



ValleyMetro.org | 302 N. First Avenue | Suite 700 | Phoenix, AZ 85003
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MEETING OF THE **Board of Directors**

MEETING DATE	October 22, 2009
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TIME	12:45 p.m.
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LOCATION	MAG Saguaro Room 302 N. 1 st Avenue Suite 200
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October 13, 2009

TO: Members of the Valley Metro RPTA Board of Directors

FROM: David A. Boggs
Executive Director

RE: October 22, 2009 Board Packet Notes

Attached is the October 22, 2009 Board Meeting agenda and supporting information. The meeting is scheduled to begin at 12:45 p.m. and will be held at MAG in the Saguaro Room at 302 N. 1st Avenue, Suite 200. This meeting can be attended via teleconference. Please contact Rosalia Lopez (602-262-7433) for the call-in information.

If you have any questions regarding the information in this packet, please let me know.



October 13, 2009

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**Board of Directors
MAG Saguaro Room
302 N. 1st Avenue, Suite 200
October 22, 2009
12:45 p.m.**

**Action
Recommended**

1. Public Comment

1. 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.

2. Consent Agenda

2. For Action

The Board will consider items A through E on consent.

Items B through E have been approved by the TMC at their October 7, 2009 meeting.

A. Summary Meeting Minutes

A. For action

Summary minutes from the September 17, 2009 meeting of the Board are presented for approval.

B. Arizona Avenue Bus Rapid Transit (BRT) Project
Contract Activities and Awards

B. For action

Staff will request the Board approval the following items:

- 1) Construction contract in the amount of \$3,926,600 be awarded to D.L. Withers Construction for the Arizona Avenue BRT project.
- 2) TranSystems contract change orders as described in the memo.
- 3) HDR Inc. contract change order for an amount not to exceed \$96,000.

To attend this meeting via teleconference, contact Rosalia Lopez at 602-262-7433 for the dial-in-information.

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

- 4) Agreement with Valley Metro Rail to provide in-house staff for Construction Management and Contract Administration in an amount not to exceed \$227,679.

- C. Vanpool Van Procurement Contract Award and Purchase of Expansion and Replacement Vehicles C. For action

Staff will request the Board of Directors authorize the Executive Director to enter into a contract with Arizona Bus Sales to supply vanpool vehicles for the Valley Metro Vanpool Fleet.

- D. Intergovernmental Agreement (IGA) with Maricopa County Air Quality Department for Regional Trip Reduction Program and Clean Air Support Activities D. For action

Staff will request the Board of Directors authorize the Executive Director to enter into the Maricopa County Air Quality Department IGA for Regional Trip Reduction Program and Clean Air Support Activities.

- E. Service Effectiveness and Efficiency Study (SEES) Follow-up Tasks E. For action

Staff will request the Board of Directors accept the SEES Follow-up tasks.

3. Budget and Finance Subcommittee Appointments 3. For action

The Board will be asked to approve the appointments of Councilman Wayne Ecton and Councilman Frank Cavalier to the Budget and Finance Subcommittee for a two-year term.

4. Transit Life Cycle Program Technical Working Group Update 4. For information

David Boggs, Executive Director, will introduce Debra Drecksel, TLCP Facilitator, who will provide an update on the TLCP Technical Working Group.

5. American Recovery and Reinvestment Act of 2009 Unused and Redistributed Funds Policy Options 5. For information

David Boggs, Executive Director, will introduce Paul Hodgins, Capital Programming Manager, who will lead a discussion on a proposed process to reallocate unused or redistributed ARRA funds.

To attend this meeting via teleconference, contact Rosalia Lopez at 602-262-7433 for the dial-in-information.

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

6. Legislative Update 6. For information

David Boggs, Executive Director, will introduce Bryan Jungwirth, Chief of Staff, who will provide an update on current legislative issues.

7. Executive Director's Report 7. For Information

David Boggs, Executive Director, will brief the Board on current issues.

8. Future Board Agenda Items Request and Report on Current Events 8. For information

Chairman Ecton will request future Board agenda items from Board members and Board members may provide a report on current events.

9. Next Board Meeting 9. For information

The next meeting of the Board is scheduled for **November 19, 2009 at 12:45 p.m.** This meeting will be held at the MAG Offices in the Saguaro room on the 2nd Floor.

Note: Pursuant to A.R.S. § 38-431.03.A.3, the Board may vote to go into Executive Session for purposes of consultation for legal advice with the RPTA attorney on any matter on the Agenda.

Qualified sign language interpreters are available with 72 hours notice. Materials in alternative formats (large print, audiocassette, 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.

To attend this meeting via teleconference, contact Rosalia Lopez at 602-262-7433 for the dial-in-information.

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





Board of Directors Information Summary

Agenda Item #1

Date

October 13, 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





Board of Directors Information Summary

Agenda Item #2

Date

October 13, 2009

Subject

Consent Agenda

Summary

The Board will consider items A through E on consent.

Fiscal Impact

Please refer to individual items for this information.

Considerations

Please refer to individual items for this information.

Prior Committee Action

Please refer to individual items for this information.

Recommendation

It is recommended that the Board approve the items listed on the consent agenda.

Contact Person

David Boggs
Executive Director

Attachments

Consent Agenda Items



Board of Directors Information Summary

Agenda Item #2A

Date

October 13, 2009

Subject

Summary Minutes

Summary

Minutes from the September 17, 2009 Board meeting are presented for review and approval.

Fiscal Impact

None

Considerations

None

Committee Action Process

None

Recommendation

It is recommended that the Valley Metro RPTA Board of Directors approve the minutes from the September 17, 2009 Board meeting.

Contact Person

David Boggs
Executive Director
602-262-7433

Attachments

September 17, 2009 Board Meeting Minutes Summary



Minutes of the
Valley Metro RTPA
Board of Directors
Thursday, September 17, 2009
12:45 p.m.

Meeting Participants

Councilmember Wayne Ecton, Chair, City of Scottsdale
Councilmember Michael Johnson, Vice Chair, City of Phoenix
Vice Mayor Shana Ellis, Treasurer, City of Tempe
Councilman Jim McDonald, City of Avondale
Mayor Jackie Meck, Town of Buckeye
Councilmember Trinity Donovan, City of Chandler
Mayor John Lewis for Councilmember Les Presmyk, Town of Gilbert
Mayor Elaine Scruggs, City of Glendale
Councilmember Frank Cavalier, City of Goodyear
Supervisor Mary Rose Wilcox, Maricopa County
Councilmember Scott Somers, City of Mesa
Councilmember Ron Aames, City of Peoria
Vice Mayor Gordon Mortensen for Mayor Art Sanders, Town of Queen Creek
Mayor Adolfo Gamez, City of Tolleson

Not Present

Vice Mayor Joe Johnson, Secretary, City of Surprise
City of El Mirage

Chairman Ecton called the meeting to order at 12:47 p.m.

1. Public Comment

Mike Trimarco provided public comment regarding light rail service and having it connect with bus routes later in the evening to provide for better connecting service in Phoenix.

2. Consent Agenda

David Boggs, Executive Director, listed the following items on the consent agenda:

- A. Summary minutes from the June 19, 2009 Board meeting
- B. Cooperative Agreements
- C. Contract Change Orders
- D. Intergovernmental Agreements
- E. Authorization to issue a Request for Proposals (RFP) to Establish Dial-a-Ride Operations in the Northwest Valley for El Mirage, Peoria, Sun City, and Surprise
- F. Authorization to issue a Request for Proposals (RFP) for an Integration of Real Time Transit Information and Signal Priority Service for the Arizona Avenue Bus Rapid Transit Project
- G. Authorization to Issue a 2010 On-Board Origin and Destination Study Request for Proposals (RFP)
- H. Accept Transfer of Two Vehicles from Maricopa County for Sun City Area Transit (SCAT) Service
- I. Authorization to Issue a Request for Proposals (RFP) to Replace Services Formerly Provided by the Maricopa County Special Transportation Services (STS)
- J. Office Space Lease Extension and Request for Commercial Real Estate Broker

Councilman Ron Aames requested consent agenda item G be pulled from the consent agenda for further discussion.

IT WAS MOVED BY COUNCILMAN RON AAMES, SECONDED BY COUNCILMAN FRANK CAVALIER AND UNANIMOUSLY CARRIED TO APPROVE CONSENT AGENDA ITEMS A THROUGH F AND H THROUGH J.

3. Emergency Procurements, Contracts and Intergovernmental Agreements (IGA) for Special Transportation Services (STS)

Mr. Boggs said the following contracts are being presented for ratification. Maricopa County STS ceased operations on June 30, 2009 and in order for RPTA to provide a “safety net” level of service, a competitive procurement process could not be completed in a timely manner. He said there are no RPTA funds being used for this service. The funds are being passed through from the cities, towns and the County for service.

- A. Total Transit Operations Contract
- B. Beatitudes Memorandum of Understanding (MOU)
- C. Fountain Hills Intergovernmental Agreement

IT WAS MOVED BY COUNCILMAN FRANK CAVALIER, SECONDED BY COUNCILMAN RON AAMES AND UNANIMOUSLY CARRIED TO RATIFY THE EMERGENCY PROCUREMENTS, CONTRACTS AND INTERGOVERNMENTAL AGREEMENTS FOR SPECIAL TRANSPORTATION SERVICES.

2G. Authorization to Issue a Request for Proposals (RFP) for the 2010 Origins and Destinations Study

Mr. Boggs said Valley Metro is planning to conduct an Origin and Destination Study in the fall of 2010 pending approval from the Federal Transit Administration. He said the purpose of the study is to collect data about travel patterns on fixed bus routes and light rail. Mr. Boggs introduced Carol Ketcherside, Deputy Executive Director of Planning. He said she can provide answers to the questions from Board members.

Councilman Ron Aames said he is glad we're doing an updated Origin and Destination Study and to learn that we're going to be doing that in conjunction with light rail's Origin and Destination Study, so we can see the context of buses and rail. But he said he would also like us to move in a more comprehensive way. He said staff is probably looking at the intercepts now, but could start with intercept and move to a diary study. That way people could indicate all of their modes of travel during a week's period, so we could see the bus and rail in the context of other modes of transportation that would mostly be automobile, but it might be walking, bicycle, so we can have a more comprehensive benchmark.

Ms. Ketcherside said that is a great idea and it's her understanding that that is the study that MAG does every five years. They do a diary study and they do select information about all modes and all of that goes into the transportation model that they run and that we are also able to gain specific transit information out of for our purposes.

Councilman Aames said he thinks we should make our own study more comprehensive from the context of transit rather than just some incidental information. MAG really focuses on the automobile. Ms. Ketcherside said staff can look at that.

Mayor Scruggs asked if Councilman Aames was suggesting that the same people surveyed be asked what other modes of transportation they were using in addition to transit.

Councilman Aames said yes. He said the Origin and Destination releases a study of what modes of transportation you use, so I would like to get more detail about transit users and the other modes and how those modes connect to transit. For example, light rail has just completed a study and it showed that more people are using light rail just for additional trips than they are for the work trip.

Mayor Scruggs said we would be surveying one group of people, then MAG's will survey another group of people at a different point in time and how do you even bring that all together, so it seems like his idea would have merit.

Ms. Ketcherside said staff will certainly take a look at how we can improve this based on those comments.

IT WAS MOVED COUNCILMAN AAMES, SECONDED BY COUNCILMAN SOMERS AND UNANIMOUSLY CARRIED TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ISSUE A REQUEST FOR PROPOSALS FOR A 2010 ORIGIN AND DESTINATION STUDY.

4. City of Mesa Request to Reallocate ARRA Funds

Mr. Boggs said the City of Mesa was allocated \$9.4 million in ARRA funds for the U.S. 60/Country Club park-and-ride. Bids for this project came in at \$6.8 million which left approximately \$2.5 million dollars to be used. The City of Mesa would like to move those funds to two other park-and-ride lots. The projects are ready to go and will not jeopardize our ability to obligate all of the funds by March 2010. We feel this is an appropriate request. He said this item did go through the Transit Management Committee and was approved 12:1.

However, the Transit Management Committee was concerned that we did not have a process in place to reallocate unused ARRA funds or additional ARRA funds if they were to become available. We will be working with the City of Phoenix, as the designated recipient, to develop a prioritization process which will come back to you in October.

Mr. Hodgins said in February when ARRA was first passed, we knew there were certain deadlines. We didn't want to miss the deadlines, so we focused more on projects. We didn't really look at a process. We looked for the projects that were the most ready to go, projects that we could obligate. And in March the Board did select a list of projects that we moved forward with. He said MAG staff got those projects through the Transportation Improvement Program (TIP) process very quickly and the Phoenix staff worked with Federal Transportation Administration (FTA), and we had a deadline of September 1, 2009 to obligate 50 percent and through the Phoenix staff's hard work, we actually got 80 percent of the funds obligated by the deadline.

Mr. Hodgins said we still have 20 percent or so that's left to obligate and we have a deadline of March 5, 2010 for those. The funds allocated to the Mesa project are part of that 20 percent so that's where the timing comes in a little bit on this project. We may have a little bit of time but not a lot in order to meet the deadline. As I mentioned, the original list was approved by the Board in March. Working through the whole process we actually got the grant approved in August, which is almost a five-month process, so although the March 5 deadline seems out there a ways, there's still a lot that needs to be done, so a fairly quick answer on this particular issue is needed.

As Mr. Boggs mentioned, we do support this request. The two park-and-ride projects that Mesa wants to move the funds to are part of the 2001 MAG Park-and-Ride Study. They're high priority projects for the region. They're not Prop. 400 projects, but they do support current Prop. 400 service, so the day those park-and-rides open we'll have Prop. 400 service using those park-and-ride lots. It's important that we get those lots done and it's a way to help us meet our deadline of March to obligate the funds, but also

to get these projects completed so the services can use those.

Mr. Boggs also mentioned that we do not have a process for prioritizing other projects. We are now working on that and we'll have that back in October. We do recognize that there are savings in other projects such as Arizona Avenue. Those are already obligated so we don't have the same type of deadline of March to make a decision. But we do want to ensure that we have a process that identifies other projects that are ready to go in the Valley that we can move those funds to. We're going to start the discussion with our operating committee next week. We've already had a meeting with Phoenix staff and talked to MAG staff about coordinating to make sure that we have a good process in place.

Councilman McDonald said he wanted to make a point about what Mr. Hodgins said when he said staff is looking at the projects, you were focused on projects and not necessarily a process. I think that's kind of an interesting point and right now what we're looking at is we're not looking at projects as much as we're looking at location for, in this case, the City of Mesa. For the City of Avondale we've been very consistent, at both MAG and RPTA, that we have clear policies and procedures in place. Currently right now MAG has a procedure in place for how to deal with excess funds. We already have something in place that we could take, put right in place or possibly just tweak it to make to fit our own needs. I think what we're doing here is, if we're focusing on money to be awarded to a city rather than money being awarded to a project itself, I think it would be worthwhile to take us through the process that MAG has, very quickly adapt it to our needs and look for other projects to be more equitable across various cities for a project that's ready rather than allocate it within the same city that the money sits today. He asked if staff is aware of the policy that MAG has and could that be adopted very quickly for RPTA?

