses. The total capital cost for the fareboxes and installation will not exceed \$15,454,000 (contract value of \$14,049,000 with a 10% contingency of \$1,405,000) and will be complete by FY2024. Those fareboxes are anticipated to begin revenue operations in conjunction with the larger FCSM launch of Phase II (stored value, retail network, public website, new TVMs) scheduled in FY24.

Valley Metro and the City of Phoenix both recommend the new cash-only fare boxes be maintained via a sole source contract with Scheidt & Bachmann. This recommendation is driven by these factors:

1. Volume Discount and Competitive Pricing - In preparation for moving forward with this agreement, the City of Phoenix and Valley Metro reviewed the existing Scheidt & Bachmann maintenance contract held by City of Phoenix (since 2008) along and the respective rates to develop an independent cost estimate (ICE). The ICE shows that existing rates are \$5,190 in annual hardware maintenance support per farebox. The Scheidt & Bachmann regional proposal indicates a price of \$3,798 in annual maintenance support per farebox (a 27% reduction). The current Farego Data software maintenance program is \$343 per farebox, while the Scheidt and Bachmann regional proposal indicates a price of \$221 per farebox (a 36% reduction). Moving to a regional contract, as opposed to individual contracts, results in an estimated \$1.2M in savings per year.
2. As another step toward a more regional fare collection system under the auspices of Valley Metro, the proposed agreement will provide consistent maintenance and improved reliability across the region - the current fareboxes are maintained by Scheidt & Bachmann for Phoenix buses with an identical service contract as to what is being proposed. Valley Metro farebox maintenance is performed by existing service provider contractors and only includes fingertip maintenance (no lifecycle maintenance component replacement). Moving forward with this regional contract will provide a regional maintenance program with consistent levels of service, support, and component replacement for the entire regional fleet.



Scheidt & Bachmann's maintenance regimen includes hardware services, like preventive, remedial and lifecycle maintenance; software services, like bug fixes and system patches; and proven processes and procedures from their local service team, including their help desk and local personnel, maximizing the life of the equipment. The hardware services include:

- Preventive Maintenance: regular performance of important maintenance work, cleaning procedures and functional tests on-site at the respective garages.
- Remedial Maintenance: technician dispatching and resolution, including documentation of all maintenance provided and parts exchanged.
- Lifecycle Maintenance: pre-defined, proactive maintenance activities that ensure that key components are either refurbished or replaced with newer components prior to their anticipated end-of-life

An independent cost estimate and a sole source justification including a cost comparison and price analysis have been completed. Overall, using the City of Phoenix current maintenance pricing as the basis, the ICE indicates the Scheidt & Bachmann's pricing, is on a pro-rated basis for the volume discount, is less than currently being paid by the City of Phoenix. All amounts are inclusive of sales tax. As a result, the Scheidt & Bachmann cost proposal has been determined to be fair and reasonable. The current City of Phoenix maintenance agreement with Scheidt & Bachmann has an approximate 3% year to year inflationary factor. The proposed regional maintenance agreement has a similar inflationary index year to year.

Currently, City of Phoenix is the only transit agency in the region that has a service support agreement with Scheidt & Bachmann. Other Agencies utilize their existing service contractors to provide the fingertip maintenance, however the lifecycle replacement costs are not included.

## **COST AND BUDGET**

The sole source contract with Scheidt & Bachmann to provide the hardware maintenance and software support for the new regional cash-only fareboxes for the entire regional bus fleet and will not exceed \$45,331,000 (contract value of \$41,210,000 with a 10% contingency of \$4,121,000). The first year of expenditures for this contract will occur in FY24 and will be included in the RPTA FY24 Operating and Capital Budget. Contract obligations beyond FY24 will be incorporated into the RPTA Five-Year Operating Forecast and Capital Program (FY2024 thru FY2028). The sources of funds include both Local and Prop400 funds.



Maintenance Element	RPTA (*)	Phoenix	Total
Farebox Maintenance	\$ 13,337,000	\$ 23,972,000	\$ 37,309,000
Spare Parts	\$ 998,000	\$ 1,323,000	\$ 2,321,000
Backend Software (FareGo)	\$ 594,000	\$ 986,000	\$ 1,580,000
<b>Total</b>	<b>\$ 14,929,000</b>	<b>\$ 26,281,000</b>	<b>\$ 41,210,000</b>
<b>Contingency</b>			<b>\$ 4,121,000</b>
<b>Total</b>			<b>\$ 45,331,000</b>

(\*) Should City of Tempe decide to operate their own bus service, City of Tempe would be required to provide funding for its relevant share of regional farebox maintenance and software support.

