



Budget and Finance Subcommittee Meeting Packet

NEXT MEETING OF THE

Budget and Finance Subcommittee

MEETING DATE	February 5, 2009
TIME	11:30 a.m.
LOCATION	Valley Metro RPTA 302 N. 1 st Avenue Suite 700 Phoenix, AZ



November 26, 2008

**Budget and Finance Subcommittee
Valley Metro RPTA
302 N. 1st Avenue, Suite 700
RPTA Administrative Conference Room 7A
Thursday, February 5, 2009
11:30 a.m.**

	<u>Action Recommended</u>
1. <u>Summary Minutes</u> Summary minutes from the January 22, 2009 meeting of the Budget and Finance Subcommittee (BFS) are presented for approval.	1. For action
2. <u>Bond Issuance</u> Paul Hodgins, Manager, Capital Programming will present information regarding development of a Master Bond Resolution for RPTA.	2. For information
3. <u>Transit Life Cycle Program Issues</u> Paul Hodgins, Manager, Capital Programming will present draft recommendations and guidance on previously discussed TLCP issues.	3. For action
4. <u>FY 2008/09 Budget vs. Actual Report</u> Mike Taylor, Acting Deputy Executive Director, Finance will present and discuss the FY 2008/09 Budget vs. Actual Report for the first 6 months ending December 31, 2008.	4. For information and discussion

- | | |
|---|---------------------------------------|
| 5. <u>Public Comment</u>

An opportunity for general public comment on issues related to Valley Metro RPTA. Up to three (3) minutes will be provided for each speaker. | 5. For information and discussion |
| 6. <u>Next Meeting and Future Agenda Items</u>

Chairman Ecton will request future Budget and Finance Subcommittee agenda items from the committee members. The next meeting is scheduled for Thursday, March 5, 2009 from 11:30 a.m. – 2:00 p.m. | 6. For information |

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 Susan Myers, Valley Metro at 602-262-7433 or TDD at 602-495-0936.

The supporting information for this agenda can now be found on our website at www.ValleyMetro.org.



Regional Public Transportation Authority
302 N. First Avenue, Suite 700, Phoenix, Arizona 85003
602-262-7433, Fax 602-495-0411

Budget and Finance Subcommittee Information Summary

Agenda Item #1

Date

January 23, 2009

Subject

Summary Minutes from the Board Budget and Finance Subcommittee (BFS) Meeting of January 22, 2009.

Summary

The BFS met on January 22, 2009 and the summary minutes are presented for review and approval.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

Approve the meeting minutes from the January 22, 2009 Budget and Finance Subcommittee meeting.

Contact Person

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

Attachments

Board Budget and Finance Subcommittee January 22, 2009 Meeting Summary.



Regional Public Transportation Authority

302 N. First Avenue, Suite 700, Phoenix, Arizona 85003

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Summary Minutes
Budget and Finance Subcommittee
January 22, 2009
Valley Metro RPTA
Conference Rooms
302 N. 1st Avenue, Suite 700
Phoenix, AZ
10:00 a.m.

Meeting Participants

Councilman Wayne Ecton, City of Scottsdale, Chairman

Councilman Ron Aames, City of Peoria

Councilman Frank Cavalier, City of Goodyear

Councilman Michael Johnson, City of Phoenix

Chairman Ecton called the meeting to order at 10:03 a.m.

1. Summary Minutes

The summary minutes from the November 20, 2008 and December 4, 2008 meetings of the Budget and Finance Subcommittee were presented for approval.

IT WAS MOVED BY COUNCILMAN CAVALIER, SECONDED BY COUNCILMAN AAMES AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE NOVEMBER 20, 2008 AND DECEMBER 4, 2008 MEETINGS.

2. Local Government Investment Pool

Mike Taylor, Acting Deputy Executive Director of Finance, gave an overview of the request to forward to the Board the authorization for Valley Metro RPTA to continue participating in the Local Government Investment Pool (LGIP). This overview included the background of our present participation in three different funds: Bus Public Transportation Funds, Rail Public Transportation Funds and Regional Area Road Funds for a total investment of \$37 million.

Chairman Ecton said although there had been some problems with the LGIP in the past, the issues have since been settled.

IT WAS MOVED BY COUNCILMAN AAMES, SECONDED BY COUNCILMAN CAVALIER AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD AUTHORIZATION FOR VALLEY METRO RPTA TO CONTINUE PARTICIPATING IN THE LOCAL GOVERNMENT INVESTMENT POOL.

3. FY 2007/08 Comprehensive Annual Financial Report and Single Audit Act Report

Mr. Taylor reviewed the request to forward to the Board the FY 2007/08 Comprehensive Annual Financial Report (CAFR). He said the audit found the need for creation of a disaster recovery plan which is being completed. He said the total net assets increased \$7.5 million. There was a decrease of \$14.4 million in governmental activities and an increase of \$21.9 million in business type activities. Total assets for the agency is \$122.4 million. Of this \$74 million is invested in capital assets, \$2.3 million is restricted for replacement of vanpool and transit vehicles and \$46.1 million in unrestricted.

Councilman Cavalier asked if the \$46.1 million in unrestricted funds could be used for anything. Mr. Taylor said yes and it was a combination of Regional Area Road Funds which is restricted to only planning and administration and the remainder is Public Transportation Funds which is for operations and capital. Dave Boggs, Executive Director added it does have to go through the budgetary process.

Councilman Cavalier asked if it was for operations and capital. Mr. Boggs said it was.

Chairman Ecton asked if outside help would be obtained for creation and implementation of the disaster recovery plan. Mr. Boggs said yes.

Councilman Cavalier asked if there was presently a written plan in place. Mr. Taylor said there was not. Councilman Cavalier asked if it would be in place within the year. Mr. Taylor said it would. Mr. Boggs added any necessary staff or consultants would be hired in order to ensure that the plan would be put in place.

IT WAS MOVED BY COUNCILMAN AAMES, SECONDED BY COUNCILMAN JOHNSON AND UNANIMOUSLY CARRIED TO FORWARD TO THE BOARD FOR CONSIDERATION THE FY 2007/09 COMPREHENSIVE ANNUAL FINANCIAL REPORT, SINGLE AUDIT REPORT AND RPTA'S SUGGESTED INTERNAL CONTROL IMPROVEMENTS TO CORRECT THE AUDIT ISSUES.

4. Transit Life Cycle Program (TLCP) Recommendations

Mr. Taylor explained the updated timeline for the TLCP process pointing out that it was for discussion only at this meeting. The item will return to the committee on February 5th with recommendations.

