



VMOCC Meeting Packet

MEETING OF THE
**Valley Metro Operations and
Capital Committee**

MEETING DATE	November 18, 2008
TIME	10:00 a.m.
LOCATION	MAG Saguaro Room 302 N. 1st Avenue Suite 200



Regional Public Transportation Authority

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

602-262-7433, Fax 602-495-0411

November 12, 2008

TO: Members of the Valley Metro Operations and Capital Committee

FROM: Bryan Jungwirth, Chief of Staff

RE: Meeting Notification and Transmittal of Agenda

Valley Metro Operations and Capital Committee (VMOCC)

MAG – Saguaro Room

302 N. 1st Avenue, Suite 200

Tuesday, November 18, 2008

10:00 a.m.

Action Recommended

1. Summary Minutes

1. For action

Summary minutes from the October 21, 2008 joint FOAC and VMOCC meeting are presented for approval.

2. Farebox Update

2. For information

Jeff Dolfini from the City of Phoenix Public Transit Department will update the VMOCC on the farebox project.

3. ADA Paratransit Eligibility Determination Program Recommendations

3. For action

Carol Ketcherside, Deputy Executive Director of Planning, will request that the VMOCC concur with the recommendations as described in the memo and forward this item to the TMC for consideration.

4. Short Range Transit Plan (S RTP)

4. For information and discussion

Carol Ketcherside, Deputy Executive Director of Planning, and RPTA staff is seeking input from the VMOCC on the development of a formal service planning process for the S RTP.

5. Arizona Department of Transportation (ADOT) Revenue Forecast Update 5. For information

Paul Hodgins, Sr. Management Analyst, will provide an update on the ADOT Revenue Forecast.

(This item will not be available until November 17th due to the pending release of the ADOT Revenue Forecast on November 14th).

6. Past and Future VMOCC Agenda Items 6. For information and possible action

At the request of the committee, a matrix is provided of the past and future VMOCC agenda items.

7. Future VMOCC Agenda Items 7. For information

Chairman Greg Jordan will request future VMOCC agenda items from the committee members.

8. Member Agency Updates 8. For information

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

9. Public Comment 9. 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.

10. Next Meeting 10. For information

The next meeting of the VMOCC is scheduled for **December 16, 2008 at 10:00 a.m.** at MAG in the Saguaro Room.

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

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



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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #1

Date

November 12, 2008

Subject

Summary Minutes

Summary

Summary minutes from the joint meeting of the VMOCC and FOAC of October 21, 2008 are presented for review and approval.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

Approve the summary meeting minutes from the October 21, 2008 joint meeting of the VMOCC and FOAC.

Contact Person

Bryan Jungwirth, Chief of Staff
Michael Taylor, Interim Deputy Executive Director, Finance
602-262-7433

Attachments

Summary Minutes



Regional Public Transportation Authority
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Summary Minutes
Joint Meeting of the
Valley Metro Operations and Capital Committee (VMOCC)
Finance Oversight Advisory Committee (FOAC)
October 21, 2008
MAG Saguaro Room
Phoenix, AZ
10:00 a.m.

FOAC Members Present

Ray Shuey, City of Glendale, Chair
Tami Ryall, Town of Gilbert, Vice Chair
Kevin Artz, City of Avondale
Mike Normand, City of Chandler
Christine McMurdy, City of Goodyear
Jim Hash, City of Mesa
Michael Schrock, City of Peoria
Ken Kessler, City of Phoenix
Dave Meinhart, City of Scottsdale
Joe Clements, City of Tempe
Arleen Schenck, Maricopa County
John McCormack, METRO

Members Not Present

City of El Mirage
Town of Queen Creek

VMOCC Members Present

Greg Jordan, City of Tempe, Chair
Cathy Colbath, City of Glendale, Vice Chair
Kristen Taylor, City of Avondale
Mike Normand, City of Chandler
Stephanie Prybyl, Town of Gilbert
Terry Johnson, City of Glendale
Matt Dudley, City of Glendale
Christine McMurdy, City of Goodyear
Mike James, City of Mesa
Dave Moody, City of Peoria
Randy Roberts, City of Peoria
Reed Caldwell, City of Phoenix
Al Villaverde, City of Phoenix
Madeline Clemann, City of Scottsdale
Dave Golder, City of Surprise
Robert Yabes, City of Tempe
Arleen Schenck, Maricopa County

Members Not Present

City of El Mirage
Town of Queen Creek

Chairman Ray Shuey called the joint meeting to order at 10:05 a.m.

1. **Summary Minutes**

Summary minutes from the April 23, 2008 joint meeting of the VMOCC and FOAC,

previously approved by the VMOCC, were presented to the FOAC for review and approval.

IT WAS MOVED BY KEN KESSLER, SECONDED BY DAVE MEINHART AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE APRIL 23, 2008 JOINT MEETING OF THE VMOCC AND FOAC MEETING.

2. Transit Life Cycle Program (TLCP) Policy Considerations

Paul Hodgins, Senior Management Analyst, presented the following six priority items for discussion:

- ✓ Revenue Shortfalls
- ✓ Inflation
- ✓ Contract Rates
- ✓ Federal Revenues
- ✓ Financing
- ✓ Regional Services

White papers on the six priority items will be presented to the Budget and Finance Subcommittee on November 6, 2008.

This item was presented for information only.

3. Fare Revenue Sharing

John McCormack, METRO Rail, provided information on fare revenue sharing between bus and rail. A presentation was made detailing tabulation and calculation of fares and the distribution to the funding agencies with a goal of a unified system of sharing.

4. Potential Fiscal Year 2009 Budget Reduction Measures

Mike Taylor, Budget Manager, updated the committees on the FY 2009 Budget reduction measures. Mr. Taylor outlined areas within the agency where reductions will be made.

This item was presented for information only.

5. Fare Policy Program

Mario Diaz, Chief Marketing Officer, updated the FOAC and VMOCC on the Fare Policy Program and presented a timeline for implementation of the fare change. He introduced Cyndy Pollan and Mark Chang from Booz Allen who conducted the fare study.

VMOCC ACTION:

IT WAS MOVED BY MIKE JAMES AND SECONDED BY REED CALDWELL TO APPROVE THE RECOMMENDED FARE POLICY CHANGE SCENARIO AND MOVE IT FORWARD TO THE TMC FOR CONSIDERATION. THE MOTION WAS DEFEATED BY THE FOLLOWING VOTE:

**FOR:
CHANDLER
GILBERT
MESA
PHOENIX
SURPRISE**

**AGAINST:
AVONDALE
GLENDALE
GOODYEAR
SCOTTSDALE
PEORIA
SURPRISE**

FOAC ACTION:

IT WAS MOVED BY DAVE MEINHART AND SECONDED BY MIKE NORMAND TO APPROVE THE RECOMMENDED FARE POLICY CHANGE SCENARIO, EXCLUDING RECOMMENDATIONS FOR ASU, SPECIAL EVENTS AND CONVENTIONS, INCREASING THE 31-DAY PASS PRICES TO \$50 FOR LOCAL AND \$76 FOR EXPRESS IN FY10, AND RETAINING THE 3 AND 7 DAY PASSES. THE MOTION WAS CARRIED WITH THE FOLLOWING VOTE:

**FOR:
CHANDLER
GILBERT
MESA
PHOENIX
SCOTTSDALE
SURPRISE
METRO RAIL**

**AGAINST:
AVONDALE
GLENDALE
GOODYEAR
PEORIA
TEMPE
MARICOPA COUNTY**

6. Future FOAC Agenda Items

None.

7. Public Comment

None.

The FOAC adjourned at 12:15 p.m.

VMOCC Agenda Items

Chairman Greg Jordan called the VMOCC meeting to order at 12:35 p.m.

1. Summary Minutes

Summary minutes from the September 16, 2008 meeting of the VMOCC were presented for review and approval.

IT WAS MOVED BY CHRISTINE MCMURDY, SECONDED BY MIKE NORMAND AND UNANIMOUSLY CARRIED TO APPROVE THE MINUTES FROM THE SEPTEMBER 16, 2008 MEETING OF THE VMOCC.

2. Farebox Update

Jeff Dolfini with the City of Phoenix Public Transit Department updated the committee on the progress of the farebox project. He identified various ongoing issues that were being addressed. Mr. Dolfini said the City of Phoenix drafted a letter to Scheidt Bachman giving them 30 days to take corrective action on the reporting issues.

This item was presented for information only.

3. Mesa Main Street Bus Rapid Transit (BRT) Construction Contract Awards

Jim Book, Project Manager, gave a brief overview of the Mesa Main Street BRT Construction Contract Awards as mentioned in the memo. Mr. Book said the amount for TranSystems Inc. was incorrect in the memo. It should read \$478,951.00.

Mr. Moody asked if the project's budget was within the plan. Mr. Book said the funds have been programmed for this fiscal year and are part of the TLCP annual update. He said currently the project is budgeted at \$14 million and the costs to construct are below the budgeted amount that RPTA set aside.

IT WAS MOVED BY MIKE NORMAND AND SECONDED BY MIKE JAMES TO FORWARD TO THE TMC APPROVAL OF THE FOLLOWING CONTRACTS FOR THE CONSTRUCTION, CONSTRUCTION DESIGN AND TRAINING, AND PROJECT MANAGEMENT OF THE MESA MAIN STREET BRT PROJECT:

- **SDB Contractors in the amount of \$5,158,294.00**
- **Ry-Tan Contractors in the amount of \$2,275,000.00**
- **PinnacleOne, an Arcadis Company, in the amount of \$126,000.00**
- **TranSystems Inc. in the amount of \$428,951.00.**

Mr. Villaverde asked if there were any Disadvantage Business Enterprise (DBE) or minority business participation. Mr. Book said there are no minority requirements and they did receive DBE bids.

Mr. Villaverde suggested when the announcement is made in the press release, it should include the DBE's and minority businesses that had an opportunity to bid and/or the ones that were awarded.

Mr. Meinhart asked if RPTA has any guidelines for change orders that exceed a certain amount. Mr. Jungwirth said once the contract is established, the Executive Director has to bring back to the Board of Directors any change order that's over 20% or \$100,000, whichever is greater. He said RPTA's policies are currently being revisited.

THE MOTION WAS UNANIMOUSLY CARRIED.

4. Advertising and Public Relations (PR) Contract Award

Mr. Diaz gave a presentation on the Contract Award for Marketing, Advertising, and PR Services. He discussed the following:

- ✓ Current Contract set to expire December 31, 2008
- ✓ Scope of Work
- ✓ Selection Process
- ✓ Contract Award Process

Ms. Prybyl asked if the contract had any parameters or federal matching requirements. Mr. Jungwirth said there is no match on the federal funds RPTA receives from the Maricopa Association of Governments (MAG) and Maricopa County because those funds are for the clean air and trip reduction activities which are specifically exempted under the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) programs.

