



ValleyMetro.org | 302 N. First Avenue | Suite 700 | Phoenix, AZ 85003
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MEETING OF THE
**Transit Management
Committee**

MEETING DATE	October 7, 2009
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TIME	11:00 a.m.
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LOCATION	MAG Saguaro Room 302 N. 1 st Avenue Suite 200
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September 30, 2009

TO: Members of the Valley Metro RPTA Transit Management
Committee

FROM: David A. Boggs
Executive Director

RE: October 7, 2009 TMC Packet Notes

Attached is the October 7, 2009 TMC Meeting agenda and supporting information. The meeting is scheduled to begin at 11:00 a.m. and will be held at MAG in the Saguaro Room at 302 N. 1st Avenue, Suite 200. This meeting can be attended via teleconference. Please contact Rosalia Lopez (602-262-7433) for the call-in information.

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



September 30, 2009

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**Transit Management Committee
MAG Saguaro Room
302 N. 1st Avenue, Suite 200
October 7, 2009
11:00 a.m.**

**Action
Recommended**

1. Consent Agenda

1. For action

The Transit Management Committee (TMC) will consider items A through F on consent.

A. Summary Meeting Minutes

A. For action

Summary minutes from the September 3, 2009 meeting of the TMC are presented for approval.

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

B. For action

Staff will request the TMC forward the following items to the Board of Directors for consideration:

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

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

C. For action

Staff will request the TMC 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 Board for consideration.

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.

- D. Comprehensive Arterial Bus Rapid Transit (BRT) Planning Study Final Report D. For action

Staff will request the TMC forward the Comprehensive Arterial BRT Planning Study Final Report to the Board of Directors for consideration.

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

Staff will request the TMC forward to the Board of Directors the Maricopa County Air Quality Department IGA for Regional Trip Reduction Program and Clean Air Support Activities.

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

Staff will request the TMC forward to the Board of Directors the SEES Follow-up tasks for consideration.

2. American Recovery and Reinvestment Act (ARRA) Project Prioritization Process 2. For information

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

3. Transit Life Cycle Program Technical Working Group Update 3. For information

David Boggs, Executive Director, will introduce Paul Hodgins, Capital Programming Manager, who will provide an update on the TLCP Technical Working Group.

4. Executive Director's Report 4. For Information

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

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.

5. Future TMC Agenda Items Request and Report on Current Events 5. For information

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

6. Public Comment 6. 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.

7. Next TMC Meeting 7. For information

The next meeting of the TMC is scheduled for **November 4, 2009 at 11:00 a.m.** This meeting will be held at the METRO Offices in the Board room on the 13th Floor.

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

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

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





Transit Management Committee Information Summary

Agenda Item #1

Date

September 30, 2009

Subject

Consent Agenda

Summary

The Transit Management Committee (TMC) will consider items A through F on consent.

Fiscal Impact

Please refer to individual items for this information.

Considerations

Please refer to individual items for this information.

Prior Committee Action

Please refer to individual items for this information.

Recommendation

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

Contact Person

David Boggs
Executive Director

Attachments

Consent Agenda Items



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Transit Management Committee

Information Summary

Agenda Item #A

Date

September 30, 2009

Subject

Summary Minutes from the September 2, 2009 Transit Management Committee Meeting

Summary

Summary Minutes from the September 2, 2009 Transit Management Committee meeting are presented for review and approval.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

Approval of the Summary Minutes from the September 2, 2009 TMC meeting.

Contact Person

David Boggs
Executive Director

Attachments

Summary Minutes from September 2, 2009



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Summary Minutes
Valley Metro RPTA Transit Management Committee
Wednesday, September 2, 2009
Maricopa Association of Governments
Saguaro Room
302 N. 1st Avenue, Suite 200
Phoenix, AZ

Members Present

David Meinhart, City of Scottsdale
Ed Zuercher, City of Phoenix
Jamsheed Mehta, City of Glendale
Tami Ryall for George Pettit, Town of Gilbert
David Moody, City of Peoria
Carlos De Leon, City of Tempe
Rogene Hill, City of Avondale
Mike James, City of Mesa – via telephone
Rick Simonetta, METRO
Robert Zeder, City of Chandler
Mike Normand, ADOT
Cato Esquivel, City of Goodyear
Mike Sabatini, Maricopa County
Sean Banda, Town of Buckeye

Members Not Present

Pat Dennis, City of El Mirage
Randy Overmyer, City of Surprise
Mark Young, Town of Queen Creek

Chair Dave Meinhart called the meeting to order at 11:08 a.m.

1. **Consent Agenda**

The following items were presented on the consent agenda:

- A. Summary Minutes from the June 3, 2009 TMC meeting.
- B. Left Blank
- C. Cooperative Agreements as listed on the agenda
- D. Contract Change Orders as listed on the agenda
- E. Intergovernmental Agreements as listed on the agenda
- F. Authorization to Issue a Request for Proposals (RFP) to Establish Dial-a-Ride Operations in the Northwest Valley for El Mirage, Peoria, Sun City and Surprise
- G. Authorization to Issue an Integration of Real Time Transit Information and Signal Priority Service for the Arizona Avenue Bus Rapid Transit Project Procurement Solicitation
- H. Authorization to Issue a 2010 On-Board Origin and Destination Study Request for Proposals
- I. Accept Transfer of Two Vehicles from Maricopa County for Sun City Area Transit Service
- J. Authorization to Issue a Request for Proposals to Replace Services Formerly Provided by Maricopa County Special Transportation Services
- K. Office Space Lease Extension and Request for Commercial Real Estate Broker

Chairman Meinhart introduced Bill Sims, RPTA Legal Counsel, who provided comments regarding the need for these agreements to proceed through the committee process. Mr. Sims said historically these agreements were approved when the budget was approved each year. He said because the Board did not approve the budget resolution at the June Board meeting, the Executive Director must now have these agreements approved by the Board. Mr. Sims said staff will be preparing a more streamlined approach for these approvals.