Mr. Hodgins said he is not aware of the details of the policy. He said he knows that MAG has a policy and we will be meeting with them and the City of Phoenix, as the grant recipient, to work through those issues, so we'll take what we use as our existing priorities for transit for the TIP and whatever policy MAG has and we'll try to bring those together very quickly to come back with a policy that works for the transit portion.

Councilman McDonald said within a month you could have a process in place with potentially a list of other projects that would be eligible for this money and not just this money, but other savings that would be allocated and other projects.

Mr. Hodgins said yes, we certainly could. We had a list that we developed back in March and we could certainly update that with the cities to get the current status and bring that to the Board along with a policy.

Councilman Aames said he agreed with that and thinks we should have a list of the next projects on the list that were shovel ready that didn't get awarded these funds and thinks the money should move down the list.

Mayor Meck said he had a couple questions. I want to emphasize other projects in the

region might also be eligible for these reallocated ARRA funds. And also when additional savings are found in other ARRA projects, will the policy be that the local community gets to recommend that the savings be spent on new projects in their community? I'm concerned about precedents that we're setting here and realizing the community of Buckeye is on the tail end of a lot of things because we're Johnny-come-lately, but I don't want to see a project said or a region dispute because of something like this where we reallocate those funds because they're saved. I'd like to see them go to shovel readies and whatever community is ready if we save these kind of funds.

Councilman Cavalier said he agreed with that statement.

Mayor Scruggs said the question was: are there other projects that these funds could go to and the second question is if there comes up a situation like this in another community, does that community get to say where they would like the funds. So he had two questions. But I'm most interested in the first one because Mr. Boggs said we had a list when we selected these projects to begin with, why are we not just going back to that list because we had a list of shovel-ready projects and Mayor Meck's question is are there other projects ready.

Mr. Hodgins said there could be other projects. There was a list that we had. It was developed based on what the cities told us in terms of readiness. One of the things we found as we went through this process initially is that some of the projects we thought were ready when we submitted documentation to FTA, they had additional questions. It wasn't quite ready, we had additional work to do, so in order to find projects that really are ready, we're going to have to do a little more analysis.

He said we don't want to go through that same process with FTA, so what we'll need to do is take the list we originally developed and do a little more work, a little more scrubbing of the list to make sure that the projects really are ready because as I mentioned these are funds that do need to be obligated by March, so there is a bit of time crunch, but we can come up with another list. In terms of the other question, we don't believe this is setting a precedent. In fact, we're not recommending these projects or that this request be approved because they're Mesa's projects and funds are staying in Mesa. It's really because the other two park-and-rides are high priority projects for us. They happen to be in Mesa, but they're high priority. They serve Prop. 400 routes, and they are projects that we've been working on for years that we need to get finished. So I don't believe it sets a precedent and we are going to work on a process and prioritization system that will look at future savings.

Councilman Cavalier said the only concern he has is with this is actually setting policy. It should be a policy so that we know where this is going. I don't have a problem with Mesa having that money, but if it were in the works and in a process and in a policy so that we don't have to deal with this and be talking about this. We are supposed to be regional. To be regional means this could come back and we are setting a precedent by doing this. Because even though it may appear that way because we are looking at shovel-ready projects, the other side of that coin is that we are still setting a precedent for that. It's going to happen to Chandler if they come up with that extra money they're

going to want that money back. He said he thinks we need to set up a policy and that policy needs to be brought to us as soon as possible so that we can take action.

Councilman Johnson said he is in agreement that there needs to be a process, but wants to make sure that since the City of Phoenix is the signature and the grantee on these funds the City of Phoenix have an integral role and actually be a part of what that process is whether it be adopting what we have from MAG or whether it be set in a new policy. He said the reasons for city to be involved are:

- ✓ City of Phoenix is the designated recipient for the FTA Region Nine grants for the Phoenix/Mesa Urbanized Area,
- ✓ City of Phoenix is the signatory for all massive agreements with FTA,
- ✓ City of Phoenix is the National Environmental Policy Act clearinghouse for all regional grant applications,
- ✓ City of Phoenix has the historic grant relationship with the FTA. Physical, environmental, and technical process are in place. Responsibility for ensuring all grant application requirements are met and comply with erroneous reporting requirements.

And the City of Phoenix mayor must certify that the infrastructure investment funded with amounts appropriated by ARRA under the headings Transit Capital Assistance and Phoenix Guideway Infrastructure Investments to the FTA upon receipt for review and bidding requirements by law. And Phoenix accepts responsibility that such investments are appropriate for the taxpayer.

Mr. Hodgins said we will absolutely ensure the Phoenix staff is involved in the process.

Councilman Aames asked if there were these two additional lots on that list of shovel-ready projects or not?

Mr. Hodgins said these two projects were on the initial list but were not considered initially because they weren't Prop. 400 projects.

Councilwoman Donovan asked for clarification about where the original money was going to come from for these park-and-rides and what's going to happen with that money if we do approve this?

Mr. Hodgins said because it was part of the 2001 Park-and-Ride study, there was a list of 10 park-and-rides from that that we agreed to fund regionally. He said there are some CMAQ funds that are coming from MAG and some flexible highway funds coming from ADOT and Mesa has some local funds in the project. He said these three funding sources aren't going away. These would be additional funds to ensure that the park-and-rides get built in a timely manner. If these funds aren't located to it, we ensure that future federal funds, whether they're fixed guideway modernization funds or other funds are allocated to it. Mr. Hodgins said it's future federal funds that will be saved if we don't give them to the Mesa park-and-rides, they would be available for other projects in the region.

Councilwoman Donovan said as we talk about creating a process or creating a policy as we've talked in past ones, it's important to remember that we are one piece of the transportation plan, so as that policy comes forward to us, if we could have that background of the other parts of the transportation plan and those funds that are coming to transportation when we make that decision about what the policy or process will be for future funds from ARRA.

Mr. Hodgins asked if the information should be for ARRA specific funds for other transportation modes or just other transportation funds in general?

Councilwoman Donovan said when we look at Prop. 400 for example or other funds that are coming, we have a Regional Transportation Plan that includes more than what our jurisdiction is of transit, so it's important that we, as Board members, have that information and keep that in mind as we're making decisions about how to reallocate funds from savings due to the market but may come through from ARRA.

Councilman Somers said in this particular case when you are looking at such a bad economy, and to find that little spark that says that something finally good is happening, and what's happening right now is that we're finding better value for our dollar and we're able to utilize savings in what's happening in the economy right now to provide better services to our constituents in Mesa. And that's what we're having today with our park-and-ride. When we receive those bids for our capital projects and they came in lower, we recognize that there is an opportunity for the region to save, but also for the region to see the ability to build, not just one park-and-ride, but three for the cost of one.

He said those three are extremely important to the region. They are regional projects. When we first opened the park-and-ride for the bus route up on the north side of Mesa, one of the routes we're looking to build, I had the opportunity to ride in that one, and it serves not only the riders in Mesa, but Queen Creek, Apache Junction and Maricopa are joining in and they're all riding that. And where was the destination? Downtown Phoenix to where one of the major job centers was as well. So this isn't just a Mesa project it is a regional project. It is a project that was identified on the list. It truly meets the objective of what these grants are which is shovel-ready projects. And both of these are ready for that and we can start digging in at any time, which is why we felt that these were important, not just for the region, but they are important for meeting the obligation of these dollars is that we're able to start turning dirt right away.

Councilman Somers said the City of Mesa also has \$2 million in local funds invested. We're not asking anybody else to fund this completely. We already have the revenue ready to go -- Mesa's share of that revenue, so we will be investing in these park-and-ride sites ourselves. And correct me if I'm wrong, but we have a short up front time. But certainly in the savings that we're going to be seeing -- now it's this \$2.5 million dollars and on the back end of this, there's going to be a \$2.5 million-dollar savings that, again, we can start looking at for some other projects throughout the region as well. We're looking at a dollar-for-dollar savings, but on the front end that's a short period of time because we have to approve it by October.

Mr. Hodgins said yes, we would be looking for additional federal funds whether they are 5309 Fixed Guideway Modernization to help finish these projects in the future. They're not funds that are in current grants. So if we don't allocate the ARRA funds, we would be looking at allocating other funds. Because these projects do help us meet the obligation deadline, it frees up those future funds for other projects that may not be quite as ready. They might be ready by the time we need to obligate those future funds, so from a timing perspective it does work out quite well.

Councilman Somers said those are the reasons that Mesa wanted to come forward with these projects: that money is being freed up on the short end; we have shovel-ready projects; we have the revenue in Mesa ready to go; it does serve the region. And that's why we're hoping for approval to move forward and get value for our dollar -- three for the price of one.

Mayor Scruggs said everything Councilman Somers said makes perfect sense but thinks the conversation that's trying to come forward here is a little bit different. I guess I would ask when did you find out there were savings, and who else did you contact to see if there were shovel-ready projects that were in Prop. 400 that could use those savings -- may have been that there were none, may have been that they would not have qualified as being as valuable to the region as these projects, but staff sets up a process frequently that appears to Board members as to be non-inclusive.

She said she is curious when staff found out the money was available and who they shared that information with, or did they wait and Mesa said we have these other projects and the reason why they might have been on the list of considerations for ARRA funds and being shovel ready, but the Board set criteria that said we wanted the ARRA funds to go to Prop. 400 projects, so that would be a big reason why they wouldn't have been considered the first time.

She said she thinks it comes back to information that comes to you and how you use it or don't use it and who you let in on it, and what you're hearing today is not a criticism of park-and-rides in Mesa, you're not hearing that they're not going to serve the region. You're hearing people that are in the same exact position as the City of Mesa economy-wise, people who are in the same position or worse as Mesa transportation-wise who are saying, where does this just come from and we don't have an opportunity to have our situation looked at.

She said the City of Glendale does not have any projects that would be considered for this money, so I don't want you thinking that I'm ready to move something forward, but can you think about how this appears to us. So could you answer those questions?

Mr. Hodgins said he didn't recall the exact date Mesa first brought it up, but they sent a request to MAG. He said we actually received an official request from Mesa. The letter was dated August 11. In talking with MAG's staff they asked, that because these were ARRA funds that were allocated by the Board, that we bring it back through the request through the Board process. I don't believe we contacted anyone after we received that

request to see what other projects might be shovel ready, but because it was an official written request from Mesa we did feel that we needed to bring the request to the Board.

Mayor Scruggs said when we talk about precedent and I think two or three or four people have talked about precedent aspects of this you made precedent, so if Mayor Lewis' transportation people come to him and say, Mayor Lewis, guess what? We have an extra, three, four million dollars floating around here. So now Mayor Lewis all he needs to do is write a letter to MAG and say we'd like this allocated over to these projects because you've set your precedent there. You write a letter and you feel obligated to bring it forward, not to look at anything else. That's what I'm hearing you say. And yet you're telling us you haven't set a precedent. Can you explain how you can say both things?

Mr. Boggs said it is a difficult situation when the list was made with focus on Prop. 400 when we went through the ARRA funds we got this potential pot of dollars. We prepared projects that were shovel ready. We provided that list to the Board and there was an approval of a number of projects which were project specific, but they were in specific jurisdictions and we worked off of that list and, perhaps, we didn't do it as correctly as we could have, but we felt there was a discussion there.

Mayor Scruggs said you say this is not precedent setting but it is. Yet, what you have explained is you found out Mesa didn't come to you directly. Mesa went to MAG and said, guess what, we've got this extra money and we would like to use it on these park-and-rides that are in the 2001 study. MAG said, well, that went through the RPTA process. You better go talk to RPTA. So what you said is once you got the letter from Mesa you felt obligated to bring it to the Board and ask that the money be appropriated there. Now, at this point, please be assured I'm not talking about the worth of a project or any other project. I'm talking about what you explained as how RPTA operates. You get this request from Mesa. You're obligated to bring it to the Board, so that to me has set a precedent. So Mayor Lewis with all the millions of dollars that are going to be available to him is going to send you all these letters and you're going to feel obligated not to call anybody else, not to go back to the list to just bring it here and say give it to Gilbert. So in a way what you're doing is you're defining policy. If the money went to one community, it stays with that community. And we have talked about that numerous times at TPC and RPTA. Is that really is the right thing to do? So how can you say you haven't set precedent and how can all these other cities be assured that they -- all they need to do is write a letter to you and they'll get the money for themselves or be assured that if someone else writes a letter it's not going to be equitably looked at for everybody else.

Mr. Boggs said we think this is a right decision. Obviously, having the process in place would have been easier. He said if the Board would like the policy and this item brought back, we can do that. We can't go beyond October on these two projects. We believe these will still be the projects that come forward on the project list once we check the others. As far as timing, that was actually one of the elements where we had gone through as Paul had mentioned, with being told other projects were shovel ready and they weren't shovel ready. These we knew were shovel ready.

He said we could bring this back next month with the process, with these projects, but should not go beyond that. I do believe you put these projects in jeopardy and we do think they will come out to be the projects that are ready to go. He said this is clearly a Board policy issue, and if that's how we resolve it, that can be done. But the two items would need, in his opinion, to come back together, the process and these two projects to be included for further discussion.

Mayor Scruggs asked Mr. Boggs to state for the record that the way that this was handled will not be construed to be the way any future letter request will be handled, that there will be more thought given to opening it up and being inclusive versus just accepting a letter and moving forward and leaving everybody else out of the picture.

Mr. Boggs said yes. Absolutely.

Mayor Scruggs said the Board policy says that's the way they want. I mean, when we have a Board policy, this Board may in the majority that once the money goes to a jurisdiction it stays there forever, but until that happens, I would like to have some assurance that that won't be a staff decision.

Mr. Boggs said that is absolutely correct. I do feel that right, wrong, or otherwise, you need to take into consideration what happened with the stimulus funds when they became available. There was a very short window to do all of the pieces and that was part of the scrambling as did the Board when they ended up adopting certain specific projects. He said he will guarantee that that will not happen.

Vice Mayor Ellis said as far as the staff goes since we haven't had this before, I don't find fault with the staff for the fact that we don't have a process in place. A lot of times in governmental work you create a process because you have a unique situation that you haven't addressed before. But Tempe does have a project on the list. And so I'm going to offer the opposite perspective here. I have no problem with Mesa getting this money. We don't have the operating dollars in place to run that right now. We have it in our budget a few years from now, but we don't have it in there now, so although the project itself is shovel ready, bumping us up on the list isn't going to help at all.

She said Tempe residents probably won't use this park-and-ride lot so, as an elected official, maybe I'm not looking out for those Tempe dollars, maybe I should advocate for them coming to Tempe. But the main thing I want to mention here is, I've been on this Board three years and I know there's a few of you that have been on longer and a lot of you have been on less -- every time we've had a policy or process come through and we try to solve it in a month, it doesn't happen. I would love to say that it does, but we have 16 unique people sitting around this table and I really don't think that we're going to get this done by the October meeting and make a decision on that. So I would love it if that would happen, but I don't want to lose this money because we've missed a deadline, so when you are ready for a motion, I support and I'm willing to make a motion, but I know other people may have some discussion points.