The committee suggested being cautious about the funds that are spent, due to recent budget cuts around the community. It was also suggested that the contract be capped at \$550,000 and save the other \$450,000.

Mr. Jungwirth suggested that this venue may not be the most appropriate since the Marketing budget is part of the annual budget process and any issues with the budget should be directed to RPTA's Executive Director. He said the committee has purview over the \$450,000 that is part of the recommendation.

IT WAS MOVED BY DAVE MOODY AND SECONDED BY STEPHANIE PRYBYL TO FORWARD TO THE TMC AND AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT FOR ADVERTISING, PUBLIC RELATIONS, AND MARKETING SERVICES WITH R&R PARTNERS FOR A FIVE YEAR PERIOD AT AN AMOUNT NOT TO EXCEED \$1 MILLION IN THE FIRST YEAR.

Ms. Prybyl asked if this project is coordinated with METRO Rail's marketing plan. Mr. Diaz said the project is coordinated with METRO through agency meetings and through transit communication, such as the transit book (formerly known as the bus book) and the valleymetro.org website. He said METRO attends the Valley Metro Regional Marketing Committee (RMC) and RPTA attends METRO's Public Information Officer (PIO) meetings.

Mr. Meinhart felt the budget should be scrutinized by the committee and he said it is not a good assumption on RPTA's part to decide how the funds get spent. Mr. Diaz said RPTA looks at getting a return on investments. He said what is important to the committee, is important to RPTA. RPTA's focus is on customer experience and results that make a difference in the way consumers use transit.

THE MOTION CARRIED, WITH CITY OF PHOENIX AND GLENDALE VOTING AGAINST THE MOTION AND TOWN OF GILBERT ABSTAINED.

5. Approval of Town of Buckeye Park-and-Ride Intergovernmental Agreement (IGA) and Advancement of Funding for Land Acquisition

Mr. Hodgins gave an overview of the Town of Buckeye Park-and-Ride IGA as described in the memo. He said RPTA will bring the design to the committee before construction is started.

IT WAS MOVED BY CHRISTINE MCMURDY AND SECONDED BY KRISTEN TAYLOR TO FORWARD TO THE TMC APPROVAL OF THE IGA WITH THE TOWN OF BUCKEYE AND THE ADVANCEMENT OF FUNDS FOR LAND ACQUISITION.

Mr. Meinhart asked what transit service is supported and the start date of this park-and-ride. Mr. Hodgins said transit service would have started this fiscal year (FY) but there isn't a park-and-ride in Buckeye. He said once the park-and-ride is complete, transit service will be extended from Goodyear to Buckeye.

Mr. Caldwell asked if this project will use federal funds. Mr. Hodgins said no.

THE MOTION WAS UNANIMOUSLY CARRIED.

6. Future Agenda Items

Mr. Caldwell asked if Dale Hardy could get back to the committee regarding items requested at the last VMOCC meeting on the Short Range Transit Planning Study.

Mr. Jungwirth said the new Regional Transportation Plan Brochure is available. He said contact Susan Tierney, RPTA Public Information Officer, if you need extra copies.

It was suggested that a special meeting be called regarding the Bus Stop Improvement Program. Information will be sent out within the next couple weeks.

Mr. Jungwirth said RPTA will create a matrix of past and future VMOCC agenda items and these will be brought back to the committee each month.

7. Member Agency Updates

None.

8. Public Comment

None.

The meeting was adjourned at 1:45 p.m.



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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #2

Date

November 12, 2008

Subject

Farebox Update

Summary

Jeff Dolfini with the City of Phoenix Public Transit Department will update the Committee on the farebox project.

Fiscal Impact

None

Considerations

None

Committee Action Process

None

Recommendation

None

Contact Person

Bryan Jungwirth
Chief of Staff
602-534-1803

Attachments

Sheidt and Bachmann Issues Matrix

Sheidt and Bachmann Issues Matrix

11/12/2008

Issue	Description	Symptom	Action	Status
Farebox	Bill Acceptance	Rejected bills to customer	Tested Phx/RPTA buses. No Tempe test provided.	Pending
Farebox	Cash Door Opening	Opens while in service	Doors modified	Closed
Farebox	Probing	Need to tap smart card target twice to start probing	Received software fix week of 8/11/08.	Testing
Farebox	Operator Control Unit (OCU)Freezing	Operator can't use key pad on OCU	Deployed fix to fleet in June 2008.	Closed
Farebox	Two All Day passes for one fare	Two passes issued	Software update.	Closed
Farebox	Passes not read/validated	Passes go up and down in pass reader	Software update.	Closed
Farebox	Pass Issue – No pass issued	All Day pass fare submitted no pass issued	Software update.	Closed
Farebox	All Day Pass issued when farebox in Coin by Pass	When farebox times out a day pass is issued	This issue will be addressed as part of the new fare ordinance on July 1, 2009	Pending
Vaults	Capacity not resetting	Can't tell if mobile vault is full	Fix seems to be working. Need input from other garages to determine if fixed.	Pending
Vaults	Bills jamming receiver in vault	Bills pile on end of cash bin jamming receiver	Testing active bill dispersal mechanism. Works better than expected.	Pending
Reporting	Custom Reports (21)	Inconsistent/inaccurate results	Sent 21 separate packages of issues. Some fixes received. Testing not completed yet. Need to test after data archived and/or purged	Open
Central Application	Report Selections Missing	Can't see report selections in the report menu of S&B app.	S&B has communicated Java fix being tested.	Open
Database	Data Dictionary Unusable	Can't create ad hoc reports	Data dictionary needs to be updated	Open
Database	Duplicate SQL Queries	Slows down reporting	S&B notified on 6/6/08	Open
Database	Queries not using key indexing	Slows down reporting	S&B notified on 6/6/08	Open

Sheidt and Bachmann Issues Matrix

11/12/2008

Database	Foreign keys w/no matching definitions	Slows down reporting	S&B notified on 6/6/08	Open
Database	Index & data table on same disk	Slows down reporting	S&B notified on 6/6/08	Open
Database	Table space collocated with other database files	Slows down reporting	S&B notified on 6/6/08	Open
Reporting	Boardings by Bus Stop Report	Report uses wrong location	On hold until report problems fixed	Open

(1) Possible bill jam issue. Need additional data from contractors and status of PM's.



Valley Metro Operations and Capital Committee Information Summary

Agenda Item #3

Date

November 12, 2008

Subject

ADA Paratransit Eligibility Determination Program Recommendations

Summary

In April 2008, the Valley Metro Board accepted the Regional Paratransit Study prepared by TranSystems Corporation and asked that a newly established Regional Paratransit Technical Advisory Committee (TAC) use the study as a tool to bring forward incremental recommendations for improving ADA paratransit in the region. The TAC was established as a sub-committee of VMOCC and has been meeting monthly to discuss various items.

After significant study, peer review, and financial projection, the TAC has recommended an in-person ADA paratransit eligibility determination process for the region. A complete description of the recommended program is found on Attachment A. The recommendation is summarized below.

Recommended program:

- Adopt In-person interviews and testing
- 100% of applicants will be interviewed
- Mobility testing will be done as needed
- Interviews and testing to be done at a single site
 - Interviews and Functional Assessment of Cognitive Transit Skills (FACTS)
Tests conducted by Valley Metro in-house staff
 - Other tests outsourced to professionals who specialize in this field.
- Along with in-person eligibility determination, implement or enhance alternative transportation options
 - ADA bus and rail pass for conditionally eligible paratransit riders (no cost to users)
 - ✓ Photo ID
 - ✓ Platinum Smart Card
 - ✓ Valid one year
 - ✓ Validate residency with each renewal

- Taxi subsidy programs
- Travel training programs
- Mileage reimbursement programs
- Move to a 5-year recertification cycle rather than the 3-year cycle that is in place today.
- Offer life-time certification for applicants whose condition will never improve.

Fiscal Impact

Estimated annual cost of implementing this program is \$653,404 (beginning in FY 2010). Estimated savings is between \$1,945,000 and \$4.8 million. The \$653,404 is proposed to be paid for out of ADA Prop. 400, 7% set-aside funds. Please see Attachment B and C for details that support the \$653,404 amount. Please see Attachment A for details on how expenditures will be tracked.

Additional cost savings from supplemental programs are expected from ADA paratransit trips deferred due to

- Travel Training
- Taxi Subsidies
- Mileage reimbursement programs

Suggested passengers benefits on which savings could be spent include

- Additional costs of providing regional ADA travel
- Additional travel training, taxi subsidies, mileage reimbursement programs

Considerations

Any changes to the eligibility process will go through appropriate public hearings, committee and Board processes, and city council processes before implementation. A suggested process timeline is included in the Power Point presentation attached.

An in-person eligibility determination process will allow Valley Metro staff to provide more personalized service to applicants and identify applicants who could also benefit from alternative programs (such as travel training). It also makes a subsidized fixed route pass and life-time eligibility reasonable alternatives to offer.

Valley Metro is presently unable to complete the processing for up to 15% of applicants. Our paper process now requires that a medical professional or case worker listed on the application respond to inquiries for more information. When these references do not respond, the application remains incomplete. And in-person process will allow Valley Metro to obtain needed information through our own staff and contracted professionals. Furthermore, individuals who do not have a doctor or other support references could apply and be considered for eligibility.

Committee Action Process

April 17, 2008: Valley Metro Board accepted the Regional Paratransit Study and directed the TAC to work on incremental recommendations.

October 21, 2008: TAC recommended the framework outlined in this memo.

November 18, 2008: VMOCC considers recommendation.

December 3, 2008: TMC considers recommendation.

December 18, 2008: Board of Directors considers recommendation.

Recommendation

It is recommended that VMOCC concur with the recommendations as described in the attached paper: *Recommended Regional Eligibility Determination Process for Valley Metro ADA Paratransit Service*, and forward to the TMC for consideration.

Contact Person

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

Attachments

- Attachment: A – Recommended Regional Eligibility Determination Process for Valley Metro ADA Paratransit Service
- Attachment: B – Eligibility Program Cost Development
- Attachment: C – Subsidized Transit Pass Cost Benefit Analysis
- Attachment: D – PowerPoint presentation

Recommended Regional Eligibility Determination Process for Valley Metro ADA Paratransit Service

In-Person Interviews and Testing

All new and renewal applicants will complete an ADA application and are interviewed in person. Based on the interview, some applicants are referred to mobility and/or FACTS testing. Interviews and Functional Assessment of Cognitive Transit Skills (FACTS) tests are conducted by qualified Valley Metro RPTA in-house staff. Mobility tests are conducted by specialized professionals (such as physical, occupational therapists, orientation and mobility specialist, etc.) contracted by Valley Metro RPTA. Based on the results of the interview, each applicant will be recommended for:

- Life-time eligibility certification, or
- 1 to 5-year eligibility certification, or
- Additional testing (one or both of the following)
 - FACTS testing
 - Mobility testing

Upon completion of additional testing, applicants who are found to be eligible for ADA paratransit service will be recommended for either 1 to 5-year, or life-time certification, as appropriate.

