



MEETINGS OF THE

Management Committees

TMC/RMC Joint Meeting	Transit Management Committee (TMC)	Rail Management Committee (RMC)
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Date:
October 6, 2021

Starting Time
11:00 a.m.

Meetings to occur sequentially

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

In compliance with the Federal Transportation Security Administration's mask mandate, Valley Metro continues to require the use of face coverings in its facilities. Employees and guests must wear masks, regardless of vaccine status, in hallways, common areas, and any time social distancing cannot be maintained. If you are in a conference room where 6' distance cannot be maintained, masks are to be worn. We appreciate your cooperation in complying with this federal law.

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Agenda

August 25, 2021

**Joint Meeting Agenda
Transit Management Committee
And
Rail Management Committee
Wednesday, October 6, 2021
Boardroom/Webex
11:00 a.m.**

Action Recommended

1. Public Comment

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.

1. For Information

2. Chief Executive Officer's Report

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

2. For information

CONSENT AGENDA

3A. Minutes

Minutes from the September 1, 2021 TMC/RMC meeting are presented for approval.

3A. For action

3B. Printing Services Contract Awards

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute three-year base contracts with one, two-year renewal with Artisan Colour, BP Graphics, Capitol Litho Corp, Courier Graphics, Image Craft, Ironwood and Prisma Graphics for Printing Services in an amount not to exceed \$1,324,000 across the base terms. The RPTA portion will not exceed \$794,400 and the VMR portion will not exceed \$529,600.

3B. For action



REGULAR AGENDA

- 4. Federal Government Relations Consulting Services – Increase in Total Contract Authority for Cardinal Infrastructure, Inc. 4. For action

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to increase the contract authority in the amount of \$224,000 to cover federal lobbying costs through December 2022.

- 5. Travel, Expenditures and Solicitations 5. For information

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

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

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

- 7. Next Meeting 7. For information

The next meeting of the TMC/RMC is scheduled for **Wednesday, November 3, 2021 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.



Information Summary

DATE

September 29, 2021

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

Scott Smith

Chief Executive Officer

602-262-7433

ssmith@valleymetro.org

ATTACHMENT

None



Information Summary

DATE

September 29, 2021

AGENDA ITEM 2

SUBJECT

Chief Executive Officer's Report

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

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

ATTACHMENT

None



Minutes

DATE

September 29, 2021

AGENDA ITEM 3A

Joint Meeting of
Transit Management Committee
and
Rail Management Committee
Wednesday, September 1, 2021
Via Webex/Phone
11:00 a.m.

RPTA Meeting Participants

Chris Brady, City of Mesa, (Chair), phone
Cherlene Penilla, City of Avondale, phone
Roger Klinger, City of Buckeye, phone
Ryan Peters for Josh Wright, City of Chandler, phone
Councilmember Autumn Grooms, City of El Mirage
Dave Trimble, Fountain Hills, phone
Mary Goodman, Town of Gilbert, phone
Kevin Link for Kevin Phelps, City of Glendale, phone
Julie Karins, City of Goodyear, phone
Jacqueline Edwards, Maricopa County, phone
Eric Strunk, City of Peoria, phone
Mario Paniagua for Ed Zuercher, City of Phoenix, phone
Christine Taylor for Mike Gent, City of Surprise, phone
Steven Methvin, City of Tempe, phone
Shatawn Reed, ADOT, phone

Members Not Present

Bruce Gardner, Town of Queen Creek
Mark Melnychenko, City of Scottsdale

Chair Brady said we're glad you're here. Thanks for joining us.
All right. Let's convene the Joint meeting of the Transit Management Committee and
the Rail Management Committee for Wednesday, September 1st.

1. **Public Comment**

Chair Brady said I understand – Ms. Dillon, is this the item where we have an individual
ready to speak?



Ms. Dillon said yes, sir. Blue Crowley is here today. He is coming to the podium. Chair Brady said all right, Mr. Crowley, please jump up and share your comments. Mr. Crowley said Blue Crowley, resident of Phoenix and that took about two seconds. In the minutes, you're reviewing what were my written comments and I only spoke in that for three minutes and I find it fascinating that the top paragraph was just who I am and then the others were brief overviews.

So, when I see that you're going to be approving the minutes next, how many of you read what I had to say and know they're not limited what was that communicated. One of the things I had brought up was the Waymo contract and how when they had come and done the study session, they had to tell the Board, we can't give you any information because we don't have any of it yet so it progressed on and then you guys say, we're going to do active bidding out there to get what, who and things that are done.

One of the other things that I tried to bring up and say was that there was 335 individuals that were killed last year by the environment, heat exposure. And though heat stations, et cetera have helped prevent that number from being even further, but when I see the Rail saying, you can't just ride that and get out of the sun when we have all these overwhelming 110-degree days. And more important, you can't come over here and get a drink of water because unless you're getting on our unit to do something and go somewhere, we don't want you there.

And I think that that's abhorrent that this public entity doesn't have a little bit more compassion and do a reach out during the excessive heat and say, if you need some water, there's a fountain right there and if you need to get out of the sun and stop overheating, you can get on this rail and ride and see all of the different art that we have at every single station so that you can do something of culture and go on from there.

I also had commented in my statements about how instead of decreasing service, we need to be increasing it. I was one of the ones that wrote the Prop 400 stuff and that was back in '89, and we said, hey, you need to use the whole grid and keep on expanding. What the service needs to be is 24 hours and 7 days a week. And, oh, yeah, and how many of your communities do you have inner bus systems? Phoenix, Mesa, Glendale and then the rest of you. What is it? Why are you here if you're not going to participate to the maximums? Thank you.

Chair Brady said thank you very much for your comments. Do we -- we don't have anybody else, Ms. Dillon? Is that -- was that it?

Ms. Dillon said that's it, sir.



2. Chief Executive Officer's Report

Mr. Smith said thank you, Mr. Brady. Thank you to the Committees. Just an update. The Waymo -- Valley Metro Waymo pilot program that we commenced a couple years ago also had ASU as part of that because this study was part of the U.S. DOT Mobility on Demand sandbox grant that we received from the DOT. And the intent of that study was to -- and the pilot was to understand how autonomous vehicles can enhance customer experience, meet accessibility needs, and help to improve affordability and safety, especially for seniors and people with disabilities.

As part of that, we utilized Waymo as in many ways part of our RideChoice program in the Waymo service area. ASU studied the service, interviewed riders and studied and they just -- and prepared a report on the pilot that was submitted to the Department of Transportation. They just released that report in the last week or so. Their survey results revealed primarily a very positive experience. Revealed the riders were more engaged in activities outside the home. They were comfortable riding without operations specialists. They felt safe and they said that in the future, they would be interested in utilizing more autonomous vehicle transit services.

Looking ahead, it looks like there is interest in further exploration to see how autonomous vehicles fit in the transit model both on a first mile, last mile, but also, on a service provision framework which is why you saw just recently in the last meeting, our desire and request to continue exploring autonomous vehicles and how they fit with transit.

You can read the report. It's fairly, long, but you could -- we have provided a link at ValleyMetro.org or if you have trouble doing that, please just call Pat and she will be more than happy to provide you with a copy of that report.

Second thing, we're very, very pleased with is that on July 1 we introduced the Valley Metro app. This is part of our long-term goal to modernize and bring real time mobile connection with our riders working with the City of Phoenix. We introduced this and this is really the first stage of our long-term new ticketing and mobile access to our entire system which you will see rolled out over the next couple to three years as we revise and revamp and replace our current fare collection system. There have been 14,000 downloads since July 1.

The reason why we think that's so important is that when we first introduced this, our goal was 12,000 through December 31 so we have surpassed that in, basically, less than two months. So, we're very happy with that. This download is more than twice what our previous or Ride Kick app had, and we are looking forward to move forward



and ask you to watch as we and the City of Phoenix introduce more steps and stages as we move to modernize our fare collection system.

A couple of items I would like to go over with you before we get into the calendar. Would like to give you an update, a lot of people have asked about our front-door boarding on our buses. We are -- we and the City of Phoenix are jointly installing physical barriers. I think we have talked to you about that before. You approved the expenditure on that from the Valley Metro side. There have been some delays due to parts and other things as in most things during this -- during this pandemic, however, we are moving toward completion both at the City of Phoenix and Valley Metro. Hopefully, sometime this month with front-door boarding being re-instituted in October. The exact date October 11th.

You will see -- we are working on customer notification and on signs and other things. We want to give opportunity to ease into this so we are -- October 11th is the date that you will start seeing front-door boarding at which time we will have the capability of collecting fares again.

The other thing I want to make you aware of and I know some of you are probably having this same issues. We do have staffing issues like many people. It is -- it has started to impact our quality of service, specifically, on cleaning and other areas on the light rail, cleaning of trains and platforms and on the bus side, cleaning of buses. We are having difficulty in keeping those crews complete. We also -- our service providers are finding it more difficult to fill operator positions and maintenance positions. So far, we've been able to maintain levels of service, but I just want to make you aware that we are right on the -- we're, basically, living on the edge.