Paul Hodgins, Manager, Capital Programming presented information regarding the issues presently before the committee.

The first section of the presentation was policy changes including Inflation and Federal Revenues.

■ Inflation

- Inflation will occur throughout the TLCP. The original project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the TLCP will require that the project budgets be adjusted to account for the past year's inflation.
- The regional funding specified in the original RTP for a project will be adjusted annually for inflation based on the All Goods United States Consumer Price Index (CPI) except for the following categories.
 - Transit vehicle costs will be adjusted using the Producer Price Index, Total Manufacturing Industries
 - Capital facilities costs will be adjusted using the Engineering News Record Construction Cost Index
- Forecasted inflation for future costs will be differentiated between short term (3 years) and long term rates.
 - Short term rates will use the following categories and be based on recent experience and/or published forecasts:
 - Transit vehicles
 - Capital facilities construction
 - Operating costs
 - Other costs
 - Long term rates will be used for all categories beginning in the fourth year of planned expenditures and will be based on Consumer Price Index history.

Councilman Aames asked if after the 3 year short term, it reverts to the CPI. Mr. Hodges said yes, because it's difficult to estimate after 3 years.

Councilman Cavalier asked if it was difficult to forecast based on historical data with a year like the past year. Mr. Hodgins said it is difficult but the point is over the short term, even if it doesn't mirror what the last year is, we can come up with more accurate forecasts over a short term for these different categories than doing long term and that's why we're recommending a 3 year period for the short term, then using the long term CPI average beyond that.

■ Federal Revenues

- Capital projects in the TLCP shall be matched with federal funds in order to be eligible for regional funding. The minimum amount of federal funds shall be 50% of estimated costs for all projects more than \$1 million and less than \$20 million. Projects estimated at more than \$20 million shall have a minimum of 25% federal funds. Projects under \$1 million are exempt from this requirement, but may still seek federal funding.

Councilman Ecton asked if, with the understanding that full funding may not be received, we would still ask for the full amount. Mr. Hodgins said yes.

Councilman Ecton said we do not want to be in the position of competing with the cities for the same funding. Mr. Hodgins said we will not be competing, but rather, coordinating with them.

Councilman Ecton said we need to address who has the best chance of obtaining the funds being applied for.

Councilman Johnson does not want to take power away from the cities to continue a program.

Councilman Ecton asked if there is a group that reviews grant requests. Mr. Jungwirth explained that in the fall, the cities are asked for proposals which move through the Intergov, Valley Metro Operations and Capital Committee (VMOCC) and Finance Oversight Advisory Committee (FOAC) committees before going to the Board.

Councilman Cavalier asked for clarification of the designation of regional funds. Mr. Hodgins said regional funds are those collected from the Proposition 400 sales tax.

Councilman Cavalier asked if the cities should go through the RPTA to obtain federal funding. Mr. Hodgins said if they're federal funds that come through the formula program, it should go through the RPTA.

Councilman Aames asked if that included Rail. Mr. Hodgins said yes.

Councilman Cavalier said we need to work together to get the most funding available. Bryan Jungwirth said it is a joint effort. Councilman Ecton said if a city wants to apply for a grant that the RPTA and the region are not interested in, they can do so. Mr. Boggs said coordination really does work well in this area.

Councilman Aames asked if this is a more conservative approach. Mr. Hodgins said yes.

- Contract Rates

- RPTA to differentiate its operating contract rate between express and local to remain consistent with other regional service providers.

Mr. Hodgins said auditors are still working on the contract rates audit. Mr. Taylor said additional information is due to the auditors on January 23, 3009.

Chairman Ecton said all cost elements should be the same between the cities and the RPTA in terms of calculating cost per mile. Mr. Hodgins said we are not prepared to move ahead with this until we know what is included in the rates and are able to ensure consistency.

Councilman Johnson said we need to ensure depreciation is not being double charged for bus purchases. Mr. Hodgins said it will be addressed.

- Revenue Shortfalls

- The following measures may be implemented in the financial model in priority, as needed:
 - Fares - Adjust the average fare recovery up, the amount depending on the result of the fare increase process
 - Limit administrative costs – Limit RPTA's planning and administration costs and regional services costs to inflationary increases based on the current reduced budget amount.
 - Limit scope of service improvements – Service improvements should be phased in. New routes should be implemented at 30 minute headways and improved only after demand is demonstrated. Existing routes should be implemented at existing headways unless demand is high enough to warrant better headways, up to the maximum revenue miles allocated in the TLCP.

Mr. Hodgins said we are looking at making changes in the model in the following order: Fare Policies, Administrative Costs and limiting Scope of Service Improvements. He said the administrative costs would increase for inflation only.

Councilman Aames asked if it was using the CPI. Mr. Hodgins said yes. Councilman Aames asked if it was still a forecast. Mr. Hodgins said it is and the most current information we have is December. Councilman Aames asked if we would stop at zero.

Mr. Boggs said he does not think it will fall below zero, but that if revenues continue to decline, we may have to make more cuts.

Chairman Ecton said there have been a lot of public comments that a fare increase is preferred instead of a reduction of service.

Mr. Hodgins said to limit the scope of service improvements, a phased approach would be implemented.

Chairman Ecton asked if there could be more service during peak times. Mr. Hodgins said it's already programmed that way.

Chairman Ecton asked if special circumstances in individual communities could be addressed. Mr. Hodgins said yes, that we program less, but could provide more as an exception rather than the rule.

Councilman Johnson asked if this was providing an option if there is a greater need for services sooner. Mr. Hodgins said there is always an option, however it isn't necessarily programmed that way. Mr. Boggs said there has been a set of guidelines already adopted that have mechanisms in place to address changes.

Mr. Hodgins said generally speaking, full service is not initially implemented. It's implemented in a phased approach.

Councilman Aames said the system will continually to be built, just not as optimally initially.

Councilman Cavalier asked if funding would be taken away from capital projects already funded. Mr. Hodgins said we potentially could, depending on the structure of the new stimulus package.

Chairman Ecton said this is more fluid and optional and will be reviewed annually.

Councilman Johnson said Jurisdictional Equity must be maintained to ensure that project funding is maintained through the end of the program. Mr. Boggs said this issue will be addressed in the next six issues discussed.

Mr. Hodgins said one of the biggest concerns voiced is to avoid passing additional costs on to the cities. One way to address that concern is not to delay assumption of existing service funding, but to delay implementation of new routes.