Jamsheed Mehta asked if the costs associated with consent agenda item C are recovered in the cost per mile charged to the cities that use these services. Mike Taylor said yes.

Mr. Mehta said he had a question regarding consent agenda item K – Office Space Lease Extension. He asked if other agencies in the building are considering moving out also? Mr. Boggs said he was not aware of any of the agencies in the building that are planning to move. He said staff has looked at office space in the Rail building and from cost standpoint, believes RPTA should consider all the alternatives before making a decision.

Mr. Zuercher asked what security issues are not being addressed in the current office space. Mr. Boggs said staff researched improving security measures on the 6th and 7th floors but it is cost prohibitive.

Mr. Zuercher also requested summary minutes for future meetings.

David Moody said the Peoria City Council will be discussing the paratransit issue at its December meeting.

The members of the TMC also discussed the length of the agenda and agreed that it was not an issue. It was suggested that contracts listed on the consent agenda should

have a brief summary and a report for each item is not necessary. It was suggested that the Phoenix consent agenda be referenced as a model.

IT WAS MOVED BY JAMSHEED MEHTA, SECONDED BY CARLOS DE LEON AND UNANIMOUSLY CARRIED TO APPROVE THE CONSENT AGENDA AND BE FORWARDED TO THE BOARD FOR CONSIDERATION.

2. Emergency Procurement, Contracts and Intergovernmental Agreements for Special Transportation Services
 - A. Total Transit Operations Contract
 - B. Beatitudes Memorandum of Understanding
 - C. Fountain Hills Intergovernmental Agreement

Mr. Boggs said the Maricopa County Special Transportation Services stopped service on June 30, 2009. He said in order for RPTA to provide a "safety net" level of service these agreements needed to be signed by July 1, 2009. A competitive procurement process could not be completed in a timely manner for this service. He said item J on the consent agenda requested the authorization to competitively procure services for this service. It is anticipated that this contract will be awarded in January of 2010 with service to begin July 1, 2010. Mr. Boggs said this service will be cost neutral to the RPTA. The costs will be paid by the County's LTAF II funds and by those jurisdictions that choose to participate in the service.

Mr. Boggs said he is requesting ratification of these agreements and this was approved by the VMOCC at their August 18, 2009 meeting.

IT WAS MOVED BY ED ZUERCHER, SECONDED BY ROBERT ZEDER AND UNANIMOUSLY CARRIED TO APPROVE THE EMERGENCY PROCUREMENT, CONTRACTS AND INTERGOVERNMENTAL AGREEMENTS FOR SPECIAL TRANSPORTATION SERVICES AND TO FORWARD TO THE BOARD OF CONSIDERATION.

3. City of Mesa Request to Reallocate ARRA Funds

Mr. Boggs said he received a letter from the City of Mesa requesting that ARRA funds initially allocated for the US 60/Country Club Drive Park-and-Ride in the amount of \$9.4 million dollars be reallocated to other park-and-ride lots located at the Loop 202/Gilbert Road and the Loop 202 and Power Road. The estimate for the US 60 Park-and-Ride came in lower than anticipated because of the site selected for this project. The new estimate is \$6,834,500. Mesa is requesting that the remaining funds be reallocated to the other two projects at \$1,282,750 respectively. These projects are included in the MAG Park-and-Ride study and are also using local money. If these projects were to receive ARRA funds it would free up federal funds associated with these projects that would then go back to the region to be reallocated.

Mr. Mehta asked if there is process for reallocating ARRA funds by November if the funds are not obligated to projects.

Paul Hodgins said there is not a process for reallocating ARRA funds, however we are not on the same timeline as MAG for obligating the funds.

Mr. Mehta said ARRA funds were project specific and because the project was estimated higher than the actual cost, asked if these funds remain with the jurisdiction or be turned back to the region for reallocation. He said there were other projects on the list that were ready to go and those projects should still have chance to be funded. He said he is concerned that there is no process for reallocating unused funds.

Mr. Hodgins said the Board wanted projects that were in Prop. 400 and that list can be reviewed.

Mike James said the initial project came in under budget because of the site selection. He said the problem with reallocating funds to other projects is the environmental work would already need to be completed. He said these two additional park-and-rides are ready to go.

David Moody said he recommends developing a process of reallocating the funds so that other projects have a chance to be funded.

Carlos De Leon agreed that there needs to be a process for reallocating savings so other jurisdictions have a chance to fund projects and a list should have projects that are ready to go.

Mr. Mehta asked if there are other ARRA projects that need additional funding, how are those being tracked, and do those projects have adequate funding.

Mr. Meinhart said if the funds are reallocated to Mesa that would free-up CMAQ funds that could be used for other projects in the region.

Mr. James said that Mesa is willing to have those CMAQ funds turned back to the region for reallocation.