We have a lot of supervisors out there driving buses and taking care of trains and our contractors, ACI and TransDev on paratransit and First Transit, are doing whatever they can to entice operators. We have one of our providers who is actually providing large bonuses up to \$2,500, signing bonuses to come on. And I just want to make you aware of that, in case, it does become a critical -- it's not critical yet, but we are struggling to maintain those levels of staffing which could affect service in a significant way. Right now, they are affecting it in a minor way. Simply, some runs don't get -- very few runs may not get taken, but mainly, in the preparation and other areas. So, I just want to make you aware of that. We'll continue to update you and your staff as this goes along.

Chair Brady, that's my report. Oh, once again, the -- you see the calendar and the schedule. Just yeah, one thing to let you know is that the Board of Directors meeting that was scheduled for September 16th have been moved to September 30th. So, just to put that on your calendar.



Chair Brady said thank you, Mr. Smith. Appreciate that. Any questions for Mr. Smith? All right. If not, we'll continue.

3. Consent Agenda

Chair Brady said we've moved the Minutes to the Consent Agenda so the Consent Agenda includes the Minutes and the other items regarding hardware -- network hardware maintenance agreements, Title VI program update and federal government relations consulting services. That is the Consent. Do you have any questions, concerns?

Mr. Paniagua said this is Mario from Phoenix. Can we pull off Item 3D, the federal government relations consulting services item for additional discussions?

Chair Brady said we will pull that off for approval with the regular agenda.

Chair Brady said are there questions or comments from the group? If not, I'll entertain a motion to approve the Consent item which will include items 3A through 3C. Do I have a motion?

IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY MOTION BY MR. PANIAGUA, SECOND BY ERIK STRUNK AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS 3A-3C.

3D. Federal Government Relations Consulting Services Change Order

Chair Brady said let's go ahead now and take item 3D as a regular agenda item. Do have any presentation, any background from staff they would like to share before we open up for questions?

Mr. Smith said I can give a brief background of this. As you can see, we -- in January 2018 at the recommendation of the Boards and city staff, we, Valley Metro, retained for the first time in a few years, federal lobbyists. We did that because the interests of the region and our interactions with the federal government, especially the FTA are unique and specific both on a capital project, on the rail side, we have several projects before the FTA, but also, on overall, on funding through 5307, service transportation and other things.

The contract in January 2018 was a -- was initially totaled five years a two-year contract with three one-year issues in it. And it contemplated a normal environment with -- specifically, anticipating service transportation renewal which affects all of us, other



funding issues related to bus and paratransit and specifically, capital programs. At that time, South Central, Tempe Streetcar, and Northwest were the three projects that were on the table.

As we can all imagine, in January of 2018, nobody anticipated what was going to happen just, I guess, a year or so later with -- a couple years later with the pandemic with the shutdown. No one also anticipated the significant political and other issues that would come with our capital project funding. The issues -- the political issues with the 4 Lanes, No Trains how those filtered back to Washington. The issues with the relief funding and we've found that the scope of what we were asking our federal lobbyists to accomplish expanded significantly. Not only did it expand significantly, they also stepped up and were instrumental in protecting our interests, but also, in making things happen. I would say that many of the good things that happened including the full funding grant agreement on both -- on Tempe and on -- especially on South Central and what came to this region in a non-rail CIG through the relief funding and through as the service transportation has gone is directly related to efforts of our lobbyists.

I can tell you that we meet with them once a week. They are in constant communication with our delegations, Washington offices, and with Congressional staff, especially with their contacts on appropriations and finance in both the House and the Senate and House Transportation and the Senate committees that deal with transit. And they have gone far beyond what their original scope was.

We changed that scope and increased their services a while ago and what we found is that based on the initial authorization which was based on a more limited scope that we, basically, have run out of contract authority based on that limited scope and what we're asking for now is to increase the amount of contract authority to take us through the end of this contract based on the revised scope that we have.

Once again, I've worked in this area a long time and I can tell you that we have been fortunate to have hired Cardinal Infrastructure. In my experience in Washington doing a lot of work and lobbying back there, there's a lot of good lobbying firms, many of you hire your own and they're good. But as far as transportation and FTA, I've never seen anyone better than the one we are fortunate to have which is Cardinal Infrastructure, which is why we very, very -- are very happy to have them on board.

They are essential to what we do as a region and what we can accomplish and with what we have on the plate now in D.C. with the infrastructure bill still working its way through Congress, the reconciliation which also has many things related to funding of transit in it, and with service transportation due to expire on September 30th and the



renewal of that, the services of our lobbyists are as necessary now and as broad on the region as they ever have been.

So, that's the background. That's why you have the request in front of you and I'll take any questions you might have.

Chair Brady said thank you, Mr. Smith. Are there any questions? Mario.

Mr. Paniagua said just a couple comments and questions. You know, I just want to start by saying I agree with Mr. Smith in terms of the value of the federal consultant and the lobbying services that they provide that that's a very, valuable service that's needed for Valley Metro as well as some of the member cities. And I don't disagree that they've done a good job as well. And so -- nor do I disagree that there's been some unanticipated circumstances.

I think one of the challenges here is that Scott you talked about changing the scope and increasing the scope of their work. I just I don't believe that the Board was ever involved in that discussion over the last three, three and a half years to be able to do that. And so, the fact that all of the authority that's been -- that was authorized in the contract has already been paid was a decision made by staff. I think there's an issue with that and we're pretty uncomfortable with the way that's played out. And so, I think Phoenix is going to have a really hard time -- we're just not able to move this forward. I would suggest maybe pushing this out at least another month so that we can talk more about this, get some additional questions answered, but otherwise, I think Phoenix would have to be a no vote at this point.

Chair Brady said any other questions on this item? I'll just weigh in. I mean, I get it. I mean, I think you said all the right things Mario about why this is a good idea. I guess, at some point, we have to let Valley Metro be Valley Metro and make decisions. And I think we have to be really careful because I'm feeling it. We've got to be careful not to micromanage. We kind of have to let them read the field and make decisions like this. I get it. You know, it was a big decision, but, you know, during -- I would -- my Council, that would be very difficult, I think, for a Council to do that to a city manager when you're in the middle of all these transitions and going -- I think maybe the better opportunity would be to at least talk about this with us, but I don't see the reason why we need to micromanage that -- those kind of decisions. I think we think it's a good idea. I think we think it's the right thing to do.

I think if the argument is, well, we wish we would have known sooner. That's -- I guess, I'm worried about what the message is because if the issue is, yeah, we agree this needs to be done. Yes, it's a reasonable amount of dollars then what's -- is the



discussion that we're just upset because we didn't know sooner? You know, at some point, these are, you know, we're all big boys, we're a big organization so we have to pay them just to do their best so. Mesa supports this.

I don't know how the rest of everybody feels. Mr. Smith, if it delays a month, it sounds like you still have enough money to keep paying the consultant at this current expanded level; is that correct?

Mr. Smith said it is. I -- it is, and I appreciate your comments. I also have to go back, and it seems to me like we're, you know, we're looking in the back. We all wish that things wouldn't have had to react the way we did, but, you know, when there's a fire that breaks out and there's a significant thing, our first impression is to take care of the fire and take care of the members and do what we need to make sure that happens. And, I guess, in retrospect you can always look back and say, gee, we should have stopped, gone through a three-month process, and talked to the Board about stuff, but we did what we needed to and we had authority of the Board to spend a certain amount of money and we spent that and when it came up, we came back.

I don't think -- didn't hear anyone -- and I don't think we second guessed our willingness to adjust to the rapidly changing environment in Washington D.C. And we addressed those issues as we had to and it actually worked out very, very well for us to the tune of literally hundreds of millions of dollars that came into our region, much of that would not happen, but for us being able to literally pivot on a dime and up our game in Washington D.C. I would just say that.

I appreciate your statement. You don't always get the chance to stop and contemplate and go back and -- whether this is ask for permission -- forgiveness instead of permission. I think we did what we needed to and I think the results are self-explanatory.

Chair Brady said thank you. Any other comments, questions from the group?

Mr. Paniagua said so appreciate the opportunity to just respond one more time. I just wanted to clarify that I don't agree that this is micromanaging. I think that this is something that is the Board's responsibility. This is not -- this level of a contract and the authority would fall under the Board. I think that, you know, if we were talking about a few months or even in -- later in the same year where decisions were made about increasing the scope and responsibility and coming back and having that discussion, I think that would be a different kind of thing. Much more acceptable than coming three and a half years into the contract and saying, oh, suddenly, we've run out and it's kind of a gun to the head situation to where it's a decision now by the Board that if we don't



approve this item going forward then you're faced with not having that federal representation and being able to play out the contract.