■ Financing

- Include bond financing with minimal project changes, then evaluate
- If costs outweigh benefits, change project schedules to reduce financing costs

Councilman Cavalier asked if we were able to bond. Mr. Boggs said we can and we are, but the bonds have to be paid off by the sunset of the plan.

Chairman Ecton said there needs to be limitations on bonding and some policy needs to be initiated to limit bonding.

Mr. Hodgins said committees were okay with some bonding and we are presently working on a master bonding resolution before going out to bid.

■ Customer Service Staffing

- A detailed analysis of customer service staffing will be conducted and brought back to the Subcommittee for their review.

Mr. Hodgins said Scott Wisner, Customer Service Manager, will be bringing the results of the analysis to the committee which will explain how staffing levels and costs are derived.

Chairman Ecton said the committee will need detailed information regarding cost and staffing levels.

Councilman Aames said we do not want to use this time frame as a base because of the increased call volume due to the beginning of rail service. He asked if there had been an increase in staff. Mr. Hodgins said there was an increase of 3 staff members, the cost of which has been reimbursed by Rail.

Mr. Hodgins said moving forward, we will be presenting the comments from this meeting through the committees and by the next Budget and Finance Subcommittee, we will be able to bring recommendations to be forwarded to the Board.

Chairman Ecton asked if we will be able to take this information recommendation to the Board by February 5, 2009. Mr. Hodgins said yes, on the two policy recommendations that have already been to the committees.

Mr. Boggs said once we run the model, we will come back to the committee with the initial results. Councilman Aames asked when the model would be run. Mr. Boggs said in March.

5. FY 2008/09 Quarterly Budget versus Actual report for the 2nd quarter period ending December 31, 2008

Mr. Taylor presented the 2nd quarter report with additional information as follows: December's actuals came in at \$8.9 million, or \$2 million under December's budget. Cumulative is \$9.7 under budget for the year and \$7.1 under last year's actuals. He is forecasting now that we will be \$19 million under for the year from what was budgeted. \$11 million of that is on the bus side.

Councilman Aames asked if the cumulative is holding. Mr. Taylor said yes.

Mr. Taylor said the ADOT forecast will probably not be used next year. He said the report's total expenditures through December is under budget by \$79.3 million mainly due to the capital projects.

Mr. Taylor asked if the report formatting was what the committee would like to see from now on. Mr. Boggs said the present formatting would be used until information is received back from the committee.

Chairman Ecton requested an agenda item for next meeting to address any changes to the formatting of the report.

6. Public Comment

None.

7. Next Meeting and Future Agenda Items

The next regularly scheduled BFS meeting will be held March 5, 2008 at 11:30 a.m.

With no further discussion, the meeting was adjourned at 11:24 a.m.



Regional Public Transportation Authority
302 N. First Avenue, Suite 700, Phoenix, Arizona 85003
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Budget and Finance Subcommittee Information Summary

Agenda Item #2

Date

January 29, 2009

Subject

Bond Issuance

Summary

RPTA has initiated the process of issuing bonds for light rail.

Considerations

METRO has determined that financing is needed to ensure that current obligations can be met. RPTA is the entity that is legally authorized to issue bonds secured by the transit allocation of the Transportation Excise Tax.

In order to facilitate the bond issuance process, RPTA has retained a Financial Adviser and Bond Counsel. The Financial Adviser is Kurt Freund of RBC Dain Rauscher. The Bond Counsel is Robert Olson of Squire, Sanders and Dempsey. Both are retained by ADOT for their Regional Area Road Fund (RARF) financings, also secured by the Transportation Excise Tax.

Bond Counsel is developing a Master Bond Resolution which will guide the RPTA in this and future issuances. The Master Resolution will include the policies that will guide issuances, including coverage ratios and types of financings allowable. The Authorizing Resolution will identify things that are specific to a particular issuance. It is anticipated that the Master Resolution and the Authorizing Resolution will be approved by the Board of Directors in April 2009.

Attached is a memo from METRO staff to the METRO Rail Management Committee that further describes the proposed issuance, including anticipated debt service and uses for the proceeds.

Committee Action Process

Budget and Finance Subcommittee February 5, 2009 for information
Finance Oversight Advisory Committee March 17, 2009 for action
Transit Management Committee April 1, 2009 for action

Budget and Finance Subcommittee April 2, 2009 for action
Board of Directors April 16, 2009 for action

Recommendation

This item is for information only.

Contact Person

Paul Hodgins
Manager, Capital Programming

Attachments

METRO Memo to Rail Management Committee



MEMO

RAIL MANAGEMENT COMMITTEE

AGENDA ITEM 10

To: Chairman Fairbanks and Members of the Rail Management Committee
Through: Richard J. Simonetta, Chief Executive Officer
From: John P. McCormack, Director of Finance and Administration
Date: January 29, 2009
Re: Issuance of Bonds to Fund Regional Assets

PURPOSE

The purpose of this item is to inform the Rail Management Committee (RMC) about the planned bond issue for spring 2009.

BACKGROUND/DISCUSSION

Use of the Bond Proceeds is to reimburse the cities of Phoenix, Tempe, and Mesa for payments made to fund purchase of the Regional Assets for the Central Phoenix/East Valley (CP/EV) Light Rail Transit (LRT) Project. The regional assets include Light Rail Vehicles, Bridges, Operations and Maintenance Facility, Operations Control Center, and four Regional Park and Ride Parking Facilities.

Reimbursements are for the net amount funded by each city after receipt of the federal funding provided by section 5309 New Starts money received under the Full Funding Grant Agreement (FFGA). Regional Asset Reimbursements to Phoenix, Tempe, and Mesa commenced in fiscal year (FY) 2007 and to date \$73.1 million of the total \$198.7 million total amount has been funded.

Funding the Bond Payments: The Regional Transportation Plan (RTP) dated November 2003 included expenditures for LRT Regional Costs for the MOS (First 20 mile Minimum Operating Segment). With the passage of Proposition 400 (Prop 400), these costs have become part of the Transit Life Cycle Program (TLCP) funded by the Public Transportation Fund (PTF).

The PTF collects 33.3% of the sales tax revenue from the Transportation Excise Tax, which flows from the State to the Regional Public Transportation Authority (RPTA). The "Rail" portion of the PTF revenues is 43.24% of the total transit funds received by RPTA. Based on Arizona Department of Transportation's (ADOT's) 2008 forecast of Transportation Excise Tax Revenues, the Rail portion of the tax will generate approximately \$1.9 billion over the 20-year life of the tax (To date the tax has generated \$153.5 million rail funds).