Mr. Meinhart asked if the ARRA funds can be used for operations. Mr. Hodgins said 10 percent can be used for operating and 15 percent can be used for ADA services.

Mr. Zuercher said the region wants to keep projects moving and wants to give high priority to cities that have savings on their own projects. He said the region needs to build usable projects.

Mr. Hodgins said the deadline to obligate funds is 30 days once it is in a grant. He said there may not be an impact for this project.

Rogene Hill asked what projects were on the original list. She asked if all of the park-and-rides on the list?

Mr. Hodgins said two of the park-and-rides pre-date Prop. 400. He said the Board wanted Prop. 400 projects funded with the ARRA funds. He said an updated list of projects with the status can be provided.

Mr. Mehta said a similar request was made to MAG and asked if MAG would be making a decision or defer to RPTA's decision. Mr. Hodgins said MAG would wait for RPTA's decision.

IT WAS MOVED BY ROBERT ZEDER, SECONDED BY TAMI RYALL TO APPROVE THE REALLOCATION OF THE ARRA FUNDS TO THE TWO ADDITIONAL MESA PARK-AND-RIDES, RETURNING THE CMAQ FUNDS TO THE REGION FOR REALLOCATION AND ESTABLISHING A PROCESS FOR THE FUTURE TO REALLOCATE ARRA FUNDS AND FORWARD THIS ITEM TO THE BOARD FOR CONSIDERATION.

Mr. Zuercher asked if the park-and-rides will actually be built or will the \$1.2 million be used to supplant other funds. Mr. James said the park-and-rides will be built. There are two temporary lots being used until the projects are complete for Express Routes 535 and 536. He said these locations will also move the routes closer to the freeway.

The motion passed with Glendale voting no.

4. Service Effectiveness and Efficiency Study 18 Month Review

Mr. Boggs said this is the final step for the Service Effectiveness and Efficiency Study (SEES). The consultant evaluated the SEES framework 18 months after Phase I was approved. He said the memo in the packet contains the consultant's findings from the November 2008 review of the implemented framework.

Mr. Boggs said in its entirety, the SEES provided a set of performance targets used to evaluate the performance of individual routes and the transit system as a whole. This information is also being used to prepare for the Prop. 400 audit.

IT WAS MOVED BY DAVID MOODY, SECONDED BY CARLOS DE LEON AND UNANIMOUSLY CARRIED TO ACCEPT THE REPORT AND FORWARD THIS ITEM TO THE BOARD FOR CONSIDERATION.

5. Transit Life Cycle Program Technical Working Group Update

Mr. Boggs said at the Board's direction, a TLCP Working Group has been meeting to develop a consensus alternative regarding the TLCP update prior to December 31, 2009. Mr. Boggs introduced Mr. Hodgins who provided an update on the progress made to date.

Mr. Hodgins said the group has met three times and meetings are planned through December. They have reviewed the baseline model, history, updates to the financial model and how revenues are determined. He said a facilitator will be selected prior to the next meeting which is scheduled for September 24. He said ADOT will also be invited to a future meeting to discuss how the financial forecast is done.

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

6. Regional Transit Framework Study

Mr. Boggs said RPTA together with MAG and METRO has conducted a Regional Transit Framework Study that establishes a technical framework for guiding transit investments and decisions.

Mr. Boggs introduced Kevin Wallace, MAG's Transit Program Manager, who provided a presentation that was included in the meeting packet. Mr. Wallace said this study defines the needs in the region. The funding level and local issues discussion still needs to take place.

Rick Simonetta asked how confident MAG is in the current transportation model? Mr. Wallace said MAG is confident in the model but the \$2.9 billion has not been built into the model.

Mr. Zuercher said MAG needs to ensure that the model is accurate. He said as long as the model underestimates it will continue to effect federal funding.

Ms. Hill said funding needs to be looked at, along with the governance structure and what will be put in front of the voters.

7. Regional Transit Planning Roles and Responsibilities

Mr. Boggs said staffs from RPTA, METRO, MAG and the City of Phoenix have formed a working group to discuss regional transit planning roles and responsibilities. He said the working group has recommended that option #1 be implemented. Under this option the transit element of the Transportation Improvement Program (TIP) would be transferred from RPTA to MAG. Mr. Boggs said there would be no staffing changes with this option and the MAG Executive Committee has been apprised of this work effort and has indicated this review is appropriate.

Mr. Boggs said no action is needed on this item as it is a policy question for the Board. He said the VMOCC had requested that MAG and the working group determine what improvements or improved outcomes would occur based on the implementation of any options and also requested the financial savings/costs be quantified.

He said the working group will continue to meet to discuss options 2, 3, and 4.

It was suggested that this item be brought back to the committee for further discussion.

8. Executive Director's Report

Mr. Boggs provided an update on the following items:

- ✓ BikeTown USA event
- ✓ Ribbon-cutting for the region's first Bus Rapid Transit LINK station at Mesa Main Street

He also noted that there will be an additional item on the Board agenda for Budget and Finance Subcommittee Membership. He also reviewed the upcoming agenda items for the October TMC and Board meetings.

9. Public Comment

None.

With no further discussion the meeting adjourned at 12:48 p.m.



