FOAC and VMOCC Meeting Packet

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MEETINGS OF THE

Finance Oversight Advisory Committee & Valley Metro Operations and Capital Committee

MEETING DATE	May 19, 2009
TIME	10:00 a.m.
LOCATION	MAG Saguaro Room 302 N. 1st Avenue Suite 200 Phoenix, AZ

VALLEY METRO
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May 12, 2009

TO: Members of the Finance Oversight Advisory Committee (FOAC)
Members of the Valley Metro Operations and Capital Committee (VMOCC)

FROM: Mike Taylor, Acting Deputy Executive Director of Finance
Jim Wright, Acting Deputy Executive Director of Operations

RE: Meeting Notification and Transmittal of Agenda

Joint Meeting of the FOAC and VMOCC
MAG – Saguaro Room
302 N. 1st Avenue, Suite 200
Tuesday, May 19, 2009
10:00 a.m.

Joint Meeting Agenda Items	**Action Recommended**
1. Summary Minutes	1. For action
A. FOAC Summary Minutes Summary minutes from the April 21, 2009 meeting of the FOAC are presented for approval.	
B. Joint Meeting Summary Minutes Summary minutes from the April 21, 2009 joint meeting of the FOAC and VMOCC are presented for approval.	
2. FY 2009/10 (July 1, 2009 thru June 30, 2010) Proposed Operating and Capital Budget	2. For action

Mike Taylor, Acting Deputy Executive Director of Finance, will request the FOAC and VMOCC forward the following items to the Transit Management Committee (TMC) for consideration:

- Revised FY 2008/09 Operating and Capital Budget ;
- FY 2009/10 Operating and Capital Budget and Five Year Capital Program;
- Resolution delegating authority to the Executive Director regarding IGAs, TSAs, Contracts, and budget authority.

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.

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3. Transit Life Cycle Program (TLCP) Update — 3. For information

Paul Hodgins, Manager of Capital Programming, will provide a TLCP update and request guidance from the FOAC and VMOCC.

4. Future FOAC Agenda Items — 4. For information

Chair Tami Ryall will request future FOAC agenda items from the committee members.

5. Public Comment — 5. 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.

6. Next FOAC Meeting — 6. For information

The next meeting of the FOAC is scheduled for **May 26, 2009 at 1:00 p.m.** located at the **METRO Rail Offices** (101 N. 1st Avenue, Ste. 1300) and will be a joint meeting with the VMOCC to take action on the Transit Life Cycle Program (TLCP).

Adjourn Joint Meeting – BREAK

VMOCC Agenda Items	**Action Recommended**
7. VMOCC Consent Agenda	7. For action
A. VMOCC Summary Minutes Summary minutes from the April 21, 2009 meeting of the VMOCC are presented for approval.	A. For action
B. Vanpool Vehicle Procurement Contract Award Gary Roberts, Vanpool Coordinator, will request the VMOCC forward the recommendation that authorizes the Executive Director to enter into a contract with Arizona Bus Sales to supply vanpool vehicles for the Valley Metro Vanpool Fleet, and forward the recommendation to the TMC for consideration.	B. For action

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8. July 1st Fare Communications and Retail Location Strategy Update — 8. For information

Mario Diaz, Chief Marketing Manager, will update the committee on the July 1st transit fare communications and retail location strategy.

9. Fare Vending Machines (FVM) Project — 9. For information

Jim Book, Project Manager, will provide information regarding the acquisition and installation of fare vending machines (FVM). This item was requested during the April 21st VMOCC meeting.

10. Update and Summary on Public Comments Regarding Proposed ADA Paratransit Eligibility Program — 10. For information

Carol Ketcherside, Deputy Executive Director of Planning, will update and provide a summary on the public comments regarding the proposed ADA Paratransit Eligibility Program.

11. Valley Metro Planning Studies Overview Update – 1st Quarter 2009 — 11. For information

Carol Ketcherside, Deputy Executive Director of Planning, will update the committee on the current Valley Metro Planning studies.

12. Customer Relations Performance Report — 12. For information

As requested by the VMOCC, Scott Wisner, Customer Service Manager, will present the current customer relations performance report and update the VMOCC on customer service issues.

13. Future Agenda Items — 13. For information

Chair Greg Jordan will request future VMOCC agenda items for committee members. The attached matrix illustrates past and pending agenda items of the VMOCC.

14. Member Agency Updates — 14. For information

An opportunity will be provided for VMOCC members to provide an update on projects in their jurisdictions.

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15. Public Comment — 15. 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.

16. Next VMOCC Meeting — 16. For information

The next meeting of the VMOCC is scheduled for **May 26, 2009 at 1:00 p.m.** located at the **METRO Rail Offices** (101 N. 1st Avenue, Ste. 1300) and will be a joint meeting with the FOAC to take action on the Transit Life Cycle Program (TLCP).

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.

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Joint FOAC & VMOCC
Agenda Items

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Finance Oversight Advisory Committee

Information Summary

Agenda Item #1A

Date
May 12, 2009

Subject
Summary Minutes

Summary
Summary minutes from the April 21, 2009 meeting of the FOAC are presented for review and approval.

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
It is recommended the FOAC approve the summary meeting minutes from the April 21, 2009 FOAC meeting.

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

Attachments
Summary Minutes

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Summary Minutes
Finance Oversight Advisory Committee (FOAC)
April 21, 2009
MAG – Saguaro Room
302 N. 1st Avenue, Suite 200
Phoenix, AZ
10:00 a.m.

FOAC Members Present

Tami Ryall, Town of Gilbert, Chair
Kristin Taylor, Town of Avondale
Sean Banda, Town of Buckeye
Dan Cook, City of Chandler
Christy Eusebio, City of Glendale
Cato Esquivel, City of Goodyear
Mike James, City of Mesa
Randy Roberts, City of Peoria
Ken Kessler, City of Phoenix
Dave Meinhart, City of Scottsdale
Joe Clements, City of Tempe
John McCormack, METRO

FOAC Members Not Present
City of Surprise
Town of Queen Creek
City of El Mirage
Maricopa County

Vice Chair Tami Ryall called the FOAC meeting to order at 10:10 a.m.

1. RPTA Financing Master Resolution and Supplemental Resolution #1

Mike Taylor, Acting Deputy Executive Director of Finance, presented the following information to the FOAC for their consideration.

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

- Senior Lien Bonds $135,000,000
  - METRO Rail - $85,000,000 – Relocation of utilities, planning, acquisition, construction and equipment of expansions of the light rail system
  - RPTA (Bus Side) - $50,000,000 – Bus transit centers, acquisition of buses and paratransit vehicles, acquisition, construction and equipment of park and ride facilities and related capital costs.
  - Estimated total interest of $68,274,726
  - True Interest Cost (TIC) of 4.943%
  - Issuance will be secured by the Public Transportation Funds (PTF)
  - Bus PTF share of interest is estimated at $25,287,570
  - METRO Rail PTF share of interest is estimated at $42,987,156

- Master Resolution – Key Points
  - Sets forth the policies under which all future financings may be conducted
  - Mirrors the Master Resolution for the Arizona Department of Transportation's Excise Taxes received by RPTA and deposited into a Bond Account established under the Master Resolution (the "Pledged Funds"), as security for payment of its 2009 Bonds
  - Describes the requirements which RPTA must meet to issue additional Bonds. These include a financial test that the amount of Transportation Excise Taxes received in any 12 consecutive months out of the most recent 18 months prior to the issuance of the additional Bonds is not less than: (1) 200% of the maximum debt service on all Senior Lien Bonds during any future Bond Year and (2) 120% of maximum debt service on all Senior and Subordinated Bonds
  - Expressly states that all Bonds are limited obligations of RPTA payable solely from the Pledged Revenues, and RPTA has no obligation to pay the Bonds from any other source of funds which it may have

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

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- RPTA officers are also authorized to: prepare a Preliminary Official Statement and a final Official Statement describing the 2009 Bonds and their security for distribution by the Underwriters to prospective purchasers of the 2009 Bonds; negotiate the form of a Bond Purchase Agreement with the Underwriters; and into other customary financing documents
- Specifies limits or parameters on the financial terms of the 2009 Bonds, including;
    - aggregate principal not to exceed a specified dollar amount
    - interest rate not to exceed specified rate
    - final maturity date not to exceed July 2, 2025
    - Underwriters' compensation not to exceed a specified amount
- Authorizes RPTA to spend proceeds of 2009 Bonds for the 2009 Project
- Authorizes RPTA to take all actions necessary to comply with Bond Resolutions and other bond documents

➢ Recommendation
- It is recommended the FOAC approve the Master Resolution and First Supplemental Resolution, authorizing the issuance of Senior Lien Bonds not to exceed $135,000,000, and forward this item to the Transit Management Committee (TMC) for consideration

Dave Meinhart said there's been a lot of conversation about the bond issuance associated with rail projects and asked if there was a list of projects the $50 million on the bus side is associated with. He asked if it was something the committees had discussed before. Mr. Taylor said the detail had not been presented before. Mr. Meinhart requested the list of projects be provided to the committee. He said he didn't remember discussing selling bonds on the bus side and he is concerned about combining this discussion with the Transit Life Cycle Program (TLCP) issues in such a short time frame.

Ken Kessler asked if the potential changes to the TLCP, in terms of capital projects that may ultimately be deleted from the overall program, in terms of bonding needs had been considered. Mr. Taylor said for the bus side, the $50 million is for reimbursement for this current year and for next year, so the bond proceeds will be used by the end of next year. This has been included in the TLCP financial model.

Mr. Kessler asked if the capital projects would be affected by the current update. Mr. Taylor said no, last year during the budget process, including the approval and adoption of the budget, there was bonding in the budget for this year. He said staff wasn't aware until recently for the need of a bond for this year and hoped to hold off until fall of FY10.

Mr. Taylor said the list of projects was distributed to the committee members. He said the list shows what the bond proceeds are being used for.

Mr. Meinhart asked if there was anything more specific on the locations for the transit centers and park-and-rides. Mr. Taylor said he did not have that information available at this meeting.

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Regarding the list of projects being used for bond proceeds, Ms. Ryall asked to clarify if everything in FY09 had been spent. Mr. Taylor said the second column, FY09, reflected amounts spent through March 31st. The next amount is the forecasted amount to be spent from April 1st through June 30th. Finally, is the amount we're committed to reimburse ourselves back.

IT WAS MOVED BY JOHN MCCORMACK, SECONDED BY KEN KESSLER AND UNANIMOUSLY CARRIED TO APPROVE THE BOND FINANCING RESOLUTIONS AS PRESENTED.

2. Future Agenda Items

Mr. Kessler suggested the FOAC consider looking at revenues more closely in the TLCP. He said the focus is primarily on the expenditure side and the ADOT forecast, and it may be worthwhile for the FOAC to look at the assumptions that go into ADOT's forecast as well as the assumptions of fare revenues. He said there is an overall goal of 25% fare recovery and is not certain if supergrid routes funded through the TLCP, which are primarily outside of Phoenix, really achieve that rate.

3. Public Comment

None.

4. Next FOAC Meeting

The next FOAC meeting was discussed during the joint FOAC and VMOCC meeting (agenda item #7 below).

With no further discussion, the FOAC meeting adjourned at 10:25 a.m.

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Finance Oversight Advisory Committee and Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #1B

Date
May 12, 2009

Subject
Summary Minutes

Summary
Summary minutes from the April 21, 2009 joint meeting of the FOAC and VMOCC are presented for review and approval.

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
It is recommended that the FOAC and VMOCC approve the summary meeting minutes from the April 21, 2009 joint meeting.

Contact Person
Michael Taylor, Acting Deputy Executive Director of Finance
Jim Wright, Acting Deputy Executive Director of Operations
602-262-7433

Attachments
Summary Minutes

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Summary Minutes
Finance Oversight Advisory Committee (FOAC) and
Valley Metro Operations and Capital Committee (VMOCC)
April 21, 2009
MAG – Saguaro Room
302 N. 1st Avenue, Suite 200
Phoenix, AZ
10:00 a.m.

FOAC Members Present

Tami Ryall, Town of Gilbert, Chair
Kristin Taylor, Town of Avondale
Sean Banda, Town of Buckeye
Dan Cook, City of Chandler
Christy Eusebio, City of Glendale
Cato Esquivel, City of Goodyear
Mike James, City of Mesa
Randy Roberts, City of Peoria
Ken Kessler, City of Phoenix
Dave Meinhart, City of Scottsdale
Joe Clements, City of Tempe
John McCormack, METRO

FOAC Members Not Present

City of Surprise
Town of Queen Creek
City of El Mirage
Maricopa County

VMOCC Members Present

Greg Jordan, City of Tempe, Chair
Cathy Colbath, City of Glendale, Vice Chair
Kristen Taylor, City of Avondale
Sean Banda, Town of Buckeye
Dan Cook, City of Chandler
Ken Maruyama, Town of Gilbert
Terry Johnson, City of Glendale
Cato Esquivel, City of Goodyear
Julie Howard, City of Mesa
Jim Hash, City of Mesa
Randy Roberts, City of Peoria
Reed Caldwell, City of Phoenix
Al Villaverde, City of Phoenix
Madeline Clemann, City of Scottsdale
Randy Overmyer, City of Surprise

VMOCC Members Not Present

City of El Mirage
Maricopa County
METRO Rail
Town of Queen Creek

Chairman Greg Jordan called the joint meeting of the FOAC and VMOCC to order at 10:25 a.m.

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5. Summary Minutes

Summary minutes from the March 24, 2009 joint meeting of the FOAC and VMOCC were presented for approval.

Mr. Meinhart commended staff on the quality of the minutes.

IT WAS MOVED BY DAVE MEINHART, SECONDED BY KRISTIN TAYLOR AND UNANIMOUSLY CARRIED TO APPROVE THE SUMMARY MINUTES FROM THE MARCH 24, 2009 JOINT MEETING OF THE FOAC AND VMOCC.

6. Transit Life Cycle Program (TLCP) Changes

Paul Hodgins, Manager of Capital Programming, presented the following information to the FOAC and VMOCC for their consideration.

Mr. Hodgins said the ADOT forecast is included in the update, which is significantly lower than it has been in past years; it's lower on the bus side by approximately $574 million for 2009 through the end of the program. He said since the region can't operate in a deficit, the update will impact service and capital.

- 2009 Financial Model
  - Transit Life Cycle Program (TLCP) updated to Reflect Current ADOT Revenue Projections
  - Public Transportation Fund (PTF) Sales Tax Revenues Down 20.8% or $274.1 million from Previous Year's Estimate
  - All Elements of the Program will be Impacted to Balance the 2009 TLCP Update

- Fleet Life Options
  - Extend fleet life with mid-life rebuilds

Table 1: Alternative Fixed Route Fleet Replacement Cycles

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

Source: HDR|SR Beard, 2009

Mr. Hodgins said the cost to replace the fleet decreases and the savings can be significant as the fleet life is extended. However, about 80% of federal funds are used to buy fleet. Since mid-life rehabilitation (rehab) may not be the highest priority for federal funds, in order to realize savings, prioritizing is needed to fund the mid-life rehabs with 80% federal funds or 20% of the fleet purchase would be 100% local money

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for mid-life rehab. Additionally, this doesn't take into account potential impacts on operating costs and preventative maintenance. While upgrading major components such as engines and transmissions, the longer the bus is kept, the more routine maintenance it requires and the impacts of this needs to be considered. He said if the option of extending fleet life is selected, it could have a significant impact on the operating costs.

- Financial Model Updates
  - Alternative 1
    - Operations Adjustments
      - Existing Routes funded at existing service levels
      - New routes funded at 30 or 60 minute headways, delayed 4 years
      - Future Arterial BRT routes delayed beyond 2026
    - Capital Adjustments
      - Fleet replacements and expansions to meet minimal increases
      - Capital facilities delayed beyond 2026, except existing commitments
  - Alternative 2
    - Adjustments to Operating Program
      - Existing routes funded at existing levels
      - New routes funded at 30 minute headways, unless programmed for less
      - All routes delayed by 2 years or more
      - 4 supergrid and 4 express/BRT routes delayed beyond 2026
    - Adjustments to Capital Program
      - Fleet replacements and expansion as needed
      - Fleet life extended to 16 years, with mid-life rehab
      - Capital facilities delayed beyond 2026, except existing commitments
      - Arterial BRT capital delayed beyond 2026 for S. Central and Chandler Blvd.
  - Alternative 3
    - Available revenues
      - FY 2010 through FY 2026 revenues allocated by mode
      - Regional Services costs removed from bus allocation
      - Remaining bus PTF allocation distributed by JE category and jurisdiction
    - Project Costs
      - Jurisdictions' projects listed with estimated FY 2010 through FY 2026 costs
      - Jurisdictions would prioritize projects to use only available revenues
      - Financial model would be re-balanced to account for new priorities

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- Moving Forward
    - Recommendation on extending fleet life
    - Staff recommends pursuing alternative 2 for balancing TLCP
    - Final adjustments needed for FY 2009 revised budget estimates

Reed Caldwell asked the following questions:

- Explain the difference in the totals between alternatives 1, 2 and 3. Mr. Hodgins said there were some errors found in the jurisdictional equity tables included in the packet, which will be revised going forward. He said for alternative 1, too much was allocated on the capital side. Alternative 1 is a $2 billion program for FY06 through the end of the program. Alternative 2 is slightly more because alternative 1 ended up with about a $50 million balance at the end of the program. Alternative 2 has effectively spent all of the funds. In alternative 3, the totals only include projects for FY10-FY26, so the totals are less until the FY06-FY09 amounts are added in.

- If the jurisdictional allocation that has occurred from inception up to FY09 isn't what was prescribed in the initial Prop. 400, would there then be a difference at the very end? Mr. Hodgins said yes, and as soon as those years are finalized, they will be added in so it would get added as we move forward to try to balance it.

- Will the numbers change? Mr. Hodgins said it could have minimal changes.

- Is it possible to consider two alternatives before making the final decision at the next meeting? Mr. Hodgins said it is up to both committees.

Julie Howard asked about the regional costs taken out prior to making the allocations. Mr. Hodgins said the regional costs consist of regional services and the call center. They are identified in the budget as regional services. Mr. Taylor said currently the regional costs total $8.3 million and next year it is estimated at $8.1 million. Mr. Hodgins said by policy, those costs are not allocated to the jurisdictions.

Mr. Meinhart asked about the significant decrease between year 15-16 and year 17-18 in the fleet replacement table, as opposed to the others. Mr. Hodgins said this is because the program was looked at only through 2026. He said as the life of the fleet is extended out more years, the cost of the mid-life program stays about the same, but buses are dropped off at the end of the program so fewer buses are purchased.

Mr. Meinhart said based on the first run through of alternative 2, the assumption was made for a 16-year bus life. He said this raises two points; we will have to commit federal money to make sure the region can do the mid-life upgrades and; whether the savings in the capital translates into an increase in operating costs or maintenance programs. Regarding the second option, Mr. Meinhart asked if there could be a model assuming that the revenue stream would continue, with re-approval of the tax, and how far out we could go rather than just beyond 2026. He asked for some background on how these alternatives were determined.

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Mr. Hodgins said a two step approach was taken. The first step was to look at operations because the region cannot operate in a deficit, so operations were delayed enough so some PTF was left to carry through to the capital. He said the operating program was delayed as little as possible to allow for the fleet replacement program plus some other capital so that the capital program is impacted more than the operating program. Mr. Hodgins said in discussions, it was determined that getting service on the street was the priority. He said if the committees prefer, service could be delayed to allow some capital back in the program.

Mr. Meinhart said it affects individual communities differently if you're already funding a route, but ¾ of the remaining supergrid routes are already operating through other sources of funds. He said because some communities have more invested in capital than in operations, he expected to see something that went out and carried us to see how far out we go to actually do everything that's in the plan. He is not comfortable moving forward without having a little better understanding on something that didn't make a judgment call that prioritized operations over capital. Regarding alternative 3, Mr. Meinhart asked if part of the assumption was that ADA contribution becomes part of a pool of funding available under the jurisdictional equity calculation or if it is still held separately.

Mr. Hodgins said the ADA allocation is listed separately on each table, and by default they're balanced because it was allocated by percentage. He said it's an option that a jurisdiction could take if they wanted to shift the funds from ADA to something else; it is something the jurisdictions might want to do as part of the prioritization process.

Mr. Meinhart said that becomes more important as more rigorous certification processes and calculations have been made and because of those changes, there will be some reductions in dial-a-ride demand.

Mr. Jordan asked if the suggestion was that the ADA funds would have greater flexibility to use for other modes of operation and if it would be a policy. Mr. Hodgins said it would require a policy change and currently the policy is to allocate it according to those percentages. If a jurisdiction chose to change its allocation as part of its re-prioritization process, the policy would need to be changed.

Terry Johnson said he had anticipated the capital would slide back to equal magnitude of the operations; however, operations is sliding back three years, but capital, with the exception of buses, is dropping out of the program. He asked if the alternatives presented could be re-done so that operations is included in order to bring the capital projects to a corresponding amount. He also said if 15-minute service is not initially warranted, it could begin later so that would be another modification to alternative 2.

Ms. Taylor said because Avondale does not have any capital, it's difficult to grasp the alternatives, other than the first alternative. She would like for the capital and operations to be balanced for the communities that don't have any capital, but if capital is included, Avondale's routes will be pushed out.

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Mr. Meinhart thanked staff and the consultants for the detailed information. He said he's not comfortable in moving anything forward at this time. He said he would prefer modified versions of alternative 2 and 3.

Mr. Jordan asked how decisions were made regarding the delaying of BRT projects in alternative 2. Mr. Hodgins said those routes were delayed more than the typical routes due to capital. They had to be delayed to a point where there was enough PTF left to fund the capital. Because it is a hybrid, both components had to be considered.

Daniel Cook said he would like to see the changes in operating headways for alternative 2, like what is explained in alternative 1. Mr. Hodgins said it could be added.

Mr. Cook said he did not think operations should be implemented with no capital improvements. He said it is important to make sure they are in-sync and as BRT or supergrid is implemented, the necessary facilities need to be there so some delay of operations to fund capital, if necessary, would be appropriate.

Ms. Howard asked how the length of delay in service is determined. Mr. Hodgins said it was based primarily on the operations and revenues that were available. He said staff delayed enough to ensure the region is not operating in a deficit and that there are enough funds to pay for the local match on the fleet.

Ms. Howard asked what was meant when it says all services that are currently funded by local jurisdictions will remain at current service level. She asked if that meant there will be no Sunday service if there isn't currently Sunday service. Mr. Hodgins said a basic amount of weekend service, if it wasn't included, was kept but no major improvements were done on weekday service.

Mr. Jordan asked if the operating impact of the various scenarios regarding fleet life could be quantified. Mr. Hodgins said it is still being studied and suggested for the next meeting – no changes are assumed for the model purposes and keep fleet life at 12 years.

Mr. Caldwell said he thinks there is a significant cost difference for operating the buses and a significant change in quality of service we would undertake by extending the fleet life. He brought up the example when the region operated the old 60-foot high floor MANs buses which were replaced at 15 years and the quality of service of those buses was significant. Mr. Caldwell suggested a policy change to calculate the amount of ADA funds per jurisdiction, so ADA funds can be spent however the individual jurisdictions prefer.

Mr. Caldwell said regarding regional costs, it would be extremely helpful to get a copy of what those regional costs are; quantifiable over the entire 20 year program. He said when the 2007 TLCP update was done, there was significant background information provided and asked if it would be possible to get that information for this year from the consultant.

