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NEXT MEETING OF THE  
**Budget and Finance  
Subcommittee**

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MEETING DATE	May 7, 2009
TIME	11:30 a.m.
LOCATION	Valley Metro RPTA 302 N. 1 <sup>st</sup> Avenue Suite 700 Phoenix, AZ





April 29, 2009

**Budget and Finance Subcommittee**  
**302 N. 1<sup>st</sup> Avenue, Suite 700**  
**Thursday, May 7, 2009**  
**11:30 a.m.**

- |   | <u>Action Recommended</u> |
|---|---------------------------|
| 1. <u>Summary Minutes from March 5, 2009</u>  | 1. For action             |
| Summary minutes from the March 5, 2009 BFS meeting are presented for approval.  |                           |
| 2. <u>Transit Life Cycle Program (TLCP) Annual Update Recommendation</u>  | 2. For action             |
| Paul Hodgins, Manager of Capital Programming, will review four (4) potential alternatives for the annual update of the TLCP.  |                           |
| 3. <u>RPTA Bond Financing Master Resolution and Supplemental Resolution #1</u>  | 3. For action             |
| Mike Taylor, Acting Deputy Executive Director of Finance, will request approval of the Master Resolution and First Supplemental Resolution, related to bond financing for RPTA and request that the BFS forward this item to the Board for consideration. |                           |
| 4. <u>Draft FY 2009/2010 Operating and Capital Budget</u>   | 4. For information        |
| Mike Taylor, Acting Deputy Executive Director of Finance, will present the draft FY 2009/2010 Operating and Capital Budget for review.  |                           |

5. FY 2008/09 Budget vs. Actual Report 5. For information and discussion

Mike Taylor, Acting Deputy Executive Director, Finance will present and discuss the FY 2008/09 Budget vs. Actual Report for the first 9 months ending March 31, 2009.

6. Future BFS Agenda Items Request 6. For information

Chairman Ecton will request future BFS agenda items from BFS members.

7. Public Comment 7. For information

An opportunity for general public comment on issues related to Valley Metro RPTA. Up to three (3) minutes will be provided for each speaker.

8. Next Meeting 8. For information

The next meeting of the BFS is scheduled for **June 4, 2009 at 11:30 a.m.** in the RPTA 7<sup>th</sup> floor conference rooms.

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audio cassette or computer diskette) are available upon request. For further information, please call Nichole Myers, Valley Metro at 602-262-7433 or TDD at 602-495-0936.



## Budget and Finance Subcommittee Information Summary

Agenda Item #1

**Date**

March 26, 2009

**Subject**

Summary minutes from the March 5, 2009 meeting of the Budget and Finance Subcommittee (BFS).

**Summary**

The BFS met on March 5, 2009 and the summary minutes are presented for review and approval.

**Fiscal Impact**

None

**Considerations**

None

**Prior Committee Action**

None

**Recommendation**

It is recommended that the BFS approve the summary meeting minutes from the March 5, 2009 meeting.

**Contact Person**

Michael Taylor  
Acting Deputy Executive Director of Finance  
602-262-7433

**Attachments**

Summary Minutes





Summary Minutes  
Budget and Finance Subcommittee  
March 5, 2009  
RPTA 7<sup>th</sup> Floor Conference Rooms  
Phoenix, AZ  
11:30 a.m.

**BFS Members Present**

Councilman Wayne Ecton, City of Scottsdale, Chairman  
Councilman Ron Aames, City of Peoria  
Councilman Frank Cavalier, City of Goodyear  
Councilman Les Presmyk, Town of Gilbert

Chairman Wayne Ecton called the meeting to order at 11:37 a.m.

1. Summary Minutes

Summary minutes from the February 5, 2009 meeting of the Budget and Finance Subcommittee (BFS) were presented for review and approval.

**IT WAS MOVED BY COUNCILMAN PRESMYK, SECONDED BY COUNCILMAN AAMES AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE FEBRUARY 5, 2009 MEETING OF THE BFS.**

2. American Recovery and Reinvestment Act (Economic Stimulus) Update and Project Recommendations

Bryan Jungwirth, Chief of Staff, provided background of this item including board adopted criteria for allocating funds placing a priority on investing stimulus funding on prop 400 and removing bus purchases since it does not create jobs locally.

Mr. Jungwirth stressed the importance of obligating 50% of the funds within 180 days so that no funds are lost. In furtherance of this, it is critical the projects are ready to go so we have the opportunity to receive funding from other areas on this redistributed basis if those areas are not able to get their funds obligated in the strict time period.

Councilman Ecton asked about the urgency if we have 180 days to obligate 50% of the funds. Mr. Jungwirth said this would be addressed in the presentation. Mr. Jungwirth

introduced Paul Hodgins, Manager of Capital Programming, who provided an update on the American Recovery and Reinvestment Act (ARRA) and Project Recommendations.

➤ ARRA Goals

- Provide funds for infrastructure
- Create or save jobs
- Give priority to projects that can be implemented quickly

➤ Formula Funds

- FTA has posted preliminary apportionments
  - 5307 Avondale: \$ 1,333,602
  - 5307 Phoenix-Mesa: \$64,421,217
  - 5309 FGM Phoenix-Mesa: \$ 640,070
  - 5311 Arizona: \$14,182,654

Councilman Ecton asked if the Arizona funds were still transit funds. Mr. Hodgins said they are still transit funds, but the program is administered by ADOT so they will be going through the programming process for those funds.

Councilman Ecton asked if this includes Maricopa County or if it includes the whole state. Mr. Hodgins said it's for all non-urbanized areas in the state, so any cities or towns in Maricopa County that are not part of the urbanized area, would be eligible to apply for those funds, but it would go through ADOT.

➤ Limitations on Use

- Funds are limited to specific uses by program
- Funds apportioned to a specific urbanized area are to be used in that area
  - There is an ability to transfer funds between urbanized areas, which requires concurrence of Governor and designated recipient

➤ Programming Process

- MAG is responsible for regionally coordinated TIP
  - MAG contracts with RPTA for transit programming
  - RPTA coordinates projects and programs based on priorities
- ADOT includes projects in STIP, which must be approved by FHWA and FTA
- Designated recipient applies for funds and manages grants for projects in approved TIP/STIP

Mr. Hodgins reviewed the typical process which will be followed. He explained MAG is the metropolitan planning organization and is responsible for developing the Transportation Improvement Program (TIP). They are responsible for doing all the programming, but they contract with RPTA to do the transit portion. RPTA coordinates with all the cities and transit operators. Once MAG approves the TIP they forward it to ADOT and they are included in a Statewide TIP (STIP) and once it is approved through FHWA and FTA, then the projects in the approved STIP are eligible to be put into a grant application. Then, the designated recipient takes over, developing the grant

application, submitting the information and doing all the management from that point forward.

- Transit Priorities
  - RPTA has coordinated development of priorities with consensus from members
    - RPTA Board has not approved priorities
  - Since Prop 400, priority has been for TLCP projects
    - Federal funding has been insufficient to fully match projects
  
- ARRA Priorities
  - ARRA funds have different goals and requirements
  - Accepted priorities were not adequate
  - RPTA suggested alternative criteria, discussed at stakeholder and committee meetings
  - RPTA Board modified suggested criteria and approved them for project prioritization
  
- Adopted Criteria
  - Applies to prioritizing projects for formula funds
  - Prop 400 projects
  - Construction projects or projects that generate significant local job creation
  - Ready to go projects (timing)
    - AA or BA and Construction ready
  - Project size (larger is better)
  - Projects that may not qualify for federal funds
  - Projects that typically receive less federal funding

➤ 5307 Avondale

NEPA Code - A  
TIP Code - A or B

Agency	Project Location	Project Description	TLCP Amount	Total Request	Recommended Award	Supplanting	Contract Award Date	Project Completion Date
Goodyear	I-10/Litchfield Rd	Park and Ride construction	\$0	\$13,137,928	\$1,083,602	Yes	Jul 2009	Mar 2010
Avondale	Avondale Blvd/I-10	Park and Ride site selection	\$0	\$250,000	\$250,000	No		Apr 2010
Project Totals			\$0	\$13,387,928	\$1,333,602			

**NOTE**  
Contract award date is for construction contracts and was estimated by the agency and used as a guide for readiness.

➤ 5309 Fixed Guideway

NEPA Code - A  
TIP Code - A or B

Agency	Project Location	Project Description	TLCP Amount	Total Request	Recommended Award	Supplanting	Contract Award Date	Project Completion Date
VMR	CPEV LRT	Park-and-Ride Shade Canopies	\$19,034,540	\$15,000,000		No	Jun 2009	Dec 2009
Phoenix	Happy Valley/I-17	Park and Ride	\$4,575,569	\$14,606,108	\$640,070	No	Nov 2009	Dec 2010
Project Totals			\$23,610,109	\$29,606,108	\$640,070			

**NOTE**  
Contract award date is for construction contracts and was estimated by the agency and used as a guide for readiness.

➤ 5307 Phoenix-Mesa

NEPA Code - A  
TIP Code - A or B

Agency	Project Location	Project Description	TLCP Amount	Total Request	Recommended Award	Supplanting	Contract Award Date	Project Completion Date
VMR	Light Rail	Park-and-Ride Shade Canopies	\$19,034,540	\$15,000,000	\$7,502,446	No	Jun 2009	Dec 2009
Tempe	East Valley Operations and Maintenance Facility	Expansion/Upgrade	\$0	\$7,200,000	\$7,200,000	No	Jun 2009	Sep 2010
RPTA	Mesa Operations and Maintenance Facility	Expansion	\$11,940,747	\$10,000,000	\$10,000,000	No	Jul 2009	Feb 2010
RPTA	Arizona Avenue	Bus Rapid Transit capital improvements	\$22,510,057	\$21,920,000	\$21,920,000	Yes	Oct 2009	Jun 2010
Phoenix	Happy Valley/I-17	Park and Ride construction	\$4,575,569	\$14,606,108	\$10,004,267	No	Nov 2009	Dec 2010
Phoenix	Central Station	Upgrade and rehabilitate	\$7,794,504	\$10,000,000	\$7,794,504	No	Feb 2010	Sep 2010
Phoenix	Phoenix South Operations and Maintenance Facility	Upgrade and rehabilitate	\$11,940,747	\$30,000,000		No	Sep 2010	Dec 2011
<b>Project Totals</b>			<b>\$77,796,164</b>	<b>\$108,726,108</b>	<b>\$64,421,217</b>			

**NOTE**  
Contract award date is for construction contracts and was estimated by the agency and used as a guide for readiness.

➤ 5307 Phoenix-Mesa

NEPA Code - B  
TIP Code - A or B

Agency	Project Location	Project Description	TLCP Amount	Total Request	Recommended Award	Supplanting	Contract Award Date	Project Completion Date
VMR	Northwest Corridor	LRT Extension - Phase 1 Park-and-Ride Construction	\$16,000,000	\$16,000,000		No	Sep 2009	Dec 2010
VMR	Light Rail	Park-and-Ride expansion	\$0	\$16,000,000		No	Dec 2009	Dec 2010
VMR	Tempe South Corridor	Bus Rapid Transit capital improvements	\$22,755,624	\$23,000,000		No	Dec 2009	Jul 2011
Tempe	South Tempe	Transit Center	\$1,945,123	\$12,744,200		Yes	Jan 2010	Sep 2011
Glendale	Glendale/Grand	Transit Center	\$2,187,961	\$4,578,554		Yes	Mar 2010	Sep 2010
Glendale	Arrowhead Towne Center	Transit center and park-and-ride construction	\$8,905,510	\$17,252,661		No	Mar 2010	Nov 2010
VMR	Tempe South Corridor	Park-and-Rides and Transit Centers construction	\$0	\$40,000,000		No	Mar 2010	Jul 2011
Mesa	US60/Country Club	Park and Ride	\$4,714,838	\$9,800,000		Yes	Jun 2010	Mar 2011
<b>Project Totals</b>			<b>\$56,509,056</b>	<b>\$139,375,415</b>	<b>\$0</b>			

**NOTE**  
Contract award date is for construction contracts and was estimated by the agency and used as a guide for readiness.

Councilman Aames asked if all of the included projects in the lists were Proposition 400 projects. Mr. Hodgins said they were.

Mr. Hodgins said the projects recommended are either upgrades to existing facilities or projects which are ready to go and have an environmental classification of A which means the work is done and approved or it's a categorical exclusion not requiring an environmental assessment. He said the Mesa Facility is a Proposition 400 project that was recently built, but was limited in scope due to fiscal constraints.

Councilman Ecton asked if the Mesa facility is a project that is ready to go. Mr. Hodgins said it was.

Councilman Ecton asked if it is an expansion of the existing facility. Mr. Hodgins said it is, the original design allowed for expansion of the maintenance facility and the land is already there.

Councilman Ecton asked what the maintenance facility was for. Mr. Hodgins said there are currently about 160 buses that operate in the east valley under the Veolia contract

and also the East Valley Dial-a-Ride (EVDAR). The ultimate design was for 250 buses and the maintenance part was phased in. It presently accommodates 150 buses with a parking lot for the full 250, but the additional maintenance bays need to be constructed to accommodate the maintenance of the extra buses.

Councilman Presmyk asked how the Tempe facility is a Proposition 400 project if there's no money scheduled. Mr. Hodgins said over \$22M in Public Transportation Funds (PTF) has gone into the facility but the scope of it was limited due to fiscal constraints. It is a Proposition 400 project that was identified in the plan as one of the major facilities to build, they just weren't able to build the full scope so the additional funds are to do the full scope so the facility is prepared for future growth.

Councilman Presmyk asked if the nature of the fiscal constraints was that we got to budget of the Proposition 400 funds so there was no more money for this facility or if the various cities and their matching funds didn't have enough to finish the facility. Mr. Hodgins said it was a combination of both.

➤ Timeline

FTA publishes apportionments in Federal Register	3/ 6/2009
Publish notice of public hearing (30 days notice)	4/13/2009
Proceed with TIP/STIP amendment	
Gather information for application	
Obtain grant number	
Enter info into FTA grant system (TEAM)	
Conduct public hearing	5/13/2009
Finalize grant application (21 days)	5/14/2009
Obtain concurrence of MPO	
FTA pre-submission review (30 days)	6/ 4/2009
Ensure all info is included	
Allows for additional info based on FTA questions	
Submit grant application (60 days)	7/ 4/2009
FTA review period	
DOL review and certification	
Grant award/obligation deadline	9/ 2/2009

Councilman Ames asked how the contract award dates will work to meet the time constraints. Mr. Hodgins said in terms of the letter of the law, we have to obligate 50% of the funds within 180 days and obligate the remainder within a year. In the transit sense, obligate means get a grant award from the FTA.

Mr. Jungwirth said one other important thing is we'll be reporting to the federal government on a quarterly basis on recovery.org. They will use that tool to assess performance and appropriate use of funds with regard to contract award and job creation. The longer we wait, the less chance they will award more money. They will be looking at grading levels, but common sense says more money will be given to regions that have done a good job administering and managing, creating jobs and retaining jobs.

Councilman Cavalier asked, knowing that, why some projects which are ready to go, whether Proposition 400 or not are not going to be funded totally, for example the Avondale park and ride. Mr. Hodgins said it has, more than anything, to do with the location. This project is in the Avondale urbanized area so funds are limited to the funds that are allocated in the formula to that urbanized area. To shift some from the Phoenix urbanized area to Avondale, there is a process but Phoenix has to agree because they are the designated recipient.

Councilman Aames asked if there was a population distribution from the Federal government, by urbanized area. Mr. Hodgins said yes, in a sense, because population is part of the formula.

Councilman Ecton asked why the Mesa facility is included, before other projects, when it is not scheduled until 2014. Mr. Hodgins said some concerns are environmental work or federal processes not being properly followed. There are projects that are ready to construct, but haven't followed the process and so in federal terms, aren't ready to go.

Councilman Ecton asked if it is possible they could be made ready to go, or if they are things that could be solved quickly. Mr. Hodgins said yes and if it's the board's preference to obligate just 50% within 180 days, there would be time to look at those other projects and try to get them ready.

Councilman Ecton said he thinks this may need to be further discussed whether some focus is put on doing that rather than jumping way ahead and picking something out.

Councilman Presmyk asked if we wanted to dedicate all of the money today, this is the list that would fit all of the guidelines and if these are the projects that are ready to go today or within the next month. Mr. Hodgins said yes, these are the projects that fit the criteria the board adopted, where the documentation is complete and in order.

Councilman Presmyk asked if only 50% of the funds were obligated, would there then be time to prioritize where the additional 50% would go. Mr. Hodgins said yes.

Councilman Aames asked if there could be some non-Proposition 400 projects which are not included in these lists. Mr. Hodgins said there were, but the board direction was to look at Proposition 400 projects.

Mr. Hodgins said if we only do the 50% obligation, this is the timeline to get the 50% obligated. We have to identify another timeline that gets us to an end date of February 17<sup>th</sup>, 2010 which is a year after enactment and work backwards from there to identify the timeline to obligate the rest. Councilman Ecton suggests that if something is put on the board agenda, to make sure that information is included in the packet so everybody has a chance to review that.

- Additional Funding
  - Unobligated funds from other regions
    - Fund full request if partial
    - Fund remaining projects on list
    - Fund projects on NEPA Status B or C list after further review and status updates
  - Flexible highway funds
  - Competitive discretionary grants
  
- Discretionary Funds
  - US DOT Multi-modal grant program (new)
  - FTA 5309 New Starts
  - FTA Energy grant program (new)
  - US DOE Energy Conservation Block Grants
  - US DOHS Transportation Security Grants
  
- Recommendation
  - Endorse list of projects and send to:
    - Board of Directors for information
    - MAG for approval and inclusion in TIP
  - Alternative: Direct staff to develop project list based on different criteria as determined by Subcommittee

Councilman Ecton recommends directing staff to develop a project list based upon different criteria other than just straight Proposition 400 projects, to include taking projects in the order they are set up in the life cycle plan or project readiness, look at the population and looking at how the funds come to the region now using the federal guidelines. Mr. Jungwirth said the federal guidelines may be more difficult and it can be explained if the committee would like to see that. Councilman Ecton said he would like to see an explanation at the next meeting.

Mr. Jungwirth said revenue miles would be relatively easy to calculate. Some of the members have suggested looking at the investment cities make in transit, maybe into operating transit and another potential suggestion could be the level of jurisdictional equity we have as it was originally fashioned.

Councilman Presmyk asked for two lists to be prepared, one to show what list of projects qualifies today for the first 50% and what list of projects qualifies for the second 50%.

Councilman Aames asked how the population methodology would work. Mr. Hodgins said we would look at population by city in each urbanized area and allocate those funds out.

Mr. Jungwirth said we will footnote the different shortcomings of each allocation methodology because even if population is the methodology, there will be some cities that don't have any projects.

### 3. Security Enhancements made to Valley Metro RPTA Main Offices

Mr. Taylor introduced Gardner Tabon, Safety and Security Manager who presented information regarding the recent security enhancements made to the main offices of the RPTA as well as proposed changes.

Mr. Tabon said he conducted Threat & Vulnerability Assessments (TVAs) to ensure compliance with current Department of Homeland Security, Federal Transit Administration and American Public Transportation Association recommendations, requirements and industry best practices. These assessments were conducted in an effort to begin an organizational process to thwart potential actions from those wishing to do harm to RPTA systems (i.e., staff, facility and rolling stock).

- Findings from the TVAs included:
  - Weaknesses which allowed undesired entries from the garage level, 1<sup>st</sup>/main floor level, from elevators to floors and from stairwells.
  
- Corrective actions already taken are:
  - Restricted access to stairwells leading to 6<sup>th</sup> and 7<sup>th</sup> floors (stairwell side)
  - Restricted elevator access to 6<sup>th</sup> and 7<sup>th</sup> floors (short-term) with ID badge access only
  - Generated new security policy which requires all guests arriving through the garage to report to the lobby to sign in whereupon building security notifies VMRPTA reception of guest's arrival and a VMRPTA representative escorts the guest to the appropriate meeting area.
  
- Long-term actions currently in progress are:
  - Four (glass) doorways to be constructed on the 7<sup>th</sup> floor at all corridors leading to offices requiring smart-card access
  - Reconfiguration of 7<sup>th</sup> floor reception area that will provide added security for staff

6<sup>th</sup> floor actions which will be taken will be to implement a card access system for all doors leading to offices from corridors.

Councilman Aames asked if MAG was making similar enhancements on their floors. Mr. Tabon said they were not as they do not get the same kinds of threats RPTA does. Mr. Jungwirth explained the customer service representatives complaints run the gamut of bomb threats to thefts and there have been thefts of personal items on both floors. Councilman Ecton asked for the briefing information to be made available to Councilman Johnson since it was his request for it to be presented to the committee.

Councilman Cavalier asked if the parking garage was going to be secured. Mr. Tabon said we have no control over the parking garage since the building is owned by the City of Phoenix and managed by CBRE.

This item was for information only and no action was taken.

4. Public Comment

None

5. Next Meeting and Future Agenda Items

Mr. Taylor distributed a calendar describing future items for information.

**WITH NO FURTHER DISCUSSION, THE MEETING WAS ADJOURNED AT 1:02 P.M.**





## Budget and Finance Subcommittee Information Summary

Agenda Item #2

### **Date**

April 30, 2009

### **Subject**

Transit Life Cycle Program (TLCP) Changes

### **Summary**

The State Transportation Board on November 14, 2008 approved the recent update to the Maricopa County Transportation Excise Tax forecast. ADOT revises the forecast annually through a risk analysis process that includes prominent economists and transportation experts. Subsequent to that, ADOT staff revised the forecast again due to the continued decline in current revenues. The draft revision is included in the preliminary update.

The draft revision dramatically reduces the expected revenues for the remaining life of the tax. In total, the forecast for FY 2009 through FY 2026 has decreased by more than \$3.0 billion from the previous forecast. The Public Transportation Fund (PTF) receives 33.3% of those revenues which are used to implement the transit portion of the Regional Transportation Plan, as approved in Proposition 400 in November 2004.

The Finance Oversight Advisory Committee (FOAC) and Valley Metro Operations and Capital Committee (VMOCC) were presented with three alternatives that balance the TLCP. The committees asked for a fourth alternative at the joint committee meeting on April 21. The details of the four alternatives are attached.

Additionally, HDR has completed an analysis of the impact of extending the service life for fleet beyond 12 years. That analysis is attached for information.

### **Fiscal Impact**

The decline in forecasted revenues for transit is slightly more than \$1 billion through the life of the tax. This amount is further allocated to bus, which declined by \$568.4 million, and rail, which declined by \$433.6 million. The decline in forecasted revenues has severely impacted the Transit Life Cycle Program. Both the bus and rail components were balanced in the 2008 Update, but did not show significant surpluses. The loss in forecasted revenues mean that projects will need to be delayed, modified or deleted in order to balance the TLCP in 2009.

## Considerations

### Fleet Life

HDR analyzed several options for extending fleet life. Using the existing fleet plan in the TLCP, options for extending the fleet life by 3 through 6 years were analyzed. A mid life rehabilitation program was funded in order to ensure that the fleet could remain active for the additional years. Overall savings ranged from approximately \$46 million for the 3 year extension to \$241 million for the 6 year extension. These are savings based on the total cost and not necessarily savings to the Public Transportation Fund (PTF). The TLCP assumes that fleet replacement is matched at 80 percent federal funds. If the mid life rehabilitation is not matched with federal, or is matched at less than 80 percent federal, then savings to the PTF would be substantially less or non-existent. In order to proceed with this plan, the region would need to commit that mid life rehabs are a high priority for federal funds and should be matched at 80 percent federal. It should be noted that even with the mid life rehabilitation, maintenance costs on the vehicles could be significantly higher which would impact operating rates. See the attached memo from HDR for additional details on the analysis.

The VMOCC and FOAC were not comfortable with making any recommendation on this item until further analysis of the impact on maintenance and operations was conducted. It was generally agreed that this option would be left out of future modeling alternatives until analysis was completed and a recommendation made.

### TLCP Model – Alternative 1

This alternative followed the guidance developed through the committee process, with one exception. The step by step approach is outlined in the attachment. Generally, the alternative maintains the implementation schedule for existing routes, but when those routes become supergrid there is no or little improvement over existing service levels. The funding is taken over by the region. New routes are implemented with a four year delay and at service levels that are 30 minutes or 60 minutes, except that no route is delayed beyond 2026.

Fleet is purchased to support operations and is mostly replacement fleet based on a 12 year life. There is some expansion to accommodate the minimal additional service in the plan. Capital facility projects are all delayed beyond 2026, except for projects which have been committed by the Board of Directors in an inter-governmental agreement.

The biggest change, and the exception to the guidance, is that all arterial Bus Rapid Transit (except for Mesa Main Street, which is committed and operating) is delayed beyond 2026. In maintaining existing implementation and ensuring that there is minimal service in each corridor, there are little operating funds left for the arterial BRT service. Since this service is an overlay to existing local service, delaying it does not violate the goal of maintaining some minimal service in the corridor and provides significant cost savings in both operations and capital.

### TLCP Model – Alternative 2

This alternative delays projects in order, but gives precedence to operations projects. The goal was to minimize delays to operations implementation, which meant more significant delays to capital projects. This involved a two step approach. The first step was to adjust operations projects in order to ensure that operating costs do not exceed revenues in any year. Existing service was maintained at existing levels and new routes were implemented at 30 minute headways. Full service levels were nearly impossible to achieve due to the constrained operating revenues. Most routes ended up with delays of 2 to 4 years. Four express/BRT routes and four supergrid routes were delayed beyond 2026, effectively putting them out of the funded program. These will remain in the Regional Transportation Plan subject to continued funding beyond 2026.

Fleet purchases continue at a level to support funded operations. HDR used the 16 year fleet life for this alternative, allowing for fewer delays in projects. Funding for capital facilities is maintained for projects that are currently committed. American Recovery and Reinvestment Act (ARRA) funds have been added to support approved projects. The majority of future capital facilities have been delayed beyond 2026. See the attached summary of Alternative 2 for details by project.

### TLCP Model – Alternative 3

The third alternative requested by the committees was to distribute available revenues using the jurisdictional equity percentages in the adopted TLCP policies and allow each city to prioritize their own projects. Available revenues for FY 2010 through FY 2026 were allocated by percentage to each category of expenditures and then further by jurisdiction. Regional costs were taken off the top prior to making the allocations, since by policy the regional costs are excluded from jurisdictional equity calculations.

The allocated revenues were then compared to the costs for projects by city. The projects are listed with estimated expenditures for FY 2010 through FY 2026. The operations costs are net of fare revenues. The fleet acquisition costs are estimated at the 20 percent local share. Capital facilities are listed at their full (or capped) costs. Cities could choose to allocate only the local share of capital facilities to the PTF, but would then take on the risk of federal funds availability. If federal funds did not become available, then the city and not the PTF would need to fund the shortfall.

Many of the projects are multi-jurisdictional. It would take some effort to reconcile the priorities for each city for those multi-jurisdictional projects, and to ensure that the cities' priorities can be funded within each year (especially for operations) of the TLCP. Moving forward with this option would likely require a commitment by the committee to meet more frequently and individually to develop a balanced program. This may require a change in TLCP policies if jurisdictions shift funds between categories, such as from bus operations to ADA, and may not be consistent with the first Guiding Principle which is to build the plan. However, given the magnitude of the revenue problem, completion of the plan as presented to voters may not be possible. See the attachment for the jurisdictional allocations and projects by city.

#### TLCP Model – Alternative 4

The committees requested a fourth alternative that mirrors somewhat alternative 2. The difference would be that operations implementation does not take precedence over capital projects. All projects will be delayed in order and with the same magnitude. This alternative is currently being modeled and the results will be sent to the committees when completed.

#### System Performance

The Regional Transportation Plan contains performance goals, objectives and measures for system-wide performance. To date, the transit performance has been limited to measuring performance on existing service. The Maricopa Association of Governments (MAG) is looking at future system performance and including estimated future impacts on system performance in the decision making process. MAG has contacted RPTA to include transit changes in that process.