Councilman Aames said he would have thought that you would have brought that list to this meeting and said here, whose next on the list. And maybe here's Mesa. I take it Mesa isn't the next one on the list. And staff may have said we talked to these other communities such as Tempe and they're not really ready to do it, so Mesa is really up on the list, anyway. And I think that would be a whole different reaction here if that here is the case. I'm operating blind. I saw the list many months ago, but I don't have that list in front of me and it changed, so we didn't have any specifics here about maybe who should get that money and, of course, we don't have a policy. Is money supposed to go back and I think that should be the policy. We certainly don't want people over bidding projects and then having more money that they can use on other projects, so I think that money isn't spent it comes back to the plan -- the life cycle plan -- and Prop. 400 conditions and we determine the next place to spend that money.

Councilman McDonald said he agrees with Mayor Scruggs in that this isn't a question as to whether the project is worthy and Avondale itself does not actually have any projects either. It's really a question of equity amongst the cities, make sure everything is done and the way that the Board has already set in place. We've already stated we wanted the money to go to Prop. 400 projects and I believe that's the way that it should go. And I would also agree that the government also makes policies based on unique situations, but I hope that they make policy prior to acting.

Mayor Gamez said he is all for regionalism and for fairness but he too would like to see a list of potential projects that may qualify for these funds.

Mayor Meck said he'd like to repeat his question so that it would be perfectly understood what the question was and it's already been beat to death, so I'd like to say it again. I don't have any projects in Buckeye, so it is not something that would benefit me. I understand what Mesa is saying. I have no problem with that. My question was and to the point what other transit projects in the region might also be eligible for these reallocated ARRA funds. That was my question in the beginning. And I support what he's saying, if we would have had a list and the lists were presented and these are shovel ready, then I think, that's a moot thing, but I go back and I'm saying again, the second part of this, are we setting a precedent by approving this today and we come back two months from now -- and I'm going to pick on Gilbert. They write you a letter. They write you a letter and you come back and ask for a motion to be given to Gilbert X number of dollars because they wrote a letter.

Vice Mayor Mortensen said it certainly sounds like a list needs to be put together and maybe that is a presentation issue, but it sounds like they reviewed the list and based on everything that was on the table these two surfaced as the most eligible. Certainly there needs to be a policy in place and a process in place, but do we really want to jeopardize those funds and jeopardize Mesa's good efforts while we're working through this. Are there other projects or should we give some other towns or cities a chance to do that and should we miss out on the funding while we're writing policy? And I think common sense tells me they've done their due diligence. Staff has done their due diligence. We may ought to go ahead and approve these for Mesa, but we ought to go

ahead and set that policy so that it is governed properly and presented properly for the future. I'd sure hate to have to miss out on the money and ding Mesa for their efforts.

Mayor Lewis said Mayor Scruggs brought up a good point and it's been mentioned by several and I'll use that word summary as it was just mentioned with Councilmember McDonald. He brought up a point before we started that helps me understand some of his feelings and that is we really don't have a policy in place that MAG does have a policy and that there would be a policy proposed so that there's not a precedent set that there is a Board giving approval in direction. So based on this discussion item triggering that we don't have a policy, when would we anticipate there would be discussion and potentially votes so that there would be a policy in place?

Mr. Boggs said the intent is to come back through the committee process in October and to the Board in October with a policy. If you chose not to act on this item today these projects would come back in parallel with a policy in October. If you chose not to act in October on either the policy or the projects, then we do run the risk of losing the dollars.

Mayor Lewis said the second point he would like to make is about this agenda item. It was clearly stated to him this is regional and these are sites that in the past were discussed that were identified as high priority regional or locations and that the prior committee voted 12:1, so it seemed like that group who had done more of a study felt strongly about it. He said he realizes that with what you said potentially we could have a policy in place and still make this happen, but the risk is such that I think would impact my vote to avoid risk if possible.

Councilman Michael Johnson said he is in favor of a policy. The Board voted to allocate funding to a project for the city of Mesa and there was nothing that was set in place to say what the process would be if there were funds left over, and I think that we're not setting a precedent. I'm concerned about the precedent we may be setting. By the Board voting to set that policy because had there been a difference where the cost of the estimate would have gone up, we certainly wouldn't be having this discussion. It would surely be the responsibility of Mesa to carry the rest of that, so I think the Board did vote to support the project. There was some cost savings and until the policy is put in place, then I think we should adhere to the decision that the Board made on the voting on the allocation on those funds for Mesa.

Supervisor Wilcox said when she read the agenda item, her understanding was that the two projects that we're going to plan, if it goes forward today, those projects are in the pipeline for the future. So the money that we're going to receive in the future, that's going to come back into the pot for regional funds; is that correct? Mr. Hodgins said yes.

Supervisor Wilcox said she thinks that we all got put in a bad situation because if we had had the list, if we could have seen the list, more than likely there wouldn't be anything on that list that we could have funded because of the shovel readiness of it, but it makes it very awkward for us. She asked for the future that this never happen

again. And hopefully if we don't come up with the policy, at least have all the homework done so we have all of these questions answered because we put Mesa in a horrible position. And we really put all of us -- because you're asking to choose between cities, that had potential rights, so I would just ask that you look at that list and bring it back to us so that we can see that everything was done.

It was moved by Vice Mayor Ellis, seconded by Councilman Michael Johnson that the board approve the City of Mesa's request to reallocate ARRA funds from the US 60 Country Club park-and-ride lot to the Loop 202 park-and-ride lots at Gilbert and Power Roads. She also moved that the Board direct RPTA staff to work with the regional partners to develop a formal process for the reallocation of any future ARRA project savings and to bring the recommendations back to the Board at the October Board meeting.

Supervisor Wilcox asked for an amendment to the motion to include the federal funds that have been allocated to these two park-and-rides be given back to the region for redistribution. Vice Mayor Ellis and Councilman Michael Johnson agreed to this motion.

Councilman McDonald said he agreed with the amendment and that the money going back is really not an issue, but there is a question as to when that project comes up and when that money comes in. Again, I don't have those in front of me, but this could potentially be 10 years down the road before that money is seen again. And maybe not as great of an opportunity for us to build or other people to build new projects at a discount at this time. Because of that, I'd like to make a subsequent motion at this time.

It was moved Councilman McDonald and seconded by Councilman Aames that before any projects are awarded that the TMC will establish a list of ready transit projects in priority order to be considered by the Board when the Board authorizes or has a process how saved ARRA funds will be reallocated.

Mayor Scruggs said she had a question regarding the motion offered by Councilman McDonald. She said the motion didn't say how this money is used right now in the alternate motion.

Councilman Michael Johnson said the the problem is the full aspect of her motion. Vice Mayor Ellis' motion says that we go ahead and we award this money right now to the two park-and-rides and additionally have staff, by October, bring us this process, and what I heard is your motion adds to the process part, but I didn't hear any action on the current money.

Councilman McDonald said his motion is that we don't award any projects at this time. We don't spend any money or do anything until the Board comes back with a process, I believe we can do that by October, because there is already a process by MAG that can be easily adapted, for that process and that we have a process that tells us how we're going to use saved ARRA funds before we make any decisions as to how this saving money will be spent. He said he would like to have this voted on first as stand-alone stating that is not asking that the money be awarded today. He said he is asking that

the money not be awarded, that no projects be awarded, until we have a list of shovel-ready projects and a process as to how save ARRA money is distributed that we do not vote on any projects at this time. Does that meet the need?

Bill Sims said that this component of Councilman McDonald's motion can be decided upon by defeating Vice Mayor Ellis' first motion. But you can act on your second motion as being, in effect, a substitute to her second motion. She has two motions on the table. Your first motion really was the way it would address -- your first motion is to refuse to approve her first. So my recommendation is to vote yours as a substitute to her second and the right procedure to address her first is to call the question on the first. Actually, divide yours into two.

Vice Mayor Ellis said she would like hers as one motion and not to divide it.

Chairman Ecton said if we were to go the direction of not approving the original motion here today in going with the idea that if staff is going to develop a process and come back with that projects that are eligible, I find it hard to believe that it will be easy to distinguish those which one we're going to do. Many discussions took place on doing the original allocation of these funds. It is not going to be an easy task to prepare a list and have something come to the surface that we can all agree upon because I think there would still be an indication that Gilbert will want theirs to be on top, you will want yours to be on top, I want mine to be on top, and we're going to argue about it for a long, long time.

He said he thinks the other thing that you have to respect and recognize is that a city can save money and we want them to do that. We don't want to put the cities in a situation where they don't want to save money. They may want to spend more money. So I think we have to be very careful. We went through this some time ago on the allocation of the funds that were under spent. And final resolution of this Board was that we would distribute that money in a different kind of way. Part of it would go back to the city that saved money. Part of it would go to the projects.

And in this case without a process, it only makes good sense to go ahead. We've reprimanded staff for not having a policy. I say we need to reprimand ourselves. We approved something without having a policy, so we're guilty in this. They're not the only guilty party of not really being prepared. So I think in the interest of being sure that we have these projects approved and we can move ahead it makes sense to approve them in the way the original motion was and respect and know that we have to improve the situation and go forward from there.

Councilman Michael Johnson called for the question on the original motion.

Councilman Aames said he would like to see a prioritized list.

Mayor Scruggs said she will support Vice Mayor Ellis's motion because she feels that it's very clear and confident that the record is going to show that we had this conversation and sending a letter doesn't just get your projects moved to the front and

that there is going to be a systematic way of doing it. The other reason why is because, quite honestly, when we were here, I think it was in June, and we were told we absolutely had to make all these changes to our TLCP because the budget -- we weren't going to have enough money and it had to be done right away and we said, no. We did the placeholder thing which is a big concern where that's going and then we're going to have the real decision. It's September and there hasn't even been a facilitator selected yet to move this along to come up with what our real answer is instead of the placeholder.

She said she doesn't have any confidence whatsoever that we'll see anything in October that resembles a process. I mean, we were here on fire. We have to approve this Option 1, 3, or 5, or whatever it was in June absolutely or the world was going to come to an end. And there is not even a facilitator. But we put the precedent or Mr. Boggs agreed how this was handled is not how anything else is going to be handled, so for that reason I'm going to support this. I have no doubt those park-and-rides are marvelous projects and absolutely needed, but really they're going to help a lot of people, but it's still -- there needs to be a belief by every member of this agency that there is inclusiveness and equality. Thank you for giving me that time.

CHAIRMAN ECTON CALLED FOR A VOICE VOTE FOR THE MOTION PROVIDED BY VICE MAYOR ELLIS AND SECONDED BY COUNCILMAN MICHAEL JOHNSON. THE MOTION PASSED.

5. Service Effectiveness and Efficiency Study 18 Month Review

Mr. Boggs said this item was approved by the Transit Management Committee on September 2, 2009. Staff conducted a Service Effectiveness and Efficiency Study in preparation for the Prop. 400 audit so we would have some elements in place. As part of that study, we requested that the consultant come back at the end of 18 months and after you had already approved Phase 1. The memo in the packet contains the consultant's findings from the November 2008 review of the implemented framework and the Service Effectiveness and Efficiency Study provided a set of performance measures and performance targets or goals used to evaluate the performance of individual routes in the transit system as a whole. This tool helps us to be ready for Prop. 400 audits. This is the 18-month review and will make us further prepared for the Prop. 400 audit which will begin in 2010.

Councilman Michael Johnson said it talks about the Transit Performance Report reports both Prop. 400 services and non Prop. 400 funded services. He said he thinks that those services should be separated out and this is a report for Prop. 400 and basically shows how well it's doing and what it's doing. And if you include non Prop. 400 funded projects, then what you're doing is, in essence, adding on projects that cities have to do self-taxes to perform those services. So I think that the report that should go to the state should be the report just for Prop 400. And if they want to do one that's inclusive of Prop. 400 and non Prop 400 then that report should be a separate report. But I think clearly there should be a report that is dedicated to Prop. 400 so that we can all see exactly where we're at and what's going on with Prop 400.

Mr. Boggs said the issue here is that -- the system is so integrated that yes, we do need to provide Prop. 400 information. There is no question that's what the auditors are going to audit. But they're also going to look at the entire system for informational purposes. So what we would plan to do is make sure that it is very clear what is Prop. 400 and then what is total system wide which obviously would include local as well as Prop. 400, but I believe the auditors are going to request that framework and we need to provide it. We do need to make it very clear, however, what is specifically Prop. 400 and we will work on the formatting of that to make sure that we satisfy the Board direction.

Councilman Michael Johnson said he is concerned that Prop. 400 projects versus non Prop. 400 projects to be shown separately that although the auditor is looking at Prop. 400 but for information, as you say, they'll be looking at non Prop. 400 to see how the overall system is functioning. But certainly there should be a way that Prop. 400 projects are distinguished out as opposed to because you can't really get a real survey of what they'll audit of Prop. 400 if you have everything else non Prop. 400 projects totally included. So there needs to be something that separates Prop. 400 out. And if there has to be something inclusive, there is no problem with including something that shows both of them together, but I think that we should try to figure out a way to get Prop 400 projects separated out from the non Prop and then we can do them inclusively.

Chairman Ecton said he doesn't have any problem with what is being suggested. He was only asking is it possible to separate them.

Mayor Scruggs said she believes with what Councilman Johnson is saying the Transit Performance Report should be both Prop. 400 and non Prop. 400. That would make sense if this was a totally regional transit system. She said the majority of the Phoenix service is paid for by the City of Phoenix and that's not going to really change, so I've been trying to figure out how it's helpful to mess in all of their service that they pay for and always will to find out it's inefficient or ineffective, what do you do. And then you say this is going to be helpful for the audit for Prop 400. It seems like it confuses the whole thing, but what if you find out some of their routes are inefficient, what happens then? Mr. Boggs said nothing will happen to the Phoenix service.

Mr. Boggs said the focus by the auditor would not be on that local service. It would be on the Prop. 400 elements. He said his suggestion is if we go through the formatting of how this would look prior to the report coming to you in January so that you can see exactly what we're going to present, and then we can have further discussion.

Councilman Michael Johnson said in lieu of some of the issues that was just talked about with the previous item that we had, I would still like to see an audit on strictly Prop. 400 projects so that we'll have that. And I'm just asking if that can be separated out. It doesn't matter if we include all the others. There are several cities who subsidize their transportation taxes, so I think those should be separated out. And then if you want to show the overall system to be inclusive, that's fine. But I think we need to have

that audit of the Prop. 400 projects separate from the non Prop. 400.

Mr. Boggs said yes from the financial perspective we have already taken lead agency agreements and have hired an independent auditor to look those agreements strictly for Prop. 400 to see how it's matching up and whether or not we're following the rules. So yes, Prop. 400 can be isolated. We feel we should have both of them in there.

Councilman Michael Johnson said he is not in disagreement that we shouldn't have both in there. And maybe I should be more specific. What I'm asking for is to have something with both of them inclusive and also to have something with just Prop 400 by itself.