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Mr. Caldwell said the Phoenix BRT program, as well as Mesa's, has been extremely successful and making cuts to the BRT programs need to be carefully considered. He said BRT is important and a successful service. He suggested the supergrid routes could be moved around so BRT could be expanded. Mr. Caldwell suggested each jurisdiction, representing their voters, should review their own analysis of the numbers. He said it's important the jurisdictions work together in the same way as when Prop. 400 originated and to get input from the various committees regarding the alternatives before any decisions are made.

Ms. Howard said she would like to see some language for each alternative that takes into account increases in revenues ensuring the projects that were voted on do not get dropped. Mr. Hodgins said the RTP is a 20-year plan and as it gets updated, it gets extended and is now past 2030, so as the projects are delayed, they are unfunded through the current life cycle, but they remain in the RTP and at some point could be advanced back into the funded portion of the life cycle.

Ms. Howard asked if that included the funding removed from alternative 2 for the Intelligent Transportation Systems (ITS). Mr. Hodgins said yes.

Mr. Jordan asked how the program is affected in the event revenues increase. Mr. Hodgins said if jurisdictional equity percentages were strictly adhered to, the same process would be repeated next year. He said the funds would be allocated by jurisdiction and each jurisdiction would decide what to include in the program.

Mr. Johnson suggested an option which includes capital projects beyond the end of the program in 2026. He asked if the reverse commute is still in alternative 2. Mr. Hodgins said the reverse commutes are still included if they are planned and part of future expresses. He said the number of trips were not decreased.

Mr. Johnson said in alternative 2, eliminating 15-minute peak service on the reverse commute could be loosened up so it's not lock-step delayed.

Mr. Meinhart asked about the deadline for getting the TLCP update approved. Mr. Hodgins said the budget has to be adopted by June and 80% of the budget is life cycle related. He said if an agreement could be reached at the meeting on the life cycle program for FY 2010, the budget will move forward in June. Mr. Hodgins said the regional plan update Maricopa Association of Governments (MAG) is currently working on will be impacted if the TLCP update is delayed. He said MAG intends to have a draft of the regional plan in June.

Mr. Meinhart said although there is some agreement regarding alternative 2, the preference is to see a better balance between the Capital Improvement Program (CIP) and operations and how the delays occur. He suggested seeing estimated dates for when projects would be implemented assuming continuation of the same revenue streams. He also suggested either focusing more on alternative 3 – prioritizing and working with small groups of jurisdictions on different routes or to still keep it more

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ballistic. Mr. Meinhart didn't feel the committees could make a decision on one alternative at the meeting.

Mr. Hodgins suggested not modifying alternatives 1 or 3, but modifying alternative 2. He asked for direction on exactly what the committees would like to see.

Mr. Meinhart summarized the following modifications to alternative 2, naming it alternative 4, for direction to staff on how to proceed:

- ✓ A better balance between delays in operations and capital project expenditures
- ✓ Extending the estimated dates of the program based on the assumptions of continuing revenue streams
- ✓ Using the current fleet replacement plan rather than going to the 16-year replacement plan
- ✓ Consider removing the reverse commute bus routes.

IT WAS MOVED BY DAVE MEINHART AND SECONDED BY TERRY JOHNSON TO APPROVE THE SUGGESTED ALTERNATIVE #4 AS MENTIONED ABOVE AND FORWARD IT TO THE TMC FOR CONSIDERATION.

Mr. Caldwell felt this motion is not needed because the committees have provided enough information and direction to RPTA staff. He said if the motion stands, Phoenix will abstain.

Mr. Meinhart withdrew his motion and Mr. Johnson withdrew as well.

Mr. Jordan suggested looking into the BRT cycling or delays, possibly pushing them earlier in the plan as part of alternative 4 and keeping it in step.

Mr. Johnson asked to include delaying the 15-minute service until it was needed. Mr. Hodgins said unless there's 15-minute peak service on an existing route, there's no peak service included in either alternative 1 or 2.

Cathy Colbath asked if staff needed each jurisdiction's allocations prior to accepting next fiscal year's budget. Mr. Hodgins said if it impacts next year's budget then staff will need that information.

Mr. Jordan asked what information will be presented to the Transit Management Committee (TMC). Mr. Hodgins said staff will present the same presentation, which will include the comments and suggestions discussed at this meeting.

7. <u>Discussion on the Next Joint Meeting of the FOAC and VMOCC</u>

Mr. Taylor led a discussion regarding the meeting date of the next joint FOAC and VMOCC meeting. He outlined the upcoming meeting dates, explaining the sequence of committee meetings, the process of the TLCP update, and the Budget approval process.

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After discussion among the committee members, it was determined to have the next joint FOAC and VMOCC meeting on Tuesday, May 19th to review and further discuss the TLCP alternatives, and an additional meeting scheduled for the following Tuesday, May 26th to approve the TLCP update. This will allow the FOAC and VMOCC to review the information discussed from the May 21st RPTA Board meeting.

8. Public Comment

None.

With no further discussion, the joint FOAC and VMOCC meeting adjourned at 11:30 a.m.

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Finance Oversight Advisory Committee and Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #2

Date
May 12, 2009

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

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

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

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

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

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

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The Regional Services proposed budget for FY 2009/10 is $8.36 million and is funded with: PTF - $8.1 million, Federal Transit Administration (FTA), Job Access Reverse Commute (JARC) - $100,000, and METRO Rail - $150,258. The proposed FY 2009/10 Regional Services budget is $700,000 less compared to what is being funded with PTF in FY 2008/09.

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

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

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

Fiscal Impact
The proposed FY 2009/10 operating and capital budget has been prepared with the goal of delivering a fiscally prudent, balanced budget using carry forwards, and reserves and is aligned with the TLCP update for FY 2009/10. The proposed FY 2009/10 combined operating and capital budget is $297.7 million and includes all the projects in the TLCP for FY 2009/10.

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

Committee Action Process
Transit Management Committee (TMC) – May 6, 2009 – For Information
Budget & Finance Subcommittee (BFS) – May 14, 2009 – For Information
Board of Directors – May 21, 2009 – For Information
Valley Metro Operations & Capital Committee (VMOCC) and Finance Oversight Advisory Committee (FOAC) – May 19, 2009 – For Action
Transit Management Committee (TMC) – June 3, 2009 – For Action
Budget & Finance Subcommittee (BFS) – June 4, 2009 – For Action
Board of Directors – June 18, 2009 – For Action

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Recommendation
It is recommended the FOAC and VMOCC approve the following and forward to the TMC for consideration:

- Revised FY 2008/09 Operating and Capital Budget ;
- FY 2009/10 Operating and Capital Budget and Five Year Capital Program;
- Resolution delegating authority to the Executive Director regarding IGAs, TSAs, Contracts, and budget authority.

Contact Person
Michael Taylor
Acting Deputy Executive Director of Finance
602-256-4302

Attachments
- ✓ Resolution for Delegated Authority to Executive Director
- ✓ FY 2009/10 Proposed Operating and Capital Budget Analysis and Overview
- ✓ FY 2009/10 Proposed Operating and Capital Budget Presentation
- ✓ FY 2009/10 Proposed Operating & Capital Budget & 5-Year Capital Program (this document is available on the Valley Metro website at: http://www.valleymetro.org/valley_metro/events/joint_meeting_of_the_FOAC_and_VMOCC5/)

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DELEGATED AUTHORITY TO EXECUTIVE DIRECTOR
REGARDING IGAs, TSAs, CONTRACTS AND BUDGET AUTHORITY

BE IT RESOLVED, that the Executive Director of the Regional Public Transportation Authority ("**RPTA**") is hereby authorized to execute on behalf of the RPTA any Intergovernmental Agreement ("**IGA**") and Transit Service Agreement ("**TSA**") by and between the RPTA and each of its member public agencies provided that: (i) any funds committed to be expended pursuant to such IGA or TSA have been authorized for expenditure in a budget approved by the RPTA Board of Directors and (ii) the actions to be taken pursuant to such IGA or TSA are authorized in the current Transit Life Cycle Program as approved by the RPTA Board of Directors or (in the case of actions not included in the Transit Life Cycle Program) otherwise approved by the RPTA Board.

BE IT RESOLVED FURTHER, that the Executive Director of the RPTA is authorized to initiate competitive solicitations pursuant to the RPTA Procurement Policies provided that any decision to award a contract in excess of $50,000 must be approved by the RPTA Board unless permitted otherwise by the RPTA Procurement Policies in the case of an emergency procurement or public exigency.

BE IT RESOLVED FURTHER, that the Executive Director is authorized to sign IGAs and TSAs of the RPTA as authorized by these resolutions, and the Executive Director is authorized to execute other contracts of the RPTA provided that such contracts have been procured in accordance with the RPTA Procurement Policies and in accordance with these resolutions, but any expenditure under such IGAs, TSAs or contracts must (when aggregated with other expenditures in a budget year) cannot exceed the total annual budget for the applicable year that is approved by the RPTA Board ("**Board-Approved Budget**"). Expenditures in excess of the Board-Approved Budget require the approval of the RPTA Board of Directors, except that transfers of fund appropriations between departments and transfers of sums within a specific fund or departmental group may be made upon the Executive Director's approval.

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

	2009/10 Preliminary Budget	2008/09 Adopted Budget	2008/09 Revised Budget	Amount Increase/ (Decrease)	Percent Increase/ (Decrease)	** Note
Sources of funds						
Revenues:						
Public transportation funds (PTF)	116,850	$ 133,500	$ 115,118	$ (16,650)	-12%	(1)
Transit service agreements	24,211	24,123	23,944	88	0%	
Federal grants	27,710	17,134	22,855	10,576	62%	(2)
VMR staff & administration reimbursement	9,858	10,088	10,088	(230)	-2%	
Regional area road funds (RARF)	4,389	4,292	4,277	97	2%	
Interest & other revenues	1,390	3,373	2,183	(1,983)	-59%	(3)
Local participation	519	-	436	519	100%	(4)
State & local grants	832	847	847	(15)	-2%	
Total revenues	185,759	193,357	179,748	(7,598)	-4%	
Bond proceeds	-	80,000	136,336	(80,000)	-100%	(5)
Carryforwards & reserves	111,925	45,664	12,464	66,261	145%	(6)
Total revenues & other sources of funds	$ 297,684	$ 319,021	$ 328,548	$ (21,337)	-7%	
Uses of funds by category						
Expenses:						
Lead agency PTF disbursements	$ 66,183	$ 119,650	$ 80,810	$ (53,467)	-45%	(7)
Transit service contracts	66,807	59,351	60,621	7,456	13%	(8)
Capital outlay	40,635	36,575	34,922	4,060	11%	(9)
Salary & fringe benefits	19,132	19,331	19,271	(199)	-1%	
Bond interest expense & issuance costs	6,468	2,400	1,336	4,068	170%	(10)
Consultants & contracts	7,040	5,598	6,212	1,442	26%	(11)
Contingency	7,124	7,104	400	20	0%	
Rent & utilities	3,015	2,502	2,253	513	21%	(12)
Advertising	1,372	1,701	1,406	(329)	-19%	(13)
Bus book, outreach materials & website	895	1,043	803	(148)	-14%	(14)
Insurance & risk management	440	480	455	(40)	-8%	(15)
Safety & security	1,214	957	357	257	27%	(16)
Lead agency RARF disbursements	500	500	500	-	0%	
Other administrative costs	1,783	2,051	2,025	(268)	-13%	(17)
Lead agency bond disbursement	70,300	26,100	14,700	44,200	169%	(18)
Total expenses	292,908	285,343	226,071	7,565	3%	
Carryforwards & contributions to reserves	4,776	33,678	102,477	(28,902)	-86%	(19)
Total expenses & other uses of funds	$ 297,684	$ 319,021	$ 328,548	$ (21,337)	-7%	
Unprogrammed PTF bus revenues	$ -	$ -	$ -	$ -	0%	
Uses of funds by department						
Operating:						
Operations	79,763	$ 72,281	$ 71,424	$ 7,482	10%	(20)
Marketing	6,364	6,982	6,376	(618)	-9%	(21)
Planning	3,063	3,880	3,301	(817)	-21%	(22)
Finance & Management Services	1,416	1,842	1,428	(426)	-23%	(23)
Executive Director's Office	1,284	1,247	1,227	37	3%	(24)
Non-Departmental	4,700	1,655	1,230	3,045	184%	(25)
Total Operating Budget	96,590	87,887	84,986	8,703	10%	
Capital:						
Valley Metro Rail	127,112	94,413	75,065	32,699	35%	(26)
Bus and other transit	73,982	136,721	168,497	(62,739)	-46%	(27)
Total Capital Budget	201,094	231,134	243,562	(30,040)	-13%	
Total Operating & Capital Budget	$ 297,684	$ 319,021	$ 328,548	$ (21,337)	-7%	

** See Budget Analysis notes on pages 2-5.

Budget Analysis

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

Sources Of Funds:

Note	Explanation
(1)	The 12% decrease ($16.7 million) in Public Transportation Fund (PTF) revenue for FY 09/10 was determined using the revised revenue estimates from ADOT. The FY 08/09 PTF revenue adopted budget was revised downward from $133.5 million to $115.1 million due to revised revenue estimates from ADOT. The decrease in revenues was allocated as follows: Rail ($8.0 million); Bus ($10.4 million).
(2)	The 62% increase in Federal Grants is due to the additional funds from the American Recovery and Reinvestment Act (ARRA). RPTA will be receiving $15.9 million in ARRA funds in FY 2009/10.
(3)	Interest and other revenues decreased 59% ($2.0 million) over the prior year due to decreased interest earnings on PTF and the decrease of Alternative Fuel Tax rebate revenue from the IRS.
(4)	The 100% increase ($519,000) in local participation is due to the increase in funding for planning studies that are funded with local monies and funding from METRO Rail for customer service personnel.
(5)	Bond proceeds of $135.0 million to fund capital projects for both RPTA and METRO Rail for FY 08/09 and 09/10. Staff is working with a Financial Advisor and Bond Counsel to arrange a bond financing program to include both RPTA and Valley METRO Rail. Planned bond proceeds will be received in June 2009.
(6)	Detail of "sources of funds - carryforwards and reserves" is as follows:

	2009/10 Preliminary Budget	2008/09 Adopted Budget	2008/09 Revised Budget	Amount Increase/ (Decrease)	Percent Increase/ (Decrease)
Detail of "Uses of carryforwards and reserves" Category					
Bus refurbishment reserve	-	-	-	-	0%
Capital & vanpool reserve	101,231,948	45,265,723	619,334	55,966,225	124%
ASRS carryforward	-	-	-	-	0%
Undesignated fund balance (RARF)	61,271	398,379	1,224,971	(337,108)	-85%
Undesignated fund balance (PTF)	10,631,566	-	10,619,805	10,631,566	100%
Debt service reserve	-	-	-	-	0%
	111,924,785	45,664,102	12,464,110	66,260,683	145%

For the Revised FY 08/09 Budget, $10.6 million of PTF fund balance will used to fund capital projects and $1.2 million of Regional Area Road Funds (RARF) fund balance to fund planning & administrative capital outlay projects. For FY09/10, $101.2 million of Capital reserves (Bond Proceeds) will be used to fund Capital projects that were carried forward from FY 08/09 and to fund additional Capital projects for FY 09/10 for both RPTA & METRO Rail.

Note	Explanation
	Uses of Funds by Category:
(7)	The $66.2 million in lead agency PTF disbursements represents the passing through of PTF to "lead agencies" that will directly oversee certain projects. For FY 09/10, PTF will be passed through to Valley METRO Rail, Inc. for rail capital projects, and will also be passed through to various local jurisdictions to fund vehicle purchases, transit centers, park and rides, bus stop passenger amenities and locally operated ADA services.

Description	FY 2008/09	FY 2009/10
Valley METRO Rail, Inc. capital program	$57,725,400	$46,453,666
ADA reimbursements**	2,329,414	1,287,275
Capital reimbursements	59,595,119	18,442,016
Total Lead Agency Disbursements	$119,649,933	$66,182,957

** Eligibility requirements must be met to draw full amount; funds not drawn at year end will be carried forward to subsequent years.

(8)	Transit service contracts increased 13% ($7.5 million) over the prior year, primarily due to additional miles, the increase in service rates and the splitting of express and local rates which are no longer averaged by each bus contracting agency. Route 136 Gilbert Road will be funded with PTF at its current service levels beginning in FY 09/10.
(9)	Capital outlay increased 11% ($4.1 million) over the prior year; largely due to the Mesa Main Street & Arizona Ave. Bus Rapid Transit (BRT) construction projects.
(10)	Bond interest expense of $6.5 million. This is the interest expense that will be incurred for RPTA and METRO Rail for the bond proceeds as explained in Note 5 above.
(11)	Consultant & contracts in the Operating Budget decreased 25% ($1.0 million) over the prior year. The decrease is attributable to the decrease in planning studies and a decrease in consultants in the Finance & Management Services. The Consultant & contracts in the Capital Budget increased $2.3 million mainly due to the TLCP approved BRT projects.
(12)	Rent and Utilities increased 21% ($513,000) from the previous year mainly due to additional maintenance on the East Valley Operations & Maintenance facility.
(13)	Advertising decreased 19% ($329,000) from the prior year because of the decrease in marketing campaigns for FY 09/10.
(14)	Bus Book, outreach materials, and website expenses decreased by 14% ($148,000) mainly due to a decrease in the quantity of bus books printed for FY 09/10.
(15)	Insurance & risk management decreased by 8% ($40,000) mainly due to lower liability insurance rates.
(16)	Safety and Security is a TLCP allocation based on the FY 09/10 TLCP operating program, and this item increased 27% ($257,000). The allocation percentage increased with the FY 09/10 TLCP update.
(17)	Other Administrative costs decreased 13% ($268,000). Costs included in this category include legal fees, audit fees, printing, copies, postage, delivery service fees, telephones, payroll outsourcing fees, staff development, travel, training, equipment rental and maintenance.
(18)	Lead agency bond proceeds disbursement to Valley METRO Rail. See Note 5 above for explanation of bonding requirements for FY 08/09 & FY 09/10.

Note	Explanation
(19)	Detail of "uses of funds - carryforwards and contributions to reserves" is as follows:

	2009/10 Adopted Budget	2008/09 Adopted Budget	2008/09 Revised Budget	Amount Increase/ (Decrease)	Percent Increase/ (Decrease)
Minimum cash balance requirement	4,700,279	1,230,256	1,230,256	3,470,023	282%
Vanpool capital reserve	75,788	32,253	14,682	43,535	135%
Compensated absences reserve	-	425,000	-	(425,000)	-100%
Capital assets reserve	-	31,990,966	101,231,948	(31,990,966)	-100%
	4,776,067	33,678,475	102,476,886	(28,902,408)	-86%

The minimum cash balance requirement is a Board adopted policy that requires an amount equal to 12% of the annual operating budget be available to meet cash needs. The amount budgeted for FY 09/10 is the TLCP financial model allocation based on the FY 09/10 TLCP operating program.

Each year, excess vanpool revenues are reserved for future purchases of vanpool vans. For FY 09/10, the excess revenue amount has increased 135% ($43,535) due to the increase in the demand of vanpools.

The contribution to the compensated absences reserve has decreased 100% ($425,000) due to an accounting rule that requires us to expenses short term PTO accruals due to our PTO pay out program.

For FY 08/09, $101,231,948 in capital assets reserve will be remaining from bond proceeds of $135.0 million. This will be used for FY 09/10 to fund capital projects for both RPTA and METRO Rail.

	Uses of Funds by Department:
(20)	The Operations Department budget has increased 10% ($7.5 million) from the prior year due primarily to the increase in transit service rates programmed in the FY 09/10 TLCP update.
(21)	The Marketing Department budget has decreased 9% ($618,000) over the prior year. This is due to a decrease in advertising campaigns, a decrease in the quantity of bus books printed and also a decrease in other printing costs.
(22)	The Planning Department budget has decreased 21% ($817,000) over the prior year due to a decrease in planning studies and consultants for FY 09/10.
(23)	The Finance and Management Services Department budget has decreased 23% ($426,000) over the prior year due primarily to a decrease in consultants and organizational development & training.
(24)	The Executive Director's Office budget has increased 3% ($37,000) over the prior year due to consolidating all conference and travel budgets under this department.
(25)	The non-department budget is used to track activity that is not directly attributable to a departmental budget. Items recorded in this budget include carryforwards and contributions to reserves, and contingencies. This budget will fluctuate from year-to-year depending on the activities in the cost categories.

Note	Explanation
(26)	The 35% increase ($32.7 million) in Valley METRO Rail capital program costs over the prior year are mainly attributable to the additional bond proceeds in FY 09/10 to assist in the funding of their capital programs.

Description	FY 2008/09	FY 2009/10
Lead agency PTF disbursements	$57,725,400	$46,453,666
Lead agency RARF disbursements	500,000	500,000
Staff & administration	10,087,924	9,858,369
Bond Proceeds	26,100,000	70,300,000
Total Valley METRO Rail budget	$94,413,324	$127,112,035

** This budget only represents those costs that run through RPTA's budget. See the Valley METRO Rail, Inc. FY 09/10 budget for a complete picture of the light rail capital program budget.

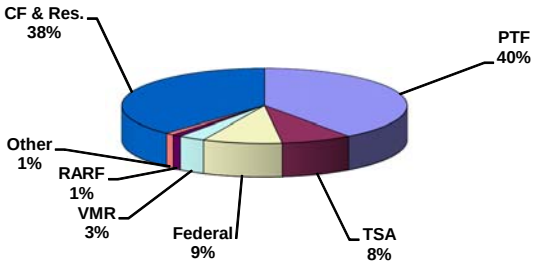
(27)	The total RPTA Capital Budget for FY 09/10 is $74.0 million; however $18.4 million of this consists of Lead Agency Disbursements [see note (7)]. The capital budget was developed based on projects in the Board adopted FY 09/10 TLCP.

FY 2009/10 Total Financial Program

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

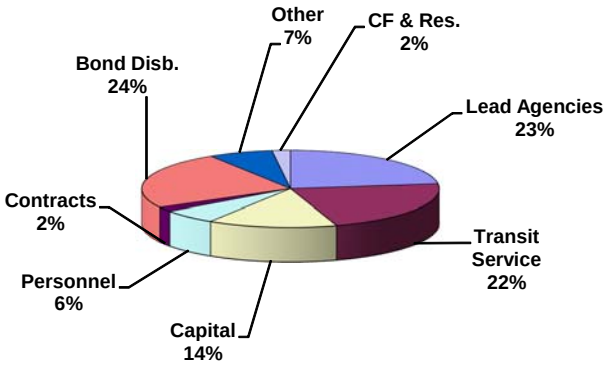
Sources of Funds: ***(in thousand)***

Public transportation funds (PTF)	$	116,850
Transit service agreements (TSA)		24,211
Federal grants		27,710
Valley METRO Rail reimbursement (VMR)		9,858
Regional area road funds (RARF)		4,389
Other revenues		2,741
Subtotal	$	185,759
Carryforwards and reserves (CF and Res.)		111,925
Total	**$**	**297,684**



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

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



Budget Development

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

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

Organizational Staffing

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

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

- The Arizona State Retirement System (ASRS) contribution will decrease 0.05 percent on July 1, 2009. This will make the total to be 9.40 percent contribution by both RPTA and the

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

Transit Life Cycle Program (TLCP)

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

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

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

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

Major Projects and Studies

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

Long Range Planning
Update and/or produce information for the Long Range Transit Plan for Maricopa County, and annual update to the transit element of the Maricopa Association of Government's (MAG) Regional Transportation Plan. Provide transit data to MAG in updating the regional travel demand model, provide technical support to MAG on commuter rail planning. Participate in public meetings and open house workshops to solicit public review and comment. Provide for support in the development and administration of stakeholder communications, public meetings, and public outreach as required to collect and analyze opinions and input into system, corridor and capital planning programs, the transit lifecycle program, service adjustments, purchases and other agency programs and projects. [RARF $86,416, FTA-Planning Program $88,350].