It is unlikely that any of the alternatives presented can be modeled in time for Board approval in June. However, MAG may require that future changes to the TLCP be modeled and the impacts on system performance be presented as part of the decision making process. This was one of the findings in the 2005 performance audit of the Regional Freeway System (RFS) and will likely be looked at during the 2010 performance audit for all modes. Decisions made solely for financial reasons without regard for system performance may be a finding during the audit, based on previous audits of the RFS.

#### **Committee Action Process**

Valley Metro Operations and Capital Committee, April 21, 2009 for action

- No action taken, requested a fourth alternative

Finance Oversight Advisory Committee, April 21, 2009 for action

- No action taken, requested a fourth alternative

Transit Management Committee, May 6, 2009 for possible action

Budget and Finance Subcommittee, May 7, 2009 for possible action

Board of Directors, May 21, 2009 for information

Valley Metro Operations and Capital Committee, May 19, 2009 for information

Finance Oversight Advisory Committee, May 19, 2009 for information

Valley Metro Operations and Capital Committee, May 26, 2009 for action

Finance Oversight Advisory Committee, May 26, 2009 for action

Transit Management Committee, June 3, 2009 for action

Budget and Finance Subcommittee, June 4, 2009 for action

Board of Directors, June 18, 2009 for action

#### **Recommendation**

It is recommended that the BFS approve Alternative 2 and forward the recommendation to the Board of Directors for consideration.

#### **Contact Person**

Paul Hodgins

Manager of Capital Programming

602-262-7433

**Attachments**

Regional Fleet Replacement Cycle Options

Alternative 1 Summary

Alternative 2 Summary

Alternative 3 Summary



## **Regional Fleet Replacement Cycle Options**

The regional fleet program, including dial-a-ride, vanpool, rural connector and fixed route vehicles represents approximately two-thirds of the Transit Life Cycle Program (TLCP) capital expenditures and presents an opportunity to reduce program costs. Currently, the programmed fleet replacement cycle for heavy-duty fixed route transit vehicles is 12 years. An analysis of alternative fleet replacement schedules indicates that extending the number of years between replacing fixed route vehicles will save overall program costs.

Fleet replacement cycles ranging from 15 years to 18 years were reviewed. For each alternative, a mid-life vehicle rehabilitation was assumed to effectively extend the service life of the regional fixed route fleet. The mid-life vehicle rehabilitation includes an engine rebuild, transmission rebuild, exterior paint and interior upholstery. FY 2009 costs for each mid-life rehabilitation were assumed to be \$48,000 for 40' vehicles and \$92,000 for 60' vehicles. Table 1 identifies the estimated fixed route fleet costs for each alternative.

**Table 1: Alternative Fixed Route Fleet Replacement Cycles**

	<b>12-Year</b>	<b>15-Year</b>	<b>16-Year</b>	<b>17-Year</b>	<b>18-Year</b>
Replace	\$1,105,336,206	\$1,010,168,162	\$913,601,645	\$918,425,620	\$876,293,617
Expand	\$525,526,018	\$466,269,108	\$463,734,862	\$448,825,983	\$415,667,772
Mid-Life	\$0	\$110,369,055	\$110,369,055	\$110,369,055	\$108,774,725
Contingency	\$55,641,417	\$53,989,321	\$50,273,043	\$49,894,859	\$47,011,688
<b>Total</b>	<b>\$1,686,503,642</b>	<b>\$1,640,795,646</b>	<b>\$1,537,978,604</b>	<b>\$1,527,515,516</b>	<b>\$1,447,747,803</b>

Source: HDR/SR Beard, 2009

An estimated value of \$238.8 million can be saved over the life of the TLCP if an 18-year fleet replacement cycle is utilized. This option would represent a 50% increase in the current number of years that fixed route vehicles are currently operated. While a mid-life vehicle rehabilitation will be completed for each fixed route vehicle, this option could have negative impacts, which include increased maintenance costs and reduced service reliability.



## **Alternative 1 Summary**

The initial work consisted of inserting the current revenue forecast, adjusting for the new inflation policy, adjusting for actual expenditures, removing the regional office center costs and adjusting the contract rates. With those initial changes, there is not enough revenue to cover just the operating costs beginning in FY 2013. Because we cannot finance to operate, there must be changes to the operating program.

Based on guidance from the Budget and Finance Subcommittee, a step by step approach was used to identify changes to the program to balance the model. Additionally, every attempt was made to not recommend changes that shift costs to the cities. Following is a summary of the step by step approach.

Base – The base used is the adopted 2008 TLCP Update. The update was balanced year by year and the program had a small surplus of approximately \$140,000 at the end of the plan.

Step 1 – The bonding assumptions were eliminated and the February 2009 ADOT forecast was input. The result is deficits each year with an ending deficit of \$306.6 million.

Step 2 – Operating contract rates were adjusted with current estimates for FY 2009 and FY 2010. The ending deficit increased to \$393.7 million.

Step 3 – The fleet plan was updated to reflect changes in replacement and expansion plans and to reflect actual purchases through FY 2009. In addition, vehicle prices were increased to reflect the recently completed fleet procurement. The program ending deficit increased to \$537.2 million.

Step 4 – The costs for the Regional Office Center were removed and lease rates were put back into the model, without an assumed increase in space requirements. In addition, the fare revenue assumptions were modified based on the current fare policy recommendation. The fare recovery is assumed to increase to approximately 30 percent in FY 2010 and gradually fall back to 25 percent by FY 2018. This reduced the deficit to \$496.7 million.

Step 5 – The newly adopted inflation policy was input to the model. The inflation rates used are attached. Due to the severe decline in both the Producer Price Index and the Consumer Price Index in recent months, the adjusted inflation rates actually reduce the deficit. Additionally, the adjusted regional services costs were included, increased by only inflation with no adjustments for service changes. The deficit was reduced to \$378.4 million.

Step 6 – Peak services were eliminated from future improvements. The amount gained by delaying a year was minor and eventually all peak services were eliminated. They are not restored at any point in the program. This step only reduced the deficit to \$342.6 million.

Step 7 – Service improvements were delayed by 4 years. This includes only service improvements. The PTF continues to assume funding for existing services on the original implementation schedule. The savings by delaying service improvements is not as significant as a result. The deficit was reduced to \$288.9 million.

Step 8 – The arterial Bus Rapid Transit (BRT) projects were deferred beyond FY 2026. Because the deficit was still so significant, and the arterial BRT program is an enhancement to existing service (in all cases there is underlying local service), these projects, with the exception of Main Street (Mesa) which is already operating, will be deferred beyond the life of the program. This saves both capital and operating funds. The deficit is reduced to \$67 million.

Step 9 – Eliminate regional funding for capital projects. In effect, all capital facilities and supporting capital are eliminated from the program except for projects that have been completed or are under construction. Several projects have signed Intergovernmental Agreements (IGA) and these will be examined to determine if the projects and IGAs should be cancelled. The determination will be negotiated with the affected jurisdiction. The reduction in capital expenses necessitates a reduction in federal revenues to a reasonable percentage. The deficit is reduced to \$19.2 million.

Step 10 – With no capital left to eliminate, assuming that fleet is needed to maintain the level of service anticipated, the final option is to further reduce service. New routes are assumed to operate at less than the base 30 minute headways. Although 60 minute headways are not desirable, this step is necessary to ensure that there is at least a minimum of service on each line on the map. Bonding was restored to the plan to ensure that each year is balanced. This results in a surplus of \$55.8 million at the end of the program.

Economic Recovery Funds (Stimulus) – The project listing for economic stimulus funds has not been finalized and therefore no funds have been programmed in the update. However, due to the severity of the cuts needed, a change in the recommended stimulus project list will be made. The Arizona Avenue BRT project will be removed and replaced with other Prop 400 projects. The park-and-rides in Surprise, Scottsdale (Scottsdale/Loop 101) and Mesa (US60/Country Club) will be recommended for funding assuming that the environmental work needed can be completed in time for the second phase of obligations. When the project list is finalized, the funds will be added to the model prior to final adoption. Although the addition of federal stimulus funds may make the final surplus higher, it is recommended that the project modifications not be changed at this time.

Jurisdictional Equity – The estimated jurisdictional equity based on the preliminary 2009 TLCP Update is attached. This is preliminary and may change based on some further analysis of the impacts of the recommended project changes.

## TLCP Operations Project Implementation Schedule

Projects are Implemented at Beginning of Fiscal Year

<u>BRT/Express Routes</u>	<u>Route Name</u>	<u>Baseline</u>		<u>2009 Update</u>	
		<u>Year</u>	<u>Trips</u>	<u>Year</u>	<u>Trips</u>
Ahwatukee Connector		2017	8	2021	8
Ahwatukee Express	RAPID I-10 East	2008	28	2008	28
Anthem Express		2018	10	2022	7.5
Apache Junction Express		2011	8	2015	8
Arizona Avenue Arterial BRT		2011	40	2011	40
Avondale Express		2020	16	2024	8
Black Canyon Freeway Connector		2016	16	2020	8
Buckeye Express		2015	6	2017	6
Chandler Boulevard Arterial BRT		2024	48	NA	0
Deer Valley Express	RAPID I-17	2008	30	2008	39
Desert Sky Express	RAPID I-10 West	2008	24	2008	25
East Loop 101 Connector	Route 511	2009	8	2009	10
Grand Avenue Limited		2013	24	2017	24
Loop 303 Express		2023	8	2026	8
Main Street Arterial BRT		2009	40	2009	50
North Glendale Express	Route 573	2008	16	2008	12
North I-17 Express		2022	10	2026	8
North Loop 101 Connector	Route 572	2008	12	2008	12
Papago Freeway Express	Route 562	2009	8	2009	8
Peoria Express		2014	12	2018	8
Pima Express		2013	8	2017	8
Red Mountain Express	Route 535/536	2009	8	2009	11
Red Mountain Freeway Connector		2019	16	2023	8
Santan Express		2018	20	2022	8
Scottsdale/Rural Arterial BRT		2014	48	NA	0
South Central Avenue		2015	48	2019	48
South Central Avenue Arterial BRT		2016	40	NA	0
SR 51 Express	RAPID SR-51	2008	20	2008	25
Superstition Freeway Connector		2012	6	2016	6
Superstition Springs Express		2019	20	2023	8
West Loop 101 Connector	Route 575/576	2009	12	2009	16

<u>Supergrid Routes</u>	<u>Route Name</u>	<u>Baseline</u>		<u>2009 Update</u>	
		<u>Year</u>	<u>Headways</u>	<u>Year</u>	<u>Headways</u>
Scottsdale Road	Route 72	2007	20/10	2007	30/15
Chandler Boulevard	Route 156	2008	30/15	2008	30
Glendale Avenue	Route 70	2008	30/15	2008	30/15
Southern Avenue	Route 61	2009	30/15	2009	30/15
Dobson Road	Route 96	2009	30/15	2009	30/15
Main Street	Route 40	2009	30/15	2009	30
Gilbert Road		2010	30	2010	30
Power Road		2010	30	2014	60
Baseline Road		2011	30/15	2011	30
Arizona Avenue/Country Club		2012	30/15	2012	30
University Drive		2012	30/15	2012	30
Broadway Avenue		2013	30/15	2013	30
Camelback Road		2013	30/15	2013	30
Elliot Road		2013	30/15	2013	30
Alma School Rd.		2014	30/15	2014	30
McDowell/McKellips Road		2014	30/15	2014	30
Dysart Road		2015	60	2015	60
Hayden/McClintock		2015	30/15	2015	30
Peoria/Shea Avenue		2015	20	2015	20
Ray Road		2016	30	2020	60
Bell Road		2019	30/15	2019	30
Queen Creek Road		2019	30	2023	60
59th Avenue		2020	30	2020	30
Indian School Road		2020	30/15	2020	30
Tatum Boulevard/44th Street		2020	30/15	2020	30
Thomas Road		2020	30/15	2020	30
Van Buren		2020	30/15	2020	30
Waddell Road/Thunderbird		2020	30	2020	30
99th Avenue		2021	30	2025	60
Buckeye Road		2021	30	2021	30
Dunlap/Olive Avenue		2021	30/15	2021	30
Greenfield Road		2022	30	2026	60
83rd Avenue/75th Avenue		2023	30	2026	60
Litchfield Road		2024	30	2026	60

<u>Rural Routes</u>	<u>Baseline</u>		<u>2009 Update</u>	
	<u>Year</u>	<u>Trips</u>	<u>Year</u>	<u>Trips</u>
Ajo/Gila Bend Connector	2006	8	2006	8
Wickenburg Connector	2007	8	2007	8

## TLCP Capital Project Changes

		Fiscal Year of Completion		
		Baseline		
		Plan	2008 Update	2009 Update
<b>Capital Facilities</b>				
Bus Maintenance Facilities	East (Tempe)	2007	2007	2007
Bus Maintenance Facilities	Southwest	2007	2007	2007
Transit Centers (4 Bay)	Chandler South	2008	2008	Beyond 2026
Park & Ride Lots	Grand/Surprise	2008	2008	2011
Park & Ride Lots	Cactus/101 (Scottsdale/101)	2009	2009	2010
Park & Ride Lots	Happy Valley/I-17	2009	2009	2010
Arterial BRT ROW Improvements	Main Street Arterial BRT	2009	2009	2009
Transit Centers (6 Bay)	Phoenix (19th Ave/Camelback)	2009	2009	2009
Park & Ride Lots	Price/202 (Germann/202)	2009	2009	2009
Transit Centers (4 Bay)	South Tempe	2009	2009	2009
Transit Centers (4 Bay)	Chandler Downtown	2010	2010	Beyond 2026
Transit Centers (6 Bay)	Mesa	2010	2010	Beyond 2026
Arterial BRT ROW Improvements	Arizona Avenue Arterial BRT	2011	2011	2011
Park & Ride Lots	Country Club/US 60	2011	2011	Beyond 2026
Park & Ride Lots	East Buckeye	2011	2011	2011
Transit Centers (Major Activity Centers)	Phoenix (Metrocenter)	2011	2011	Beyond 2026
DAR & Rural Bus Maintenance Facilities	DAR Facility #1 (Phoenix)	2013	Beyond 2026	Beyond 2026
Park & Ride Lots	Glendale/Grand	2013	2013	Beyond 2026
Transit Centers (4 Bay)	Glendale/Grand	2013	2013	Beyond 2026
Park & Ride Lots	Peoria	2013	2013	Beyond 2026
Bus Maintenance Facilities	Heavy Maintenance (Phoenix)	2014	2014	Beyond 2026
Transit Centers (Major Activity Centers)	Phoenix (Central Station)	2014	2014	Beyond 2026
Arterial BRT ROW Improvements	Scottsdale/Rural Arterial BRT	2014	2014	Beyond 2026
Park & Ride Lots	Camelback/101	2015	2015	Beyond 2026
Transit Centers (4 Bay)	Peoria	2015	2015	Beyond 2026
Transit Centers (6 Bay)	Phoenix (44th/Cactus)	2015	2015	Beyond 2026
Bus Maintenance Facilities	Rehab Mesa Facility	2015	2015	Beyond 2026
Bus Maintenance Facilities	Rehab South Facility	2015	2015	Beyond 2026
Transit Centers (4 Bay)	Scottsdale Airpark	2015	2015	Beyond 2026
Arterial BRT ROW Improvements	South Central Avenue Arterial BRT	2015	2015	Beyond 2026
Park & Ride Lots	Laveen/59th Ave	2016	2016	Beyond 2026
Park & Ride Lots	Elliot/I-10	2017	2017	Beyond 2026
DAR & Rural Bus Maintenance Facilities	DAR Facility #2 (EVDAR)	2018	2018	Beyond 2026
DAR & Rural Bus Maintenance Facilities	Rural Bus Facility	2018	Beyond 2026	Beyond 2026
Park & Ride Lots	Val Vista/202	2018	2018	Beyond 2026
Transit Centers (6 Bay)	Arrowhead	2019	2019	Beyond 2026
Transit Centers (Major Activity Centers)	Tempe	2019	2019	Beyond 2026
Vanpool Maintenance Facility		2020	Beyond 2026	Beyond 2026
Park & Ride Lots	Arrowhead	2023	2023	Beyond 2026
Arterial BRT ROW Improvements	Chandler Boulevard Arterial BRT	2024	2024	Beyond 2026
Bus Stop Pullouts/Improvements	Annual commitments	2026	2026	2009
ITS/VMS	Annual commitments	2026	2026	2009
Systemwide Capital Contingencies	Annual commitments	2026	2026	2009
Bus Maintenance Facilities	Northwest	2026	Beyond 2026	Beyond 2026

**PTF and Federal Bus Capital Grants Jurisdictional (\$ in year of expenditure)**

Jurisdiction	Bus PTF Net Cost		Bus Cap PTF		TLCF Policy	TLCF Policy	Calculated	TLCF Policy	
	Calculated	TLCF Policy	Calculated	TLCF Policy	ADA PTF	LRT/HC PTF	Total	Total	
Avondale	\$31,879,730	\$25,230,008	\$1,724,969	\$1,892,676	\$4,750,180	\$0	\$38,354,879	\$31,872,865	
Buckeye	\$13,357,158	\$1,382,275	\$19,804	\$21,729	\$174,271	\$0	\$13,551,234	\$1,578,276	
Carefree	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Cave Creek	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Chandler	\$150,694,993	\$157,886,515	\$9,262,377	\$9,782,717	\$29,963,220	\$0	\$189,920,590	\$197,632,451	
El Mirage	\$5,274,625	\$3,825,690	\$190,452	\$208,969	\$687,404	\$0	\$6,152,481	\$4,722,063	
Fountain Hills	\$3,806,954	\$1,605,673	\$32,182	\$35,310	\$198,476	\$0	\$4,037,612	\$1,839,459	
Gila Bend	\$3,445,968	\$3,001,910	\$4,951	\$5,432	\$45,988	\$0	\$3,496,908	\$3,053,331	
Gilbert	\$67,899,582	\$103,056,276	\$5,260,790	\$5,519,413	\$20,047,533	\$0	\$93,207,905	\$128,623,222	
Glendale	\$141,955,149	\$98,323,031	\$2,527,975	\$2,773,754	\$20,413,958	\$33,964,707	\$198,861,789	\$155,475,450	
Goodyear	\$12,538,329	\$5,124,191	\$14,853	\$16,297	\$563,962	\$0	\$13,117,143	\$5,704,449	
Guadalupe	\$1,782,637	\$125,661	\$3,961	\$4,346	\$24,204	\$0	\$1,810,802	\$154,212	
Litchfield Park	\$7,175,351	\$4,440,035	\$24,755	\$27,162	\$527,655	\$0	\$7,727,761	\$4,994,851	
Maricopa County <sup>4</sup>	\$23,951,602	\$7,735,155	\$1,074,698	\$1,179,183	\$3,853,511	\$0	\$28,879,811	\$12,767,849	
Mesa	\$277,885,756	\$324,834,609	\$21,804,734	\$17,566,686	\$66,510,646	\$88,311,562	\$454,512,698	\$497,223,503	
Paradise Valley	\$5,130,357	\$10,541,592	\$66,073	\$72,497	\$1,147,287	\$0	\$6,343,717	\$11,761,375	
Peoria	\$29,730,099	\$37,558,784	\$1,870,217	\$2,052,046	\$6,740,915	\$0	\$38,341,231	\$46,351,745	
Phoenix	\$266,105,684	\$300,861,215	\$190,423,024	\$199,823,966	\$0	\$1,365,371,226	\$1,821,899,934	\$1,866,056,407	
Queen Creek	\$0	\$1,186,802	\$9,902	\$10,865	\$135,544	\$0	\$145,447	\$1,333,211	
Scottsdale	\$157,263,198	\$170,690,011	\$9,032,156	\$9,432,065	\$37,739,711	\$0	\$204,035,065	\$217,861,787	
Surprise	\$19,897,195	\$4,537,771	\$32,182	\$35,310	\$539,783	\$0	\$20,469,159	\$5,112,864	
Tempe	\$162,473,576	\$127,462,504	\$28,188,968	\$21,104,025	\$55,852,218	\$174,844,258	\$421,359,020	\$379,263,005	
Tolleson	\$9,748,103	\$6,115,519	\$34,657	\$38,027	\$638,995	\$0	\$10,421,756	\$6,792,541	
Wickenburg	\$2,030,897	\$404,909	\$4,951	\$5,432	\$60,511	\$0	\$2,096,359	\$470,852	
Youngtown	\$2,210,360	\$307,172	\$7,427	\$8,149	\$45,988	\$0	\$2,263,775	\$361,309	
<b>Sub Total</b>	<b>\$1,396,237,307</b>	<b>\$1,396,237,307</b>	<b>\$271,616,056</b>	<b>\$271,616,056</b>	<b>\$250,661,962</b>	<b>\$1,662,491,752</b>	<b>\$3,581,007,077</b>	<b>\$3,581,007,077</b>	
<b>PTF, RARF &amp; Operations/Planning Grant Regional Expenditures</b>									
Bus PTF	\$1,396,237,307		\$0		\$0	\$0	\$1,396,237,307		
Bus Cap PTF	\$0		\$271,616,056		\$0	\$0	\$271,616,056		
LRT/HC PTF	\$0		\$0		\$0	\$1,662,491,752	\$1,662,491,752		
ADA PTF	\$0		\$0		\$250,661,962	\$0	\$250,661,962		
Regional ADA	\$0		\$0		\$14,924,534	\$0	\$14,924,534		
SCAT	\$0		\$0		\$0	\$0	\$4,057,112		
RPTA Planning & Administration	\$0		\$0		\$0	\$0	\$139,090,905		
Regional Services	\$0		\$0		\$0	\$0	\$197,547,891		
Regional Admin Office	\$0		\$0		\$0	\$0	\$0		
Operating Reserve	\$0		\$0		\$0	\$0	\$25,150,710		
Net Cost of Bonding	\$0		\$0		\$0	\$0	\$26,818,186		
<b>Total Expenditures</b>							<b>\$3,988,596,415</b>		

## **Alternative 2 Summary**

Arizona Department of Transportation's 2010 sales tax revenue projections for the Public Transportation Fund (PTF) indicate a significant reduction in projected revenues for public transit. The projected revenues for the 20-year program are down by \$568.4 million. Following the methodology requested by the Regional Public Transportation Authority (RPTA) Board of Directors, an initial Transit Life Cycle Program (TLCP) model run was executed to develop a financially balanced program. This memo documents the results of an alternative model run requested by the Valley Metro Operations and Capital Committee (VMOCC) and the Financial Oversight Advisory Committee (FOAC).

The primary objective of this alternative model run was to delay projects incrementally based on programmed year of implementation. However, operations and capital obligations impact the combination of projects programmed for funding each year. First, the financial model structure requires that cash flow for the operations element be annually balanced. Second, local revenues (non-federal) must be available to match federal grant funded capital expenditures.

The adjustments included in the alternative model run can be classified in four primary categories; financial, operations, vehicle investments, and capital facilities.

### **Financial**

Financial adjustments include incorporating additional revenue associated with the American Recovery and Reinvestment Act (ARRA) and the inclusion of bonding. A total of \$39.9 million (ARRA Funding) was included in FY 2010 to be applied to the projects identified in Table 1.

**Table 1: ARRA Funded Projects**

<b>Project</b>	<b>ARRA Funds</b>
Arizona Ave\Country Club Dr BRT ROW Improvements	\$15,000,000
Central Station Refurbishments	\$5,000,000
Country Club Dr\US 60 PNR	\$9,400,000
Happy Valley PNR	\$5,500,000
Scottsdale/101 PNR	\$5,000,000
<b>Total</b>	<b>\$39,900,000</b>

Financing (bonding) is a practical tool to assist with the advancement and development of capital projects. Generally, costs associated with financing are not desirable when overall revenues are declining; however, with significant capital obligations in the next three years, financing will be necessary. In years 2009 through 2011, total revenues available for the capital program are less than expenditures. Postponing the capital projects programmed for these years, which includes the replacement of regional vehicles and reimbursement for the Tempe East Valley Operations & Maintenance Facility may not be feasible or desired. To ensure adequate cash flow and local match for federal grants, two bond issues are included in the TLCP. Bonding information is included in Table 2.

**Table 2: TLCP Alternative Bonding Requirements**

<b>No.</b>	<b>Fiscal Year</b>	<b>Bond Amount</b>	<b>Rate</b>	<b>Repayment Cost</b>
1	2009	\$58,000,000	4.91%	\$29,067,148
2	2011	\$69,500,000	4.91%	\$30,509,835
<b>Total</b>		<b>\$127,500,000</b>		<b>\$59,576,982</b>

## Operations

The TLCP financial model is set up to utilize PTF revenues to fund operations first, with any remaining revenues applied to the capital program. Projected PTF revenues negatively impact the ability to implement the TLCP operations program on the currently adopted schedule. The available PTF revenues and the current operating cost and programmed service level assumptions result in negative cash flow during some years. Based on the objective of this alternative, the following principles were assumed when assessing the potential adjustments:

- All future PTF funded services, including services that are currently funded by local jurisdictions, were considered for delay to balance annual cash flow
- All services that are currently funded by local jurisdictions will remain at current service levels, which reduces fleet expansion requirements.
- All services to be implemented with minimum 30 minute headways unless previously programmed at a lower level of service

Generally, most routes are delayed 2 to 4 years; however, depending upon operating cost or associated capital investments (BRT right-of-way or vehicles), a route may not have been delayed or dropped out of the program in order of initial year of service. The following table identifies the operations adjustments included in this alternative.

### TLCP Operations Project Implementation Schedule

Projects are Implemented at Beginning of Fiscal Year

<u>BRT/Express Routes</u>	<u>Route Name</u>	<u>Baseline</u>		<u>2009 Update</u>	
		<u>Year</u>	<u>Trips</u>	<u>Year</u>	<u>Trips</u>
Ahwatukee Express	RAPID I-10 East	2008	28	2008	28
Deer Valley Express	RAPID I-17	2008	30	2008	39
Desert Sky Express	RAPID I-10 West	2008	24	2008	25
North Glendale Express	Route 573	2008	16	2008	12
North Loop 101 Connector	Route 572	2008	12	2008	12
SR 51 Express	RAPID SR-51	2008	20	2008	25
East Loop 101 Connector	Route 511	2009	8	2009	10
Main Street Arterial BRT		2009	40	2009	50
Papago Freeway Express	Route 562	2009	8	2009	8
Red Mountain Express	Route 535/536	2009	8	2009	11
West Loop 101 Connector	Route 575/576	2009	12	2009	16
Apache Junction Express		2011	8	2016	8
Arizona Avenue Arterial BRT		2011	40	2011	40
Superstition Freeway Connector		2012	6	2016	6
Grand Avenue Limited		2013	24	2016	24
Pima Express		2013	8	2016	8
Peoria Express		2014	12	2017	12
Scottsdale/Rural Arterial BRT		2014	48	2023	48
Buckeye Express		2015	6	2016	6
South Central Avenue		2015	48	2018	48
Black Canyon Freeway Connector		2016	16	2019	8
South Central Avenue Arterial BRT		2016	40	Beyond 2026	40
Ahwatukee Connector		2017	8	2020	8
Anthem Express		2018	10	2022	10
Santan Express		2018	20	2021	20
Red Mountain Freeway Connector		2019	16	2022	16
Superstition Springs Express		2019	20	2022	20
Avondale Express		2020	16	2026	16
North I-17 Express		2022	10	Beyond 2026	10
Loop 303 Express		2023	8	Beyond 2026	8
Chandler Boulevard Arterial BRT		2024	48	Beyond 2026	48

<u>Supergrid Routes</u>	<u>Route Name</u>	<u>Baseline</u>		<u>2009 Update</u>	
		<u>Year</u>	<u>Headways</u>	<u>Year</u>	<u>Headways</u>
Scottsdale Road	Route 72	2007	20/10	2007	30/15
Chandler Boulevard	Route 156	2008	30/15	2008	30
Glendale Avenue	Route 70	2008	30/15	2008	30/15
Southern Avenue	Route 61	2009	30/15	2009	30/15
Dobson Road	Route 96	2009	30/15	2009	30/15
Main Street	Route 40	2009	30/15	2009	30
Gilbert Road		2010	30	2013	30
Power Road		2010	30	2013	30
Baseline Road		2011	30/15	2014	30
Arizona Avenue/Country Club		2012	30/15	2015	30
University Drive		2012	30/15	2015	30
Broadway Avenue		2013	30/15	2016	30
Camelback Road		2013	30/15	2016	30
Elliot Road		2013	30/15	2016	30
Alma School Rd.		2014	30/15	2017	30
McDowell/McKellips Road		2014	30/15	2017	30
Dysart Road		2015	60	2018	60
Hayden/McClintock		2015	30/15	2018	30/15
Peoria/Shea Avenue		2015	20	2018	20
Ray Road		2016	30	2019	30
Bell Road		2019	30/15	2022	30
Queen Creek Road		2019	30	2022	30
59th Avenue		2020	30	2023	30
Indian School Road		2020	30/15	2026	30/15
Tatum Boulevard/44th Street		2020	30/15	2023	30
Thomas Road		2020	30/15	2026	30
Van Buren		2020	30/15	2023	30
Waddell Road/Thunderbird		2020	30	2023	30
99th Avenue		2021	30	2024	30
Buckeye Road		2021	30	2026	30
Dunlap/Olive Avenue		2021	30/15	2028	30
Greenfield Road		2022	30	2028	30
83rd Avenue/75th Avenue		2023	30	2028	30
Litchfield Road		2024	30	2028	30

<u>Rural Routes</u>	<u>Baseline</u>		<u>2009 Update</u>	
	<u>Year</u>	<u>Trips</u>	<u>Year</u>	<u>Trips</u>
Ajo/Gila Bend Connector	2006	8	2006	8
Wickenburg Connector	2007	8	2007	8

## Vehicles

The regional fleet program, including dial-a-ride, vanpool, rural connector and fixed route vehicles represents approximately two-thirds of the TLCP capital expenditures. Currently, the programmed fleet replacement cycle for heavy-duty fixed route transit vehicles is 12 years. This alternative assumes an extended fixed-route bus fleet replacement cycle of 16 years and a mid-life vehicle rehabilitation to extend the service life of the regional fixed route fleet. The mid-life vehicle rehabilitation includes an engine rebuild, transmission rebuild, exterior paint and interior upholstery. FY 2009 costs for each mid-life rehabilitation were assumed to be \$48,000 for 40' vehicles and \$92,000 for 60' vehicles. While a mid-life vehicle rehabilitation will be completed for each fixed route vehicle, this option could have negative impacts including increased maintenance costs and reduced service reliability. Finally, the capacity to perform the mid-life rehabilitation program must also be considered as several years will have a significant number of vehicles (100+) that will require rehabilitation services.