IT WAS MOVED BY COUNCILMAN MICHAEL JOHNSON, SECONDED BY COUNCILMAN RON AAMES AND UNANIMOUSLY CARRIED TO ACCEPT THIS REPORT AND PROVIDE TWO SEPARATE REPORTS FOR PROP. 400 PROJECTS AND NON PROP. 400 PROJECTS.

6. Transit Life Cycle Program Technical Working Group Update

Mr. Boggs said at the June 18, 2009 Board meeting, when the Transit Life Cycle Program was adopted, it was recommended that there be a working group, headed by the executive director, to develop an alternative for the Transit Life Cycle Program by December 31, 2009. One of the issues is we found there were a number of people involved, particularly at the staff level, but also some at the Board level, that had not been through the entire Life Cycle Program previously. We had a July 8th meeting, August 18th meeting, and a September 1st meeting.

He said the intent of which was primarily educational so that we could, in fact, get everybody up to speed on the assumptions, revenues and expenditures. We're very aware of the December 31 deadline. We have committed to three meetings per month in September, October, November, and December to work this issue through. Each of you have appointed two staff members to sit on this committee. This is a very difficult process, both from a Board standpoint and from a preparation standpoint. If we need more than the three meetings per month, we will do that because you were very clear that you want a recommendation out of this group by the end of the year. That recommendation then will form the basis for our financial model update beginning in January and approved in March or April of 2010. We have provided summary documents to you on the previous meetings.

Councilman Cavalier said he wanted to make certain, and has been assured by Mr. Boggs that is the case that this is on track and will be completed and ready for our vote in December.

Mr. Boggs said this is not an easy process. The Board went through an eight-month process, particularly with the Budget and Finance Subcommittee, and there is a lot of issues relating to this. Can we get it done by December? That is absolutely our goal. You all have a vested interest and we understand that fully. We need to come up with a

plan that's going to make that work. And again, we'll do everything we can to get you a recommendation by the end of December.

Mayor Scruggs said staff is going to get the Board a recommendation by the end of December. Let's think about December. Now I was thinking for our meeting in December, which should be December 17th, I believe. The next one is December 24th. We probably won't want to get together with you then or on December 31st, so when you say by the end of December and taking into account vacation and traveling, do we mean by December 17th?

Mr. Boggs said this particular process would be strictly the working group process that's been directed to come up with a consensus by December 31st. We would then start the process going over all the committees including Budget and Finance Subcommittee and the full Board and the staff committees as well in January, February, March and April to come to agreement with the TLCP. So you really have until April to do that. We're trying to get you the best option we can using your staff and our staff to come up with a recommendation to you by the end of December. It would not require any Board action prior to next year.

Mayor Scruggs said on one hand we approved that placeholder, which has big losers and big winners. She said her understanding was that placeholder was only going to be in place until December 31st. But actually what you're telling me is that the placeholder will be until we have the real thing, so now we're looking at having the real plan when? March? April?

Mr. Boggs said the TLCP annual financial model update would be completed by April. The intent was the placeholder would be in place until the Board adopts a new financial model in April 2010. He said Option 5 would be the placeholder until then and that would be replaced by whatever action the Board takes in April of 2010 based on the working group and then the financial model runs in early 2010.

Mayor Scruggs said we had to have a placeholder because we had to show we were financially balanced. But that placeholder plan, if I remember correctly, moved some things up and took other things and moved them back and wiped some things away and not everybody was real happy. I think there was a one-vote swing on the approval of that. It was not any large majority. So my understanding was we had to have this placeholder plan so that we could kick off all the boxes and be financially balanced, but you weren't actually going to use that plan. And I believe we wrote to Chairman Ecton about this. You weren't going to really use that plan to go forward with any of those changed projects. We just had to be financially balanced. But I really thought we were going to have the new plan by December 31st. So now you're saying April. So would you tell me if my understanding was correct that the massive changes made in the placeholder plan, none of those will be implemented.

Mr. Boggs said that is correct.

Chairman Ecton said we were going to do it as soon as we can, as fast as we can, as

good as we can. Now the reality is we have no money. There are no changes going to happen this year. We're not spending money that would have gone some other way regardless of what decision is made on the new plan. Now correct me if I'm wrong, Mr. Boggs, so whether we had adopted placeholder plan five or one, there was no money to do anything different than what we're going to do this year anyway.

Mr. Boggs said that was correct. There's no expenditure of dollars on Option No. 5 until you take an action next year with the annual financial model update. That will then feed the annual financial model update going into your action, with a balanced TLCP in April, which we do every year. This is just another step because of the severity of the financial condition to get us to that point. There will not be expenditures indicated in Option 5.

Mayor Scruggs asked why did we have to come almost to blows over this if we don't need to have a plan until April of the previous April's one? We're not going to implement anything. We don't have any money. Why did we have to rip each other apart over this?

Mr. Boggs said we are required every year to have an annual financial model update. Option 5 was the annual financial model update for last year, and we are required to do that or MAG will make a determination on what plan they are going to put in for us. And we thought the Board would want to take an action.

Councilman Michael Johnson said he just had one question. If nothing was going to happen until April, why did we have to beat up on each other? Even if MAG put something in place, even if MAG would have picked and put something in place, nothing was going to happen until April, why did we have to go through what we went through to get there and we're still doing that?

Mr. Boggs said the Board is required to have a balanced plan every year. We had the severity of these issues and we were still required to get our recommendation to MAG. You could have chosen Option 1, 2, 3 or 5, but I believe the Board and staff felt that we should try to have our own destiny to the extent that we could to get that annual financial model update.

Mr. Hodgins said it wasn't just getting information to MAG. MAG had a major update to the Regional Transportation Plan that they were looking at doing, we needed to have something in place to feed the entire regional plan update process, so it wasn't just to meet a deadline. Ironically they've actually delayed that a little bit because of decisions on the freeway program. But in terms of the timeline, we are looking at having an agreement by December 31st and that will feed into MAG's new timeline for the regional plan update. It will feed the budget process for next year. It will feed into our life cycle process for next year, so the agreement we come up with in December will impact or will be used for all future planning. So Option 5 would basically go away, but the rush really was to get information to MAG, but ironically they delayed their process a little.

Councilman Aames said he recalled that we did have six months. In six months we

were going to have to make another decision.

Mr. Hodgins said maybe staff misread the motion, but we thought it said that the working group had until the end of December to come up with an alternative, so we're working to have an alternative from the group by the end of December. Mr. Boggs said we had until April, but certainly if we have agreement from the group, we can bring it through the Board process earlier than that. It could come to the Board as early as February. We are saying April is the outside of that, but we will have an agreement from all the members, at least at the staff level, by the end of December.

Mayor Scruggs said different people sit on this Board than sit on MAG, TPC and that sit on MAG Regional Council. What happened over at MAG was we got staff's recommendation of how to deal with the shortfall and it did not include us as jurisdictions in being able to express our positions. Basically we rejected the staff position or the staff recommendation on how to solve the budget shortfall. And it was the same kind of thing we've got to do it right now. We've got to right now, got to have it, and we said we're not going to do it. And then it turned out that deadline wasn't as soon as we thought it was, so I think that's what then moved your deadline out; isn't it?

Mr. Hodgins said yes

Mayor Scruggs said because ours then at the MAG level went back out to the cities and to the regions to work together to come up with something everybody felt was more equitable which is what we're doing right now, so the so-called drop-dead date was never a drop-dead date in the first place. So when there was resistance to accepting the recommendation at the MAG level, then we found that there was really another date further out which then made the RPTA process have more breathing room. You are going to work these people like slaves because you have June, July, August and now we're more than halfway through September and you want them to come up with something by the end of December and the only thing that's happened is two meetings and talking about hiring a facilitator. And I feel sorry for our staff members that are going to be working on this project which is very, very important, very critical. If we think we had fun the first time it came here, imagine the second. So you're putting them in quite an awkward position, but that's what happened with why the dates keep changing.

Chairman Ecton said he would like to try to answer Councilman Johnson's question. What was important when we were trying to decide on Option 1 or Option 5 was that we all understood at that time we're going to go through a process like what we're going through right now, something was going to change. So why did we want to adopt an Option 1, which made changes, rather than just leaving it alone with the Option 5? I think that's the reason we selected, the majority at least, understood and elected to leave it because what's the need to change anything that's going to be unofficial. So we left it the way it was and just extended it out.

Chairman Ecton said the reason it wasn't worked on in July and August is that's vacations and getting people committed and getting them there and getting them involved on all sides. And it's unfortunate, but I think we still should have a goal of

trying to get through this as fast as we can and if it doesn't take until December 31st, great. But I don't think anybody is saying one way or the other, and certainly we can't guarantee that it's going to be finished the effort that went into the original TLCP, I would compare it to what we're going through right now. I think it's just as difficult because the new people and new thought process they were going to go through. I hope we don't have to go through that frequently. But as the economy changes, there may be a need and some very important decisions will have to be made, so we're in jeopardy whatever we do and this is going to be a continuous process. It's going to be a continuous problem and we need to all keep our minds open to try to make this work as reasonable as possible to be as fair as possible for the region for the individual communities until we can keep this on track and keep it moving ahead based upon the funds that we have.

This item was presented for information only. No Board action was taken.

7. Regional Transit Framework Study Informational Update

Mr. Boggs introduced Kevin Wallace, MAG Transit Program Manager, who provided an update on the Regional Transit Framework Study that was included in the packet.

This item was presented for information only. No action was taken.

8. Regional Transit Planning Roles and Responsibilities

Mr. Boggs said the staffs from RPTA, METRO, MAG and the City of Phoenix have formed a working group to discuss regional transit planning roles and responsibilities. This working group was formed to examine which agency most appropriately should be responsible for certain planning functions.

He said the working group has recommended that option 1 be implemented. Under option 1 the transit element of the transportation improvement program would be transferred from RPTA to MAG. He said the VMOCC had requested that MAG and the working group determine what improvements or improved outcomes could occur based on the implementation of any options and also requested the financial savings/costs to be quantified.

Mr. Boggs said the working group will continue to meet and thoroughly discuss options 2, 3 and 4 and any additional options that can be implemented.

This item was presented for information only. No Board action was taken.

9. Budget and Finance Subcommittee Membership

Mr. Boggs said there are two members of the Budget and Finance Subcommittee (BFS) that have been serving for two years and are eligible to be re-appointed to the subcommittee. He said if Board members are interested in sitting on the BFS, letters of interest need to be submitted to him by October 1, 2009. The Board is scheduled to

make appointments at the October 22, 2009 Board meeting.

This item was presented for information. No Board action was taken.

10. Executive Director's Report

Mr. Boggs said he would send this report with the meeting summary.

11. Future Board Agenda Items Request and Report on Current Events

Councilman Michael Johnson requested that the City of Phoenix Resolution regarding the merging of Valley Metro RPTA and METRO be sent with the meeting summary.

With no further discussion the meeting adjourned at 2:46 p.m.



Board of Directors Information Summary

Agenda Item #2B

Date

October 13, 2009

Subject

Arizona Ave Bus Rapid Transit Project Contract Activities and Awards

Summary

Arizona Avenue Bus Rapid Transit (BRT) is Valley Metro's second arterial BRT project identified in the Transit Life Cycle Program. The Arizona Ave BRT will connect with planned Main Street BRT and the initial operating segment of the METRO Light Rail Transit line. The BRT will start service on Arizona Avenue/Country Club Drive in Mesa, Gilbert and Chandler, in July of 2010. It will function as a bus extension of light rail transit from the METRO end of line station at the Sycamore Street transit center to Tumbleweed Park-and-Ride via Main Street, Country Club Drive and Arizona Avenue. The BRT project includes 20 stations, including two art shelters in downtown Chandler.

It is requested that the following four (4) items be approved by the Board of Directors:

1) Construction Contract Award

The Arizona Avenue BRT project accepted competitive bids for construction on September 8, 2009. The construction project was bid to conform to Federal Transit Administration (FTA) guidelines using Davis Bacon wage rates, American Recovery and Reinvestment Act (ARRA) requirements, and a specific Disadvantaged Business Enterprise (DBE) goal.

Construction work will include furnishing all materials, equipment and labor necessary to construct the BRT facilities including: shelter construction, grading, drainage, storm drain, curb, gutter and sandblasted concrete sidewalk, asphalt pavement, area lighting, landscaping, irrigation, general demolition, accessible ramps and surfaces, utility relocations, tree grates, data and power hookups, dynamic messaging signs, bike racks, pavement marking and signage.

Nine (9) contractors submitted bids in response to the Invitation for Bids (IFB) solicitation. The lowest responsible and responsive bidder was D.L. Withers Construction with a bid of \$3,926,600. The detailed list of bids received is shown in the table below. The Engineer's estimate for the project was \$8,200,000.

Bid List

S.No	Bid Amount	Company Name
1	\$3,926,600.00	D.L. Withers Construction
2	\$4,089,000.00	A.R. Mays
3	\$4,272,479.00	W.E. O'Neal
4	\$4,295,069.00	SDB
5	\$4,575,000.00	Haydon
6	\$4,638,090.28	Spire Engineering
7	\$4,899,000.00	Ry Tan Construction
8	\$4,993,000.00	Norquay
9	\$5,571,756.00	Valley Rain

2) TranSystems Contract change orders

Change Orders #8, #9, and #10 to the Public Transportation Planning Service Master Contract with TranSystems, Inc.

- Change Order #8: Eliminating task from the original scope of work that reflects the re-use of Mesa Main street BRT design elements for the Arizona Ave project. The value of this reduction is \$140,005.
- Change Order #9: \$112,842 for the following additional services on the project
 - Sidewalk design at the Gilbert Station
 - Relocating four bus stations along Arizona Ave near loop 202 in Chandler
 - Redesign of stations on Germann Rd
 - Design associated with art-inspired BRT stations in Downtown Chandler
- Change Order #10: \$271,024 for services that are needed to ensure successful execution of the construction contract and compliance with the design drawings.
 - These items were not included in the original design contract but are included in the project budget.
 - Continued contracting with TranSystems also ensures the designs are constructed pursuant to specifications.

3) HDR Contract change order

Change Order to provide the Public Transportation Planning Services Master Contract with HDR / SR Beard & Associates.

An extension of our in-house staff for agency oversight of both the Main Street BRT and the Arizona Avenue BRT projects. A change order in an amount not to exceed \$96,000 will allow this oversight to continue through the end of FY 2010 and the completion of both projects.

4) Construction Management and Contract Administration

It is proposed that in-house staff at Valley Metro Rail, Inc. administer the day to day activities in the field for the construction of the Arizona Ave BRT project for a fee not to exceed \$227,679.15. Metro's activities include, but are not limited to: Inspection of improvements in adherence with contract specifications; specification compliance; assist with FTA and ARRA compliance and reporting requirements; assist with

resolution of real estate acquisition; and administering submittal and Requests for Information (RFI) reviews.

These services are included in the project budget. Similar services for the Main Street BRT project in Mesa were obtained through Pinnacle One consultants.