The Valley Metro RPTA staff member who conducts each interview will act as the case-manager for that applicant, ensuring that each applicant is treated as an individual, that the unique circumstances of each case are properly considered, and that each application is brought to conclusion in a timely manner. The Valley Metro staff member makes the final determination regarding eligibility for each applicant based upon the interview and results of functional testing. The in-person interview process will allow Valley Metro staff to provide more personalized service to applicants and identify applicants who could also benefit from supplemental programs (see below).

Interviews and testing are conducted at one site central to the region. Transportation to and from the testing site is provided at no expense to the applicant. A photo of every applicant will be taken at the time of the interview so that photo IDs and/or passes can be distributed by mail. To renew certification, existing riders must apply for recertification in this program prior to the expiration of his or her current certification. Any rider who wishes to apply for certification under this program prior to expiration of his or her current certification may do so.

Lifetime certification will be recommended for any applicant who participates in the interview/testing process, is deemed fully eligible and whose functional ability to use fixed route public transportation will clearly not improve at any time in the future.

Supplemental Programs

Valley Metro RPTA, and its member agencies will implement or enhance alternative transportation options

- ADA bus and rail pass for conditionally eligible paratransit riders—this pass will encourage pass holders to choose fixed route transit over paratransit by allowing unlimited rides on fixed route bus and rail service at no cost to the pass holder.
 - This is a photo-ID pass and must be renewed annually.
 - Upon renewal, the pass-holder must update or validate his or her home address and may be required to participate in further functional testing.
 - The pass uses Valley Metro's Platinum Smart Card technology.
 - The fare due for each boarding covered by the pass is billed to the user's city of residence.
- Valley Metro member agencies are encouraged to start, continue, or enhance additional programs that provide enhanced mobility options for disabled transit users, such as
 - Taxi subsidy programs
 - Travel training programs
 - Mileage reimbursement programs

Benefits to Customers

- Applicants have better access to certification decision making resources—Assistance in navigating the certification process is more available to those who need assistance. It provides an alternative for customers who do not have access to a rehabilitation or health professional.
- Valley Metro RPTA professionals ensure that each applicant's circumstances are considered on a case-by-case basis, and that each application is brought to a timely conclusion.
- Lifetime certification is provided to some customers when appropriate.
- A Bus and Rail pass is provided to all conditionally eligible riders.
- Customers who can benefit from travel training or other alternative programs are identified and offered these programs—leading to a higher level of mobility independence.

Educational, Marketing, and Outreach

Valley Metro actively promotes educational, marketing, and outreach programs. In doing so, Valley Metro works with:

- Disability groups formed under a Mayors' or City Councils' direction
- Disability groups within local governments
- Organizations and support groups for people with disabilities

Many resources are available to help with outreach efforts.

- Project Action videos of how the tests are administered are available to address concerns of Valley Metro customers.
- The National Transit Institute offers local training programs for city and political entities and transit staffs.
- An advisory committee composed of people with disabilities will assist with marketing, education, and outreach; and help ensure the process is sensitive, sensible, friendly, and effective.

Fiscal Considerations

The operating cost of the in-person eligibility process is born by Valley Metro RPTA. By law, 7% each year's revenues in the Public Transportation fund (Proposition 400 sales tax revenues) is set aside for meeting the federal ADA requirements to provide complementary paratransit service. Valley Metro RPTA has and continues to pay for the regional eligibility program from that 7% set-aside. After the regional eligibility program is funded, the remaining portion of the 7% set-aside is divided among Valley Metro agencies according to a formula. This process continues unchanged. Jurisdictions will continue to use their allocation of the 7% ADA fund to cover the cost of providing ADA paratransit trips as well as those supplemental programs that provide transportation to riders who are eligible for ADA paratransit.

100% Interviews (with waivers) and Functional testing as required (est. 50%). ADA Eligibility Process est.1st Year

Assumptions	375	80.00%	50.00%		
In person processes contracted	375 applications per month	"100% interview with waivers"	50% Functional testing	1 Center: Interviews and FACTS In house	50% will request DAR round trip

Calculations	# Apps per month	% per month	Net Apps per month		Additional Cost/Year	Existing Office Budget / Year
ADA Office	375	100.00%	375			
Existing ADA Office Budget						\$274,276.00
Add 1 admin, I coord, upgrade rep to coord, FACTS test office					\$227,400.00	
Add 1 office (12 X 12) and 1 meeting room (20 X 16) for testing					\$10,064.00	Based on \$22 per sq. ft. X 464 sq. ft.
Total staffing and office space required to conduct interviews and FACTs test					\$237,464.00	

In Person Assessment (contracted)	# Apps per month	% per month	Net Apps per month	Cost per app	Cost/month	Cost/year
Administrative costs	375	80.00%	300	\$0.00	\$0.00	
Interview costs	375	80.00%	300	\$0.00	\$0.00	
Sub Total admin/interview Contracted					\$0.00	\$0.00
mobility test	150	85.00%	128	\$67.50	\$8,606.25	
FACTS	150	0.00%	0	\$0.00	\$0.00	
O&M test	150	10.00%	15	\$193.00	\$2,895.00	
Psych/Cognitive	150	10.00%	15	\$175.00	\$2,625.00	
Visual Acuity test	150	5.00%	8	\$22.50	\$168.75	
Sub Total functional test					\$14,295.00	\$171,540.00
Sub Total In Person Functional Testing development costs						\$171,540.00
Total Testing Costs						\$221,540.00

	Total First Year + Additional Start up Costs	Sub Total Existing Costs	Total Costs
	\$459,004	\$274,276.00	\$733,280

Total 2009-2010	Total Ave Monthly Interviews	60% need DAR Trips	2 Trips per applicant	Cost / trip	Cost / Month	Total DAR transportation / Year
DAR transportation Costs to/From Centers						
300 "Free" DAR trips (each person 1 trip to and 1 trip from center)	300	180	360	45	\$16,200.00	\$194,400.00
					Staffing, testing, & transportation	TOTAL
						\$653,404.00

Attachment: C

Regional Projections--2007										
Variable Factors	Per Unit Cost	Projected Ridership	Total ADA Trips Deferred	Gross Cost Savings	Lost Revenue-- Fixed Route Costs	Lost Revenue-- Personal Care Attendant	Platinum ID/Bus/Rail Card	In-person Eligibility Determinations*	Total Costs	Net Savings-- minus In-person Eligibility Costs
Peer Cities	21.2%	465,905	98,772	\$3,160,700	\$258,782	\$9,877	\$8,100	\$653,404	\$930,163	\$2,230,536
Regional Paratransit Study	10.0%	465,905	46,591	\$1,490,896	\$122,067	\$4,659	\$8,100	\$653,404	\$788,230	\$702,666
Cost Per ADA Trip	\$32.00									
Cost Per Fixed Route Trip	\$2.62									
Cost Per PCA Trip	\$1.25									
Fare Media Cost	\$1.50									

Regional Projections--2010										
Variable Factors	Per Unit Cost	Projected Ridership	Total ADA Trips Deferred	Gross Cost Savings	Lost Revenue-- Fixed Route Costs	Lost Revenue-- Personal Care Attendant	Platinum ID/Bus/Rail Card	In-person Eligibility Determinations*	Total Costs	Net Savings-- minus In-person Eligibility Costs
Peer Cities	21.2%	648,568	137,496	\$5,912,346	\$393,645	\$13,750	\$8,100	\$653,404	\$1,068,898	\$4,843,448
Regional Paratransit Study	10.0%	648,568	64,857	\$2,788,842	\$185,681	\$6,486	\$8,100	\$643,340	\$843,607	\$1,945,235
Cost Per ADA Trip	\$43.00									
Cost Per Fixed Route Trip	\$2.86									
Cost Per PCA Trip	\$1.25									
Fare Media Cost	\$1.50									

* Cost of In-person eligibility determination includes \$50,000 one-time first year cost.



Cost of In-person eligibility determination can also be expected to go down as much as 25-30% after the first three start-up years.

Attachment: C

Jurisdiction Projections--2010										
City	% of Total Ridership	Projected Ridership	Total ADA Trips Deferred	Gross Cost Savings	Cost of Fixed Route Service	Lost Revenue-- Personal Care Attendant	Platinum ID/Bus/Rail Card	In-person Eligibility Determinations*	Total Costs	Net Savings-- minus In-person Eligibility Costs
Phoenix	55.6%	360,725								
Peer Cities	21.2%	NA	76,474	\$3,288,369	\$218,940	\$7,647	\$4,505	\$363,415	\$594,507	\$2,693,862
RPS	10.0%	NA	36,073	\$1,551,118	\$103,274	\$3,607	\$4,505	\$363,415	\$474,801	\$1,076,317
SW Valley	3.8%	24,470								
Peer Cities	21.2%	NA	5,188	\$223,069	\$14,852	\$519	\$306	\$24,652	\$40,329	\$182,740
RPS	10.0%	NA	2,447	\$105,221	\$7,006	\$245	\$306	\$24,652	\$32,208	\$73,013
Paradise Valley	0.0128%	83								
Peer Cities	21.2%	NA	18	\$757	\$50.38	\$1.76	\$1.04	\$84	\$137	\$620
RPS	10.0%	NA	8	\$357	\$23.76	\$0.83	\$1.04	\$84	\$109	\$248
Chandler	3.6%	23,027								
Peer Cities	21.2%	NA	4,882	\$209,914	\$13,976.11	\$488.17	\$287.59	\$23,199	\$37,951	\$171,964
RPS	10.0%	NA	2,303	\$99,016	\$6,592.50	\$230.27	\$287.59	\$23,199	\$30,309	\$68,707
Gilbert	2.5%	15,927								
Peer Cities	21.2%	NA	3,377	\$145,191	\$9,666.80	\$337.65	\$198.91	\$16,046	\$26,249	\$118,941
RPS	10.0%	NA	1,593	\$68,486	\$4,559.81	\$0.00	\$198.91	\$16,046	\$20,804	\$47,682
Mesa	19.8%	128,270								
Peer Cities	21.2%	NA	27,193	\$1,169,309	\$77,853	\$2,719.32	\$1,601.97	\$129,226	\$211,400	\$957,909
RPS	10.0%	NA	12,827	\$551,561	\$36,723	\$1,282.70	\$1,601.97	\$129,226	\$168,834	\$382,727
Scottsdale	4.8%	30,968								
Peer Cities	21.2%	NA	6,565	\$282,304	\$18,796	\$656.52	\$386.76	\$31,199	\$51,038	\$231,266
RPS	10.0%	NA	3,097	\$133,162	\$8,866	\$309.68	\$386.76	\$31,199	\$40,761	\$92,401
Tempe	4.8%	30,943								
Peer Cities	21.2%	NA	6,560	\$282,076	\$18,780.68	\$655.99	\$386.45	\$31,174	\$50,997	\$231,080
RPS	10.0%	NA	3,094	\$133,055	\$8,858.81	\$309.43	\$386.45	\$31,174	\$40,728	\$92,326
Glendale	5.2%	33,882								
Peer Cities	21.2%	NA	7,183	\$308,868	\$20,564.49	\$718.30	\$423.15	\$34,135	\$55,841	\$253,028
RPS	10.0%	NA	3,388	\$145,693	\$9,700.23	\$338.82	\$423.15	\$34,135	\$44,597	\$101,096
Peoria	0.0301%	195								
Peer Cities	21.2%	NA	41	\$1,778	\$118.35	\$4.13	\$2.44	\$196	\$321	\$1,456
RPS	10.0%	NA	20	\$839	\$51.09	\$1.95	\$2.44	\$196	\$252	\$587
SCAT	0.0119%	77								
Peer Cities	21.2%	NA	16	\$702	\$46.73	\$1.63	\$0.96	\$78	\$127	\$575
RPS	10.0%	NA	8	\$331.10	\$22.04	\$0.77	\$0.96	\$78	\$101	\$230







* Cost of In-person eligibility determination includes \$50,000 one-time first year cost.