## Capital Facilities and Infrastructure

Capital facilities and infrastructure include passenger facilities, operations and maintenance facilities, right-of-way (ROW) improvements for BRT and Intelligent Transportation Systems/Vehicle Management Systems.

### *Passenger Facilities and Operations and Facilities*

To balance annual cash flow, many passenger facility projects have been delayed to a year out of the program. The following table identifies the adjustments included in this alternative

#### TLCP Capital Project Changes

		Fiscal Year of Completion		
		Baseline		
		Plan	2008 Update	2009 Update
<b>Capital Facilities</b>				
<i>Bus Maintenance Facilities</i>	<i>East (Tempe)</i>	2007	2007	2007
<i>Bus Maintenance Facilities</i>	<i>Southwest</i>	2007	2007	2007
Transit Centers (4 Bay)	Chandler South	2008	2008	Beyond 2026
Park & Ride Lots	Grand/Surprise	2008	2008	2011
Park & Ride Lots	Cactus/101 (Scottsdale/101)	2009	2009	2010
Park & Ride Lots	Happy Valley/I-17	2009	2009	2010
<i>Arterial BRT ROW Improvements</i>	<i>Main Street Arterial BRT</i>	2009	2009	2009
Transit Centers (6 Bay)	Phoenix (19th Ave/Camelback)	2009	2009	2009
<i>Park &amp; Ride Lots</i>	<i>Price/202 (Germann/202)</i>	2009	2009	2009
Transit Centers (4 Bay)	South Tempe	2009	2009	2009
Transit Centers (4 Bay)	Chandler Downtown	2010	2010	Beyond 2026
Transit Centers (6 Bay)	Mesa	2010	2010	Beyond 2026
Arterial BRT ROW Improvements	Arizona Avenue Arterial BRT	2011	2011	2011
Park & Ride Lots	Country Club/US 60	2011	2011	Beyond 2026
Park & Ride Lots	East Buckeye	2011	2011	2011
Transit Centers (Major Activity Centers)	Phoenix (Metrocenter)	2011	2011	Beyond 2026
DAR & Rural Bus Maintenance Facilities	DAR Facility #1 (Phoenix)	2013	Beyond 2026	Beyond 2026
Park & Ride Lots	Glendale/Grand	2013	2013	Beyond 2026
Transit Centers (4 Bay)	Glendale/Grand	2013	2013	Beyond 2026
Park & Ride Lots	Peoria	2013	2013	Beyond 2026
Bus Maintenance Facilities	Heavy Maintenance (Phoenix)	2014	2014	Beyond 2026
Transit Centers (Major Activity Centers)	Phoenix (Central Station)	2014	2014	Beyond 2026
Arterial BRT ROW Improvements	Scottsdale/Rural Arterial BRT	2014	2014	2023
Park & Ride Lots	Camelback/101	2015	2015	Beyond 2026
Transit Centers (4 Bay)	Peoria	2015	2015	Beyond 2026
Transit Centers (6 Bay)	Phoenix (44th/Cactus)	2015	2015	Beyond 2026
Bus Maintenance Facilities	Rehab Mesa Facility	2015	2015	Beyond 2026
Bus Maintenance Facilities	Rehab South Facility	2015	2015	Beyond 2026
Transit Centers (4 Bay)	Scottsdale Airpark	2015	2015	Beyond 2026
Arterial BRT ROW Improvements	South Central Avenue Arterial BRT	2015	2015	Beyond 2026
Park & Ride Lots	Laveen/59th Ave	2016	2016	Beyond 2026
Park & Ride Lots	Elliot/I-10	2017	2017	Beyond 2026
DAR & Rural Bus Maintenance Facilities	DAR Facility #2 (EVDAR)	2018	2018	Beyond 2026
DAR & Rural Bus Maintenance Facilities	Rural Bus Facility	2018	Beyond 2026	Beyond 2026
Park & Ride Lots	Val Vista/202	2018	2018	Beyond 2026
Transit Centers (6 Bay)	Arrowhead	2019	2019	Beyond 2026
Transit Centers (Major Activity Centers)	Tempe	2019	2019	Beyond 2026
Vanpool Maintenance Facility		2020	Beyond 2026	Beyond 2026
Park & Ride Lots	Arrowhead	2023	2023	Beyond 2026
Arterial BRT ROW Improvements	Chandler Boulevard Arterial BRT	2024	2024	Beyond 2026
Bus Stop Pullouts/Improvements	Annual commitments	2026	2026	2009
ITS/VMS	Annual commitments	2026	2026	2009
Systemwide Capital Contingencies	Annual commitments	2026	2026	2009
Bus Maintenance Facilities	Northwest	2026	Beyond 2026	Beyond 2026

### *Bus Stops*

The FY 2008 TLCP update included \$40.5 million for bus stops. The bus stop program was retained in this alternative but at a level equivalent to about 25% of the previous update. A total of \$10.9 million is programmed over the life of the TLCP.

### *ITS/VMS*

A total of \$15.6 million between FY 2009 and FY 2015, was retained in the "Vehicle Upgrades includes ITS/VMS" category.

### **Summary**

The alternative TLCP model run summarized in this memo illustrates the level of measures required to balance annual cash flow. Balancing the program cannot be accomplished without either delaying or modifying the scope of operations. In addition, the capital program must also be revised to ensure that there are adequate local matching funds to leverage federal transit grants.

**PTF and Federal Bus Capital Grants Jurisdictional (\$ in year of expenditure)**

Jurisdiction	Bus PTF Net Cost		Bus Cap PTF		TLCF Policy	TLCF Policy	Calculated	TLCF Policy	
	Calculated	TLCF Policy	Calculated	TLCF Policy	ADA PTF	LRT/HC PTF	Total	Total	
Avondale	\$17,101,059	\$23,996,051	\$1,966,209	\$2,363,817	\$4,750,180	\$0	\$23,817,449	\$31,110,048	
Buckeye	\$13,609,762	\$1,314,670	\$1,270,218	\$27,138	\$174,271	\$0	\$15,054,251	\$1,516,080	
Carefree	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Cave Creek	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Chandler	\$168,714,353	\$150,164,551	\$17,162,153	\$12,217,908	\$29,963,220	\$0	\$215,839,726	\$192,345,680	
El Mirage	\$2,815,646	\$3,638,582	\$217,087	\$260,987	\$687,404	\$0	\$3,720,137	\$4,586,973	
Fountain Hills	\$3,006,495	\$1,527,142	\$36,682	\$44,100	\$198,476	\$0	\$3,241,653	\$1,769,718	
Gila Bend	\$3,445,968	\$2,855,092	\$5,644	\$6,785	\$45,988	\$0	\$3,497,600	\$2,907,865	
Gilbert	\$77,689,959	\$98,015,967	\$6,222,092	\$6,893,349	\$20,047,533	\$0	\$103,959,585	\$124,956,849	
Glendale	\$130,805,845	\$93,514,217	\$4,681,958	\$3,464,218	\$20,413,958	\$33,964,707	\$189,866,468	\$151,357,101	
Goodyear	\$9,859,595	\$4,873,575	\$16,930	\$20,353	\$563,962	\$0	\$10,440,486	\$5,457,890	
Guadalupe	\$1,476,951	\$119,515	\$4,515	\$5,428	\$24,204	\$0	\$1,505,670	\$149,147	
Litchfield Park	\$3,931,585	\$4,222,880	\$28,217	\$33,923	\$527,655	\$0	\$4,487,457	\$4,784,458	
Maricopa County <sup>4</sup>	\$20,454,652	\$7,356,841	\$1,214,195	\$1,472,715	\$3,853,511	\$0	\$25,522,358	\$12,683,068	
Mesa	\$281,721,916	\$308,947,496	\$27,058,673	\$21,939,525	\$66,510,646	\$88,311,562	\$463,602,796	\$485,709,229	
Paradise Valley	\$3,343,579	\$10,026,020	\$74,774	\$90,543	\$1,147,287	\$0	\$4,565,640	\$11,263,850	
Peoria	\$22,264,466	\$35,721,847	\$2,119,194	\$2,562,857	\$6,740,915	\$0	\$31,124,565	\$45,025,619	
Phoenix	\$251,464,241	\$286,146,600	\$220,827,212	\$249,565,738	\$0	\$1,365,371,226	\$1,837,662,679	\$1,901,083,565	
Queen Creek	\$0	\$1,128,757	\$11,287	\$13,570	\$135,544	\$0	\$146,831	\$1,277,871	
Scottsdale	\$132,774,635	\$162,341,850	\$16,649,683	\$11,779,970	\$37,739,711	\$0	\$187,164,029	\$211,861,531	
Surprise	\$15,847,772	\$4,315,837	\$1,153,264	\$44,100	\$539,783	\$0	\$17,540,818	\$4,899,719	
Tempe	\$157,471,365	\$121,228,528	\$38,455,288	\$26,357,407	\$55,852,218	\$174,844,258	\$426,623,128	\$378,282,411	
Tolleson	\$6,809,153	\$5,816,420	\$39,504	\$47,492	\$638,995	\$0	\$7,487,652	\$6,502,907	
Wickenburg	\$2,030,897	\$385,105	\$5,644	\$6,785	\$60,511	\$0	\$2,097,052	\$452,401	
Youngtown	\$1,309,810	\$292,149	\$8,465	\$10,177	\$45,988	\$0	\$1,364,263	\$348,314	
<b>Sub Total</b>	<b>\$1,327,949,694</b>	<b>\$1,327,949,694</b>	<b>\$339,228,887</b>	<b>\$339,228,887</b>	<b>\$250,661,962</b>	<b>\$1,662,491,752</b>	<b>\$3,580,332,296</b>	<b>\$3,580,332,296</b>	
<b>PTF, RARF &amp; Operations/Planning Grant Regional Expenditures</b>									
Bus PTF	\$1,327,949,694		\$0		\$0	\$0	\$1,327,949,694		
Bus Cap PTF	\$0		\$339,228,887		\$0	\$0	\$339,228,887		
LRT/HC PTF	\$0		\$0		\$0	\$1,662,491,752	\$1,662,491,752		
ADA PTF	\$0		\$0		\$250,661,962	\$0	\$250,661,962		
Regional ADA	\$0		\$0		\$14,924,534	\$0	\$14,924,534		
SCAT	\$0		\$0		\$0	\$0	\$4,057,112		
RPTA Planning & Administration	\$0		\$0		\$0	\$0	\$139,090,905		
Regional Services	\$0		\$0		\$0	\$0	\$197,547,891		
Regional Admin Office	\$0		\$0		\$0	\$0	\$0		
Operating Reserve	\$0		\$0		\$0	\$0	\$25,407,763		
Net Cost of Bonding	\$0		\$0		\$0	\$0	\$60,052,058		
<b>Total Expenditures</b>								<b>\$4,021,412,558</b>	

### **Alternative 3 Summary**

Attached are individual spreadsheets for each jurisdiction that show allocated PTF funds and estimated project costs for the years FY 2010 through FY 2026. Jurisdictions would be asked to prioritize their projects and the updated TLCP would be developed based on those priorities.

Available revenues for FY 2010 through FY 2026 were allocated by percentage to each category of expenditures and then further by jurisdiction. Regional costs were taken off the top prior to making the allocations, since by policy the regional costs are excluded from jurisdictional equity calculations.

The allocated revenues were then compared to the costs for projects by city. The projects are listed with estimated expenditures for FY 2010 through FY 2026. The operations costs are net of fare revenues. The fleet acquisition costs are estimated at the 20 percent local share. Capital facilities are listed at their full (or capped) costs.



Avondale

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
1.807%	0.697%	1.884%	0.000%		
\$19,435,128	\$3,055,423	\$4,384,917	\$0	\$26,875,469	\$26,875,469

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
560	Existing	2019	No	\$503,310	\$503,310	
685 Gila Bend Connector	Existing	NA	No	\$978,915	\$1,482,225	
Buckeye Express	2013	NA	No	\$949,038	\$2,431,262	
MCDOWELL MCKELLIPS	2014	NA	No	\$13,179,396	\$15,610,658	
DYSART	2015	NA	No	\$11,071,055	\$26,681,713	
Avondale Express	2020	NA	No	\$1,230,279	\$27,911,992	
99th Ave	2020	NA	Yes	\$1,857,428	\$29,769,420	
INDIAN SCHOOL RD	2020	NA	No	\$4,056,888	\$33,826,308	
THOMAS	2020	NA	No	\$6,066,673	\$39,892,981	
VAN BUREN	2020	NA	No	\$5,852,313	\$45,745,294	
Loop 303 Express	2023	NA	No	\$345,959	\$46,091,254	
BUCKEYE RD	2021	NA	No	\$4,417,043	\$50,508,297	
<b>Net Operations Costs Total</b>				<b>\$50,508,297</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$2,068,560	\$2,068,560	
<b>Capital Costs Total</b>				<b>\$2,068,560</b>		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$4,384,917

**Total Estimated Project Costs** \$56,961,775

Total Estimated Equity Available	\$26,875,469
Net Difference	-\$30,086,306

Buckeye

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.099%	0.008%	0.072%	0.000%	\$1,267,446	\$1,267,446
\$1,064,791	\$35,078	\$167,576	\$0		

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modification Affect Other Jurisdictions	ILCP Total Net Cost (FY10 - FY26) <sup>1</sup>	Cumulative Total Cost	Local Priority
685 Gila Bend Connector	Existing	NA	Yes	\$5,145,582	\$5,145,582	
Papago Freeway Connector (562)	2009	NA	No	\$4,654,627	\$9,800,209	
Buckeye Express	2013	NA	No	\$3,808,359	\$13,608,568	
<b>Net Operations Costs Total</b>				<b>\$13,608,568</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Total Cost	Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$23,748	\$23,748	
East Buckeye PNR	2009	2011		\$5,452,614	\$5,476,363	
<b>Capital Costs Total</b>				<b>\$5,476,363</b>		

ADA

Project	ILCP Total Net Cost (FY10 - FY26)
	\$167,576

Total Estimated Project Costs	\$19,252,507
Total Estimated Equity Available	\$1,267,446
Net Difference	-\$17,985,061

Chandler

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
11.308%	3.602%	11.979%	0.000%		
\$121,622,818	\$15,792,631	\$27,880,533	\$0	\$ 165,295,981	\$165,295,981

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Rt. 112	Existing	2012		\$ 388,386	\$ 388,386	
Rt. 104	Existing	2014		\$ 988,769	\$ 1,377,155	
Rt. 81	Existing	2015		\$ 900,637	\$ 2,277,792	
540	Existing	2018		\$ 502,640	\$ 2,780,432	
541	Existing	2018		\$ 910,441	\$ 3,690,873	
SCOTTSDALE/RURAL (Rt 72)	Existing	NA		\$ 13,290,644	\$ 16,981,517	
CHANDLER BLVD (Rt 156)	Existing	NA		\$ 44,105,438	\$ 61,086,955	
BASELINE SOUTHERN DOBSON (Dobson Rd)	Existing	NA		\$ 27,002,424	\$ 88,089,379	
East Loop 101 Connector (RT 511)	Existing	NA		\$ 2,267,046	\$ 90,356,425	
GILBERT RD	2010	NA		\$ 19,416,967	\$ 109,773,392	
Arizona Ave Dedicated BRT	2011	NA		\$ 9,188,030	\$ 118,961,422	
ARIZONA AVE COUNTRY CLUB	2012	NA		\$ 23,808,451	\$ 142,769,873	
ELLIOT RD	2013	NA		\$ 8,513,370	\$ 151,283,243	
ALMA SCHOOL RD	2014	NA		\$ 17,408,653	\$ 168,691,896	
Scottsdale/Rural Rd Dedicated BRT	2014	NA		\$ 3,509,960	\$ 172,201,856	
HAYDEN MCCLINTOCK	2015	NA		\$ 6,213,576	\$ 178,415,432	
RAY RD	2016	NA		\$ 16,919,474	\$ 195,334,906	
San Tan Express	2018	NA		\$ 5,197,401	\$ 200,532,307	
QUEEN CREEK RD	2019	NA		\$ 9,363,304	\$ 209,895,611	
Chandler Blvd Dedicated BRT	2024	NA		\$ 3,846,275	\$ 213,741,886	
<b>Net Operations Costs Total</b>				<b>\$213,741,886</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$ 10,691,812	\$ 10,691,812	
Price/202 PNR	2009	2009	No	\$ 5,006,949	\$ 15,698,760	
South Chandler Transit Center	2009	2010	Yes	\$ 4,290,152	\$ 19,988,912	
Arizona Ave Dedicated BRT	2010	2011	No	\$ 15,781,477	\$ 35,770,390	
Scottsdale/Rural Rd Dedicated BRT	2013	2014	Yes	\$ 6,337,575	\$ 42,107,964	
Chandler Blvd Dedicated BRT	2023	2024	Yes	\$ 29,918,526	\$ 72,026,491	
EVDAR O&M Facility	2017	2018	No	\$ 1,820,752	\$ 73,847,243	
Capital Costs Total				\$73,847,243		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$27,880,533

Total Estimated Project Costs	\$315,469,662
Total Estimated Equity Available	\$165,295,981
Net Difference	-\$150,173,680

# El Mirage

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.274%	0.077%	0.284%	0.000%	\$3,945,340	\$3,945,340
\$2,946,998	\$337,346	\$660,996	\$0		

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Grand Ave Limited	2013	2027		\$ 1,958,802	\$ 1,958,802	
WADELL THUNDERBIRD	2020	2027		\$ 2,752,309	\$ 4,711,111	
DUNLAP OLIVE	2021	2027		\$ 2,177,246	\$ 6,888,357	
<b>Net Operations Costs Total</b>				<b>\$6,888,357</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Cost	Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$228,388		
<b>Capital Costs Total</b>				<b>\$228,388</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$660,996

Total Estimated Project Costs	\$7,777,741
Total Estimated Equity Available	\$3,945,340
Net Difference	-\$3,832,401

# Fountain Hills

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.115%	0.013%	0.082%	0.000%	\$1,484,733	\$1,484,733
\$1,236,879	\$57,003	\$190,851	\$0		

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
512	Existing	NA		\$ 529,208	\$ 529,208	
PEORIA SHEA	2015	NA		\$ 4,950,739	\$ 5,479,947	
<b>Net Operations Costs Total</b>				<b>\$5,479,947</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Cost	Priority
Regional Transit Fleet Allocation (2)	NA	NA	No	\$38,592		
<b>Capital Costs Total</b>				<b>\$38,592</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$190,851

Total Estimated Project Costs	\$5,709,389
Total Estimated Equity Available	\$1,484,733
Net Difference	-\$4,224,657

Gila Bend

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.215%	0.002%	0.019%	0.000%	\$2,365,417	\$2,365,417
\$2,312,425	\$8,770	\$44,222	\$0		

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
685 Gila Bend Connector	Existing	2012		\$ 3,137,548		
<b>Net Operations Costs Total</b>				<b>\$3,137,548</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year	Fiscal Year Final	Modify without	TLCP Total Net Cost	Cumulative	Local
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$5,937		
<b>Capital Costs Total</b>				<b>\$5,937</b>		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$44,222

Total Estimated Project Costs	\$3,187,707
Total Estimated Equity Available	\$2,365,417
Net Difference	-\$822,290



Gilbert

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
7.381%	2.032%	7.967%	0.000%	\$106,839,109	\$106,839,109
\$79,386,100	\$8,910,209	\$18,542,800	\$0		

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
531	Existing	NA		\$ 794,303	\$ 794,303	
CHANDLER BLVD (Rt 156)	Existing	NA		\$ 32,107,264	\$ 32,901,567	
GILBERT RD	2010	NA		\$ 16,550,262	\$ 49,451,828	
POWER RD	2010	NA		\$ 7,586,646	\$ 57,038,475	
Arizona Ave Dedicated BRT	2011	NA		\$ 601,414	\$ 57,639,889	
ARIZONA AVE COUNTRY CLU	2012	NA		\$ 1,542,651	\$ 59,182,540	
ELLIOT RD	2013	NA		\$ 24,226,974	\$ 83,409,514	
RAY RD	2016	NA		\$ 13,853,637	\$ 97,263,151	
San Tan Express	2018	NA		\$ 2,766,534	\$ 100,029,685	
QUEEN CREEK RD	2019	NA		\$ 7,386,793	\$ 107,416,478	
GREENFIELD RD	2022	NA		\$ 7,127,381	\$ 114,543,859	
Chandler Blvd Dedicated BRT	2024	NA		\$ 1,896,465	\$ 116,440,324	
<b>Net Operations Costs Total</b>				<b>\$116,440,324</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation	NA	NA	No	\$6,032,325	\$6,032,325	
Arizona Ave Dedicated BRT	2010	2011	No	\$1,035,265	\$7,067,590	
Val Vista/202 PNR	2016	2018	Yes	\$6,835,926	\$13,903,516	
Chandler Blvd Dedicated BRT	2023	2024	No	\$14,725,525	\$28,629,040	
EVDAR O&M Facility	2017	2018	No	\$1,210,937	\$29,839,977	
Capital Costs Total				\$29,839,977		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$18,542,800

Total Estimated Project Costs	\$164,823,101
Total Estimated Equity Available	\$106,839,109
Net Difference	-\$57,983,991

Glendale

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
7.042%	1.021%	8.155%	2.043%		
\$75,739,997	\$4,477,781	\$18,980,361	\$31,242,373	\$99,198,139	\$130,440,512

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
471 Grand Ave Limited (371)	Existing	2013	No	\$ 295,722	\$ 295,722	
570	Existing	2013	Yes	\$ 67,921	\$ 363,643	
Rt. 106	Existing	2015	No	\$ 1,015,241	\$ 1,378,885	
Rt. 59	Existing	2020	Yes	\$ 7,076,111	\$ 8,454,995	
Rt. 67	Existing	NA	Yes	\$ 7,817,657	\$ 16,272,652	
581	Existing	NA	Yes	\$ 495,100	\$ 16,767,752	
660 Wickenburg Connector	Existing	NA	No	\$ 218,375	\$ 16,986,127	
GLENDALE AVE (Rt 70)	Existing	NA	Yes	\$ 59,474,568	\$ 76,460,695	
North Glendale Express (Rt 573)	Existing	NA	Yes	\$ 3,976,270	\$ 80,436,966	
North Loop 101 Connector (Rt 572)	Existing	NA	Yes	\$ 3,651,871	\$ 84,088,837	
Northwest Valley Express - B Pattern (576)	Existing	NA	Yes	\$ 2,465,838	\$ 86,554,675	
Northwest Valley Express - A Pattern (575)	Existing	NA	Yes	\$ 1,479,914	\$ 88,034,589	
CAMELBACK	2013	NA	No	\$ 14,214,167	\$ 102,248,756	
Grand Ave Limited	2013	NA	No	\$ 4,727,794	\$ 106,976,550	
Peoria Express	2014	NA	No	\$ 1,184,801	\$ 108,161,351	
PEORIA SHEA	2015	NA	No	\$ 8,494,399	\$ 116,655,750	
BELL RD (VIA 303)	2019	NA	No	\$ 6,980,027	\$ 123,635,777	
59th AVE	2020	NA	Yes	\$ 13,689,868	\$ 137,325,645	
WADELL THUNDERBIRD	2020	NA	No	\$ 2,452,600	\$ 139,778,245	
DUNLAP OLIVE	2021	NA	No	\$ 4,947,028	\$ 144,725,272	
99TH AVE	2021	NA	No	\$ 3,072,568	\$ 147,797,840	
83RD 75TH AVE	2023	NA	No	\$ 5,212,631	\$ 153,010,472	
Loop 303 Express	2023	NA	No	\$ 540,747	\$ 153,551,219	
LITCHFIELD RD	2024	NA	No	\$ 2,217,925	\$ 155,769,144	
<b>Net Operations Costs Total</b>				<b>\$155,769,144</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$3,031,515	\$3,031,515	
Glendale Grand PNR	2011	2013	Yes	\$13,819,879	\$16,851,394	
Loop 303 PNR	2021	2023	Yes	\$7,924,712	\$24,776,106	
Glendale/Grand 4-bay TC	2011	2013	Yes	\$2,503,559	\$27,279,665	
Bell-101 6-bay TC	2017	2019	Yes	\$4,296,024	\$31,575,688	
Capital Costs Total				\$31,575,688		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$18,980,361

Total Estimated Project Costs	\$206,325,193
Total Estimated Equity Available	\$99,198,139
Net Difference	-\$107,127,054

Goodyear

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.367%	0.006%	0.233%	0.000%		
\$3,947,256	\$26,308	\$542,296	\$0	\$4,515,861	\$4,515,861

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
685 Gila Bend Connector	Existing	2012	No	\$ 2,221,386	\$ 2,221,386	
560	Existing	2020	No	\$ 6,147	\$ 2,227,533	
Papago Freeway Connector (562)	Existing	NA	No	\$ 2,847,920	\$ 5,075,453	
Buckeye Express	2013	NA	No	\$ 1,592,565	\$ 6,668,018	
MCDOWELL MCKELLIPS	2014	NA	Yes	\$ 3,183,273	\$ 9,851,291	
DYSART	2015	NA	No	\$ 3,645,210	\$ 13,496,502	
INDIAN SCHOOL RD	2020	NA	No	\$ 1,437,133	\$ 14,933,635	
VAN BUREN	2020	NA	Yes	\$ 937,993	\$ 15,871,628	
THOMAS	2020	NA	Yes	\$ 176,317	\$ 16,047,945	
Avondale Express	2020	NA	No	\$ 71,450	\$ 16,119,395	
BUCKEYE RD	2021	NA	Yes	\$ 124,487	\$ 16,243,882	
Loop 303 Express	2023	NA	No	\$ 671,961	\$ 16,915,843	
LITCHFIELD RD	2024	NA	Yes	\$ 2,313,275	\$ 19,229,118	
Net Operations Costs Total				\$19,229,118		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$17,811		
Capital Costs Total				\$17,811		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$542,296