Fiscal Impact

The construction cost of \$3,926,600 and the construction management and contract administration services cost of \$227,679.15 will be paid from funding made available through the \$15 million ARRA grant received for the project. Other costs associated with the project, including acquisition of right of way and Ticket Vending Machines (TVM) will also be funded through the ARRA grant. TranSystems and HDR costs for construction phase services for architectural and project management and for additional project services provided will be paid through Public Transportation Funds (PTF).

Considerations

The construction bids were below the Engineer's Estimate and the amounts budgeted by the RPTA. The construction phase services for architectural and project management are within the budgeted set asides for those activities.

Un-programmed ARRA funds are already obligated in a federal grant. RPTA, City of Phoenix, and MAG staff are working to bring forward a recommended reallocation strategy and process to assure these funds are properly utilized for other transit projects.

Prior Committee Action

VMOCC for action September 24, 2009, approved – the amount in change order #10 has been revised to reflect the integration of real time bus and traffic signal prioritization integration.

TMC for action October 7, 2009, approved
Board for action October 22, 2009

Recommendation

It is recommended that the Board of Directors approve the following items:

- 1) Construction contract in the amount of \$3,926,600 be awarded to D.L. Withers Construction for the Arizona Avenue BRT.
- 2) TranSystems contract change orders as described herein.
- 3) HDR contract change order an amount not to exceed \$96,000.
- 4) Agreement with Valley Metro Rail to provide in-house staff for Construction Management and Contract Administration in an amount not to exceed \$227,679.15.

Contact Person

Carol Ketcherside
Deputy Executive Director of Planning
602-262-7433

Attachments

None



Board of Directors Information Summary

Agenda Item #2C

Date

October 13, 2009

Subject

Vanpool Van Procurement Contract Award and Purchase of Expansion and Replacement Vehicles

Summary

Due to vehicle replacement and expansion needs and the expiration of our past procurement contracts, Valley Metro's Vanpool Program needs to procure new vanpool vehicles. The Valley Metro Contracts and Procurement Division issued a Request for Proposals, #0940009E, for new vanpool vehicles on November 26, 2008. Vans are defined in the FTA Commuter Choice Benefit Section, Commuter Choice Toolkit, Federal Agency Brochure as "any highway vehicle that has seating capacity of at least six adults excluding the driver and meets two requirements for mileage use. At least 80 percent of the vehicle mileage must be reasonably expected to be (1) for transporting employees in connection with travel between their residences and their place of employment, and (2) on trips during which the number of employees transported for commuting is, on average, at least one-half of the adult seating capacity excluding the driver."

The vans are unmodified mass-produced vans, complete and fully assembled as provided by the Original Equipment Manufacturer (OEM). The vans have a four-year, 100,000 mile service life and are, therefore, categorically exempted from testing by the Federal Transit Administration Bus Testing Regulation. Vanpool van proposers are not transit vehicle manufacturers, but are vehicle dealers, as well as aftermarket outfitters that change seating configurations and certify that all Federal Motor Vehicle Safety Standards are met.

Two firms, Arizona Bus Sales and VPSI, submitted proposals in response to the RFP. Each firm, as required, included signed certifications of federal requirements for authorization to propose on FTA funded projects. After an initial evaluation, a Best and Final Offer (BAFO) was requested from each firm. The best and final offers were received and brought before the evaluation committee, consisting of members from

RPTA Procurement, Capital Programming, and Marketing, for consideration. The proposals were evaluated based upon the following criteria:

- Firm’s qualifications and professional experience (30%);
- Demonstrated understanding of aftermarket requirements (25%);
- Cost (25%); availability of local parts and service (10%);
- Professional references (10%).

Table 1 details the evaluation results with the bold number indicating the most qualified proposer based on the evaluation criteria listed in the Request for Proposals.

Table 1 Proposer’s Total Evaluation Scores

Model	Seats	Total	Total	Total Number of Points Possible
		VPSI	Arizona Bus Sales	
2009 E150 XLT	8	1015.00	1094.63	1500
2009 E150 XLT	9	1015.00	1090.67	1500
2009 E350 XLT	12	1011.01	1095.00	1500
2009 E350 XLT	14	1014.35	1095.00	1500
2009 E350 XLT	15	1015.00	1094.29	1500
2009 Mini-van	7	1015.00	1084.67	1500

If approved for award, the contract resulting from this RFP will be a one-year contract with four one-year options, potentially totaling five years. The evaluation committee recommends that the contract be awarded to Arizona Bus Sales based on the results of the evaluation scores. Vanpool vans procured through the contract will be used for replacement and expansion as needed. The seating configuration of the fleet vehicles will be eight-, nine-, 12-, 14-, and 15-passenger full-size vans and Toyota Sienna mini-vans. The initial procurement, based on the Transit Life Cycle Program consistent with alternative 5, for replacement vans is estimated to be up to 50 vans during FY 09/10.

While RPTA has purchased vanpool vehicles with federal funds for many years, questions revolved around the requirement that transit vehicles must be purchased from a certified manufacturer that is eligible under the Transit Vehicle Manufacturer (TVM) approved list and that neither Arizona Bus Sales nor the Ford Motor Company is listed in the “Transit Vehicle Manufacturers (TVMs) Eligible to Bid on Federally Funded Transit Contracts list.” The Federal Transit Administration (FTA) stated that FTA is “not focusing on this issue.” Thus, RPTA sought legal counsel on this issue to ensure its actions are appropriate given the significant use of federal funding.

RPTA’s legal counsel wrote the following in summary: “I believe it is reasonable for the RPTA to conclude that the vans it proposes to procure are not mass transit vehicles, principally because they are not for use in revenue service, and they may be procured without obtaining TVM DBE certificates from their manufacturer. In addition to having support in various FTA regulations and guidance, this conclusion is supported by

considerations of cost and availability. That is, the FTA encourages free and open competition and for the purchasing entity to get the best value for its funds. Both of these objectives are served by purchasing unmodified vans available from a large number of sources. Those objectives would not be served by restricting purchases only to TVM certified manufacturers who could only supply much more costly modified vans that are not well suited to vanpool use.”

It is our firm belief that approval of this contract award is appropriate. The foregoing is provided to explain the delay in bringing this contract award recommendation forward. The RPTA will continue to report FTA-required vanpool information into the National Transit Database (NTD).

Fiscal Impact

All funding for vanpool van procurements is a combination of programmed Public Transportation Funds (PTF) and Federal Highway Administration Surface Transportation Program Funds (FHWA- STP). Table 2 below shows programmed funding through 2014.

Table 2 Vanpool Vehicle Purchase Plan

Replacement:	2009/10	2010/11	2011/12	2012/13	2013/14
Public transportation funds	\$58,815	\$29,656	\$55,320	\$56,978	\$58,688
FHWA - STP	\$1,568,400	\$790,815	\$1,475,190	\$1,519,425	\$1,565,020
Total Replacement Funds	\$1,627,215	\$820,471	\$1,530,510	\$1,576,403	\$1,623,708
Number of Vehicles	50 vans	25 vans	45 vans	45 vans	45 vans
Expansion:					
Public transportation funds	850,278	875,787	902,061	929,122	\$956,995
Total Expansion Funds	\$850,278	\$875,787	\$902,061	\$929,122	\$956,995
Number of Vehicles	25 vans	25 vans	25 vans	25 vans	25 vans

Considerations

The recommendation will allow the Executive Director to enter into a procurement contract with Arizona Bus Sales and allow staff to purchase replacement and expansion vehicles for the regional vanpool program. If this action is not approved, RPTA would need to consider other procurement options, such as use of local funds or re-solicitation.

Committee Action Process

VMOCC – approved this item at its May 19, 2009 meeting
 TMC – October 7, 2009 approved
 Board – October 22, 2009 for action

Recommendation

It is recommended that the Board of Directors:

- A. authorize the Executive Director to enter into a contract with Arizona Bus Sales to supply vanpool vehicles for the Valley Metro Vanpool Fleet, and

B. authorize the Executive Director to purchase up to 50 vanpools as required by the program this fiscal year.

Contact Person

Jon Medwin
Contracts and Procurement Manager
602-256-3390

Gary Roberts
Vanpool Program Coordinator
602-534-1808

Attachments

None



Board of Directors Information Summary

Agenda Item #2D

Date

October 13, 2009

Subject

Intergovernmental Agreement with Maricopa County Air Quality Department for Regional Trip Reduction Program and Clean Air Support Activities

Summary

For more than 15 years, Valley Metro RPTA staff has worked in coordination with the Maricopa County Air Quality Department (MCAQD) on the task of employer support for the successful implementation of the Regional Trip Reduction Program and Clean Air Initiatives.

The mission of the Trip Reduction Program is to improve air quality by affecting a long-term change in the commuting behavior of employees. This is done by assisting employers in implementing policies and strategies that will positively impact commuters' choice of mode, and thereby reduce the proportion of single occupant vehicle (SOV) trips and/or the single occupant vehicle miles traveled. The TRP is an important program for improving air quality, decreasing traffic congestion and conserving energy and part of the State Implementation Plan for air quality.

Valley Metro acts as a subcontractor to Maricopa County on this project and as such is reimbursed for activities undertaken in an effort to meet the goals of the grant.

At this time RPTA desires authorization to enter into an Intergovernmental Agreement with the Maricopa County Air Quality Department for the support of these initiatives.

Fiscal Impact

The RPTA is reimbursed for activities undertaken in this program via the MCAQD from a grant from the Arizona Department of Environmental Quality (ADEQ). The grant for reimbursement of costs associated with support of the program is for an amount not-to-exceed \$200,000 for the period of July 1, 2009 through December 31, 2009. There are no financial impacts on Proposition 400 funding.

Considerations

Valley Metro RPTA is solely responsible for employer support and education as it relates to Trip Reduction and Clean Air initiatives. Failure to implement the activities associated with this IGA could result in employers becoming non-compliant with trip reduction mandates which results in fines being assessed to the employer. Also, the trip reduction efforts of Valley Metro help lead in part to regional congestion mitigation on highways and arterials in Maricopa County, which in turn impact the air pollution mitigation efforts of the program. In 2008, the regional number of Single Occupancy Vehicle Trips taken by Valley employers decreased by 2.5% which represents a savings of almost 4 million trips in the region.

Committee Action Process

VMOCC for action September 24, 2009, approved
TMC for action October 7, 2009, approved
Board for action October 22, 2009

Recommendation

It is recommended that the Board of Directors authorize the Executive Director to execute an Intergovernmental Agreement with the Maricopa County Air Quality Department for the support of Regional Trip Reduction and Clean Air support activities.

Contact Person

Tony Bowman
Manager of Business development & Community Outreach
602-534-1802

Attachments

A copy of the draft IGA with Maricopa County is available upon request.



Board of Directors Information Summary

Agenda Item #2E

Date

October 13, 2009

Subject

Service Efficiency and Effectiveness Study (SEES) – Supplemental Documentation

Summary

At its August meeting, the Valley Metro Operations and Capital Committee (VMOCC) reviewed the Service Efficiency and Effectiveness Study (SEES) 18-month Evaluation memo which made a series of recommendations for the SEES framework and performance data submittal process. The original memo reflected the consultant's findings as of December 2008. Since then, the FY 2008 Transit Performance Report and FY 2008 Short Range Transit Program were approved and the web based Performance Planning System (PPS) was implemented. The first attachment addresses the recommendations from the original Evaluation memo and provides an update since December 2008.

The second attachment is the Efficiency and Effectiveness Performance Measures Targets for Rail Table which updates many of the rail targets that were yet to be determined at the time the RPTA Board approved the performance measures in April 2007.

Fiscal Impact

The original cost of the SEEs contract was \$83,750 and was reflected in the FY 2007/08 and FY 2008/09 Agency Adopted Budgets.

Considerations

The SEES provides a series of performance measures and performance targets or goals used to evaluate the performance of individual transit routes or systems. This evaluation can be used as guidance to maximize the operating efficiency of transit investments.

Prior Committee Action

VMOCC for action September 24, 2009, approved
TMC for action October 7, 2009, approved
Board for action October 22, 2009

Recommendation

It is recommended that the Board of Directors approve the addendum and the performance targets for METRO Rail.

Contact Person

Carol Ketcherside
Deputy Executive Director of Planning
602-262-7433

Attachments

SEES Supplemental Documentation:

- ✓ Addendum to the 18-month Review
- ✓ Preliminary Draft of Performance Measures Targets for METRO Rail

Service Efficiency and Effectiveness Study – Addendum, September 10, 2009

This addendum serves as an update of the Phase II 18-month Review Memo of the Service Efficiency and Effectiveness Study.

At their March 2007 meeting, the RPTA Board of Directors approved the Service Efficiency and Effectiveness Study (SEES) Phase I Report. The SEES report contained a series of recommendations which included collecting specific system and route level performance data, performance benchmarks or targets, as well as methods for collecting the performance data and the frequency of reporting such data. As part of the original SEES scope of work, the consultant conducted an 18-month evaluation of the agency's implementation of the SEES recommendations.

In November 2008, the consultant interviewed RPTA staff and staff from agencies submitting performance data, and reviewed the 2007 Transit Performance Report (TPR). The 18-month review memo summarized the consultant's findings and presented further recommendations for implementing the SEES. The consultant made recommendations in the following areas:

- Target setting and adoption
- Communications with reporting agencies
- Web tool implementation
- Transit Performance Report
- Contract negotiations regarding performance reporting
- Proposition 400 routes versus other routes
- Reporting to policy bodies

Since November 2008, RPTA staff has issued the 2008 TPR, the 2009 Short Range Transit Program (SRTP) and implemented the web-based data submission tool known as Planning Performance System (PPS).

In order to help implement the 18-month memo recommendations, RPTA proposes to create a performance data practitioners' group and a sub-committee of the Valley Metro Operating and Capital Committee (VMOCC) that would report to the full committee. The data practitioners' group would meet at least twice a year to learn or be updated on the PPS. In addition the practitioners' group would discuss potential changes to performance targets or data and make recommendations to the VMOCC subcommittee. The VMOCC subcommittee would meet on a quarterly basis to:

- discuss target and data measure recommendations from the practitioners' group and make recommendations for approval to the full VMOCC group
 - review and make recommendations to approve quarterly performance data to the full VMOCC group
 - review and discuss TPR format changes for recommendation to the full VMOCC
- The recommendations from the review memo are provided below with updates since November 2008.

Target Setting and Adoption

Recommendation:

- *It is recommended that RPTA use budgeted costs and revenues per unit of service delivered or consumed to calculate the annual targets for those [costs] indicators.*
- *RPTA should also periodically evaluate effectiveness performance targets.*
- *It is recommended that RPTA take advantage of the regular TMC and VMOCC meeting during the October cycle to discuss potential updates to the SEEs targets (by exception only), with the objective of presenting recommended updates for Board consideration during the January cycle.*

Response: As part of the TLCP update, RPTA forecasts changes in costs. The data practitioners' group would use these forecasts to recommend potential changes to performance targets in March. These recommendations would be reviewed by the VMOCC subcommittee in April and by the full VMOCC in May. Consideration by the TMC and RPTA Board would occur in June and updated targets would apply to data in the fiscal year beginning on July 1st.