Transit Management Committee Information Summary

Agenda Item #1B

Date

September 30, 2009

Subject

Arizona Ave Bus Rapid Transit Project Contract Activities and Awards

Summary

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

It is requested that the following four (4) items be forwarded for Transit Management Committee and Board consideration:

1) Construction Contract Award

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

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

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

Bid List

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

2) TranSystems Contract change orders

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

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

3) HDR Contract change order

Change Order #22 to the Public Transportation Planning Services Master Contract with HDR / SR Beard & Associates.

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

4) Construction Management and Contract Administration

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

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

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

Fiscal Impact

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

Considerations

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

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

Prior Committee Action

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

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

Recommendation

It is recommended that the TMC forward the following items to the Board of Directors for their consideration:

- 1) Construction contract in the amount of \$3,926,600 be awarded to D.L. Withers Construction for the Arizona Avenue BRT.
- 2) TranSystems contract change orders #8, #9 and #10 as described herein.
- 3) HDR contract change order #22 an amount not to exceed \$96,000.
- 4) Agreement with Valley Metro Rail to provide in-house staff for Construction Management and Contract Administration in an amount not to exceed \$227,679.15.

Contact Person

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

Attachments

None



Transit Management Committee Information Summary

Agenda Item #1C

Date

September 30, 2009

Subject

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

Summary

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

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

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

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

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

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

Table 1 Proposer’s Total Evaluation Scores

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

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

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

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

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

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

Fiscal Impact

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

Table 2 Vanpool Vehicle Purchase Plan

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

Considerations

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

Committee Action Process

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

Recommendation

It is recommended that the Transit Management Committee forward the recommendation that:

- A. authorizes the Executive Director to enter into a contract with Arizona Bus Sales to supply vanpool vehicles for the Valley Metro Vanpool Fleet, and
- B. authorizes the Executive Director to purchase up to 50 vanpools this fiscal year, and
- C. forward the recommendation to the Valley Metro Board of Directors for consideration.

Contact Person

Jon Medwin
Contracts and Procurement Manager
602-256-3390

Gary Roberts
Vanpool Program Coordinator
602-534-1808

Attachments

None



Transit Management Committee Information Summary

Agenda Item #1D

Date

September 30, 2009

Subject

Comprehensive Arterial Bus Rapid Transit (BRT) Planning Study Final Report

Summary

The purpose of the Comprehensive Arterial Bus Rapid Transit (BRT) Planning Study was to define operational characteristics, capital infrastructure needs and fleet requirements for Arizona Avenue, Scottsdale/Rural Road, Chandler Boulevard, South Central, and Grand Avenue BRT lines. The study began in February 2008 with technical advisory meetings held in March 2008, July 2008 and August 2009. In addition, the study's consultants coordinated with those on the Arizona Avenue BRT Design Concept Report.

The final report made recommendations regarding running way, transit signal priority, stations, vehicles, fare collection, real-time passenger information, service planning, branding elements, station access and station-area development for each of the BRT lines. In addition, the study developed guidelines for implementing these recommendations.

Fiscal Impact

The cost of the study was \$157,703 and was incurred in the FY 2007/08 and FY 2008/09 Board adopted budgets and paid with local and federal funds.

Considerations

Recommendations and guidelines from the Comprehensive Arterial BRT Planning Study will guide implementation of service for Arizona Avenue, Scottsdale/Rural Road, Chandler Boulevard, South Central, and Grand Avenue BRT lines.

Prior Committee Action

The Comprehensive Arterial BRT Study was included as part of the FY2007/2008 agency budget approved by the RPTA Board at their May 17, 2007 meeting.

VMOCC – September 24, 2009, approved

TMC – October 7, 2009

Board – October 22, 2009

Recommendation

It is recommended that the TMC forward this item to the Board of Directors for consideration.

Contact Person

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

Attachments

The Comprehensive Arterial BRT Planning Study Report is available upon request.



Transit Management Committee Information Summary

Agenda Item #1E

Date

September 30, 2009

Subject

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

Summary

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

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

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

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

Fiscal Impact

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

Considerations

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

Committee Action Process

VMOCC for action September 24, 2009, approved

TMC for action October 7, 2009

Board for action October 22, 2009

Recommendation

It is recommended that the TMC forward this item to the Board of Directors for consideration, which authorizes the Executive Director to execute an Intergovernmental Agreement with the Maricopa County Air Quality Department for the support of Regional Trip Reduction and Clean Air support activities.

Contact Person

Tony Bowman

Manager of Business development & Community Outreach

602-534-1802

Attachments

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



Transit Management Committee Information Summary

Agenda Item #1F

Date

September 30, 2009

Subject

Service Efficiency and Effectiveness Study (SEES) – Supplemental Documentation

Summary

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

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

Fiscal Impact

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

Considerations

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

Prior Committee Action

VMOCC for action September 24, 2009, approved

TMC for action October 7, 2009

Board for action October 22, 2009

Recommendation

It is recommended that the TMC forward this item to the Board of Directors for their consideration.