Total Estimated Project Costs	\$19,789,226
Total Estimated Equity Available	\$4,515,861
Net Difference	-\$15,273,365



# Guadalupe

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.009%	0.002%	0.010%	0.000%		
\$96,799	\$7,016	\$23,275	\$0	\$127,089	\$127,089

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
BASELINE SOUTHERN DOBSON (Baseline Rd)	2011	NA		\$ 410,763	\$ 410,763	
ELLIOT RD	2013	NA		\$ 3,139,378	\$ 3,550,141	
<b>Net Operations Costs Total</b>				<b>\$3,550,141</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Total Cost	Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$4,750		
<b>Capital Costs Total</b>				<b>\$4,750</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$23,275

Total Estimated Project Costs	\$3,578,165
Total Estimated Equity Available	\$127,089
Net Difference	-\$3,451,075

# Litchfield Park

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.318%	0.010%	0.218%	0.000%		
\$3,420,238	\$43,848	\$507,384	\$0	\$3,971,471	\$3,971,471

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
CAMELBACK	2013	2027		\$ 4,698,377	\$ 4,698,377	
DYSART	2015	2027		\$ 2,419,290	\$ 7,117,667	
INDIAN SCHOOL RD	2020	2027		\$ 2,913,298	\$ 10,030,966	
LITCHFIELD RD	2024	2027		\$ 1,014,998	\$ 11,045,964	
<b>Net Operations Costs Total</b>				<b>\$11,045,964</b>		

\* Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	Fiscal Year	Fiscal Year Final	Modify without	TLCP Total Net Cost	Cumulative Total	Local
Regional Transit Fleet Allocation	NA	NA	No	\$29,686		
<b>Capital Costs Total</b>				<b>\$29,686</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$507,384

Total Estimated Project Costs	\$11,583,034
Total Estimated Equity Available	\$3,971,471
Net Difference	-\$7,611,563



Maricopa County

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.554%	0.434%	1.518%	0.000%		
\$5,958,529	\$1,903,603	\$3,533,070	\$0	\$11,395,202	\$11,395,202

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Rt. 106	Existing	2015	No	\$ 1,617,627	\$ 1,617,627	
660 Wickenburg Connector	Existing	2012	No	\$ 1,684,465	\$ 3,302,091	
North Loop 101 Connector (Rt 572)	Existing	NA	No	\$ 1,519,124	\$ 4,821,215	
MCDOWELL MCKELLIPS	2014	NA	No	\$ 11,533,576	\$ 16,354,791	
PEORIA SHEA	2015	NA	No	\$ 13,384,437	\$ 29,739,228	
HAYDEN MCCLINTOCK	2015	NA	No	\$ 3,062,279	\$ 32,801,507	
BELL RD (VIA 303)	2019	NA	No	\$ 5,426,742	\$ 38,228,249	
WADELL THUNDERBIRD	2020	NA	No	\$ 3,858,436	\$ 42,086,685	
99TH AVE	2021	NA	No	\$ 5,398,691	\$ 47,485,376	
DUNLAP OLIVE	2021	NA	No	\$ 996,988	\$ 48,482,364	
Loop 303 Express	2023	NA	No	\$ 211,049	\$ 48,693,413	
LITCHFIELD RD	2024	NA	No	\$ 2,484,209	\$ 51,177,622	
<b>Net Operations Costs Total</b>				<b>\$51,177,622</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20%)	NA	NA	No	\$1,288,763		
<b>Capital Costs Total</b>				<b>\$1,288,763</b>		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$3,533,070

Total Estimated Project Costs	\$55,999,455
Total Estimated Equity Available	\$11,395,202
Net Difference	-\$44,604,254

Mesa

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
23.265%	6.467%	26.213%	5.312%		
\$250,225,934	\$28,358,604	\$61,009,467	\$81,233,229	\$339,594,004	\$420,827,233

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
533	Existing	2011	Yes	\$ 86,935	\$ 86,935	
Rt. 112	Existing	2012	Yes	\$ 857,120	\$ 944,055	
532	Existing	2014	Yes	\$ 594,007	\$ 1,538,062	
541	Existing	2018	No	\$ 606,960	\$ 2,145,022	
531	Existing	NA	No	\$ 2,956,727	\$ 5,101,749	
CHANDLER BLVD (Rt 156)	Existing	NA	Yes	\$ 1,093,291	\$ 6,195,040	
BASELINE SOUTHERN DOBSON (Southern Ave)	Existing	NA	Yes	\$ 40,109,034	\$ 46,304,073	
Main St Dedicated BRT	Existing	NA	Yes	\$ 38,984,128	\$ 85,288,201	
MAIN ST (Rt 40)	Existing	NA	Yes	\$ 29,240,974	\$ 114,529,176	
BASELINE SOUTHERN DOBSON (Dobson Rd)	Existing	NA	Yes	\$ 19,110,799	\$ 133,639,975	
Red Mountain Express - A Pattern (535)	Existing	NA	No	\$ 2,413,785	\$ 136,053,760	
Red Mountain Express - B Pattern (536)	Existing	NA	No	\$ 2,011,140	\$ 138,064,900	
POWER RD	2010	NA	Yes	\$ 26,220,635	\$ 164,285,534	
GILBERT RD	2010	NA	Yes	\$ 14,873,693	\$ 179,159,227	
Arizona Ave Dedicated BRT	2011	NA	Yes	\$ 4,911,612	\$ 184,070,839	
BASELINE SOUTHERN DOBSON (Baseline Rd)	2011	NA	Yes	\$ 3,976,389	\$ 188,047,228	
Apache Junction Express	2011	NA	Yes	\$ 3,546,592	\$ 191,593,821	
UNIVERSITY	2012	NA	Yes	\$ 41,220,103	\$ 232,813,924	
ARIZONA AVE COUNTRY CLUB	2012	NA	Yes	\$ 15,919,101	\$ 248,733,025	
Superstition Freeway Connector	2012	NA	No	\$ 1,727,632	\$ 250,460,657	
BROADWAY	2013	NA	Yes	\$ 32,090,926	\$ 282,551,582	
ELLIOT RD	2013	NA	Yes	\$ 4,064,240	\$ 286,615,822	
MCDOWELL MCKELLIPS	2014	NA	Yes	\$ 36,618,779	\$ 323,234,601	
ALMA SCHOOL RD	2014	NA	Yes	\$ 24,202,503	\$ 347,437,105	
RAY RD	2016	NA	Yes	\$ 2,492,601	\$ 349,929,705	
San Tan Express	2018	NA	Yes	\$ 649,674	\$ 350,579,379	
Superstition Springs Express	2019	NA	No	\$ 4,623,949	\$ 355,203,329	
Red Mountain Freeway Connector	2019	NA	No	\$ 4,563,211	\$ 359,766,539	
GREENFIELD RD	2022	NA	Yes	\$ 6,178,481	\$ 365,945,021	
Chandler Blvd Dedicated BRT	2024	NA	Yes	\$ 269,623	\$ 366,214,644	

Net Operations Costs Total				\$366,214,644	
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<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$19,199,135	\$19,199,135	
Country Club/US60 PNR	2009	2010	Yes	\$5,222,811	\$24,421,945	
Mesa Downtown 6-bay	2009	2011	Yes	\$3,326,730	\$27,748,675	
Arizona Ave Dedicated BRT	2010	2011	No	\$8,433,622	\$36,182,297	
Chandler Blvd Dedicated BRT	2023	2024	Yes	\$2,103,646	\$38,285,943	
EVDAR O&M Facility	2017	2018	No	\$3,984,206	\$42,270,149	
RPTA/Mesa O&M Facility Rehab	2014	2015	No	\$13,666,719	\$55,936,868	
Capital Costs Total				\$55,936,868		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$61,009,467

Total Estimated Project Costs	\$483,160,978
Total Estimated Equity Available	\$339,594,004
Net Difference	-\$143,566,974

# Paradise Valley

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.755%	0.027%	0.474%	0.000%	\$9,340,624	\$9,340,624
\$8,120,377	\$117,035	\$1,103,212	\$0		

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Scottsdale/Rural Rd Dedicated	2014	2027		\$ 1,615,228		
TATUM 44TH ST	2020	2027		\$ 5,376,177		
<b>Net Operations Costs Total</b>				<b>\$6,991,404</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation	NA	NA	No	\$79,234		
<b>Capital Costs Total</b>				<b>\$79,234</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$1,103,212

Total Estimated Project Costs	\$8,173,850
Total Estimated Equity Available	\$9,340,624
Net Difference	\$1,166,774

Peoria

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
2.690%	0.755%	2.785%	0.000%	\$38,726,856	\$38,726,856
\$28,932,206	\$3,312,700	\$6,481,950	\$0		

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
471 Grand Ave Limited (371)	Existing	2013		\$ 108,520	\$ 108,520	
Rt. 106	Existing	2015		\$ 1,391,726	\$ 1,500,246	
660 Wickenburg Connector	Existing	2012		\$ 279,242	\$ 1,779,488	
North Glendale Express (Rt 573)	Existing	NA		\$ 3,404,269	\$ 5,183,757	
North Loop 101 Connector (Rt 5)	Existing	NA		\$ 590,402	\$ 5,774,159	
Grand Ave Limited	2013	NA		\$ 4,219,542	\$ 9,993,701	
Peoria Express	2014	NA		\$ 1,025,598	\$ 11,019,299	
PEORIA SHEA	2015	NA		\$ 11,894,698	\$ 22,913,997	
BELL RD (VIA 303)	2019	NA		\$ 3,022,078	\$ 25,936,075	
WADELL THUNDERBIRD	2020	NA		\$ 4,163,866	\$ 30,099,941	
DUNLAP OLIVE	2021	NA		\$ 6,269,343	\$ 36,369,284	
99TH AVE	2021	NA		\$ 2,065,738	\$ 38,435,023	
83RD 75TH AVE	2023	NA		\$ 7,776,747	\$ 46,211,770	
Loop 303 Express	2023	NA		\$ 105,341	\$ 46,317,110	
<b>Net Operations Costs Total</b>				<b>\$46,317,110</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation	NA	NA	No	\$2,242,740		
Peoria Grand PNR	2011	2013	Yes	\$5,895,168		
Peoria 4-bay	2013	2015	Yes	\$2,656,727		
Capital Costs Total				\$10,794,634		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$6,481,950

Total Estimated Project Costs	\$63,593,695
Total Estimated Equity Available	\$38,726,856
Net Difference	-\$24,866,839

Phoenix

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
21.548%	73.569%	0.000%	82.128%		
\$231,758,797	\$322,583,823	\$0	\$1,255,934,227	\$554,342,621	\$1,810,276,848

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
533	Existing	2011		\$ 145,315	\$ 145,315	
685 Gila Bend Connector	Existing	2012		\$ 489,458	\$ 634,773	
570	Existing	2013		\$ 335,269	\$ 970,042	
471 Grand Ave Limited (371)	Existing	2013		\$ 315,744	\$ 1,285,786	
532	Existing	2014		\$ 489,669	\$ 1,775,455	
541	Existing	2018		\$ 2,171,782	\$ 3,947,237	
540	Existing	2018		\$ 1,142,794	\$ 5,090,030	
560	Existing	2020		\$ 1,339,440	\$ 6,429,470	
590	Existing	NA		\$ 8,186,443	\$ 14,615,913	
582	Existing	NA		\$ 7,431,084	\$ 22,046,997	
531	Existing	NA		\$ 5,936,067	\$ 27,983,064	
581	Existing	NA		\$ 5,139,459	\$ 33,122,523	
521	Existing	NA		\$ 3,691,980	\$ 36,814,503	
520	Existing	NA		\$ 2,748,381	\$ 39,562,883	
512	Existing	NA		\$ 1,954,659	\$ 41,517,543	
510	Existing	NA		\$ 1,220,595	\$ 42,738,137	
SCOTTSDALE/RURAL (Rt 72)	Existing	NA		\$ 9,499,919	\$ 52,238,056	
Deer Valley Express 480 I-17 RAPID	Existing	NA		\$ 32,852,967	\$ 85,091,023	
Ahwatukee Express 450 I-10 East RAPID	Existing	NA		\$ 21,422,822	\$ 106,513,845	
SR51 Express 400 SR51 RAPID	Existing	NA		\$ 18,324,495	\$ 124,838,340	
CHANDLER BLVD (Rt 156)	Existing	NA		\$ 16,137,731	\$ 140,976,071	
Desert Sky Express 460 I-10 West RAPID	Existing	NA		\$ 9,071,163	\$ 150,047,234	
North Glendale Express (Rt 573)	Existing	NA		\$ 8,037,342	\$ 158,084,576	
North Loop 101 Connector (Rt 572)	Existing	NA		\$ 7,391,639	\$ 165,476,215	
Northwest Valley Express - B Pattern (576)	Existing	NA		\$ 6,084,223	\$ 171,560,438	
Northwest Valley Express - A Pattern (575)	Existing	NA		\$ 4,971,318	\$ 176,531,756	

Papago Freeway Connector (562)	Existing	NA		\$ 4,590,534	\$ 181,122,290	
Red Mountain Express - A Pattern (535)	Existing	NA		\$ 1,697,187	\$ 182,819,476	
East Loop 101 Connector (RT 511)	Existing	NA		\$ 149,756	\$ 182,969,232	
Apache Junction Express	2011	NA		\$ 2,127,857	\$ 185,097,089	
Grand Ave Limited	2013	NA		\$ 6,656,532	\$ 191,753,621	
Buckeye Express	2013	NA		\$ 2,569,033	\$ 194,322,654	
Pima Express	2013	NA		\$ 1,951,399	\$ 196,274,052	
Peoria Express	2014	NA		\$ 6,582,819	\$ 202,856,871	
South Central Express	2015	NA		\$ 11,998,452	\$ 214,855,323	
South Central Dedicated BRT A	2016	NA		\$ 5,714,174	\$ 220,569,497	
South Central Dedicated BRT B	2016	NA		\$ 5,221,993	\$ 225,791,490	
Black Canyon Freeway Connector	2016	NA		\$ 4,474,538	\$ 230,266,028	
Ahwatukee Connector	2017	NA		\$ 1,170,965	\$ 231,436,993	
San Tan Express	2018	NA		\$ 7,353,963	\$ 238,790,956	
Anthem Express	2018	NA		\$ 6,522,045	\$ 245,313,000	
BELL RD (VIA 303)	2019	NA		\$ 20,454,279	\$ 265,767,279	
Superstition Springs Express	2019	NA		\$ 4,004,616	\$ 269,771,895	
WADELL THUNDERBIRD	2020	NA		\$ 19,628,759	\$ 289,400,654	
59th AVE	2020	NA		\$ 6,130,206	\$ 295,530,860	
Avondale Express	2020	NA		\$ 3,644,246	\$ 299,175,106	
BUCKEYE RD	2021	NA		\$ 18,597,555	\$ 317,772,661	
99TH AVE	2021	NA		\$ 3,089,925	\$ 320,862,586	
DUNLAP OLIVE	2021	NA		\$ 2,850,693	\$ 323,713,279	
North I-17 Express	2022	NA		\$ 4,205,362	\$ 327,918,641	
Loop 303 Express	2023	NA		\$ 925,886	\$ 328,844,527	
<b>Net Operations Costs Total</b>				<b>\$328,844,527</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$218,393,347	\$218,393,347	
Happy Valley-I-17 PNR	2009	2009	Yes	\$5,001,899	\$223,395,246	
19thAveCamelback 6-bay	2009	2009	Yes	\$3,054,953	\$226,450,199	
Metrocenter TC Rehab	2009	2011	Yes	\$8,069,534	\$234,519,733	
Phoenix Heavy O&M	2011	2014	No	\$63,887,567	\$298,407,300	
Central Station Rehab	2013	2014	Yes	\$8,916,909	\$307,324,209	
Camelback/101 PNR	2013	2015	Yes	\$6,255,841	\$313,580,049	
44th Cactus 6-bay	2013	2015	Yes	\$3,816,961	\$317,397,011	
South Central Dedicated BRT	2014	2015	No	\$22,930,833	\$340,327,844	
Rehab Phx-South O&M	2014	2015	No	\$13,666,719	\$353,994,563	
Laveen/59th Ave PNR	2014	2016	Yes	\$6,443,516	\$360,438,078	
Elliot/I-10 PNR	2015	2017	Yes	\$6,636,821	\$367,074,900	
New Phoenix O&M	2024	2026	No	\$91,425,573	\$458,500,473	
Capital Costs Total				\$458,500,473		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$0

Total Estimated Project Costs	\$787,345,000
Total Estimated Equity Available (Bus Program Only)	\$554,342,621
Net Difference	-\$233,002,379

Queen Creek

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.085%	0.004%	0.056%	0.000%		
\$914,215	\$17,540	\$130,337	\$0	\$1,062,092	\$1,062,092

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
No operations projects defined in TLCP	NA	NA		11874.60104		
<b>Net Operations Costs Total</b>				<b>\$0</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year	Fiscal Year Final	Modify without	TLCP Total Net Cost	Cumulative	Local
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$11,875		
<b>Capital Costs Total</b>				<b>\$11,875</b>		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$130,337

Total Estimated Project Costs	\$142,212
Total Estimated Equity Available	\$1,062,092
Net Difference	\$919,880



Scottsdale

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
12.225%	3.473%	15.068%	0.000%		
\$131,485,581	\$15,226,560	\$35,070,028	\$0	\$181,782,169	\$181,782,169

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Rt. 50	Existing	2013	Yes	\$ 321,526	\$ 321,526	
Rt. 50 SATURDAY	Existing	2013	Yes	\$ 13,218	\$ 334,744	
Rt. 106	Existing	2015	Yes	\$ 2,243,691	\$ 2,578,435	
512	Existing	NA	No	\$ 1,331,557	\$ 3,909,991	
510	Existing	NA	Yes	\$ 882,015	\$ 4,792,007	
SCOTTSDALE/RURAL (Rt 72)	Existing	NA	No	\$ 48,528,179	\$ 53,320,185	
North Loop 101 Connector (Rt 572)	Existing	NA	No	\$ 970,185	\$ 54,290,370	
East Loop 101 Connector (RT 511)	Existing	NA	No	\$ 5,049,290	\$ 59,339,660	
CAMELBACK	2013	NA	Yes	\$ 15,088,126	\$ 74,427,786	
Pima Express	2013	NA	Yes	\$ 3,802,854	\$ 78,230,640	
MCDOWELL MCKELLIPS	2014	NA	No	\$ 9,269,438	\$ 87,500,078	
Scottsdale/Rural Rd Dedicated BRT	2014	NA	Yes	\$ 8,004,761	\$ 95,504,839	
HAYDEN MCCLINTOCK	2015	NA	Yes	\$ 32,705,891	\$ 128,210,730	
PEORIA SHEA	2015	NA	No	\$ 29,075,261	\$ 157,285,991	
Anthem Express	2018	NA	No	\$ 362,834	\$ 157,648,825	
BELL RD (VIA 303)	2019	NA	Yes	\$ 15,064,898	\$ 172,713,723	
INDIAN SCHOOL RD	2020	NA	Yes	\$ 6,750,138	\$ 179,463,861	
THOMAS	2020	NA	Yes	\$ 5,652,673	\$ 185,116,534	
WADELL THUNDERBIRD	2020	NA	Yes	\$ 497,148	\$ 185,613,681	
<b>Net Operations Costs Total</b>				<b>\$185,613,681</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% of)	NA	NA	No	\$10,308,575	\$10,308,575	
Scottsdale/101 PNR	2009	2009	Yes	\$5,006,949	\$15,315,523	
Scottsdale/Rural Rd Dedicated BRT	2013	2014	Yes	\$17,363,218	\$32,678,742	
Scottsdale 4-bay	2013	2015	Yes	\$2,656,727	\$35,335,468	
EVDAR O&M Facility	2017	2018	No	\$2,290,319	\$37,625,787	
Capital Costs Total				\$37,625,787		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$35,070,028

Total Estimated Project Costs	\$258,309,496
Total Estimated Equity Available	\$181,782,169
Net Difference	-\$76,527,327

## Surprise

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.325%	0.013%	0.212%	0.000%		
\$3,495,527	\$57,003	\$493,420	\$0	\$4,045,949	\$4,045,949

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
660 Wickenburg Connector	Existing	NA	No	\$ 4,945,301	\$ 4,945,301	
North Loop 101 Connector (Rt 572)	Existing	NA	No	\$ 2,461,119	\$ 7,406,420	
Grand Ave Limited	2013	NA	No	\$ 2,621,058	\$ 10,027,478	
BELL RD (VIA 303)	2019	NA	No	\$ 10,489,537	\$ 20,517,015	
WADELL THUNDERBIRD	2020	NA	No	\$ 1,242,162	\$ 21,759,178	
Loop 303 Express	2023	NA	No	\$ 895,209	\$ 22,654,387	
LITCHFIELD RD	2024	NA	No	\$ 2,926,528	\$ 25,580,915	
<b>Net Operations Costs Total</b>				<b>\$25,580,915</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$38,592		
Grand/Surprise PNR	2009	2009	Yes	\$4,880,402		
<b>Capital Costs Total</b>				<b>\$4,918,994</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$493,420

Total Estimated Project Costs	\$30,993,329
Total Estimated Equity Available	\$4,045,949

Net Difference

-\$26,947,380



Tempe

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
9.129%	7.770%	22.463%	10.517%		
\$98,186,656	\$34,069,073	\$52,281,526	\$160,830,171	\$184,537,255	\$345,367,426

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Rt. 56	Existing	NA	Yes	\$ 2,989,781	\$ 2,989,781	
521	Existing	NA	Yes	\$ 2,961,424	\$ 5,951,205	
531	Existing	NA	No	\$ 2,283,973	\$ 8,235,178	
520	Existing	NA	Yes	\$ 2,064,101	\$ 10,299,280	
Rt. 92	Existing	NA	No	\$ 1,849,363	\$ 12,148,643	
Rt. 61	Existing	2011	No	\$ 293,415	\$ 12,442,058	
533	Existing	2011	No	\$ 92,415	\$ 12,534,473	
532	Existing	2014	No	\$ 193,770	\$ 12,728,243	
Rt. 81	Existing	2015	No	\$ 1,707,255	\$ 14,435,498	
Rt. 81 SATURDAY	Existing	2015	No	\$ 173,129	\$ 14,608,626	
541	Existing	2018	No	\$ 1,251,857	\$ 15,860,483	
540	Existing	2018	No	\$ 1,062,180	\$ 16,922,663	
SCOTTSDALE/RURAL (Rt 72)	Existing	NA	No	\$ 44,263,615	\$ 61,186,279	
MAIN ST (Rt 40)	Existing	NA	No	\$ 10,624,021	\$ 71,810,300	
East Loop 101 Connector (RT 511)	Existing	NA	No	\$ 1,952,466	\$ 73,762,766	
Red Mountain Express - B Pattern (536)	Existing	NA	No	\$ 956,894	\$ 74,719,660	
Red Mountain Express - A Pattern (535)	Existing	NA	No	\$ 688,762	\$ 75,408,422	
BASELINE SOUTHERN DOBSON (Baseline Rd)	2011	NA	No	\$ 18,037,164	\$ 93,445,586	
Apache Junction Express	2011	NA	No	\$ 1,667,496	\$ 95,113,082	
UNIVERSITY	2012	NA	No	\$ 14,603,154	\$ 109,716,236	
Superstition Freeway Connector	2012	NA	No	\$ 702,230	\$ 110,418,466	
ELLIOT RD	2013	NA	No	\$ 13,290,381	\$ 123,708,847	
BROADWAY	2013	NA	No	\$ 12,397,455	\$ 136,106,302	
Pima Express	2013	NA	No	\$ 1,334,013	\$ 137,440,315	
Scottsdale/Rural Rd Dedicated BRT	2014	NA	No	\$ 10,939,096	\$ 148,379,411	
HAYDEN MCCLINTOCK	2015	NA	No	\$ 25,964,202	\$ 174,343,613	

RAY RD	2016	NA	No	\$ 877,381	\$ 175,220,995	
South Central Dedicated BRT B	2016	NA	No	\$ 771,221	\$ 175,992,216	
Ahwatukee Connector	2017	NA	No	\$ 1,343,995	\$ 177,336,210	
San Tan Express	2018	NA	No	\$ 2,078,960	\$ 179,415,170	
Superstition Springs Express	2019	NA	No	\$ 3,139,177	\$ 182,554,348	
Red Mountain Freeway Connector	2019	NA	No	\$ 1,121,269	\$ 183,675,617	
TATUM 44TH ST	2020	NA	No	\$ 4,983,821	\$ 188,659,438	
<b>Net Operations Costs Total</b>				<b>\$188,659,438</b>		

*Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency*

#### Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$23,065,195	\$23,065,195	
Scottsdale/Rural Rd Dedicated BRT	2013	2014	No	\$19,707,253	\$42,772,448	
South Tempe 4-bay	2013	2015	Yes	\$2,126,773	\$44,899,220	
College/ASU Expansion/Rehab	2016	2019	Yes	\$10,329,960	\$55,229,181	
EVDAR O&M Facility	2017	2018	No	\$3,414,357	\$58,643,538	
<b>Capital Costs Total</b>				<b>\$58,643,538</b>		

#### ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$52,281,526

Total Estimated Project Costs	\$295,462,319
Total Estimated Equity Available	\$184,537,255
Net Difference	-\$110,925,064

Tolleson

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.438%	0.014%	0.264%	0.000%	\$5,386,729	\$5,386,729
\$4,710,894	\$61,388	\$614,447	\$0		

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
685 Gila Bend Connector	Existing	NA	No	\$ 577,309	\$ 577,309	
560	Existing	2019	No	\$ 254,767	\$ 832,076	
MCDOWELL MCKELLIPS	2014	NA	No	\$ 3,251,747	\$ 4,083,822	
DYSART	2015	NA	No	\$ 4,900,839	\$ 8,984,661	
99TH AVE	2019	NA	No	\$ 1,874,787	\$ 10,859,449	
VAN BUREN	2020	NA	No	\$ 3,778,345	\$ 14,637,794	
BUCKEYE RD	2021	NA	No	\$ 2,229,780	\$ 16,867,573	
<b>Net Operations Costs Total</b>				<b>\$16,867,573</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

Capital

Project	Fiscal Year First Funds Programmed	Fiscal Year Final Funds Programmed	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$41,560		
<b>Capital Costs Total</b>				<b>\$41,560</b>		

ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$614,447

Total Estimated Project Costs	\$17,523,580
Total Estimated Equity Available	\$5,386,729

Net Difference

-\$12,136,851

# Wickenburg

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.029%	0.002%	0.025%	0.000%		
\$311,909	\$8,770	\$58,186	\$0	\$378,865	\$378,865

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
660 Wickenburg Connector	2007	NA	Yes	\$ 1,864,625	\$ 1,864,625	
Net Operations Costs Total				\$1,864,625		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	Fiscal Year	Fiscal Year Final	Modify without	TLCP Total Net Cost	Cumulative Total	Local
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$5,937		
Capital Costs Total				\$5,937		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$58,186

Total Estimated Project Costs	\$1,928,748
Total Estimated Equity Available	\$378,865
Net Difference	-\$1,549,884



# Youngtown

FY 2010 through FY 2026

Jurisdictional Equity					
Bus Operations	Bus Capital	ADA	LRT/HCT	Total (Bus Operations + Bus Capital + ADA)	Total With LRT/HCT
0.022%	0.003%	0.019%	0.000%		
\$236,620	\$13,155	\$44,222	\$0	\$293,997	\$293,997

## Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
PEORIA SHEA	2015	NA	No	\$ 2,492,767	\$ 2,492,767	
WADELL THUNDERBIRD	2020	NA	No	\$ 213,213	\$ 2,705,981	
DUNLAP OLIVE	2021	NA	No	\$ 568,582	\$ 3,274,562	
<b>Net Operations Costs Total</b>				<b>\$3,274,562</b>		

<sup>1</sup> Operating cost is net of fares and includes allocation for Safety & Security Fund and contingency

## Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Cost	Priority
Regional Transit Fleet Allocation (20% Match)	NA	NA	No	\$8,906		
<b>Capital Costs Total</b>				<b>\$8,906</b>		

## ADA

Project	TLCP Total Net Cost (FY10 - FY26)
	\$44,222

Total Estimated Project Costs	\$3,327,690
Total Estimated Equity Available	\$293,997
Net Difference	-\$3,033,693





## Budget and Finance Subcommittee Information Summary

Agenda Item #3

### Date

April 30, 2009

### Subject

RPTA Financing Master Resolution and Supplemental Resolution #1

### Summary

RPTA hired a financial advisor and bond counsel to develop a Master Resolution to guide the agency's financing plan. Additionally, the First Supplemental Resolution authorizing the issuance of up to \$135,000,000 in bonds in 2009 was developed.