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

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

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

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

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

Project Management
Provides project management in the implementation of the 20 year capital program identified in the RTP. Unless otherwise indicated, RPTA is the designated lead agency for development of transit capital and operating projects identified in the Regional Transportation Plan and funded through the 1/2 cent sales tax extension authorized by Proposition 400. Project management for design and construction of facilities and associated support infrastructure. [RARF $81,662, PTF $94,715].

Regional Marketing Program
Bus Book Development and Printing: The Bus Book is the primary route and schedule communications vehicle for Valley Metro bus riders. The Bus Book is being expanded to include full information on Valley METRO Rail and links to bus service. It is developed and distributed twice a

year. [Regional Services PTF Allocation = $550,000].

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

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

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

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

FY 2009/10 Proposed Operating and Capital Budget

FOAC & VMOCC Meeting

May 19, 2009

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

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

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Flow of Funding Sources (in millions)

Sales Taxes
PTF - For bus operating, bus capital & rail capital
RARF - For planning & administration of the Regional Transportation Plan (RTP)

Transit Service Agreements (TSAs)
Funding provided from other jurisdictions for the purchase of transit services above the level that is funded in the RTP

Federal & State Grants
Federal and state grant funding for capital projects, planning, operations & rideshare.

Valley Metro Rail Admin.
Reimbursement for staffing & administration costs related to Valley Metro Rail.

Other Revenues
Other revenues include interest earnings, vanpool revenues, & local jurisdiction provided funds to be used to match federal grants.

FUNDING SOURCES $185.8

Sales Taxes PTF $116.9 RARF $4.4

TSAs $24.2

Federal & State Grants $28.5

Valley Metro Rail Admin $9.9

Other Revenues $1.9

RPTA TOTAL SOURCES

$297.7

TOTAL REVENUES $185.8

CARRYFORWARDS & RESERVES $111.9

Note:
Of the total $185.8 million revenues there are lead agency disbursements of $66.7 million (pass thru funding).
•Valley METRO Rail - $50.6 million PTF, $0.5 million RARF
•Other lead agencies - $15.6 million

PTF = Public Transportation Funds
RARF = Regional Area Road Funds

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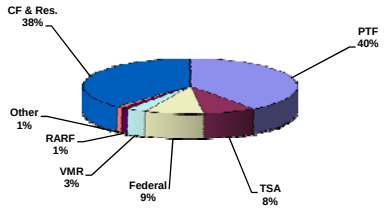
Sources of Funds

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



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

Public transportation funds (PTF)	$ 116,850
Transit service agreements (TSA)	24,211
Federal grants	27,710
Valley METRO Rail reimbursement (VMR)	9,858
Regional area road funds (RARF)	4,389
Other revenues	2,741
Subtotal	$ 185,759
Carryforwards and reserves (CF and Res.)	111,925
Total	**$ 297,684**

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Sources of Funds - Major Changes

- FY 08/09 Total Sources - $319.0M
- FY 09/10 Major changes in funding:
  - —Public Transportation Fund (PTF) revenues ($16.7M decrease)
  - —Carry Forwards & Reserves ($66.3M increase)
  - —Increase in federal grants ($10.6M)
  - —Bond Proceeds ($80.0M decrease)
  - —Other Revenues, Interest, TSAs, VMR Reimb. ($1.5M decrease)
- FY 09/10 Total Sources - $297.7M

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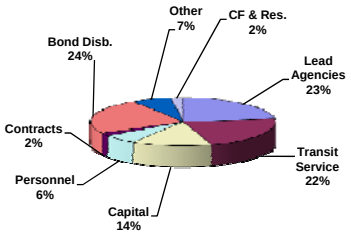
Uses of Funds

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



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

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

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Uses of Funds - Major Changes

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

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Uses of Funds - Major Changes

- Transit service contracts increased $7.5M
- Bond proceeds disbursement to METRO increased $44.2M
- Other expenses net increase of $9.6M
- Carry forwards & Reserves decreased $28.9M
- FY 09/10 Total Uses - $297.7M

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Budget Goals

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

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Budget Goals

- Aligned and Includes all adopted Transit Life Cycle Program (TLCP) projects for FY 09/10
  - All PTF bus revenues have been programmed for FY 09/10
  - Valley METRO Rail funding: $50.6M PTF and $0.5M RARF
  - $4.0 million is not part of the TLCP and are projects that are funded by member cities, fare revenue, State and Federal grants and also $24 million that is funded by member cities for transit service.

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Transit Life Cycle Program(TLCP)

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

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TLCP (continued)

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

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Key Decisions

- Action
  - It is recommended that the VMOCC/FOAC approve the revised FY 2008/09 Operating and Capital Budget and approve the FY 2009/10 Operating and Capital Budget and the Five Year Capital Program and approve the Resolution delegating authority to the Executive Director regarding IGAs, TSAs, Contracts, and budget authority and forward to the TMC for consideration.

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Finance Oversight Advisory Committee and Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #3

Date
May 12, 2009

Subject
Transit Life Cycle Program (TLCP) Changes

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

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

The Budget and Finance Sub-Committee reviewed four alternatives presented at the May 7 meeting. The Chair asked for another alternative that would allow operations and capital projects to be implemented when funds were available and to extend the cash flow model to determine in which year each project can be implemented.

The Sub-Committee discussed eliminating alternatives one and four, however the item was for information and discussion only. After consideration of alternative five, the Sub-Committee may wish to recommend eliminating some of the alternatives.

Fiscal Impact
The decline in forecasted revenues for transit is slightly more than $1 billion through the life of the tax. This amount is further allocated to bus, which declined by $568.4 million, and rail, which declined by $433.6 million. The decline in forecasted revenues has severely impacted the Transit Life Cycle Program. Both the bus and rail components

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were balanced in the 2008 Update, but did not show significant surpluses. The loss in forecasted revenues mean that projects will need to be delayed, modified or deleted in order to balance the TLCP in 2009.

Considerations

TLCP Model – Alternative 1

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

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

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

TLCP Model – Alternative 2

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

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

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TLCP Model – Alternative 3

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

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

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

TLCP Model – Alternative 4

The committees requested a fourth alternative that mirrors somewhat alternative 2. The difference would be that operations implementation does not take precedence over capital projects. All projects will be delayed in order and with the same magnitude. This alternative results in all projects being delayed by 12 years. One consequence of this is that the program builds a cash balance in the middle years, in order to pay for the projects that are implemented at the end of the program. This alternative was not modeled beyond 2026 and it is unclear if the operations are sustainable with estimated revenues beyond 2026.

TLCP Model – Alternative 5

The Sub-Committee Chair requested a fifth alternative that mirrors somewhat alternative 2. The difference would be that operations implementation does not take precedence over capital projects. Unlike alternative 4 where all projects are delayed equally, this alternative delays projects only as needed to meet the cash flow. As a result, projects are delayed anywhere from four to 18 years. Earlier projects are delayed less, and as the operations component grows the delays become larger as the cost for operations takes a significant portion of the revenues.

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Based on current revenue assumptions, all projects would be implemented by 2042. That assumes the Transportation Excise Tax is extended for another 20 years and that transit continues to receive one third of the revenues.

The advantage of this alternative is that it maintains the implementation order for projects. Future updates will maintain the same order, but projects may be advanced or delayed based on updated revenue forecasts at the time.

System Performance

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

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

Committee Action Process

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

- No action taken, requested a fourth alternative

Finance Oversight Advisory Committee, April 21, 2009 for action

- No action taken, requested a fourth alternative

Transit Management Committee, May 6, 2009 for information
Budget and Finance Subcommittee, May 7, 2009 for information
Budget and Finance Subcommittee, May 14, 2009 for possible action
Board of Directors, May 21, 2009 for information
Valley Metro Operations and Capital Committee, May 19, 2009 for information
Finance Oversight Advisory Committee, May 19, 2009 for information
Valley Metro Operations and Capital Committee, May 26, 2009 for action
Finance Oversight Advisory Committee, May 26, 2009 for action
Transit Management Committee, June 3, 2009 for action
Budget and Finance Subcommittee, June 4, 2009 for action
Board of Directors, June 18, 2009 for action

Recommendation

This item is for information only.

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Contact Person
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Manager of Capital Programming
602-262-7433

Attachments
Alternative 1 Summary
Alternative 2 Summary
Alternative 3 Summary
Alternative 4 Summary
Alternative 5 Summary
PTF Jurisdictional Allocations

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Alternative 1 Summary

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

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

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

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

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

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

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

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

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

Step 7 – Service improvements were delayed by 4 years. This includes only service improvements. The PTF continues to assume funding for existing services on the original implementation schedule. The savings by delaying service improvements is not as significant as a result. The deficit was reduced to $288.9 million.
Step 8 – The arterial Bus Rapid Transit (BRT) projects were deferred beyond FY 2026. Because the deficit was still so significant, and the arterial BRT program is an enhancement to existing service (in all cases there is underlying local service), these projects, with the exception of Main Street (Mesa) which is already operating, will be deferred beyond the life of the program. This saves both capital and operating funds. The deficit is reduced to $67 million.

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

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

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

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

TLCP Operations Project Implementation Schedule

Projects are Implemented at Beginning of Fiscal Year

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

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

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

TLCP Capital Project Changes

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

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

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

PTF, RARF & Operations\Planning Grant Regional Expenditures					
Bus PTF	$1,396,237,307	$0	$0	$0	$1,396,237,307
Bus Cap PTF	$0	$271,616,056	$0	$0	$271,616,056
LRT/HC PTF	$0	$0	$0	$1,662,491,752	$1,662,491,752
ADA PTF	$0	$0	$250,661,962	$0	$250,661,962
Regional ADA	$0	$0	$14,924,534	$0	$14,924,534
SCAT	$0	$0	$0	$0	$4,057,112
RPTA Planning & Administration	$0	$0	$0	$0	$139,090,905
Regional Services	$0	$0	$0	$0	$197,547,891
Regional Admin Office	$0	$0	$0	$0	$0
Operating Reserve	$0	$0	$0	$0	$25,150,710
Net Cost of Bonding	$0	$0	$0	$0	$26,818,186
Total Expenditures					**$3,988,596,415**

Alternative 2 Summary

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

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

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

Financial

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

Table 1: ARRA Funded Projects

Project	ARRA Funds
Arizona Ave\Country Club Dr BRT ROW Improvements	$15,000,000
Central Station Refurbishments	$5,000000
Country Club Dr\US 60 PNR	$9,400,000
Happy Valley PNR	$5,500,000
Scottsdale/101 PNR	$5,000,000
Total	$39,900,000

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

Table 2: TLCP Alternative Bonding Requirements

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

Operations

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

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

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

TLCP Operations Project Implementation Schedule

Projects are Implemented at Beginning of Fiscal Year

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

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

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

Vehicles

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

Capital Facilities and Infrastructure

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

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

TLCP Capital Project Changes

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

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

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

Summary

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

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

Jurisdiction	Bus PTF Net Cost		Bus Cap PTF		TLCP Policy	TLCP Policy	Calculated	TLCP Policy
	Calculated	TLCP Policy	Calculated	TLCP Policy	ADA PTF	LRT/HC PTF	Total	Total
Avondale	$17,101,059	$23,996,051	$1,966,209	$2,363,817	$4,750,180	$0	$23,817,449	$31,110,048
Buckeye	$13,609,762	$1,314,670	$1,270,218	$27,138	$174,271	$0	$15,054,251	$1,516,080
Carefree	$0	$0	$0	$0	$0	$0	$0	$0
Cave Creek	$0	$0	$0	$0	$0	$0	$0	$0
Chandler	$168,714,353	$150,164,551	$17,162,153	$12,217,908	$29,963,220	$0	$215,839,726	$192,345,680
El Mirage	$2,815,646	$3,638,582	$217,087	$260,987	$687,404	$0	$3,720,137	$4,586,973
Fountain Hills	$3,006,495	$1,527,142	$36,682	$44,100	$198,476	$0	$3,241,653	$1,769,718
Gila Bend	$3,445,968	$2,855,092	$5,644	$6,785	$45,988	$0	$3,497,600	$2,907,865
Gilbert	$77,689,959	$98,015,967	$6,222,092	$6,893,349	$20,047,533	$0	$103,959,585	$124,956,849
Glendale	$130,805,845	$93,514,217	$4,681,958	$3,464,218	$20,413,958	$33,964,707	$189,866,468	$151,357,101
Goodyear	$9,859,595	$4,873,575	$16,930	$20,353	$563,962	$0	$10,440,486	$5,457,890
Guadalupe	$1,476,951	$119,515	$4,515	$5,428	$24,204	$0	$1,505,670	$149,147
Litchfield Park	$3,931,585	$4,222,880	$28,217	$33,923	$527,655	$0	$4,487,457	$4,784,458
Maricopa County[4]	$20,454,652	$7,356,841	$1,214,195	$1,472,715	$3,853,511	$0	$25,522,358	$12,683,068
Mesa	$281,721,916	$308,947,496	$27,058,673	$21,939,525	$66,510,646	$88,311,562	$463,602,796	$485,709,229
Paradise Valley	$3,343,579	$10,026,020	$74,774	$90,543	$1,147,287	$0	$4,565,640	$11,263,850
Peoria	$22,264,456	$35,721,847	$2,119,194	$2,562,857	$6,740,915	$0	$31,124,565	$45,025,619
Phoenix	$251,464,241	$286,146,600	$220,827,212	$249,565,738	$0	$1,365,371,226	$1,837,662,679	$1,901,083,565
Queen Creek	$0	$1,128,757	$11,287	$13,570	$135,544	$0	$146,831	$1,277,871
Scottsdale	$132,774,635	$162,341,850	$16,649,683	$11,779,970	$37,739,711	$0	$187,164,029	$211,861,531
Surprise	$15,847,772	$4,315,837	$1,153,264	$44,100	$539,783	$0	$17,540,818	$4,899,719
Tempe	$157,471,365	$121,228,528	$38,455,288	$26,357,407	$55,852,218	$174,844,258	$426,623,128	$378,282,411
Tolleson	$6,809,153	$5,816,420	$39,504	$47,492	$638,995	$0	$7,487,652	$6,502,907
Wickenburg	$2,030,897	$385,105	$5,644	$6,785	$60,511	$0	$2,097,052	$452,401
Youngtown	$1,309,810	$292,149	$8,465	$10,177	$45,988	$0	$1,364,263	$348,314
Sub Total	**$1,327,949,694**	**$1,327,949,694**	**$339,228,887**	**$339,228,887**	**$250,661,962**	**$1,662,491,752**	**$3,580,332,296**	**$3,580,332,296**

PTF, RARF & Operations\Planning Grant Regional Expenditures					
Bus PTF	$1,327,949,694	$0	$0	$0	$1,327,949,694
Bus Cap PTF	$0	$339,228,887	$0	$0	$339,228,887
LRT/HC PTF	$0	$0	$0	$1,662,491,752	$1,662,491,752
ADA PTF	$0	$0	$250,661,962	$0	$250,661,962
Regional ADA	$0	$0	$14,924,534	$0	$14,924,534
SCAT	$0	$0	$0	$0	$4,057,112
RPTA Planning & Administration	$0	$0	$0	$0	$139,090,905
Regional Services	$0	$0	$0	$0	$197,547,891
Regional Admin Office	$0	$0	$0	$0	$0
Operating Reserve	$0	$0	$0	$0	$25,407,763
Net Cost of Bonding	$0	$0	$0	$0	$60,052,058
Total Expenditures					**$4,021,412,558**

Alternative 3 Summary

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

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

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

Avondale

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

Total Estimated Project Costs	$56,961,775
Total Estimated Equity Available	$26,875,469
Net Difference	-$30,086,306

Buckeye

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Chandler

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

El Mirage

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Fountain Hills

FY 2010 through FY 2026

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

Operations

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

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

Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Cost	Priority
Regional Transit Fleet Allocation ([1]	NA	NA	No	$38,592		
Capital Costs Total				$38,592		

ADA

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

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

Gila Bend

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Gilbert

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Glendale

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Goodyear

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Guadalupe

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Litchfield Park

FY 2010 through FY 2026

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

Operations

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

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

Capital

Project	First Funds	Funds	Affecting Other	(FY10 - FY26)	Cost	Priority
Regional Transit Fleet Allocatior	NA	NA	No	$29,686		
Capital Costs Total				$29,686		

ADA

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

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

Maricopa County

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Mesa

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Paradise Valley

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Peoria

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Phoenix

FY 2010 through FY 2026

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

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
533	Existing	2011		$ 145,315	$ 145,315	
685 Gila Bend Connector	Existing	2012		$ 489,458	$ 634,773	
570	Existing	2013		$ 335,269	$ 970,042	
471 Grand Ave Limited (371)	Existing	2013		$ 315,744	$ 1,285,786	
532	Existing	2014		$ 489,669	$ 1,775,455	
541	Existing	2018		$ 2,171,782	$ 3,947,237	
540	Existing	2018		$ 1,142,794	$ 5,090,030	
560	Existing	2020		$ 1,339,440	$ 6,429,470	
590	Existing	NA		$ 8,186,443	$ 14,615,913	
582	Existing	NA		$ 7,431,084	$ 22,046,997	
531	Existing	NA		$ 5,936,067	$ 27,983,064	
581	Existing	NA		$ 5,139,459	$ 33,122,523	
521	Existing	NA		$ 3,691,980	$ 36,814,503	
520	Existing	NA		$ 2,748,381	$ 39,562,883	
512	Existing	NA		$ 1,954,659	$ 41,517,543	
510	Existing	NA		$ 1,220,595	$ 42,738,137	
SCOTTSDALE/RURAL (Rt 72)	Existing	NA		$ 9,499,919	$ 52,238,056	
Deer Valley Express 480 I-17 RAPID	Existing	NA		$ 32,852,967	$ 85,091,023	
Ahwatukee Express 450 I-10 East RAPID	Existing	NA		$ 21,422,822	$ 106,513,845	
SR51 Express 400 SR51 RAPID	Existing	NA		$ 18,324,495	$ 124,838,340	
CHANDLER BLVD (Rt 156)	Existing	NA		$ 16,137,731	$ 140,976,071	
Desert Sky Express 460 I-10 West RAPID	Existing	NA		$ 9,071,163	$ 150,047,234	
North Glendale Express (Rt 573)	Existing	NA		$ 8,037,342	$ 158,084,576	
North Loop 101 Connector (Rt 572)	Existing	NA		$ 7,391,639	$ 165,476,215	
Northwest Valley Express - B Pattern (576)	Existing	NA		$ 6,084,223	$ 171,560,438	
Northwest Valley Express - A Pattern (575)	Existing	NA		$ 4,971,318	$ 176,531,756	
Papago Freeway Connector (562)	Existing	NA		$ 4,590,534	$ 181,122,290	

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

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

Capital

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

ADA

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

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

Queen Creek

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Scottsdale

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Surprise

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

Total Estimated Project Costs	$30,993,329
Total Estimated Equity Available	$4,045,949
Net Difference	-$26,947,380

Tempe

FY 2010 through FY 2026

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

Operations

Route	Fiscal Year Start	Fiscal Year Terminate	Modify without Affecting Other Jurisdictions	TLCP Total Net Cost (FY10 - FY26)	Cumulative Total Cost	Local Priority
Rt. 56	Existing	NA	Yes	$ 2,989,781	$ 2,989,781	
521	Existing	NA	Yes	$ 2,961,424	$ 5,951,205	
531	Existing	NA	No	$ 2,283,973	$ 8,235,178	
520	Existing	NA	Yes	$ 2,064,101	$ 10,299,280	
Rt. 92	Existing	NA	No	$ 1,849,363	$ 12,148,643	
Rt. 61	Existing	2011	No	$ 293,415	$ 12,442,058	
533	Existing	2011	No	$ 92,415	$ 12,534,473	
532	Existing	2014	No	$ 193,770	$ 12,728,243	
Rt. 81	Existing	2015	No	$ 1,707,255	$ 14,435,498	
Rt. 81 SATURDAY	Existing	2015	No	$ 173,129	$ 14,608,626	
541	Existing	2018	No	$ 1,251,857	$ 15,860,483	
540	Existing	2018	No	$ 1,062,180	$ 16,922,663	
SCOTTSDALE/RURAL (Rt 72)	Existing	NA	No	$ 44,263,615	$ 61,186,279	
MAIN ST (Rt 40)	Existing	NA	No	$ 10,624,021	$ 71,810,300	
East Loop 101 Connector (RT 511)	Existing	NA	No	$ 1,952,466	$ 73,762,766	
Red Mountain Express - B Pattern (536)	Existing	NA	No	$ 956,894	$ 74,719,660	
Red Mountain Express - A Pattern (535)	Existing	NA	No	$ 688,762	$ 75,408,422	
BASELINE SOUTHERN DOBSON (Baseline Rd)	2011	NA	No	$ 18,037,164	$ 93,445,586	
Apache Junction Express	2011	NA	No	$ 1,667,496	$ 95,113,082	
UNIVERSITY	2012	NA	No	$ 14,603,154	$ 109,716,236	
Superstition Freeway Connector	2012	NA	No	$ 702,230	$ 110,418,466	
ELLIOT RD	2013	NA	No	$ 13,290,381	$ 123,708,847	
BROADWAY	2013	NA	No	$ 12,397,455	$ 136,106,302	
Pima Express	2013	NA	No	$ 1,334,013	$ 137,440,315	
Scottsdale/Rural Rd Dedicated BRT	2014	NA	No	$ 10,939,096	$ 148,379,411	
HAYDEN MCCLINTOCK	2015	NA	No	$ 25,964,202	$ 174,343,613	
RAY RD	2016	NA	No	$ 877,381	$ 175,220,995	

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

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

Capital

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

ADA

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

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

Tolleson

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

Total Estimated Project Costs	$17,523,580
Total Estimated Equity Available	$5,386,729
Net Difference	-$12,136,851

Wickenburg

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Youngtown

FY 2010 through FY 2026

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

Operations

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

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

Capital

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

ADA

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

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

Alternative 4 Summary

Alternative model run #4 was completed to identify the impacts of equally delaying all Public Transportation Fund (PTF) supported transit services and capital investments. This memo documents basic financial adjustments, operations and capital adjustments and jurisdictional allocations.