Other Obligations against the Funding Source: In addition to the reimbursement of the CP/EV regional assets, the PTF rail funds were designated in the RTP to fund planned rail extensions to the 20-mile initial segment as well as system-wide improvements to the LRT system. With the passage of Prop 400, the state legislature added the reimbursement of utility relocation expenses to utility companies who otherwise would fund the relocations

under their existing agreements. The reimbursement of these “Non-prior Rights” utilities creates an obligation that was not in the RTP.

A summary list of obligations to date against the funding source is as follows:

CAPITAL PROJECTS	\$ Millions	TOTAL OBLIGATION	PAID TO DATE	BALANCE TO BE FUNDED	BALANCE TO BE FUNDED THROUGH FY 2011
	<i>\$ Millions</i>				
NW Extension PHASE I		53.6	0.0	53.6	41.2
Central Mesa - Alternatives Analysis		4.0	1.5	2.5	2.5
Tempe South- Alternatives Analysis		4.0	1.5	2.5	2.5
Glendale- Alternatives Analysis		4.0		4.0	4.0
I-10 West - Alternatives Analysis		6.0		6.0	6.0
CP/EV Utility Reimbursement		79.5	70.5	9.0	9.0
Phoenix Regional Asset Reimbursement		133.3	49.0	84.3	84.3
Tempe Regional Asset Reimbursement		55.7	20.5	35.2	35.2
Mesa Regional Asset Reimbursement		9.7	3.6	6.1	6.1
Systemwide Improvements -Fourteen LRV's		58.1	0.0	58.1	10.0
TOTAL CAPITAL OBLIGATIONS		407.9	146.6	261.3	200.8
		Balance			TOTAL
PROJECTED REVENUE	\$ Millions	FY 2009	FY 2010	FY 2010	PROJECTED REVENUE THROUGH FY 2011
PROJECTED PTF SALES TAX REVENUE		23.7	48.6	51.5	123.8
PROJECTED REVENUE SHORTFALL					(\$77.0)

Why Bond Now?

From the table above, current obligations to be funded through FY 2011 are approximately \$200.8 million, while sales tax revenues are projected to total \$123.8 million (\$77.0 million projected funding shortfall). Reimbursement to the cities of Phoenix, Tempe, and Mesa for the Regional Assets makes up \$125.6 million of the funding requirement.

The need to borrow this year is to fulfill METRO’s funding obligation to reimburse the Member Cities within the planned five-year reimbursement schedule. For the five-year reimbursement period (FY 2007 thru FY 2011), estimated sales tax revenues are down \$54.2 million versus ADOT's 2007 sales tax forecast. In order to complete the reimbursement on schedule, make payment on the remaining obligations and maintain sufficient reserve against further revenue shortfalls, the amount of bonding proposed is \$85 million.

Policies regarding Bond Issuance

Authorization Steps

Bonds to be issued on behalf of METRO by RPTA are approved in the following sequence:

1. RMC and METRO Board Briefing on Financing –
 - Approval to draft Authorizing Resolution and Preliminary Official Statement

- Concurrent Briefing to RPTA Board
- 2. Financial Review by Member City Staff of bond financial plan –
 - TLCP with planned debt service
- 3. RMC and METRO Board approval Authorizing Resolution
 - Concurrent authorization of RPTA Finance Sub-Committee and Board

Bond Limits and Restrictions

PTF Bonds will be issued without recourse to METRO or RPTA Member Cities.

PTF Bonds are issued to fund capital costs, which are identified in the RTP and TLCP.

- PTF Bonds will not fund cost of rail operations

PTF Bond debt service will be planned with contingencies so that all existing commitments against the Rail PTF Revenue funding source have been met with a satisfactory reserve.

PTF Bonds will be issued with optional redemption prior to maturity enabling early payment of the debt.

Contingency Planning / Debt Service Coverage Formula

Debt Service commitments will be analyzed against potential reductions in Rail PTF Revenue

- 36-month Rail PTF revenue shortfalls of 10 percent below ADOT Forecast of Transportation Excise Tax Revenues
- Long-term revenue shortfalls of 5 percent below ADOT Forecast of Transportation Excise Tax Revenues (three years to end of debt term)

Debt Service commitments will be analyzed against potential increases in cost of existing commitments

- Contracted and staff commitments 5 percent above TLCP Forecast
- Estimated commitments 15 percent above TLCP Forecast

FISCAL IMPACT

The bond issuance is scheduled for the spring of 2009. A summary of the Bond issuance assumptions are as follows:

Bond Amount	\$ 85,000,000	Term: 16 Years
Cost of issuance	\$ 455,000	Last Payment July 2024
Interest Cost	\$ 55,581,000	Average rate 6.1%

Financial Advisor: Kurt Freund, RBC Capital Markets

Bond Counsel: Robert Olson, Squires Sanders

Over the next nine years, the current obligations \$261.3 million plus bond debt service \$141.0 million will total approximately \$402.3 million while PTF revenues would total approximately \$432 million with *no sales tax growth*. The sales tax revenues will fully support the current obligations over this period, along with debt service payments to repay the bonds.

The impact of the bond issue to the long-term TLCP is greater than planned finance costs. This impact, along with the decline in sales tax revenues, will be incorporated into the 2009 TLCP Update. The update will be delivered for RMC and Board acceptance prior to the final Board approval to authorize the Bond issuance.

RECOMMENDATION

This item is for information only. No action is requested.



Budget and Finance Subcommittee Information Summary

Agenda Item #3

Date

January 29, 2009

Subject

Transit Life Cycle Program (TLCP) Issues

Summary

The draft recommendations and guidance were discussed with the staff committees and their feedback is presented for the Subcommittees review.

Considerations

The policy recommendations and guidance were discussed with the Valley Metro Operations and Capital Committee and the Finance Oversight Advisory Committee on January 27. The Transit Management Committee will review the recommendations on February 4 and any additional feedback will be provided to the Subcommittee as soon after that meeting as possible.

The recommended policy change regarding inflation was well received. There was little discussion and any comments were generally in favor of proceeding with this policy. Approval of the revised policy will close the "Inflation" policy issue.