#### **COMMITTEE ACTION**

RTAG: October 18, 2022 for information

TMC: November 2, 2022 for action

Board of Directors: December 1, 2022 for action

#### **CONTACT**

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Budget and Operations Financial Controls Manager

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#### **ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 4****SUBJECT**

Report on Current Events and Suggested Future Agenda Items

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**STRATEGIC PLAN ALIGNMENT**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Jessica Mefford-Miller

Chief Executive Officer

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**ATTACHMENT**

None

**Pending Items Request**

Item Requested	Date Requested	Planned Follow-up Date





# Agenda

October 26, 2022

## Rail Management Committee

**Wednesday, November 2, 2022**

Boardroom/Webex

Valley Metro, 101 N. 1<sup>st</sup> Avenue, 10<sup>th</sup> Floor

**11:00 a.m.**

### Action Recommended

#### 1. Public Comment

1. For Information

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

### CONSENT AGENDA

#### 2A. Minutes

2A. For action

Minutes from the October 12, 2022 RMC meeting are presented for approval.

#### 2B. Light Rail Vehicle (LRV) Truck Rebuilds Contract Award

2B. For action

Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to execute a contract with Kinkisharyo International, LLC to rebuild two Light Rail Vehicle (LRV) motor trucks and one center truck for an amount of \$376,626 plus a 10% contingency of \$37,663 for a total of \$414,289.

#### 2C. Rail Inspection Vehicle Purchase

2C. For action

Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to purchase a rail inspection vehicle from RailPod, Inc. in an amount not to exceed \$677,000 that includes annual subscription for data services and an annual maintenance program.

## REGULAR AGENDA

3. Report on Current Events and Suggested Future Agenda Items

3. For information

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

4. Next Meeting

4. For information

The next meeting of the RMC is scheduled for **Wednesday, January 4, 2023 at 11:00 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**

October 28, 2022

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

Public Comment

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND | DISCUSSION | CONSIDERATION**

None

**COMMITTEE PROCESS**

None

**CONTACT**

Jessica Mefford-Miller  
Chief Executive Officer  
602-262-7433  
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**ATTACHMENT**

None

# Minutes

October 26, 2022

## AGENDA ITEM 2A

### **Rail Transit Management Committee**

Wednesday, October 12, 2022

Boardroom/Webex

11:00 a.m.

#### **Meeting Participants**

Andrew Ching, City of Tempe (**Chair**)

Mario Paniagua, City of Phoenix (**Vice Chair**)

Ryan Peters, City of Chandler

Chris Brady, City of Mesa

Chair Ching called the meeting to order at 11:33 a.m.

#### **1. Public Comment**

Chair Ching said do we have any public comment?

Ms. Dillon said yes, Mr. Crowley.

Mr. Crowley said this is the regional strategic transportation infrastructure investment plan. High-capacity transit projects. Light rail and streetcar. Light rail transit corridor capital/I-10 Phase 2. Is there any reason why you still haven't fixed that?

Now, the reason that the two systems were put together, because at first, they were bifurcated, was that the CEO would be able to make sure that the rail and transit matched, were intermodal and got along. That I-10 project has five routes that don't have any connectivity. You spent \$30 million for these people to design it. I understand that 60,000 of it or 600,000 of that was also to work with the buses but when you do it that way, this is what gets planned.

And then there's also the light rail transit west Phoenix and the first one was for \$809 million, the second one is \$270 million. And with the streetcar expansions, I find it fascinating though that when it goes under code identification, it's got MAG, MAG, Phoenix and on bus rapid transit, all three of those are MAG projects. Now, does that mean MAG is going to be paying for them or is it coming out of transit's money?

I need you guys to start planning with the grid. Mesa, 60% of your city has no transit. Is the grid not actuated and functioning there? With this new coming up, I need you to make sure that we're doing according to traffic patterns, that we are always expanding and going out into the system and getting as many people on the alternative modes rather than single occupant vehicles.

But then when I see in the first part of this where it doesn't have capital projects for transit saying this is what we're going to be doing to make sure that the buses are a major and integral part of our system, I then see that like I said, with these three MAG projects, it's a billion and a half dollars. If you're bus, did they talk to you about this or did you talk to them? We need to get this done right. You need to come up with a plan that the Governor and the legislature will accept and get that funding to where it will go to the ballot.

## 2. Minutes

The minutes from the September 7, 2022, RMC meeting are presented for approval.

Chair Ching said are there any questions about the minutes from the Committee?

Hearing none. Is there a motion to approve?

Motion by Mr. Peters, second by Mr. Paniagua.