Communication with Reporting Agencies

Recommendation:

In order to effectively communicate with all agencies submitting data, RPTA should do the following:

- *Working group [of data practitioners'] needs to be kept current and should include back-ups (alternates) for participation when the primary member is not present.*
- *RPTA staff should develop a standard package of documentation to share with current and future working group members.*

Response: The data practitioners' group membership will be maintained and supporting material distributed on a regular basis.

Web Tool Implementation

Recommendation:

To facilitate understanding and implementation of the tool, it is recommended that RP3TA offer several training sessions for the working group members (ideally both primary and secondary members should be trained).

Response: In April 2009, RPTA held a webinar to introduce the program those submitting and approving performance data. RPTA will schedule formal training sessions twice a year as part of the data practitioners' group meeting. These meetings will be open to those that enter data, internally approval data and provide back-up. Informal training sessions will be held as needed.

Transit Performance Report

Recommendation:

RPTA should include missing performance indicators (e.g., on-time, maintenance, safety and security) as well as route level analysis summary.

Response: In the 2008 TPR, on-time performance, miles between mechanical failures, safety and security incidents were included. The route analysis summary was part of the 2009 Short Range Transit Program and also is being included in the 2009 Cost Savings Recommendations through Service Adjustments Report. In the 2009 TPR, individual route performance will be part of the analysis.

Contract Negotiations Regarding Performance Reporting

Recommendation:

Reporting agencies need to flow down the reporting requirements to their contractors for both the system and route level performance.

Response: Significant progress has been in this regard. RPTA will continue to work with member agencies to ensure data is supplied completely and in a timely manner.

Proposition 400 Routes versus Other Routes

Recommendation:

It expected that the web-based data implementation tool will have the functionality to drill down to any indicator by route or groups of routes (e.g., for all Proposition 400 routes as a system). For this reason it is not recommended that RPTA transform the TPR into a Proposition 400 system report.

Response: For the 2009 TPR, RPTA will report whether the individual fixed route or system was funded with Proposition 400.

Reporting to Policy Bodies

Recommendation:

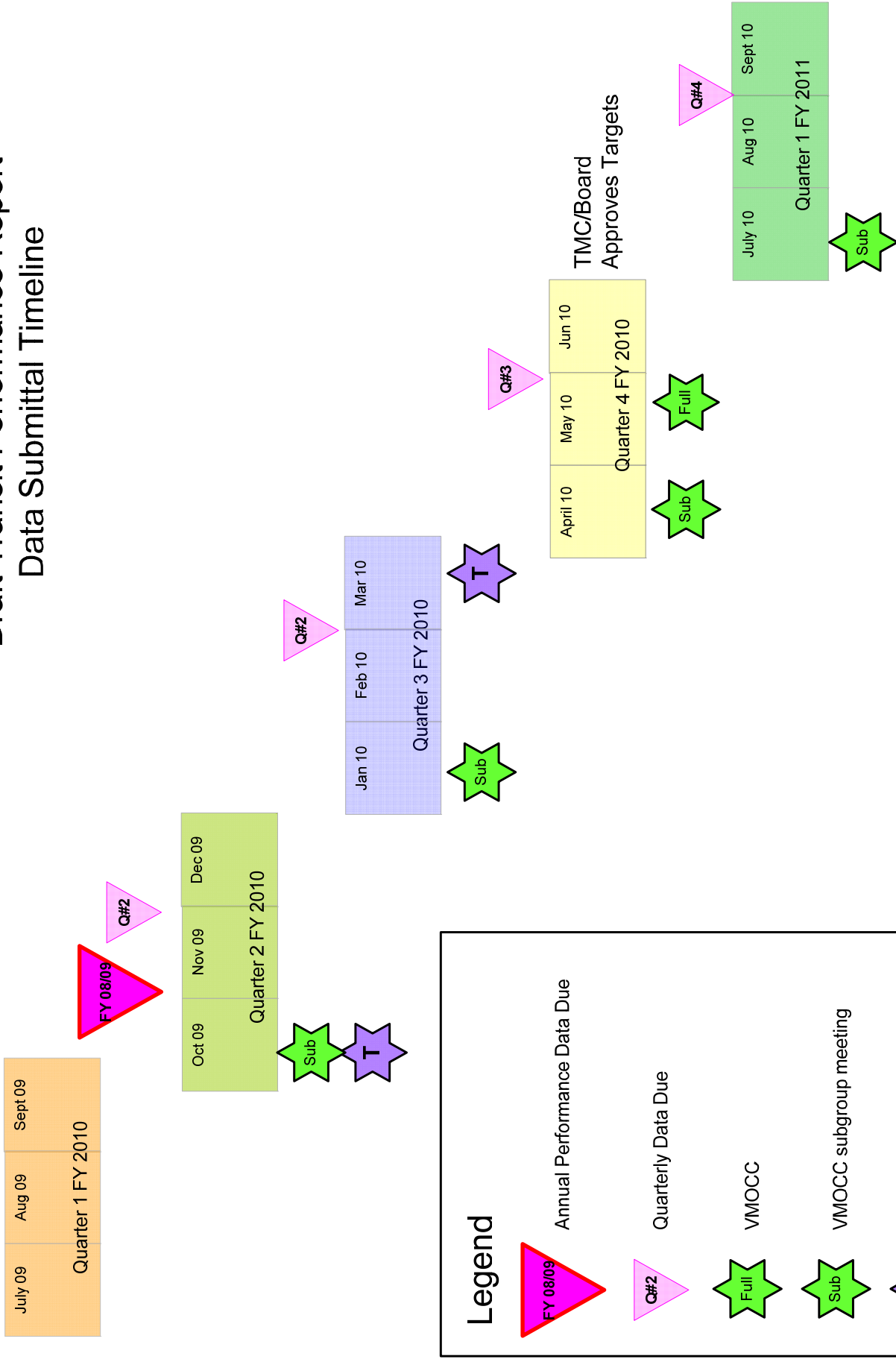
The consultant team recommends maintaining the quarterly reporting cycle to the extent possible, and that the Operations Department should become involved in the process.

Response: Beginning this fiscal year, quarterly and annual data will be reported. Annual performance data from the previous fiscal year is due to Valley Metro by the end of October. That is, agencies submitting performance data must enter approve (internally) and submit their data to Valley Metro using the web-based PPS no later than the end of October. The annual data will be used to update the draft TPR which will be reviewed by the full VMOCC in December, followed by the TMC, and RPTA Board in January.

The Quarterly performance data is due to Valley Metro 60 days after the end of each quarter. In other words, agencies submitting performance data must enter approve (internally) and submit their data to Valley Metro using the web-based PPS no later than 60 after the end of each quarter. The VMOCC subcommittee will review this data the following month and make recommendations for approval to the full VMOCC group.

On the following page is a draft timeline indicating data submittal deadlines, data approval process, target updating process and training opportunities.

Draft Transit Performance Report Data Submittal Timeline



Legend

- Annual Performance Data Due
- Quarterly Data Due
- VMOCC
- VMOCC subgroup meeting
- Training Practitioners

Preliminary Draft
Efficiency and Effectiveness Performance Measures Targets for Rail

RAIL	UPDATED TARGET	2007 TARGET	ASSUMPTIONS
Cost Efficiency/Effectiveness			
Farebox Recovery Ratio (Valley Metro-wide average)	25%	25%	Regional Fare Policy recommendation to Board
Operating Cost per Boarding	\$ 2.95	TBD	NTD Average Light Rail 2007 data (adjusted for 2009) (1)
Subsidy (Net Opg Cost) per Boarding	\$ 2.16	TBD	NTD Average Light Rail 2007 data (adjusted for 2009)
Cost per Revenue Mile	\$ 14.98	TBD	NTD Average Light Rail 2007 data (adjusted for 2009)
Average Fare	\$ 0.60	TBD	Average Fare during FY 2008/09
Service Effectiveness			
Total Boardings	7,827,000	7,827,000	FY 2010 Based on FTA formula for annualizing Avg. Weekday Boardings (2)
Boardings Avg. Weekday	26,090	26,090	Based on FFGA New Starts (3)
Boardings Avg. Sat.	20,800	N/A	Based on FFGA New Starts
Boardings Avg. Weekday Sun./Holiday	11,267	N/A	Based on FFGA New Starts
Boardings per Vehicle Revenue Mile	3.94	3.94	Rail. Based on 2,184,000 car miles in 2010 (Financial Plan).
Boardings per Revenue Mile	8.04	8.04	Rail. Based on 1,071,000 car miles in 2010 (Financial Plan).
Safety Incidents per 100,000 Vehicle Miles	0.874	N/A	National Average - Transit Safety and Security Statistics
Security Incidents per 100,000 Boardings	2.000	N/A	National Average - TSSS Part II Crimes
On-time Performance	95%	95%	Rail (Peer data is 98%)
Miles between Failures	25,000	25,000	Rail (Peer data shows 35,000 with outliers excluded)
Customer Satisfaction	89%	89%	Estimate index number based on bus targets (4)

2007 Targets approved by RPTA Board on 4-19-2007

Notes:

- (1) NTD- National Transit Database
- (2) Total Boardings used in FTA New Starts Application for the 20-mile CP-EV LRT, based on FY04/05 ridership report and uses an annualization factor of 300.
- (3) FFGA- Full Funding Grant Agreement
- (4) Same target as Fixed Route, System Wide. From Valley Metro 2006 Rider Satisfaction Survey, Table 14.





Board of Directors Information Summary

Agenda Item #3

Date

October 13, 2009

Subject

Budget and Finance Subcommittee (BFS) Appointments

Summary

During the October 2009 Board meeting, the Board will appoint two members to the BFS. A member's financial background will be considered along with their geographic representation when making appointments.

The Board has approved that all BFS members serve two-year terms with a four-year term being the maximum any one member could serve. In this way, Subcommittee members can become more knowledgeable and can establish working relationships with Valley Metro RPTA staff assigned to the Subcommittee. With Board approval, any Budget and Finance Subcommittee member can be appointed to a second, two-year term.

The current subcommittee members are:

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

Fiscal Impact

None

Considerations

The appointment of two BFS members is required because the initial two-year terms of Councilman Wayne Ecton and Councilman Frank Cavalier have expired. Notification to the Board for letters of interest to serve on the BFS was issued at the September 17, 2009 Board meeting. Councilman Ecton and Councilman Cavalier were the only two Board members to express an interest in these positions.

Prior Committee Action

None

Recommendations

It is recommended that the Board appoint Councilman Wayne Ecton and Councilman Frank Cavalier to a second, two-year term to the Budget and Finance Subcommittee.

Contact Person

David A. Boggs
Executive Director
602-262-7433

Attachments

Letters of Interest from Councilman Wayne Ecton and Councilman Frank Cavalier



"Most Livable City"
U.S. Conference of Mayors

CITY OF SCOTTSDALE
OFFICE OF THE CITY COUNCIL

Wayne Ecton

September 29, 2009

David Boggs
Executive Director
Regional Public Transportation Authority
302 N. First Avenue, Suite 700
Phoenix, AZ 85003

Dear David:

I am writing to you today to confirm my service commitment and request to be reappointed as Chair of the Regional Public Transportation Authority's Budget and Finance Subcommittee.

As effective regional transit solutions continue to be of the utmost importance to our communities, I would appreciate the opportunity to utilize my leadership and financial skills to add value to the efforts of the Committee.

Sincerely,

A handwritten signature in cursive script that reads "Wayne".

Wayne Ecton





September 29, 2009

Dave Boggs
Executive Director
Valley Metro RPTA
Phoenix, Arizona

Dear Dave,

This will serve as an application to continue to serve on the Budget Subcommittee of the RPTA. This will hopefully place my name in nomination for that position and I realize that it will be voted on at the next RPTA meeting in October.

We have much unfinished business and it is necessary that we should have past experience on the subcommittee. If I am elected, I will serve in the interest of all cities of Maricopa County and the best interests in the transportation system for the entire region.

Respectfully,

A handwritten signature in cursive script that reads "Frank Cavalier".

Frank Cavalier, Ed.D.







Board of Directors Information Summary

Agenda Item #4

Date

October 13, 2009

Subject

Transit Life Cycle Program (TLCP) Technical Working Group Update

Summary

The Board directed the Executive Director to create a technical working group to review additional options and develop a new alternative for the TLCP update by December 31, 2009. Since the last Board meeting, the group met on September 29, October 6, October 14 and October 19. The meeting summaries from the September 29 and October 6 meetings are attached for information. The meetings to date have covered the following general topics:

1. July 8 – introduction and distribution of background information
2. August 18 – review of expenditure assumptions
3. September 1 – review of revenue assumptions
4. September 29 – discuss facilitated process and define consensus
5. October 6 – discuss initial needs assessment
6. October 14 – discuss equity issues, review prior alternatives
7. October 19 – discuss evaluation criteria, select base alternative

RPTA hired Debra Drecksel to facilitate the working group and help bring organization to the process and sort through the issues and policies. Member agencies were involved in the selection process. Debra began facilitating the working group meetings on September 29 and will discuss the status of the Working Group's activities.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

None

Attachments

September 29 Meeting Summary

October 6 Meeting Summary

October 14 Meeting Summary will be sent under separate cover

KEY AGREEMENTS
TRANSIT LIFE CYCLE PROGRAM (TLCP) WORKING GROUP
September 29, 2009
Compiled by Debra Drecksel, Facilitator

Topics for October 6 Meeting:

- Results from Individual Meetings
- Meeting Lengths

#	Date	Topic	Agreement
1	9/29/09	Meeting Guidelines	Meeting Guidelines are: <ol style="list-style-type: none"> 1. Be respectful. 2. No interruptions. 3. Turn off cell phones & BlackBerries. 4. Talk honestly & openly. 5. Working Group members are participants. 6. Focus on future actions rather than past events. 7. Facilitator will be neutral. 8. Facilitator will not judge. 9. Facilitator will direct the follow of the meeting.
2	9/29/09	Individual Meetings	The Facilitator will meet individually with each Working Group member agency (and other stakeholders who request a meeting) at least twice: once to gather broad interests (needs) and another time to gather more specific priorities.
3	9/29/09	Consensus	<ol style="list-style-type: none"> 1. Consensus is defined as reaching an agreement that all parties can live with and will support. 2. Working Group members and stakeholders commit to reaching consensus on a preferred alternative by December 31, 2009. By the end of November, 2009, if it looks like consensus cannot be reached, members and stakeholders will consider another course of action, such as sending the Board one alternative with commentary about the unresolved concerns.
4	9/29/09	Participation	Working Group members commit to participating in Working Group meetings. If they are unable to attend a particular meeting, they will brief someone and send that person in their place. At the meeting, the replacement will listen, contribute when appropriate, refrain from “turning previous work upside down,” and take information back to the members from their agency.
5	9/29/09	Process for Adjusting Future TLCP Budgets	The TLCP will develop a process for adjusting future TLCP budgets.
6	9/20/09	Executive Committee	The proposed Executive Committee will not be instituted at this time. Its creation will be reconsidered later if it appears necessary. The Facilitator may contact whoever she needs to between meetings.