So, I don't necessarily agree -- I haven't mentioned that, you know, in my comments that were positive. I don't know if the funding is reasonable based on what is being presented here which is why I think we need a little more time to dig into this and I suggested that. But I just wanted to clarify that I -- I don't agree that we're trying to micromanage. We're certainly not trying to do that. We're not trying to be an obstacle. It's -- it really, truly is wanted to make sure that this is properly managed and done the right way in accordance with what the Board's given the authority to do. Thank you.

Chair Brady said yeah. I -- thank you, Mario. I'm not going to spend too much time on that. I think we still need to continue to evaluate the reaction of the Board of our elected officials and how much -- how much we're getting into the business of this agency. I think while it's always a prerogative of our electeds to do that, I think we have to be as good administrators also warn them when it becomes too over -- becomes too much of a burden. And it doesn't allow an agency to move and pivot. I get it. I mean, there's other ways you can communicate these things, but this seems like a very fundamental issue for a large agency like this.

I will tell you. I think the number is more than reasonable. It's less than what we spend and based on the background information it looks very reasonable compared to other peer agencies. But if you want to make a motion to defer this for a month, I think that would be appropriate, Mario, if you want to do that. Mr. Smith said and if I could just before --

Mr. Paniagua said okay. Thank you, Chair Brady.

Mr. Smith said before Mario does this, if I could just one clarification. When I say, change the scope, we did not look at the scope and change what we had entered into. The lobbyists were providing the same service. The scope changed simply because we were presented with additional challenges that we did not anticipate. Significant. And basically, it's -- getting back to the fire thing. It's like if have major fires and, all of a sudden, your fire department comes and said we had to pay overtime to fight these fires. We did the same thing.

It's just that with both the challenges with South Central and the 4 Lanes, No Trains, and the political issues there. And then also the challenges with the pandemic, we were asking our lobbyists to do the same thing but do it much more intently -- intensively and spend much greater time in doing it because the needs presented themselves. So, I just want to make sure that when we say, change the scope. We didn't change what



they did. The situation on the ground changed so rapidly and so significantly that we adjusted and reacted to that. So, I just want to make sure that's clear to everybody.

Chair Brady said all right. Mario, do you want to make that motion?

IT WAS MOVED BY MARIO PANIAGUA, SECONDED BY JULIE KARINS AND CARRIED TO TABLE CONSENT AGENDA ITEM 3D TO NEXT MONTH'S MEETING SO THAT WE CAN GET SOME MORE TIME TO TALK ABOUT THIS AND GET SOME QUESTIONS ANSWERED. CHRIS BRADY VOTED NO.

4. Travel, Expenditures and Solicitations

Chair Brady said any questions on item number 4?

5. Future Agenda Items Request and Report on Current Events

Chair Brady said any future item requests? Or update on current events?

6. Next Meeting

The next meeting of the TMC/RMC is scheduled for Wednesday, October 6, 2021, at 11:00 a.m.

The meeting is adjourned.

With no further discussion the meeting ended at 11:28 a.m.



Information Summary

DATE

September 29, 2021

AGENDA ITEM 3B**SUBJECT**

Printing Services Contract Awards

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to execute three-year base contracts with one, two-year renewal with Artisan Colour, BP Graphics, Capitol Litho Corp, Courier Graphics, Image Craft, Ironwood and Prisma Graphics for Printing Services in an amount not to exceed \$1,324,000 across the base terms. The RPTA portion will not exceed \$794,400 and the VMR portion will not exceed \$529,600.

RECOMMENDATION

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to execute three-year base contracts with one, two-year renewal with Artisan Colour, BP Graphics, Capitol Litho Corp, Courier Graphics, Image Craft, Ironwood and Prisma Graphics for Printing Services in an amount not to exceed \$1,324,000 across the base terms. The RPTA portion will not exceed \$794,400 and the VMR portion will not exceed \$529,600.

BACKGROUND | DISCUSSION | CONSIDERATION

Historically, Valley Metro has met the high demand of procuring for printing services by obtaining three quotes and issuing a purchase order for each project. While fair and competitive, this process limits the buying power of the agency and is time-intensive. To create greater efficiency, remove redundancy, leverage our buying power to reduce cost, and remain compliant with the Valley Metro Procurement Manual, Valley Metro requests to enter into multiple contracts to meet our printing needs now and into the future.

Printing services are necessary to provide materials to all of Valley Metro's departments and serve member city needs, communicate to passengers and stakeholders and implement strategic marketing efforts. Printed material and collateral continue to be an avenue to allow Valley Metro to communicate to existing riders, notify key communities, target new demographics and develop custom tactics to support and recover overall system ridership and generate community support for transit. The cost forecast recognizes our desire to move to more digital efforts while realizing that print materials will still be required as we recover ridership, continue in-person outreach and communicate to a diverse audience.



The not-to-exceed (NTE) value over three years of \$1,324,000 will be used as needed and was determined by analyzing actual printing expenses over the past three years (including reacting to the COVID-19 pandemic and forecasting a post-pandemic/“new normal” environment) and anticipates increases in paper and labor prices based on current trends. The printing expenses in pre-pandemic FY19 were \$511,000. We saw a decrease in FY20 to \$398,000 and \$225,000 in FY21 as our volume of activities decreased during the height of the pandemic. The NTE estimate assumes that we’ll use the best digital practices from the pandemic environment, while seeing a gradual increase in activities, and therefore in print demand, following the pandemic and as we recover.

On May 17, 2021, Valley Metro staff issued a Request of Proposals for Printing Services in compliance with the Valley Metro Procurement Manual. The solicitation included the following technical evaluation criteria:

Evaluation Criteria	
Understanding/Approach to the Scope of Services	400 points
Pricing	400 points
Qualifications & Experience of the Firm	200 points
TOTAL POINTS AVAILABLE	1,000 Points

Submittals were received on June 17, 2021. A total of 10 submittals were received and deemed responsive from the following offerors:

Proposers	
Artisan Colour	Image Craft
BP Graphics	Ironwood
Capitol Litho Corp	Paramount Promotions
Cereus Graphics	Prisma Graphics
Courier Graphics	Turbo Images

An evaluation committee consisting of Valley Metro staff was appointed to evaluate submittals in accordance with the evaluation criteria listed above. Offerors were allowed to bid on one or multiple categories of Printing Services. The offerors and their total points are listed below:

Category 1 – Wraps (Examples include: Bus Wraps, LRV Wraps, TPSS Wall Graphics)	
Offeror	Total Points
Image Craft	966
BP Graphics	829
Turbo Images	807
Ironwood	788
Prisma Graphics	716

Category 2 – Small Format (Examples include: Guide A Ride Signs, Envelopes, Flyers, Brochures, Posters)	
Offeror	Total Points
Courier Graphics	885
Artisan Colour	881
Capitol Litho	881
Prisma Graphics	875
Ironwood	846
Cereus Graphics	718

Category 3 – Medium Format (Examples include: LRV and Bus Car Cards, A Frame Graphics, Presentation Boards)	
Offeror	Total Points
Image Craft	966
BP Graphics	914
Capitol Litho	817
Artisan Colour	792
Prisma Graphics	736
Ironwood	711
Cereus Graphics	554

Category 4 – Large Format (Examples include: Banners, Kiosk Posters, System Maps)	
Offeror	Total Points
Ironwood	910
BP Graphics	812
Image Craft	761
Capitol Litho	738
Artisan Colour	675
Prisma Graphics	649
Paramount	575
Cereus Graphics	550



Based on the evaluation committee’s scoring and the volume of anticipated work in each category, it was determined that the following offerors would be chosen for award in the print categories. By having a variety of print vendors available on contract, Valley Metro will have the flexibility required to meet various printing needs (i.e. short turn-around and high-volume times, large print requests during service change periods, niche printing services).

Category 1 – Wraps	Category 2 – Small Format	Category 3 – Medium Format	Category 4 – Large Format
BP Graphics	Artisan Colour	BP Graphics	BP Graphics
Image Craft	Capitol Litho	Capitol Litho	Capitol Litho
	Courier Graphics	Image Craft	Image Craft
	Prisma Graphics		Ironwood

As individual print jobs are identified, the following steps will be used to determine the vendor appropriate for the job:

- Valley Metro will match specific print jobs with the appropriate vendor(s) based on specific expertise, workload and availability.
- Valley Metro will prepare the specifications and request a quote.
- The vendor(s) will prepare and submit quote(s) to Valley Metro.
- Final negotiations occur and the purchase order is initiated.
- If price negotiations are not successful, Valley Metro reserves the right to solicit the other firms on contract.

COST AND BUDGET

The Printing Services contract awards for approval have base terms of three years. For the base terms, the not-to-exceed value across all vendors is \$1,324,000, with the RPTA portion being \$794,400 and the VMR portion being \$529,600.

Based on analyzing actual printing expenses and associated volume of jobs over the past three years, the projected budget breakdown by print category is Wraps: 24%; Small Format: 44%; Medium Format: 12%; and Large Format: 20%.

For Fiscal Year 2022, \$252,900 is included in the Valley Metro RPTA and Valley Metro Rail Adopted FY22 Operating and Capital Budgets. Contract obligations beyond FY22 are incorporated into the Valley Metro RPTA and Valley Metro Rail Five-Year Operating Forecast and Capital Program (FY22 – FY26).