All in favor of the motion, say aye. Any opposed? Minutes pass unanimously.

**IT WAS MOVED BY RYAN PETERS, SECONDED BY MARIO PANIAGUA AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE SEPTEMBER 7, 2022 MEETING.**

## 3. Rail Transportation Services Contract Change Order – Wage Rates

Ms. Mefford-Miller said thank you, Chair Ching. This is our third and final wage rate memo before you this morning, Committee members. This is for our ACI light rail and streetcar operations contract.

This contract references just the operators of light rail and streetcar. With rail, unlike bus, we self-perform all of our maintenance functions within the Valley Metro organization. This is a contract ceiling increase request totaling \$1,383,300, again, for the period December 1, 2022 through June 30th, 2025, and the corresponding mid-year budget adjustment has already been included in IGAs with member cities. June 30th, 2025, by the way, is the expiration of the ACI current operations contract.

I want to note of particular importance on ACI unlike the East and West Valley bus contracts we currently have some pretty, significant growth milestones that we have to accomplish. Right now, we have 20 -- I'm sorry, we have 91 budgeted light rail and streetcar operator positions. Currently, we have 74 active operators. That's almost a 19% vacancy. Again, we have been able to field our scheduled light rail and streetcar service but we're doing so with managers operating in revenue service on a daily basis and with team members working overtime and on their day off subject to Department of Transportation hours of service limitations. So we're hanging in there but barely.

Some of the milestones we have coming up include Super Bowl XVII. We're honored to host that event and it's going to require additional light rail service. We're also going to be leveraging our bus system including our fleet and our operators to provide overflow support to bus operations. Our target for operators by the end of this calendar year, December of 2022, is to grow to 100 so that's an additional 26 operators that we'll need in place. And then to support our expansions now under construction we'll need 105 operators by July of 2023 to support Northwest Phase II and then in support of South Central Extension that head count is going to need to grow to 131 operators by July of 2024.

And so, in working with ACI on their recruitment and retention plans, the target that we're giving them is not 2022 it's really the target of 2024 and we're going to have to ramp up to that. They've created a workforce shortage mitigation strategy that incorporates their projections for attrition during that time frame as well as promotion of operators into supervisory positions. We're on the path but like the other contracts, we are struggling with wage rates. The current starting wage rate on the ACI contract is \$19.16. Again, comparable are included in the white paper we've shared with you today.

So requesting the Committee advance this to our Board for consideration later this month and for the entire period of performance of ACI through June 30th, 2025, we anticipate the amount would to -- would not exceed \$1,383,300.

Are there any questions about the ACI wage rate increase proposed paper?

Chair Ching said questions?

Ms. Mefford-Miller said thank you.

Chair Ching said hearing none. Thank you for your presentation. At this time, I would request a motion to approve the recommendation of the change order.

Motion by Mr. Paniagua, second by Mr. Peters.

All in favor of the motion, say aye. Any opposed? Motion carries unanimously. Thank you.

**IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY RYAN PETERS AND UNANIMOUSLY CARRIED TO APPROVE THE RAIL TRANSPORTATION SERVICES CONTRACT CHANGE ORDER – WAGE RATES AND FORWARD TO THE BOARD FOR APPROVAL.**

#### 4. Report on Current Events and Suggested Future Agenda Items

Chair Ching said are there any reports or suggested future agenda items for this Committee? Hearing none.

5. Next Meeting

Chair Ching said the next meeting of the RMC is scheduled for Wednesday, November 2, 2022, at 11:00 a.m.

The meeting was adjourned.

With no further discussion the meeting adjourned at 11:41 a.m.



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 2B****SUBJECT**

Light Rail Vehicle (LRV) Truck Rebuilds Contract Award

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to execute a contract with Kinkisharyo International, LLC to rebuild two Light Rail Vehicle (LRV) motor trucks and one center truck for an amount of \$376,626 plus a 10% contingency of \$37,663 for a total of \$414,289.

**RECOMMENDATION**

Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to execute a contract with Kinkisharyo International, LLC to rebuild two Light Rail Vehicle (LRV) motor trucks and one center truck for an amount of \$376,626 plus a 10% contingency of \$37,663 for a total of \$414,289.

**BACKGROUND | DISCUSSION | CONSIDERATION**

On March 14, 2021, LRV 103 was involved in a derailment with two other LRVs. LRV 103 incurred major structural damage that was beyond repair and was totaled by Valley Metro's insurance carrier. Valley Metro can salvage certain components from the damaged vehicle such as the 2 motor trucks and the center truck. These LRV trucks will need to be rebuilt by the OEM manufacturer of the vehicle and to conduct non-destructive testing to ensure the integrity of the trucks and to detect any flaws in the units.