KEY AGREEMENTS
TRANSIT LIFE CYCLE PROGRAM (TLCP) WORKING GROUP
October 6, 2009
Compiled by Debra Drecksal, Facilitator

Topics for October 14 Meeting:

- Equity History and Definition
- Prioritization Issue
- Timeline

Topics for October 6 Meeting:

- Results from Individual Meetings
- Meeting Lengths

#	Date	Topic	Agreement
1	9/29/09	Meeting Guidelines	Meeting Guidelines are: 1. Be respectful. 2. No interruptions. 3. Turn off cell phones & BlackBerries. 4. Talk honestly & openly. 5. Working Group members are participants. 6. Focus on future actions rather than past events. 7. Facilitator will be neutral. 8. Facilitator will not judge. 9. Facilitator will direct the follow of the meeting.
2	9/29/09	Individual Meetings	The Facilitator will meet individually with each Working Group member agency (and other stakeholders who request a meeting) at least twice: once to gather broad interests (needs) and another time to gather more specific priorities.
3	9/29/09	Consensus	1. Consensus is defined as reaching an agreement that all parties can live with and will support. 2. Working Group members and stakeholders commit to reaching consensus on a preferred alternative by December 31, 2009. By the end of November, 2009, if it looks like consensus cannot be reached, members and stakeholders will consider another course of action, such as sending the Board one alternative with commentary about the unresolved concerns.

4	9/29/09	Participation	Working Group members commit to participating in Working Group meetings. If they are unable to attend a particular meeting, they will brief someone and send that person in their place. At the meeting, the replacement will listen, contribute when appropriate, refrain from “turning previous work upside down,” and take information back to the members from their agency.
5	9/29/09	Process for Adjusting Future TLCP Budgets	The TLCP will develop a process for adjusting future TLCP budgets.
6	9/20/09	Executive Committee	The proposed Executive Committee will not be instituted at this time. Its creation will be reconsidered later if it appears necessary. The Facilitator may contact whoever she needs to between meetings.
7	9/29/09	Use of Preferred Alternative	It is RPTA’s intent that the TLCP’s preferred alternative will be the model that goes to the Committees and then the Board for approval. The TLCP may consider whether they want to continue with the same Committee structure, such as the VMOCC and the FOAC (and the policy changes that would entail).
8	10/6/09	Best Alternative to a Negotiated Agreement (BATNA)	Our BATNA is that if we fail to reach consensus on a preferred alternative, the Board will decide for us.





Board of Directors Information Summary

Agenda Item #5

Date

October 13, 2009

Subject

American Recovery and Reinvestment Act of 2009 Unused and Redistributed Funds
Policy Options

Summary

Based on current bids for American Recovery and Reinvestment Act (ARRA) projects, for both transit and highways, it appears that there may be significant savings on projects. Because of the deadlines for obligating ARRA funds, a process for prioritizing unspent ARRA funds must be developed in order to ensure that decisions can be made quickly to reallocate unspent funds.

There are three deadlines that must be considered for ARRA funds. The first deadline, which has passed, was September 1 to obligate at least 50 percent of the apportioned funds. The region obligated nearly 80 percent. The remaining 20 percent must be obligated by March 5, 2010. The projects for the remaining funds have been identified and all are on track to obligate on time. The Mesa park-and-ride project was one that had not obligated, which was why the savings needed to be reallocated quickly to ensure the deadline could be met.

Finally, there may remain an opportunity to amend the grant beyond March 5 and shift savings or redistributed ARRA funds from MAG to additional projects. FTA has said they would review requests on a case by case basis. This amendment process must be complete by September 30, 2010. Beyond September 30, 2010 any unspent ARRA funds can only be shifted to other line items within the ARRA grant.

Given the short deadlines, it is important that any new projects be ready to obligate. For any construction project, this means that it must be in the Transportation Improvement Program (TIP), and the National Environmental Policy Act (NEPA) documentation must be complete and must have been submitted to Phoenix for approval.

RPTA developed priorities for the transit TIP in the mid 1990s. These priorities were never approved by the Board, but were agreed to by the members' transit staff. These priorities have been used as a base to develop priorities for the ARRA reallocation process. The general structure of those priorities has been maintained and the details

modified to meet the ARRA needs. The suggested priorities reflect the Board's preference for construction projects and the project list will identify which projects are Proposition 400 projects and which are not. The suggested priorities also reflect comments received to date through the committee process.

Fiscal Impact

None

Considerations

The remaining ARRA funds should obligate by the March deadline. The four park-and-ride projects (three in the City of Mesa and one in the City of Phoenix) are all on track to have the environmental work complete and submitted in time to obligate funding. Any unspent funds will likely be realized after all of the projects obligate and therefore become Phoenix' responsibility as the federal designated recipient and grant manager. There may also be opportunities for additional ARRA funds including federal redistribution of flex funding from the Metropolitan Planning Organization to transit.

Additional projects can be amended into the ARRA grant before September 30, 2010. Any savings identified over the next six to nine months may be reprogrammed to other projects that are ready to obligate. The attached Proposed ARRA Priorities list will be used to prioritize the project list.

After the Board allocated the ARRA funds in March, Congress made a change in the ARRA to allow up to 10 percent of apportioned ARRA formula funds for operating costs (approximately \$6.4 million). An additional 10 percent is also allowed for ADA operating costs. Between those two categories, nearly \$13 million could be shifted from other projects that could be drawn down and allocated to all purchasers of service in the region. Preventive maintenance is another category of operating expense that is eligible for capital assistance. Using ARRA funds for operating assistance is in conflict with the Board's original direction to use ARRA for local construction projects. However, at that time operating assistance was not an option. Using the funds for operating assistance and preventive maintenance could help the region bridge the gap during the economic downturn and avoid planned service reductions in the transit system.

The Valley Metro Operating and Capital Committee (VMOCC) discussed the proposal. They suggested that operating assistance and preventive maintenance should be a much higher priority, perhaps even the first priority, for any savings. The committee did not take any action, but several members spoke in favor of prioritizing operating assistance high on the list.

Likewise, the Transit Management Committee (TMC) talked about having operating assistance and preventive maintenance much higher in the priorities. Given the continued decline in tax revenues, it does not make sense to construct new facilities while having to cut service. TMC suggested that savings should be used to maintain existing service which will save local jobs. This certainly meets the goal of ARRA to create or maintain jobs. There was concern expressed that the distribution methodology for the operating assistance should be such that all service purchasers benefit.

It is unlikely that all of the project savings will be identified by September 30, 2010. After that time, funds can only be shifted to other projects in the grant. Savings beyond that time would be shifted to preventive maintenance to benefit all purchasers of service.

The following options could be used to distribute operating assistance to ensure that all purchasers can benefit. The distribution method must account for different urbanized areas, different modes and levels of funding. These options were discussed by City of Phoenix, MAG and RPTA staff.

Operating Assistance

Operating assistance is limited to the formula funds in an urbanized area and therefore can only be distributed to cities within each urbanized area. The Avondale urbanized area has only bus and paratransit service. ADA has a separate category of operating assistance available and it was agreed that paratransit would not receive a share from this category. Any ARRA funds saved in the Avondale urbanized area that becomes operating assistance would be used to offset bus operating costs.

The Phoenix/Mesa urbanized area also has light rail operations in addition to bus and paratransit. Again, since ADA has a separate category, paratransit would be excluded from operating assistance. There was much discussion regarding whether light rail should also be excluded from operating assistance. There are two primary reasons for this. First, the apportionment of ARRA funds was based on a formula derived using data reported to FTA in FY 2007. Light rail was not in operation in FY 2007 and therefore did not contribute data to the formula and therefore shouldn't receive any benefits from the formula funds. Second, assistance to light rail would only benefit three cities and not the entire urbanized area.

Should the policy decision be to allocate assistance to light rail, then a method would be needed to split the funds between bus and rail. The services are dissimilar and data may not provide for a good comparison. Total operating costs might be the best alternative to split between modes. In very approximate terms, bus service in the region costs \$200 million per year and light rail costs \$30 million. Given that ratio, the operating assistance would be split with 87 percent to bus and 13 percent to light rail.

METRO uses track miles to allocate costs and would likely use the same methodology to allocate any operating assistance so that it would be allocated equitably among the three cities that fund light rail operations.

The region has historically used revenue miles to allocate costs for bus service and it seems logical to use revenue miles to allocate operating assistance. In that way, each purchaser of service receives the same credit against their cost per revenue mile. All purchasers of bus service in each urbanized area would benefit equally based on the revenue miles that each funds.

ADA Operating Assistance

ADA service is operated as a shared ride service, often with non-ADA passengers. This makes using revenue miles or hours difficult, because ADA only miles or hours cannot be identified easily. The group agreed that ADA assistance would be best allocated based on ADA trips provided.

Preventive Maintenance

For ease, the group agreed that whatever method is used for operating assistance would be used to allocate preventive maintenance funds.

The MAG Transportation Review Committee (TRC) is currently looking at options for allocating ARRA savings from MAG's sub-allocation of highway funds. Those funds have a March 2, 2010 deadline to obligate. One of the options discussed at TRC was to transfer the funds to transit for operating assistance and preventive maintenance. It is important to note that highway funds cannot be used for operating assistance or for preventive maintenance. Any funds transferred to transit would be used for eligible capital projects using the prioritization policy adopted by the Board. These funds would not be limited to a specific urbanized area since they originated in the MAG region.

Construction Projects

The attached sample project list demonstrates how the priorities would be used. The list is the one that was developed earlier this year during the initial ARRA discussions. The project list will need to be updated to include the latest status for TIP, NEPA and the most recent cost estimate. City of Phoenix staff will verify the status of projects that are identified as ready to ensure a smooth grant amendment process. The list should be maintained and updated regularly. For those projects that are ready, the Prioritization Guidelines would be used and priorities assigned to the projects. The list will identify which projects are Proposition 400 projects. Prop. 400 projects could receive preference over non-Prop. 400 projects that are in the same priority category.

Committee Action Process

VMOCC – September 24 for information

TMC – October 7 for information

Board of Directors – October 22 for information

Recommendation

None

Contact Person

Paul Hodgins

Capital Programming Manager

602-262-7433

Attachments

Transit Capital Project Proposed Prioritization Guidelines, ARRA Funds

DRAFT Project List (Sample)

Transit Capital Project

Prioritization Guidelines

Unspent or Redistributed ARRA Funds

- 1 Provide Services and Improvements Required by Law**
 - 1.1 Upgrade facilities and fleet to comply with applicable laws
- 2 Provide Equipment and Facilities for Existing Service**
 - 2.1 Operating assistance
 - 2.2 ADA operating assistance
 - 2.3 Preventive maintenance costs
 - 2.4 Maintain existing operating facilities
 - 2.5 Maintain existing passenger facilities
 - 2.6 Construct regional park-and-rides to support existing services
 - 2.7 Construct transit centers to support existing services
- 3 Passenger Enhancements**
 - 3.1 Provide bus stop improvements
 - 3.2 Provide enhancements to existing passenger facilities
- 4 Provide Equipment and Facilities for Expansion of Service**
 - 4.1 Expand existing operating facilities
 - 4.2 Construct new operating facilities
 - 4.3 Construct regional park-and-rides for service expansion
 - 4.4 Construct BRT capital improvements
 - 4.5 Construct transit centers for service expansion
- 5 Other Desired Support Services**
 - 5.1 Purchase replacement fleet
 - 5.2 Purchase fleet for service expansion
 - 5.5 Other support costs and enhancements

Prop 400	Agency	Project Location	Project Description	Total Cost	ARRA Allocation	Priority	STIP Status	NEPA Status	Site Selection	Final Design	Land Acquisition	Contract Award Date	Project Completion Date	Project Notes
Yes	RPTA	Mesa O&M facility	Maintenance expansion	\$11,625,000	\$0	2.1	B	A	100	0	100	Jul 2009	Feb 2010	Expand maintenance facility, including equipment to make facility fully functional
Yes	Tempe	EVBOM	Expansion/Upgrade	\$7,200,000	\$6,500,000	2.1	B	A	100	100	100	Jun 2009	Sep 2010	Expansion/upgrade to provide additional bus parking shade structures; full LNG/bio-diesel fueling capability; and parking area for new generation of neighborhood circulator buses
Yes	Phoenix	South facility	Upgrade/rehab	\$30,000,000	\$0	2.1	B	A	100	0	100	Sep 2010	Dec 2011	Expand/rehab maintenance facility
No	Phoenix	Bell Rd/SR-51	Bus access crossover	\$650,000	\$640,070	2.2	B	A	100	0	100	Feb 2010	Apr 2010	Construct crossover lane
No	Phoenix	Pecos/40th St	Park and Ride	\$15,000,000	\$3,000,000	2.2	B	A	100	0	100	Feb 2010	Jul 2010	Expansion of existing park and ride
Yes	Phoenix	Central Station	Transit Center	\$10,000,000	\$5,000,000	2.2	A	A	100	0	100	Feb 2010	Sep 2010	Transit center renovations, restoring full scope of work which was reduced due to funding limitations
No	Phoenix	Desert Sky Mall	Upgrade/rehab	\$7,500,000	\$0	2.2	B	A	100	0	100	May 2010		Expand/rehab transit center
No	Goodyear	I-10/Litchfield Rd	Park and Ride	\$13,137,928	\$1,083,602	2.3	A	A	100	30	Mar 2009	Jul 2009	Mar 2010	Regional park and ride currently in design
No	Mesa	Power Road and Red Mountain	Park-and-Ride	\$11,500,000	\$1,038,250	2.3	B	B	100	0	0	Nov 2009	May 2010	New park and ride project in development
No	Mesa	Gilbert Road and Red Mountain	Park-and-Ride	\$11,500,000	\$1,527,250	2.3	B	B	100	0	0	Nov 2009	May 2010	New park and ride project in development
No	Phoenix	27th Avenue/Baseline	Park and Ride	\$7,500,000	\$0	2.3	A	B	100	0	Complete	May 2010	Nov 2010	Future park and ride land acquired
Yes	VMR	CPEV LRT	Park-and-Ride Expansion	\$16,000,000	\$0	2.3	A	B		0		Dec 2009	Dec 2010	The initial Environmental Impact Statement for the Central Phoenix/East Valley LRT Project identified and evaluated the need for about 2,000 additional park-and-ride spaces after the project is in operation. A Categorical Exclusion will be required to comply with NEPA.
Yes	Mesa	US 60/Country Club	Park and Ride	\$9,800,000	\$6,834,500	2.3	A	B	90	0	0	Jun 2010	Mar 2011	Regional park and ride currently in site selection process
No	Phoenix	32nd Street/Baseline	Park and Ride	\$15,000,000	\$0	2.3	A	A	0	0		Mar 2011	Nov 2011	Future park and ride
No	Scottsdale	Scottsdale/McDowell Rds.	Transit Center	\$500,000	\$0	2.4	A	A	100			May 2009	May 2010	CE approved, Phase I final design contract for on-street bays to City Council 2/24/09, partially funded by FTA grant AZ-04-0004
No	Scottsdale	Goldwater Blvd./2nd St.	Transit Center	\$1,100,000	\$0	2.4	B	A	100			Jul 2009	Jul 2010	Facility rehabilitation at 10-year old Loloma transit center
No	Scottsdale	Shea Blvd./90th St.	Transit Center	\$500,000	\$0	2.4	B	A	100	0	Oct 2009	Mar 2010	Oct 2010	CE approved, ready for final design of on-street bays and signal, partially funded by FTA grant AZ-90-X074
Yes	Tempe	South Tempe	Transit Center	\$14,770,000	\$0	2.4	A	B	80	0	0	Jan 2010	Sep 2011	Regional transit center/park and ride. Currently in site selection process
No	RPTA	Regional	Paratransit call center	\$2,000,000	\$0	3.2	B	A	0	0	0	Jan 2010	Jun 2010	Create a single call center for paratransit service requests to support the region's paratransit operations
No	Avondale	Avondale Blvd/I-10	Park and Ride	\$250,000	\$250,000	3.3	B	A	0	0	0	Jan 2010	Apr 2010	New park and ride site selection and design
Yes	Phoenix	Happy Valley/I-17	Park and Ride	\$14,606,108	\$5,500,000	3.3	A	A	100	30	Mar 2009	Nov 2009	Dec 2010	Regional park and ride currently in site selection process
Yes	VMR	Tempe South Corridor	BRT Park-and-Rides and Transit Centers	\$40,000,000	\$0	3.3	A	B	90	0	0	Mar 2010	Jul 2011	An Alternatives Analysis and Conceptual Engineering are nearly complete for this project. Minimal land acquisition is required. A Categorical Exclusion will be required to comply with NEPA.
Yes	RPTA	Arizona Avenue	BRT corridor	\$22,500,000	\$15,000,000	3.4	A	A	100	0	0	Oct 2009	Jun 2010	Capital improvements to support bus rapid transit service, currently in design
Yes	VMR	Tempe South Corridor	Bus Rapid Transit Capital	\$23,000,000	\$0	3.4	A	B	90	0	0	Dec 2009	Jul 2011	An Alternatives Analysis and Conceptual Engineering are nearly complete for this project. Minimal land acquisition is required. Falls under Listed CE's (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA
Yes	Glendale	Glendale/Grand	Transit Center	\$4,400,000	\$0	3.5	A	B	100	0	0	Mar 2010	Sep 2010	Regional transit center currently in design
No	Glendale	Citywide	Bus shelters	\$300,000	\$0	4.1	A	A	10	20		Jun 2009	Sep 2009	Install 20 bus shelters
No	Gilbert	Citywide	Install bus shelters	\$240,000	\$0	4.1	A	A					Sep 2009	Purchase 21 bus shelters