Cost of In-person eligibility determination can also be expected to go down as much as 25-30% after the first three start-up years.



ADA Paratransit Eligibility Program Recommendations


VMOCC – November 18, 2008



Overview of Process Leading to Recommendations


- Conduct additional research on peer cities
 - Expand list of peer cities
 - Ridership
 - Service Area
 - Number of ADA Eligible Customers
 - Vehicles
 - Population
 - Testing Costs
- Cost benefit analysis on certification models
 - Outsourcing interviews/testing versus conducting interviews in-house
 - Pros and cons of each model
 - Projected expenses
- Potential Cost Savings
 - Develop a range of potential savings from programs that reduce demand

2



Structure of In-Person ADA Eligibility Determination Process


3



Peer Cities Certification Overview

Peer Cities	Interview Internal	Interview Outsource	Testing Internal	Testing Outsource
Dallas	X		X	
Las Vegas	X			X
Orange County		X		X
Salt Lake	X			X
San Antonio	X			X
Seattle	X			X
Tucson	X			X

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Potential Certification Models

Costs include salaries, interviews and testing costs, transportation and start up expenses. Cost includes \$50,000 one-time first year cost. Cost can also be expected to go down as much as 25-30% after the first three start-up years.

- **Option 1** \$653,404
Recommended option
 - Single Site
 - Interviews and FACTS tests conducted by staff
 - Other tests conducted by outside contractor
- **Option 2** \$730,924
 - Single Site
 - Interviews and tests conducted by outside contractors
- **Option 3** \$719,224
 - Three Sites
 - Interviews and tests conducted by outside contractors


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Recommendation Model—Details

- In-person interviews and testing
- 100% interviews; testing as needed
- Expand expiration of certifications from 3 years to 5 years
- Offer lifetime eligibility to qualified applicants
- Single Site
 - Interviews and FACTS Tests conducted internally
 - Other tests conducted by professional outside contractor
- Implement alternative transportation options
 - Bus and Rail pass for conditionally eligible riders
 - Taxi subsidy program
 - Travel Training
 - Mileage Reimbursement


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Recommended Model—Pros and Cons

- Pros
 - Interviewers become case manager for each applicant
 - Interviewer follows case from beginning to end of process
 - Quality control
 - Easier to manage staff than outside contractors
 - More cost effective to manage one site versus multiple sites
 - Improved cost management
 - Transit experts are better equipped to provide referrals to other transit options
 - Reduces risk of contractor ordering unnecessary tests
 - Reduced overhead
 - Less office space
 - Preferred model of peers

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Recommended Model—Pros and Cons

- Cons
 - Transportation
 - Longer trips on Dial-a-ride
 - Potential transfer issues
 - Requires 2 additional positions
 - 1 additional interviewer/evaluator
 - 1 administrative assistant
 - Upgrade 1 current position to interviewer/evaluator

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Benefits to Customers


- “Lifetime” certification for some customers is made possible.
- Offering a subsidized fixed route bus pass becomes a manageable and reasonable option.
- Customers who attend travel training or use alternative programs have a higher level of mobility independence.
- Customers do not have to rely on rehabilitation or health professionals to respond for information requests.
- Assistance in navigating the certification process is more available to those who need it.
- Resources of ADA paratransit system are reserved for those who need them.

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Bus and Rail Pass for Conditionally Eligible ADA Paratransit Users

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Review of Results from Peer Cities/Sources

(Percentage of Annual ADA Trips Deferred)

- Orange County (4%)
- Salt Lake (21.2%)
- Las Vegas (29%)
- San Antonio (78%) (not used in further analysis)
- Regional Paratransit Study (RPS) (5-15%)


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Methodology Used to Calculate Savings for Valley Metro

- Ridership figures from 2007 and projected RPS ridership figures for 2010
- Estimated percentage of deferred trips (high and low)
 - 21.2% (Peer cities)
 - 10% (RPS)
- Actual Paratransit costs per trip
 - 2007 \$32
 - 2010 \$43 projected
- Investment cost including:
 - Fixed route operational costs (\$2.86 per trip)
 - Lost revenue due to PCA (\$1.25 per trip)
 - Platinum Pass/Photo ID (\$1.50 per pass)


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Projected Regional Savings

Year	Annual Trips Deferred	Gross Cost Savings	Total Costs	Net Savings
2007				
Peer	98,772	\$3,160,700	\$930,163	\$2,230,536
RPS	46,591	\$1,490,896	\$788,230	\$ 702,666
2010				
Peer	137,496	\$5,912,346	\$1,068,898	\$4,843,448
RPS	64,857	\$2,788,842	\$ 843,607	\$1,945,235


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Projected Savings Per City—2010

City	Chandler	Gilbert	Glendale	Mesa
Peer	\$171,964	\$118,941	\$253,028	\$957,909
RPS	\$ 68,707	\$ 47,682	\$101,096	\$382,727


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Projected Savings Per City—2010

City	Peoria	Phoenix	Scottsdale	SW Valley	Tempe
Peer	\$1,456	\$2,693,862	\$231,266	\$182,740	\$231,080
RPS	\$ 587	\$1,076,317	\$ 92,401	\$ 73,013	\$ 92,326

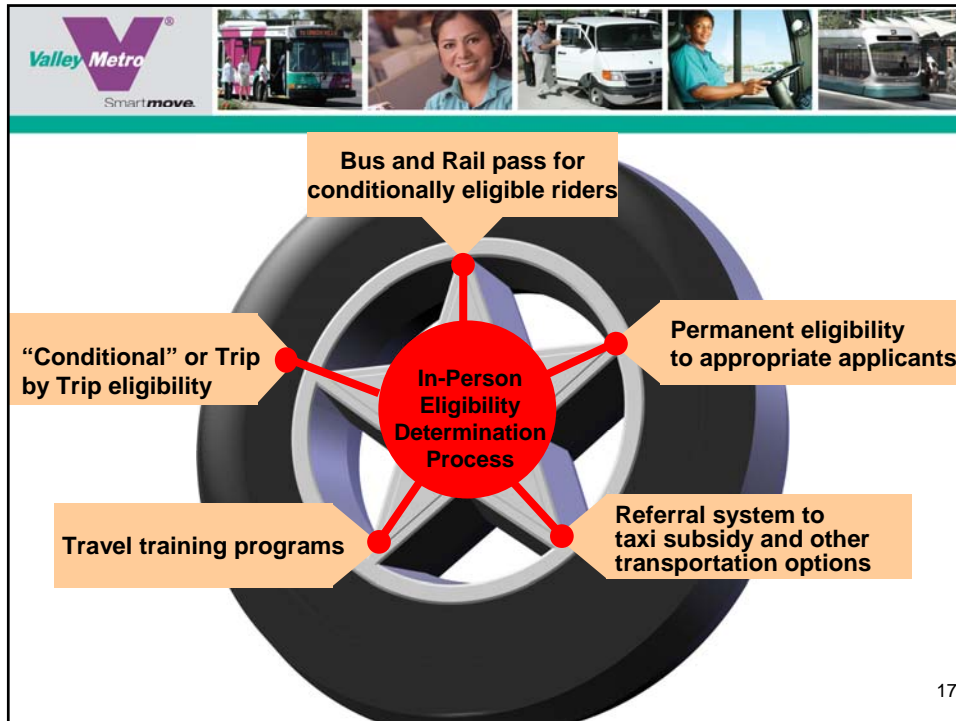
15



Summary of Recommendations


- Adopt In-person interviews and testing
- 100% interviews; testing as needed
- Expand expiration of certifications from 3 years to 5 years
- Offer lifetime eligibility to qualified applicants
- Single Site
 - Interviews and FACTS Tests conducted internally
 - Other tests outsourced
- Implement alternative transportation options
 - Bus and Rail pass for conditionally eligible riders
 - Taxi subsidy program
 - Travel Training
 - Mileage Reimbursement
- Measure results
- Modify program as needed

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Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7
TAC Recommendation	VMOCC Consideration	TMC Consideration	RPTA Board Consideration	VMOCC Update	TMC & RPTA Board Final Consideration	
	Stakeholders' Input		Public Hearings			
	Individual City Processes	Individual City Processes	Individual City Processes	Individual City Processes	Individual City Processes	
						Implementation (Ongoing)

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Thank you for your support.

Questions

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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #4

Date

November 12, 2008

Subject

Short Range Transit Plan

Summary

In 2007, the RPTA Board approved a recommendation of the Regional Transportation Plan (RTP) Evaluation (FY 2007 TLCP Update) to develop a Short Range Transit Plan (SRTP). The SRTP will provide the blueprint for implementing efficient, cost effective and coordinated public transit service within the RTP's five-year horizon.

The draft SRTP has identified 21 new and existing routes that will utilize regional transit funding between FY 2008/09 and FY 2013/2014. In some cases, there are marked differences between current service that is locally funded and new regionally funded service that will replace it. These differences could impact the riding public when implementing new service or expanding existing service with regional funding.

The draft SRTP recommends that RPTA develop an annual regional transit service planning process to coordinate transit service and capital project implementation plans for the upcoming fiscal year. This process will include three elements:

- Evaluating existing regionally funded routes based on approved efficiency and effectiveness measures and identifying routes for further review and potential action.
- Review of transit operating and capital assumptions for routes that are programmed to begin receiving funding in the upcoming fiscal year.
- Analysis of regional funded transit services that have been implemented with phased service levels.

This annual planning process would begin after the completion of each year's SRTP update.