The recommended new policy regarding federal revenues generated much more discussion. There was a recognition that a policy, or at least some policy guidance, was needed to ensure that regional funds available for capital were not all taken by projects early on, forcing later projects to require more federal or local funds to complete. However, as worded, many felt that the policy was too restrictive. The policy forces federal funds into every project and lengthens the time to complete and adds some costs. Some members preferred to keep the flexibility and evaluate the need for federal funds on a project by project basis. Most members agreed that we should seek federal funds for all projects, but that if a project didn't meet the criteria for federal funding that shouldn't eliminate the project from the plan. Given the concerns raised, this policy needs some further refinement and discussion.

There were questions about the guidance for the TLCP update, but generally not any concern regarding the approach. Members generally were curious about the dollar

impact of each of the steps and about the extent of each. For instance, they were interested in knowing the impact of phasing services for one year rather than two or three. When updating the model, staff will track the savings generated by each step and within each step if there are multiple options. Approval of the model update guidance will close the "Revenue Shortfalls" policy issue.

Some members were concerned that any changes should reflect jurisdictional equity and that no member should have a disproportionate share of cuts in expenditures. The expenditure distribution by city will be calculated and presented through the update process.

With closure of some items and guidance on the model update given, staff can begin discussions on the next policy issues while continuing discussion on open issues. The remaining issues for discussion are: Contingencies, Jurisdictional Equity, Plan Flexibility, RPTA Staffing, Office Space and Lead Agency Commitments. Staff recommends that the next issues for discussion be Jurisdictional Equity and Plan Flexibility, but will proceed at the pleasure of the Subcommittee.

Committee Action Process

Budget and Finance Subcommittee February 5, 2009 for action
Board of Directors February 19, 2009 for action

Recommendation

It is recommended that the inflation policy included in Attachment A be forwarded to the Board of Directors for approval; and that staff be directed to begin the TLCP Update process with the guidance as outlined in Attachment B.

Contact Person

Paul Hodgins
Manager, Capital Programming

Attachments

Attachment A – Inflation Policy
Attachment B – TLCP Model Update Guidance
Powerpoint presentation

Attachment A

The TLCP Policy on inflation, Guiding Principle 3, policy d), is revised as follows:

- d) Inflation will occur throughout the TLCP. The original project budgets listed in the 2003 approved RTP were expressed in 2002 dollars. The annual update of the TLCP will require that the project budgets be adjusted to account for the past year's inflation.
 1. The regional funding specified in the original RTP for a project will be adjusted annually for inflation based on the All Goods United States Consumer Price Index (CPI) except for the following categories.
 - a. Transit vehicle costs will be adjusted using the Producer Price Index, Total Manufacturing Industries
 - b. Capital facilities costs will be adjusted using the Engineering News Record Construction Cost Index
 2. Forecasted inflation for future costs will be differentiated between short term (3 years) and long term rates.
 - a. Short term rates will use the following categories and be based on recent experience and/or published forecasts:
 - i. Transit vehicles
 - ii. Capital facilities construction
 - iii. Operating costs
 - iv. Other costs
 - b. Long term rates will be used for all categories beginning in the fourth year of planned expenditures and will be based on Consumer Price Index history.

Attachment B

TLCP Model Update Guidance

The TLCP Model Update will proceed using the following steps to ensure that revenues and expenditures can be balanced:

Fares - Adjust the average fare recovery up, the amount depending on the result of the fare increase process.

Limit administrative costs – Limit RPTA's planning and administration costs and regional services costs to inflationary increases based on the current reduced budget amount.

Limit scope of service improvements – Service improvements should be phased in. New routes should be implemented at 30 minute headways and improved only after demand is demonstrated. Existing routes should be implemented at existing headways unless demand is high enough to warrant better headways, up to the maximum revenue miles allocated in the TLCP.

Eliminate regional funding for certain capital projects – Regional funds should only be provided for capital projects that are integral to providing service and/or directly serve passengers.

Delay service improvements – Assume funding of existing service according to the original schedule, but delay any improvements to the service and delay implementation of new routes.



TLCP Policy Issues

February 5, 2009



TLCP Policy Issues Recommendations

- Reviewed by staff committees
 - Agreement on Inflation policy
 - More work needed on Federal Revenues policy
 - Agreement on splitting express and local contract rates
 - General agreement on guidance for model update



Next Steps

- Forward Inflation policy to Board for approval
- Begin updating TLCP model
- Continue discussion on issues
- Begin discussion on new issues

3



Questions

Staff Contacts

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Budget and Finance Subcommittee Information Summary

Agenda Item #4

Date

January 28, 2009

Subject

FY 2008/09 Quarterly Budget versus Actual report for the 2nd quarter period ending December 31, 2008.

Summary

For the first 6 months (July – December) of this fiscal year, the Public Transportation Fund (PTF) sales tax revenue is 14.63% (\$9.65 million) below the budgeted amount. PTF revenue is 11.16% (\$7.07 million) lower than last year comparing to the same period.

Total expenditures through December are under budget by \$ 79.3 million. This is mainly due to Transit Service Operations (\$16.5 million), Rail (\$21.4 million), Capital Projects (\$22.0 million), and Debt Service (\$16.5 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 2nd quarter period ending December 31, 2008.

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



January 28, 2009

Quarterly Budget Variance Report
FY 2008/09
Through December 31, 2008

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FY 2008/09 Quarterly Budget Variance Report Through December 31, 2008

Executive Summary

This report summarizes the Regional Public Transportation Authority's second 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.

Arizona's economy continues to shrink with little prospect for recovery in the near term. State and local governments are struggling to balance budgets, which are heavily reliant on sales taxes. RPTA is no exception to the reduced sales tax revenues that other local governments are experiencing so the Executive Director 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 Six Months Ending December 31, 2008

