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**REVISED** March 16, 2009

**Board of Directors  
MAG – Saguaro Room  
302 N. 1<sup>st</sup> Avenue, Suite 200  
Thursday, March 19, 2009  
12:45 p.m.**

	<u><b>Action Recommended</b></u>
1. <u>Public Comment</u>	1. For information
An opportunity for general public comment on issues related to Valley Metro RPTA. Up to three (3) minutes will be provided for each speaker.	
2. <u>Consent Agenda</u>	2. For action
The Board will consider items A through D on consent.	
A. <u>Summary Minutes from February 2009</u>	A. For action
Summary minutes from the February 19, 2009 Board meeting are presented for approval.	
B. <u>Short Range Transit Program</u>	B. For action
Staff will request approval of the Short Range Transit Program.	
This item was approved by TMC on March 4, 2009.	
C. <u>Rideshare Matching Software Contract Award</u>	C. For action
Staff will request approval of a contract award for rideshare matching software to Rideshark for an amount not to exceed \$155,000.	
This item was approved by TMC on March 4, 2009.	

D. Bond Issuance

D. For information

Staff has provided a written overview of the bond issuance program.

3. Regional Fare Policy Program

3. For action

David Boggs, Executive Director, will introduce Mario Diaz, Chief Marketing Officer, who will provide the regional fare policy recommendation for consideration by the Board.

This item was approved by TMC on March 4, 2009.

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

4. For information and possible action

David Boggs, Executive Director, will introduce Paul Hodgins, Manager of Capital Programming, who will provide an update on the American Recovery and Reinvestment Act and discuss Project Recommendations and allocation methodologies regarding new Prop. 400 information.

This item was approved by the TMC on March 4, 2009.

5. METRO Update

5. For information

David Boggs, Executive Director, will introduce Rick Simonetta, METRO Chief Executive Officer, who will provide an update on METRO light rail.

6. Regional Transit Framework Study

6. For information

David Boggs, Executive Director, will introduce Kevin Wallace, MAG Transit Program Manager, who will provide an update on the Regional Transit Framework Study.

7. Executive Director's Report

7. For information

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

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

8. For information

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

9. Next Meeting

9. For information

The next meeting of the Board is scheduled for **April 16, 2009** at 12:45 p.m. at MAG in the Saguaro Room.

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



# Board of Directors Information Summary

Updated Agenda Item #4

**Date**

March 16, 2009

**Subject**

Updated American Recovery and Reinvestment Act (ARRA) Project Recommendations

**Summary**

Since the initial recommendations were made and endorsed by the Transit Management Committee, the initial Transit Life Cycle Program update for 2009 was completed. The revised ADOT forecast eliminated \$1 billion in tax revenues from the TLCP and the consequences were dire. The project changes in the TLCP update are so extensive that staff must change the stimulus recommendation to replace a project that is recommended to be eliminated in the TLCP update.

**Fiscal Impact**

The ARRA will bring additional federal funds into the Transit Life Cycle Program which will help offset the loss of forecasted future tax revenues.

**Considerations**

Fixed Guideway Modernization – The original recommendation for this stream of funds was for the Happy Valley Park-and-Ride. Phoenix requested that the project be changed to the Bell Rd/State Route 51 Crossover Ramp. Although not a Prop 400 project, the project size is almost exactly the amount of funding for the Fixed Guideway Modernization and the project better fits the types of eligible projects for these funds. Staff concurs with this change and this will not add to the funds being recommended for Phoenix projects.

<i>Project</i>	<i>Amount Requested</i>	<i>Amount Recommended</i>
Bell Road/SR51 Crossover Ramp	\$650,000	\$640,070

Phoenix-Mesa Urbanized Area Formula Funds – Staff now recommends that the funds coming through the Section 5307 formula be obligated in two phases. The lack of operating funds in the TLCP update has forced a recommendation to eliminate arterial bus rapid transit (BRT) service from the plan (except Mesa Main Street which is in operation). The capital improvements originally recommended to be funded through the ARRA funds become unnecessary and replacement projects must be identified.