FINANCIAL ADJUSTMENTS

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

Table 1: ARRA Funded Projects

Project	ARRA Funds
Arizona Ave\Country Club Dr BRT ROW Improvements	$15,000,000
Central Station Refurbishments	$5,000000
Country Club Dr/US 60 PNR	$9,400,000
Happy Valley PNR	$5,500,000
Scottsdale/101 PNR	$5,000,000
Total	$39,900,000

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

Table 2: TLCP Alternative Bonding Requirements

No.	Fiscal Year	Bond Amount	Rate	Repayment Cost
1	2009	$50,000,000	4.91%	$26,060,201
2	2011	$54,000,000	4.91%	$22,827,502
Total		**$104,000,000**		**$48,887,702**

OPERATIONS & CAPITAL ADJUSTMENTS

Operations Adjustments

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

- Updated the Glendale Ave Supergrid (Route 70) to remove allocation for deviation to 19th Ave & Montebello Light Rail Transit (LRT) station.
- Service level assumptions for all new routes (not currently in operation today) include 30 minute weekday headways and 60 minute weekend headways.
- Service level assumptions for all existing routes that will be supported in a future year by Public Transportations Fund (PTF) revenues are programmed at existing weekday and weekend service levels.
- Routes currently operating with 60 minute headways during weekdays are programmed to operate at 30 minute headways.
- Existing routes that do not operate on weekends are programmed in the update to operate service with 60 minute headways.
- New freeway express routes programmed to operate two-way service are programmed to operate one-way peak direction service only.
- Only two additional services are programmed to be supported by PTF revenues in 2010: Gilbert Rd Supergrid (Route 136) and the expansion of the Papago Freeway Connector (Route 562).
- The expansion of the Papago Freeway Connector will serve the new Buckeye Park-and-ride beginning in January, 2010. The current Route 562 is programmed to include two AM inbound and two PM outbound trips. The expanded service to the Buckeye PNR is programmed under a separate route number (563). Two AM inbound and two PM outbound trips are programmed each weekday for this route, which will serve the Buckeye and Goodyear PNR facilities. With both routes operating, the Goodyear PNR will be served by a total of four daily inbound trips and four daily outbound trips (weekdays only).

The TLCP Financial Model was structurally updated to automate calculations for planned delays or advancements. Using this new feature in the model, service and capital investment delays were incrementally tested one year at a time to identify when the model could produce balanced annual cash flows for both operations and capital. The TLCP model can be brought into balance only after delaying all service and capital projects for a period of 12 years, however a significant surplus is accrued in the final year of the program (2026). As a result of the surplus, additional operations and capital projects were advanced from a year outside of the TLCP to the final program year (2026). Projects were selected to be included in the final year of the program based on the project's chronological order of implementation.

Table 3: TLCP Alternative Operations Adjustments

Route	FY 2008 TLCP Initial Service Year	Years Delayed	Alternative Initial Service Year
Express			
Arizona Ave Dedicated BRT	2011	0	2011
Apache Junction Express	2011	12	2023
Superstition Freeway Conn	2012	12	2024
Buckeye Express	2013	12	2025
Grand Ave Limited	2013	12	2025
Pima Express	2013	12	2025
Peoria Express	2014	12	2026
Scottsdale/Rural Dedicated BRT	2014	12	2026
South Central Express	2015	11	2026
South Central Dedicated BRT	2016	10	2026
Black Canyon Freeway Conn	2016	12	Beyond 2026
Ahwatukee Connector	2017	12	Beyond 2026
Anthem Express	2018	12	Beyond 2026
San Tan Express	2018	12	Beyond 2026
Red Mountain Freeway Conn	2019	12	Beyond 2026
Superstition Springs Express	2019	12	Beyond 2026
Avondale Express	2020	12	Beyond 2026
North I-17 Express	2022	12	Beyond 2026
Loop 303 Express	2023	12	Beyond 2026
Chandler Blvd Dedicated BRT	2024	12	Beyond 2026
Supergrid			
GILBERT RD	2010	0	2010
POWER RD	2010	12	2022
BASELINE RD	2011	12	2023
ARIZONA AVE COUNTRY CLUB	2012	12	2024
UNIVERSITY	2012	12	2024
CAMELBACK	2013	12	2025
ELLIOT RD	2013	12	2025
BROADWAY	2013	12	2025
ALMA SCHOOL RD	2014	12	2026
MCDOWELL MCKELLIPS	2014	12	2026
DYSART	2015	11	2026
HAYDEN MCCLINTOCK	2015	11	2026
PEORIA SHEA	2015	11	2026
RAY RD	2016	10	2026
BELL RD (VIA 303)	2019	12	Beyond 2026
QUEEN CREEK RD	2019	12	Beyond 2026
59th AVE	2020	12	Beyond 2026
TATUM 44TH ST	2020	12	Beyond 2026
VAN BUREN	2020	12	Beyond 2026
WADELL THUNDERBIRD	2020	12	Beyond 2026
INDIAN SCHOOL RD	2020	12	Beyond 2026
THOMAS	2020	12	Beyond 2026
99TH AVE	2021	12	Beyond 2026
BUCKEYE RD	2021	12	Beyond 2026
DUNLAP OLIVE	2021	12	Beyond 2026
GREENFIELD RD	2022	12	Beyond 2026
83RD 75TH AVE	2023	12	Beyond 2026
LITCHFIELD RD	2024	12	Beyond 2026

Capital Adjustments

Capital Facilities and Infrastructure

Capital facilities and infrastructure include passenger facilities, operations and maintenance facilities, right-of-way (ROW) improvements for BRT and ITS/VMS.

To balance annual cash flow, passenger capital facility projects were delayed up to 12 years in chronological order of previously programmed implementation year. However, some facilities were not delayed as result of a pre-existing intergovernmental agreement to fund the project or if a project is supported with ARRA funds. Table 4 identifies the adjustments included in this alternative

Table 4: TLCP Alternative Capital Facilities Adjustments

Capital Investment	FY 2008 TLCP Initial Service Year	Years Delayed	Alternative Initial Service Year
Park-and-Ride Facilities			
Price/202	2009	0	2009
Grand/Surprise	2009	0	2009
Happy Valley PNR *(ARRA)*	2010	0	2010
Scottsdale/101 PNR *(ARRA)*	2010	0	2010
Country Club Dr/US 60 PNR *(ARRA)*	2010	0	2010
East Buckeye	2011	0	2011
Glendale Grand	2013	12	2025
Peoria Grand	2013	12	2025
Camelback/101	2015	11	2026
Laveen/59th Ave	2016	10	2026
Elliot/-I-10	2017	12	Beyond 2026
Val Vista/202	2018	12	Beyond 2026
Loop 303	2023	12	Beyond 2026
Transit Centers			
South Tempe 4-bay	2009	12	2021
19thAveCamelback 6-bay	2009	12	2021
Downtown Chandler 4-bay	2010	12	2022
South Chandler (formerly Chan Mall TC)	2010	12	2022
Mesa Downtown 6-bay	2011	12	2023
Metrocenter TC Rehab	2011	12	2023
Central Station Rehab *(ARRA)*	2013	-3	2010
Glendale/Grand 4-bay	2013	12	2025
Peoria 4-bay	2015	11	2026
44th Cactus 6-bay	2015	11	2026
Scottsdale 4-bay	2015	11	2026
Bell-101 6-bay	2019	12	Beyond 2026
College/ASU Expansion/Rehab	2019	12	Beyond 2026
BRT ROW Improvements			
Arizona Ave BRT *(ARRA)*	2011	0	2011
Scottsdale/Rural BRT	2014	12	2026
South Central BRT	2015	11	2026
Chandler Blvd BRT	2024	12	Beyond 2026
Operations & Maintenance Facilities			
Phoenix Heavy	2014	12	2026
Rehab - Mesa	2015	11	2026
Rehab Phx-South	2015	11	2026
Paratransit EVDAR	2018	12	Beyond 2026
New Phoenix Fixed Route	2026	12	Beyond 2026

Paratransit Phoenix	Beyond 2026	12	Beyond 2026
Rural Facility	Beyond 2026	12	Beyond 2026
Vanpool	Beyond 2026	12	Beyond 2026

Bus Stops

The FY 2008 TLCP update included $40.5 million for bus stops. The bus stop program was retained in this alternative but at a level equivalent to about 30% of the previous update. A total of $12.2 million is programmed over the life of the TLCP.

ITS/VMS

A total of $22.5 million was retained in the "Vehicle Upgrades & ITS/VMS" category. A majority of the funds are included in the final years of the plan from FY 2022 through FY 2026.

Vehicles

The standard 12-year fleet replacement cycle is included in Alternative #4.

Jurisdictional Allocations

Based on current Arizona Department of Transportation (ADOT) revenue projections, the total value of the Public Transportation Fund is estimated at $3.844 billion. To identify the status of jurisdictional allocations, several assumptions were included in this alternative.

- Bus stop allocations are assumed to use 100% PTF
- Capital facilities including transit centers, park-and-rides, and operations and maintenance facilities are allocated at 50% PTF (50% are assumed to be federal funds)
- ARRA funds are not included as part of jurisdictional equity

Tables 5 and 6 identify the estimated PTF allocations by jurisdiction.

Table 5: Alternative #4 Estimated Jurisdictional Allocations ($)

Jurisdiction	Bus PTF Net Cost[5]		Bus Cap PTF		TLCP Policy	TLCP Policy	Calculated[1]	TLCP Policy[2]
	Calculated[1]	TLCP Policy[2]	Calculated[1]	TLCP Policy	ADA PTF	LRT/HC PTF[3]	Total	Total
Avondale	$4,260,971	$17,177,176	$2,996,948	$4,921,069	$4,750,180	$0	$12,008,099	$26,848,425
Buckeye	$8,274,165	$941,085	$3,175,679	$56,497	$174,271	$0	$11,624,115	$1,171,853
Carefree	$0	$0	$0	$0	$0	$0	$0	$0
Cave Creek	$0	$0	$0	$0	$0	$0	$0	$0
Chandler	$115,641,990	$107,492,809	$30,702,233	$25,435,633	$29,963,220	$0	$176,307,443	$162,891,662
El Mirage	$316,181	$2,604,619	$330,890	$543,330	$687,404	$0	$1,334,475	$3,835,353
Fountain Hills	$802,308	$1,093,179	$55,912	$91,809	$198,476	$0	$1,056,696	$1,383,464
Gila Bend	$3,653,844	$2,043,770	$8,602	$14,125	$45,988	$0	$3,708,434	$2,103,883
Gilbert	$57,515,404	$70,163,108	$8,852,328	$14,350,795	$20,047,533	$0	$86,415,266	$104,561,437
Glendale	$107,395,434	$66,940,605	$11,228,032	$7,211,921	$20,413,958	$33,962,694	$173,000,118	$128,529,178
Goodyear	$4,383,875	$3,488,668	$25,805	$42,372	$563,962	$0	$4,973,641	$4,095,002
Guadalupe	$472,777	$85,553	$6,881	$11,299	$24,204	$0	$503,863	$121,057
Litchfield Park	$600,477	$3,022,879	$43,009	$70,622	$527,655	$0	$1,171,141	$3,621,156
Maricopa County[4]	$15,798,740	$5,266,273	$1,812,777	$3,065,945	$3,853,511	$0	$21,465,029	$12,185,730
Mesa	$189,643,243	$221,154,952	$66,229,301	$45,674,406	$66,510,646	$88,306,330	$410,689,520	$421,646,334
Paradise Valley	$200,233	$7,176,961	$112,077	$188,496	$1,147,287	$0	$1,459,597	$8,512,744
Peoria	$13,066,433	$25,570,893	$28,431,725	$5,335,439	$6,740,915	$0	$48,239,074	$37,647,247
Phoenix	$199,744,668	$204,833,308	$441,944,732	$519,553,953	$0	$1,365,290,333	$2,006,979,733	$2,089,677,595
Queen Creek	$12,283	$808,002	$17,204	$28,249	$135,544	$0	$165,031	$971,796
Scottsdale	$84,582,375	$116,209,727	$31,302,336	$24,523,919	$37,739,711	$0	$153,624,421	$178,473,357
Surprise	$8,627,240	$3,089,420	$2,866,864	$91,809	$539,783	$0	$12,033,887	$3,721,012
Tempe	$131,816,450	$86,779,435	$75,992,515	$54,871,696	$55,852,218	$174,833,899	$438,495,081	$372,337,248
Tolleson	$1,621,177	$4,163,588	$60,213	$98,871	$638,995	$0	$2,320,385	$4,901,454
Wickenburg	$2,074,073	$275,671	$8,602	$14,125	$60,511	$0	$2,143,186	$350,307
Youngtown	$86,472	$209,130	$12,903	$21,187	$45,988	$0	$145,364	$276,305
Sub Total	**$950,590,812**	**$950,590,812**	**$706,217,570**	**$706,217,570**	**$250,661,962**	**$1,662,393,256**	**$3,569,863,600**	**$3,569,863,600**
PTF, RARF & Operations\Planning Grant Regional Expenditures								
Bus PTF	$950,590,812		$0		$0	$0	$950,590,812	
Bus Cap PTF	$0		$706,217,570		$0	$0	$706,217,570	
LRT/HC PTF	$0		$0		$0	$1,662,393,256	$1,662,393,256	
ADA PTF	$0		$0		$250,661,962	$0	$250,661,962	
Regional ADA	$0		$0		$14,924,534	$0	$14,924,534	
Regional Services	$0		$0		$0	$0	$197,547,891	
Regional Admin Office	$0		$0		$0	$0	$0	
Net Cost of Bonding	$0		$0		$0	$0	$62,197,731	
Total Expenditures							**$3,844,533,756**	

Summary

The alternative TLCP model run summarized in this memo illustrates the level of measures required to balance annual cash flow by delaying operations and capital projects for an equal number of years based on chronological order of programmed implementation. In addition, the scopes of operations for future transit service investments were modified to balance annual cash flow.

While this alternative provides for a balanced Transit Life Cycle Program, it produces large amounts of carry-over funds on an annual basis. Figure 1 illustrates the annual cumulative balance based on the assumptions provided in this memo including delaying projects up to 12 years. Figure 2 illustrates the annual cumulative balance based on delaying projects up to 11 years. Delaying projects 12 years provides a net cumulative surplus of approximately $3.2 million in year 2026, while delaying projects 11 years provides a net cumulative deficit of approximately $22.8 million. Detailed operations and capital program cash flow tables for the “12-year” delay option are provided in Attachment’s 1 and 2 respectively.

Figure 1: TLCP Net Annual Cumulative Balance - Projects Delayed 12 Years

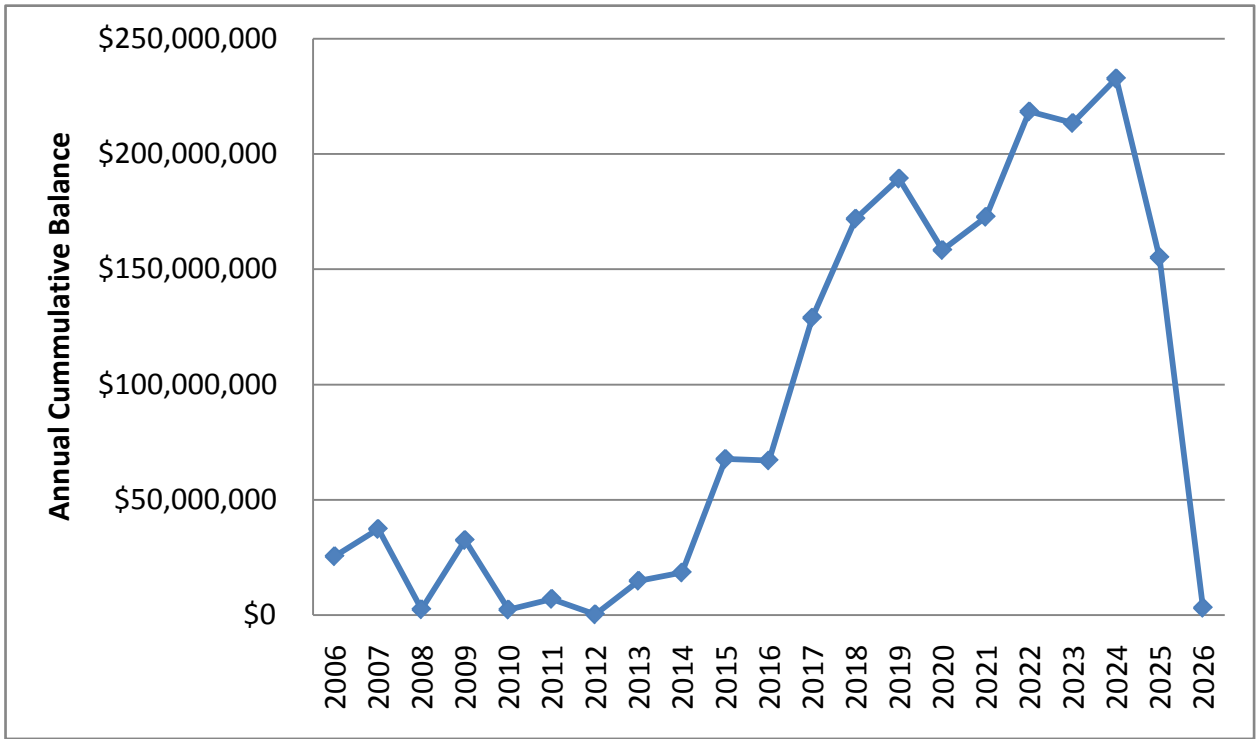
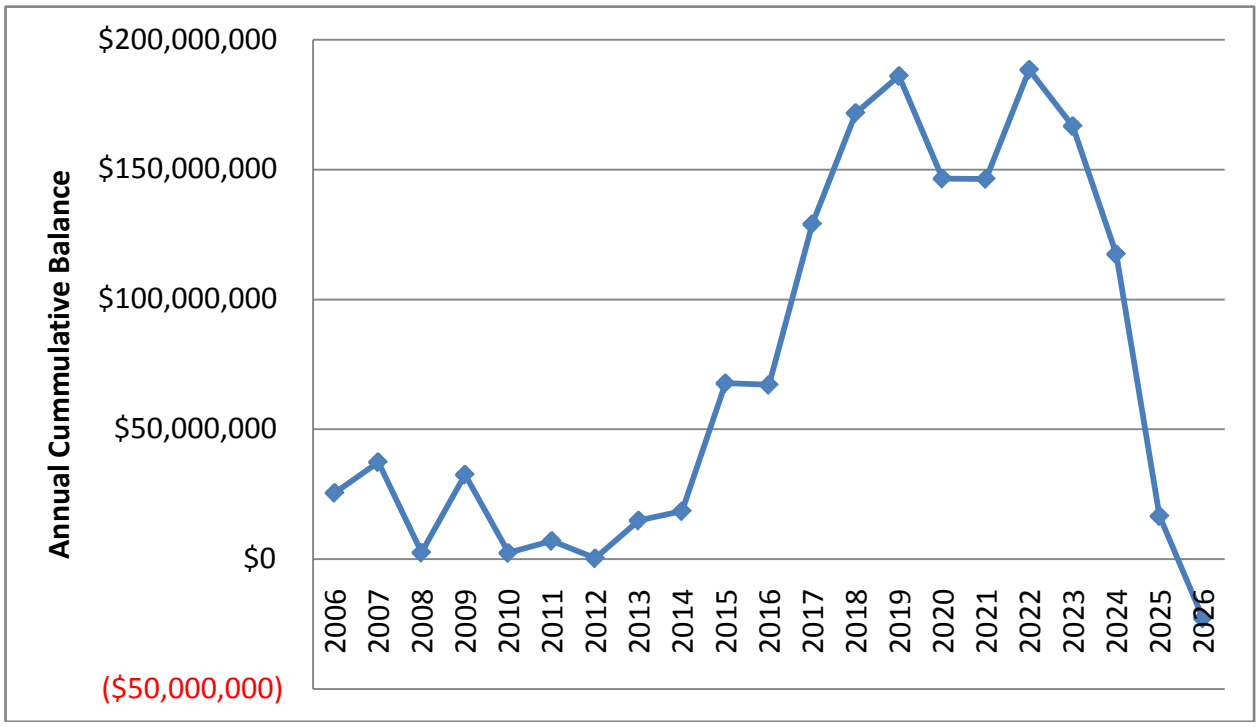


Figure 2: TLCP Net Annual Cumulative Balance - Projects Delayed 11 Years



Alternative 5 Summary

The Transit Life Cycle Program (TLCP) Alternative model run #5 balances annual cash flow by delaying operations and capital projects in chronological order to the earliest year possible in which all projects from the same base year can be implemented together. This approach ensures that linked operations and capital projects are implemented together and minimizes delays to the shortest amount of time possible. In addition, the model was expanded to FY 2046 to identify when projects delayed beyond 2026 can be implemented.

This memo documents the basic financial adjustments, operations and capital adjustments and jurisdictional allocations associated with Alternative #5.

FINANCIAL ADJUSTMENTS

The current regional transportation sales tax is programmed to expire in January 2026. To determine a year beyond 2026 in which projects could be implemented, general assumptions for revenues were incorporated into the TLCP financial model, including:

- Extend regional transportation sales tax to year 2046. Revenues were calculated based on an annual growth rate of 6.57%, which is consistent with the current regional sales tax estimates.
- Extend federal formula and discretionary revenues to 2046 based on the same revenue growth assumptions included in the first 20 years of the TLCP.
- Continued the regional transit fleet replacement program through 2046.
- Jurisdictional allocations are only calculated for years 2006 through 2026.5, as there are no policies developed for a potential new revenue source.

In addition to the inclusion of revenues beyond year 2026.5, revenues associated with the American Recovery and Reinvestment Act (ARRA) funds and capital financing (bonding) are included in Alternative #5.

A total of $39.9 million (ARRA Funding) was included in FY 2010 to be applied to the projects, identified in Table 1.

Table 1: ARRA Funded Projects

Project	ARRA Funds
Arizona Ave\Country Club Dr BRT ROW Improvements	$15,000,000
Central Station Refurbishments	$5,000000
Country Club Dr/US 60 PNR	$9,400,000
Happy Valley PNR	$5,500,000
Scottsdale/101 PNR	$5,000,000
Total	$39,900,000

Financing (bonding) is a practical tool to assist with the advancement and development of capital projects. Generally, costs associated with financing are not desirable when overall revenues are declining; however, with significant capital obligations in the next three years, financing will be necessary. In years 2009 through 2011, total revenues available for the capital program are less than expenditures. Postponing the capital projects programmed for these years, which includes the replacement of regional vehicles and reimbursement for the Tempe East Valley Operations & Maintenance Facility may not be feasible or desired. To ensure adequate cash flow and local match for federal grants, two bond issues are included in the TLCP. Alternative #5 bonding information is included in Table 2.

Table 2: TLCP Alternative Bonding Requirements

No.	Fiscal Year	Bond Amount	Rate	Repayment Cost
1	2009	$50,000,000	4.91%	$28,487,148
2	2011	$54,000,000	4.91%	$30,354,835
Total		**$104,000,000**		**$58,841,982**

OPERATIONS & CAPITAL ADJUSTMENTS

Operations Adjustments

The following operations adjustments were assumed for Alternative #5:

- Updated the Glendale Ave Supergrid (Route 70) to remove allocation for deviation to 19th Ave & Montebello Light Rail Transit (LRT) station.
- Service level assumptions for <u>all new routes</u> (not currently in operation today) include 30 minute weekday headways and 60 minute weekend headways.
- Service level assumptions for all existing routes that will be supported in a future year by Public Transportations Fund (PTF) revenues are programmed at existing weekday and weekend service levels.
- Routes currently operating with 60 minute headways during weekdays are programmed to operate at 30 minute headways.
- Existing routes that do not operate on weekends are programmed in the update to operate service with 60 minute headways.
- New freeway express routes programmed to operate two-way service are programmed to operate one-way peak direction service only.
- Only two additional services are programmed to be supported by PTF revenues in 2010: Gilbert Rd Supergrid (Route 136) and the expansion of the Papago Freeway Connector (Route 562).
- The expansion of the Papago Freeway Connector will serve the new Buckeye Park-and-ride beginning in January, 2010. The current Route 562 is programmed to include two AM inbound and two PM outbound trips. The expanded service to the Buckeye PNR is programmed under a separate route number (563). Two AM inbound and two PM outbound trips are programmed each weekday for this route, which will serve the Buckeye and Goodyear PNR facilities. With both routes operating, the Goodyear PNR

will be served by a total of four daily inbound trips and four daily outbound trips (weekdays only).