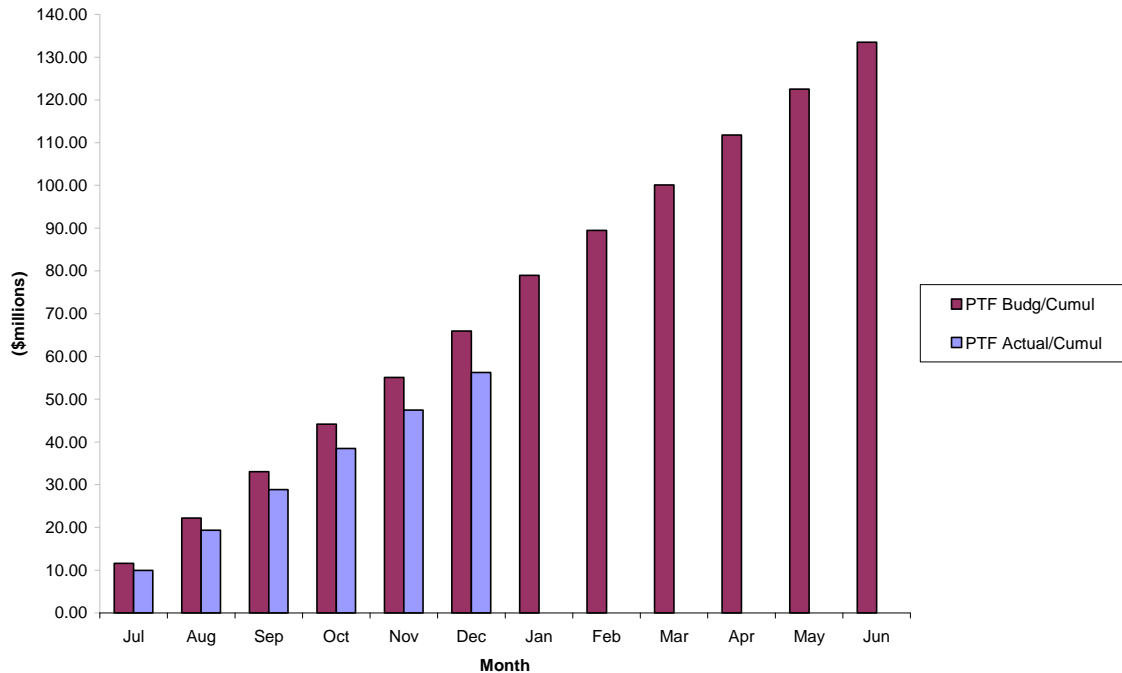
Revenues	FY 2008/09 Adopted Budget	FY 2008/09 Revised Budget	Q1 Actuals	Q2 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Total Revenues	\$ 319,020,613	\$ 300,640,791	\$ 39,675,255	\$ 36,605,602	\$ 76,280,857	\$ 151,641,950	\$ 75,361,093	50.3%
Total Expenditures	\$ 319,020,613	\$ 300,640,791	\$ 29,080,417	\$ 44,554,185	\$ 73,634,602	\$ 152,952,646	\$ 79,318,044	48.1%
Net Difference	\$ -	\$ -	\$ 10,594,838	\$ (7,948,583)	\$ 2,646,255	\$ (1,310,696)	\$ (3,956,951)	

Revenues

For the first 6 months (July – December) of this fiscal year, the Public Transportation Fund (PTF) sales tax revenue is 14.63% (\$9.65 million) below the budgeted amount. PTF revenue is 11.16% (\$7.07 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 for Rail). Below is a graph that illustrates the cumulative variance of PTF revenues through November.

FY 2008/09 Quarterly Budget Variance Report Through December 31, 2008

FY 09: PTF Budget (cumulative) & PTF Actual (cumulative)



Total revenues through December are under budget by \$75.4 million mainly due to the shortfall in PTF revenues, federal revenues, bond proceeds, and capital assets reserve applied. Federal revenues are under budget year to date mainly due to capital projects not being completed and therefore reimbursement from federal grants not being requested. At this time the agency has not needed to finance any capital projects so therefore bond proceeds revenue is zero. Finally, the agency has not needed to use the capital asset reserve to fund capital projects through December and therefore revenues are shown as zero.

Expenditures

Total expenditures through December are under budget by \$ 79.3 million. This is mainly due to Transit Service Operations (\$16.5 million), Rail (\$21.4 million), Capital Projects (\$22.0 million), and Debt Service (\$16.5 million) being under budget. Transit service operations are under budget mainly due to the timing of transit contractor invoices and therefore all payments for these services through December have not been made. Valley Metro Rail expenditures are under budget mainly due to the shortfall in PTF revenues disbursed and no bond proceeds being disbursed. Capital projects are under budget mainly due to budgeted projects not being completed and lower than budgeted capital PTF disbursements to other agencies. Debt Service is under budget as the agency has not needed to finance at this time.

**Regional Public Transportation Authority
Revenue Summary
Budget versus Actual Report
For the Six Months Ending December 31, 2008**

Revenues	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 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	\$ 60,555,157	\$ 70,217,554	\$ 9,662,397	86.2%
Federal & State Grants	17,810,602	167,066	158,836	325,902	8,905,301	8,579,399	3.7%
VMR Charges for Services	10,087,924	-	2,391,440	2,391,440	5,043,962	2,652,522	47.4%
Transit Service Reimbursement	24,122,857	5,896,756	5,869,255	11,766,011	12,061,429	295,418	97.6%
Other Revenue	3,373,127	516,515	725,831	1,242,347	1,686,563	444,216	73.7%
Bond proceeds	80,000,000	-	-	-	40,000,000	40,000,000	0.0%
Undesignated Fund Balance Applied (RARF)	398,379	-	-	-	199,190	199,190	0.0%
Capital Assets Reserve Applied	27,055,902	-	-	-	13,527,951	13,527,951	0.0%
Total Revenues	\$ 300,640,791	\$ 39,675,255	\$ 36,605,602	\$ 76,280,857	\$ 151,641,950	\$ 75,361,093	50.3%

**Regional Public Transportation Authority
Expenditure Summary by Departments
Budget versus Actual Report
For the Six Months Ending December 31, 2008**