The sources of funding are Proposition 400 and member city contributions.



COMMITTEE PROCESS

RTAG: September 21, 2021 for information

TMC/RMC: October 6, 2021 for action

Boards of Directors: October 21, 2021 for action

CONTACT

Hillary Foose

Director, Communications & Strategic Initiatives

602-322-4468 | hfoose@valleymetro.org

ATTACHMENT

None



Information Summary

DATE

September 29, 2021

AGENDA ITEM 4

SUBJECT

Federal Government Relations Consulting Services – Increase in Total Contract Authority for Cardinal Infrastructure, Inc.

PURPOSE

To request authorization to increase the previously Board approved contract authority from \$600,000 to \$824,000, an increase of \$224,000 to cover the cost of services through December 2022.

RECOMMENDATION

Staff recommends that the TMC/RMC forward to the Boards of Directors authorization for the CEO to increase the contract authority in the amount of \$224,000 to cover federal lobbying costs through December 2022.

BACKGROUND | DISCUSSION | CONSIDERATION

In November 2017, the Boards of Directors authorized the CEO to execute a contract with Cardinal Infrastructure (“Cardinal”) to provide Federal Government Relations Consulting Services to Valley Metro effective January 1, 2018 for a total term of 5 years (2-year base contract plus 3 one-year renewal options). Cardinal is a women-owned, bipartisan firm specializing in transportation, infrastructure and economic development policy at the federal level. Their clients include public transit agencies, cities, regional authorities, private-sector businesses, and nonprofit organizations.

The contract provided for a monthly retainer-based agreement for a prospective workload consisting of normal and routine federal monitoring, tracking and lobbying activities. The contract award amount was \$600,000, which was based upon 60-months at \$10,000/mo. No contingency amount was included in the contract.

The increased contract authority is necessary due to a series of unexpected events, challenges and issues that put regional projects and programs at serious risk and required Cardinal to put in significantly more work in Washington, D.C. on our behalf. Cardinal continues to provide an elevated level of lobbying services and Valley Metro staff is requesting the Boards of Directors to increase the total contract amount by \$224,000 to cover the additional federal lobbying costs through the end of their contract in December 2022.

In the spring of 2018, just a few months after beginning work for Valley Metro, the expected “normal and routine” lobbying workload for Cardinal changed very quickly. First, formal efforts began to end light rail extension projects in Phoenix. Citizen petitions to the Phoenix City Council specifically challenged the South Central



Extension/Downtown Hub (SCEDH) light rail project. The local opposition was noticed by FTA and USDOT officials, who questioned the project's viability which threatened to delay or kill the project. The challenges with federal officials did not subside until after the defeat of Proposition 105 in August 2019 which confirmed to FTA overwhelming public support of light rail in Phoenix. This threat required substantial federal work to keep the project moving forward. During this time, the intense public debate and doubts raised by FTA caused SCEDH to miss a critical deadline to enter the engineering phase of the project. However, through intense lobbying efforts and negotiating with FTA, SCEDH was approved for entry into engineering in April of 2019, more than two years beyond its statutory deadline. The FTA had never before allowed any project to miss a deadline by two years and remain in the grant program.

Concurrent with the local political challenges, the Trump Administration began implementing changes to its transit funding program that negatively impacted our overall regional transit system. The Administration repeatedly altered program standards, requirements and funding shares, disregarded the authorized funding levels in the FAST Act, which authorizes all transportation programs and funding, and introduced multiple budget proposals to eliminate all funding of high-capacity rail transit projects and the TIGER grant program. In addition, several federal government shutdowns stopped work on the review of federal grants for rail projects, which put them at additional risk of missing the aforementioned federal statutory timelines. Members of Congress on both sides of the aisle did not agree with the Administration's positions, and Congress took a more active and direct role in transit funding, program oversight and advocacy. Valley Metro asked Cardinal to take on additional responsibilities working with Congress to protect the hundreds of millions of dollars in federal funding that was at risk. Our lobbying efforts took on a crisis-mode posture and "whatever it takes" sense of urgency.

Additionally, as illustrated during the past nineteen months, the federal role in system operations has taken on greater importance with the passage of COVID-19 related transit funding bills which have provided hundreds of millions of dollars for ongoing operations and pandemic-related expenses. With continuing reductions in farebox revenue, it is critical that federal funding opportunities continue and offer maximum flexibility.

As part of a concerted and coordinated effort to obtain federal relief funding, Cardinal worked closely with Arizona's congressional delegation and key committee staff and coordinated with similarly situated transit agencies. Those efforts included creating and advancing language to secure Congressional approval of \$1.4 billion in additional federal funding to Capital Improvement Grant (CIG) projects which entered full funding grant agreements within the past two years. This legislation yielded \$81.3 million in unexpected additional funds for SCEDH and \$17.4 million for Tempe Streetcar. Cardinal did the heavy lifting on this effort and is primarily responsible for making it happen, which delivered \$98.7 million in new federal money to our region.

Lastly, to capitalize on the Biden Administration's transportation/transit funding and infrastructure priorities has required an increase in engagement with administration



officials and new leadership at FTA, USDOT and other federal agencies. For example, the FAST Act authorizes all transportation and transit programs and funding – and it expires on September 30, 2021. Its reauthorization has been included in the Bipartisan Infrastructure Bill which continues to be debated in Congress. This includes \$885 million in formula funding for transit in Arizona.

Since the start of this contract in January 2018, Cardinal has exceeded all requirements and expectations. They have successfully lobbied for Valley Metro RTPA priorities such as flexibility in allowing reimbursement for operating costs to maintain service; the utilization of the emergency docket to mitigate challenging FTA administrative and statutory requirements for bus, rail and paratransit operations; and they continue to pursue federal grant opportunities, such as the Bus and Bus Facilities Infrastructure Investment discretionary grant program, Better Utilizing Investments to Leverage Development (BUILD) transportation grant program, Integrated Mobility Innovation program, Transit Oriented Development and other grants, as they become available. This includes the Low or No (LowNo) emission competitive grant program to lease or purchase electric buses and charging infrastructure which remains a priority for a number of RTPA member agencies.

Considering Cardinal's response and the significant amount of additional workload they took on, Valley Metro agreed two times to adjust their monthly retainer. In July of 2019, the retainer was increased from \$10,000/mo. to \$13,000/mo., and in January of 2021, it was increased to \$16,000/mo. These increases were made within the approved contract totals and the board approved annual RTPA and VMR budgets. The adjusted monthly amount of \$16,000/mo. remains within the Board approved budget for fiscal year 2022, but if paid through the end of the contract in December 2022, the total amount will exceed the original five-year approved total contract amount by \$224,000.

Even with the increases in the monthly retainer, the amount paid to Cardinal remains below peer-agency expenditures for similar services for the type and amount of additional work Valley Metro has asked Cardinal to perform. For comparison, peer transit agencies expend the following for federal representation (source: U.S. Senate Lobbying Disclosure Database):

- Utah Transit Authority \$300,000/year or \$25,000/month
- Regional Transportation District in Denver \$280,000/year or \$23,000/month
- Houston Metro, \$200,000/year or \$16,666/month
- Seattle Sound Transit, \$560,000/year or \$46,666/month
- Dallas Area Rapid Transit (DART), \$240,000/year or \$20,000/month
- Metro Transit in Minneapolis-St. Paul, \$198,000/year or \$16,500/month
- Capital Metropolitan Transportation Authority in Austin, TX \$200,000/year or \$16,666/month
- *Valley Metro, \$192,000/year or \$16,000/month*

COST AND BUDGET

The cost to increase the contract authority with Cardinal Infrastructure over the remaining 14 months of the contract (November 2021 – December 2022) is \$224,000. Approximately \$128,000 is required in FY22 with the remainder for FY23.



The costs are evenly divided between RPTA and VMR. The source of RPTA funding comes from the Regional Area Road Fund for RPTA and member city contributions for VMR. Costs for Fiscal Year 2022 are included in the RPTA and VMR Adopted FY2022 Operating and Capital Budgets. Contract obligations beyond FY2022 are incorporated into the RPTA and VMR Adopted Five-Year Operating Forecast and Capital Program.

COMMITTEE ACTION

RTAG: August 17, 2021 for information

TMC/RMC: September 1, 2021 for action, tabled to October

TMC/RMC: October 6, 2021 for action

Boards of Directors: October 21, 2021 for action

CONTACT

Alexis Tameron Kinsey

Chief of Staff / Director, Government Relations

602-322-4450

atameronkinsey@valleymetro.org



Information Summary

DATE

September 29, 2021

AGENDA ITEM 5**SUBJECT**

Travel, Expenditures and Solicitations

PURPOSE

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

Non-essential travel has been suspended at this time.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COST AND BUDGET

None

COMMITTEE PROCESS

None

RECOMMENDATION

This item is presented for information only.