In order to try and keep as many TLCP capital facilities in the program, it is recommended that the three park-and-rides projects currently under way in the Phoenix-Mesa area be funded. However, the environmental work is not complete for these and so the funds cannot be obligated quickly. RPTA will work with the affected cities to refine the cost and ensure that environmental work can be completed before October, 2009 so that ARRA funds can be obligated for these projects. The remaining \$15,755,217 will be allocated to the projects that can complete the environmental work. The Board will be updated in summer on the progress made.

<i>Project</i>	<i>Amount Requested</i>	<i>Amount Recommended</i>
Mesa facility expansion	\$10,000,000	\$10,000,000
East Valley facility expansion	\$7,200,000	\$7,200,000
Central Station upgrades	\$10,000,000	\$10,000,000
Park-and-Ride shade canopies	\$15,000,000	\$7,500,000
Happy Valley Park-and-Ride	\$14,606,108	\$13,966,000
Scottsdale/Loop 101 Park-and-Ride	\$13,800,000	
Surprise Park-and-Ride	\$9,000,000	
Mesa Country Club/US60 Park-and-Ride	\$9,800,000	
<i>Total</i>	<i>\$89,406,108</i>	<i>\$48,666,000</i>

Distribution by Jurisdiction – The recommendation allocates funds to seven different jurisdictions. The following table summarizes the recommended amounts by jurisdiction. Note that the total is the total appropriation although not all will be obligated initially.

<i>Jurisdiction</i>	<i>Allocation</i>	<i>Percent</i>
Avondale	\$250,000	0.38%
Goodyear	\$1,083,602	1.63%
Mesa	\$12,102,250	18.23%
Phoenix	\$29,637,070	44.64%
Scottsdale		
Surprise		
Tempe	\$7,566,750	11.40%
<i>Total</i>	<i>\$66,394,889</i>	

**Recommendation**

It is recommended that the Board forward the staff recommendations to the Maricopa Association of Governments for inclusion in the Transportation Improvement Program.

**Contact Person**

Paul Hodgins  
Manager, Capital Programming  
602-262-7433

**Attachments**

5307 Avondale urbanized area  
5307 Phoenix-Mesa urbanized area  
5309 Phoenix-Mesa Fixed Guideway Modernization

**American Recovery and Reinvestment Act**  
**Recommended Projects - Avondale Urbanized Area**  
**5307 Formula Funds**  
 NEPA Code - A  
 TIP Code - A or B

Agency	Project Location	Project Description	Total Request	Recommended Allocation	Contract Award Date	Project Completion Date
Goodyear	I-10/Litchfield Rd	Park and Ride construction	\$13,137,928	\$1,083,602	Jul 2009	Mar 2010
Avondale	Avondale Blvd/I-10	Park and Ride site selection	\$250,000	\$250,000		Apr 2010
Project Totals			\$13,387,928	\$1,333,602		

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

**American Recovery and Reinvestment Act  
 Recommended Project - Phoenix/Mesa Urbanized Area  
 Fixed Guideway Modernization**

Agency	Project Location	Project Description	Total Request	Recommended Allocation	Contract Award Date	Project Completion Date
Phoenix	Bell Rd/SR-51	Bus access crossover	\$650,000	\$640,070	Feb 2010	Apr 2010
Project Totals			\$650,000	\$640,070		

**NOTE**

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

**American Recovery and Reinvestment Act  
Recommended Projects - Phoenix/Mesa Urbanized Area  
5307 Formula Funds**

Agency	Project Location	Project Description	TLCP Year	TLCP Amount	Total Request	Recommended Allocation	Contract Award Date	Project Completion Date
VMR	Light Rail	Park-and-Ride Shade Canopies		\$19,034,540	\$15,000,000	\$7,500,000	Jun 2009	Dec 2009
Tempe	East Valley Operations and Maintenance Facility	Expansion/Upgrade	2007	\$0	\$7,200,000	\$7,200,000	Jun 2009	Sep 2010
RPTA	Mesa Operations and Maintenance Facility	Expansion	2015	\$11,940,747	\$10,000,000	\$10,000,000	Jul 2009	Feb 2010
Phoenix	Happy Valley/I-17	Park and Ride construction	2009	\$4,575,569	\$14,606,108	\$13,966,000	Nov 2009	Dec 2010
Phoenix	Central Station	Upgrade and rehabilitate	2014	\$7,794,504	\$10,000,000	\$10,000,000	Feb 2010	Sep 2010
Scottsdale	Scottsdale/L101	Park and Ride	2009	\$4,580,226	\$13,800,000		Feb 2010	Sep 2010
Mesa	US60/Country Club	Park and Ride	2011	\$4,714,838	\$9,800,000		Jun 2010	Mar 2011
Surprise	Grand/L303	Park and Ride	2008	\$4,500,658	\$9,000,000			
<b>Project Totals</b>				<b>\$57,141,081</b>	<b>\$89,406,108</b>	<b>\$48,666,000</b>		