The recommended vendor to perform the repairs is Kinkisharyo International, LLC and the repairs would be performed through a sole source procurement mechanism. Sole source is warranted and appropriate because Kinkisharyo is the only company that has the needed information, engineering resources, and parts to test and rebuild the trucks to OEM standards. The trucks will be shipped to Kinkisharyo's facility in New Jersey to complete the rebuilds and testing and then shipped back to the OMC when repairs have been completed and accepted by Valley Metro.

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.





### **COST AND BUDGET**

The cost to rebuild the LRV trucks is estimated to be \$376,626 which includes all freight costs. A contingency amount of \$37,626 (10%) is also requested as the rebuild cost is a best estimate at this time and may require adjustment if during the repair process unforeseen issues or hidden damage is revealed that calls for additional repair services in order to safely and securely repair the LRV trucks.

The LRV truck rebuilds will not be completed until FY2024 and will be included in the Proposed Valley Metro Rail FY2024 Operating budget and Capital Budget. This project will be partially funded with FTA federal funds.

### **COMMITTEE PROCESS**

RTAG: October 18, 2022 for information

RMC: November 2, 2022 for action

Board of Directors: December 1, 2022 for action

### **CONTACT**

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### **ATTACHMENT**

None



# Information Summary

**DATE**

October 26, 2022

**AGENDA ITEM 2C****SUBJECT**

Rail Inspection Vehicle Purchase

**PURPOSE**

To request authorization for the Chief Executive Officer (CEO) to purchase a rail inspection vehicle from RailPod, Inc. in an amount not to exceed \$677,000 that includes annual subscription for data services and an annual maintenance program.

**RECOMMENDATION**

Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to purchase a rail inspection vehicle from RailPod, Inc. in an amount not to exceed \$677,000 that includes annual subscription for data services and an annual maintenance program.

**BACKGROUND | DISCUSSION | CONSIDERATION**

Valley Metro Rail's 28-mile light rail line is primarily street running and includes 43 passenger stations, 22 sub-stations, and park and ride lots. The rail system has expanded another 3 miles to include Streetcar operations which includes additional passenger stations and sub-stations. Valley Metro is in need of equipment to perform regular inspections of the rail alignment. The inspection vehicle provides a full complement of geometry measurements including rail gauge, cross level, alignment, surface, speed, warp, twist, and curvature.

The inspection vehicle measures horizontal wear, vertical wear, gauge face angle and is able to compare differences in rail wear measurements over time with run-on-run comparisons, highlighting degradation and allowing for accurate end of life forecasting. These inspections will be performed annually. The inspection vehicle also provides height and stagger measurements for catenary systems, tracking changes and providing data and analytics to expose possible failure points. The vehicle attaches to any hi-rail truck or can be operated remotely as a stand-alone unit.



The recommended vendor for the purchase of the rail inspection vehicle is RailPod, Inc. and the purchase would be performed through a sole source procurement mechanism. Sole source is warranted and appropriate because RailPod, Inc. is the only company that has the needed equipment to provide the type of data for both track inspections and to provide information on the condition of the catenary. The Railpod system that is sold by this manufacturer is a patented, proprietary software machine. We have not completed a wheel-to-rail interface since the system was built. This equipment will allow us to do complete this testing regularly and provide much more additional information. Furthermore, it will aid us in accident investigations that involve a derailment.

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.

### **COST AND BUDGET**

The cost for the purchase of the rail inspection vehicle from RailPod, inc. is an amount not to exceed \$677,000 which includes an annual subscription for data services and an annual maintenance program for field service and technical support. The cost of the rail inspection vehicle is included in the FY2023 Valley Metro Operating and Capital Budget. This purchase will be partially funded with FTA federal funds.

### **COMMITTEE PROCESS**

RTAG: October 18, 2022 for information

RMC: November 2, 2022 for action

Board of Directors: December 1, 2022 for action

### **CONTACT**

Rob Rosenberg

Deputy Director of Rail Maintenance and State of Good Repair

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### **ATTACHMENT**

None

# Information Summary

**DATE**

October 5, 2022

**AGENDA ITEM 4****SUBJECT**

Report on Current Events and Suggested Future Agenda Items

**PURPOSE**

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

**COST AND BUDGET**

None

**RECOMMENDATION**

This item is presented for information only.

**BACKGROUND/DISCUSSION/CONSIDERATION**

None

**COMMITTEE ACTION**

None

**CONTACT**

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**ATTACHMENT**

None

**Pending Items Request**

Item Requested	Date Requested	Planned Follow-up Date