Fiscal Impact

No fiscal impact.

Considerations

If a formal service planning process is not implemented, outstanding service issues would have to be addressed on an ad-hoc basis. If tax revenues continue to decrease, transit decision makers may need to consider phasing or delaying service improvements. The lack of a formal process for addressing and resolving these issues would limit RPTA's ability to respond proactively to these challenges.

Committee Action Process

None.

Recommendation

For information and discussion only. RPTA staff is seeking input from VMOCC on the development of a formal service planning process. This input will help form the recommendations that will be included in the SRTP draft that will be brought back to VMOCC for consideration and action in December.

Contact Person

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

Attachments

Recommended Regional Transit Service Planning Process (excerpts from the full draft SRTP)

* Copies of the full draft SRTP is available upon request.

Recommended Regional Transit Service Planning Process
November 5, 2008

RECOMMENDATION

It is recommended that the Regional Public Transportation Authority (RPTA) initiate an annual regional transit service planning process to coordinate transit service and capital project implementation plans for the upcoming fiscal year. The recommended planning process will be initiated after the completion of each year's Short Range Transit Plan (SRTP) update to accommodate the transit service and capital considerations identified in the annual SRTP update. Participation in the service planning process would be voluntary for RPTA member agencies; however, it is strongly recommended that member agencies directly affected by service or capital considerations participate.

DESCRIPTION

The regional transit service planning process will include three elements:

1. Evaluation of all existing regionally funded services based on the region's approved efficiency and effectiveness measures – routes not meeting or exceeding the measures will be identified for potential action.
2. Review of transit service and capital considerations for bus routes that are programmed to begin receiving regional funding in the upcoming fiscal year – an example of a consideration would include adjusting service on an existing route (locally or regionally funded) that is potentially duplicating service on a new regionally funded route.
3. Analysis of regionally funded transit services that have been implemented with phased service levels (service levels lower than planned in the Transit Life Cycle Program [TLCP]) – phased services would be considered for regionally funded service level increases if proposed thresholds are met.

PROPOSED SERVICE LEVEL THRESHOLDS

The TLCP provides flexibility to implement regionally funded transit services below the full funding level. This flexibility provides an opportunity to implement new routes at a service level consistent with expected passenger demand enabling new routes to build ridership and potentially be more likely to perform better in a mandatory service efficiency and effectiveness audit.

Funding is currently programmed in the TLCP to provide 15 minute peak headway (from 30 minutes) service on the Chandler Blvd Supergrid Route in FY 2010. This service level increase will provide the full level of service designated in the TLCP. However, the

implementation date for increasing peak headways on the Chandler Blvd Supergrid is based on budgetary programming, not route performance.

To be consistent with the RPTA adopted efficiency and effectiveness performance measure targets, it is recommended that a measurable process be employed to determine when a phased implementation route (defined as a route that was implemented with an initial service level lower than the TLCP programmed service level for the same route) is eligible for regionally funded service level adjustments based on performance. It is assumed that service levels on a regionally funded route could be increased at the affected jurisdiction's expense if the route has not yet reach the performance measure for additional regional funding.

A methodology that utilizes RPTA adopted efficiency and effectiveness performance measure targets and regional service level standards is recommended. For supergrid bus routes, the adopted efficiency and effectiveness performance measure target for passenger boardings per revenue mile (2.1) and the regional local bus standard for passenger load ratio (125%) are recommended for considering increased service levels. The passenger load ratio is a measure of the passenger count at a route's max load point divided by the number of seats provided in the vehicle. This standard has been documented in previous editions of the Short Range Transit Plan. Both of these variables provide a reasonable measure of passenger demand. The proposed application of the measures would require a supergrid route to meet or exceed 2.1 passenger boardings per revenue mile or have three or more consecutively sequenced trips that regularly (at least 3 of 5 weekdays for the same trip) exceed the regional local bus passenger load standard of 125%. If supergrid route overcrowding (exceeding 125% passenger load) occurs on less than three consecutive trips, schedule adjustments or vehicle assignment should be considered before implementing additional service.

For express\arterial BRT routes, the adopted efficiency and effectiveness performance measure target for passenger boardings per revenue mile (2.1) and the regional express bus standard for passenger load ratio (100%) are recommended for considering increased service levels. The proposed application of the measures would require an express\arterial BRT route to meet or exceed 2.1 passenger boardings per revenue mile or have three or more consecutively sequenced trips that regularly (at least 3 of 5 weekdays for the same trip) exceed the regional express bus passenger load standard of 100%. If express\arterial BRT route overcrowding (exceeding 100% passenger load) occurs on less than three consecutive trips, schedule or vehicle assignment adjustments should be considered before implementing additional service.



Valley Metro Operations and Capital Committee Information Summary

Agenda Item #5

Date

November 17, 2008

Subject

Arizona Department of Transportation (ADOT) Revenue Forecast Update

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.

The recent update 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 \$1.2 billion from the previous forecast. The Public Transportation Fund 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 \$377.6 million through the life of the tax. This amount is further allocated to bus, which declined by \$214.3 million, and rail, which declined by \$163.3 million. The percentage decline for transit, as compared to the 2007 ADOT forecast for FY 2009-2026 is 8.3%.

Considerations

The decline in forecasted revenues will severely impact 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 will surely mean that projects will need to be delayed, modified or deleted in order to balance the TLCP in 2009.

Committee Action Process

VMOCC- November 18 for information

FOAC - November 18 for information

Budget and Finance Subcommittee – November 20 for information

Board of Directors – November 20 for information

Recommendation

For information only.

Contact Person

Paul Hodgins

Manager, Capital Programming

Attachments

ADOT Revenue Forecast Comparison

ADOT Forecast (September 2008)

**Transportation Excise Tax Revenues
Public Transportation Fund Share
Comparison of Actual and Forecast**
(millions of dollars)

Fiscal Year	Actual	2008 Forecast	2007 Forecast	2006 Forecast	2005 Forecast	2004 Forecast	RTP Forecast
2006	\$51.15	\$51.15	\$51.15	\$51.15	\$47.27	\$45.70	\$44.44
2007	\$130.19	\$130.19	\$130.19	\$132.20	\$121.71	\$117.30	\$115.19
2008	\$126.32	\$126.32	\$136.10	\$139.40	\$128.90	\$125.60	\$125.56
2009	\$115.27	\$126.70	\$143.00	\$148.10	\$137.20	\$134.70	\$136.86
2010		\$132.10	\$151.80	\$157.70	\$146.25	\$144.30	\$149.17
2011		\$143.70	\$161.80	\$168.30	\$155.78	\$154.90	\$161.11
2012		\$155.80	\$172.80	\$179.60	\$166.40	\$165.70	\$174.00
2013		\$168.30	\$184.50	\$196.40	\$177.76	\$177.40	\$187.92
2014		\$181.50	\$196.90	\$209.30	\$190.04	\$190.10	\$202.95
2015		\$195.00	\$210.00	\$218.10	\$203.10	\$203.90	\$217.16
2016		\$208.70	\$224.50	\$232.50	\$217.35	\$218.30	\$232.36
2017		\$223.30	\$239.60	\$248.20	\$232.47	\$234.00	\$248.62
2018		\$238.10	\$256.00	\$264.20	\$248.65	\$250.60	\$266.03
2019		\$252.90	\$273.20	\$281.70	\$265.90	\$269.00	\$281.99
2020		\$269.70	\$291.80	\$304.30	\$284.75	\$288.10	\$298.91
2021		\$287.10	\$311.80	\$319.90	\$305.09	\$309.60	\$316.84
2022		\$305.70	\$332.30	\$340.40	\$325.77	\$332.50	\$335.85
2023		\$325.90	\$355.10	\$362.60	\$349.72	\$356.30	\$352.64
2024		\$347.60	\$378.90	\$386.20	\$373.56	\$381.60	\$370.28
2025		\$370.40	\$403.30	\$411.20	\$400.67	\$410.40	\$388.79
2026		\$229.30	\$251.10	\$255.40	\$250.35	\$256.60	\$242.24
06-09	\$422.93	\$434.36	\$460.43	\$470.85	\$435.08	\$423.30	\$422.04
10-26		\$4,035.10	\$4,395.40	\$4,536.00	\$4,293.61	\$4,343.30	\$4,426.84

NOTES:

* RTP estimated revenues in 2002 \$; which were inflated by 3% per year for this comparison

* FY 2009 actual is based on first 3 months only

Arizona Department of Transportation

**MARICOPA COUNTY TRANSPORTATION EXCISE TAX
Forecasting Process & Results
FY 2009-2026**



Financial Management Services

September 2008

MARICOPA COUNTY TRANSPORTATION EXCISE TAX OFFICIAL FORECAST UPDATE RISK ANALYSIS OF EXPECTED VALUES

Introduction

In 1985, the voters of Maricopa County approved Proposition 300 to establish a one-half cent transportation excise (sales) tax for construction of a regional freeway system within the county. The half cent sales tax was approved for a period of 20 years and ended on December 31, 2005.

On November 2, 2004, Maricopa County's voters approved Proposition 400 which extended the one-half cent sales tax for another 20 years through December 31, 2025. The sales tax extension will be used for construction of new freeways, widening of existing freeways and highways, improvements to the arterial street system, regional bus service and other special transportation services, and high capacity transit services such as light rail, bus rapid transit and express buses.

This document contains the official forecast of expected values for the Maricopa County Transportation Excise Tax for the period FY 2009-2026 developed by the Arizona Department of Transportation in cooperation with the Maricopa Association of Governments, Valley Metro and Valley Metro Rail.

Background

Since 1986, the Arizona Department of Transportation (the Department) has used a comprehensive regression-based econometric model to estimate Transportation Excise Tax revenues for Maricopa County. These revenues, which flow into the Regional Area Road Fund (RARF), are the major funding source for the Maricopa County Freeway Program.

The revenue forecast is highly dependent on estimates of independent variables. In order to deal with variability between estimated and actual values, the Department introduced the Risk Analysis Process (RAP) in 1992. The RAP relies on probability analysis and the independent evaluation of the model's variables by an expert panel of economists. The process results in a series of forecasts, with specified probabilities of occurrence, rather than a single or "best guess" estimate.

Enhanced forecasting accuracy was achieved in July 1996, when Hickling Lewis Brod Inc. (HLB) working in conjunction with Dr. Dennis Hoffman of Arizona State University, incorporated economic data and independent variables which were not included in the 1986 model.

In September 2005, the Department had HDR Decision Economics re-examine the structure of the RARF modal and re-evaluate the set of explanatory variables used in the production of the RARF revenue forecasts. Three new variables (U. S. Housing Starts, Sky Harbor Passenger Traffic and Maricopa County Total Non-Farm Employment Growth) were added to the existing list of variables used in the RARF regression equations. The independent variables contained in the updated model are:

- Maricopa County real income growth per capita
- Maricopa County population growth
- Maricopa County construction employment growth
- U. S. housing start growth
- Sky Harbor passenger traffic growth
- Maricopa County total non-farm employment growth
- Phoenix Consumer Price Index (CPI)
- Prime interest rate.