CONTACT

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

ATTACHMENTS

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

Valley Metro
Travel Reimbursement Report
 For Travel Completion Dates
 8/1/21 through 8/31/21

Job Title	Purpose of Travel	Location	Dates Traveled	Total Travel Cost	Airfare	Other Transport	Lodging	Meals	Misc.
Superintendent, LRV Maintenance	Brookville Visit	Pittsburgh, PA	8/22/21-08/25/21	\$1,637.75	\$659.41	\$333.26	\$449.08	\$196.00	\$0.00
Manager, Operations Support & Analysis	Brookville Visit	Pittsburgh, PA	8/22/21-08/25/22	\$1,415.01	\$769.93	\$0.00	\$449.08	\$196.00	\$0.00

Total this reporting period

\$3,052.76

Year to Date

\$3,052.76

Report reflects Out of State (AZ) Travel

Valley Metro Regional Public Transportation Authority
Monthly AP Payments over \$25,000
August 2021

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
10000024	8/30/2021	First Transit Inc	July 2021 Fixed Route Bus Service - Unification	5,821,455.76
10000021	8/13/2021	ADP, LLC	PPE 8-08-21 Wages Payable-Reverse Wire	906,976.64
10000024	8/27/2021	ADP, LLC	PPE 8-22-21 Wages Payable-Reverse Wire	899,243.81
10000032	8/30/2021	City of Phoenix	Aug 2021 FR Bus Service, DAR	569,456.52
10000024	8/20/2021	Cigna Health and Life Insurance	Aug 2021 Health Insurance Premiums	442,010.93
10000020	8/30/2021	CDW Government LLC	Software Contracts	296,083.33
10000022	8/30/2021	DMS Facility Services Inc	Aug 2021 Cleaning Services	261,710.59
51121	8/6/2021	American Logistics Company, LLC	June 2021 ALC/RideChoice Program	256,633.22
10000022	8/13/2021	ASRS	PPE 8-08-21 ASRS Contributions Employer	250,990.27
10000023	8/27/2021	ASRS	PPE 8-22-21 ASRS Contributions Employer	249,483.74
10000027	8/30/2021	Gray Matter Systems LLC	Emerson Machine Parts	96,535.65
10000029	8/30/2021	Senergy Petroleum LLC	Bulk Fuel	94,551.92
10000027	8/30/2021	Guidesoft Inc	Managed Services Provider-IT Service Help Desk	91,768.96
10000028	8/30/2021	Second Generation Inc, dba Ajo Transpor	Rural Connector Services	65,983.07
10000019	8/30/2021	Alesig Consulting LLC	IT Equipment, Software & Services (Jul'21 - Jun'22)	56,883.00
10000009	8/10/2021	CopperPoint Insurance Company	August 2021 Rent	55,018.35
10000048	8/30/2021	SHI International Corp	Ellipse Software Renewal (Jul'21 - Jun'22)	46,900.07
7152021	8/16/2021	Wells Fargo	July Credit Cards	42,293.56
10000021	8/10/2021	CopperPoint Insurance Company	July and August Workers Comp	35,879.70
51122	8/6/2021	Power Manufacturing, Inc.	Protective Barriers for Drivers for Zoom, Ajo, Pogo, Buzz and Buckeye Fleets	34,850.00
10000023	8/30/2021	Delta Electric Motors Inc	Inspections/Refurbishing/Overhauling	31,295.00
10000025	8/30/2021	GMI	Juy 2021 IT Consulting Services	29,930.00
10000030	8/30/2021	Imagine Technology Group LLC	July 2021 Managed Print Services	29,319.80
				10,665,253.89

Valley Metro Rail, Inc
Monthly AP Payments over \$25,000
August 2021

Payment Number	Date	Supplier or Party Name	Transaction Description	Amount
41499	8/10/2021	Kiewit Infrastructure West Co.	4/26/21-6/27/21 S Central Extension Project	31,766,432.89
41499	8/10/2021	Kiewit Infrastructure West Co.	April 2021 S Central Extension Project	14,624,078.64
41500	8/10/2021	Kiewit-McCarthy	3/29/21-5/29/21 NW Extension 2 Project	8,543,343.58
41487	8/6/2021	Hensel Phelps Construction Co	Contract 17023-OMCE Retention Release 50%	4,059,798.50
41500	8/10/2021	Kiewit-McCarthy	June 2021 NW Extension 2 Project	3,621,615.18
41505	8/27/2021	HDR Engineering, Inc.	June 2021 Planning and Community Relations	990,122.59
41481	8/6/2021	Alternate Concepts Inc.	June 2021 Transportation Services	944,697.25
41488	8/6/2021	Hill International, Inc.	May 2021 Program Management	939,316.48
41486	8/6/2021	HDR Engineering, Inc.	April 2021 Planning and Community Relations	646,520.93
41501	8/13/2021	Builders Guild, Inc.	Feb - June 2021 Construction Services - JOC	591,826.82
41496	8/6/2021	Siemens Mobility, Inc.	LRV Acquisition Program	528,561.77
41505	8/27/2021	HDR Engineering, Inc.	June 2021 12A Planning and Community Relations	511,577.49
41511	8/20/2021	Salt River Project - Construction Fees	SCE1.40 April 2021 SCE.C.00030-0421-DS	315,955.06
41507	8/13/2021	J. Banicki Construction Inc.	June 2021 Construction Services - JOC	278,379.55
41513	8/20/2021	Salt River Project - Construction Fees	NWEII1.35 June 2021 NWEII.C.00188-0621-DS	245,057.10
41480	8/6/2021	AECOM Technical Services, Inc.	May 2021 S Central Extension Project	199,800.57
41495	8/6/2021	Salt River Project - Construction Fees	NWEIII1.34 May 2021 NWEII.C.00188-0521-DS	196,390.09
50000002	8/10/2021	101 North First Ave LLC	August 2021 101 Building Rent	169,647.05
41517	8/13/2021	Stacy and Witbeck, Inc.	June 2021 Tempe Streetcar Project	164,400.78
41480	8/6/2021	AECOM Technical Services, Inc.	June 2021 S Central Extension Project	163,150.93
50000011	8/30/2021	Knorr Brake Corporation	July 2021 LRV Friction Brake Equipment/Repairs	143,184.56
41509	8/20/2021	Salt River Project - Construction Fees	Construction-CIAC 1700447 - TSC A.00799.01.53	127,625.62
41485	8/6/2021	DLT Solutions, LLC	Nov 2020-June 2021 Aconex Consulting	103,342.87
41494	8/6/2021	Prestamos CDFI LLC	Jan-June 2021 SBFAP	86,000.00
50000005	8/30/2021	Award Winning Restorations	LRV Painting	85,653.00
41485	8/6/2021	DLT Solutions, LLC	Nov 2020-June 2021 Aconex Consultant	77,306.10
41485	8/6/2021	DLT Solutions, LLC	Nov 2020-June 2021 Aconex Consultant	77,306.09
41508	8/13/2021	PGH Wong Engineering, Inc.	Incept to Feb 2021 Systems Design	70,703.56
50000018	8/30/2021	City of Phoenix	July & Aug 2021 Fare Handling Fee	70,670.00
41514	8/20/2021	Salt River Project - Construction Fees	SCE1.42 June 2021 SCE.C00030-0621-DS	68,996.58
41512	8/20/2021	Salt River Project - Construction Fees	Construction-CIAC 1800894 NWE2 A.0079.03.09	54,285.00
50000019	8/30/2021	Dell Marketing LP	Battery Packs	31,365.96
41497	8/6/2021	Stantec Consulting Services, Inc.	June 2021 Tempe Streetcar Design Services	25,110.50