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



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## Valley Metro Operations and Capital Committee Finance Oversight Advisory Committee Information Summary

Agenda Item #2

### **Date**

March 16, 2009

### **Subject**

Transit Life Cycle Program 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.

### **Fiscal Impact**

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

### **Considerations**

METRO is working on the rail portion of the TLCP update and it is not included in this discussion. 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.

### **Committee Action Process**

Valley Metro Operations and Capital Committee, March 24, 2009 for action  
Finance Oversight Advisory Committee, March 24, 2009 for action  
Transit Management Committee, April 1, 2009 for action  
Budget and Finance Subcommittee, April 2, 2009 for action  
Board of Directors, April 16, 2009 for action

**Recommendation**

It is recommended that the changes to operating and capital projects outlined in the attachments be approved and the 2009 TLCP Update be forwarded to the Transit Management Committee for consideration.

**Contact Person**

Paul Hodgins  
Manager, Capital Programming

**Attachments**

Inflation Rates  
Operating Project Changes  
Capital Project Changes  
Jurisdictional Equity

## Inflation Rates

Category	FY 2010	FY 2011	FY 2012	FY 2013+
Vehicles	1.50%	2.00%	2.50%	3.00%
Facilities	4.40%	4.40%	4.40%	3.00%
Operations	Budgeted	5.81%	5.81%	3.00%
Other	1.50%	2.00%	2.50%	3.00%

## Operating Project Changes BRT/Express Service

<u>BRT/Express Routes</u>	<u>Route Name</u>	<u>Baseline</u>		<u>2009 Update</u>	
		<u>Year</u>	<u>Trips</u>	<u>Year</u>	<u>Trips</u>
Ahwatukee Connector		2017	8	2021	8
Ahwatukee Express	RAPID I-10 East	2008	28	2008	28
Anthem Express		2018	10	2022	7.5
Apache Junction Express		2011	8	2015	8
Arizona Avenue Arterial BRT		2011	40	NA	0
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