Based on the operations adjustments included in the model, the shortest length of time any programmed transit service or capital project is delayed is four (4) years; while the longest delay is eighteen (18) years. The length of delay increases as more operations projects are funded and incur on-going costs. The schedule of operations adjustments is identified in Table 3.

Table 3: TLCP Alternative Operations Adjustments

Route	FY 2008 TLCP Initial Service Year	Years Delayed	Alternative Initial Service Year
Express			
Arizona Ave Dedicated BRT	2011	0	2011
Apache Junction Express	2011	5	2016
Superstition Freeway Conn	2012	4	2016
Buckeye Express	2013	7	2020
Grand Ave Limited	2013	7	2020
Pima Express	2013	7	2020
Peoria Express	2014	12	2026
Scottsdale/Rural Dedicated BRT	2014	12	2026
South Central Express	2015	14	2029
South Central Dedicated BRT	2016	13	2029
Black Canyon Freeway Conn	2016	13	2029
Ahwatukee Connector	2017	12	2029
Anthem Express	2018	16	2034
San Tan Express	2018	16	2034
Red Mountain Freeway Conn	2019	18	2037
Superstition Springs Express	2019	18	2037
Avondale Express	2020	18	2038
North I-17 Express	2022	17	2039
Loop 303 Express	2023	16	2039
Chandler Blvd Dedicated BRT	2024	16	2040
Supergrid			
GILBERT RD	2010	0	2010
POWER RD	2010	4	2014
BASELINE RD	2011	5	2016
ARIZONA AVE COUNTRY CLUB	2012	4	2016
UNIVERSITY	2012	4	2016
CAMELBACK	2013	7	2020
ELLIOT RD	2013	7	2020
BROADWAY	2013	7	2020
ALMA SCHOOL RD	2014	12	2026
MCDOWELL MCKELLIPS	2014	12	2026
DYSART	2015	14	2029
HAYDEN MCCLINTOCK	2015	14	2029
PEORIA SHEA	2015	14	2029
RAY RD	2016	13	2029
BELL RD (VIA 303)	2019	18	2037
QUEEN CREEK RD	2019	18	2037
59th AVE	2020	18	2038
TATUM 44TH ST	2020	18	2038
VAN BUREN	2020	18	2038
WADELL THUNDERBIRD	2020	18	2038
INDIAN SCHOOL RD	2020	18	2038

Route	FY 2008 TLCP Initial Service Year	Years Delayed	Alternative Initial Service Year
THOMAS	2020	18	2038
99TH AVE	2021	17	2038
BUCKEYE RD	2021	17	2038
DUNLAP OLIVE	2021	17	2038
GREENFIELD RD	2022	17	2039
83RD 75TH AVE	2023	16	2039
LITCHFIELD RD	2024	16	2040

Capital Adjustments

Capital facilities and infrastructure include vehicles, passenger facilities, operations and maintenance facilities, right-of-way (ROW) improvements for BRT and ITS/VMS.

To balance annual cash flow, passenger capital facility projects were delayed up to 18 years in chronological order of previously programmed implementation year. However, some facilities were not delayed as result of a pre-existing intergovernmental agreement to fund the project or if a project is supported with ARRA funds. Similar to Alternative #4, the standard 12-year fleet replacement cycle is included in this alternative. Table 4 identifies the capital projects schedule identified for alternative #5.

Table 4: TLCP Alternative Capital Facilities Adjustments

Capital Investment	FY 2008 TLCP Initial Service Year	Years Delayed	Alternative Initial Service Year
Park-and-Ride Facilities			
Price/202	2009	0	2009
Grand/Surprise	2009	0	2009
Happy Valley PNR *(ARRA)*	2010	0	2010
Scottsdale/101 PNR *(ARRA)*	2010	0	2010
Country Club Dr/US 60 PNR *(ARRA)*	2010	0	2010
East Buckeye	2011	0	2011
Glendale Grand	2013	7	2020
Peoria Grand	2013	7	2020
Camelback/101	2015	14	2029
Laveen/59th Ave	2016	13	2029
Elliot/-I-10	2017	12	2029
Val Vista/202	2018	16	2034
Loop 303	2023	16	2039
Transit Centers			
South Tempe 4-bay	2009	5	2014
19thAveCamelback 6-bay	2009	5	2014
Downtown Chandler 4-bay	2010	4	2014
South Chandler (formerly Chan Mall TC)	2010	4	2014
Mesa Downtown 6-bay	2011	5	2016
Metrocenter TC Rehab	2011	5	2016
Central Station Rehab *(ARRA)*	2013	-3	2010
Glendale/Grand 4-bay	2013	7	2020
Peoria 4-bay	2015	14	2029
44th Cactus 6-bay	2015	14	2029
Scottsdale 4-bay	2015	14	2029
Bell-101 6-bay	2019	18	2037
College/ASU Expansion/Rehab	2019	18	2037
BRT ROW Improvements			

Arizona Ave BRT *(ARRA)*	2011	0	2011
Scottsdale/Rural BRT	2014	12	2026
South Central BRT	2015	14	2029
Chandler Blvd BRT	2024	16	2040
Operations & Maintenance Facilities			
Phoenix Heavy	2014	12	2026
Rehab - Mesa	2015	14	2029
Rehab Phx-South	2015	14	2029
Paratransit EVDAR	2018	16	2034
New Phoenix Fixed Route	2026	16	2042
Paratransit Phoenix	Beyond 2026	7	2020
Rural Facility	Beyond 2026	16	2034
Vanpool	Beyond 2026	18	2038

Jurisdictional Allocations

Based on current Arizona Department of Transportation (ADOT) revenue projections, the total value of the Public Transportation Fund is estimated at $3.844 billion. To identify the status of jurisdictional allocations, the same federal capital match assumptions included in Alternative #4 were included in this alternative. These assumptions include:

- Bus stop allocations are assumed to use 100% PTF
- Capital facilities including transit centers, park-and-rides, and operations and maintenance facilities are allocated at 50% PTF (50% are assumed to be federal funds)
- ARRA funds are not included as part of jurisdictional equity

Tables 5 and 6 identify the estimated PTF allocations by jurisdiction.

Table 5: Alternative #5 Estimated Jurisdictional Allocations through Year 2026.5 ($)

Jurisdiction	Bus PTF Net Cost[5]		Bus Cap PTF		TLCP Policy	TLCP Policy	Calculated[1]	TLCP Policy[2]
	Calculated[1]	TLCP Policy[2]	Calculated[1]	TLCP Policy	ADA PTF	LRT/HC PTF[3]	Total	Total
Avondale	$3,743,985	$18,787,557	$2,863,202	$4,325,567	$4,750,180	$0	$11,357,368	$27,863,304
Buckeye	$8,260,188	$1,029,313	$3,137,303	$49,660	$174,271	$0	$11,571,762	$1,253,245
Carefree	$0	$0	$0	$0	$0	$0	$0	$0
Cave Creek	$0	$0	$0	$0	$0	$0	$0	$0
Chandler	$122,995,472	$117,570,392	$29,048,914	$22,357,647	$29,963,220	$0	$182,007,606	$169,891,259
El Mirage	$1,105,640	$2,848,805	$316,123	$477,582	$687,404	$0	$2,109,167	$4,013,791
Fountain Hills	$636,857	$1,195,666	$53,417	$80,699	$198,476	$0	$888,749	$1,474,841
Gila Bend	$3,647,713	$2,235,376	$8,218	$12,415	$45,988	$0	$3,701,920	$2,293,780
Gilbert	$66,640,997	$76,740,986	$8,460,978	$12,614,194	$20,047,533	$0	$95,149,509	$109,402,713
Glendale	$110,133,310	$73,216,369	$10,014,803	$6,339,201	$20,413,958	$33,962,694	$174,524,765	$133,932,222
Goodyear	$4,208,555	$3,815,735	$24,653	$37,245	$563,962	$0	$4,797,170	$4,416,942
Guadalupe	$665,376	$93,574	$6,574	$9,932	$24,204	$0	$696,154	$127,710
Litchfield Park	$1,752,794	$3,306,277	$41,090	$62,076	$527,655	$0	$2,321,539	$3,896,008
Maricopa County[4]	$15,629,918	$5,759,993	$1,730,088	$2,694,933	$3,853,511	$0	$21,213,518	$12,308,437
Mesa	$232,547,537	$241,888,502	$53,250,674	$40,147,310	$66,510,646	$88,306,330	$440,615,187	$436,852,788
Paradise Valley	$200,079	$7,849,810	$106,986	$165,686	$1,147,287	$0	$1,454,351	$9,162,782
Peoria	$14,344,111	$27,968,196	$7,171,235	$4,689,793	$6,740,915	$0	$28,256,262	$39,398,904
Phoenix	$199,355,594	$224,036,683	$399,583,374	$456,682,320	$0	$1,365,290,333	$1,964,229,301	$2,046,009,337
Queen Creek	$12,283	$883,753	$16,436	$24,831	$135,544	$0	$164,263	$1,044,129
Scottsdale	$86,722,277	$127,104,532	$28,349,824	$21,556,261	$37,739,711	$0	$152,811,811	$186,400,503
Surprise	$9,669,716	$3,379,057	$2,831,403	$80,699	$539,783	$0	$13,040,902	$3,999,539
Tempe	$153,971,039	$94,915,114	$73,664,258	$48,231,629	$55,852,218	$174,833,899	$458,321,415	$373,832,860
Tolleson	$1,392,682	$4,553,929	$57,526	$86,907	$638,995	$0	$2,089,203	$5,279,831
Wickenburg	$2,070,570	$301,516	$8,218	$12,415	$60,511	$0	$2,139,299	$374,442
Youngtown	$3,179	$228,736	$12,327	$18,623	$45,988	$0	$61,495	$293,348
Sub Total	**$1,039,709,872**	**$1,039,709,872**	**$620,757,625**	**$620,757,625**	**$250,661,962**	**$1,662,393,256**	**$3,573,522,715**	**$3,573,522,715**
PTF, RARF & Operations\Planning Grant Regional Expenditures								
Bus PTF	$1,039,709,872		$0		$0	$0	$1,039,709,872	
Bus Cap PTF	$0		$620,757,625		$0	$0	$620,757,625	
LRT/HC PTF	$0		$0		$0	$1,662,393,256	$1,662,393,256	
ADA PTF	$0		$0		$250,661,962	$0	$250,661,962	
Regional ADA	$0		$0		$14,924,534	$0	$14,924,534	
Regional Services	$0		$0		$0	$0	$196,681,693	
Regional Admin Office	$0		$0		$0	$0	$0	
Net Cost of Bonding	$0		$0		$0	$0	$59,404,814	
Total Expenditures							**$3,844,533,756**	

Financial Analysis of Alternative

Alternative #5 provides for a balanced Transit Life Cycle Program; however, annual carry-over funds are incurred as a measure to preserve revenues to fund capital projects. Figure 1 illustrates the annual cumulative balance for the first 20 years of the program (through year 2026.5). Figure 2 illustrates the annual cumulative balance for years 2026.5 through 2046. Detailed operations and capital program cash flow tables for Alternative #5 are provided in Attachment's 1 through 4.

Figure 1: TLCP Net Annual Cumulative Balance - Years 2006 through 2026.5

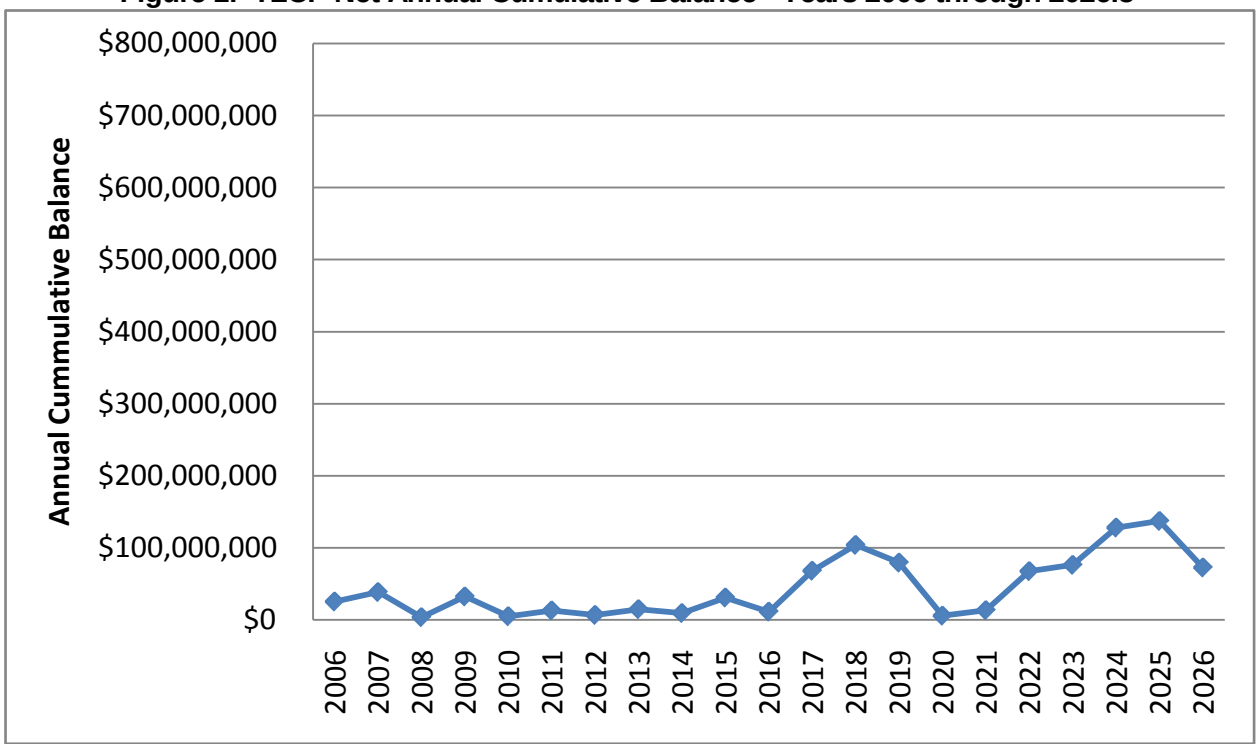
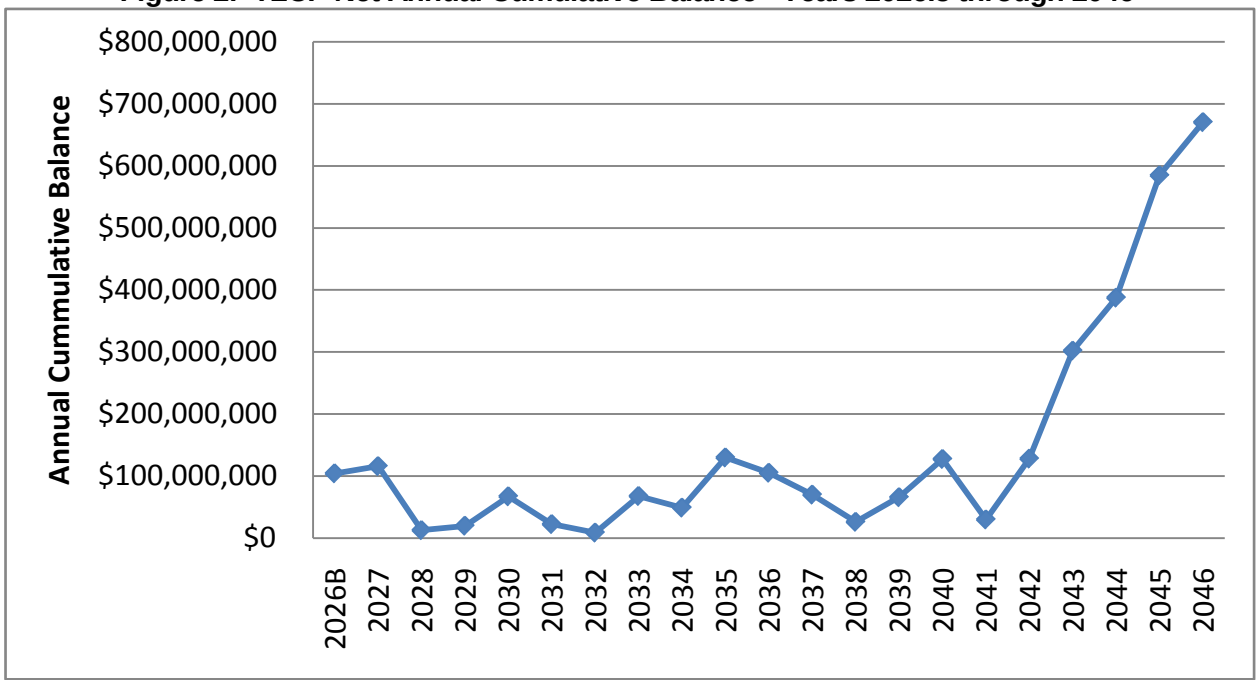


Figure 2: TLCP Net Annual Cumulative Balance - Years 2026.5 through 2046



PTF Jurisdictional Allocations

Jurisdiction	Original RTP (2002 dollars)		Original RTP (YOE dollars)		2007 TLCP Update (YOE dollars)	
	Dollars	Percentage	Dollars	Percentage	Dollars	Percentage
Avondale	$23,760,688	0.86%	$40,964,978	0.93%	$51,888,391	1.09%
Buckeye	$1,120,089	0.04%	$1,900,629	0.04%	$9,727,494	0.20%
Chandler	$146,149,676	5.29%	$239,009,298	5.44%	$285,742,275	6.02%
El Mirage	$3,487,914	0.13%	$5,573,260	0.13%	$7,164,071	0.15%
Fountain Hills	$1,308,537	0.05%	$2,220,398	0.05%	$5,530,026	0.12%
Gila Bend	$2,094,075	0.08%	$3,553,342	0.08%	$2,976,224	0.06%
Gilbert	$94,467,482	3.42%	$157,584,810	3.58%	$144,816,017	3.05%
Glendale	$108,008,538	3.91%	$169,252,186	3.85%	$220,659,246	4.64%
Goodyear	$3,992,949	0.14%	$6,775,457	0.15%	$17,141,140	0.36%
Guadalupe	$110,099	0.00%	$186,822	0.00%	$422,051	0.01%
Litchfield Park	$3,512,813	0.13%	$5,960,736	0.14%	$11,046,906	0.23%
Maricopa County	$10,073,686	0.36%	$17,561,895	0.40%	$48,635,616	1.02%
Mesa	$365,252,929	13.22%	$580,878,365	13.21%	$596,142,035	12.55%
Paradise Valley	$8,260,309	0.30%	$14,016,550	0.32%	$6,551,889	0.14%
Peoria	$34,244,991	1.24%	$57,565,727	1.31%	$54,605,163	1.15%
Phoenix	$1,495,131,065	54.10%	$2,372,530,733	53.96%	$2,432,739,685	51.21%
Queen Creek	$942,073	0.03%	$1,598,562	0.04%	$206,014	0.00%
Scottsdale	$160,727,464	5.82%	$255,368,961	5.81%	$262,919,111	5.53%
Surprise	$3,577,547	0.13%	$6,070,580	0.14%	$24,403,490	0.51%
Tempe	$291,860,477	10.56%	$449,556,136	10.22%	$546,477,504	11.50%
Tolleson	$4,758,604	0.17%	$8,074,663	0.18%	$15,674,730	0.33%
Wickenburg	$339,324	0.01%	$575,784	0.01%	$1,967,477	0.04%
Youngtown	$254,648	0.01%	$432,100	0.01%	$3,032,223	0.06%
Total	**$2,763,435,975**	**100.00%**	**$4,397,211,972**	**100.00%**	**$4,750,468,775**	**100.00%**

Regional Sub-Totals

East Valley	$1,069,079,046	38.69%	$1,700,419,902	38.67%	$1,848,806,922	38.92%
West Valley	$186,718,781	6.76%	$306,699,442	6.97%	$420,286,555	8.85%
Phoenix	$1,495,131,065	54.10%	$2,372,530,733	53.96%	$2,432,739,685	51.21%
Others *	$10,073,686	0.36%	$17,561,895	0.40%	$48,635,616	1.02%

** Others includes Maricopa County, Gila Bend and Wickenburg.*

PTF Jurisdictional Allocations

Jurisdiction	2009 TLCP Update Draft Alt 1 (YOE dollars)		2009 TLCP Update Draft Alt 2 (YOE dollars)		2009 TLCP Update Draft Alt 4 (YOE dollars)		2009 TLCP Update Draft Alt 5 (YOE dollars)	
	Dollars	Percentage	Dollars	Percentage	Dollars	Percentage	Dollars	Percentage
Avondale	$38,354,879	1.07%	$23,817,449	0.67%	$12,008,099	0.34%	$11,357,368	0.32%
Buckeye	$13,551,234	0.38%	$15,054,251	0.42%	$11,624,115	0.33%	$11,571,762	0.32%
Chandler	$189,920,590	5.30%	$215,839,726	6.03%	$176,307,443	4.94%	$182,007,606	5.09%
El Mirage	$6,152,481	0.17%	$3,720,137	0.10%	$1,334,475	0.04%	$2,109,167	0.06%
Fountain Hills	$4,037,612	0.11%	$3,241,653	0.09%	$1,056,696	0.03%	$888,749	0.02%
Gila Bend	$3,496,908	0.10%	$3,497,600	0.10%	$3,708,434	0.10%	$3,701,920	0.10%
Gilbert	$93,207,905	2.60%	$103,959,585	2.90%	$86,415,266	2.42%	$95,149,509	2.66%
Glendale	$198,861,789	5.55%	$189,866,468	5.30%	$173,000,118	4.85%	$174,524,765	4.88%
Goodyear	$13,117,143	0.37%	$10,440,486	0.29%	$4,973,641	0.14%	$4,797,170	0.13%
Guadalupe	$1,810,802	0.05%	$1,505,670	0.04%	$503,863	0.01%	$696,154	0.02%
Litchfield Park	$7,727,761	0.22%	$4,487,457	0.13%	$1,171,141	0.03%	$2,321,539	0.06%
Maricopa County	$28,879,811	0.81%	$25,522,358	0.71%	$21,465,029	0.60%	$21,213,518	0.59%
Mesa	$454,512,698	12.69%	$463,602,796	12.95%	$410,689,520	11.50%	$440,615,187	12.33%
Paradise Valley	$6,343,717	0.18%	$4,565,640	0.13%	$1,459,597	0.04%	$1,454,351	0.04%
Peoria	$38,341,231	1.07%	$31,124,565	0.87%	$48,239,074	1.35%	$28,256,262	0.79%
Phoenix	$1,821,899,934	50.88%	$1,837,662,679	51.33%	$2,006,979,733	56.22%	$1,964,229,301	54.97%
Queen Creek	$145,447	0.00%	$146,831	0.00%	$165,031	0.00%	$164,263	0.00%
Scottsdale	$204,035,065	5.70%	$187,164,029	5.23%	$153,624,421	4.30%	$152,811,811	4.28%
Surprise	$20,469,159	0.57%	$17,540,818	0.49%	$12,033,887	0.34%	$13,040,902	0.36%
Tempe	$421,359,020	11.77%	$426,623,128	11.92%	$438,495,081	12.28%	$458,321,415	12.83%
Tolleson	$10,421,756	0.29%	$7,487,652	0.21%	$2,320,385	0.06%	$2,089,203	0.06%
Wickenburg	$2,096,359	0.06%	$2,097,052	0.06%	$2,143,186	0.06%	$2,139,299	0.06%
Youngtown	$2,263,775	0.06%	$1,364,263	0.04%	$145,364	0.00%	$61,495	0.00%
Total	**$3,581,007,077**	**100.00%**	**$3,580,332,296**	**100.00%**	**$3,569,863,600**	**100.00%**	**$3,573,522,715**	**100.00%**

Regional Sub-Totals

East Valley	$1,375,372,856	38.41%	$1,406,649,059	39.29%	$1,268,716,919	35.54%	$1,332,109,046	37.28%
West Valley	$354,854,475	9.91%	$310,498,198	8.67%	$272,701,920	7.64%	$255,970,850	7.16%
Phoenix	$1,821,899,934	50.88%	$1,837,662,679	51.33%	$2,006,979,733	56.22%	$1,964,229,301	54.97%
Others *	$28,879,811	0.81%	$25,522,358	0.71%	$21,465,029	0.60%	$21,213,518	0.59%

** Others includes Maricopa County, Gila Bend and Wickenburg.*

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Finance Oversight Advisory Committee

Information Summary

Agenda Item #4

Date
May 12, 2009

Subject
Future FOAC Agenda Items

Summary
Chair Tami Ryall will request future FOAC agenda items from the committee members.