70,522,223.09



**Procurement Report
for October Board Month**

RECENTLY COMPLETED PROCUREMENTS										
Contract Administrator	Agency	Procurement Type	Procurement Title	FTA Funding	Release Date	Proposal Due Date	Targeted Board Award Date	Estimated Contract Value	Term of Contract	Comments
Christian J	RPTA	COOP	Professional Development Training Services	No	N/A	N/A	August 2021	\$62,000.00	2 years	Routed for Signature
Christian J	RPTA	COOP	Skillsoft eLearning Library Services	No	N/A	N/A	August 2021	\$71,400.00	2 years	Routed for Signature
Christian J	Joint	COOP	Non-Revenue Vehicle Fuel	No	N/A	N/A	August 2021	\$1,210,500.00	5 years	Routed for Signature
Christian J	RPTA	Sole Source	RideChoice Brokerage Services for interim 1 year service delivery and 4 mo transition	Yes	N/A	N/A	August 2021	\$1,659,405.00	1 year	Pending City of Phoenix Approval
Barb H	VMR	Sole Source	KI-LRV Midlife Overhaul Parts (13)	Yes	June 2021	June 2021	August 2021	\$2,517,555.00	1 years+1 option	Routed for Signature
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
Kianie K	Joint	RFP	Community Relations Support Services	Yes	September 2021	October 2021	February 2022	\$6,500,000.00	5 years	SOW Development
Kianie K	Joint	RFP	Printing Services	No	May 2021	June 2021	October 2021	\$1,500,000.00	3 year + 2 options	In Evaluation
Kianie K	Joint	COOP	Marketing and Advertising Support Services	No	N/A	N/A	August 2021	\$1,930,000.00	1 year	Pending Board Approval
Christian J	RPTA	RFP	Centralized Call Center for Regional ADA Paratransit Services & RideChoice	Yes	September 2021	October 2021	February 2022	\$41,519,762.00	5 year + 3 options	Solicitation Issued
Rick W	VMR	RFP	Rail Testing	No	August 2021	September 2021	November 2021	\$300,000.00	3 years + 2 opt yrs	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
Barb H	VMR	Sole Source	Railcar Mover	No	September 2021	N/A	N/A	\$100,000.00	TBD	SOW Development
Barb H	VMR	Sole Source	SCV Managed Inventory Program	No	TBD	N/A	TBD	TBD	5 years	SOW Development
Barb H	VMR	RFP	LRV Electrical Repair	No	TBD	TBD	TBD	TBD	TBD	SOW Development
TBD	VMR	RFP	Electrical Preventative Maintenance	No	September 2021	TBD	Dec 2022	\$250,000.00	3 years	SOW Development
Rick W	VMR	IFB	OMC Midlife Flooring Replacement	No	TBD	TBD	TBD	TBD	TBD	SOW Development
Ed N	Joint	RFP	Planning Support Services	Yes	October 2021	November 2021	May 2022	\$30,000,000.00	3 Yr + 2 options	SOW Development
Christian J	Joint	RFP	Regional ADA Paratransit Services Operations & Maintenance	Yes	October 2021	TBD	July 2022	TBD	TBD	SOW Development
Kianie K	RPTA	RFP	Autonomous Vehicle Research	No	September 2021	October 2021	TBD	\$250,000.00	5 years	SOW Development
Rick W	RPTA	RFP	CNG Gas Detection System	No	TBD	TBD	TBD	TBD	TBD	SOW Development
Rick W	RPTA	RFP	Rural Connector Service	Yes	TBD	TBD	TBD	TBD	TBD	SOW Development

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



Information Summary

DATE

September 29, 2021

AGENDA ITEM 6**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

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

ATTACHMENT

None.

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date



Agenda

September 29, 2021

Transit Management Committee

Wednesday, October 6, 2021

Boardroom/Webex

101 N. 1st Avenue, 10th 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

2. Minutes

- 2A. For action

Minutes from the September 1, 2021 TMC meeting are presented for approval.

- 2B. Enterprise Vanpool Services Contract Authority Increase

- 2B. For action

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to increase contract authority of the Enterprise Vanpool Services Contract by \$1,000,000 for operation of the Valley Metro Vanpool Program.

REGULAR AGENDA

3. Proposed April 2022 Service Changes

3. For information

Staff will provide an update on the proposed April 2022 transit service changes and community outreach plan.



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

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

- 5. Next Meeting 5. For information

The next TMC meeting is scheduled for **Wednesday, November 3, 2021 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



Information Summary

DATE

September 29, 2021

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

Scott Smith

Chief Executive Officer

602-262-7433

ssmith@valleymetro.org

ATTACHMENT

None



Minutes

September 29, 2021

AGENDA ITEM 2A

Transit Management Committee

Wednesday, September 1, 2021

Via Webex/Phone

11:00 a.m.

Transit Management Committee Participants

Chris Brady, City of Mesa, **(Chair)**
Cherlene Penilla, City of Avondale
Roger Klinger, City of Buckeye
Ryan Peters, City of Chandler
Autumn Grooms, City of El Mirage
Dave Trimble, Town of Fountain Hills
Mary Goodman, Town of Gilbert
Kevin Link, City of Glendale
Julie Karins, City of Goodyear
Jacqueline Edwards, Maricopa County
Erik Strunk, City of Peoria
Mario Paniagua, City of Phoenix
Kristin Taylor, City Surprise
Steven Methvin, City of Tempe

Members Not Present

Shatawn Reed, ADOT
Reyes Medrano, City of Tolleson

Chair Brady called the meeting to order.

1. Public Comment

Chair Brady said Ms. Dillon, any items on public comment? Is there anybody there?
Ms. Dillon said yes. Mr. Crowley is present. He would like to provide public comment.
Chair Brady said okay. Mr. Crowley.

Mr. Crowley said in the Management Transit Committee meeting, it has to be an action so when you took the public comment written and then said, well, we'll look at it in the minutes later. How are you really dealing with the public and how is that applicable when you do it after the fact?



I'll be covering agenda item 2B. I was a big proponent of the rural transportation and wondered when we're going to be getting one to Tonopah and to Queen Creek, but more than that I notice in this that you can actually use our system to go all the way to Ajo and then use the Pima system to get to Tucson. So, why haven't we figured this out before as of one of the ways of expanding and letting people know, if you need to get from Phoenix to Tucson, you can do it through rural transportation.

I look at with what La Paz has done and that the route that goes along U.S. 60 going through Wickenburg and Gila and all the west -- northwest communities and Surprise. We have never worked with them. I tried to get this done and accomplished back in the '08 with Brian Jungiwrth when they were two different agencies and he said, well, if La Paz wants, I'll help them get a bigger bus because their excuse for not picking up people in Maricopa County and taking them to the Surprise ending of the bus route -- their statement was is our buses aren't big enough.

I find it unfortunate that ADOT isn't here because the reason we don't have a Wickenburg connector is that ADOT decided that the money that was used for that was not being as efficiently used as it could be for any of their other rural routes. So, as you are doing planning in the future, it's not just this part that needs to get done and accomplished. It's the other parts of the system that still need to be done and addressed.

As I said, where's the one to Queen Creek? Where's the one to Tonopah? You do now have something coming in from Union Hills, but Rio Verde has what? I'd also like to change one of the statements from before. With Avondale, your circulator and that, you do try to get the parts done and yes, Buckeye, two of the routes -- or part of the route does go in to your city. But Goodyear, with the size that you are now, why don't you have an inner-city bus? Where in Buckeye is it in the future going to be actual? And when are you going to start doing things for the whole region? And the rural part of it we had in there had a bus coming from Wickenburg that needs to be replaced.

Chair Brady said okay. Thank you for your comments. There are no other public comments I am assuming, Ms. Dillon?

Ms. Dillon said no. That was it.

2. Consent Agenda

Chair Brady said the items on the consent agenda are presented for approval. Do I have a motion for approval?

Mr. Klingler said can I get a clarification on item 2B?

Chair Brady said sure.



Mr. Klingler said okay. And I don't know if this is Mr. Abraham or what. In the background discussion, it indicates that the route now is from -- well, includes Ajo, Gila Bend, Buckeye, Goodyear, Avondale, Tolleson, and Phoenix. And then the solicitation says, it's for service from -- let me just get this right here, Ajo, Gila Bend, Phoenix, and Tucson and I'm just wondering if that includes Buckeye, Avondale, Goodyear, and Tolleson? Or it was just omitted? Or is that a change?

Mr. Abraham said Chair Brady, members of the TMC, RMC, this is Ray Abraham. It will stay the same as it is today, sir. We're not making any changes. It will include the trips to Buckeye.

Mr. Klingler said okay. Thank you for that clarification.

IT WAS MOVED BY ROGET KLINGLER, SECONDED BY KEVIN LINK AND UNANIMOUSLY CARRIED TO FORWARD THE CONSENT AGENDA TO THE BOARD FOR APPROVAL.

3. Future Agenda Items Request and Report on Current Events

Mr. Chair said any comments or requests for future agenda items from the group?

4. Next Meeting

The next TMC meeting is scheduled for Wednesday, October 6, 2021, at 11:00 a.m.
The meeting is adjourned.

With no further discussion the meeting adjourned at 11:36 a.m.



Information Summary

DATE

September 29, 2021

AGENDA ITEM 2B

SUBJECT

Enterprise Vanpool Services Contract Authority Increase

PURPOSE

To request Board authorization for the Chief Executive Officer (CEO) to increase contract authority of the Enterprise Vanpool Services Contract by \$1,000,000 for operation of the Valley Metro Vanpool Program.

RECOMMENDATION

Staff recommends that the TMC forward to the Board of Directors authorization for the CEO to increase contract authority of the Enterprise Vanpool Services Contract by \$1,000,000 for operation of the Valley Metro Vanpool Program.

BACKGROUND | DISCUSSION | CONSIDERATION

Vanpooling is a convenient, stress-free, environmentally friendly alternative to driving alone to work. Traditionally, a group of six to 15 people who live and work near each other can form a vanpool group. During the pandemic, that minimum number of vanpool riders was lowered to allow for social distancing, with an average of 5 – 6 per van in today's vanpool environment. Vanpool operational costs are fully subsidized by riders' monthly fares, paying for everything from vehicle maintenance to insurance to roadside assistance. Today, nearly 1,000+ Valley residents commute daily via 200 Valley Metro vanpools with an average commute distance of 75 miles round trip, taking thousands of vehicles off the roads during peak commute times. Pre-pandemic, the region had more than 365 vanpools travelling on Valley roadways.