### Fiscal Impact

The Master Resolution does not have a direct fiscal impact, as it sets forth the policies and guidelines for issuing debt but does not authorize any specific debt issuance. The First Supplemental Resolution authorizes the issuance of up to \$135,000,000 in Senior Lien Bonds. The estimated total interest is \$68,274,726, with an estimated True Interest Cost (TIC) for the issuance of 4.943%. The issuance will be secured by the Public Transportation Funds and the interest and principal costs will be paid from the bus and rail shares of the PTF. The bus PTF share of the interest cost is estimated at \$25,287,570 and the rail PTF share is estimated at \$42,987,156.

### Considerations

The Master Resolution sets forth the policies under which all future financings may be conducted. In large part, this Master Resolution mirrors the Master Resolution for the Arizona Department of Transportation's Regional Area Road Fund (RARF) financings. This was done intentionally, as both the PTF and RARF financings are backed by the same excise tax. Following is a summary of the key points from the Master Resolution.

- RPTA grants a first lien on all Transportation Excise Taxes received by RPTA and deposited into a Bond Account established under the Master Resolution (the "Pledged Funds"), as security for payment of its 2009 Bonds, and for all additional Bonds which RPTA may subsequently issue and certain bond-related obligations. The Bond Account will be held by a bank or trust company designated by RPTA. Only after RPTA has made monthly deposits into the Bond Account required by the Master Resolution for the payment of its Bonds will

RPTA receive any Transportation Excise Taxes for its use to pay operating expenses and other capital expenditures. In other words, the holders of RPTA's Bonds will have first claim on RPTA's Transportation Excise Taxes to pay principal and interest on the Bonds.

- To implement this lien on the Transportation Excise Taxes as security for the Bonds, a "Flow of Funds" describes how Taxes must be deposited monthly into the Bond Account for payment of the Bonds.
- To provide flexibility for future financings by RPTA during the life of the Transportation Excise Tax through 2025, RPTA is permitted to subsequently issue: additional bonds secured on a parity with the 2009 Bonds by a first (senior) lien on the Transportation Sales Taxes; and also issue Bonds secured by a Subordinated (second) Lien or by a Third Lien on such Taxes. RPTA may choose to issue additional bonds with fixed-interest rates (like the 2009 Bonds), or with variable interest rates, as capital appreciation bonds, or with other financing structures. If RPTA decides to enter to an interest rate swap in the future, the Master Resolution describes how payments made and received under the swap agreement must be applied.
- RPTA agrees not to issue any other Bonds or other obligations which are payable from Pledged Funds, except for additional Bonds and certain other obligations permitted under the Master Resolution.
- Describes the requirements which RPTA must meet to issue additional Bonds. These include a financial test that the amount of Transportation Excise Taxes received in any 12 consecutive months out of the most recent 18 months prior to the issuance of the additional Bonds is not less than: (1) 200% of the maximum debt service on all Senior Lien Bonds during any future Bond Year and (2) 120% of maximum debt service on all Senior and Subordinated Bonds. Subordinated Bonds may be issued by satisfying the 120% test, and refunding bonds may be issued so long as maximum annual debt service does not increase by more than 5% as a result of the refunding. There are provisions describing how debt service is calculated on variable interest rate bonds and under financing structures other than fixed-rate bonds.
- Describes how RPTA may enhance the credit for its Bonds with bond insurance or other financial products and how RPTA may provide liquidity for any variable rate bonds it may issue.
- Contains customary provisions describing: how records of ownership and transfer of the Bonds are maintained by a Bond Registrar (a bank appointed by RPTA); how payments on the Bonds are made by a Paying Agent (a bank appointed by RPTA); how Bonds are redeemed including notice of redemption; how RPTA may invest the moneys held in the various accounts created in the Master Resolution; how the Bonds may be refunded; and how the Bond Resolutions may be amended both with and without the consent of the Bondholders.
- Expressly states that all Bonds are limited obligations of RPTA payable solely from the Pledged Revenues, and RPTA has no obligation to pay the Bonds from any other source of funds which it may have.

- Contains customary provisions defining Events of Default and remedies of Bondholders. Prohibits the acceleration of the principal on the Bonds after an Event of Default.

The First Supplemental Resolution authorizes the issuance of up to \$135,000,000 in Senior Lien Bonds, the proceeds of which will be used by RPTA and METRO to fund capital projects outlined in the Regional Transportation Plan. The proceeds will be allocated to bus and rail as follows: \$50 million to the bus PTF and \$85 million to the rail PTF. Following are the highlights of the Supplemental Resolution:

- Authorizes the issuance of the 2009 Bonds and delegates to the Executive Director and CFO of RPTA the authority to negotiate the sale of the 2009 Bonds to a group of underwriters to be selected by the RPTA officers from among the pool of underwriters which has previously been qualified by ADOT for its financings and other financings by the State of Arizona.
- Specifies limits or parameters on the financial terms of the 2009 Bonds, including; aggregate principal not to exceed a specified dollar amount; interest rate not to exceed specified rate; final maturity date not to exceed July 1, 2025; and Underwriters' compensation not to exceed a specified amount.
- RPTA officers are also authorized to: prepare a Preliminary Official Statement and a final Official Statement describing the 2009 Bonds and their security for distribution by the Underwriters to prospective purchasers of the 2009 Bonds; negotiate the form of a Bond Purchase Agreement with the Underwriters; and enter into other customary financing documents.
- Contains covenants of RPTA to take all actions necessary to maintain the tax-exempt status of the 2009 Bonds including entering into a Tax Certificate and Agreement prepared by Bond Counsel.
- Authorizes RPTA to spend proceeds of 2009 Bonds for the 2009 Project.
- Authorizes RPTA to take all actions necessary to comply with Bond Resolutions and other bond documents.

RPTA will use the bond proceeds for the payment or reimbursement of costs of capital expenditures in the regional transportation plan including, without limitation: relocation of utilities relating to the light rail system; planning, acquisition, construction and equipping expansions of the light rail system; bus transit centers and bus rail transit centers; acquisition of buses and paratransit vehicles; acquisition, construction and equipment of park and ride facilities; and related capital costs.

### **Prior Committee Action**

Finance Oversight & Advisory Committee (FOAC), April 21, 2009 – Approved  
Transit Management Committee (TMC), May 6, 2009 – For Action

### **Recommendation**

It is recommended that the BFS approve the Master Resolution and First Supplemental Resolution, authorizing the issuance of Senior Lien Bonds not to exceed \$135,000,000, and forward this item to the Board of Directors for consideration.

**Contact Person**

Michael Taylor  
Acting Deputy Executive Director of Finance  
602- 262-4302

**Attachments**

DRAFT Master Resolution  
DRAFT First Supplemental Resolution  
DRAFT Series 2009 Debt Service  
Uses of Bond Proceeds



## Financing

Master Resolution  
Supplemental Resolution #1



- RPTA hired a financial advisor (RBC Capital Markets) & a bond counsel (Squire, Sanders & Dempsey, L.L.P.)
- Develop a Master Resolution to guide the agency's financing plan
- Develop the First Supplemental Resolution authorizing the issuance of up to \$135,000,000 in bonds in 2009



## **Senior Lien Bonds**

### **\$135,000,000**

- METRO Rail - \$85,000,000 – Relocation of utilities, planning, acquisition, construction and equipment of expansions of the light rail system
- RPTA (Bus Side) - \$50,000,000 – Bus transit centers, acquisition of buses and paratransit vehicles, acquisition, construction and equipment of park and ride facilities and related capital costs

3



## **Senior Lien Bonds**

### **\$135,000,000**

- Estimated total interest of \$68,274,726
- Estimated True Interest Cost (TIC) of 4.943%
- Issuance will be secured by the Public Transportation Funds (PTF)
- Bus PTF share of interest is estimated at \$25,287,570
- METRO Rail PTF share of interest is estimated at \$42,987,156

4



## Master Resolution – Key Points

- Sets forth the policies under which all future financings may be conducted
- Mirrors the Master Resolution for the Arizona Department of Transportation's Regional Area Road Fund (RARF) financings
- RPTA grants a first lien on all Transportation Excise Taxes received by RPTA and deposited into a Bond Account established under the Master Resolution (the "Pledged Funds"), as security for payment of its 2009 Bonds

5



## Master Resolution – Key Points

- Describes the requirements which RPTA must meet to issue additional Bonds. These include a financial test that the amount of Transportation Excise Taxes received in any 12 consecutive months out of the most recent 18 months prior to the issuance of the additional Bonds is not less than: (1) 200% of the maximum debt service on all Senior Lien Bonds during any future Bond Year and (2) 120% of maximum debt service on all Senior and Subordinated Bonds

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## Master Resolution – Key Points

- Expressly states that all Bonds are limited obligations of RPTA payable solely from the Pledged Revenues, and RPTA has no obligation to pay the Bonds from any other source of funds which it may have

7



## First Supplemental Resolution – Key Points

- Authorizes the issuance of up to \$135,000,000 in Senior Lien Bonds, the proceeds of which will be used by RPTA and METRO to fund capital projects outlined in the Regional Transportation Plan
- Delegates to Executive Director and CFO of RPTA the authority to negotiate the sale of the 2009 Bonds to a group of underwriters to be selected by the RPTA officers from among the pool of underwriters which has previously been qualified by ADOT for its financings and other financings by the State of Arizona

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## First Supplemental Resolution – Key Points

- RPTA officers are also authorized to: prepare a Preliminary Official Statement and a final Official Statement describing the 2009 Bonds and their security for distribution by the Underwriters to prospective purchasers of the 2009 Bonds; negotiate the form of a Bond Purchase Agreement with the Underwriters; and enter into other customary financing documents

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## First Supplemental Resolution – Key Points

- Specifies limits or parameters on the financial terms of the 2009 Bonds, including; aggregate principal not to exceed a specified dollar amount; interest rate not to exceed specified rate; final maturity date not to exceed July 1, 2025; and Underwriters' compensation not to exceed a specified amount
- Authorizes RPTA to spend proceeds of 2009 Bonds for the 2009 Project
- Authorizes RPTA to take all actions necessary to comply with Bond Resolutions and other bond documents

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## Recommendation

- It is recommended that the BFS approve the Master Resolution and First Supplemental Resolution, authorizing the issuance of Senior Lien Bonds not to exceed \$135,000,000, and forward this item to the Board of Directors for consideration



## Budget and Finance Subcommittee Information Summary

Agenda Item #4

### Date

April 30, 2009

### Subject

FY 2009/10 (July 1, 2009 thru June 30, 2010) Proposed Operating and Capital Budget

### Summary

The proposed FY 2009/10 combined operating and capital budget (the budget) is \$297.7 million. Of this total, \$116.9 million is funded with Proposition 400 Public Transportation Fund (PTF) revenues (\$66.3 million for bus operating and bus capital and \$50.6 million in light rail capital). Additional revenues include transit service agreements (\$24.2 million), federal grants (\$27.7 million), Valley METRO Rail reimbursements (\$9.9 million), Regional Area Road Funds (\$4.4 million), carry forwards and reserves (\$111.9 million), and other revenues (\$2.7 million) that include interest earnings, IRS alternative fuel tax credits and Vanpool fare revenue.

The total operating budget of \$96.6 million represents an \$8.7 million (10%) increase over the previous year's operating budget of \$87.9 million. The increase is attributable mainly to funding of additional bus service in FY 09/10 and an increase in the transit service rates.

For FY 09/10, there are no new positions being requested which leaves the total RPTA Board Approved positions at 127.

Other key compensation and fringe benefit changes for FY 09/10 are as follows:

- The Arizona State Retirement System (ASRS) contribution will decrease 0.05 percent on July 1, 2009. This will make the total to be a 9.40 percent contribution by both RPTA and the employee.
- For FY 09/10, there are no compensation increases which encompasses merit as well as longevity payments.
- Salary ranges will not be increased for FY 2009/10.
- For FY 09/10, there are no cost of living (COLA) increases, or step increases.

The Regional Services proposed budget for FY 2009/10 is \$8.36 million and is funded with: PTF - \$8.1 million, Federal Transit Administration (FTA), Job Access Reverse Commute (JARC) - \$100,000, and METRO Rail - \$150,258. The proposed FY 2009/10 Regional Services budget is \$700,000 less compared to what is being funded with PTF

in FY 2008/09.

The total capital budget of \$201.1 million represents a \$30.0 million (13%) decrease from the previous year's capital budget of \$231.1 million. The capital budget was developed based on projects in the Transit Life Cycle Program (TLCP) for FY 09/10.

The Valley METRO Rail capital program costs, includes the proposed addition of 4 new Valley METRO Rail staff positions increasing total staff to 96 from 92 in the prior year. All Valley METRO Rail staff related costs are reimbursed in full by Valley METRO Rail, Inc. The 4 positions will be considered for approval by the Valley METRO Rail Board. If these positions are approved, RPTA will be fully reimbursed for the related increases in staffing and administrative costs.

Explanations of the major budget changes are discussed in the attached "Budget Analysis" document.

### **Fiscal Impact**

The proposed FY 2009/10 operating and capital budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards, and reserves and is aligned with the Transit Life Cycle Program (TLCP) update for FY 2009/10. The proposed FY 2009/10 combined operating and capital budget is \$297.7 million and includes all the projects in the TLCP for FY 2009/10. Of the \$297.7 million total, only \$4.0 million is not part of the TLCP and are projects that are funded by member cities, fare revenue, or State and Federal grants.

### **Considerations**

Approval of the budget will provide funding for all TLCP projects and allow RPTA to implement capital and operating projects approved by voters in Prop. 400 State statutes require annual Board adoption of the budget.

### **Committee Action Process**

Transit Management Committee (TMC) – May 6, 2009 - For Information  
Budget & Finance Subcommittee (BFS) – May 7, 2009 – For Information  
Board of Directors – May 21, 2009 – For Information  
Joint Valley Metro Operations & Capital Committee (VMOCC) Financial Oversight  
Advisory Committee (FOAC) – May 19, 2009 - For Action  
Transit Management Committee (TMC) – June 3, 2009 – For Action  
Budget & Finance Subcommittee (BFS) – June 4, 2009 – For Action  
Board of Directors – June 18, 2009 – For Action

### **Recommendation**

For review and information only

### **Contact Person**

Michael Taylor  
Acting Deputy Executive Director, Finance  
(602) 256-4302

**Attachments**

FY 2009/10 Proposed Operating and Capital Budget Analysis and Overview

FY 2009/10 Proposed Comparative Operating & Capital Revenues Summary

FY 2009/10 Proposed Comparative Operating & Capital Expenditures Summary

FY 2009/10 Proposed Comparative Operating and Capital Budget Summary by Project

FY 2009/10 Proposed Regional Services Budget

FY 2008/09 Proposed Operating and Capital Budget Presentation



**Valley Metro**  
**Regional Public Transportation Authority**  
*FY 2009/10 Preliminary Operating & Capital Budget*  
*(In thousands)*

	<b>2009/10 Preliminary Budget</b>	<b>2008/09 Adopted Budget</b>	<b>2008/09 Revised Budget</b>	<b>Amount Increase/ (Decrease)</b>	<b>Percent Increase/ (Decrease)</b>	<b>** Note</b>
<b>Sources of funds</b>						
Revenues:						
Public transportation funds (PTF)	116,850	\$ 133,500	\$ 115,118	\$ (16,650)	-12%	(1)
Transit service agreements	24,211	24,123	23,944	88	0%	
Federal grants	27,710	17,134	22,855	10,576	62%	(2)
VMR staff & administration reimbursement	9,856	10,088	10,088	(232)	-2%	
Regional area road funds (RARF)	4,389	4,292	4,277	97	2%	
Interest & other revenues	1,391	3,373	2,183	(1,982)	-59%	(3)
Local participation	519	-	436	519	100%	(4)
State & local grants	832	847	847	(15)	-2%	
Total revenues	185,758	193,357	179,748	(7,599)	-4%	
Bond proceeds	-	80,000	136,336	(80,000)	-100%	(5)
Carryforwards & reserves	111,926	45,664	12,464	66,262	145%	(6)
Total revenues & other sources of funds	\$ 297,684	\$ 319,021	\$ 328,548	\$ (21,337)	-7%	
<b>Uses of funds by category</b>						
Expenses:						
Lead agency PTF disbursements	\$ 66,183	\$ 119,650	\$ 80,810	\$ (53,467)	-45%	(7)
Transit service contracts	66,807	59,351	60,621	7,456	13%	(8)
Capital outlay	40,635	36,575	34,922	4,060	11%	(9)
Salary & fringe benefits	19,132	19,331	19,271	(199)	-1%	
Bond interest expense & issuance costs	6,468	2,400	1,336	4,068	170%	(10)
Consultants & contracts	7,040	5,598	6,212	1,442	26%	(11)
Contingency	7,124	7,104	400	20	0%	
Rent & utilities	3,015	2,502	2,253	513	21%	(12)
Advertising	1,372	1,701	1,406	(329)	-19%	(13)
Bus book, outreach materials & website	895	1,043	803	(148)	-14%	(14)
Insurance & risk management	440	480	455	(40)	-8%	(15)
Safety & security	1,214	957	357	257	27%	(16)
Lead agency RARF disbursements	500	500	500	-	0%	
Other administrative costs	1,783	2,051	2,025	(268)	-13%	(17)
Lead agency bond disbursement	70,300	26,100	14,700	44,200	169%	(18)
Total expenses	292,908	285,343	226,071	7,565	3%	
Carryforwards & contributions to reserves	4,776	33,678	102,477	(28,902)	-86%	(19)
Total expenses & other uses of funds	\$ 297,684	\$ 319,021	\$ 328,548	\$ (21,337)	-7%	
Unprogrammed PTF bus revenues	\$ -	\$ -	\$ -	\$ -	0%	
<b>Uses of funds by department</b>						
Operating:						
Operations	79,764	\$ 72,281	\$ 71,424	\$ 7,483	10%	(20)
Marketing	6,364	6,982	6,376	(618)	-9%	(21)
Planning	3,063	3,880	3,301	(817)	-21%	(22)
Finance & Management Services	1,416	1,842	1,428	(426)	-23%	(23)
Executive Director's Office	1,284	1,247	1,227	37	3%	(24)
Non-Departmental	4,700	1,655	1,230	3,045	184%	(25)
Total Operating Budget	96,591	87,887	84,986	8,704	10%	
Capital:						
Valley Metro Rail	127,110	94,413	75,065	32,697	35%	(26)
Bus and other transit	73,983	136,721	168,497	(62,738)	-46%	(27)
Total Capital Budget	201,093	231,134	243,562	(30,041)	-13%	
Total Operating & Capital Budget	\$ 297,684	\$ 319,021	\$ 328,548	\$ (21,337)	-7%	

**Valley Metro**  
**Regional Public Transportation Authority (RPTA)**  
*FY 2009/10 Proposed Operating & Capital Budget Overview*

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**Budget Analysis**

The following is an analysis of the major changes in the FY 09/10 Preliminary Budget versus the FY 08/09 Adopted Budget. Additionally, explanations for revisions to the FY 08/09 budget have been included as applicable. The number in the "Note" column corresponds to the "Note" column of the "FY 2009/10 Preliminary Operating & Capital Budget" (page 1).

**Sources Of Funds:**

Note	Explanation																																																						
(1)	The 12% decrease (\$16.7 million) in Public Transportation Fund (PTF) revenue for FY 09/10 was determined using the revised revenue estimates from ADOT.  The FY 08/09 PTF revenue adopted budget was revised downward from \$133.5 million to \$115.1 million due to revised revenue estimates from ADOT. The decrease in revenues was allocated as follows: Rail (\$8.0 million); Bus (\$10.4 million).																																																						
(2)	The 62% increase in Federal Grants is due to the additional funds from the American Recovery and Reinvestment Act (ARRA). RPTA will be receiving \$15.9 million in ARRA funds in FY 2009/10.																																																						
(3)	Interest and other revenues decreased 59% (\$2.0 million) over the prior year due to decreased interest earnings on PTF and the decrease of Alternative Fuel Tax rebate revenue from the IRS.																																																						
(4)	The 100% increase (\$519,000) in local participation is due to the increase in funding for planning studies that are funded with local monies and funding from METRO Rail for customer service personnel.																																																						
(5)	Bond proceeds of \$135.0 million to fund capital projects for both RPTA and METRO Rail for FY 08/09 and 09/10. Staff is working with a Financial Advisor and Bond Counsel to arrange a bond financing program to include both RPTA and Valley METRO Rail. Planned bond proceeds will be received in June 2009.																																																						
(6)	<p>Detail of "sources of funds - carryforwards and reserves" is as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="text-align: center;">2009/10 Preliminary Budget</th> <th style="text-align: center;">2008/09 Adopted Budget</th> <th style="text-align: center;">2008/09 Revised Budget</th> <th style="text-align: center;">Amount Increase/ (Decrease)</th> <th style="text-align: center;">Percent Increase/ (Decrease)</th> </tr> </thead> <tbody> <tr> <td colspan="6"><i>Detail of "Uses of carryforwards and reserves" Category</i></td> </tr> <tr> <td>Bus refurbishment reserve</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">0%</td> </tr> <tr> <td>Capital &amp; vanpool reserve</td> <td style="text-align: right;">101,231,948</td> <td style="text-align: right;">45,265,723</td> <td style="text-align: right;">619,334</td> <td style="text-align: right;">55,966,225</td> <td style="text-align: right;">124%</td> </tr> <tr> <td>ASRS carryforward</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">0%</td> </tr> <tr> <td>Undesignated fund balance (RARF)</td> <td style="text-align: right;">61,570</td> <td style="text-align: right;">398,379</td> <td style="text-align: right;">1,224,971</td> <td style="text-align: right;">(336,809)</td> <td style="text-align: right;">-85%</td> </tr> <tr> <td>Undesignated fund balance (PTF)</td> <td style="text-align: right;">10,632,775</td> <td style="text-align: right;">-</td> <td style="text-align: right;">10,619,805</td> <td style="text-align: right;">10,632,775</td> <td style="text-align: right;">100%</td> </tr> <tr> <td>Debt service reserve</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">-</td> <td style="text-align: right;">0%</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;"><u>111,926,293</u></td> <td style="text-align: right; border-top: 1px solid black;"><u>45,664,102</u></td> <td style="text-align: right; border-top: 1px solid black;"><u>12,464,110</u></td> <td style="text-align: right; border-top: 1px solid black;"><u>66,262,191</u></td> <td style="text-align: right; border-top: 1px solid black;"><u>145%</u></td> </tr> </tbody> </table> <p>For the Revised FY 08/09 Budget, \$10.6 million of PTF fund balance will used to fund capital projects and \$1.2 million of Regional Area Road Funds (RARF) fund balance to fund planning &amp; administrative capital outlay projects. For FY09/10, \$101.2 million of Capital reserves (Bond Proceeds) will be used to fund Capital projects that were carried forward from FY 08/09 and to fund additional Capital projects for FY 09/10 for both RPTA &amp; METRO Rail.</p>		2009/10 Preliminary Budget	2008/09 Adopted Budget	2008/09 Revised Budget	Amount Increase/ (Decrease)	Percent Increase/ (Decrease)	<i>Detail of "Uses of carryforwards and reserves" Category</i>						Bus refurbishment reserve	-	-	-	-	0%	Capital & vanpool reserve	101,231,948	45,265,723	619,334	55,966,225	124%	ASRS carryforward	-	-	-	-	0%	Undesignated fund balance (RARF)	61,570	398,379	1,224,971	(336,809)	-85%	Undesignated fund balance (PTF)	10,632,775	-	10,619,805	10,632,775	100%	Debt service reserve	-	-	-	-	0%		<u>111,926,293</u>	<u>45,664,102</u>	<u>12,464,110</u>	<u>66,262,191</u>	<u>145%</u>
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**Valley Metro**  
**Regional Public Transportation Authority (RPTA)**  
*FY 2009/10 Proposed Operating & Capital Budget Overview*

Note	Explanation															
	<b><u>Uses of Funds by Category:</u></b>															
(7)	<p>The \$66.2 million in lead agency PTF disbursements represents the passing through of PTF to “lead agencies” that will directly oversee certain projects. For FY 09/10, PTF will be passed through to Valley METRO Rail, Inc. for rail capital projects, and will also be passed through to various local jurisdictions to fund vehicle purchases, transit centers, park and rides, bus stop passenger amenities and locally operated ADA services.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Description</u></th> <th style="text-align: right;"><u>FY 2008/09</u></th> <th style="text-align: right;"><u>FY 2009/10</u></th> </tr> </thead> <tbody> <tr> <td>Valley METRO Rail, Inc. capital program</td> <td style="text-align: right;">\$57,725,400</td> <td style="text-align: right;">\$46,453,666</td> </tr> <tr> <td>ADA reimbursements**</td> <td style="text-align: right;">2,329,414</td> <td style="text-align: right;">1,287,275</td> </tr> <tr> <td>Capital reimbursements</td> <td style="text-align: right;">59,595,119</td> <td style="text-align: right;">18,442,016</td> </tr> <tr> <td style="padding-left: 20px;">Total Lead Agency Disbursements</td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">\$119,649,933</td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">\$66,182,957</td> </tr> </tbody> </table> <p>** Eligibility requirements must be met to draw full amount; funds not drawn at year end will be carried forward to subsequent years.</p>	<u>Description</u>	<u>FY 2008/09</u>	<u>FY 2009/10</u>	Valley METRO Rail, Inc. capital program	\$57,725,400	\$46,453,666	ADA reimbursements**	2,329,414	1,287,275	Capital reimbursements	59,595,119	18,442,016	Total Lead Agency Disbursements	\$119,649,933	\$66,182,957
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Total Lead Agency Disbursements	\$119,649,933	\$66,182,957														
(8)	Transit service contracts increased 13% (\$7.5 million) over the prior year, primarily due to the increase in service rates as express and local rates are no longer averaged by each bus contracting agency. Route 136 Gilbert Road will be funded with PTF at its current service levels beginning in FY 09/10.															
(9)	Capital outlay increased 11% (\$4.1 million) over the prior year; largely due to the Mesa Main Street & Arizona Ave. Bus Rapid Transit (BRT) construction projects.															
(10)	Bond interest expense of \$6.5 million. This is the interest expense that will be incurred for RPTA and METRO Rail for the bond proceeds as explained in Note 5 above.															
(11)	Consultants and contracts decreased 11% (\$1.4 million) over the prior year. The decrease is attributable to the decrease in planning studies and a decrease in consultants in the Finance & Human Resources Department.															
(12)	Rent and Utilities increased 21% (\$513,000) from the previous year mainly due to additional maintenance on the East Valley Operations & Maintenance facility.															
(13)	Advertising decreased 19% (\$329,000) from the prior year because of the decrease in marketing campaigns for FY 09/10.															
(14)	Bus Book, outreach materials, and website expenses decreased by 14% (\$148,000) mainly due to a decrease in the quantity of bus books printed for FY 09/10.															
(15)	Insurance & risk management decreased by 8% (\$40,000) mainly due to lower liability insurance rates.															
(16)	Safety and Security is a TLCP allocation based on the FY 09/10 TLCP operating program, and this item increased 27% (\$257,000). The allocation percentage increased with the FY 09/10 TLCP update.															
(17)	Other Administrative costs decreased 13% (\$268,000). Costs included in this category include legal fees, audit fees, printing, copies, postage, delivery service fees, telephones, payroll outsourcing fees, staff development, travel, training, equipment rental and maintenance.															
(18)	Lead agency bond proceeds disbursement to Valley METRO Rail. See Note 5 above for explanation of bonding requirements for FY 08/09 & FY 09/10.															