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
None

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

Attachments
None

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Finance Oversight Advisory Committee and Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #5

Date
May 12, 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

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Finance Oversight Advisory Committee

Information Summary

Agenda Item #6

Date
May 12, 2009

Subject
Next FOAC Meeting

Summary
The next meeting of the FOAC is scheduled for **May 26, 2009 at 1:00 p.m.** located at the **METRO Rail Offices** (101 N. 1st Avenue, Ste. 1300) and will be a joint meeting with the Valley Metro Operations and Capital Committee (VMOCC) to take action on the Transit Life Cycle Program (TLCP).

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
None

Contact Person
None

Attachments
None

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VMOCC Agenda Items

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Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #7A

Date
May 12, 2009

Subject
Summary Minutes

Summary
Summary minutes from the April 21, 2009 meeting of the VMOCC are presented for review and approval.

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
It is recommended that the VMOCC approve the summary meeting minutes from the April 21, 2009 meeting.

Contact Person
Jim Wright
Acting Deputy Executive Director of Operations
602-262-7433

Attachments
Summary Minutes

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Summary Minutes
Valley Metro Operations and Capital Committee (VMOCC)
April 21, 2009
MAG – Saguaro Room
302 N. 1st Avenue, Suite 200
Phoenix, AZ

VMOCC Members Present

Cathy Colbath, City of Glendale, Vice Chair
Kristen Taylor, City of Avondale
Sean Banda, Town of Buckeye
Daniel Cook, City of Chandler
Ken Maruyama, Town of Gilbert
Terry Johnson, City of Glendale
Cato Esquivel, City of Goodyear
Julie Howard, City of Mesa
Jim Hash, City of Mesa
Randy Roberts, City of Peoria
Reed Caldwell, City of Phoenix
Al Villaverde, City of Phoenix
Madeline Clemann, City of Scottsdale
Randy Overmyer, City of Surprise

VMOCC Members Not Present

City of El Mirage
Maricopa County
METRO Rail
Town of Queen Creek
City of Tempe

Vice Chair Cathy Colbath called the VMOCC meeting to order at 11:40 a.m.

9. VMOCC Consent Agenda

A. Summary Minutes

Summary minutes from the March 24, 2009 meeting of the VMOCC were presented for approval.

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IT WAS MOVED BY KRISTIN TAYLOR, SECONDED BY RANDY OVERMYER AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE MARCH 24, 2009 MEETING OF THE VMOCC.

B. Arizona Avenue Bus Rapid Transit (BRT) Design Concept Report (DCR)

This item was pulled from consent for further discussion.

Carol Ketcherside, Deputy Executive Director of Planning, briefed the VMOCC on the memo as written in the meeting packet. She said there is a transition of terminology from BRT to Link. BRT is used throughout the report, but it will become Link service when it's branded and it starts operation. She said the entire DCR is available on the Valley Metro website at: http://www.valleymetro.org/valley_metro/events/joint_meeting_of_the_FOAC_and_VMOCC1/.

Ms. Ketcherside said the intent is to have the 100% design complete by July 1, 2009. She suggested the committee members review the report and submit any comments and/or questions to Ratna Korepella, Planner III, either by email at rkorepella@valleymetro.org or by telephone at 602-261-8958.

Daniel Cook said there has been discussion regarding the location of the proposed Arizona Avenue and Chandler Boulevard BRT station. He said the City of Chandler is looking at their downtown area, which is immediately south of Chandler Boulevard. Mr. Cook said there's a strong desire to have the BRT station on a far side bus bay close to the intersection but there's discussion about moving it a block south to accommodate and integrate better into the downtown area, which is more of a destination. He said TranSystems is aware of this and a final decision on the location hasn't been made yet.

IT WAS MOVED BY RANDY OVERMYER, SECONDED BY KRISTIN TAYLOR AND UNANIMOUSLY CARRIED TO APPROVE THE 30% DCR AND FORWARD IT TO THE TMC FOR CONSIDERATION.

10. Future VMOCC Agenda Items

- ✓ Discussion regarding regional purchase of Fare Vending Machines (FVM) for various locations – presentation on the cost and technical implications
- ✓ Information on the results of how funds are spent in the Transit Life Cycle Program (TLCP), focusing more on revenues instead of on expenditures

11. Member Agency Updates

Ms. Ketcherside said the comments from the Paratransit public hearings will be distributed electronically after all the public comments are compiled.

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12. Public Comment

None received.

13. Next Meeting

The next meeting of the VMOCC was discussed during the joint meeting of the Finance Oversight Advisory Committee (FOAC) and VMOCC. It will be a joint meeting with the FOAC on Tuesday, May 19, 2009.

With no further discussion, the VMOCC meeting adjourned at 11:50 a.m.

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Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #7B

Date
May 5, 2009

Subject
Vanpool Vehicle Procurement Contract Award

Summary
This item is brought before the VMOCC as notification of intent to award a contract to Arizona Bus Sales for the procurement of vanpool vehicles.

Discussion
Due to vehicle replacement and program expansion needs, Valley Metro's Vanpool Program desires to procure new vanpool vehicles. Vanpool vehicle procurement contracts are typically one year contracts with four one-year options. The contracts executed in 2004 have expired. Valley Metro issued a Request for Proposals (RFP) for new vanpool vehicles November 26, 2008. Two firms, Arizona Bus Sales and VPSI Inc., submitted proposals. After an initial evaluation, a Best and Final Offer (BAFO) was requested from each firm. The best and final offers have been received and were brought before the evaluation committee on Monday, May 11th for consideration. The evaluation committee was comprised of RPTA Procurement, Capital Programming, and Operations staff. 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%); and professional references (10%). Table 1 details the evaluation results with the bold number indicating the most responsive submittal.

Table 1

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

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If approved for award, the contract resulting from this RFP will be a one year contract with four optional one-year extension options, totaling up to five years. 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, twelve, fourteen, and fifteen passenger full size vans and mini-vans. The minimum service life of a vanpool vehicle is four years or one hundred thousand miles. The initial procurement for replacement vans will be at least thirty-four to forty vans.

Fiscal Impact

All funding for vanpool van procurements is a combination of programmed Public Transportation Funds (PTF), Federal Highway Administration Surface Transportation Program (FHWA- STP) funds, and Reserved Capital Assets (Fare Returns). Table 2 below shows programmed funding through 2013.

Table 2

Replacement:	**2009/10**	**2010/11**	**2011/12**	**2112/13**
Public transportation funds	$34,763	$53,708	$55,320	$56,978
FHWA - STP	$927,000	$1,432,215	$1,475,190	$1,519,425
Capital assets reserves applied	0	0	0	0
	$961,763	$1,485,923	$1,530,510	$1,576,403
Number of Vehicles	30 vans	45 vans	45 vans	45 vans
Expansion:				
Public transportation funds	850,278	875,787	902,061	929,122
	$850,278	$875,787	$902,061	$929,122
Number of Vehicles	25 vans	25 vans	25 vans	25 vans

Considerations

Timing is critical for the acquisition of vehicles. Ford Motor Company has announced that its order desk for new model year 2009 vans will close June 19th and re-open for model year 2010 chassis in September. Any orders placed in September will be at the 2010 chassis price. The financial impact caused by missing the June 19th cutoff date is unknown at this time because Ford has not released the increased 2010 chassis price structure. Postponing until September 2009 will result in vans arriving in Phoenix in late December 2009 or January 2010.

The Board of Directors approval at its June 18th meeting is required in order to ensure the 2009 chassis pricing.

Committee Action Process

VMOCC – May 19, 2009 – for action
TMC – June 3, 2009 – for action
Board of Directors – June 18, 2009 – for action

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Recommendation
It is recommended the VMOCC forward the recommendation that authorizes the Executive Director to enter into a contract with Arizona Bus Sales to supply vanpool vehicles for the Valley Metro Vanpool Fleet, and forward the recommendation to the TMC for consideration.

Contact Person
Jon Medwin
Contracts and Procurement Manager
602-256-3390

Gary Roberts
Vanpool Program Coordinator
602-534-1808

Attachments
None

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Valley Metro Operations and Capital Committee
Information Summary

Agenda Item #8

Date
May 12, 2009

Subject
July 1st Fare Communications and Retail Location Strategy Update

Summary
Due to the premium charged for fare purchases on the bus, many customers will begin to purchase their fares online or at one of the retail outlets in the Valley. It is important that a communications plan is implemented to ensure the appropriate level of support for off bus purchases.

Discussion
To help inform the public of the fare changes, a public awareness campaign designed to communicate the fare changes, purchase options and outlets began on May 4, 2009 with the implementation of the following strategies:

- ValleyMetro.org / Customer Service Q&A
- Car Cards on fixed-route vehicles
- Fliers
- Hanging brochure for all buses
- Bulkhead posters (on buses, transit centers)
- Farebox stickers
- Fare Media Poster / pdf handout (training tool for operators, fare inspectors, etc.)
- Outreach presentation (schools, senior centers, operators)
- PR Media plan
- Internal team/contractor training

Retail Location Strategy Update:
Current fare purchase options include:

- Over 80 outlets in Maricopa County (9 Cities)
- City Halls, Public Libraries, Chamber of Commerce *(note: Scottsdale will no longer carry fare media at their libraries and other public facilities as of July 1, 2009)*
- 8 Transit Centers
- Grocery Stores and Utilities (Fry's Food, Food City, APS)

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- Social Help Groups and Employers
- Online at ValleyMetro.org (averaging $30k - $50k per month)
- Fare Vending Machines (100 units along 20 mile METRO corridor)

A plan is in process to work with the current fare outlet network to inform them of the fare policy changes.

In addition, the plan incorporates strategies to improve and expand the current program.

Expansion strategy addresses:

- Fact that not all fare media types are sold at all locations *(Example: Fry's only currently sells 3 and 7 day passes),* as well as valley-wide expansion of possible fare media purchase locations.
- The top 100 busiest boarding locations have been mapped with retail locations marked with ¼ mile walking distance. RPTA Business Services team is approaching these retail locations systematically.
- How to best support the business model of getting fare media to locations.
- Asking cities to assist with expansion via public offices & buildings *(Example: public libraries in Mesa)*
- Point of purchase (POP) material kits are being created for both institutions and retail locations.

Considerations
None.

Prior Committee Action
None.

Recommendation
None.

Contact Person
Mario Diaz
Chief Marketing Manager
602-534-7391
mdiaz@valleymetro.org

Attachments
None.

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Valley Metro Operations and Capital Committee
Information Summary

Agenda Item #9

Date
May 12, 2009

Subject
Fare Vending Machine (FVM) Project

Summary
During the April 21, 2009 Valley Metro Operations and Capital Committee (VMOCC) meeting there was a request for information regarding the acquisition and installation of fare vending machines (FVM) similar to those currently employed by Metro Rail. The region is making a fare adjustment in July 2009 and the emphasis of the new fare structure is to encourage purchase of all day passes off the buses.

All day passes purchased on the buses will be 3 times the single fare of $1.75 or $5.25. If the fare media is purchased off the bus, the all day pass is 2 times the single fare or $3.50. It is anticipated that the new fare structure will create a desire in transit customers to seek out more off system sale points, such as the fare vending machines employed by Metro Rail at all their stations.

Fiscal Impact
Preliminary estimates indicate Fare Vending Machines similar to those installed at the LRT stations would cost $100,000 furnished and installed. Additionally, there will be maintenance and operations costs for each installation but that cost is as yet undetermined.

Several funding sources have been identified for the capital costs associated with FVM's. The preliminary analysis of items being considered for the use of the Intelligent Transportation Systems (ITS) funds included in the Transit Life Cycle Program initially had an allocation for 100 FVM's. Currently the TLCP is under review, and in light of the funding shortfall, it is unlikely the ITS funds will be available for FVM installations.

The current BRT projects for Mesa Main Street and Arizona Avenue are incorporating FVM as a part of the design. All of the stations will provide the conduit to install FVM and if there is adequate budget capacity, they will be included in the station construction.

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Valley Metro RPTA is also exploring submitting the FVM capital costs for any eligible grants.

Considerations
The location of FVM should be prioritized. The first priority should be locations with multiple routes or modes with high customer boardings. The region's transit centers would be a logical first choice.

Possible impacts include providing a sufficiently secure environment. Areas that have security guards or employees assigned to the area would tend to minimize vandalism and tampering. Camera systems may also be a requirement to provide additional monitoring particularly if the FVM accept cash. The FVM also needs screening from direct sunlight if possible.

Because of the nature of the existing system, it is anticipated new FVMs would be a sole source contract with Scheidt and Bachman.

Committee Action Process
None

Recommendation
For information. Staff may be directed to do additional analysis and provide the results to a future meeting of the VMOCC.

Contact Person
Jim Book
Project Manager
602-495-0586

Attachments
PowerPoint Presentation

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Fare Vending Machine Information

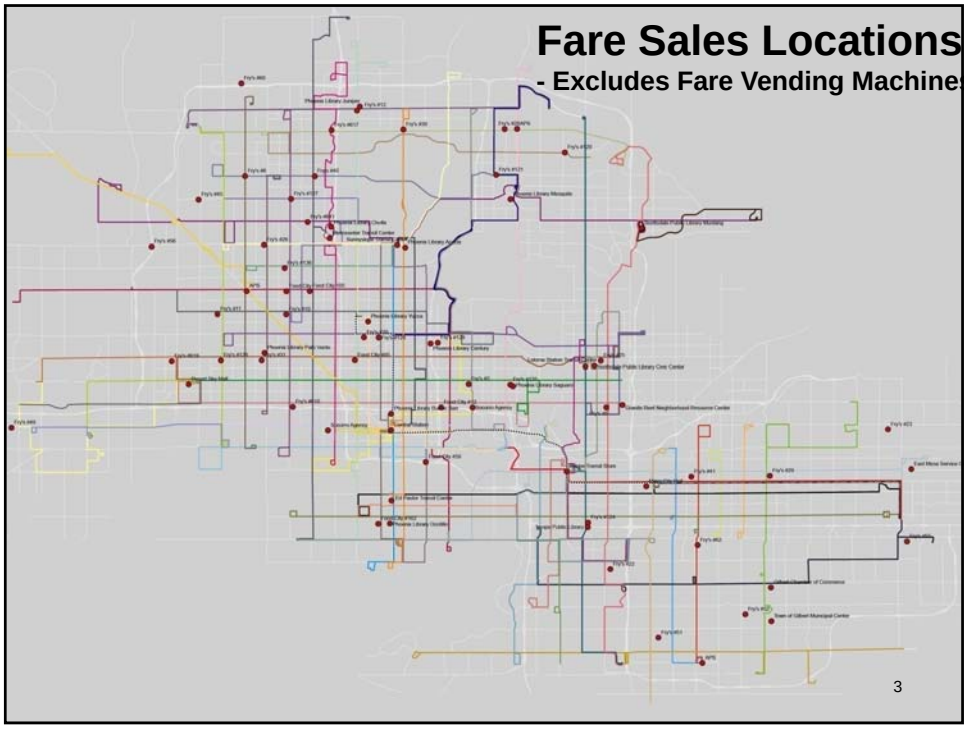
Prepared for VMOCC

May 19, 2009

Fare Sales Locations

- Public awareness campaign designed to communicate purchase options and sales locations
- Current fare purchase options
  - Online at ValleyMetro.org
  - 8 Transit Centers
  - Over 80 outlets in Maricopa County (9 Cities)
  - City Hall, Public Libraries, Chamber of Commerce
  - Grocery Stores such as Fry's Food and Food City – check VM.org
  - Social Help Groups and Employers
  - Fare Vending Machines (100 units along 20 mile METRO corridor)
  - Automatic Mail Plan

2



Fare Vending Machine (FVM) Facts

- Currently deployed at all LRT stations
- Customer base is familiar
- Scheidt and Bachman sole source provider
- There is a future need for more FVM
- BRT stations one unit
- LRT stations two units
- Prioritize locations (transit centers)
- Sun exposure is a concern (shade desriable)

4

Funding Sources

- Install FVM with new capital projects
- Preliminary ITS priority list had FVM
- Eligible for some grants and federal funding
- Local agency funding
- Installation, Operations and Maintenance could be in mileage rate

5

Estimated Costs

- Fare Vending Machine $50,000 per machine
- Installation Charge $50,000 per machine
- Variable
  - Conduit and wiring for power and communications
  - Startup costs
  - Operation and Maintenance
  - Security equipment
  - Monitoring

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O and M cost Items

- Operation and Maintenance Cost Items
  - Cash pickup and delivery
  - System connection (fiber-optic or wireless)
  - FVM periodic maintenance
  - FVM repair
  - Fare and software updates
  - Monitor camera and other security systems

7

Questions

- Staff Contact

  Jim Book – Project Manager

  Jbook@valleymetro.org

  602-495-0586

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Valley Metro Operations and Capital Committee
Information Summary

Agenda Item #10

Date
May 12, 2009

Subject
Update and Summary on Public Comments Regarding Proposed ADA Paratransit Eligibility Program

Summary
In January 2009, the RPTA Board directed staff to hold public hearings on a proposed ADA bus and rail pass, and an in-person eligibility determination process. A series of public hearings were held in March and April.
List of hearings:

- Tues., March 31: Grace United Methodist Church, Fellowship Hall, 2024 E. University Drive, Mesa, 85213
- Wed., April 1: Glendale Community College, Student Union, 6000 W. Olive Ave., Glendale, 84302
- Thurs., April 2, 12:00-1:00 p.m.: Online Webinar
- Mon., April 6: Tempe Transportation Center, Don Cassano Community Room, 200 E. 5th Street, Tempe, AZ 85281
- Tues., April 7: Travis L. Williams Family Service Center, 4732 S. Central Ave., Phoenix, 85040

In addition, informational presentations were offered to Valley Metro members and to a wide variety of groups.
List of informational presentations:

- Glendale Commission on Disabilities—February 17, 2009 (presentation and discussion)
- Disabilities Expo, Phoenix Convention Center—March 4, 2009 (distributed information about hearings)
- Scottsdale Granite Reef Senior Center—March 13 (presentation and discussion)
- Rehab Without Walls—March 26, 2009 (presentation and discussion)
- Gilbert Senior Center—April 8, 2009 (presentation and discussion)
- Disability Empowerment Center—April 8, 2000 (presentation and discussion)
- Tempe Transportation Commission—April 14 (presentation and discussion)

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- Maricopa Association of Government Transportation Ambassador Program meeting—April 14, 2009 (presentation and discussion)
- National Federation of the Blind—May 2, 2009 (presentation and discussion)
- Phoenix Citizens' Transit Commission—May 7, 2009 (presentation and discussion)
- Mesa Transportation Advisory Board—May 19, 2009 (presentation and discussion)
- Arizona Rehabilitation Services Administration Blind Services Division—June 3, 2009 (presentation and discussion)

Note: RPTA continues to offer informational presentations to any group or organization that would like one.

In addition to the public hearings, comments were accepted via email, telephone, U.S. mail, and on written comment cards turned in at public hearings and informational meetings. Comments received during the comment period are summarized, and presented with this memo for information.

If the proposal is approved for implementation, RPTA will:
1) develop and implement an in-person interview process for all ADA paratransit applicants, coupled with assessments on an as-needed basis for some customers; and
2) provide an ADA bus and rail pass for customers who are able to use it. This pass would allow ADA paratransit eligible customers who are able to use fixed route bus and light rail for some trips to do so at no cost to the customer.

Additional and important elements of this proposal include:

- Assigning a transportation case manager to each customer to ensure that individualized attention is given to each and every applicant
- Increasing standard certification from 3 years to 5
- Offering lifetime eligibility to some customers
- Offering additional transportation options to some customers

Fiscal Impact
If implemented, this program is expected to cost about $700,000 annually. Region-wide the program is expected to save the ADA paratransit program between $1.9 and $4.8 million, primarily through utilization of the ADA bus and rail pass.

Considerations
This proposal was a recommendation of the Regional Paratransit Study accepted by the Board in April 2008. Most major metropolitan areas nationwide have an in-person process for determining ADA paratransit eligibility. Such a program will enable RPTA to improve customer service in this area, and help customers learn about additional mobility options that may be appropriate for them.

Committee Action Process
April 17, 2008—RPTA Board accepted Regional Paratransit Study and asked staff to work toward regionalizing ADA paratransit in incremental steps to be brought one at a time to the Board for consideration

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January 22, 2009—RPTA Board approved public hearings for the proposed changes as recommended by the Regional Paratransit Technical Advisory Committee.

May 4, 2009—Regional Paratransit Technical Advisory Committee reviewed summary of comments and recommended an update to the Board.

May 19, 2009—VMOCC Update
June 3, 2009—TMC update
June 18, 2009—Board update

August 18, 2009—VMOCC will consider final recommendation on the proposal.
September 2, 2009—TMC will consider final recommendation on the proposal.
September 17, 2009—RPTA Board will consider final action on the proposal.

Valley Metro members are urged to engage in any local processes needed in their home jurisdictions prior to RPTA Board consideration on September 17, 2009. RPTA staff are available to meet, present, and/or discuss the proposal with groups, committees, or individuals.

Recommendation
This item is for information only.