Expenditures by Fund & Department	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
General Fund							
Finance & Management Services	\$ 466,023	\$ 64,001	\$ 84,425	\$ 148,426	233,012	84,586	63.7%
Executive Director's Office	1,227,273	240,585	250,379	490,964	613,637	122,673	80.0%
Non-Departmental	1,655,256	2,575	(2,575)	-	827,628	827,628	0.0%
Total General Fund	\$ 3,348,552	\$ 307,161	\$ 332,229	\$ 639,390	\$ 1,674,276	\$ 1,034,886	38.2%
Special Revenue Fund							
Administrative Capital Outlay	\$ 590,000	167,911	\$ 53,186	\$ 221,097	295,000	73,903	74.9%
Transportation Demand Mgmt	2,357,105	339,057	494,833	833,890	1,178,553	344,663	70.8%
Planning	3,559,886	445,420	558,166	1,003,586	1,779,943	776,357	56.4%
Regional Services	8,866,400	1,944,226	1,772,450	3,716,676	4,489,950	773,274	82.8%
Total Special Revenue Fund	\$ 15,373,391	\$ 2,896,614	\$ 2,878,635	\$ 5,775,249	\$ 7,743,446	\$ 1,968,197	74.6%
Enterprise Fund							
Transit Service Operations	\$ 67,001,749	6,219,617	\$ 10,830,757	\$ 17,050,374	33,500,875	16,450,501	50.9%
Valley Metro Rail	94,413,324	12,343,609	13,467,695	25,811,304	47,206,662	21,395,358	54.7%
Capital Projects	87,512,809	7,313,416	17,044,869	24,358,285	46,331,905	21,973,620	52.6%
Total Enterprise Fund	\$ 248,927,882	\$ 25,876,642	\$ 41,343,321	\$ 67,219,963	\$ 127,039,441	\$ 59,819,478	52.9%
Debt Service	\$ 32,990,966	\$ -	\$ -	\$ -	16,495,483	16,495,483	0.0%
Total Debt Service	\$ 32,990,966	\$ -	\$ -	\$ -	\$ 16,495,483	\$ 16,495,483	0.0%
Total Expenses	\$ 300,640,791	\$ 29,080,417	\$ 44,554,185	\$ 73,634,602	\$ 152,952,646	\$ 79,318,044	48.1%

**Regional Public Transportation Authority
Detailed Budget versus Actual Report
For the Six Months Ending December 31, 2008**

Account Description	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Revenues							
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	56,277,865	65,925,554	9,647,689	85.4%
4005 ADEQ	400,000	60,307	-	60,307	200,000	139,693	30.2%
4010 ADOT	447,105	-	-	-	223,553	223,553	0.0%
4200 FTA - Planning Program	224,720	-	97,571	97,571	112,360	14,789	86.8%
4205 FTA - section 5307	10,835,436	-	-	-	5,417,718	5,417,718	0.0%
4210 FTA - section 5309	2,185,466	-	-	-	1,092,733	1,092,733	0.0%
4211 FTA - section 5311	341,487	-	58,218	58,218	170,744	112,525	34.1%
4213 FTA - Section 5317	593,000	-	-	-	296,500	296,500	0.0%
4215 FTA - section 3037	243,236	-	-	-	121,618	121,618	0.0%
4240 FHWA - CMAQ	1,468,000	106,759	3,046	109,806	734,000	624,194	15.0%
4250 FHWA - SPR	42,000	-	-	-	21,000	21,000	0.0%
4255 FHWA - STP	1,030,152	-	-	-	515,076	515,076	0.0%
4300 VMR Charges For Services	10,087,924	-	2,391,440	2,391,440	5,043,962	2,652,522	47.4%
4400 TSR - Maricopa County	20,000	-	-	-	10,000	10,000	0.0%
4418 TSR - Chandler	748,161	190,800	190,799	381,599	374,081	(7,518)	102.0%
4430 TSR - Gilbert	1,098,736	317,878	317,878	635,756	549,368	(86,388)	115.7%
4445 TSR - Mesa	7,180,962	1,650,693	1,650,693	3,301,386	3,590,481	289,095	91.9%
4454 TSR - Phoenix	6,038,933	1,509,733	1,509,733	3,019,467	3,019,467	(0)	100.0%
4460 TSR - Scottsdale	5,797,052	1,417,900	1,390,400	2,808,300	2,898,526	90,227	96.9%
4469 TSR - Tempe	3,239,013	809,752	809,752	1,619,504	1,619,507	2	100.0%
4600 Interest earnings - RPTA	1,580,256	300,495	84,972	385,467	790,128	404,661	48.8%
4700 Other revenue	-	5,801	150,402	156,203	-	(156,203)	-
4715 Vanpool farebox revenue	802,871	210,220	159,337	369,557	401,436	31,879	92.1%
4800 IRS fuel tax credit	990,000	-	331,120	331,120	495,000	163,880	66.9%
4991 Sales of Public Transportation Bond Proceeds	80,000,000	-	-	-	40,000,000	40,000,000	0.0%
Undesignated Fund Balance Applied (RARF)	398,379	-	-	-	199,190	199,190	0.0%
Capital Asset Reserves Applied	27,055,902	-	-	-	13,527,951	13,527,951	0.0%
Total Revenues	\$ 300,640,791	\$ 39,675,255	\$ 36,605,602	\$ 76,280,857	\$ 151,641,950	\$ 75,361,092	50.3%

Account Description	FY 2008/09 Revised Budget	Q1 Actuals	Q2 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
Expenditures							
5000 Wages	\$ 13,119,738	2,553,196	\$ 3,299,991	\$ 5,853,187	6,559,869	706,682	89.2%
5100 Fringe Benefits	4,603,200	791,842	1,023,983	1,815,825	2,301,600	485,775	78.9%
6000 Overhead allocation	3,367,657	757,986	464,325	1,222,311	1,683,829	461,517	72.6%
7000 Transit service contractors	55,755,908	4,322,506	8,855,670	13,178,176	27,877,954	14,699,778	47.3%
7010 Vehicle parts & supplies	-	8,690	-	8,690	-	(8,690)	-
7011 Vehicle make-ready costs	-	-	9,085	9,085	-	(9,085)	-
7021 Fuel costs (CNG)	1,050,647	370,521	765,987	1,136,508	525,324	(611,185)	216.3%
7022 Fuel costs (Diesel)	2,179,933	697,456	382,686	1,080,142	1,089,967	9,824	99.1%
7024 Fuel costs (LNG)	357,046	153,698	124,801	278,499	178,523	(99,976)	156.0%
7025 Fuel costs (Unleaded)	7,000	664	356	1,020	3,500	2,480	29.1%
7030 Facility rent and utilities-pre FY09	-	18,889	(18,889)	-	-	-	-
7035 Safety and security	356,762	105,828	706	106,533	178,381	71,848	59.7%
7040 Contingent liability insurance	250,000	-	-	-	125,000	125,000	0.0%
7050 Facility Utilities	437,501	77,366	133,818	211,185	218,751	7,566	96.5%
7051 Facility equipment rental	250,000	-	-	-	125,000	125,000	0.0%
7052 Facility equipment maintenance and repairs	660,324	2,076	241,981	244,058	330,162	86,104	73.9%
7053 Facility building maintenance and repairs	250,392	141,545	(67,716)	73,829	125,196	51,367	59.0%
7055 Facility Svs on Jan, Insp, Exterm, Lands	259,450	21,922	38,985	60,906	129,725	68,819	47.0%
7056 Facility other misc expenses	41,854	4,841	19,631	24,472	20,927	(3,545)	116.9%
7110 RCS-Phones	-	1,642	1,674	3,316	-	(3,316)	-
7113 RCS-Pool Vehicle O&M	11,000	1,627	1,375	3,002	5,500	2,498	54.6%
7114 RCS-Memberships	113,500	90,000	8,500	98,500	113,500	15,000	86.8%
7116 RCS-Utilities	5,000	-	-	-	2,500	2,500	0.0%
7117 RCS-Office Supplies	40,300	7,330	6,787	14,116	20,150	6,034	70.1%
7150 Bus books	450,000	236,975	35	237,010	225,000	(12,010)	105.3%
7155 Outreach materials & promotnal lims	10,000	760	2,843	3,603	5,000	1,397	72.1%
7158 Website	302,500	25,060	56,257	81,317	151,250	69,933	53.8%
7200 Consultants (direct)	4,001,703	266,610	338,483	605,093	2,000,852	1,395,759	30.2%
7210 Maintenance agreements	336,260	27,802	111,853	139,655	168,130	28,475	83.1%