Risk Analysis Panel

The Risk Analysis Process (RAP) relies heavily on the judgments of an expert panel of economists to provide information critical to the forecasting process. In August 2008, an expert panel of thirteen economists representing public, private, and academic sectors provided their individual estimates of the model's independent variables and comments on the future economic outlook.

Model Results

The model results from the panelists inputs produced a mean forecast of \$12,722.2 million for the period FY 2009-2026 with a mean forecast average compound growth rate (CGR) of 7.0 percent.

The FY 2009-2026 Official Forecast totals \$12,497.7 million with an average compound growth rate of 6.9 percent. The forecast result is \$1,131.2 million lower than last year's forecast due mainly to the lower revenue base of \$380.1 million in FY 2008 and slower revenue growth in FY 2009 and FY 2010. However, the model forecasts higher growth rates in FY 2011-2017 as the economy recovers from the housing and financial uncertainty. For the remaining years, FY 2018-2026, the estimated revenue growth rates are projected to be about even.

The Official Forecast incorporates the 50 percent confidence interval for each year of the forecast except for FY 2009. The FY 2009 forecast of \$380.5 million was developed by ADOT staff independently of the econometric model using time series techniques, historical and projected growth rates from the model.

Official Forecast Results

(Dollars in Millions)

<u>Fiscal Year</u>	<u>Mean Forecast</u>	<u>Official Forecast</u>	<u>Confidence Level</u>
2009	\$379.5	\$380.5	N/A
2010	400.1	396.8	50%
2011	437.0	431.5	50%
2012	475.7	467.9	50%
2013	514.8	505.3	50%
2014	554.9	544.9	50%
2015	596.1	585.6	50%
2016	638.4	626.8	50%
2017	682.2	670.6	50%
2018	728.1	715.0	50%
2019	776.0	759.4	50%
2020	826.7	809.9	50%
2021	880.1	862.1	50%
2022	937.0	918.1	50%
2023	997.7	978.8	50%
2024	1,062.6	1,043.7	50%
2025	1,131.8	1,112.2	50%
2026/1	<u>703.5</u>	<u>688.6</u>	50%
Total	\$12,722.2	\$12,497.7	
Average CGR	7.0%	6.9%	

Note: Amount in current dollars

Totals may not add due to individual rounding

/1. Reflects the end of the one-half cent transportation excise tax extension on December 31, 2025

For comparison purposes, the September 2007 and September 2008 Official Forecasts are shown below:

FY 2009 Comparative Forecast			
(Dollars in Millions)			
Fiscal Year	Sept. 07 Official Forecast	Sept. 08 Official Forecast	<u>Difference</u>
2009	\$429.5	\$380.5	(\$49.0)
2010	455.9	396.8	(59.1)
2011	485.8	431.5	(54.3)
2012	518.8	467.9	(50.9)
2013	554.2	505.3	(48.9)
2014	591.3	544.9	(46.4)
2015	630.7	585.6	(45.1)
2016	674.1	626.8	(47.3)
2017	719.6	670.6	(49.0)
2018	768.9	715.0	(53.9)
2019	820.3	759.4	(60.9)
2020	876.4	809.9	(66.5)
2021	936.3	862.1	(74.2)
2022	997.8	918.1	(79.7)
2023	1,066.4	978.8	(87.6)
2024	1,137.8	1,043.7	(94.1)
2025	1,211.0	1,112.2	(98.8)
2026/1	<u>754.1</u>	<u>688.6</u>	<u>(65.5)</u>
Total	\$13,628.9	\$12,497.7	(\$1,131.2)
Average CGR	6.7%	6.9%	

Note: Amount in current dollars.

Totals may not add due to individual rounding.

/1 Reflects the end of the one-half cent transportation excise tax extension on December 31, 2025

Summary

The Official Forecast for FY 2009-2026 totals \$12,497.7 million, a decrease of \$1,131.2 million from the September 2007 Official Forecast. Compared to last year, the Risk Analysis Process panel forecasted significantly lower growth rates for all the independent variables and higher inflation rates for FY 2009-2010. However, the RAP panel members expect higher real income, construction and non-farm employment and U.S. housing start growth rates for FY 2011-2016 period. For the remaining of the period, FY 2017-2026, the growth rates for the independent variables, with the exception of Sky Harbor Traffic, remained almost with last year's estimates. The panel also believes the Maricopa County's population, prime interest rate and Sky Harbor Traffic growth rates for FY 2009-2026 period will be lower than last year's forecast.

Supplementary Information

The remainder of this report presents supplementary information on the RAP model, the values of the independent variables forecast by the expert panel, and detailed results of the Risk Analysis Process.

RARF Official Revenue Forecast
With Category Detail by Fiscal Year
(Current Dollars in Millions)

Fiscal Year	Retail	Contracting	Utilities	Restaurant/ Bar	Rental Real Property	Rental Personal Property	Other	Total
2009	\$182.3	\$54.2	\$30.6	\$34.7	\$40.9	\$15.8	\$22.0	\$380.5
2010	190.4	53.8	31.0	37.4	44.0	16.8	23.4	396.8
2011	208.3	60.3	31.9	40.2	47.8	18.1	24.9	431.5
2012	227.3	66.8	33.0	43.1	51.8	19.4	26.5	467.9
2013	247.9	72.1	34.2	46.3	55.9	20.7	28.2	505.3
2014	268.8	78.7	35.4	49.5	60.6	22.1	29.8	544.9
2015	290.0	85.2	36.7	53.0	65.6	23.6	31.5	585.6
2016	311.5	91.2	38.1	56.7	70.6	25.2	33.5	626.8
2017	333.2	98.9	39.5	60.6	76.1	26.9	35.4	670.6
2018	354.8	106.0	41.0	64.9	82.3	28.6	37.4	715.0
Total: 09-18	\$2,614.5	\$767.2	\$351.4	\$486.4	\$595.6	\$217.2	\$292.6	\$5,324.9

Note: Totals may not add due to individual rounding.

RARF TOTAL TAX REVENUE RISK ANALYSIS RESULTS
(Current Dollars in Millions)

Fiscal Year	Mean	10%	20%	30%	40%	50%	60%	70%	80%	90%
2009	\$379.5	\$402.6	\$393.7	\$387.8	\$382.7	\$377.7	\$373.9	\$369.5	\$364.6	\$359.0
2010	400.1	442.2	425.9	414.3	405.0	396.8	389.9	382.6	373.7	363.4
2011	437.0	498.4	474.6	457.1	443.6	431.5	421.4	410.4	398.3	382.7
2012	475.7	555.5	524.1	501.5	483.8	467.9	454.5	440.8	425.3	406.1
2013	514.8	608.0	571.3	546.1	524.6	505.3	489.5	472.3	454.2	431.6
2014	554.9	664.0	620.2	590.0	566.0	544.9	525.2	505.8	485.4	459.4
2015	596.1	717.6	668.7	635.8	609.8	585.6	562.1	540.7	518.3	489.4
2016	638.4	772.9	719.7	682.5	653.5	626.8	601.5	577.6	551.7	520.4
2017	682.2	828.4	769.6	731.2	698.2	670.6	641.6	617.5	587.8	553.2
2018	728.1	887.2	822.1	779.7	744.7	715.0	684.4	657.2	625.5	586.4
2019	776.0	947.1	877.4	833.3	794.8	759.4	729.4	699.9	666.6	623.2
2020	826.7	1,010.5	937.5	886.7	849.8	809.9	776.9	744.1	707.9	660.9
2021	880.1	1,080.6	997.2	946.2	901.6	862.1	826.2	793.0	753.2	703.9
2022	937.0	1,145.5	1,064.8	1,006.9	960.1	918.1	879.8	841.5	799.7	747.9
2023	997.7	1,227.0	1,135.2	1,069.3	1,023.2	978.8	937.2	896.8	849.1	791.1
2024	1,062.6	1,307.9	1,207.9	1,140.2	1,086.8	1,043.7	997.6	956.3	901.8	841.0
2025	1,131.8	1,393.5	1,286.6	1,214.2	1,159.0	1,112.2	1,062.5	1,015.0	959.4	893.9
2026/1	1,206.0	1,489.0	1,375.6	1,295.6	1,234.9	1,180.5	1,132.4	1,081.0	1,022.3	948.8

/1 Totals reflect the fiscal year ending June 30, 2026, but the transportation excise tax expires December 31, 2025.

RARF Official Revenue Forecast
Revenue Distribution
(Current Dollars in Millions)

Fiscal Year	Regional Area Road Fund (RARF) /1		Public Transportation Fund (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5 %)		
2009	\$213.8	\$40.0	\$126.7	\$380.5
2010	223.0	41.7	132.1	396.8
2011	242.5	45.3	143.7	431.5
2012	263.0	49.1	155.8	467.9
2013	284.0	53.1	168.3	505.3
2014	306.2	57.2	181.5	544.9
2015	329.1	61.5	195.0	585.6
2016	352.3	65.8	208.7	626.8
2017	376.9	70.4	223.3	670.6
2018	401.8	75.1	238.1	715.0
2019	426.8	79.7	252.9	759.4
2020	455.2	85.0	269.7	809.9
2021	484.5	90.5	287.1	862.1
2022	516.0	96.4	305.7	918.1
2023	550.1	102.8	325.9	978.8
2024	586.6	109.6	347.6	1,043.7
2025	625.1	116.8	370.4	1,112.2
2026 /2	387.0	72.3	229.3	688.6
TOTALS	\$7,023.7	\$1,312.3	\$4,161.7	\$12,497.7

Note: 1/ The Regional Public Transportation Authority received a portion of the excise tax funds for transit cost which is adjusted annually by the GDP price deflator. Beginning July 1, 2005, this transfer from RARF is divided equally between MAG and the Public Transportation Fund for planning and administering the regional transportation plan.

2/ Reflects the end of the one-half cent transportation excise tax extension on December 31, 2025.

Totals may not add due to rounding.