Contact Person
Carol L. Ketcherside
Deputy Executive Director of Planning
602-534-0733

Attachments
Presentation: Summary of public hearing results

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Proposed ADA Bus/Rail Pass and ADA Eligibility Program Update

Valley Metro Operations and Capital Committee
May 19, 2009

Public Hearing Presentation

Proposed ADA Bus/Rail Pass and
ADA Eligibility Program Spring 2009

In summary…

- In-person interviews for all customers and assessments as needed
- Increase standard ADA eligibility from 3 years to 5 years
- Offer lifetime eligibility to some customers
- Offer an ADA bus and rail pass to some customers
- Offer additional transportation options to some customers

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Public Comment Results

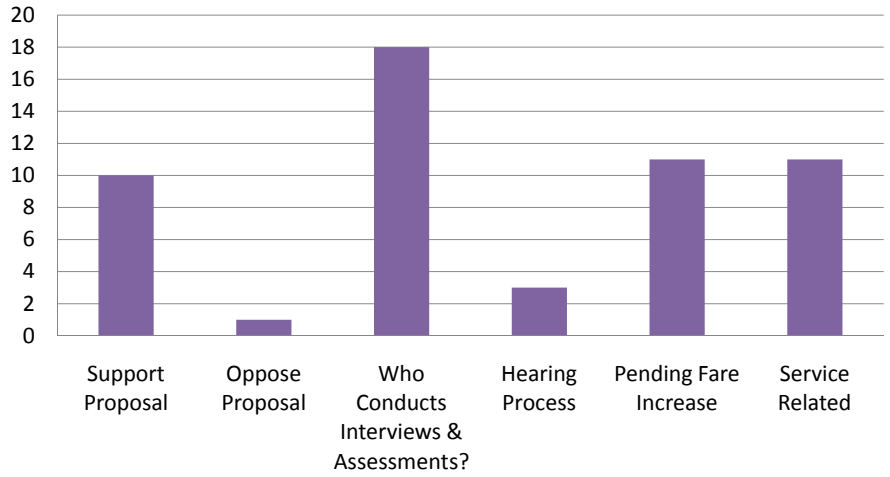
Proposed ADA Bus/Rail Pass and
ADA Eligibility Program

In Summary

- Outreach
  - 1 stakeholders meeting
  - 1 outreach event (expo booth)
  - 5 formal hearings (1 Webinar)
  - 11 informational presentations to date (continuing to be widely offered and more are being held)
  - 1 meeting with an individual
  - Newspaper coverage
- 54 comments were received from individuals

5

Region-wide Comments by Topic



Total of 54 comments

6

Tentative Implementation Timeline

- April - September 2009—Continue informational presentations
- April - September 2009—Staff research
- September 2009—Valley Metro Board action
- September - December, 2009—Procure contractor
- January - March 2010—Internal Preparation
- April - June 2010—Customer education
- April 2010—Pilot program
- June - July 2010—Full Implementation

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Valley Metro RPTA Contacts

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Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #11

Date
May 12, 2009

Subject
Valley Metro Planning Studies Overview Update – 1st Quarter 2009

Summary
This report is intended to give a brief status update for ongoing studies in the Planning department of Valley Metro Regional Public Transportation Authority (RPTA). Project timelines will be distributed at the meeting.

Fiscal Impact
None

Considerations
None

Committee Action Process
None

Recommendation
For Information only.

Contact Person
Carol Ketcherside
Deputy Executive Director of Planning
602-534-0733

Attachments
1st Quarter 2009 Update

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Valley Metro Planning Studies
1st Quarter Project Update
January - March 2009

INTRODUCTION

This report provides a brief status update for ongoing studies in the Valley Metro Regional Public Transportation Authority (RPTA) Planning Department. For more information on any of the listed projects, please contact:

Carol Ketcherside
Deputy Executive Director, Planning
602-534-0733
cketcherside@valleymetro.org

PLANNING PROJECTS

1. **Comprehensive Arterial Bus Rapid Transit (BRT) Study**
   Study Objective—Define the operational parameters of the arterial BRT lines identified in the Regional Transportation Plan (RTP) and funded under Proposition 400. Work includes reviewing existing and ongoing planning documents to identify demand for and recommend operational characteristics of the arterial BRT system. Recommendations of the study will address operational characteristics, performance measurements, administrative/managerial characteristics, and identification of transit supportive land use and development.
   - Exploring adding development of BRT Design Guidelines to the scope of work.
   - Work on the original scope of work is 95 percent finished.

   Relationship to Transit Life Cycle Program (TLCP) and RTP—Takes the arterial BRT routes that are conceptually identified in the RTP and provides the operational assumptions that will provide the basis for five BRT routes operating schedules. Study is being undertaken concurrently with Arizona Avenue Design Concept Report which will provide the design for a BRT line in this corridor. The Arizona Avenue BRT is scheduled to enter service in July 2010.

2. **Mesa Main Street Metro Link (Bus Rapid Transit) Implementation**
   Project Objective—The project has moved into the construction phase with construction related tasks beginning January 5, 2009. The LINK bus service began service on December 27, 2008 concurrent with the start of METRO Light Rail Transit (LRT) service. LINK buses are currently using temporary stops and will do so until the construction project is complete and the new stations are put into service. LINK bus service is supplemented by Route 40 Supergrid service which operates in the same corridor. The LINK only stops every mile and more closely resembles express service. Route 40 stops every 1/4 mile and is

considered local service. It is anticipated all LINK stations will be in service by September 2009.

- The RPTA Board approved the two contracts for construction administration and project management and the two construction contracts on November 20, 2008.
- SDB Inc. is under contract to construct the 26 stations along Main Street and Power Road.
- SDB has 12 stations under construction: preparing the pad for the shelter, curb and sidewalk.
- SDB is having the shelter prototype built and once approved the remaining shelters will be constructed and installed beginning in May.
- Ry-Tan Inc. is under contract to constructing the Superstition Springs Mall Transit Center.
- Ry-Tan is nearing completion of the box culvert construction. Once the box culvert concrete cures construction will begin on the new bus station and the additional parking area.
- Staff is continuing to work with the Orbital division of ACS to integrate the Next Bus data feeds and software for the stations.
- Researching the incorporation of fare vending machines at three station locations.

Relationship to TLCP and RTP—Preliminary and final design for capital improvements associated with Main Street BRT. The Main Street BRT entered service on December 27, 2008 concurrent with the start of METRO Light Rail service on the Central Phoenix—East Valley Light Rail initial operating segment.

3. **Arizona Avenue Bus Rapid Transit Design Concept Report (DCR)**
Study Objective—Define the operational characteristics and associated capital requirements for the Arizona Avenue Bus Rapid Transit (BRT) line that will operate in the cities of Mesa, Chandler and the Town of Gilbert. The DCR will include 30% design plans for the infrastructure improvements in the corridor. Optional project tasks include development of 65% and 100% design plans and associated construction bid documents.

- The Arizona Ave BRT line connects Sycamore station (end of line for METRO Light Rail) to the Tumbleweed Park and Ride (Germann and Ocotillo Road) via Main Street, Arizona Ave/ Country Club, and Germann Road.
- Meetings were held with Town of Gilbert to finalize the station location(s) in Gilbert. It was decided to have a station at San Angelo in the Town of Gilbert.
- The comments received on the draft 30% DCR were updated and the final version of the 30% plans was sent to the three agencies for further review. Any additional comments received on the 30% plans will be reflected in to the next stage report: 65% Design Plans
- This project was identified by the RPTA Board to receive $15 million in ARRA funds.

- RPTA exercised a contract option on March 30,2009 authorizing the consultant to proceed from 30% Design Plans to development of 100% design plans and associated construction bid documents

Relationship to TLCP and RTP —Preliminary and final design for capital improvements associated with Arizona Avenue BRT. The Arizona BRT is scheduled to enter service in 2010.

4. **Service Efficiency and Effectiveness Study**
   Study Objective—Determine overall performance of current bus service offerings through a detailed analysis of performance factors. Outcomes include strategies to improve, eliminate or modify lowest performance-related services, development of recurring evaluation strategy and methodology that can be applied to a regular rating process, and target goals for each performance factor.
   - 18-month testing of the performance measurement parameters has been completed.
   - In November 2008, Phase II was begun to evaluate the recommendations from the first Phase.
   - The consultant has submitted a draft of the recommendations.

   Relationship to TLCP and RTP—Proposition 400 requires that Regional Area Road Funds (RARF) and PTF funded transportation investments be subjected to a performance audit every five years. The Service Efficiency and Effectiveness Study defined the performance measures that will be used to determine the effectiveness of regionally funded transit investments implemented under Proposition 400. The first performance audit is scheduled for 2010.

5. **Database Development Services for Web-Based reporting and monitoring of Valley Metro Performance Indices**
   Project Objective—Timely and consistent reporting of performance data by all of Valley Metro members who operate service is crucial to implementation of the Service Efficiency and Effectiveness Study, and to preparedness for State Performance Audits required under Proposition 400. A software vendor is developing a web-based reporting tool that will be accessible to RPTA staff and to RPTA member agencies.
   - The Web based application is complete.
   - A training session is scheduled for April 29th. This session is being organized as a webinar. Those unable to attend the webinar will be able to view a recorded version at a later date.

   Relationship to TLCP and RTP—See “relationship text” for Service Efficiency and Effectiveness Study project above. The web based data reporting tool being developed as part of this overall effort will allow for the efficient and timely collection of transit performance data in readiness for future audits.

6. **Park-and-Ride Environmental Assessment and Site Selection**
   Project Objective—Park-and-Ride Environmental Assessment and Site Selection is to assist local municipalities that are developing a park-and-ride lots to a) identify potential locations; b) determining site selection criteria; c) recommend a preferred site; d) determine the appropriate level of environmental analysis required; e) perform environmental research and technical studies appropriate; f) assist with presentation of materials and gathering of input from the public, as well as municipal staff, local councils, and elected officials; and g) prepare environmental documents for submittal to the regional designated recipient of federal funds and the Federal Transit Administration.
   - Project on hold because of current agency wide budget constraints.
   - Some of this work is being completed through individual city funded projects including the Surprise Park-and-Ride study, and the Scottsdale Loop 101 Park & Ride Study.

   Relationship to TLCP and RTP—The regional capital program assumes a significant use of Federal funds. In order for a park-and-ride to be eligible for Federal matching funds the National Environmental Policy Act (NEPA) process must be followed. This means that categorical exclusions (CEs) must be developed for each project. RPTA, in partnership with the host community, will undertake site selections and CEs for the regional park-and-rides identified in the RTP and the TLCP which will support the regional express bus program.

7. **Origination and Destination Survey (O&D Survey)**
   This Study is Complete.
   Study Objective—Origin and destination survey of passenger on-board Valley Metro fixed transit routes to collect data about passenger travel patterns. The data collected from this study will update travel pattern data to calibrate and validate the Regional Travel Demand Model, and also for air quality forecasting and long range planning by the Maricopa Association of Governments. The on-board survey was conducted in fall 2007. The O&D Survey also serves as the "before" survey for the Central Phoenix-East Valley Light Rail Transit Line which is partially funded through a New Starts capital grant from the Federal Transit Administration. An "after" survey will be conducted within 18 months of LRT start of service to validate initial LRT ridership forecasts.
   - The final dataset and trip tables are available for use.
   - The final report was completed and was approved by RPTA Board in February 2009.
   - Staff is beginning to prepare for the next O&D Survey. Data collection to take place in Fall 2010.

   Relationship to TLCP and RTP—The O&D Survey calibrates the MAG regional travel model that is used to determine the effectiveness of proposed transit investments. Maricopa County is an air quality non-attainment area and all transportation investments are subjected to an annual air quality conformity

analysis. Calibrating the travel model ensures that it accurately captures potential ridership generated by proposed transit investments which have a direct bearing on air quality in the region. The O&D Survey also functions as the "before" survey required under New Starts for the Light Rail Transit project. A follow up "after" survey will take place within two years of start of LRT service.

8. **Short Range Transit Program (SRTP)**
   This project is complete.
   Study Objective—This project will develop a Short-Range Transit Program (SRTP) for Valley Metro/RPTA for the years 2008/09 through 2013/14. The SRTP will provide the blueprint for implementation of efficient, cost effective, and coordinated public transit service in Maricopa County within the Plan's five-year horizon.
   - The SRTP will be updated annually in concert with updates to the Transit Lifecycle Program (TLCP).
   - The RPTA Board approved the final report in February.

   Relationship to TLCP and RTP—While the RTP provides a 20 year blueprint for implementing transit operating and capital improvements in Maricopa County, the RTP found that it does not provide the level of detail needed to implement individual transit investment. The planning study will define and refine the specific transit improvements to be implemented.

<u>Local Support Projects</u>

9. **Peoria Transit Study**
   Study Objective—Develop a transit plan for the City of Peoria. The study will develop recommendations for transit routes and associated infrastructure with an action plan that will guide implementation of the Plan's recommendations.
   - The final report has been submitted to Peoria for review

   Relationship to TLCP and RTP—No direct relationship. Study is being done at the request of and the expense of the City of Peoria as part of our planning support to our members. Study assumptions included regional service assumptions from the TLCP and the RTP.

10. **Surprise Short Range Transit Study (Inter-Governmental Agreement)**
    Study Objective—The project will review existing Park-and-Ride facilities and ensure they conform to the transit service phasing identified in the 2003 Regional Transportation Plan (RTP.) The study will develop recommendations for new Park-and-Ride facilities to coincide with proposed transit routes and associated infrastructure, with an action plan that will guide implementation of the Plan's recommendations.
    - Planning scope and schedule altered from short-term to long-term study.
    - IGA has been amended to reflect the change.

- The study is almost complete and is pending City Council approval.

Relationship to TLCP and RTP—No direct relationship. Study is being done at the request of, and the expense of the City of Surprise as part of our planning support to our members. Study assumptions included regional service assumptions from the TLCP and the RTP.

11. **Scottsdale Mustang Center**
The study is a follow-on to a previous design study for the Mustang Transit Center. The current effort is in response to recent discussions between the City and Scottsdale Healthcare regarding a possible public/private development of a parking structure that would both serve the parking needs of the hospital as well as those of the transit center.
    - Study is currently on hold while City staff explores partnering opportunities with Scottsdale Healthcare.

Relationship to TLCP and RTP—TLCP includes funding for a transit center and park-and-ride in this vicinity. While capital funding in the TLCP assumes construction of a surface park-and-ride, these funds can be used as a match to private sector funds for the development of a parking structure. Study is being done at the request and expense of the City of Scottsdale as part of our planning support to our members.

12. **Scottsdale Loop 101 Park and Ride**
This project will construct a park and ride near the loop 101.
    - Scope of work has been prepared and approved by the City of Scottsdale.
    - A cost and staffing plan has been solicited from one of RPTA's on-call consultants.
    - An IGA with the City of Scottsdale is being prepared for this project.
    - A limited notice to proceed has been issued to the study consultant AECOM.
    - Contract approval will be considered by VMOCC in April with subsequent action by TMC and Board in May.
    - ARRA (Federal Stimulus) funding for this project was included in the RPTA Board action on February 19, 2009. A stimulus funding application to FTA for this project is in development.

Relationship to TLCP and RTP—This project is not one of the PTF funded facilities identified in the TLCP implementation schedule. Study is being done at the request of the City of Scottsdale as part of our planning support to our members. Funding for the Study is being provided by the City of Scottsdale. This facility will support operational investments that are identified in the TLCP.

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Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #12

Date
May 12, 2009

Subject
Overview of Regional Call Center

Summary
This report provides a thorough overview of the current business activities within the Regional Call Center, which along with the ADA Certification Office, comprises the Customer Service Department. Also included is information about how these mission critical activities affect the Regional Services budget, an overview of various metrics, performance standards, and other factors that impact call volumes and staffing levels. Lastly, a peer city comparison is included as well as staff recommendations to contain costs while maintaining a quality level of service to our passengers.

Discussion
The Customer Service Department is made up of a diverse group of dedicated and experienced staff members that provide exceptional service to our customers on a daily basis. Both functional areas support and administer regional programs that are vital to the community and to the transit system. The Regional Call Center provides bilingual telephone support for regional inquiries including transit information for bus and rail operations, complaint documentation and administration, field-trip planning, lost and found inquiries, and general information about Valley Metro policies and services. The ADA Certification Office administers the ADA Paratransit Eligibility Process, the Reduced Fare Identification Card Program, and the Employee ID card Program for Valley Metro RPTA and most regional contractors. Since ADA Certification is paid for out of a separate pot of money from Public Transportation Funds, this report will focus on the Regional Call Center.

Budget
In fiscal year 2008/2009 the revised budget for the Regional Call Center was $3,847,663. The proposed budget for 2009/2010 is $3,852,061. The majority of these expenditures are for wages, benefits and overhead.

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Department Workload

Since 2006, the call center has experienced a 22% increase in call volumes and a 25% increase in complaints. This is due in large part to the amount of service that has been implemented throughout the region, and a myriad of other factors during this time frame. Table 1 below summarizes the call volumes and complaint numbers for the past three fiscal years. Please note that 2008/2009 projections are based on monthly averages from July through April:

Table 1:

Workload	2006/2007	2007/2008	2008/2009 (Projected)	Percentage Increase
Call Volumes	1,936,465	2,171,936	2,470,000	22%
Complaints	19,628	21,139	26,000	25%

Service Improvements

One of the biggest factors that have contributed to rising call volumes is related to service improvements. Overall, the number of bus routes has increased by approximately 20% in the past three fiscal years. The largest increase, in terms of number of routes, has been the expansion of neighborhood circulators. In addition, we have introduced bi-directional express service on two routes, added several new express routes, added BRT service in Mesa, and opened the Light Rail route in December 2008. Table 2 below summarizes the increase in service miles and routes since fiscal year 2006/2007.

Table 2:

Fiscal Year	Service Miles	Local	Express & Rapid	Light Rail	Circulators	BRT	Rural	Total Routes
2006/2007	28,731,511	63	19	0	7	0	2	91
2007/2008	33,410,203	63	22	0	9	0	2	96
2008/2009	32,480,840	64	28	1	18	1	2	114

Ridership

In parallel to the growth of the transit system, ridership has increased substantially over the past several years. Historically, there has been a direct correlation between ridership increases and rising call volumes. Table 3 below are the ridership figures for the past 3 fiscal years. Please note that 2008/2009 projections are based on monthly averages from July through March:

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Table 3:

2006/2007	2007/2008	2008/2009 (Projected)	Percentage Increase
58,020,189	**59,843,059**	**72,519,224**	**20%**

Miscellaneous Factors

There are many other factors that impact call volumes and complaints within the call center. The following are a few examples of events that occur on a regular basis that generate transit information calls or complaints:

- Service improvements
- Service reductions (frequency, service hours, days of the week)
- Service elimination
- Contract negotiations and potential labor strikes
- Major Events (sports, political events, parades, festivals)
- Introduction of new technology (Fare Boxes, Vehicle Management System, etc.)
- Fare policy changes
- Accidents or storms

Call Center Metrics

The call center utilizes data from many sources to measure performance, efficiency, staffing levels, and quality of service. The two primary metrics used to measure the call center's performance in terms of delivering timely service to our customers are call abandoned rates and service levels. The abandoned rate is based on the percentage of calls that are not handled (customer's hang up prior to call being answered) during normal operating hours. Typically, most private businesses have a 5% abandoned rate goal. Most government agencies and public utilities have a 5-10% abandoned rate. The Regional Call Center's abandoned rate goal is 5%. Service levels are based on the percentage of calls answered within a predetermined number of seconds. Most private businesses strive to answer 80% of calls within 20 seconds, which equates to a service level of 80/20. The service level goal for most government agencies and public utilities (including Valley Metro) is 80/60 (80% of calls answered within 60 seconds).

Table 4 below is a summary of the abandoned rate and service levels for the past three fiscal years. Please note that 2008/2009 projections are based on monthly averages from July through April:

Table 4:

Performance Standard	2006/2007	2007/2008	2008/2009 (Projected)
Abandoned Rate	**10%**	**9%**	**9%**
Service Level	**63%**	**67%**	**67%**

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Staffing Levels
The primary keys to effectively managing the call center is having the right number of skilled people and supporting resources in place at the right times to handle an accurately forecasted workload, at service level and with quality. Call center management utilize workforce management software to provide staffing level projections during call center hours. This tool utilizes an industry standard formula (Erlang C) to determine how many agents are needed throughout the day in 30 minute increments. This tool is also used to provide annual staffing forecasts, organize schedule bids, and scheduled overtime.

Currently, the Regional Call Center has 54 full time employees, 10 of which telecommute on a full time basis. The telework program helps reduce overhead and provides a safety net in case personnel have to evacuate the call center in an emergency. Due to rising call volumes, staffing levels have increased by 15% since fiscal year 2006/2007. Table 5 below is a breakdown of staffing by job types. Please note the projected staffing levels for 2009/2010 is based on a budget forecast that factors in historical call volumes, average speed of answer, average call length, abandoned rate goals, service level goals, and staff shrinkage due to absences, holidays, and vacations:

Table 5:

Types of Positions	2006/2007	2007/2008	2008/2009	2009/2010 (Projected)
Agents	35	38	41	47
Leads/Supervisors Admin/Management	12	13	13	14
Total Staff	47	51	54	61

Please note that due to the current economic conditions, we are not requesting additional staff in the 2009/2010 budget year.

Peer Comparison
Staff contacted the call center managers at several peer cities and other transit agencies to obtain information pertaining to call center operations (call volumes, staffing levels, work responsibilities, automation used to offset demands, hours of operation, ridership, service miles, number of bus routes, and number of operating contractors). The results of this questionnaire are outlined in the attached matrix titled ***Peer City Demographics***. Please note there are many variables within each transit agency that contribute to higher or lower call volumes or demands on call center personnel. This document is only intended to show the most common comparisons that pertain to call center operations.

Fiscal Impact
Any fiscal issues or project requests outlined in the recommendation portion of this report will be addressed during the normal budget approval process. Some of the

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expenses are included in next fiscal year's budget and others will require funding from other sources or in subsequent budget cycles.

Considerations
The primary objective of this report is to educate member agencies of the roles and responsibilities performed by staff in the Regional Call Center. Furthermore, this report provides Valley Metro members with an understanding of the financial impact this department has on the Regional Services budget. Any additions or reductions to this department impacts the level of service provided to our customers.

Committee Action Process
VMOCC – Tuesday, May 19, 2009 (for information)
TMC – Wednesday, June 3, 2009 (for information)
Budget and Finance Subcommittee – Thursday, June 4, 2009 (for information)
Board – Thursday, June 18, 2009 (if necessary)

Recommendation
Listed below are the recommendations from staff to help reduce demands and to manage costs associated with running the Regional Call Center:

1. Reduce staffing expenditures by adjusting hours of operation on paid holidays:
    - Close call center on six major holidays
        i. New Years Day
        ii. Memorial Day
        iii. Independence Day
        iv. Labor Day
        v. Thanksgiving Day
        vi. Christmas Day
    - These reductions will result in a savings of $9500 in salary expenditures

    - Reduce Call Center Hours on four secondary holidays from 16 hours to 9 hours (8 AM to 5 PM)
        i. Martin Luther King Day
        ii. President's Day
        iii. Veteran's Day
        iv. Christmas Eve
    - These changes will result in a savings of $7500 in salary expenditures.
    - Total estimated savings for implementing all proposed changes is $17,000

2. Reduce current and future demands on the call center by providing user friendly alternatives for customers to obtain vital information in a timely manner. As new tools and options become available, it is critical that we educate our passengers about these alternatives. This includes, but is not limited to the following lists of options:

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- Upgrade Web Trip Planner
    i. Add maps
    ii. Add other enhancements
    iii. Improve data quality and timeliness of data updates

    The current online trip planner utilizes out of date Web programming language that limits our ability to enhance the application and add new features. The current version does not support mapping or real time updates. Upgrading this application is crucial to improving the user interface the general public uses to obtain trip itineraries and schedules.