## Operating Project Changes Supergrid and Rural Service

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

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

## Capital Project Changes

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

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

Jurisdiction	Bus PTF Net Cost <sup>5</sup>		Bus Cap PTF		TLCP Policy	TLCP Policy	Calculated <sup>1</sup>	TLCP Policy <sup>2</sup>
	Calculated <sup>1</sup>	TLCP Policy <sup>2</sup>	Calculated <sup>1</sup>	TLCP Policy	ADA PTF	LRT/HC PTF <sup>3</sup>	Total	Total
Avondale	\$31,879,730	\$25,230,008	\$1,785,357	\$2,465,221	\$4,750,180	\$0	\$38,415,267	\$32,445,410
Buckeye	\$13,357,158	\$1,382,275	\$1,051,093	\$28,302	\$174,271	\$0	\$14,582,522	\$1,584,849
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	\$20,942,529	\$12,742,042	\$29,963,220	\$0	\$201,600,742	\$200,591,777
El Mirage	\$5,274,625	\$3,825,690	\$197,120	\$272,183	\$687,404	\$0	\$6,159,149	\$4,785,277
Fountain Hills	\$3,806,954	\$1,605,673	\$33,308	\$45,992	\$198,476	\$0	\$4,038,738	\$1,850,141
Gila Bend	\$3,445,968	\$3,001,910	\$5,124	\$7,076	\$45,988	\$0	\$3,497,081	\$3,054,974
Gilbert	\$67,899,582	\$103,056,276	\$9,618,013	\$7,189,066	\$20,047,533	\$0	\$97,565,129	\$130,292,875
Glendale	\$141,955,149	\$98,323,031	\$6,469,562	\$3,612,829	\$20,413,958	\$33,964,707	\$202,803,376	\$156,314,525
Goodyear	\$12,538,329	\$5,124,191	\$15,373	\$21,227	\$563,962	\$0	\$13,117,663	\$5,709,379
Guadalupe	\$1,782,637	\$125,661	\$4,099	\$5,660	\$24,204	\$0	\$1,810,941	\$155,526
Litchfield Park	\$7,175,351	\$4,440,035	\$25,622	\$35,378	\$527,655	\$0	\$7,728,628	\$5,003,068
Maricopa County <sup>4</sup>	\$23,951,602	\$7,735,155	\$1,074,698	\$1,535,893	\$3,853,511	\$0	\$28,879,811	\$13,124,559
Mesa	\$277,885,756	\$324,834,609	\$28,219,093	\$22,880,705	\$66,510,646	\$88,311,562	\$460,927,057	\$502,537,522
Paradise Valley	\$5,130,357	\$10,541,592	\$66,506	\$94,428	\$1,147,287	\$0	\$6,344,150	\$11,783,306
Peoria	\$29,730,099	\$37,558,784	\$3,508,679	\$2,672,801	\$6,740,915	\$0	\$39,979,693	\$46,972,500
Phoenix	\$266,105,684	\$300,861,215	\$231,218,028	\$260,271,816	\$0	\$1,365,371,226	\$1,862,694,939	\$1,926,504,258
Queen Creek	\$0	\$1,186,802	\$10,249	\$14,152	\$135,544	\$0	\$145,793	\$1,336,498
Scottsdale	\$157,263,198	\$170,690,011	\$14,061,793	\$12,285,317	\$37,739,711	\$0	\$209,064,702	\$220,715,039
Surprise	\$19,897,195	\$4,537,771	\$955,290	\$45,992	\$539,783	\$0	\$21,392,268	\$5,123,546
Tempe	\$162,473,576	\$127,462,504	\$34,471,192	\$27,488,109	\$55,852,218	\$174,844,258	\$427,641,245	\$385,647,089
Tolleson	\$9,748,103	\$6,115,519	\$35,870	\$49,530	\$638,995	\$0	\$10,422,969	\$6,804,044
Wickenburg	\$2,030,897	\$404,909	\$5,124	\$7,076	\$60,511	\$0	\$2,096,532	\$472,496
Youngtown	\$2,210,360	\$307,172	\$7,687	\$10,614	\$45,988	\$0	\$2,264,035	\$363,774
<b>Sub Total</b>	<b>\$1,396,237,307</b>	<b>\$1,396,237,307</b>	<b>\$353,781,409</b>	<b>\$353,781,409</b>	<b>\$250,661,962</b>	<b>\$1,662,491,752</b>	<b>\$3,663,172,430</b>	<b>\$3,663,172,430</b>
<b>PTF, RARF &amp; Operations/Planning Grant Regional Expenditures</b>								
Bus PTF	\$1,396,237,307		\$0		\$0	\$0		\$1,396,237,307
Bus Cap PTF	\$0		\$353,781,409		\$0	\$0		\$353,781,409
LRT/HC PTF	\$0		\$0		\$0	\$1,662,491,752		\$1,662,491,752
ADA PTF	\$0		\$0		\$250,661,962	\$0		\$250,661,962
Regional ADA	\$0		\$0		\$14,924,534	\$0		\$14,924,534
SCAT	\$0		\$0		\$0	\$0		\$4,057,112
RPTA Planning & Administration	\$0		\$0		\$0	\$0		\$139,090,905
Regional Services	\$0		\$0		\$0	\$0		\$197,547,891
Regional Admin Office	\$0		\$0		\$0	\$0		\$0
Operating Reserve	\$0		\$0		\$0	\$0		\$25,150,710
Net Cost of Bonding	\$0		\$0		\$0	\$0		\$26,818,186
<b>Total Expenditures</b>								<b>\$4,070,761,768</b>