Prop 400	Agency	Project Location	Project Description	Total Cost	ARRA Allocation	Priority	STIP Status	NEPA Status	Site Selection	Final Design	Land Acquisition	Contract Award Date	Project Completion Date	Project Notes
No	Scottsdale	Citywide	Bus Stop Lighting	\$1,200,000	\$0	4.1	B	A	100			Jun 2009	Dec 2009	Install solar lighting poles and route information at 600 bus stops, bid package already developed
No	Phoenix	Various	ADA Bus Stop Improvements	\$75,000,000	\$0	4.1	B	A				Jul 2009	Jul 2011	
No	Mesa	Various locations	Purchase 6 mini bus shelters.	\$42,000	\$0	4.1	B	B	100					
No	Mesa	Various locations	Purchase 34 standard bus shelters.	\$306,000	\$0	4.1	B	B	100					
No	Chandler	Citywide	Install new bus shelters and replace old bus shelters	\$1,000,000	\$0	4.1	B	B						Bus stop furniture and shelters at various locations
No	Phoenix	Various	Bus Shelter	\$25,000,000	\$0	4.1	B	A						
No	Phoenix	Citywide	Bus stop improvements	\$30,000,000	\$4,321,217	4.1	B	A						
No	Phoenix	Citywide	Bus pullouts	\$75,000,000	\$0	4.1	B	A						
No	Phoenix	Citywide	Preventive maintenance	\$5,400,000	\$5,400,000	5.4	A	A					Jun 2010	Reimburse preventive maintenance costs
No	Gilbert	Citywide	Solar lighting	\$70,000	\$0	5.5	A	A					Sep 2009	Purchase 36 solar lighting units and 50 solar lighting batteries/parts
No	RPTA	Mesa O&M facility	Solar collectors	\$4,000,000	\$0	5.5	B	A	100	0	100	Jun 2009	Nov 2009	Install solar panels at maintenance facility Construction documents for these shade canopies as part of the Central Phoenix/East Valley LRT Project are near completion. The Central Phoenix/East Valley EIS has been completed and included shade canopies. Therefore, there are no additional NEPA requirements.
Yes	VMR	CPEV LRT	Park-and-Ride Shade Canopies	\$15,000,000	\$5,000,000	5.5	A	A	100	0		Jun 2009	Dec 2009	Acquire and install a new transit stop database, related equipment and survey stop locations for inclusion in system
No	Phoenix	Regional	Bus stop database	\$250,000	\$300,000	5.5	B	A				Sep 2009	Jan 2010	
No	Tempe	Bounded by Rural Road; Broadway Road; Priest Drive; Washington Street	Transit Signal Pre-emption System	\$1,500,000	\$0	5.5	B	B				Jul 2009	Feb 2010	Install Transit Signal Pre-emption System, including installation of communication system
No	Tempe	Citywide	Arterial Variable Messaging and Next Bus Arrival Sign System	\$4,500,000	\$0	5.5	B	B				Jul 2009	Apr 2010	Install arterial street variable messaging system and intelligent bus arrival messaging system
No	RPTA	Regional	Fleet upgrades/rehab	\$4,500,000	\$0	5.5	B	A				Jun 2009	Jul 2010	Fleet rehab and equipment upgrades
Yes	VMR	CPEV LRT	Security Enhancements	\$9,000,000	\$0	5.5	A	A		0		Aug 2009	Dec 2010	These improvements were not included in the initial Central Phoenix/East Valley LRT Project because funding was not available. Falls under Listed CE's (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA
No	Tempe	LRT Corridor-City of Tempe along the LRT alignment	CCTV Monitoring Stations-	\$425,099	\$0	5.5	A	A						Install wireless communications and CCTV monitoring at LRT intersections
No	Tempe	Citywide	Transportation Network Management	\$1,000,000	\$0	5.5	B	B						Purchase and install wireless communications; additional CCTV cameras for major intersections; install additional fiber optic cables in existing conduits.
No	Mesa	Power Road and State Route Loop 202 - Red Mountain Freeway	Purchase solar infrastructure (elevated trackers, 1,219 solar panel modules, and associated electrical infrastructure).	\$1,160,000	\$0	5.5	A	B	100	0				
No	Mesa	Gilbert Road and McDowell Road, NEC	Purchase solar infrastructure (elevated trackers, 871 solar panel modules, and associated electrical infrastructure).	\$1,160,000	\$0	5.5	A	B	100	0		May 2009		

Prop 400	Agency	Project Location	Project Description	Total Cost	ARRA Allocation	Priority	STIP Status	NEPA Status	Site Selection	Final Design	Land Acquisition	Contract Award Date	Project Completion Date	Project Notes
No	Tempe	Citywide	Railroad Crossing Safety Project-Railroad crossings at University Dr. and Ash/Farmer; Kyrene Rd and Elliott Road; Rural Rd south of Apache; and at LRT Crossings	\$2,500,000	\$0	5.5	B	B						Develop solutions and construct minor improvements addressing safety concerns along railroad crossings
Yes	VMR	CPEV LRT	Project Close-Out	\$38,000,000	\$36,000,000		A	A					Jun 2009	The Central Phoenix/East Valley Light Rail Transit starter line was completed in December 2008. There is the potential to reduce the local match requirement on outstanding and unspent contract and financing commitments. There are no additional NEPA requirements.
Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Park-and-Ride Construction	\$16,000,000	\$0		A	B	100	95	50	Sep 2009	Dec 2010	The design for this project is 95% complete and a contractor has been hired. A Categorical Exclusion will be required to comply with NEPA.
Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Capital Improvements	\$102,000,000	\$0		A	B	100	95	50	May 2009	Dec 2012	The design for this project is 95% complete and a contractor has been hired. This project would require an EA to comply with NEPA. Draft environmental tech reports have been completed to support an EA.



ARRA Project Prioritization

Board of Directors

October 22, 2009

American Recovery and Reinvestment Act

- Funds apportioned on March 6, 2009
- 50% obligated by September 1, 2009
 - Almost 80% was obligated
- 100% obligated by March 5, 2010
 - Remaining 20% allocated to projects and on track
- Period of availability for funds ends September 30, 2010
 - Before - grant can be amended to include new projects
 - After - funds can only be shifted between line items in grant

Operating Assistance

- Originally ARRA did not allow for operating assistance
 - Now up to 10% of formula apportionment allowed for operating assistance (\$6.4 million)
- Additionally up to 10% of formula apportionment allowed for ADA assistance (\$6.4 million)
- Preventive maintenance is eligible
- VMOCC and TMC thought operating should be high priority
 - Should not construct additional facilities while cutting service

Other Considerations

- Shift savings to current ARRA projects
 - Overmatched local contribution
 - Underfunded
- MAG may flex funds to transit
 - TRC discussed \$6.4 million for operating assistance
 - Any remaining savings to transit
 - Highway funds transferred cannot be used for operating assistance
- Funds would be used for capital projects in priority order

ARRA Grant Amendments

- Grant amendment to obligate funds by March 5, 2010
 - Mesa park-and-rides
 - Scottsdale park-and-ride
 - Add operating assistance
 - Add ADA operating assistance
- Potential for additional amendment by September 30, 2010

DRAFT Prioritization Process

- Update eligible project list
 - Current status on NEPA and TIP
 - Current cost estimate and funding need
- Only projects that are ready will be considered
 - Project is in the TIP or easily amendable
 - NEPA is substantially complete or exempt
 - City of Phoenix will verify project status

DRAFT Prioritization Process

- Ready projects will be prioritized using guidelines
 - List sorted by priority
- Project list and recommendation will be presented through committee process
 - Recommendation to fund may consider other factors
 - Whether operating funds are available
 - Whether project is Prop 400

Prioritization History

- Original priorities developed in 1994
 - Consensus from Valley Metro Operations Staff (VMOS)
 - Not adopted by the Board of Directors
- Priorities were used to program transit funds for the TIP
 - Draft transit TIP was reviewed by VMOS
 - Prioritized project list was sent to MAG

Project Priorities (developed in 1994)

- 1 Provide Services and Improvements Required by Law**
 - 1.1 Purchase dial-a-ride fleet for service expansion required by ADA
 - 1.2 Upgrade facilities to comply with environmental laws
- 2 Provide Replacement Equipment and Facilities for Existing Service**
 - 2.1 Purchase replacement revenue fleet or parts
 - 2.2 Provide essential service support
 - 2.3 Maintain existing operating and passenger facilities
 - 2.4 Purchase revenue fleet to replace contractor owned vehicles
 - 2.5 Capitalize cost of contracting for existing service
 - 2.6 Support service costs
- 3 Expand Service**
 - 3.1 Purchase revenue fleet for regional service expansion
 - 3.2 Purchase revenue fleet for local service expansion
 - 3.3 Provide essential service support
 - 3.4 Construct regional park-and-rides
- 4 Passenger Enhancements**
 - 4.1 Provide bus stop improvements
 - 4.2 Construct transit centers
- 5 Other Desired Support Services**
 - 5.1 Capitalize cost of contracting for service expansion
 - 5.2 Other support purchases

ARRA Priorities

- ARRA legislation had general priorities
 - Funds for infrastructure
 - Ready to go
 - Create or save jobs
- RPTA Board discussed priorities
 - Construction projects
 - Prop 400 projects
- Committee discussion was considered

Proposed ARRA Priorities

- 1 Provide Services and Improvements Required by Law**
 - 1.1 Upgrade facilities and fleet to comply with applicable laws
- 2 Provide Equipment and Facilities for Existing Service**
 - 2.1 Operating assistance
 - 2.2 ADA operating assistance
 - 2.3 Preventive maintenance costs
 - 2.4 Maintain existing operating facilities
 - 2.5 Maintain existing passenger facilities
 - 2.6 Construct regional park-and-rides to support existing services
 - 2.7 Construct transit centers to support existing services
- 3 Passenger Enhancements**
 - 3.1 Provide bus stop improvements
 - 3.2 Provide enhancements to existing passenger facilities
- 4 Provide Equipment and Facilities for Expansion of Service**
 - 4.1 Expand existing operating facilities
 - 4.2 Construct new operating facilities
 - 4.3 Construct regional park-and-rides for service expansion
 - 4.4 Construct BRT capital improvements
 - 4.5 Construct transit centers for service expansion
- 5 Other Desired Support Services**
 - 5.1 Purchase replacement revenue fleet
 - 5.2 Purchase revenue fleet for service expansion
 - 5.5 Other support costs and enhancements

Allocation Methodology

- ADA assistance
 - Allocated based on ADA trips provided within urbanized area
- Operating assistance - bus
 - Allocated based on revenue miles of service provided within urbanized area
 - Assistance would be credit against cost per revenue mile for service purchased

Allocation Methodology

- Operating assistance – light rail
 - ARRA apportionment was based on formula
 - Light rail did not contribute to formula (will impact formula beginning with FY 2011)
 - Light rail assistance only benefits three cities
 - Allocation of assistance would mirror methodology used to allocate costs

Moving Forward

- Process will go back through committees for approval and Board adoption in November
- Process would be used for ARRA project savings or any new ARRA funds





Board of Directors Information Summary

Agenda Item #6

Date

October 13, 2009

Subject

Legislative Update

Summary

David Boggs, Executive Director, will introduce Bryan Jungwirth, Chief of Staff, who will provide an update on legislative issues.

Fiscal Impact

None

Considerations

None

Committee Action Process

None

Recommendation

No formal action is required.

Contact Person

David Boggs
Executive Director
602-262-7433

Attachments

None





Board of Directors Information Summary

Agenda Item #7

Date

October 13, 2009

Subject

Executive Director's Report

Summary

David Boggs, Executive Director, will provide an update on agency issues.

Fiscal Impact

None

Considerations

None

Committee Action Process

None

Recommendation

No formal action is required.

Contact Person

David Boggs
Executive Director
602-262-7433

Attachments

None





Board of Directors Information Summary

Agenda Item #8

Date

October 13, 2009

Subject

Future Board Agenda Items Request and Report on Current Events

Summary

Chairman Ecton will request future Board agenda items from Board members and Board members may provide a report on current events.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

David Boggs
602-262-7433

Attachments

None