Contact Person

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

Attachments

SEES Supplemental Documentation:

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

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

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

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

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

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

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

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

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

Target Setting and Adoption

Recommendation:

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

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

Communication with Reporting Agencies

Recommendation:

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

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

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

Web Tool Implementation

Recommendation:

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

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

Transit Performance Report

Recommendation:

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

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

Contract Negotiations Regarding Performance Reporting

Recommendation:

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

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

Proposition 400 Routes versus Other Routes

Recommendation:

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

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

Reporting to Policy Bodies

Recommendation:

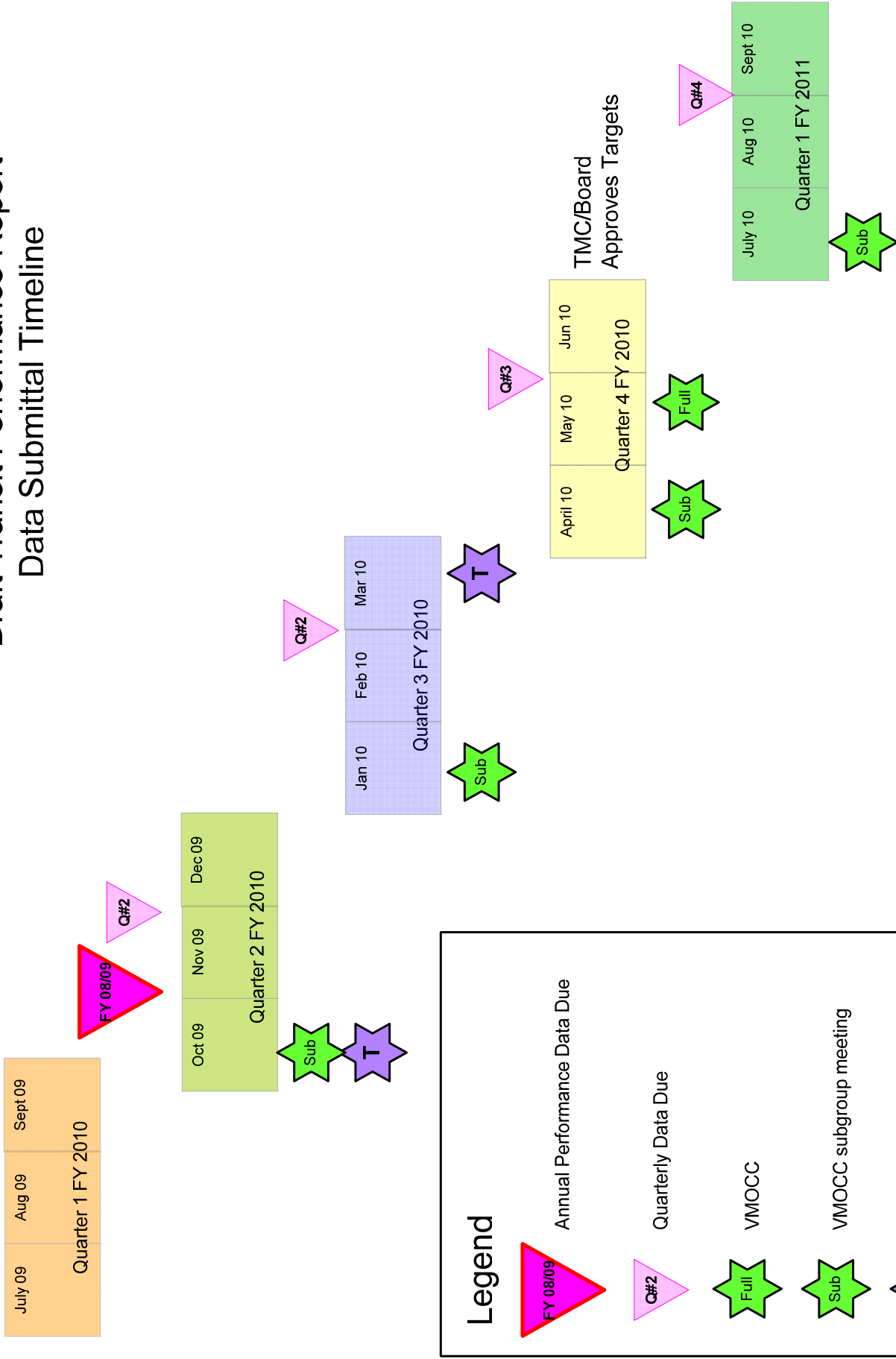
The consultant team recommends maintaining the quarterly reporting cycle to the extent possible, and that the Operations Department should become involved in the process.

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

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

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

Draft Transit Performance Report Data Submittal Timeline



Legend

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

Preliminary Draft
Efficiency and Effectiveness Performance Measures Targets for Rail

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

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

Notes:

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





Transit Management Committee Information Summary

Agenda Item #2

Date

September 30, 2009

Subject

American Recovery and Reinvestment Act Project Prioritization Process

Summary

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

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

Finally, there remains an opportunity to amend the grant beyond March 5 and shift savings to additional projects. This amendment process must be complete by September 30, 2010. Beyond September 30, 2010 any unspent ARRA funds can only be shifted to other line items within the ARRA grant.

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

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

preference for construction projects and the project list will identify which projects are Proposition 400 projects and which are not.

Fiscal Impact

None

Considerations

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

Additional projects can be amended into the ARRA grant before September 30, 2010. Any savings identified over the next six to nine months can be reprogrammed to other projects that are ready to obligate. The attached ARRA Priorities list will be used to prioritize the project list. The projects will need to be updated to include the latest status for TIP, NEPA and the most recent cost estimate. City of Phoenix staff will verify the status of projects that are identified as ready to ensure a smooth grant amendment process. The list should be maintained and updated regularly. The list will identify which projects are Proposition 400 projects. Prop. 400 projects could receive preference over non-Prop. 400 projects that are in the same priority category.