The increased contract authority is necessary due to unforeseen costs associated with fees for out-of-service vans. Out-of-service vans are vehicles that are not currently being used by vanpool groups for commuting and are stored at a secured location provided by Enterprise, our vanpool contractor. The monthly fee per out-of-service van is \$180, which includes insurance and administrative costs. Valley Metro did look into several options to store the vehicles elsewhere, outside of Enterprise's purview, but none were feasible.

In a normal operation, there is a small margin of out-of-service vehicles; during the pandemic, that number grew exponentially with groups giving up their vanpools – some permanently and others temporarily – in order to work remotely. This recommended action is essentially providing the program with contract **capacity** through the end of the 10-year contract term (December 2023) as there's adequate program revenue to cover



these additional expenses. Staff anticipates a return to program growth of upwards of 30% by June 2022. This projection is due to the addition of our newest customer, APS/Palo Verde Nuclear Generating Station, representing an estimated 70 additional vans as well as other vanpool customers who, based on surveying, will be returning to the office. The vanpool program also has a reserve that has been built up over time, thanks to greater than 100% farebox recovery, that now totals \$3.5 million.

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 \$4,791,656. The recommended contract authority increase is \$1,000,000 to adjust the overall contract value to \$5,791,656. The sources of funds are rider fares and the vanpool reserve, if needed.

COMMITTEE PROCESS

RTAG: September 21, 2021 for information
TMC: October 6, 2021 for action
Board of Directors: October 21, 2021 for action

CONTACTS

Hillary Foose
Director, Communications & Strategic Initiatives
602-322-4468
hfoose@valleymetro.org

Abigail Cooksey-Williams
TDM/Commute Solutions Manager
602-523-6053
acwilliams@valleymetro.org

ATTACHMENT

None



Information Summary

DATE

September 29, 2021

AGENDA ITEM 3

SUBJECT

Proposed April 2022 Service Changes

PURPOSE

To provide an update on the proposed April 2022 transit service changes and community outreach plan.

RECOMMENDATION

This item is for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

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

Changes have been proposed and continue to be discussed with the SPWG. Valley Metro staff is analyzing the proposed route changes in terms of the Board-adopted TSPM, Title VI impacts, defining possible fleet needs and all costs involved. The following is a list of all changes to be presented to the public for comment. More information about the potential route change will be provided on the Valley Metro website throughout the public outreach process. The proposed changes are route extensions, a modification, and . As a part of the public outreach process, impacts to paratransit service caused by fixed route changes will also be communicated to the public to solicit comments.

Proposed Route and Schedule Changes:

- Phoenix—Mary Circulator: Extend route to Estrella Village in Phoenix.
- Avondale—ZOOM Circulator: In Avondale, change routing near Thomas and 111th Ave.; change timepoint and layover locations to operate more efficiently.
- Scottsdale 68th St/Camelback Rd Route: Extend route in Scottsdale in order to provide more transit connections.
- Route 128—Stapley Dr: Expand weekday service span to 5AM-10PM. Improve Saturday and Sunday service span to 6AM-9PM and increase frequency to 30 minutes.



Public Outreach

Valley Metro is conducting community outreach beginning in May to notify the public and solicit input on the proposed service changes. Comments will be accepted from 11/8/2021-12/10/2021. Customers can provide feedback through the following channels:

- On-site region-wide information sessions (based on service change impacts)
- Webinar/Public Hearing (November 16, 2021)
- Social media
- Via email at input@valleymetro.org

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

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

COMMITTEE PROCESS

RTAG: September 21, 2021 for information

TMC: October 6, 2021 for information

Board of Directors: October 21, 2021 for information

ATTACHMENT

None

CONTACT

Jim Hillyard

Chief Administrative Officer

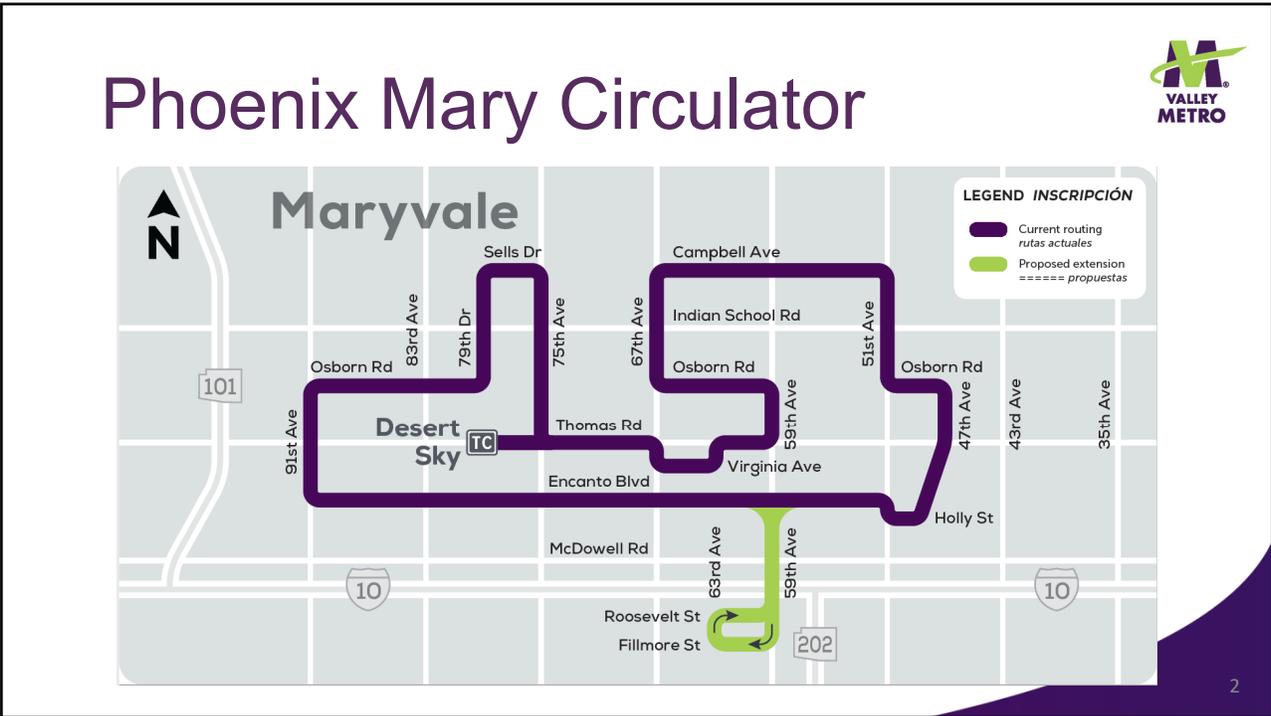
602-322-4420

jhilliard@valleymetro.org

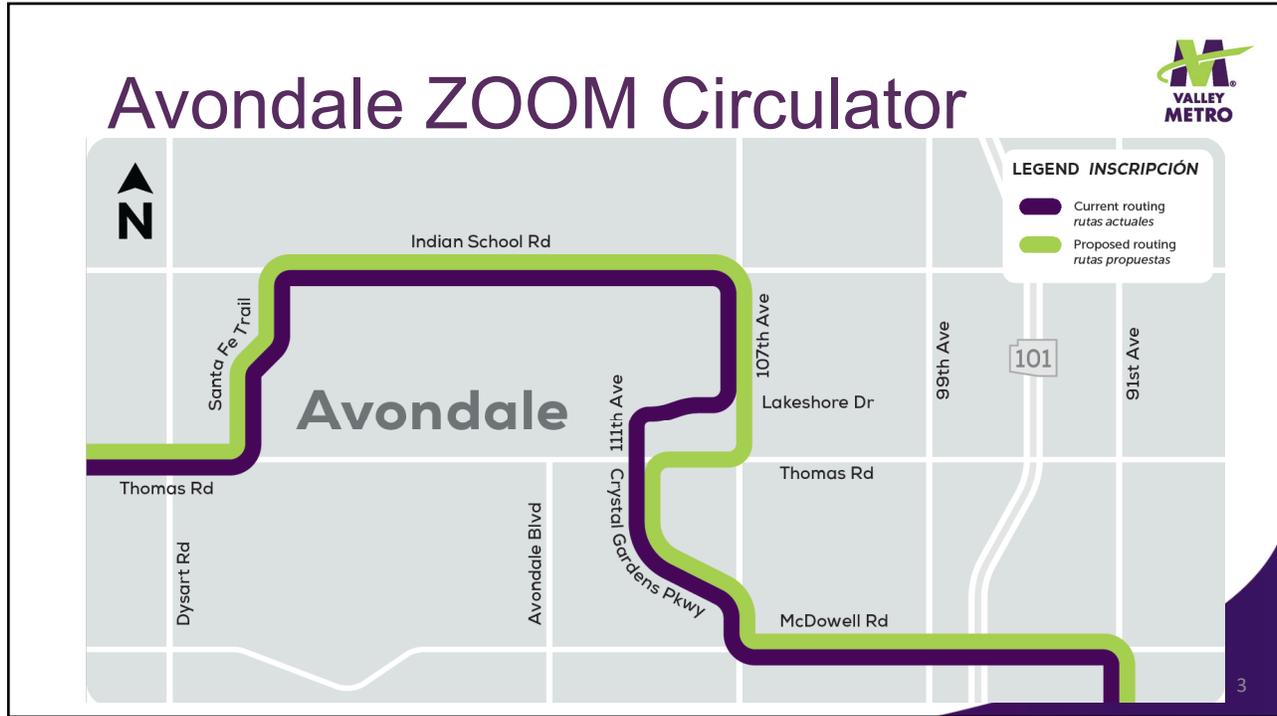
April 2022 Proposed Changes



1



2



3



4



Route 128—Stapley Dr

- Expand weekday service span to 5AM-10PM. Improve Saturday and Sunday service span to 6AM-9PM and increase frequency to 30 minutes.