    Estimated cost to implement: $100,000

    Costs include software upgrade fees and Web programming expenses to add enhancements and customizations to the user interface.

- Add Google Transit to Web site
    i. Provides street maps, street views, and aerial views of service area
    ii. Transit becomes an option when customers receive driving directions
    iii. Over 100 transit agencies have signed up with Google
    iv. Requires data sharing agreement between City of Phoenix and RPTA

    Google Transit provides agencies with a free online trip planning application. Itineraries include walking directions, bus routes, maps and fares. Agencies are limited to the functionality within Google's base application, so this is not a substitute for our existing online trip planner. However, this is a much needed tool and it gives our customers another way to obtain information via the Internet.

    Estimated cost to implement: To be determined

- Improve Interactive Voice Response System (IVR)
    i. Add bus stop ID option to the *Next Bus* user interface
    ii. Improve accuracy and timeliness of data updates

    The Next Bus application provides customers with an automated way to obtain schedule information for a bus route at a particular stop. This is the most requested information received within the call center. The current user interface relies on the customer to identify their bus stop by pronouncing the name of the closest intersection, landmark or street address. Displaying bus stop ID numbers at each stop or shelter would improve the accuracy and speed in which a caller receives next bus times. This also paves the way to start offering real time schedule estimates in the future. Estimated costs include modifying the Next Bus application within the IVR.

    Estimated cost to implement: $100,000

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- Improve On-Street Signage
    i. Add bus stop IDs to all stops and shelters

    This project is directly related to improving the *Next Bus* application within the IVR. A visible stop ID number will need to be applied to all bus stops and shelters. These numbers will be applied using a reflective tape that is designed to withstand normal wear and tear and intense heat and sun for up to five years. Estimated costs include labeling all stops, updating the data base, and purchasing portable printers and supplies to produce labels.

    Estimated cost to implement: $50,000

- Add real-time bus and rail tracking application to Web site
    i. Real time schedules for each route posted to the Web site
    ii. Ability to send real time alerts to mobile phones or email subscribers
    iii. Data would come from existing Vehicle Management System (VMS)
    iv. Additional research required to determine feasibility and costs

    The transit tracking application would provide customers with a user interface to view the location of buses and trains in real time. This data is routinely requested by customers that call into the call center and providing this on the Web is an efficient and effective way to reduce call volumes to live agents.

    Estimated cost to implement: To be determined

In conclusion, the total estimated cost for projects listed in this section is $250,000. In comparison, adding 6 more FTEs will increase the budget by $266,316 (wages, benefits, overhead) annually. Over a 5 year timeframe, the cost for hiring employees ($1,331,580) is substantially higher than investing in technology. As a result, we recommend that we proceed with upgrading the Web site and IVR. The funds needed to pay for the Online Trip Planner upgrades; IVR upgrades and Bus Stop Labeling project were included in the proposed 2009/2010 budget. All other projects should be completed as soon as capital funds become available.

Contact Person
Scott Wisner
Customer Service Manager
602-495-5518

Attachments
Peer City Demographics
Customer Service Overview Presentation

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Peer City Demographics

	Number of calls Agent Calls / IVR calls FY 07-08	IVR applications	Number of agents	Number of support staff	Abandon Rate Goal Service Level Goal	Bi-Lingual / Languages	Document complaints	Investigate complaints	Hours of operation	Number of bus routes / rail lines	Annual ridership FY 07-08	Annual service miles FY 07-08	Number of operating service contractors
COTA -- Columbus, OH	**Agents** 697,203/year ****** **IVR** 1,286,000/year	Yes ***** Next Bus	11 F/T 8 P/T	1 Manager 2 Supervisors	10% AR N/A	No (However, try to recruit for Spanish and Somali)	P/T reps only take customer complaints	CS reps respond to customer	M-F: 6AM - 8PM Sat - Sun: 8AM - 6PM	25 local routes 21 express 8 cross-town	16,429,048	687,468	1
RTC -- Las Vegas, NV	**FIXED ROUTE:** 333,407/year ***** **PARATRANSIT** 382,940/year	Yes ***** (for paratransit application)	32 F/T 6 P/T	1 Manager 1 Supervisor 5 Leads	5% AR N/A	Yes Spanish	Yes	Customer comment team responds to customer	**FIXED ROUTE:** M-F: 6AM - 10PM S-S: 6AM - 6PM Closed T'giving & Xmas ***** **PARATRANSIT:** 8AM - 5:00PM (365 days/year)	34 local routes 1 express hybrid 1 BRT	66,895,932 (fixed route) ***** 1,012,229 (paratransit	12,979,991	1 fixed route ***** 1 paratransit
Metro -- Los Angeles, CA	2.3 million/year	No	67 F/T 24 P/T	4 Supervisors 2 Leads 4 Trainers 2 Admin staff	10% AR 95% /	Yes Spanish (compensated) French Chinese/ Mandarin	No	N/A	M-F: 6:30AM - 7PM S-S: 8AM - 4:30PM	184 bus routes 4 rail lines	459,799,760 (bus & rail)	Heavy rail: 6,003 Light rail: 8,812 Bus: 90,282	65(+)
Metro Transit -- St. Paul/ Minneapolis, MN	1,015,604/year	Yes ***** NexTrip (real time schedule information)	36 F/T 1 P/T	3 Supervisors 1 Lead 1 Clerk	10% AR 90% / 60 SL (don't officially track SL)	No	No	N/A	M-F: 6:30AM - 9PM Weekends & holidays 8AM - 4:30PM Closed T'giving & Xmas	118 bus routes 1 rail line	82 million	30 million	Metro Transit & 8 suburban providers
Valley Metro Phoenix, AZ	**Agents** 2.5 million/year ****** **IVR** 282,087/year	Yes ***** Next Bus Trip Planning Detours Lost & Found My Pass Outlet	41 F/T	1 Manager 5 Supervisors 6 Leads 1 Admin	5% AR 80% / 60 SL	Yes Spanish	Yes	No	M-F: 5AM - 9PM Sat: 6AM - 8PM Sun & designated holidays: 8AM - 5PM (open 365 days/year)	64 local 18 circulators 24 express 4 RAPID 2 rural routes 1 Light Rail	72 million (projected)	32.5 million	6
Port Authority/Allegheny County -- Pittsburgh, PA	1,080,000/year	No	19 F/T 0 P/T	2 Supervisors 1 Lead	8% AR 92% / 90 SL	No	Yes	CS reps take, investigate and follow up w/complaints	M-F: 6AM - 7PM Sat-Sun: 8AM - 4:30PM	183 bus routes 5 rail lines	66,393,788	29.1 million	5

Peer City Demographics

	Agent Calls / IVR calls FY 07-08	Number of calls	IVR applications	Number of agents	Number of support staff	Abandon Rate Goal Service Level Goal	Bi-Lingual / Languages	Document complaints	Investigate complaints	Hours of operation	Number of bus routes / rail lines	Annual ridership FY 07-08	Annual service miles FY 07-08	Number of operating service contractors
Tri-Met -- Portland, OR	235,000/year	Yes ***** Next Bus	10 F/T 6 (trip plng) 4 (CR spec)	1 Manager 1 Supervisor		No (Contract with language interpreter service)	Yes (64,000 calls/year)	No	M-F: 7:30AM - 5:30PM Closed Sat., Sunday, and all major holidays	92 bus routes 4 light rail 1 commuter rail line	103 million	3.4 million	1
UTA -- Salt Lake City, UT	**Transit Info** 994,298/year ****** **Customer Rel.** 33,039/year	Almost ***** Next Bus application scheduled to go live with in the next 30 days	**Transit Info** 11 F/T 10 P/T ***** **CR** 6 F/T	**Transit Info** 1 Supervisors 1 Lead ***** **CR** 1 Supervisor 1 Lead ***** 1 QA 1 Train'g Svpr (supports both groups)		Yes Spanish Italian French Tongan	Yes	Does some investigation	**Transit Information** M-F: 6AM - 7PM Saturday: 6AM - 7PM Closed Sunday ***** **Customer Relations** M-F: 6AM - 7PM Saturday: 9AM - 5:30PM Closed Sundays	105 bus routes 2 light rail 1 commuter rail	39,576,531	Bus: 19,674,684 LRT: 3,202,761 Com. Rail:	
VTA -- Santa Clara, CA	**Agents** 270,903/year ***** **IVR** 852,755/year	Yes ***** Next Bus General info; specific to each route	14 F/T	3 Supervisors 3 Leads 1 Admin	6% AR 100% / 120 SL	Yes Spanish Vietnamese Chinese (all languages supported by language line)	Yes	Leads F/U with customers as needed	M-F: 6AM - 7PM Sat & most holidays: 7:30AM - 4PM Closed Sunday Closed New Years, T'giving & Christmas	75 bus routes 3 LRT	Bus: 34,815,775 LRT: 10,913,441	Bus: 16,013,930 LRT: 2,112,080	1
MTS -- San Diego, CA	**Transit Info** 864,000/year ***** **Customer Rel** 860/month		**Transit Info** 17 F/T 3 P/T ***** **CR** 2 F/T 1 P/T	**Transit Info** 1Manager 2 Supervisors 3 Leads ***** **CR** 1 Supervisor		Yes Spanish Tagalog	Transit info reps only take calls after CR is closed (after 5PM)	CS supervisor F/U with customers	**Transit Information** M-F: 5:30AM - 8:30PM S-S: 7AM - 7PM Major holidays: 8AM-5PM Closed: T'giving & Xmas ***** **Customer Relations** M-F: 8AM - 5PM	90 fixed route 3 trolley (LR) 2 commuter rail	28 million/year (SDTC) 20,870,000 (contracted service routes)	48.9 million	6

Overview of Regional Call Center

Scott Wisner
Customer Service Manager

May 19, 2009

Overview

- Purpose of Report
- Budget
- Department Workload
- Factors That Impact Call Volumes
- Call Center Metrics
- Staffing Levels
- Peer Comparison
- Recommendations

2

Budget

- Fiscal year 2008/2009
  - Revised budget was $3,847,663
- Fiscal year 2009/2010
  - Proposed budget is $3,852,061

3

Department Workload

Workload	2006/2007	2007/2008	2008/2009	Percentage Increase
Call Volumes	1,936,465	2,171,936	2,500,000	22%
Complaints	19,628	21,139	26,000	25%

4

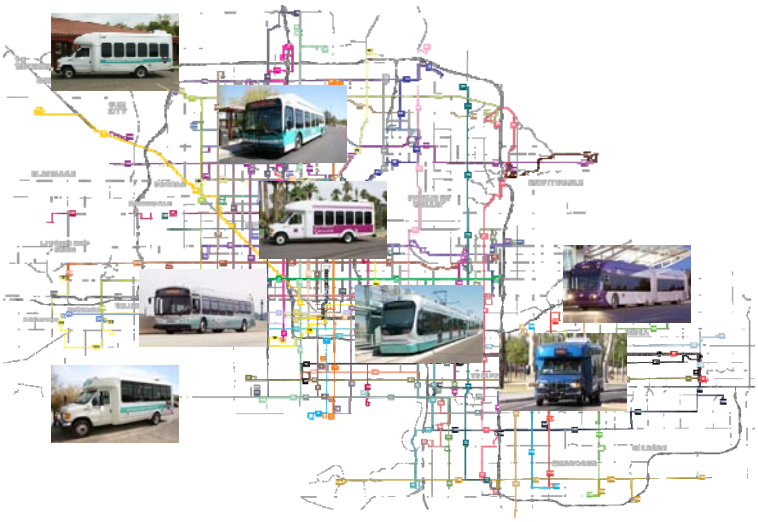
Factors That Impact Call Volumes

Service Improvements

Fiscal Year	Miles of Service	Local	Express and RAPID	METRO Light Rail	Circulator	BRT	Rural	Total Routes
2006/2007	28,731,511	63	19	0	7	0	2	**91**
2007/2008	33,410,203	63	22	0	9	0	2	**96**
2008/2009	32,480,840	64	28	1	18	1	2	**114**

5

New Service Types



6

Ridership

2006/2007	2007/2008	2008/2009 (Projected)	Percentage Increase
58,020,189	59,843,059	72,519,224	20%

7

Miscellaneous Factors

- Service improvements
- Service reductions (frequency, service hours, days of the week)
- Service elimination
- Contract negotiations and potential labor strikes
- Major events (sports, political, parades, festivals)
- Introduction of new technology (fare boxes, etc.)
- Fare policy changes
- Accidents or storms

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Call Center Metrics

- The two primary metrics used to measure performance, efficiency, staffing levels and quality
  - Abandoned Rate (Goal is 5%)
  - Service Level (Goal is 80/60)

Performance Standard	2006/2007	2007/2008	2008/2009 (Projected)
Abandoned Rate	10%	9%	9%
Service Level	63%	67%	67%

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Staffing Levels

Types of Positions	2006/2007	2007/2008	2008/2009	2009/2010 (Projected)
Agents	35	38	41	47
Leads/Supervisors Admin/Management	12	13	13	14
TOTAL STAFF	47	51	54	61

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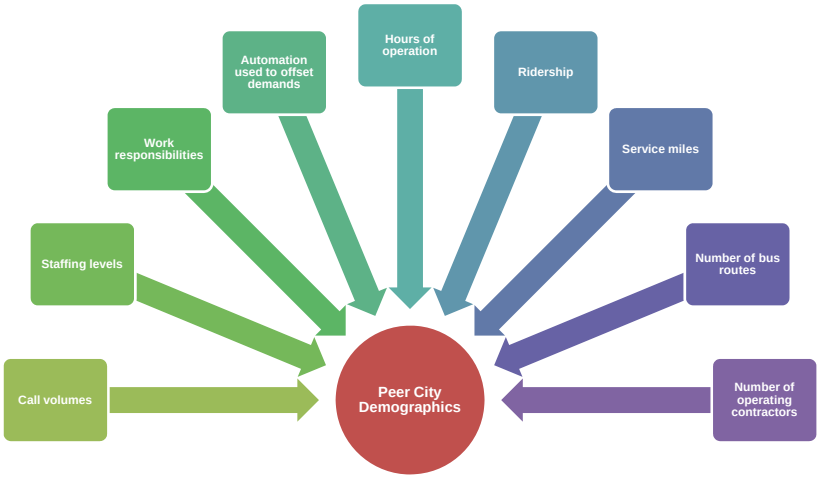
Peer Comparison



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Recommendations to Reduce Costs

- Close call center on 6 major holidays
  - New Years Day
  - Memorial Day
  - Independence Day
  - Labor Day
  - Thanksgiving Day
  - Christmas Day

Savings of **$9500** in overtime expenditures

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Reduce Hours on Four Secondary Holidays (8—5)

- Martin Luther King Day
- President's Day
- Veteran's Day
- Christmas Eve

Savings of **$7500** in overtime expenditures

Total estimated savings for implementing all changes is $**17,000**

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Reduce Demand by Providing Alternative Transit Info Options

- Upgrade Online Trip Planner
  - Add maps
  - Add other enhancements
  - Improve data update process
  - Estimated cost to implement = $100,000

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Add Google Transit to Web Site

- Provides street maps, street views, and aerial views of service area
- Transit becomes an option when customers receive driving directions
- Over 100 transit agencies have signed with Google
- Requires data sharing agreement between City of Phoenix and RPTA

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Improve Interactive Voice Response System (IVR)

- Improve interface for Next Bus application
- Improve accuracy & timeliness of data updates
- Estimated cost to implement = $100,000

16

Improve On-Street Signage

- Add bus stop IDs to all stops and shelters
- Estimated cost to implement = $50,000

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Add Real-time Bus and Light Rail Tracking Application to Web Site

- Real-time schedules for each route posted to Web site
- Ability to send real-time alerts to mobile phones and email subscribers
- Data would come from existing Vehicle Management System
- Additional research required to determine feasibility and costs

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Estimated Cost to Implement

• Upgrade Web Trip Planner	$100,000
• Add Google Transit to Web site	TBD
• Improve Interactive Voice Response System (IVR)	$100,000
• Add bus stop IDs to stops and shelters	$50,000
• Add real-time bus and light rail tracking application to Web site	TBD
Estimated cost for projects	**$250,000**

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Contact Information

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Valley Metro Operations and Capital Committee
Information Summary

Agenda Item #13

Date
May 12, 2009

Subject
Future VMOCC Agenda Items

Summary
Chair Greg Jordan will request future VMOCC agenda items from the committee members. The attached matrix illustrates past and pending agenda items of the VMOCC.

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
None

Contact Person
Jim Wright
Acting Deputy Executive Director of Operations
602-262-7433

Attachments
Spreadsheet Matrix – VMOCC Past and Pending Agenda Items

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VMOCC Past and Pending Agenda Items
(as of May 2009)

Meeting Date	Agenda Item	Status of Agenda Item
19-May-09	JOINT: Summary Minutes (from the joint meeting and regular VMOCC meeting on April 21, 2009)	Action
	JOINT: FY 2010 Operating and Capital Budget	Action
	JOINT: TLCP Update	Information
	Vanpool Vehicle Procurement Contract Award	Action
	July 1st Fare Communications and Retail Location Strategy Update	Information
	Fare Vending Machines (FVM) Project	Information
	Update & Summary on Public Comments Regarding Proposed ADA Paratransit Eligibility Program	Information
	Valley Metro Planning Studies Overview Update, 1st Quarter 2009	Information
	Customer Relations Performance Report	Information
Upcoming Agenda Items		
August 2009	Parliamentary Procedure Briefing (requested by the Chair)	Information
August 2009	Volunteer Driver Mileage Reimbursement Update	Information
August 2009	Valley Metro Planning Studies Overview Update, 2nd Quarter 2009	Information
Oct. 2009	Valley Metro Planning Studies Overview Update, 3rd Quarter 2009	Information
Jan. 2010	Valley Metro Planning Studies Overview Update, 4th Quarter 2009	Information
Pending Agenda Items (month of action not yet determined)		
	Procurement System Contract Award	
	West Valley Dial-a-Ride Contract Recommendation	
	Fuel Management System Contract Award	
	Comprehensive Arterial BRT Study	
	Project Agreements/Assessment/Design Concept Reports for TLCP	
	Service Effectiveness and Efficiency Study	
	Valley Metro Identity Launch	
Past Agenda Items		
21-Apr-09	JOINT: Summary Minutes (from joint meeting and regular VMOCC meeting on March 24, 2009)	Approved
	JOINT: TLCP Financial Model Update	Presented and Discussed
	JOINT: Discussion for Next Joint Meeting of the FOAC & VMOCC	Presented and Discussed
	VMOCC: Arizona Avenue Design Concept Report (DCR)	Approved
24-Mar-09	Joint FOAC & VMOCC Meeting	
	Summary Minutes (from meeting on February 24, 2009)	Approved
	TLCP Update, agreed to form a TAC	Presented and Discussed
	Fare Collection System Update	Presented and Discussed
24-Feb-09	Regional Fare Policy Plan	Approved
	Summary Minutes (from meeting on January 27, 2009)	Approved
	RideMatching Software Contract	Approved
	Short Range Transit Plan (SRTP)	Approved
	Fare Collection System Update	Postponed
	Jurisdictional Equity Allocations	Presented
	Federal Economic Stimulus Proposal	Presented and Discussed
	Regional Transit Framework Study Update	Presented and Discussed

VMOCC Past and Pending Agenda Items
(as of May 2009)

27-Jan-09	Summary Minutes (from meeting on December 16, 2008)	1/27/09 - Approved, with changes
	Fare Policy Program	1/27/09 - Presented and Discussed
	2007 Origins and Destinations Study	1/27/09 - Approved, with changes
	IVR Software for East Valley Dial-a-Ride Contract Award	1/27/09 - Approved
	TLCP Policy Issues and Recommendations	1/27/09 - Presented and Discussed
	Intelligent Transportation Systems (ITS) Fund Utilization	1/27/09 - Presented and Discussed
	Regional Operations TAC	1/27/09 - Presented and Discussed
	Valley Metro Planning Studies Overview Update, 4th Quarter 2008	1/27/09 - Presented and Discussed
Past Agenda Items (cont.)		
16-Dec-08	Summary VMOCC/FOAC Minutes (from joint meeting on October 21, 2008)	12/16/08 – Approved
	Summary Minutes (from meeting on October 21, 2008)	12/16/08 – Approved
	Annual Transit Performance Report	12/16/08 – Approved, with changes
	Short Range Transit Plan (SRTP)	11/18/08 – Postponed for more info
	Regional Congressional Appropriations Request for 2010	12/16/08 – Approved
	Authorization of the Federal Surface Transportation Program Policy Issues	12/16/08 – Approved, with additions
	Bus Stop Improvement Program Funding Allocation	12/16/08 – Approved
	Development of Revenue Enhancing Programs for the TLCP	12/16/08 – Presented and Discussed
	TLCP Process and Annual Schedule of the TLCP	12/16/08 – Presented and Discussed
	Transit Life Cycle Program (TLCP) Policy Issues	12/16/08 – Presented and Discussed
18-Nov-08	Summary Minutes (from joint meeting on October 21, 2008)	11/18/08 – Approved
	Farebox Update	11/18/08 – Presented and Discussed
	ADA Paratransit Eligibility Determination Program Recommendations	11/18/08 – Approved
	Short Range Transit Plan	11/18/08 – Presented and Discussed
	ADOT Revenue Forecast Update	11/18/08 – Presented and Discussed
	Past and Future VMOCC Agenda Items	11/18/08 – Presented and Discussed
	Future VMOCC Agenda Items	11/18/08 – Presented and Discussed
	- VMOCC Structure (requested by Reed Caldwell)	
	- TLCP Process and Annual Schedule	
	- Development of a Regional Fixed Route Policies TAC	
	- Discussion regarding the SRTP formal process	
19-Aug-08	Bus Stop Improvement Workshop	9/10/08 – Bus Stop Workshop
	Outstanding agenda item requests	
	Management Audit Services Recommendation	9/16/08 – Presented and Discussed
	City of Phoenix RFP for Bus Stop Management System	9/16/08 – Presented and Discussed
25-Jun-08	AzTech Proposal – more information	8/19/08 – Approved
	Fare Policy Enhancement Program	9/16/08 – Presented and Discussed
	Ridership Data Update	8/19/08 – Presented and Discussed
	Regional Bus Stop Database (management functions and current status)	8/19/08 – Presented and Discussed

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Valley Metro Operations and Capital Committee
Information Summary

Agenda Item #14

Date
May 12, 2009

Subject
Member Agency Updates

Summary
An opportunity will be provided for VMOCC members to provide an update on projects in their jurisdictions.

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
None

Contact Person
None

Attachments
None

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Valley Metro Operations and Capital Committee

Information Summary

Agenda Item #15

Date
May 12, 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

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Valley Metro Operations and Capital Committee
Information Summary

Agenda Item #16

Date
May 12, 2009

Subject
Next VMOCC Meeting

Summary
The next meeting of the VMOCC is scheduled for **May 26, 2009 at 1:00 p.m.** located at the **METRO Rail Offices** (101 N. 1st Avenue, Ste. 1300) and will be a joint meeting with the Finance Oversight Advisory Committee (FOAC) to take action on the Transit Life Cycle Program (TLCP).

Fiscal Impact
None

Considerations
None

Prior Committee Action
None

Recommendation
None

Contact Person
None

Attachments
None

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