For those projects that are ready, the Prioritization Guidelines would be used and priorities assigned to the projects. One important policy question that needs to be discussed is whether to use ARRA savings for operating assistance. After the Board allocated the ARRA funds in March, Congress made a change in the ARRA to allow up to 10 percent of apportioned ARRA formula funds for operating costs (approximately \$6.4 million) and an additional 10 percent for ADA operating costs. Between those two categories, nearly \$13 million could be shifted from other projects that could be drawn down and allocated to all purchasers of service in the region. This is in conflict with the Board's original direction to use ARRA for local construction projects. However, at that time operating assistance was not an option. Using the funds for operating assistance could help the region bridge the gap during the economic downturn and avoid planned service reductions in the transit system. However, the assistance is capped and may not be sufficient to meet all of the region's needs.

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

It is unlikely that all of the project savings will be identified by September 30, 2010. After that time, funds can only be shifted to other projects in the grant. It is important that projects be amended into the grant that can accept those savings. Examples would be operating costs, ADA operations and preventive maintenance.

Committee Action Process

VMOCC – discussed on September 24

TMC – October 7 for information

Board – October 22 for information

Recommendation

None

Contact Person

Paul Hodgins

Capital Programming Manager

602-262-7433

Attachments

Transit Capital Project Prioritization Guidelines, 1994

Transit Capital Project Proposed Prioritization Guidelines, ARRA Funds

DRAFT Project List (Sample)

Transit Capital Project Prioritization Guidelines

(agreed to by VMOS in 1994)