Distribution

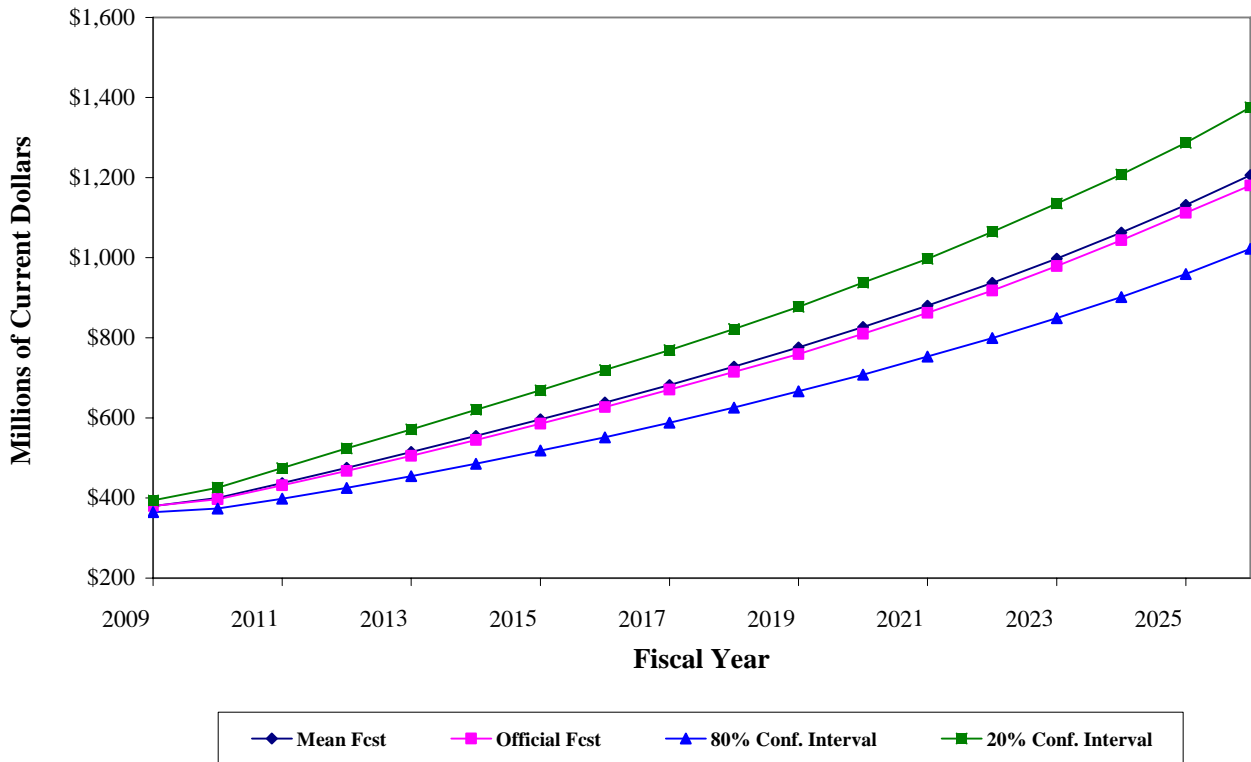
Per Laws 2004, Chapter 2 (HB 2456), the sales tax extension will be distributed as follows:

1. 56.2 percent to the Regional Area Road (RARF) fund for freeways and other routes in the state highway systems, including capital expense and maintenance.
2. 10.5 percent to the RARF fund for major arterial streets and intersection improvements, including capital expense and implementation studies.
3. 33.3 percent to the Public Transportation Fund for:
 - (a). Capital costs, maintenance and operation of public transportation classifications.
 - (b). Capital costs and utility relocations costs associated with a light rail public transit system.

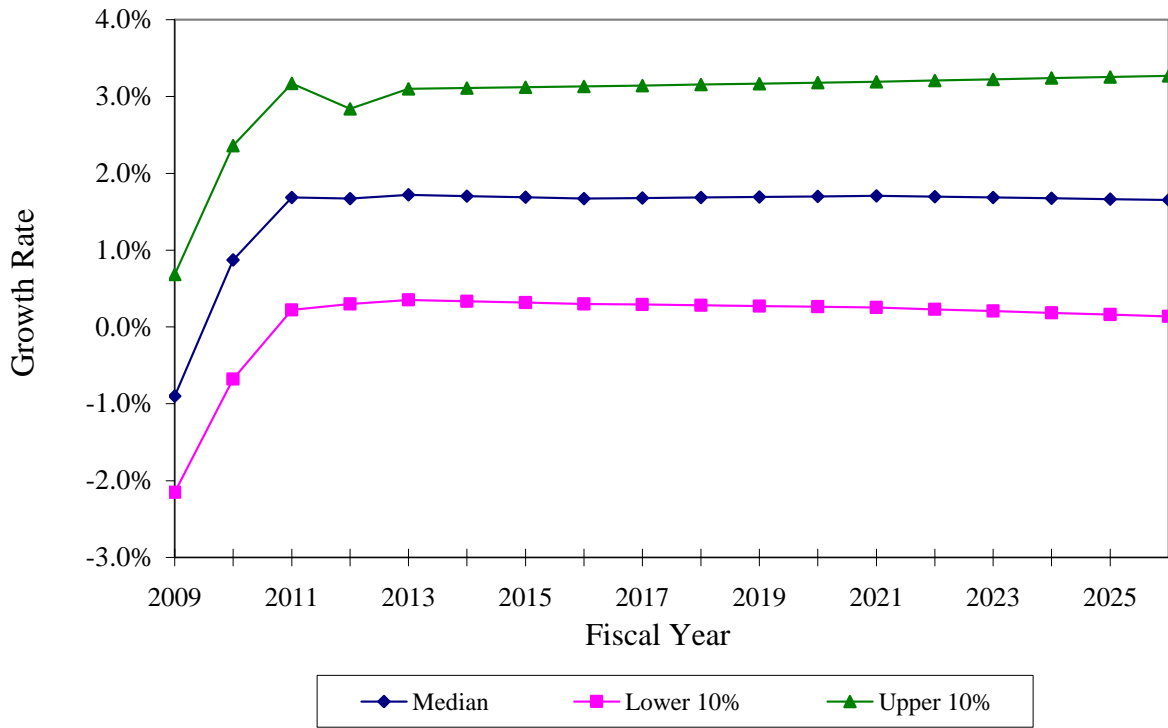
Official Forecast Results
(Current Dollars in Millions)

Fiscal Year	Mean Forecast	Official Forecast	80% Conf. Interval	20% Conf. Interval
2009	\$379.5	\$380.5	\$364.6	\$393.7
2010	400.1	396.8	373.7	425.9
2011	437.0	431.5	398.3	474.6
2012	475.7	467.9	425.3	524.1
2013	514.8	505.3	454.2	571.3
2014	554.9	544.9	485.4	620.2
2015	596.1	585.6	518.3	668.7
2016	638.4	626.8	551.7	719.7
2017	682.2	670.6	587.8	769.6
2018	728.1	715.0	625.5	822.1
2019	776.0	759.4	666.6	877.4
2020	826.7	809.9	707.9	937.5
2021	880.1	862.1	753.2	997.2
2022	937.0	918.1	799.7	1,064.8
2023	997.7	978.8	849.1	1,135.2
2024	1,062.6	1,043.7	901.8	1,207.9
2025	1,131.8	1,112.2	959.4	1,286.6
2026 /1	703.5	688.6	596.3	802.4
Total	\$12,722.2	\$12,497.7	\$11,018.8	\$14,299.1

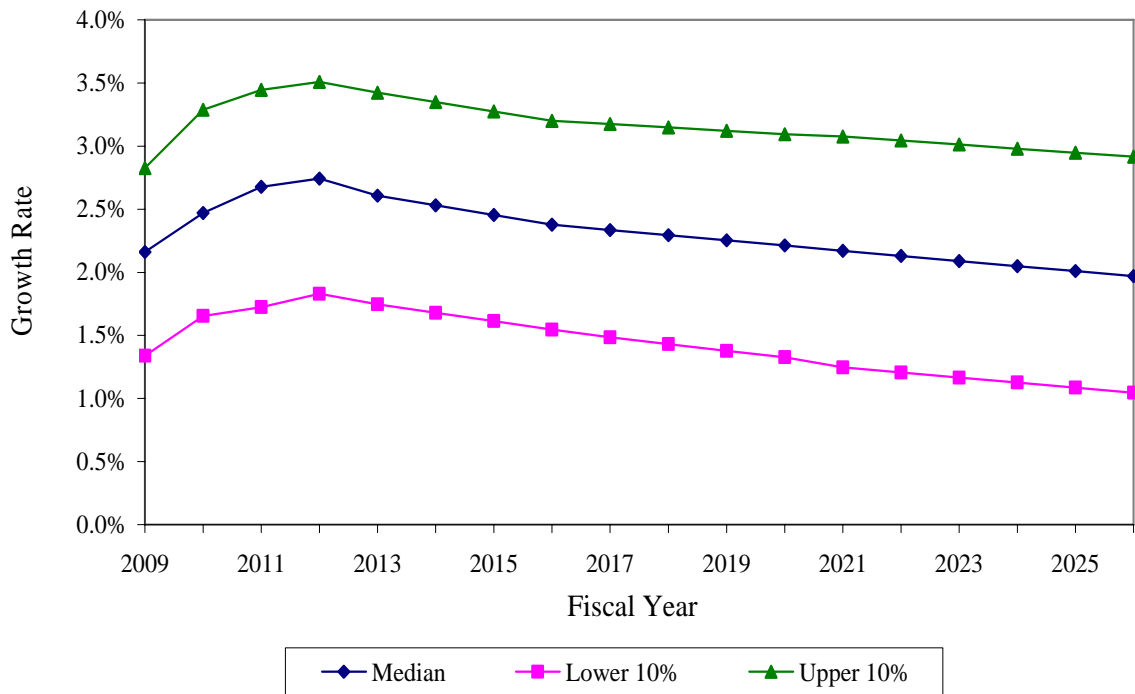
Note: 1/ FY 2026 totals are adjusted to reflect the transportation excise tax extension expiration on December 31, 2025.
Totals may not add due to individual rounding.