**Regional Public Transportation Authority
Detailed Budget versus Actual Report
For the Six Months Ending December 31, 2008**

Account Description	FY 2008/09 Revised Annual Budget	Q1 Actuals	Q2 Actuals	YTD Actuals	YTD Budget	YTD Actuals (over)/under YTD Budget	YTD Actuals as % of YTD Budget
7300 Job skill development	6,100	3,258	79	3,337	3,050	(287)	109.4%
7305 Conferences & seminars	27,050	14,334	820	15,154	13,525	(1,629)	112.0%
7310 Organizational development	11,700	-	552	552	5,850	5,298	9.4%
7400 Advertising	1,434,134	119,398	129,063	248,462	717,067	468,605	34.6%
7500 Printing	652,000	103,568	110,831	214,399	326,000	111,601	65.8%
7505 Graphics	15,100	6,470	-	6,470	7,550	1,080	85.7%
7600 Postage	74,280	19,127	9,281	28,408	37,140	8,732	76.5%
7700 Public meetings & information	27,450	(1,784)	8,972	7,188	13,725	6,537	52.4%
7800 Other direct expenditures	265,178	17,628	109,085	126,713	132,589	5,876	95.6%
7803 Computer unit cost under \$5K	-	403	-	403	-	(403)	-
7804 Software unit cost under \$5K	-	-	435	435	-	(435)	-
7805 Copies	10,125	2,968	3,693	6,661	5,063	(1,598)	131.6%
7809 Preparation costs for sales of vehicle/parts	-	3,252	-	3,252	-	(3,252)	-
7815 Local meetings & mileage	78,057	12,530	19,321	31,851	39,029	7,177	81.6%
7820 Travel expenses	31,450	16,917	8,086	25,002	15,725	(9,277)	159.0%
7824 Immaterial shortage adjustment	-	-	0	0	-	(0)	-
7826 Refund of prior year revenue	-	-	49,722	49,722	-	(49,722)	-
7830 Bank charges	500	(90)	-	(90)	250	340	-36.0%
7850 Vanpool Rewards	-	170	202	371	-	(371)	-
7901 Lead agency PTF disbursements	104,832,433	10,572,917	19,653,476	30,226,393	52,416,217	22,189,824	57.7%
7902 Lead agency RARF disbursements	500,000	-	-	-	250,000	250,000	0.0%
7903 Lead agency Bond disbursements	26,100,000	-	-	-	13,050,000	13,050,000	0.0%
7993 Bond issuance costs	400,000	-	-	-	200,000	200,000	0.0%
8000 Expenses Reimbursement Clearing Acct	-	2,575	(2,575)	-	-	-	-
9000 Other capital outlay	380,000	-	580	580	190,000	189,420	0.3%
9001 Regional fleet	19,447,695	2,142,248	8,566,371	10,708,619	9,723,848	(984,771)	110.1%
9003 Equipment	317,700	3,824	1,228	5,052	158,850	153,798	3.2%
9004 Furniture & fixtures	62,500	10,962	11,605	22,567	31,250	8,683	72.2%
9005 Computers & software	664,200	189,234	65,185	254,420	332,100	77,680	76.6%
9006 Buildings	5,151,000	5,151,690	(953)	5,150,737	5,151,000	263	100.0%
9007 Infrastructure	1,350,000	-	-	-	675,000	675,000	0.0%
9009 Site Improvements	9,201,607	259	5,921	6,180	4,600,804	4,594,623	0.1%
9010 Regional transit capital outlay	-	1,725	-	1,725	-	(1,725)	-
9105 Debt service - Interest	600,000	-	-	-	300,000	300,000	0.0%
9900 Contingency	7,104,382	-	-	-	3,552,191	3,552,191	0.0%
Reserved for Cash Balance	1,230,256	-	-	-	615,128	615,128	0.0%
Reserved for Vanpool Capital	32,253	-	-	-	16,127	16,127	0.0%
Reserved for Compensated Absenses	425,000	-	-	-	212,500	212,500	0.0%
Reserved for Capital Assets	31,990,966	-	-	-	15,995,483	15,995,483	0.0%
Total Expenditures	\$ 300,640,791	\$ 29,080,417	\$ 44,554,185	\$ 73,634,603	\$ 152,952,646	\$ 79,318,043	48.1%
Net Difference	\$ 0	\$ 10,594,838	\$ (7,948,584)	\$ 2,646,255	\$ (1,310,696)	\$ (3,956,951)	



Regional Public Transportation Authority
302 N. First Avenue, Suite 700, Phoenix, Arizona 85003
602-262-7433, Fax 602-495-0411

Budget & Finance Subcommittee

Information Summary

Agenda Item #5

Date

January 29, 2009

Subject

Public Comment

Summary

Opportunity for general public comment on issues related to Valley Metro RPTA.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

No formal action is required

Contact Person

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

Attachments

None



Regional Public Transportation Authority
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Budget & Finance Subcommittee Information Summary

Agenda Item #6

Date

January 29, 2009

Subject

Next Meeting and Future Agenda Items.

Summary

Next meeting is scheduled for Thursday, March 5, 2009 at 11:30 a.m. Chairman Ecton will request future Budget & Finance Subcommittee agenda items from the subcommittee members. The Subcommittee may wish to schedule additional meetings to review progress on the TLCP policy issues.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

No formal action is required

Contact Person

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

Attachments

None