**Valley Metro**  
**Regional Public Transportation Authority (RPTA)**  
*FY 2009/10 Proposed Operating & Capital Budget Overview*

Note	Explanation																																				
(19)	<p>Detail of “uses of funds - carryforwards and contributions to reserves” is as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">2009/10 Adopted Budget</th> <th style="text-align: center;">2008/09 Adopted Budget</th> <th style="text-align: center;">2008/09 Revised Budget</th> <th style="text-align: center;">Amount Increase/ (Decrease)</th> <th style="text-align: center;">Percent Increase/ (Decrease)</th> </tr> </thead> <tbody> <tr> <td>Minimum cash balance requirement</td> <td style="text-align: right;">4,700,279</td> <td style="text-align: right;">1,230,256</td> <td style="text-align: right;">1,230,256</td> <td style="text-align: right;">3,470,023</td> <td style="text-align: right;">282%</td> </tr> <tr> <td>Vanpool capital reserve</td> <td style="text-align: right;">75,759</td> <td style="text-align: right;">32,253</td> <td style="text-align: right;">14,682</td> <td style="text-align: right;">43,506</td> <td style="text-align: right;">135%</td> </tr> <tr> <td>Compensated absences reserve</td> <td style="text-align: center;">-</td> <td style="text-align: right;">425,000</td> <td style="text-align: center;">-</td> <td style="text-align: right;">(425,000)</td> <td style="text-align: right;">-100%</td> </tr> <tr> <td>Capital assets reserve</td> <td style="text-align: center;">-</td> <td style="text-align: right;">31,990,966</td> <td style="text-align: right;">101,231,948</td> <td style="text-align: right;">(31,990,966)</td> <td style="text-align: right;">-100%</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>4,776,038</u></td> <td style="text-align: right;"><u>33,678,475</u></td> <td style="text-align: right;"><u>102,476,886</u></td> <td style="text-align: right;"><u>32,315,675</u></td> <td style="text-align: right;">-86%</td> </tr> </tbody> </table> <p>The minimum cash balance requirement is a Board adopted policy that requires an amount equal to 12% of the annual operating budget be available to meet cash needs. The amount budgeted for FY 09/10 is the TLCP financial model allocation based on the FY 09/10 TLCP operating program.</p> <p>Each year, excess vanpool revenues are reserved for future purchases of vanpool vans. For FY 09/10, the excess revenue amount has increased 135% (\$43,506) due to the increase in the demand of vanpools.</p> <p>The contribution to the compensated absences reserve has decreased 100% (\$425,000) due to an accounting rule that requires us to expenses short term PTO accruals due to our PTO pay out program.</p> <p>For FY 08/09, \$101,231,948 in capital assets reserve will be remaining from bond proceeds of \$135.0 million. This will be used for FY 09/10 to fund capital projects for both RPTA and METRO Rail.</p>		2009/10 Adopted Budget	2008/09 Adopted Budget	2008/09 Revised Budget	Amount Increase/ (Decrease)	Percent Increase/ (Decrease)	Minimum cash balance requirement	4,700,279	1,230,256	1,230,256	3,470,023	282%	Vanpool capital reserve	75,759	32,253	14,682	43,506	135%	Compensated absences reserve	-	425,000	-	(425,000)	-100%	Capital assets reserve	-	31,990,966	101,231,948	(31,990,966)	-100%		<u>4,776,038</u>	<u>33,678,475</u>	<u>102,476,886</u>	<u>32,315,675</u>	-86%
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	<b><u>Uses of Funds by Department:</u></b>																																				
(20)	The Operations Department budget has increased 10% (\$7.5 million) from the prior year due primarily to the increase in transit service rates programmed in the FY 09/10 TLCP update.																																				
(21)	The Marketing Department budget has decreased 9% (\$618,000) over the prior year. This is due to a decrease in advertising campaigns, a decrease in the quantity of bus books printed and also a decrease in other printing costs.																																				
(22)	The Planning Department budget has decreased 21% (\$817,000) over the prior year due to a decrease in planning studies and consultants for FY 09/10.																																				
(23)	The Finance and Management Services Department budget has decreased 23% (\$426,000) over the prior year due primarily to a decrease in consultants and organizational development & training.																																				
(24)	The Executive Director’s Office budget has increased 3% (\$37,000) over the prior year due to consolidating all conference and travel budgets under this department.																																				
(25)	The non-department budget is used to track activity that is not directly attributable to a departmental budget. Items recorded in this budget include carryforwards and contributions to reserves, and contingencies. This budget will fluctuate from year-to-year depending on the activities in the cost categories.																																				

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Note	Explanation																				
(26)	<p>The 35% increase (\$32.7 million) in Valley METRO Rail capital program costs over the prior year are mainly attributable to the additional bond proceeds in FY 09/10 to assist in the funding of their capital programs.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Description</u></th> <th style="text-align: right;"><u>FY 2008/09</u></th> <th style="text-align: right;"><u>FY 2009/10</u></th> </tr> </thead> <tbody> <tr> <td>Lead agency PTF disbursements</td> <td style="text-align: right;">\$57,725,400</td> <td style="text-align: right;">\$46,453,666</td> </tr> <tr> <td>Lead agency RARF disbursements</td> <td style="text-align: right;">500,000</td> <td style="text-align: right;">500,000</td> </tr> <tr> <td>Staff &amp; administration</td> <td style="text-align: right;">10,087,924</td> <td style="text-align: right;">9,856,376</td> </tr> <tr> <td>Bond Proceeds</td> <td style="text-align: right;">26,100,000</td> <td style="text-align: right;">70,300,000</td> </tr> <tr> <td style="padding-left: 20px;">Total Valley METRO Rail budget</td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">\$94,413,324</td> <td style="text-align: right; border-top: 1px solid black; border-bottom: 3px double black;">\$127,110,042</td> </tr> </tbody> </table> <p>** This budget only represents those costs that run through RPTA's budget. See the Valley METRO Rail, Inc. FY 09/10 budget for a complete picture of the light rail capital program budget.</p>			<u>Description</u>	<u>FY 2008/09</u>	<u>FY 2009/10</u>	Lead agency PTF disbursements	\$57,725,400	\$46,453,666	Lead agency RARF disbursements	500,000	500,000	Staff & administration	10,087,924	9,856,376	Bond Proceeds	26,100,000	70,300,000	Total Valley METRO Rail budget	\$94,413,324	\$127,110,042
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(27)	<p>The total RPTA Capital Budget for FY 09/10 is \$74.0 million; however \$18.4 million of this consists of Lead Agency Disbursements [see note (7)]. The capital budget was developed based on projects in the Board adopted FY 09/10 TLCP.</p>																				

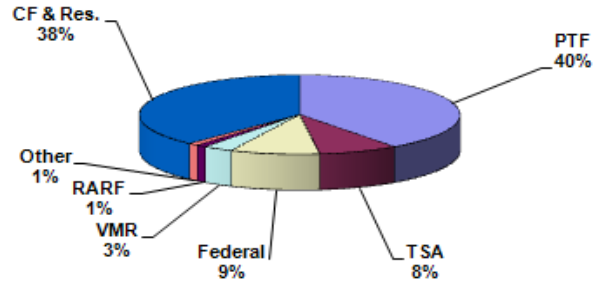
**FY 2009/10 Total Financial Program**

The Valley Metro Regional Public Transportation Authority (RPTA) FY 09/10 combined operating and capital budget (the budget) is \$297.7 million and includes all the projects funded with Proposition 400 Public Transportation Fund (PTF) revenues (\$116.9 million). Of the \$116.9 million PTF, \$66.3 million is for bus operating and bus capital and \$50.6 million is for light rail/high capacity capital. The total operating budget of \$96.6 million represents an \$8.7 million (10%) increase over the previous year's operating budget of \$87.9 million. The total capital budget of \$201.1 million represents a \$30.0 million (13%) decrease under the previous year's capital budget of \$231.1 million. The major reason for the increase in operations is directly related to the projects that are in the Board adopted Transit Life Cycle Program (TLCP) for FY 09/10.

**Valley Metro**  
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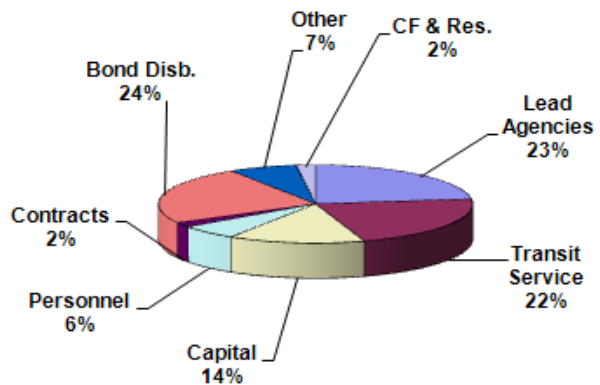
**Sources of Funds: (in thousand)**

Public transportation funds (PTF)	\$ 116,850
Transit service agreements (TSA)	24,211
Federal grants	27,710
Valley METRO Rail reimbursement (VMR)	9,856
Regional area road funds (RARF)	4,389
Other revenues	2,742
<b>Subtotal</b>	<b>\$ 185,758</b>
Carryforwards and reserves (CF and Res.)	111,926
<b>Total</b>	<b>\$ 297,684</b>



**Uses of Funds: (in thousands)**

Lead agency disbursements (PTF and RARF)	\$ 66,683
Transit service contracts	66,807
Capital	40,635
Personnel costs	19,132
Contractual agreements	7,040
Lead agency bond disbursement	70,300
Other costs	22,311
<b>Subtotal</b>	<b>\$ 292,908</b>
Carryforwards and reserves (CF and Res.)	4,776
<b>Total</b>	<b>\$ 297,684</b>



**Budget Development**

The FY 09/10 Operating and Capital Budget has been prepared with the goal of delivering a fiscally prudent, balanced budget. The budget was developed in compliance with all the Board of Directors' adopted financial policies and is aligned with the FY 2009/10 Transit Life Cycle Program (TLCP) update. Administrative, planning & regional services budget has not been increased above the current reduced FY 2008/09 budget. Projects that are included in the budget and are not part of the TLCP total \$4.0 million (1.4% of total budget). These programs are funded by member cities, fare revenue, State and Federal grants. These projects include Transportation Demand Management, Vanpool Operations, & the Alternative Transportation program.

RPTA's primary revenue source is the PTF. The PTF FY 2009/10 revenue estimate of \$116.9 million was developed using the Arizona Department of Transportation (ADOT) sales tax revenue revised forecast. These funds are restricted to the implementation of the transit element of the Regional Transportation Plan (RTP). Other key estimates in the budget are based on contractual information and historical trends.

**Organizational Staffing**

For FY 09/10, there are no new positions being requested and leaves the total RPTA positions at 127.

Other key compensation and fringe benefit changes for FY 09/10 are as follows:

- The Arizona State Retirement System (ASRS) contribution will decrease 0.05 percent on

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July 1, 2009. This will make the total to be 9.40 percent contribution by both RPTA and the employee.

- For FY 09/10, there are no compensation increases which encompasses merit as well as longevity payments.
- Salary ranges will not be increased for FY 2009/10.
- For FY 09/10, there are no cost of living (COLA) increases, or step increases.

### **Transit Life Cycle Program (TLCP)**

In 2005, the RPTA initiated the development of the 20-year TLCP to provide management and oversight for the implementation of the transit component of the Regional Transportation Plan, including bus operating and bus capital projects, and rail capital projects. The Board of Directors adopted the TLCP financial model and TLCP guiding principles in June 2005 and adopted the TLCP policies in October 2005. This budget includes all the projects that are in the adopted TLCP for FY 09/10. Major TLCP projects included in the proposed FY 09/10 budget include the following:

#### TLCP Bus Operating Program

The FY 09/10 TLCP bus operating program includes funding for RTP Supergrid services (Route 40 Main Street, 61 Southern Avenue, 70 Glendale Avenue, Route 72 Scottsdale/Rural, Route 96 Dobson Road, Route 136 Gilbert Road, and Route 156 Chandler Boulevard), freeway bus rapid transit (BRT) routes (East Loop 101 Connector, Red Mountain, Northwest and Papago Freeway, North Loop 101 Connector and North Glendale Express), local and express routes, fixed route rural service to Wickenburg and Gila Bend, demand response Americans with Disabilities Act (ADA) trips, and funding to support Sun Cities Area Transit demand response services.

#### TLCP Bus Capital Program

The FY 09/10 TLCP Bus Capital Program includes funding for 110 replacement buses and 9 expansion buses for local, express, BRT, and supergrid fixed route, 79 paratransit fleet replacements and expansions, 75 vanpool vehicle replacement and expansion, funds for design, right-of-way, and site work for BRT projects, funds for park-and-ride lots and transit centers, plus bus stop passenger shelters and benches.

#### TLCP Rail Capital Program

The FY 09/10 TLCP Rail Capital Program includes utility relocation reimbursements and reimbursements to Mesa, Phoenix, and Tempe for regional capital expenses. PTF of \$50.6 million (43.24% of FY 09/10 PTF revenues) is passed through as a "lead agency disbursement" to Valley METRO Rail, Inc., the designated lead agency on the rail project, to carry out the FY 09/10 adopted TLCP rail capital program.

### **Major Projects and Studies**

RPTA will undertake a number of key projects during FY 09/10, as the agency continues the implementation of the TLCP operating and capital projects. Funding for these projects and studies comes from a combination of sales tax revenues (PTF and Regional Area Road Funds [RARF]) and federal grants. The major projects and studies included in the FY 09/10 budget include the following:

#### Long Range Planning

Update and/or produce information for the Long Range Transit Plan for Maricopa County, and annual update to the transit element of the Maricopa Association of Government's (MAG) Regional Transportation Plan. Provide transit data to MAG in updating the regional travel demand model, provide technical support to MAG on commuter rail planning. Participate in public meetings and open house workshops to solicit public review and comment. Provide for support in the

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development and administration of stakeholder communications, public meetings, and public outreach as required to collect and analyze opinions and input into system, corridor and capital planning programs, the transit lifecycle program, service adjustments, purchases and other agency programs and projects. [RARF \$86,416, FTA-Planning Program \$88,350].

Short Range Planning

Annual update for the Maricopa Association of Government's (MAG) Annual Transportation Report and preparation of Annual Transit Performance Report. In addition, coordinate with all transit providers and funders in the MAG area on service and route planning activities including Supergrid, Arterial and Freeway Bus Rapid Transit (BRT), Express Bus routes, and Rural Connector routes. Collect and analyze information from operators and area communities to develop a Short Range Transit Plan that details regionally funded transit investments that will occur within the five year horizon of the Plan. Assist with the review and recommendation of grant applications for federal Elderly and Persons with Disabilities Transportation Program funds to the MAG Regional Council for ADOT special transportation capital assistance. [RARF \$241,087, FTA-Planning Program \$67,035].

Valley METRO Rail RTP Planning Funds

RPTA is providing Valley METRO Rail, Inc. with \$500,000 to be used for rail specific Regional Transportation Plan (RTP) planning needs. This money is restricted for the planning and administration of projects in the RTP and cannot be used for any other purpose. [RARF \$500,000].

Transit Research and Survey - Develop, implement, and provide analysis for comprehensive transit research surveys and studies. Information from the surveys will be used to produce a database for transit planning purposes, including route evaluation and service adjustments. Survey information derived from the Origins and Destinations Survey will be used to calibrate the MAG travel model insuring that model outputs provide a more accurate projection of mode split and travel behavior. The inclusion of customer satisfaction questions will assist in monitoring the quality of the services provided on an ongoing basis. Annual passenger satisfaction surveys will be conducted to monitor changing customer opinions from the baseline survey instrument. [RARF \$185,700, FTA \$553,600, METRO Rail \$163,000].

Capital Planning

Coordinate, manage, develop and update the transit element of the Maricopa Association of Government's (MAG) Transportation Improvement Program (TIP) on behalf of Valley Metro members and non-members. The TIP requires description of all transit capital projects in the region which will utilize federal funds as well as most locally funded projects. The TIP provides a method to assess short range improvement potential and funding requirements. [RARF \$501,383, FTA – Planning Program \$58,700].

Operations Planning

Provide staff support to VMOCC technical advisory committee on development of recommendations to integrate paratransit operations to improve service to riders and service efficiencies. In partnership with Valley Metro Rail (METRO), develop an alternatives analysis for the Scottsdale/Rural Road that will define a locally preferred high capacity transit alternative for this corridor. Develop final design, construction documents, and fleet requirements for Arizona Avenue/Country Club BRT line. Update Short Range Transit Plan. Provide operations planning assistance to RPTA member agencies upon request. [RARF \$391,758, PTF \$100,000].

Project Management

Provides project management in the implementation of the 20 year capital program identified in the RTP. Unless otherwise indicated, RPTA is the designated lead agency for development of transit

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capital and operating projects identified in the Regional Transportation Plan and funded through the 1/2 cent sales tax extension authorized by Proposition 400. Project management for design and construction of facilities and associated support infrastructure. [RARF \$81,662, PTF \$94,715].

Regional Marketing Program

**Bus Book Development and Printing:** The Bus Book is the primary route and schedule communications vehicle for Valley Metro bus riders. The Bus Book is being expanded to include full information on Valley METRO Rail and links to bus service. It is developed and distributed twice a year. [Regional Services PTF Allocation = \$550,000].

**Printed Communications Tools and Signage:** Various forms of printed materials are essential for providing transit related information to transit users, non-users, key stakeholders, and partners. This includes brochures, passenger notices, car cards, newsletters, printed guides, kiosk signage, schedules and system maps. [Regional Services PTF Allocation = \$239,500].

**Web Site Design and Navigation:** The mission of ValleyMetro.org is to provide up-to-date information needed to use Valley Metro's services, educating the public about what services are available and the benefits of using those services, and promoting alternative modes of transportation in an effort to minimize the impact of single-occupancy vehicle usage in the Valley. With the significant increase in services and information needed to be communicated to the public, ValleyMetro.org requires significant changes to the site design and navigation. Aside from basic Web site navigation features, interactive features such as the Online Trip Planner, the Commuting Cost Calculator, the Click Poll and periodic interactive contests will be enhanced for educational purposes and as an incentive to promote the use of alternative modes. ShareTheRide.com is RPTA's tool for carpool and vanpool matching, and is linked to ValleyMetro.org. Information for the Valley METRO Rail is also highlighted. Over time the site design and navigation are essential to delivering a "transit portal" for the entire region. [Regional Services PTF Allocation = \$295,000].

**Valley Metro Communications Campaign:** Valley Metro and our contracted public relations firm, R&R Partners, plan to continue to implement a campaign designed to promote Valley Metro as the transportation solutions provider that makes the Valley a better place to live, work, play, and visit. This includes public relations support, creative design and development, and various forms of media purchase and placement including print, radio and online advertising over the 12 month Fiscal 2010 year. [Regional Services PTF Allocation = \$522,000].

Regional Ridesharing Program

The Regional Ridesharing Program promotes and provides ridesharing services to the general public and over 1,200 Valley employers involved in the Trip Reduction Program. Services include a computerized matching system for carpooling, vanpooling transit, and bicycle partner opportunities; vanpool program marketing; and, assistance with implementing a variety of Transportation Demand Management (TDM) programs such as compressed work weeks and telecommuting programs. A public awareness program, the Clean Air Campaign, is administered by the RPTA. This program is a private/public partnership encouraging participation in alternate modes of transportation, alternate work schedules, and other pollution reducing measures. [Federal & State = \$2,344,380].

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*Comparative Operating & Capital Revenues Summary by Line Item*

	2007/08 Actual	2008/09 Budget	2008/09 Revised	2009/10 Preliminary
<b>Operating Revenues</b>				
4000 Regional area road funds	\$ 3,476,287	\$ 4,292,000	\$ 4,277,291	\$ 4,389,000
4001 Public transportation funds	91,791,138	109,194,312	48,019,074	62,157,864
4005 ADEQ	379,687	400,000	400,000	400,000
4010 ADOT Pilot Program	43,200	447,105	447,105	431,880
4105 Pima County	-	-	-	-
4200 FTA - Planning Program	224,720	224,720	224,720	224,720
4205 FTA - section 5307	508,262	1,055,990	1,852,240	1,319,600
4210 FTA - section 5309	-	-	-	-
4211 FTA - Section 5311	318,661	256,687	256,687	206,000
4212 FTA - Section 5316 (JARC)	-	-	-	100,000
4213 FTA - Section 5317	65,597	593,000	476,403	170,639
4214 FTA - Section 5339	-	-	19,200	-
4215 FTA - section 3037	-	243,236	243,236	-
4240 FHWA - CMAQ	1,287,054	1,468,000	1,468,000	1,468,000
4250 FHWA - SPR	84,000	42,000	42,000	42,000
4260 FEMA	-	-	-	-
4300 Local participation	6,447,524	10,087,924	10,501,029	10,374,634
4400 Transit service reimbursement	21,904,948	24,122,857	23,941,846	24,211,439
4500 Regional services reimbursement	-	-	-	-
4600 Interest earnings	3,040,051	1,580,256	350,000	100,000
4700 Other revenue	148,896	-	-	-
4710 Vehicle/parts proceeds	-	-	-	-
4715 Vanpool farebox revenue	844,115	802,871	840,000	1,015,858
4800 IRS fuel tax credit	1,147,487	990,000	990,000	275,000
4990 Lease financing proceeds	-	-	-	-
4991 Public Transportation Bond Proceeds	-	26,100,000	-	-
4997 Transfers in, from Debt Service Fund	-	26,100,000	-	-
Elimate transfers between funds	-	(26,100,000)	-	-
3100 Debt service reserve applied	-	-	-	-
ASRS Carryforward	-	-	-	-
3300 Undesignated fund balance applied (RARF)	-	398,379	1,224,971	61,570
<i>Total Operating Revenues</i>	<u>131,711,627</u>	<u>182,299,337</u>	<u>95,573,802</u>	<u>106,948,204</u>
<b>Capital Revenues</b>				
4000 Regional area road funds	-	-	-	-
4001 Public transportation funds	51,328,191	24,305,688	67,099,027	54,691,836
4205 FTA - Section 5307	13,590,515	9,949,446	11,750,448	6,730,183
4206 FTA - Section 5307 ARRA	-	-	-	15,000,000
4210 FTA - section 5309	1,790,072	2,185,466	3,000,000	-
4211 FTA - Section 5311	-	84,800	90,737	-
4212 FTA - ADOT ARRA	-	-	-	880,000
4240 FHWA - CMAQ	-	-	337,500	-
4255 FHWA - STP	271,893	1,030,152	3,094,143	1,568,400
4300 Member local match	-	-	23,208	-
4700 Other revenue	425	-	-	-
4710 Vehicle/parts proceeds	496,855	-	3,252	-
4991 Public Transportation Bond Proceeds	-	53,900,000	133,795,000	-
4992 Bond premium	-	-	2,541,300	-
4997 Transfers in, from Debt Service Fund	162,734	21,109,034	33,768,052	101,231,948
Elimate transfers between funds	-	(21,109,034)	(33,768,052)	(101,231,948)
4999 Transfers from other projects	-	-	-	-
3105 Capital assets reserve applied	-	45,265,723	-	101,231,948
3110 Vanpool reserve applied	-	-	619,334	-
3120 Bus refurbishment reserves applied	-	-	-	-
3300 Undesignated fund balance applied (PTF)	-	-	10,619,805	10,632,775
<i>Total Capital Revenues</i>	<u>67,640,684</u>	<u>136,721,275</u>	<u>232,973,753</u>	<u>190,735,142</u>
<i>Total Revenues</i>	<u>\$ 199,352,311</u>	<u>\$ 319,020,613</u>	<u>\$ 328,547,555</u>	<u>\$ 297,683,346</u>

**Valley Metro**  
**Regional Public Transportation Authority**  
*Comparative Operating & Capital Expenditures Summary by Line Item*

	2007/08 Actual	2008/09 Budget	2008/09 Revised	2009/10 Preliminary
<b>Operating Expenditures</b>				
5000 Salaries	\$ 11,364,940	\$ 14,336,980	\$ 14,276,980	\$ 14,073,643
5100 Fringe benefits	3,409,090	4,993,615	4,993,615	5,058,289
Subtotal	14,774,030	19,330,595	19,270,595	19,131,932
6000 Overhead	2,998,040	3,367,657	3,367,657	3,367,912
6100 Rent	559,990	598,000	598,000	615,000
6200 Telephone	88,490	115,000	115,000	100,000
6205 Equipment rental & maintenance	5,987	15,000	15,000	10,000
6210 Vehicle equipment & maintenance	811	7,000	7,000	5,000
6300 Other indirect expenditures	56,340	50,000	50,000	50,000
6305 Office expenditures	156,373	125,000	125,000	125,000
6308 HR/Employee Expense	1,052	50,000	70,000	65,000
6310 Memberships & subscriptions	41,223	60,000	60,000	50,000
6315 Payroll outsource fees	26,149	39,000	39,000	39,000
6320 Computer training	-	1,000	1,000	-
6400 Legal	112,197	110,000	110,000	110,000
6405 Accounting	7,979	10,000	15,000	30,000
6410 Annual audit	35,190	60,000	60,000	50,000
6500 Risk management	37,093	80,000	80,000	65,000
6505 Employer insurance premiums	92,436	150,000	125,000	125,000
6510 Consultants (allocable)	327,349	410,000	410,000	425,000
7000 Transit service contractors	43,751,677	55,755,908	55,875,941	60,541,539
7005 Special transportation services	-	-	-	-
7020 Fuel costs	4,286,041	3,594,626	-	-
7021 Fuel Costs - CNG	-	-	2,201,000	3,273,144
7022 Fuel Costs - Diesel	-	-	2,179,933	2,985,189
7024 Fuel Costs - LNG	-	-	357,046	-
7025 Fuel Costs - Unleaded	-	-	7,000	6,500
7025 Member agencies CFT	-	-	-	-
7030 Facility rent and utilities	2,170,766	1,899,521	-	-
7035 Safety and security	432,308	956,762	356,762	1,214,199
7040 Contingent liability insurance	178,745	250,000	250,000	250,000
7050 Facility Costs - Utilities	-	-	437,501	687,528
7051 Facility Costs - Equipment rental	-	-	-	5,360
7052 Facility Costs - Equipment Maintenance & Repairs	-	-	660,325	1,105,747
7053 Facility Costs - Building Maintenance & Repairs	-	-	250,392	135,059
7054 Facility Costs - Materials & Supplies	-	-	-	-
7055 Facility Costs - Contract Services	-	-	259,450	308,500
7056 Facility Costs - Misc. Expenses	-	-	41,854	152,827
7100 RS call center	-	-	-	-
7101 RS marketing	-	-	-	-
7102 RS ADA compliance	-	-	-	-
7104 RS community outreach	-	-	-	-
7110 RS phones	-	-	-	-
7111 RS insurance	-	-	-	-
7112 RS IT support	-	-	-	-
7113 RS vehicle fuel & supplies	10,940	11,000	11,000	11,000
7114 RS memberships	104,715	113,500	113,500	113,500
7115 RS rent	-	-	-	-
7116 RS utilities	851	5,000	5,000	5,000
7117 RS general supplies	40,527	40,300	40,300	40,200
7150 Bus Books	450,248	690,000	450,000	550,000
7155 Outreach materials and promotional items	771	10,000	10,000	10,000
7158 Website	321,698	302,500	302,500	295,000
7200 Consultants (direct)	2,136,205	3,901,703	3,164,703	2,900,736
7205 Contracts	-	-	-	-
7210 Maintenance agreements	233,194	336,260	336,260	485,415
7300 Job skill development	17,265	30,135	6,600	6,600
7305 Conferences & seminars	28,147	55,895	26,150	26,150
7310 Organizational development & training	21,785	71,700	11,700	11,700
7400 Advertising	1,370,180	1,700,834	1,405,834	1,372,133
7500 Printing	351,603	702,000	682,119	525,455
7505 Graphics	10,723	15,100	15,100	650
7600 Postage & delivery	58,559	74,280	74,280	74,450
7700 Public meetings & information	36,325	27,450	27,450	32,800
7800 Other direct expenditures	141,760	315,178	265,178	217,729

(Continued)

**Valley Metro**  
**Regional Public Transportation Authority**  
*Comparative Operating & Capital Expenditures Summary by Line Item*

(Continued)