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

Transit Capital Project

Proposed Prioritization Guidelines

ARRA Funds

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

DRAFT - Project List

Updated March 23, 2009

Prop 400	Agency	Project Location	Project Description	Total Cost	ARRA Allocation	Priority	STIP Status	NEPA Status	Site Selection	Final Design	Land Acquisition	Contract Award Date	Project Completion Date	Project Notes
Yes	RPTA	Mesa O&M facility	Maintenance expansion	\$11,625,000	\$0	2.1	B	A	100	0	100	Jul 2009	Feb 2010	Expand maintenance facility, including equipment to make facility fully functional
Yes	Tempe	EV/BOM	Expansion/Upgrade	\$7,200,000	\$6,500,000	2.1	B	A	100	100	100	Jun 2009	Sep 2010	Expansion/upgrade to provide additional bus parking shade structures; full LNG/bio-diesel fueling capability, and parking area for new generation of neighborhood circulator buses
Yes	Phoenix	South facility	Upgrade/rehab	\$30,000,000	\$0	2.1	B	A	100	0	100	Sep 2010	Dec 2011	Expand/rehab maintenance facility
No	Phoenix	Bel Rd/SR-51	Bus access crossover	\$650,000	\$640,070	2.2	B	A	100	0	0	Feb 2010	Apr 2010	Construct crossover lane
No	Phoenix	Pecos/40th St	Park and Ride	\$15,000,000	\$3,000,000	2.2	B	A	100	0	0	Feb 2010	Jul 2010	Expansion of existing park and ride
Yes	Phoenix	Central Station	Transit Center	\$10,000,000	\$5,000,000	2.2	B	A	100	0	0	Feb 2010	Sep 2010	Transit center renovations, restoring full scope of work which was reduced due to funding limitations
No	Phoenix	Desert Sky Mall	Upgrade/rehab	\$7,500,000	\$0	2.2	B	A	100	0	0	May 2010	May 2010	Expand/rehab transit center
No	Goodyear	I-10/Litchfield Rd	Park and Ride	\$13,137,928	\$1,083,602	2.3	B	A	100	30	Mar 2009	May 2010	Regional park and ride currently in design	
No	Mesa	Power Road and Red Mountain	Park-and-Ride	\$11,500,000	\$1,036,250	2.3	B	B	100	0	0	Nov 2009	May 2010	New park and ride project in development
No	Mesa	Gilbert Road and Red Mountain	Park-and-Ride	\$11,500,000	\$1,527,250	2.3	B	B	100	0	0	Nov 2009	May 2010	New park and ride project in development
No	Phoenix	27th Avenue/Baseline	Park and Ride	\$7,500,000	\$0	2.3	A	B	100	0	Complete	May 2010	Nov 2010	Future park and ride land acquired
														The initial Environmental Impact Statement for the Central Phoenix/East Valley LRT Project identified and evaluated the need for about 2,000 additional park-and-ride spaces after the project is in operation. A Categorical Exclusion will be required to comply with NEPA.
Yes	VMR	CPEV LRT	Park-and-Ride Expansion	\$16,000,000	\$0	2.3	A	B	0	0	0	Dec 2009	Dec 2010	Regional park and ride currently in site selection process
Yes	Mesa	US 60/Country Club	Park and Ride	\$9,600,000	\$6,834,500	2.3	A	B	90	0	0	Jun 2010	Mar 2011	Regional park and ride currently in site selection process
No	Phoenix	32nd Street/Baseline	Park and Ride	\$15,000,000	\$0	2.3	A	A	0	0	0	Mar 2011	Nov 2011	Future park and ride
No	Scottsdale	Scottsdale/McDowell Rds.	Transit Center	\$500,000	\$0	2.4	A	A	100	0	0	May 2009	May 2010	CE approved, Phase I final design contract for on-street bays to City Council 2/24/09, partially funded by FTA grant AZ-04-0004
No	Scottsdale	Goldwater Blvd/2nd St	Transit Center	\$1,100,000	\$0	2.4	B	A	100	0	0	Jul 2009	Jul 2010	Facility rehabilitation at 10-year old Lohms transit center
No	Scottsdale	Shea Blvd/90th St	Transit Center	\$500,000	\$0	2.4	B	A	100	0	Oct 2009	Mar 2010	CE approved, ready for final design of on-street bays and signal, partially funded by FTA grant AZ-90-X074	
Yes	Tempe	South Tempe	Transit Center	\$14,770,000	\$0	2.4	A	B	80	0	0	Jan 2010	Sep 2011	Regional transit center/park and ride. Currently in site selection process
No	RPTA	Regional	Paratransit call center	\$2,000,000	\$0	3.2	B	A	0	0	0	Jan 2010	Jun 2010	Create a single call center for paratransit services requests to support the region's paratransit operations
No	Avondale	Avondale Blvd/I-10	Park and Ride	\$250,000	\$250,000	3.3	B	A	0	0	0	Apr 2010	Apr 2010	New park and ride site selection and design
Yes	Phoenix	Happy Valley/I-17	Park and Ride	\$14,061,108	\$5,500,000	3.3	A	A	100	30	Mar 2009	Nov 2009	Regional park and ride currently in site selection process	
														CE approved, ready for final design of on-street bays and signal, partially funded by FTA grant AZ-90-X074
Yes	VMR	Tempe South Corridor	BRT Park-and-Rides and Transit Centers	\$40,000,000	\$0	3.3	A	B	90	0	0	Mar 2010	Jul 2011	Regional park and ride currently in site selection process
Yes	RPTA	Arizona Avenue	BRT corridor	\$22,500,000	\$15,000,000	3.4	A	A	100	0	0	Oct 2009	Jun 2010	Capital improvements to support bus rapid transit service, currently in design
Yes	VMR	Tempe South Corridor	Bus Rapid Transit Capital	\$23,000,000	\$0	3.4	A	B	90	0	0	Dec 2009	Jul 2011	An alternatives Analysis and conceptual engineering are nearly complete for this project. Minimal land acquisition is required. Falls under Listed CE's (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA
Yes	Glendale	Glendale/Grand	Transit Center	\$4,000,000	\$0	3.5	A	B	100	0	0	Mar 2010	Sep 2010	Regional transit center currently in design
No	Glendale	Citywide	Bus shelters	\$500,000	\$0	4.1	A	A	10	20	0	Jun 2009	Sep 2009	Install 20 bus shelters
No	Gilbert	Citywide	Install bus shelters	\$240,000	\$0	4.1	A	A	0	0	0	Sep 2009	Sep 2009	Purchase 21 bus shelters
No	Scottsdale	Citywide	Bus Stop Lighting	\$1,200,000	\$0	4.1	B	A	100	0	0	Jun 2009	Dec 2009	Install solar lighting poles and route information at 600 bus stops, bid package already developed
No	Phoenix	Various	ADA Bus Stop Improvements	\$75,000,000	\$0	4.1	B	A	100	0	0	Jul 2009	Jul 2011	Install solar panels at maintenance facility
No	Mesa	Various locations	Purchase 6 mini bus shelters.	\$42,000	\$0	4.1	B	B	100	0	0	Jul 2009	Jul 2011	Construction documents for these shade canopies as part of the Central Phoenix/East Valley LRT Project are near completion. The Central Phoenix/East Valley EIS has been completed and included shade canopies. Therefore, there are no additional NEPA requirements.
No	Mesa	Various locations	Purchase 34 standard bus shelters.	\$306,000	\$0	4.1	B	B	100	0	0	Jun 2009	Nov 2009	Acquire and install a new transit stop database, related equipment and survey stop locations for inclusion in system
No	Chandler	Citywide	Install new bus shelters and replace old bus shelters	\$1,000,000	\$0	4.1	B	B	0	0	0	Jun 2009	Dec 2009	Install Transit Signal Pre-emption System, including installation of communication system
No	Phoenix	Various	Bus Shelter	\$25,000,000	\$0	4.1	B	A	0	0	0	Jul 2009	Feb 2010	Install arterial street variable messaging system and intelligent bus arrival messaging system
No	Phoenix	Citywide	Bus stop improvements	\$30,000,000	\$4,321,217	4.1	B	A	0	0	0	Jul 2009	Apr 2010	Fleet rehab and equipment upgrades
No	Phoenix	Citywide	Bus pullouts	\$75,000,000	\$0	4.1	B	A	0	0	0	Jun 2009	Jul 2010	Fleet rehab and equipment upgrades
No	Phoenix	Citywide	Preventive maintenance	\$5,400,000	\$5,400,000	5.4	A	A	0	0	0	Jun 2009	Jul 2010	These improvements were not included in the initial Central Phoenix/East Valley LRT Project because funding was not available. Falls under Listed CE's (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA
No	Gilbert	Citywide	Solar lighting	\$70,000	\$0	5.5	A	A	100	0	0	Jun 2009	Dec 2009	Acquire and install a new transit stop database, related equipment and survey stop locations for inclusion in system
No	RPTA	Mesa O&M facility	Solar collectors	\$4,000,000	\$0	5.5	B	A	100	0	0	Jun 2009	Jan 2010	Install Transit Signal Pre-emption System, including installation of communication system
Yes	VMR	CPEV LRT	Park-and-Ride Shade Canopies	\$15,000,000	\$5,000,000	5.5	A	A	100	0	0	Jun 2009	Feb 2010	Install arterial street variable messaging system and intelligent bus arrival messaging system
No	Phoenix	Regional	Bus stop database	\$250,000	\$300,000	5.5	B	A	0	0	0	Sep 2009	Jan 2010	Fleet rehab and equipment upgrades
No	Tempe	Bounded by Rural Road; Broadway Road; Priest Drive; Washington Street	Transit Signal Pre-emption System	\$1,500,000	\$0	5.5	B	B	0	0	0	Jul 2009	Feb 2010	Install Transit Signal Pre-emption System, including installation of communication system
No	Tempe	Citywide	Arterial Variable Messaging and Next Bus Arrival Sign System	\$4,500,000	\$0	5.5	B	B	0	0	0	Jul 2009	Apr 2010	Install arterial street variable messaging system and intelligent bus arrival messaging system
No	RPTA	Regional	Fleet upgrades/rehab	\$4,500,000	\$0	5.5	B	A	0	0	0	Jun 2009	Jul 2010	Fleet rehab and equipment upgrades
Yes	VMR	CPEV LRT	Security Enhancements	\$9,000,000	\$0	5.5	A	A	0	0	0	Aug 2009	Dec 2010	These improvements were not included in the initial Central Phoenix/East Valley LRT Project because funding was not available. Falls under Listed CE's (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA

DRAFT - Project List

Updated March 23, 2009

Prop 400	Agency	Project Location	Project Description	Total Cost	ARRA Allocation	Priority	STIP Status	NEPA Status	Site Selection	Final Design	Land Acquisition	Contract Award Date	Project Completion Date	Project Notes
No	Tempe	LRT Corridor-City of Tempe along the LRT alignment	CCTV Monitoring Stations- Management	\$425,099	\$0	5.5	A	A						Install wireless communications and CCTV monitoring at LRT intersections Purchase and install wireless communications; additional CCTV cameras for major intersections; install additional fiber optic cables in existing conduits.
No	Tempe	Citywide	Transportation Network Purchase solar infrastructure (elevated trackers, 1,219 solar panel modules, and associated electrical infrastructure).	\$1,000,000	\$0	5.5	B	B						
No	Mesa	Power Road and State Route Loop 202 - Red Mountain Freeway	Upgrade solar infrastructure (elevated trackers, 874 solar panel modules, and associated electrical infrastructure).	\$1,160,000	\$0	5.5	A	B	100	0				
No	Mesa	Gilbert Road and McDowell Road, NEC	Railroad Crossings Safety Program- Railroad crossings at University Dr. and Ash/Farmer; Kyrene Rd and Elliott Road; Rural Rd south of Apache; and at LRT Crossings	\$1,160,000	\$0	5.5	A	B	100	0		May 2009		Develop solutions and construct minor improvements addressing safety concerns along railroad crossings. The Central Phoenix East Valley Light Rail Transit starter line was completed in December 2008. There is the potential to reduce the local match requirement on outstanding and unspent contract and financing commitments. There are no additional NEPA requirements. The design for this project is 95% complete and a contractor has been hired. A Categorical Exclusion will be required to comply with NEPA.
No	Tempe	Citywide	Railroad crossings at University Dr. and Ash/Farmer; Kyrene Rd and Elliott Road; Rural Rd south of Apache; and at LRT Crossings	\$2,500,000	\$0	5.5	B	B					Jun 2009	The design for this project is 95% complete and a contractor has been hired. A Categorical Exclusion will be required to comply with NEPA.
Yes	VMR	CPEV LRT	Project Close-Out	\$38,000,000	\$36,000,000		A	A				Sep 2009	Dec 2010	The design for this project is 95% complete and a contractor has been hired. This project would require an EA to comply with NEPA. Draft environmental tech reports have been completed to support an EA.
Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Park-and-Ride Construction	\$16,000,000	\$0		A	B	100	95	50			
Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Capital Improvements	\$102,000,000	\$0		A	B	100	95	50	May 2009	Dec 2012	





Transit Management Committee Information Summary

Agenda Item #3

Date

September 30, 2009

Subject

Transit Life Cycle Program (TLCP) Technical Working Group Update

Summary

The Board directed the Executive Director to create a technical working group to review additional options and develop a new alternative for the TLCP update by December 31. Since the last TMC meeting, the group met on September 29 and October 6. The meeting summary from the September 29 meeting is attached for information.

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

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

None

Attachments

September 29 Meeting Summary will be sent under separate cover





Transit Management Committee

Information Summary

Agenda Item #4

Date

September 30, 2009

Subject

Executive Director's Report

Summary

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

Fiscal Impact

None

Considerations

None

Committee Action Process

None

Recommendation

No formal action is required

Contact Person

David Boggs
Executive Director
602-262-7433

Attachments

None





Transit Management Committee

Information Summary

Agenda Item #5

Date

September 30, 2009

Subject

Future TMC Agenda Items Request and Report on Current Events

Summary

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

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

David Boggs
602-262-7433

Attachments

None





Transit Management Committee Information Summary

Agenda Item #6

Date

September 30, 2009

Subject

Public Comment

Summary

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

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

None

Attachments

None