Information Summary

DATE

September 29, 2021

AGENDA ITEM 4**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

STRATEGIC PLAN ALIGNMENT

None

COMMITTEE PROCESS

None

CONTACT

Scott Smith

Chief Executive Officer

602-262-7433

ssmith@valleymetro.org

ATTACHMENT

None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date



Agenda

September 29, 2021

Rail Management Committee

Wednesday, October 6, 2021

Boardroom/Webex

101 N. 1st Avenue, 10th 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 September 1, 2021 RMC meeting are presented for approval.

2B. Non-Revenue Vehicle Purchases

2B. For action

Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to purchase non-revenue vehicles through cooperative agreements from Courtesy Chevrolet in an amount not to exceed \$63,500, from Sanderson Ford in an amount not to exceed \$201,500, and from Altec in an amount not to exceed \$305,000 for a total amount of \$570,000.



REGULAR AGENDA

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

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

4. Next Meeting
4. For information

The next meeting of the RMC is scheduled for **Wednesday, November 3, 2021 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



Information Summary

DATE

August 25, 2021

AGENDA ITEM 1**SUBJECT**

Public Comment

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND | DISCUSSION | CONSIDERATION

None

COMMITTEE PROCESS

None

CONTACT

Scott Smith

Chief Executive Officer

602-262-7433

ssmith@valleymetro.org

ATTACHMENT

None



Minutes

September 29, 2021

AGENDA ITEM 2

Rail Transit Management Committee

September 1, 2021

Boardroom/Webex

11:15 a.m.

Meeting Participants

Chris Brady, City of Mesa, **(Chair)**, phone

Ryan Peters for Josh Wright, City of Chandler, phone

Mario Paniagua for Ed Zuercher, City of Phoenix, phone

Steven Methvin, City of Tempe, phone

Chair Brady called the meeting to order at 11:36 a.m.

1. Public Comment

Chair Brady said Ms. Dillon, do we have any public comment on -- for this agenda?

Ms. Dillon said yes. Mr. Blue Crowley.

Chair Brady said Mr. Crowley, please.

Mr. Crowley said I did put in comments, but they're not shown in the minutes. It may have been because of a technical error because I called after I had put the other ones in, but it's of no matter. It's the same thing that I'm going to be saying now that I've been saying before that in your future planning, when are you going to be looking at the heavy rail? I did go back in the early 2000's to a meeting out in Chandler and Gilbert where they were saying, hey, you gonna be running the train from Tucson? Here's where we need to be getting it done and that and I keep on looking at every one of the 28 communities within MAG have a railroad spur in them. Why isn't it a part of our heavy -- our rail transportation?

Also, with my statements at the first meeting of the Joint meeting. Like I said, 300 and, what, 56 people died. How many of them would have lived if they could of just gotten into one of your cars, cooled down enough that they weren't compromised? Or maybe gotten a drink of water. I look at your Code of Conduct and things such as no radios. When I'm listening to a radio in that car, if it's not bothering anybody else, why should it bother you?

When I see the numbers that you're using for your complaints, I go, well, they got this 350 number there in the Quarterly Report and I'm wondering how the report went in from my friend who happens to be an SMI, seriously mentally ill, had his disabled card



with him and got confronted on the platform that they needed to show him -- he needed to show his documentation.

He had it in his hand, was handing it to the Neo-Nazi that was accosting him, the short Neo-Nazi that was accosting him and the document fell to the ground whereupon both individuals went to put their foot on it. My friend was charged with assaulting an officer. He was taken in, spent eight days in there, not on his meds, and the results were more negative than they should have been. When he did go to court, they said that this was just a joke and goodbye, you're dismissed. But the damage had already been done.

The Allied Burton employees have the attitude that that's their country and their world and they don't understand that they're working for you and you work for us. And with their attitudes and behaviors to some of the customers, I find it fascinating that in your report that would have been listed as an incident and who's fault. Thank you.

Chair Brady said all right. Thank you for those comments.

2. Consent Agenda

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

IT WAS MOVED BY MR. PANIAGUA, SECOND BY MR. METHVIN AND UNANIMOUSLY CARRIED TO FORWARD THE CONSENT AGENDA TO THE BOARD FOR APPROVAL.

3. Future Agenda Items Request and Report on Current Events

Chair Brady said any comments on that? All right.

4. Next Meeting

The next meeting of the RMC is scheduled for Wednesday, October 6, 2021, at 11:00 a.m. The meeting is adjourned.

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



Information Summary

DATE

September 30, 2021

AGENDA ITEM 2B**SUBJECT**

Non-Revenue Vehicle Purchases

PURPOSE

To request authorization for the Chief Executive Officer (CEO) to purchase non-revenue vehicles through cooperative agreements from Courtesy Chevrolet in an amount not to exceed \$63,500, from Sanderson Ford in an amount not to exceed \$201,500, and from Altec, Inc. in an amount not to exceed \$305,000 for a total amount of \$570,000.

RECOMMENDATION

Staff recommends that the RMC forward to the Board of Directors authorization for the CEO to purchase non-revenue vehicles through cooperative agreements from Courtesy Chevrolet in an amount not to exceed \$63,500, from Sanderson Ford in an amount not to exceed \$201,500, and from Altec in an amount not to exceed \$305,000 for a total amount of \$570,000.

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 will be expanding another 3 miles to include Tempe Streetcar operations which will include additional passenger stations and sub-stations.

Below is a description of the type of vehicles being purchased. The trucks being purchased include additional costs for service bodies.

	Qty.	Total Cost	Dept.
Chev. Traverse	2	\$63,500	Ops.
Ford F250 Truck	2	\$111,500	MOW
Ford F150 Truck	1	\$46,500	Facilities
Ford Transit Connect Van	1	\$43,500	Facilities
Ford F450 Bucket Truck	1	\$140,000	MOW
Ford F450 Bucket Truck - Hi-Rail Equip.	1	\$165,000	MOW
Total		\$570,000	



Two vehicles will be added to the operations fleet pool for support along the current alignment and future extensions. One truck and van will be used in support of facility maintenance for additional staff and additional facility maintenance needs. Two of the trucks for Maintenance of Way (MOW) are to replace trucks that have over 150,000 miles on them. The bucket trucks will be used in support of staff to perform nightly catenary inspections and for support of the Tempe and Deck Park Bridges. The two (2) bucket trucks have a long lead time and will not be delivered until FY23.

The vehicles will be used for maintenance and support of system operations that includes facilities, track, and signal communications maintenance. The vehicles will provide for efficient use of resources to perform operations and maintenance tasks on the rail line.

Courtesy Chevrolet and Sanderson Ford are vendors on the State of Arizona Cooperative Contracts. Altec is a vendor on the Sourcewell Cooperative Contract. Cooperative Agreements are competitive contracts solicited and awarded by other public entities and whose cooperative language allows Valley Metro to utilize these contracts for its requirements.

COST AND BUDGET

The purchase of the vehicles will be a not to exceed amount of \$570,000. The cost includes extended warranties and sales taxes. The costs for the purchase of the vehicles are funded from member cities. All vehicles are included in the Valley Metro Rail Adopted FY22 Operating and Capital Budget.

COMMITTEE PROCESS

RTAG: September 21, 2021 for information
RMC: October 6, 2021 for action
Board of Directors: October 21, 2021 for action

CONTACT

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

ATTACHMENTS

None



Information Summary

DATE

September 29, 2021

AGENDA ITEM 3**SUBJECT**

Future Agenda Items Request and Report on Current Events

PURPOSE

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

COST AND BUDGET

None

RECOMMENDATION

This item is presented for information only.

BACKGROUND/DISCUSSION/CONSIDERATION

None

COMMITTEE ACTION

None

CONTACT

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

ATTACHMENT

None

Pending Items Request

Item Requested	Date Requested	Planned Follow-up Date