	2007/08 Actual	2008/09 Budget	2008/09 Revised	2009/10 Preliminary
<b>Operating Expenditures (continued)</b>				
7805 Copies	6,655	10,125	10,125	9,700
7815 Local meetings & mileage	66,852	78,057	78,057	73,421
7820 Travel expenses	41,947	57,298	35,150	35,150
7830 Bank charges	10,136	500	500	10,000
7835 Communications	-	-	-	-
7850 Vanpool Rewards	569	-	700	800
7860 Light rail transit customer service recovery	-	(153,105)	-	-
7901 Lead agency PTF disbursements	55,676,042	60,054,814	1,358,859	1,287,275
7902 Lead agency RARF disbursements	500,000	500,000	500,000	500,000
7903 Lead agency Bond disbursements	-	26,100,000	-	-
7990 Lease financing issuance costs	-	-	-	-
7999 Transfers to other projects	-	-	-	-
9000 Administrative capital outlay	189,489	970,000	970,000	753,930
9100 Debt service	-	-	-	-
9900 Administrative contingency (RARF)	-	-	-	-
9900 Operating contingency (PTF)	-	923,893	400,000	1,161,849
3300 Reserved for cash balance (2006 RARF)	35,671	-	-	-
3300 Reserved for cash balance (PTF)	2,632,307	1,230,256	1,230,256	4,700,279
3110 Reserved for vanpool capital	75,902	32,253	14,682	75,759
3115 Reserved for compensated absences	-	425,000	-	-
3100 Reserved for debt service	-	-	-	-
3120 PTF equity stabilization reserve	-	-	-	-
Carryforward for ASRS	-	-	-	-
Overhead Allocated	(2,999,704)	(3,367,657)	(3,367,657)	(3,367,912)
<i>Total Operating Expenditures</i>	<u>131,711,627</u>	<u>182,299,337</u>	<u>95,573,802</u>	<u>106,948,204</u>
<b>Capital Expenditures</b>				
7010 Vehicle parts and supplies	-	-	10,000	-
7011 Vehicle-Make Ready	-	-	126,414	126,225
7200 Consultants (direct)	1,385,439	950,000	2,301,189	3,228,653
7901 Lead agency PTF disbursements	33,543,778	59,595,119	79,451,586	64,895,682
7903 Lead agency Bond disbursements	-	-	14,700,000	70,300,000
7993 Bond Issuance costs	-	800,000	1,336,300	-
7997 Transfers out, from Debt Serv. Fund to Ops/VMR	-	47,209,034	33,768,052	101,231,948
Eliminate transfers out between funds	-	(47,209,034)	(33,768,052)	(101,231,948)
9000 Other capital outlay	145,668	200,000	3,252	200,000
9001 Regional fleet	25,444,394	19,447,695	22,764,241	17,946,762
9003 Equipment	2,483,447	254,400	521,700	2,650,456
9004 Furniture & fixtures	-	-	-	-
9005 Computers & Software	816	-	148,000	395,000
9006 Buildings	4,140,287	5,151,000	5,151,690	-
9007 Infrastructure	-	1,350,000	-	2,570,000
9009 Site Improvements	-	9,201,607	5,225,709	15,992,500
9010 Regional transit capital outlay	-	-	1,725	-
9105 Bond interest expenses	-	1,600,000	-	6,467,601
9900 Capital contingency (PTF)	-	6,180,489	-	5,962,263
3105 Reserved for capital assets	496,855	31,990,966	101,231,948	-
3120 Reserved for bus refurbishment	-	-	-	-
<i>Total Capital Expenditures</i>	<u>67,640,684</u>	<u>136,721,275</u>	<u>232,973,754</u>	<u>190,735,142</u>
<i>Total Expenditures</i>	<u>\$ 199,352,311</u>	<u>\$ 319,020,613</u>	<u>\$ 328,547,556</u>	<u>\$ 297,683,346</u>

**Valley Metro**  
**Regional Public Transportation Authority**  
*Comparative Operating and Capital Budget Summary by Project*

Proj. No.	Project Description	2007/08 Actual	2008/09 Budget	2008/09 Revised	2009/10 Preliminary
<b>Operating Projects</b>					
1005	Finance and Administration Support	\$ 421,506	\$ 879,448	\$ 466,023	\$ 452,008
1020	Administrative Capital Outlay	403,498	590,000	590,000	590,000
2005	Operations Administration	48,470	962,411	436,668	1,195,177
2006	Safety and Security	470,044	1,153,641	555,142	1,394,220
2010	Phoenix Fixed Route	7,740,665	7,733,166	8,418,498	10,151,679
2015	RPTA Fixed Route Service (Veolia)	22,974,133	25,618,367	26,891,541	29,562,066
2017	RPTA Fixed Route Service (ValuTrans)	1,672,081	2,656,857	2,656,857	2,875,898
2026	Tempe Fixed Route	8,775,476	14,421,719	13,665,636	14,950,740
2027	Ajo / Gila Bend Connector	403,026	548,082	548,082	596,531
2029	Wickenburg Connector	247,237	370,052	370,052	383,336
2030	East Valley Dial-a-Ride	8,467,925	9,660,458	9,656,658	10,628,341
2040	Sun Cities Area Transit	157,328	199,240	199,240	201,000
2045	Paradise Valley ADA	13,078	2,500	-	2,500
2046	Other ADA	1,053,712	2,369,714	1,399,159	1,306,205
2047	Alternative Transportation Program	455,855	1,118,000	878,403	640,639
2050	Regional Vanpool Service	844,115	802,871	840,000	1,015,858
2098	Operations Debt Service	-	-	-	-
3005	Communications & Gov. Relations Admin.	-	-	-	-
3205	Regional Rideshare	592,460	594,000	594,000	594,000
3210	ADOT/Clean Air Campaign	84,000	42,000	42,000	42,000
3215	Trip Reduction Program/Clean Air Campaign	379,687	400,000	400,000	400,000
3220	Trip Reduction Program/Expansion	357,954	400,000	400,000	400,000
3230	Valley Telework/Ozone Education	299,176	300,000	300,000	300,000
3250	Bike Education	68,657	174,000	174,000	174,000
3255	Bike Safety	3,000	238,419	238,419	236,679
3260	Safe Routes	3,000	208,686	208,686	197,701
3305	Planning Administration	191,101	202,264	200,251	183,638
3310	Long Range Planning	145,485	137,120	137,120	174,766
3315	Short Range Planning	172,982	98,864	98,864	308,122
3325	Stakeholder Coordination/Outreach	67,633	132,855	132,855	-
3330	Transit Modeling	36,040	69,597	67,707	61,305
3335	Transit Research and Survey	562,906	455,860	448,860	902,300
3345	Capital Planning	-	-	-	560,083
3350	Transporation Improvement Program	102,140	105,698	104,948	-
3351	Regional Capital Facilities	122,627	643,185	406,185	-
3353	Bus Operations Planning	524,372	1,708,567	1,233,567	491,758
3354	Capital Management Program Consultant	66,989	325,933	225,933	176,377
3359	Transit Life Cycle Program	398,001	372,346	371,596	374,301
3360	Regional Park and Ride Planning	-	-	245,000	205,000
3405	Misc. Public Transportation Fund	2,619,228	1,230,256	1,230,256	4,700,279
4000	Valley Metro Rail	61,543,854	94,413,324	10,587,924	10,356,376
5005	Executive Director's Office	1,033,066	1,247,273	1,227,273	1,283,748
6005	Regional Services Administration	303,239	515,181	508,181	504,249
6010	Quality & Maintenance Monitoring	246,545	361,157	397,507	358,860

(Continued)

(Continued)

Proj. No.	Project Description	2007/08 Actual	2008/09 Budget	2008/09 Revised	2009/10 Preliminary
<b>Operating Projects (continued)</b>					
6015	Regional Ridership Reporting	128,073	139,718	137,618	127,675
6020	Community Outreach	390,511	446,372	393,747	387,129
6025	Regional Marketing	3,110,366	3,663,320	3,116,580	3,128,659
6035	Regional Call Center	3,599,018	3,635,898	3,847,663	3,852,061
6040	Regional ADA Compliance	411,368	525,918	525,103	520,940
8005	Miscellaneous Administration	-	425,000	-	-
	<i>Total Operating Projects</i>	<u>131,711,627</u>	<u>182,299,337</u>	<u>95,573,802</u>	<u>106,948,204</u>
<b>Capital Projects</b>					
4000	Valley Metro Rail	-	-	64,477,066	116,753,666
7000	Public Transportation Debt Service	-	34,390,966	102,568,248	6,467,601
9010	Standard Bus - Replacement	11,471,325	10,968,651	8,339,047	12,966,091
9011	Standard Bus - Expansion	12,419,092	4,843,004	4,040,320	-
9021	Express/BRT - Expansion	9,939,492	5,986,085	7,695,950	7,297,723
9030	Rural Fleet - Replacement	-	106,000	113,421	600,000
9031	Rural Fleet - Expansion	98,013	-	-	200,000
9040	Paratransit Fleet - Replacement	1,501,871	2,230,763	2,124,674	2,261,085
9041	Paratransit Fleet - Expansion	-	131,338	-	352,657
9050	Vanpool Fleet - Replacement	1,112,624	1,389,206	1,338,994	1,627,215
9051	Vanpool Fleet - Expansion	960,688	825,513	1,778,060	961,763
9090	Fleet - Other	515,000	-	3,252	-
9110	O/M Facilities - Bus/Paratransit	4,882,679	5,151,000	5,599,799	508,256
9111	O/M Facilities - Standard Bus	21,485,068	29,369,527	15,418,832	-
9210	Transit Centers (4-Bay)	-	5,096,229	185,000	3,847,514
9211	Transit Centers (6-Bay)	-	3,141,791	-	3,143,992
9212	Transit Centers (Major Activity Center)	-	148,815	-	761,932
9213	Pass. Facilities - Bus Stop Pass. Amenities	-	2,866,996	4,356,696	1,112,116
9214	Pass. Facilities - Bus Pullouts	-	2,601,839	-	-
9220	Pass. Facilities - Park & Rides	-	9,747,368	6,185,905	3,736,564
9390	Vehicle Management/Communications	1,794	2,254,400	191,700	4,942,200
9391	Fare Collection Systems	1,867,600	-	380,000	-
9420	Dedicated BRT Right-of-Way and Impr.	1,385,439	15,471,786	8,176,789	23,194,768
	<i>Total Capital Projects</i>	<u>67,640,684</u>	<u>136,721,275</u>	<u>232,973,754</u>	<u>190,735,142</u>
	<i>Total Operating &amp; Capital Projects</i>	<u>\$ 199,352,311</u>	<u>\$ 319,020,613</u>	<u>\$ 328,547,556</u>	<u>\$ 297,683,346</u>

**Valley Metro**  
**Regional Public Transportation Authority**  
*FY 2009/10 Regional Services Program by Project*

The following projects are classified as Regional Services in the adopted Transit Life Cycle financial model.

Project Number	Centralized RS Costs 6005	Q/A 6010	Ridership 6015	Community Outreach 6020	Regional Marketing 6025	Call Center 6035	2008/09 Preliminary
<b>Revenues</b>							
4001 Public transportation funds	504,249	358,860	127,675	387,129	3,028,659	3,701,803	8,108,375
4212 FTA - Section 5316 (JARC)	-	-	-	-	100,000	-	100,000
4300 VMR Charges for services	-	-	-	-	-	150,258	150,258
3300 Undesignated fund balance applic	-	-	-	-	-	-	-
	<u>504,249</u>	<u>358,860</u>	<u>127,675</u>	<u>387,129</u>	<u>3,128,659</u>	<u>3,852,061</u>	<u>8,358,633</u>
<b>Expenditures</b>							
5000 Salaries	57,885	167,639	70,554	155,630	740,286	2,077,806	3,269,800
5100 Fringe benefits	21,151	61,256	25,781	56,868	270,502	704,424	1,139,982
Subtotal	<u>79,036</u>	<u>228,895</u>	<u>96,335</u>	<u>212,498</u>	<u>1,010,788</u>	<u>2,782,230</u>	<u>4,409,782</u>
6000 Overhead	25,713	74,465	31,340	69,131	328,835	856,331	1,385,815
7113 Fuel	11,000	-	-	-	-	-	11,000
7114 Regional memberships	113,500	-	-	-	-	-	113,500
7116 Utilities	5,000	-	-	-	-	-	5,000
7117 General supplies	-	-	-	-	13,000	14,400	27,400
7150 Bus Books	-	-	-	-	550,000	-	550,000
7155 Outreach Materials & Promotional	-	-	-	-	10,000	-	10,000
7158 Website	-	-	-	-	295,000	-	295,000
7200 Consultants (direct)	35,000	55,000	-	3,000	123,536	-	216,536
7210 Maintenance Agreements	-	-	-	-	4,900	183,000	187,900
7300 Job skill development	-	-	-	-	-	-	-
7305 Conferences & seminars	-	-	-	-	-	-	-
7400 Advertising	-	-	-	5,000	522,000	5,000	532,000
7500 Printing	80,000	-	-	13,000	239,500	-	332,500
7600 Postage & delivery	10,000	-	-	1,500	27,500	-	39,000
7800 Other direct expenditures	-	500	-	80,000	-	11,000	91,500
7805 Copies	-	-	-	2,000	-	-	2,000
7815 Local meetings & mileage	-	-	-	1,000	3,600	100	4,700
7820 Travel expenses	-	-	-	-	-	-	-
7860 LRT CS Recovery	-	-	-	-	-	-	-
9002 Agency Vehicles	-	-	-	-	-	-	-
9003 Equipment	4,000	-	-	-	-	-	4,000
9004 Furniture & fixtures	4,000	-	-	-	-	-	4,000
9005 Computers and Software	137,000	-	-	-	-	-	137,000
	<u>504,249</u>	<u>358,860</u>	<u>127,675</u>	<u>387,129</u>	<u>3,128,659</u>	<u>3,852,061</u>	<u>8,358,633</u>



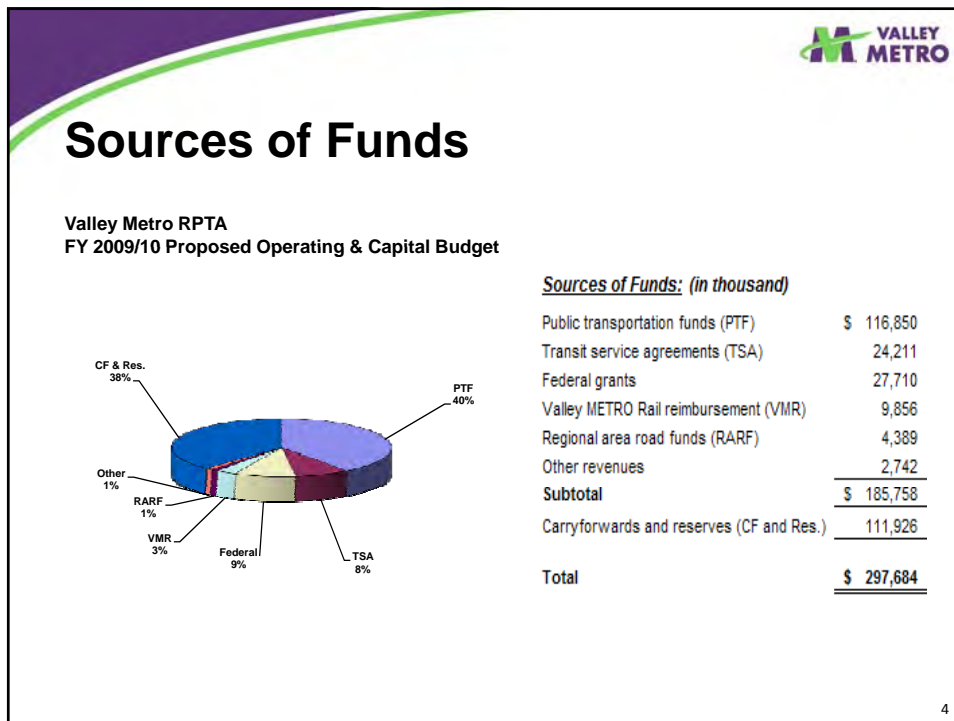
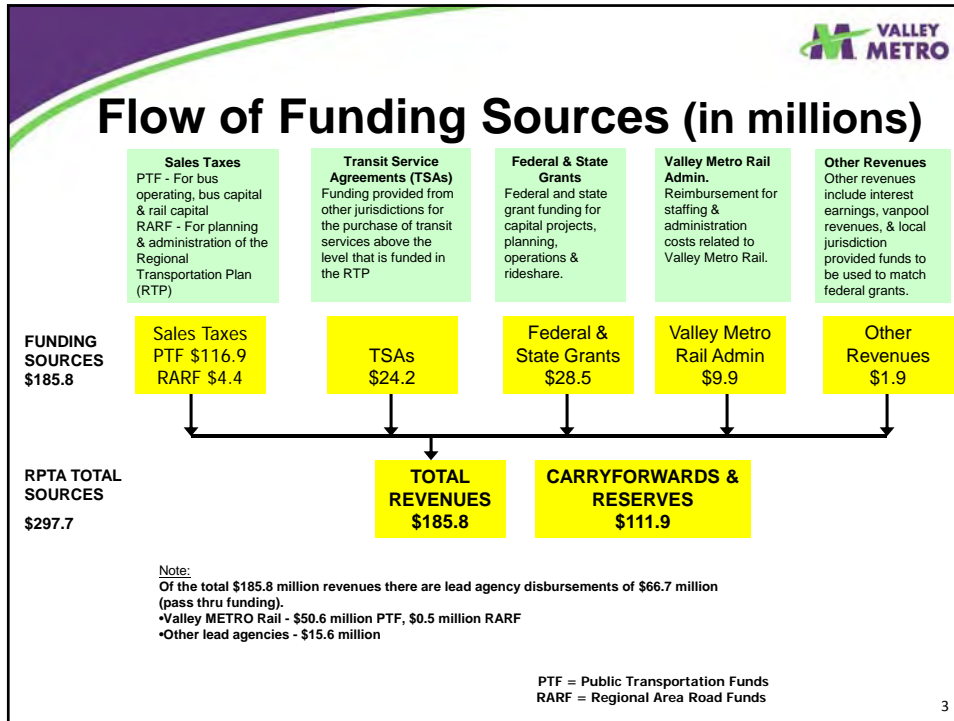


**FY 2009/10 Proposed Operating and  
Capital Budget  
Budget and Finance Subcommittee  
May 7, 2009**



**Key Points in the Preliminary FY  
2009/10 Operating & Capital Budget**

- \$116.9 million funded with Proposition 400 Public Transportation Funds (PTF) revenues (\$66.3 million for bus operating and bus capital and \$50.6 million in light rail capital)
- No new positions being requested and leaves the total RPTA positions at 127
- No compensation increases which encompasses merit as well as longevity pay. Salary ranges will not be increased.
- No cost of living (COLA) increases, or step increases





## Sources of Funds - Major Changes

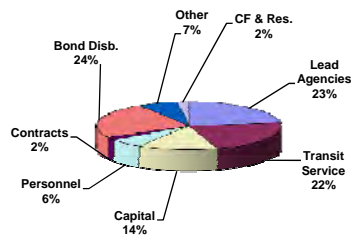
- FY 08/09 Total Sources - \$319.0M
- FY 09/10 Major changes in funding:
  - Public Transportation Fund (PTF) revenues (\$16.6M decrease)
  - Carry Forwards & Reserves (\$66.2M increase)
  - Increase in federal grants (\$10.6M)
  - Bond Proceeds (\$80.0M decrease)
  - Other Revenues, Interest, TSAs, VMR Reimb. (\$1.5M decrease)
- FY 09/10 Total Sources - \$297.7M

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## Uses of Funds

Valley Metro/RPTA  
FY 2009/10 Proposed Operating & Capital Budget



Uses of Funds: (in thousands)

Lead agency disbursements (PTF and RARF)	\$ 66,683
Transit service contracts	66,807
Capital	40,635
Personnel costs	19,132
Contractual agreements	7,040
Lead agency bond disbursement	70,300
Other costs	22,311
<b>Subtotal</b>	<b>\$ 292,908</b>
Carryforwards and reserves (CF and Res.)	4,776
<b>Total</b>	<b>\$ 297,684</b>

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## Uses of Funds - Major Changes

- FY 08/09 Total Uses - \$319.0M
- Major changes in uses of funds:
  - Salaries & fringe benefits decreased \$200,000
    - No compensation increases which encompasses merit as well as longevity payments
    - Salary ranges will not be increased
    - No cost of living (COLA) increases, or step increases
- Lead agency disbursements decreased \$53.5M

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## Uses of Funds - Major Changes

- Transit service contracts increased \$7.4M
- Bond proceeds disbursement to METRO increased \$44.2M
- Other expenses net increase of \$9.7M
- Carry forwards & Reserves decreased \$28.9M
- FY 09/10 Total Uses - \$297.7M

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## Budget Goals

- **Balanced and fiscally sound**
  - \$10.6 million of PTF undesignated fund balance will be drawn down to fund capital projects that are programmed in the TLCP
  - \$135.0 million of bond proceeds to fund capital projects for both RPTA & Valley METRO Rail for FY 2008/09 and 2009/2010.

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## Budget Goals

- **Aligned and Includes all adopted Transit Life Cycle Program (TLCP) projects for FY 09/10**
  - All PTF bus revenues have been programmed for FY 09/10
  - Valley METRO Rail funding: \$50.6M PTF and \$0.5M RARF
  - Only \$4.0 million is not part of the TLCP and are projects that are funded by member cities, fare revenue, State and Federal grants.

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## Transit Life Cycle Program(TLCP)

- Bus Operating Program
  - New for FY 09/10
    - Supergrid Route: 136 Gilbert Road (at current level of service)
  - Continuation of current levels of funding for:
    - Local, express, and bus rapid transit (BRT) routes
    - Fixed route rural service to Wickenburg and Gila Bend
    - Demand Response ADA Trips
    - Sun Cities Area Transit Demand Response

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## TLCP (continued)

- Bus Capital Program
  - 110 replacement buses
  - 9 expansion buses for local, express and supergrid fixed routes
  - 79 Paratransit fleet replacements and expansion
  - 75 Vanpool vehicle replacement and expansion
  - Bus stop passenger shelters and benches
  - Design, right-of-way, and site work for dedicated BRT, funds for park-and-ride lots and transit centers
- Rail capital (\$50.6M PTF passed through to Valley METRO Rail)

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## Key Decisions

- Possible action
  - TMC for review at May 6, 2009 meeting
  - Budget and Finance Subcommittee for review May 7, 2009
  - VMOCC and FOAC for review and action May 19, 2009
  - Board to review at May 21, 2009 meeting. TMC approval on June 3 and BFS approval on June 4, 2009. Board adoption to occur on June 19, 2009.





## Budget and Finance Subcommittee Information Summary

Agenda Item #3

### Date

April 30, 2009

### Subject

RPTA Financing Master Resolution and Supplemental Resolution #1

### Summary

RPTA hired a financial advisor and bond counsel to develop a Master Resolution to guide the agency's financing plan. Additionally, the First Supplemental Resolution authorizing the issuance of up to \$135,000,000 in bonds in 2009 was developed.

### Fiscal Impact

The Master Resolution does not have a direct fiscal impact, as it sets forth the policies and guidelines for issuing debt but does not authorize any specific debt issuance. The First Supplemental Resolution authorizes the issuance of up to \$135,000,000 in Senior Lien Bonds. The estimated total interest is \$68,274,726, with an estimated True Interest Cost (TIC) for the issuance of 4.943%. The issuance will be secured by the Public Transportation Funds and the interest and principal costs will be paid from the bus and rail shares of the PTF. The bus PTF share of the interest cost is estimated at \$25,287,570 and the rail PTF share is estimated at \$42,987,156.

### Considerations

The Master Resolution sets forth the policies under which all future financings may be conducted. In large part, this Master Resolution mirrors the Master Resolution for the Arizona Department of Transportation's Regional Area Road Fund (RARF) financings. This was done intentionally, as both the PTF and RARF financings are backed by the same excise tax. Following is a summary of the key points from the Master Resolution.

- RPTA grants a first lien on all Transportation Excise Taxes received by RPTA and deposited into a Bond Account established under the Master Resolution (the "Pledged Funds"), as security for payment of its 2009 Bonds, and for all additional Bonds which RPTA may subsequently issue and certain bond-related obligations. The Bond Account will be held by a bank or trust company designated by RPTA. Only after RPTA has made monthly deposits into the Bond Account required by the Master Resolution for the payment of its Bonds will

RPTA receive any Transportation Excise Taxes for its use to pay operating expenses and other capital expenditures. In other words, the holders of RPTA's Bonds will have first claim on RPTA's Transportation Excise Taxes to pay principal and interest on the Bonds.

- To implement this lien on the Transportation Excise Taxes as security for the Bonds, a "Flow of Funds" describes how Taxes must be deposited monthly into the Bond Account for payment of the Bonds.
- To provide flexibility for future financings by RPTA during the life of the Transportation Excise Tax through 2025, RPTA is permitted to subsequently issue: additional bonds secured on a parity with the 2009 Bonds by a first (senior) lien on the Transportation Sales Taxes; and also issue Bonds secured by a Subordinated (second) Lien or by a Third Lien on such Taxes. RPTA may choose to issue additional bonds with fixed-interest rates (like the 2009 Bonds), or with variable interest rates, as capital appreciation bonds, or with other financing structures. If RPTA decides to enter to an interest rate swap in the future, the Master Resolution describes how payments made and received under the swap agreement must be applied.
- RPTA agrees not to issue any other Bonds or other obligations which are payable from Pledged Funds, except for additional Bonds and certain other obligations permitted under the Master Resolution.
- Describes the requirements which RPTA must meet to issue additional Bonds. These include a financial test that the amount of Transportation Excise Taxes received in any 12 consecutive months out of the most recent 18 months prior to the issuance of the additional Bonds is not less than: (1) 200% of the maximum debt service on all Senior Lien Bonds during any future Bond Year and (2) 120% of maximum debt service on all Senior and Subordinated Bonds. Subordinated Bonds may be issued by satisfying the 120% test, and refunding bonds may be issued so long as maximum annual debt service does not increase by more than 5% as a result of the refunding. There are provisions describing how debt service is calculated on variable interest rate bonds and under financing structures other than fixed-rate bonds.
- Describes how RPTA may enhance the credit for its Bonds with bond insurance or other financial products and how RPTA may provide liquidity for any variable rate bonds it may issue.
- Contains customary provisions describing: how records of ownership and transfer of the Bonds are maintained by a Bond Registrar (a bank appointed by RPTA); how payments on the Bonds are made by a Paying Agent (a bank appointed by RPTA); how Bonds are redeemed including notice of redemption; how RPTA may invest the moneys held in the various accounts created in the Master Resolution; how the Bonds may be refunded; and how the Bond Resolutions may be amended both with and without the consent of the Bondholders.
- Expressly states that all Bonds are limited obligations of RPTA payable solely from the Pledged Revenues, and RPTA has no obligation to pay the Bonds from any other source of funds which it may have.

- Contains customary provisions defining Events of Default and remedies of Bondholders. Prohibits the acceleration of the principal on the Bonds after an Event of Default.

The First Supplemental Resolution authorizes the issuance of up to \$135,000,000 in Senior Lien Bonds, the proceeds of which will be used by RPTA and METRO to fund capital projects outlined in the Regional Transportation Plan. The proceeds will be allocated to bus and rail as follows: \$50 million to the bus PTF and \$85 million to the rail PTF. Following are the highlights of the Supplemental Resolution:

- Authorizes the issuance of the 2009 Bonds and delegates to the Executive Director and CFO of RPTA the authority to negotiate the sale of the 2009 Bonds to a group of underwriters to be selected by the RPTA officers from among the pool of underwriters which has previously been qualified by ADOT for its financings and other financings by the State of Arizona.
- Specifies limits or parameters on the financial terms of the 2009 Bonds, including; aggregate principal not to exceed a specified dollar amount; interest rate not to exceed specified rate; final maturity date not to exceed July 1, 2025; and Underwriters' compensation not to exceed a specified amount.
- RPTA officers are also authorized to: prepare a Preliminary Official Statement and a final Official Statement describing the 2009 Bonds and their security for distribution by the Underwriters to prospective purchasers of the 2009 Bonds; negotiate the form of a Bond Purchase Agreement with the Underwriters; and enter into other customary financing documents.
- Contains covenants of RPTA to take all actions necessary to maintain the tax-exempt status of the 2009 Bonds including entering into a Tax Certificate and Agreement prepared by Bond Counsel.
- Authorizes RPTA to spend proceeds of 2009 Bonds for the 2009 Project.
- Authorizes RPTA to take all actions necessary to comply with Bond Resolutions and other bond documents.

RPTA will use the bond proceeds for the payment or reimbursement of costs of capital expenditures in the regional transportation plan including, without limitation: relocation of utilities relating to the light rail system; planning, acquisition, construction and equipping expansions of the light rail system; bus transit centers and bus rail transit centers; acquisition of buses and paratransit vehicles; acquisition, construction and equipment of park and ride facilities; and related capital costs.

### **Prior Committee Action**

Finance Oversight & Advisory Committee (FOAC), April 21, 2009 – Approved  
Transit Management Committee (TMC), May 6, 2009 – For Action

### **Recommendation**

It is recommended that the BFS approve the Master Resolution and First Supplemental Resolution, authorizing the issuance of Senior Lien Bonds not to exceed \$135,000,000, and forward this item to the Board of Directors for consideration.

**Contact Person**

Michael Taylor  
Acting Deputy Executive Director of Finance  
602- 262-4302

**Attachments**

DRAFT Master Resolution  
DRAFT First Supplemental Resolution  
DRAFT Series 2009 Debt Service  
Uses of Bond Proceeds



# Budget and Finance Subcommittee Information Summary

Agenda Item #5

## Date

April 28, 2009

## Subject

FY 2008/09 Quarterly Budget versus Actual report for the 3<sup>rd</sup> quarter period ending March 31, 2009.

## Summary

For the first 9 months (July – March) of this fiscal year, the Public Transportation Fund (PTF) sales tax revenue is 16.77% (\$16.79 million) below the budgeted amount. PTF revenue is 17.12% (\$11.96 million) lower than last year comparing to the same period.

Total expenditures through March are under budget by \$ 103.4 million. This is mainly due to Transit Service Operations (\$14.4 million), Rail (\$28.5 million), Capital Projects (\$31.8 million), and Debt Service (\$24.7 million) being under budget. The original adopted budget for FY 2008/09 of \$319,020,613 has been reduced by \$3.5 million that included a hiring freeze, reduction in employee programs, consultants, advertising, bus book expenses, printing expenses, website expenses, travel, conferences, job skill development, bond issuance and interest expenses, and safety and security expenses. Also, the FY 2008/09 adopted budget was further reduced by \$14.8 million to revise the budget in FY 2007/08 for the funding of the Tempe Operations & Maintenance facility and was approved by the Board of Directors on September 18, 2008.

## Fiscal Impact

The projected shortfall in PTF tax revenues is \$11 million (bus side only). The Executive Director has taken steps to reduce expenses in the current budget. The cuts total approximately \$3.5 million for the current fiscal year. There is likely \$24 million to \$26 million in the capital budget that will be deferred to next fiscal year. The deferments are sufficient to resolve the remaining deficit in the current budget.

## Considerations

The decline in forecasted revenues will severely impact the FY 2009/10 Operating and Capital budget. The loss in revenues will surely mean that projects will need to be delayed, modified or deleted in order to balance the budget for FY 2009/10.

**Prior Committee Action**

None

**Recommendation**

For information only

**Contact Person**

Mike Taylor

Acting Deputy Executive Director of Finance

602-262-7433

**Attachments**

FY 2008/09 Quarterly Budget versus Actual report for the 3<sup>rd</sup> quarter period ending March 31, 2009.

Regional Public Transportation Authority  
Quarterly Budget Variance Report  
FY 2008/09  
Through March 31, 2009

April 28, 2009

Quarterly Budget Variance Report  
FY 2008/09  
Through March 31, 2009

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# FY 2008/09 Quarterly Budget Variance Report Through March 31, 2009

## Executive Summary

This report summarizes the Regional Public Transportation Authority's third quarter financial performance for revenues, transit operations, capital outlays, regional services and administrative operating expenses. The discussion and graphs below summarize the budget, the agency's performance to budget, followed by detailed financial data.

The most recent Arizona Department of Transportation (ADOT) sales tax revenue forecast shows a decline for transit of more than \$1 billion through the life of the tax. This amount is further allocated to bus, which declined by \$568.4 million, and rail, which declined by \$433.6 million. Because of this severe decline, RPTA took steps to reduce the original adopted budget for FY 2008/09 by \$3.5 million. This reduction included a hiring freeze, reduction in employee programs, consultants, advertising, bus book expenses, printing expenses, website expenses, travel, conferences, job skill development, bond issuance and interest expenses, and safety and security expenses. Also, the FY 2008/09 adopted budget was further reduced by \$14.8 million to revise the budget in FY 2007/08 for the funding of the Tempe Operations & Maintenance facility and was approved by the Board of Directors on September 18, 2008.

Included in the following pages are reports that list revenue summaries, expenditures by departments and a detail report of revenues and expenditures.

**Regional Public Transportation Authority  
Budget versus Actual Summary  
For the Nine Months Ending March 31, 2009**

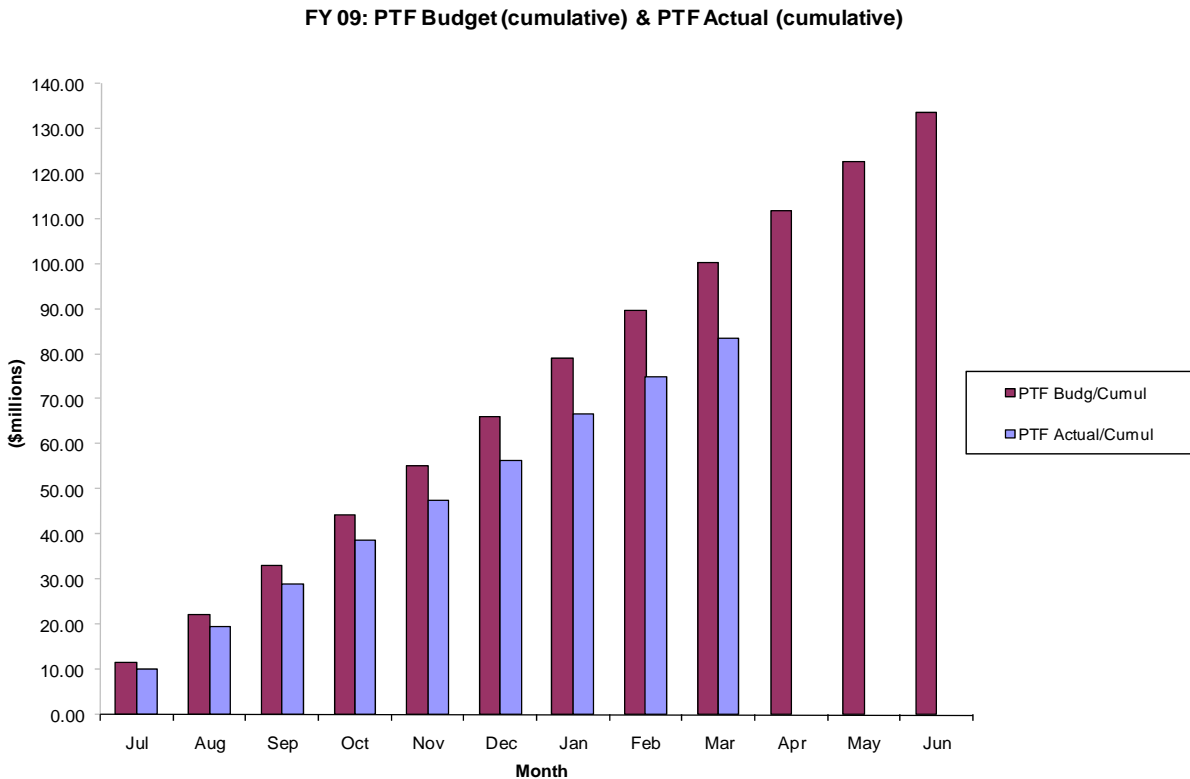
Revenues	FY 2008/09 Adopted Budget	FY 2008/09 Revised Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Total Revenues	\$ 319,020,613	\$ 300,640,791	\$ 39,985,580	\$ 36,900,679	\$ 37,264,696	\$ 114,150,954	\$ 226,527,805	\$ 112,376,850	50.4%
Total Expenditures	\$ 319,020,613	\$ 300,640,791	\$ 29,124,337	45,568,419	47,384,518	\$ 122,077,274	\$ 225,480,593	\$ 103,403,319	54.1%
Net Difference	\$ -	\$ -	\$ 10,861,243	\$(8,667,740)	\$(10,119,822)	\$ (7,926,320)	\$ 1,047,212	\$ 8,973,531	

## Revenues

For the first 9 months (July – March) of this fiscal year, the Public Transportation Fund (PTF) sales tax revenue is 16.77% (\$16.79 million) below the budgeted amount. PTF revenue is 17.12% (\$11.96 million) lower than last year comparing to the same period. The agency is forecasting a total shortfall in PTF revenue for FY 2008/09 of approximately \$19 million (\$11 million for Bus and \$8 million

## FY 2008/09 Quarterly Budget Variance Report Through March 31, 2009

for Rail). Below is a graph that illustrates the cumulative variance of PTF revenues through March.



Total revenues through March are under budget by \$112.4 million mainly due to the following:

- PTF Revenue – \$16.8 million under budget YTD
- Federal Revenues - \$12.4 million under budget YTD. FTA grants will not be approved until June. Once approved, RPTA will request reimbursements for buses already purchased.
- Bond Proceeds - \$60.0 million under budget YTD. RPTA has not received Bond proceeds thus far this fiscal year. Bond financing will not occur until June.
- Capital Assets reserves applied - \$20.3 million under budget YTD. RPTA has not recorded reserves used. This will occur at fiscal year end.

### **Expenditures**

Total expenditures through March are under budget by \$ 103.4 million mainly due to the following:

- Transit Service Operations - \$14.4 million under budget YTD. Expenses relating to our transit contractor, Veolia Transportation, are only through January as billing for February and March have not been received. Also, the City of Tempe billing for bus service is only through December.

**FY 2008/09 Quarterly Budget Variance Report  
Through March 31, 2009**

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- Valley Metro Rail - \$28.5 million under budget YTD. This is mainly due to the shortfall in PTF revenues disbursed and budgeted bond proceeds that will not occur until June.
- Capital Projects - \$31.8 million under budget YTD. This is mainly due to budgeted projects not being completed and lower than budgeted capital PTF disbursements to other agencies.
- Debt Service - \$24.7 million under budget YTD. RPTA has not completed the bond financing and proceeds will occur in June.

**Regional Public Transportation Authority  
Detailed Budget versus Actual Report  
For the Nine Months Ending March 31, 2009**

Account Description	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
<b>Revenues</b>								
4000 Sales tax (RARF)	\$ 4,292,000	\$ 4,277,292	\$ -	\$ -	\$ 4,277,292	\$ 4,292,000	\$ 14,709	99.7%
4001 Public Transportation Funds	133,500,000	28,817,626	27,460,239	27,033,572	83,311,437	100,099,212	16,787,775	83.2%
4005 ADEQ	400,000	98,618	98,872	33,875	231,365	300,000	68,635	77.1%
4010 ADOT	447,105	-	-	-	-	335,329	335,329	0.0%
4200 FTA - Planning Program	224,720	91,448	104,367	21,521	217,336	168,540	(48,796)	129.0%
4205 FTA - section 5307	10,835,436	-	-	-	-	8,126,577	8,126,577	0.0%
4210 FTA - section 5309	2,185,466	-	-	-	-	1,639,100	1,639,100	0.0%
4211 FTA - section 5311	341,487	-	58,218	-	58,218	256,115	197,897	22.7%
4213 FTA - Section 5317	593,000	-	-	-	-	444,750	444,750	0.0%
4215 FTA - section 3037	243,236	-	-	-	-	182,427	182,427	0.0%
4240 FHWA - CMAQ	1,468,000	287,325	146,173	-	433,498	1,101,000	667,502	39.4%
4250 FHWA - SPR	42,000	-	-	-	-	31,500	31,500	0.0%
4255 FHWA - STP	1,030,152	-	-	-	-	772,614	772,614	0.0%
4300 VMR Charges For Services	10,087,924	-	2,391,440	3,156,534	5,547,974	7,565,943	2,017,969	73.3%
4400 TSR - Maricopa County	20,000	-	-	-	-	15,000	15,000	0.0%
4418 TSR - Chandler	748,161	190,800	190,799	190,799	572,398	561,121	(11,277)	102.0%
4430 TSR - Gilbert	1,098,736	317,878	317,878	317,878	953,633	824,052	(129,581)	115.7%
4445 TSR - Mesa	7,180,962	1,650,693	1,650,693	1,650,693	4,952,080	5,385,722	433,642	91.9%
4454 TSR - Phoenix	6,038,933	1,509,733	1,509,733	1,509,733	4,529,200	4,529,200	(0)	100.0%
4460 TSR - Scottsdale	5,797,052	1,417,900	1,390,400	1,362,900	4,171,199	4,347,789	176,590	95.9%
4469 TSR - Tempe	3,239,013	809,752	809,752	809,752	2,429,257	2,429,260	3	100.0%
4600 Interest earnings - RPTA	1,580,256	300,495	131,255	102,621	534,370	1,185,192	650,822	45.1%
4700 Other revenue	-	5,801	150,402	525,225	681,427	-	(681,427)	-
4715 Vanpool farebox revenue	802,871	210,220	159,337	242,375	611,932	602,153	(9,779)	101.6%
4800 IRS fuel tax credit	990,000	-	331,120	307,219	638,339	742,500	104,161	86.0%
4991 Sales of Public Transportation Bond Proceeds	80,000,000	-	-	-	-	60,000,000	60,000,000	0.0%
Undesignated Fund Balance Applied (RARF)	398,379	-	-	-	-	298,784	298,784	0.0%
Capital Asset Reserves Applied	27,055,902	-	-	-	-	20,291,927	20,291,927	0.0%
<b>Total Revenues</b>	<b>\$ 300,640,791</b>	<b>\$ 39,985,580</b>	<b>\$ 36,900,678</b>	<b>\$ 37,264,697</b>	<b>\$ 114,150,955</b>	<b>\$ 226,527,805</b>	<b>\$ 112,376,850</b>	<b>50.4%</b>

Account Description	FY 2008/09 Revised Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
<b>Expenditures</b>								
5000 Wages	\$ 13,119,738	2,564,902	3,291,590	2,815,753	\$ 8,672,245	9,839,804	1,167,559	88.1%
5100 Fringe Benefits	4,603,200	800,838	1,021,584	912,778	2,735,200	3,452,400	717,200	79.2%
6000 Overhead allocation	3,367,657	759,978	699,605	768,570	2,228,153	2,525,743	297,590	88.2%
7000 Transit service contractors	55,755,908	4,322,506	8,855,670	16,532,625	29,710,801	41,816,931	12,106,130	71.0%
7010 Vehicle parts & supplies	-	8,690	-	-	8,690	-	(8,690)	-
7011 Vehicle make-ready costs	-	715	9,085	27,743	37,544	-	(37,544)	-
7021 Fuel costs (CNG)	1,050,647	370,521	765,987	454,340	1,590,849	787,985	(802,863)	201.9%
7022 Fuel costs (Diesel)	2,179,933	697,456	382,686	317,480	1,397,622	1,634,950	237,328	85.5%
7024 Fuel costs (LNG)	357,046	153,698	124,801	16,407	294,906	267,785	(27,121)	110.1%
7025 Fuel costs (Unleaded)	7,000	664	356	259	1,279	5,250	3,971	24.4%
7030 Facility rent and utilities-pre FY09	-	18,889	(18,889)	187,500	187,500	-	(187,500)	-
7035 Safety and security	356,762	105,828	706	40,017	146,550	267,572	121,022	54.8%
7040 Contingent liability insurance	250,000	-	-	204,044	204,044	187,500	(16,544)	108.8%
7050 Facility Utilities	437,501	77,366	133,818	152,763	363,948	328,126	(35,822)	110.9%
7051 Facility equipment rental	250,000	-	-	-	-	187,500	187,500	0.0%
7052 Facility equipment maintenance and repairs	660,324	2,076	241,981	70,476	314,534	495,243	180,709	63.5%
7053 Facility building maintenance and repairs	250,392	141,545	(67,716)	208,810	282,639	187,794	(94,845)	150.5%
7055 Facility Svs on Jan, Insp, Exterm, Lands	259,450	21,922	38,985	59,264	120,171	194,588	74,417	61.8%
7056 Facility other misc expenses	41,854	4,841	19,631	11,147	35,619	31,391	(4,229)	113.5%
7110 RCS-Phones	-	1,642	1,674	-	3,316	-	(3,316)	-
7113 RCS-Pool Vehicle O&M	11,000	1,627	1,375	700	3,702	8,250	4,548	44.9%
7114 RCS-Memberships	113,500	90,000	8,500	-	98,500	85,125	(13,375)	115.7%
7116 RCS-Utilities	5,000	-	-	180	180	3,750	3,570	4.8%
7117 RCS-Office Supplies	40,300	7,330	6,928	8,219	22,477	30,225	7,748	74.4%
7150 Bus books	450,000	236,975	35	321,502	558,512	337,500	(221,012)	165.5%
7155 Outreach materials & promotnal itms	10,000	760	2,843	3,673	7,276	7,500	224	97.0%
7158 Website	302,500	25,060	56,257	28,828	110,145	226,875	116,730	48.5%
7200 Consultants (direct)	4,001,703	266,610	338,483	597,546	1,202,639	3,001,277	1,798,639	40.1%
7210 Maintenance agreements	336,260	27,802	111,853	23,622	163,277	252,195	88,918	64.7%
7300 Job skill development	6,100	3,258	79	556	3,893	4,575	682	85.1%
7305 Conferences & seminars	27,050	14,334	820	159	15,313	20,288	4,975	75.5%
7310 Organizational development	11,700	-	552	920	1,472	8,775	7,303	16.8%
7400 Advertising	1,434,134	119,398	129,063	279,913	528,375	1,075,601	547,225	49.1%
7500 Printing	652,000	107,304	110,831	74,610	292,744	489,000	196,256	59.9%

**Regional Public Transportation Authority  
Detailed Budget versus Actual Report  
For the Nine Months Ending March 31, 2009**

Account Description		FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
7505	Graphics	15,100	6,470	-	-	6,470	11,325	4,855	57.1%
7600	Postage	74,280	19,127	9,281	14,732	43,140	55,710	12,570	77.4%
7700	Public meetings & information	27,450	(1,784)	8,972	6,673	13,860	20,588	6,727	67.3%
7800	Other direct expenditures	265,178	15,352	110,085	27,976	153,413	198,884	45,470	77.1%
7803	Computer unit cost under \$5K	-	403	-	-	403	-	(403)	-
7804	Software unit cost under \$5K	-	-	435	8,011	8,445	-	(8,445)	-
7805	Copies	10,125	2,968	3,693	1,119	7,779	7,594	(186)	102.4%
7809	Preparation costs for sales of vehicle/parts	-	3,252	-	-	3,252	-	(3,252)	-
7815	Local meetings & mileage	78,057	12,530	19,321	30,704	62,555	58,543	(4,013)	106.9%
7820	Travel expenses	31,450	16,917	8,086	3,805	28,807	23,588	(5,220)	122.1%
7824	Immaterial shortage adjustment	-	-	0	-	0	-	(0)	-
7826	Refund of prior year revenue	-	19,854	49,722	1,435	71,011	-	(71,011)	-
7830	Bank charges	500	(90)	-	-	(90)	375	465	-24.0%
7850	Vanpool Rewards	-	170	202	129	500	-	(500)	-
7901	Lead agency PTF disbursements	104,832,433	10,572,917	20,441,287	21,162,188	52,176,392	78,624,325	26,447,933	66.4%
7902	Lead agency RARF disbursements	500,000	-	-	500,000	500,000	375,000	(125,000)	133.3%
7903	Lead agency Bond disbursements	26,100,000	-	-	-	-	19,575,000	19,575,000	0.0%
7993	Bond issuance costs	400,000	-	-	861	861	300,000	299,139	0.3%
8000	Expenses Reimbursement Clearing Acct	-	2,575	(2,575)	16,992	16,992	-	(16,992)	-
9000	Other capital outlay	380,000	-	580	3,572	4,152	285,000	280,848	1.5%
9001	Regional fleet	19,447,695	2,142,248	8,566,371	700,612	11,409,231	14,585,771	3,176,540	78.2%
9003	Equipment	317,700	3,824	1,228	34,894	39,946	238,275	198,329	16.8%
9004	Furniture & fixtures	62,500	10,962	11,605	34,694	57,261	46,875	(10,386)	122.2%
9005	Computers & software	664,200	189,234	65,185	39,771	294,191	498,150	203,959	59.1%
9006	Buildings	5,151,000	5,151,690	(953)	12,834	5,163,571	3,863,250	(1,300,321)	133.7%
9007	Infrastructure	1,350,000	-	-	-	-	1,012,500	1,012,500	0.0%
9009	Site Improvements	9,201,607	259	5,921	663,113	669,294	6,901,205	6,231,912	9.7%
9010	Regional transit capital outlay	-	1,725	-	-	1,725	-	(1,725)	-
9105	Debt service - interest	600,000	-	-	-	-	450,000	450,000	0.0%
9900	Contingency	7,104,382	-	-	-	-	5,328,287	5,328,287	0.0%
	Reserved for Cash Balance	1,230,256	-	-	-	-	922,692	922,692	0.0%
	Reserved for Vanpool Capital	32,253	-	-	-	-	24,190	24,190	0.0%
	Reserved for Compensated Absenses	425,000	-	-	-	-	318,750	318,750	0.0%
	Reserved for Capital Assets	31,990,966	-	-	-	-	23,993,225	23,993,225	0.0%
<b>Total Expenditures</b>		<b>\$ 300,640,791</b>	<b>\$ 29,125,138</b>	<b>\$ 45,567,620</b>	<b>\$ 47,384,517</b>	<b>\$ 122,077,275</b>	<b>\$ 225,480,593</b>	<b>\$ 103,403,318</b>	<b>54.1%</b>
<b>Net Difference</b>		<b>\$ 0</b>	<b>\$ 10,860,442</b>	<b>\$ (8,666,941)</b>	<b>\$ (10,119,821)</b>	<b>\$ (7,926,320)</b>	<b>\$ 1,047,212</b>	<b>\$ 8,973,532</b>	

**Regional Public Transportation Authority  
Revenue Summary  
Budget versus Actual Report  
For the Nine Months Ending March 31, 2009**

Revenues	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Sales Tax	\$ 137,792,000	\$ 33,094,918	\$ 27,460,239	\$ 27,033,572	\$ 87,588,729	\$ 104,391,212	\$ 16,802,483	83.9%
Federal & State Grants	17,810,602	477,391	407,630	55,396	940,417	13,357,952	12,417,535	7.0%
VMR Charges for Services	10,087,924	-	2,391,440	3,156,534	5,547,974	7,565,943	2,017,969	73.3%
Transit Service Reimbursement	24,122,857	5,896,756	5,869,255	5,841,755	17,607,766	18,092,142	484,376	97.3%
Other Revenue	3,373,127	516,515	772,114	1,177,439	2,466,069	2,529,845	63,776	97.5%
Bond proceeds	80,000,000	-	-	-	-	60,000,000	60,000,000	0.0%
Undesignated Fund Balance Applied (RARF)	398,379	-	-	-	-	298,784	298,784	0.0%
Capital Assets Reserve Applied	27,055,902	-	-	-	-	20,291,927	20,291,927	0.0%
<b>Total Revenues</b>	<b>\$ 300,640,791</b>	<b>\$ 39,985,580</b>	<b>\$ 36,900,679</b>	<b>\$ 37,264,696</b>	<b>\$ 114,150,955</b>	<b>\$ 226,527,805</b>	<b>\$ 112,376,849</b>	<b>50.4%</b>

**Regional Public Transportation Authority  
Expenditure Summary by Departments  
Budget versus Actual Report  
For the Nine Months Ending March 31, 2009**

Expenditures by Fund & Department	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
<b>General Fund</b>								
Finance & Management Services	\$ 466,023	\$ 64,143	\$ 88,342	\$ 110,363	\$ 262,848	349,517	86,669	75.2%
Executive Director's Office	1,227,273	245,365	269,725	271,078	786,168	920,455	134,287	85.4%
Non-Departmental	1,655,256	2,575	(2,575)	16,992	16,992	1,241,442	1,224,450	1.4%
<b>Total General Fund</b>	<b>\$ 3,348,552</b>	<b>\$ 312,083</b>	<b>\$ 355,492</b>	<b>\$ 398,433</b>	<b>\$ 1,066,008</b>	<b>\$ 2,511,414</b>	<b>\$ 1,445,406</b>	<b>42.4%</b>
<b>Special Revenue Fund</b>								
Administrative Capital Outlay	\$ 590,000	167,911	\$ 53,186	\$ 47,032	\$ 268,129	442,500	174,371	60.6%
Transportation Demand Mgmt	2,357,105	384,322	507,493	492,763	1,384,578	1,767,829	383,251	78.3%
Planning	3,559,886	451,519	585,753	364,096	1,401,368	2,669,915	1,268,547	52.5%
Regional Services	8,866,400	1,979,287	1,910,678	2,060,405	5,950,370	6,649,800	699,430	89.5%
<b>Total Special Revenue Fund</b>	<b>\$ 15,373,391</b>	<b>\$ 2,983,039</b>	<b>\$ 3,057,110</b>	<b>\$ 2,964,296</b>	<b>\$ 9,004,445</b>	<b>\$ 11,530,043</b>	<b>\$ 2,525,598</b>	<b>78.1%</b>
<b>Enterprise Fund</b>								
Transit Service Operations	\$ 67,001,749	6,223,214	\$ 10,854,458	\$ 18,795,219	\$ 35,872,891	50,251,312	14,378,421	71.4%
Valley Metro Rail	94,413,324	12,291,870	14,256,490	15,766,189	42,314,549	70,809,993	28,495,444	59.8%
Capital Projects	87,512,809	7,314,131	17,044,869	9,459,520	33,818,520	65,634,607	31,816,087	51.5%
<b>Total Enterprise Fund</b>	<b>\$ 248,927,882</b>	<b>\$ 25,829,215</b>	<b>\$ 42,155,817</b>	<b>\$ 44,020,928</b>	<b>\$ 112,005,960</b>	<b>\$ 186,695,912</b>	<b>\$ 74,689,952</b>	<b>60.0%</b>
<b>Debt Service</b>	<b>\$ 32,990,966</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 861</b>	<b>\$ 862</b>	<b>24,743,225</b>	<b>24,742,363</b>	<b>0.0%</b>
<b>Total Debt Service</b>	<b>\$ 32,990,966</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 861</b>	<b>\$ 862</b>	<b>\$ 24,743,225</b>	<b>\$ 24,742,363</b>	<b>0.0%</b>
<b>Total Expenses</b>	<b>\$ 300,640,791</b>	<b>\$ 29,124,337</b>	<b>\$ 45,568,419</b>	<b>\$ 47,384,518</b>	<b>\$ 122,077,275</b>	<b>\$ 225,480,593</b>	<b>\$ 103,403,318</b>	<b>54.1%</b>



# Budget and Finance Subcommittee

## Information Summary

Agenda Item #6

**Date**

April 29, 2009

**Subject**

Future BFS Agenda Items Request

**Summary**

Chairman Ecton will request future BFS agenda items from BFS members.

**Fiscal Impact**

None

**Considerations**

None

**Prior Committee Action**

None

**Recommendation**

None

**Contact Person**

Michael Taylor  
Acting Deputy Director of Finance  
602-262-7433

**Attachments**

None





# Budget and Finance Subcommittee

## Information Summary

Agenda Item #7

**Date**

April 30, 2009

**Subject**

Public Comment

**Summary**

An opportunity for general public comment on issues related to Valley Metro RPTA. Up to three (3) minutes will be provided for each speaker.

**Fiscal Impact**

None

**Considerations**

None

**Prior Committee Action**

None

**Recommendation**

None

**Contact Person**

None

**Attachments**

None