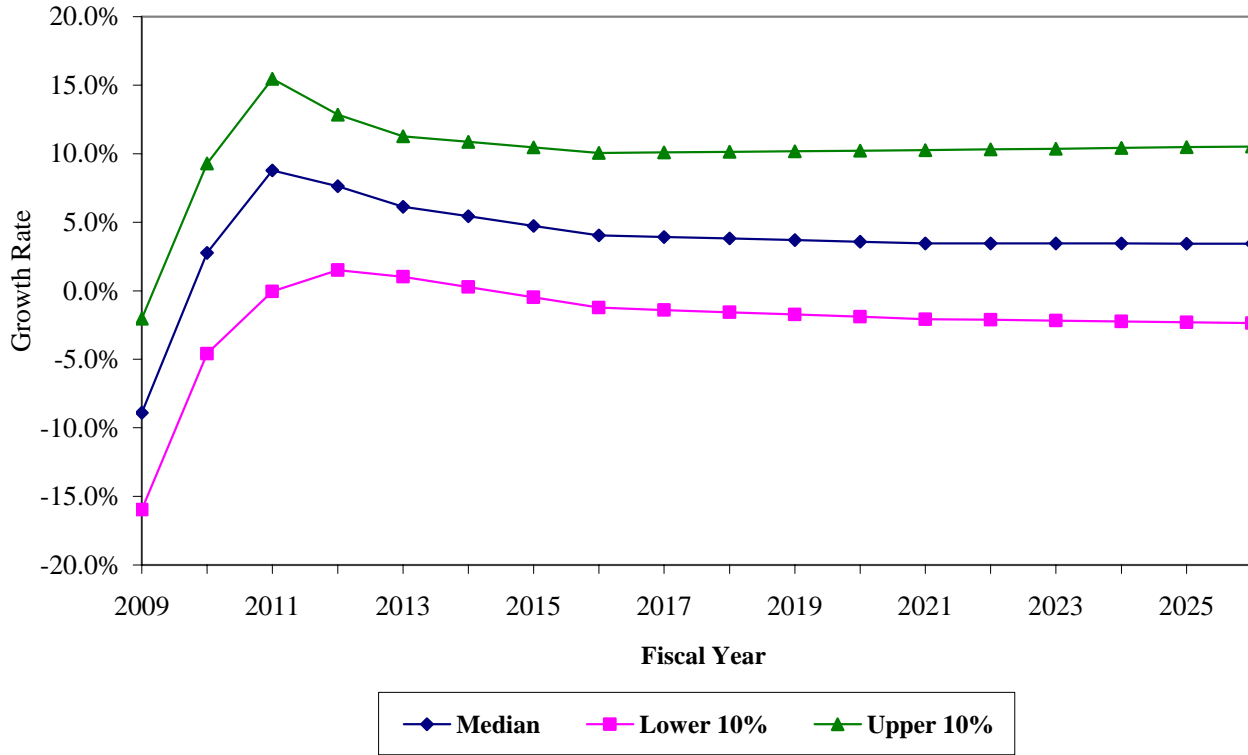
Maricopa County Real Income



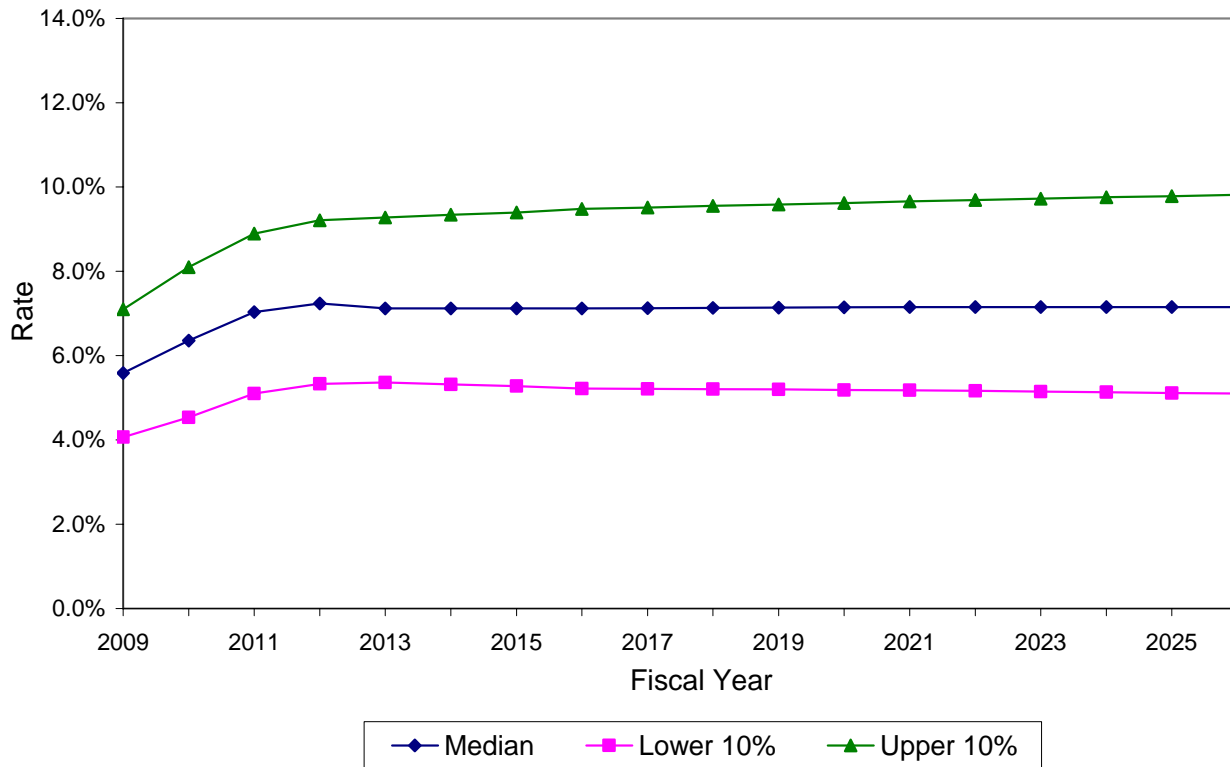
Maricopa County Population



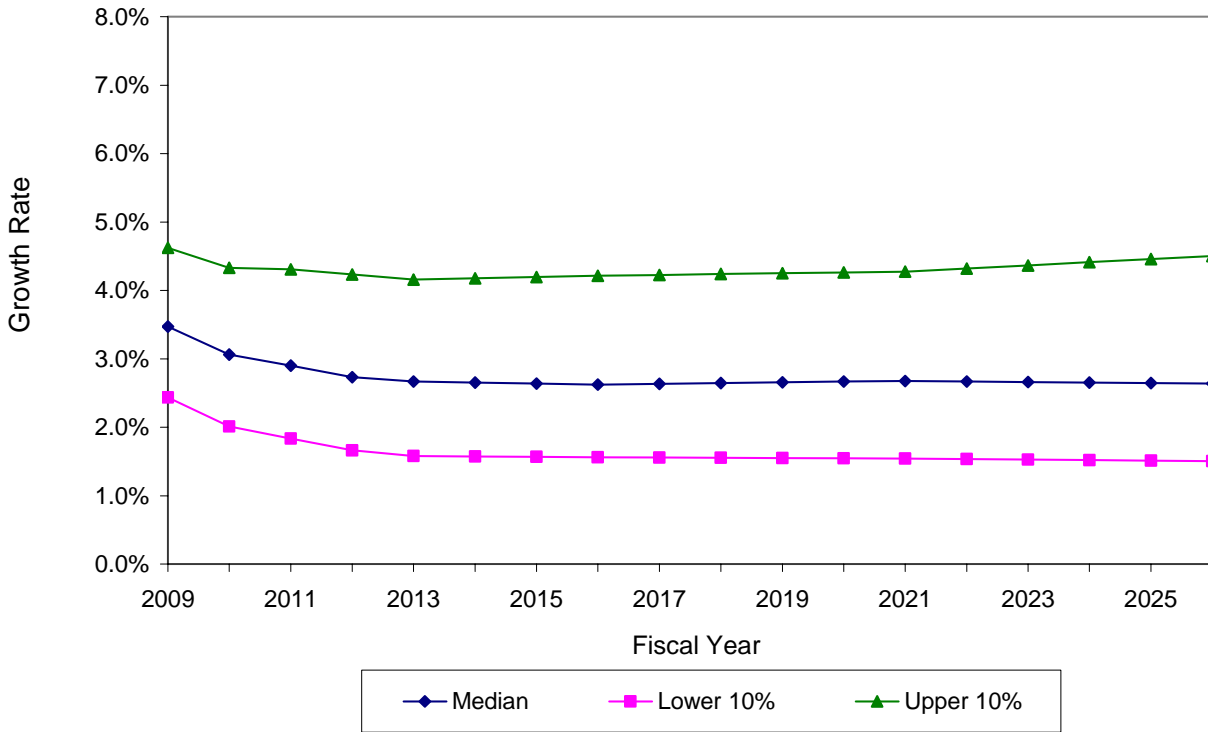
Maricopa County Construction Employment



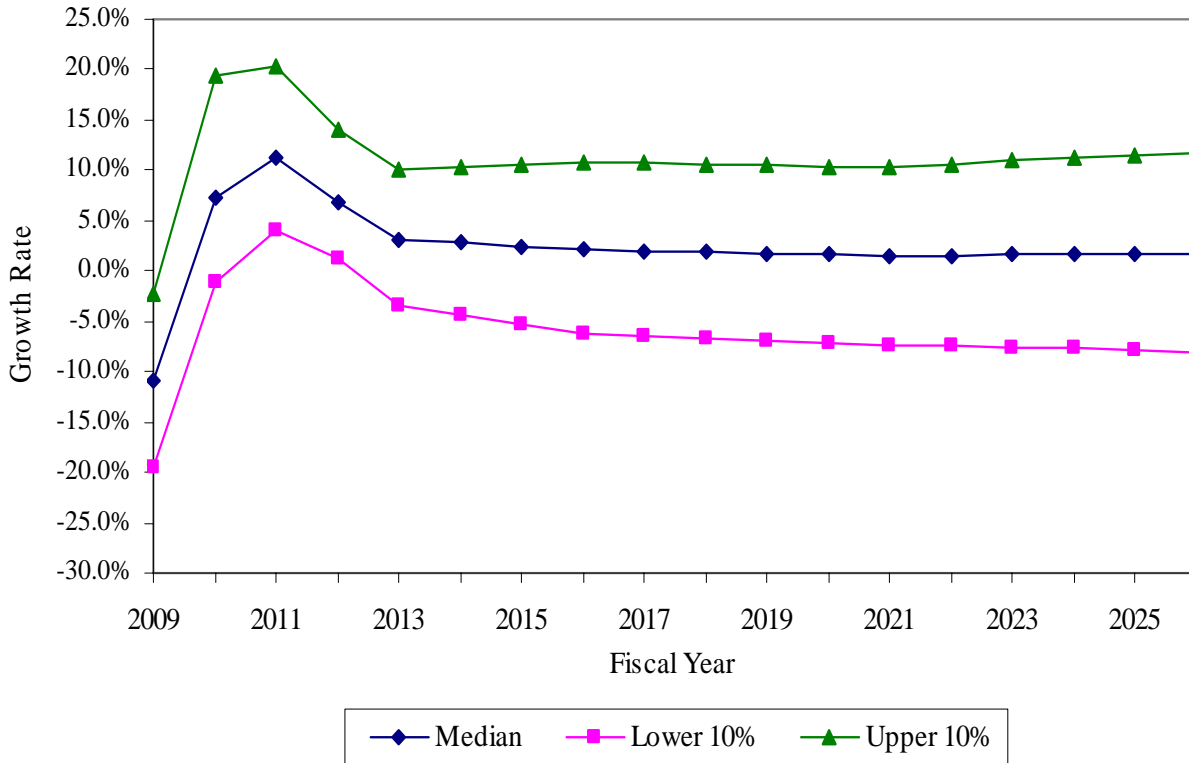
Prime Interest Rate



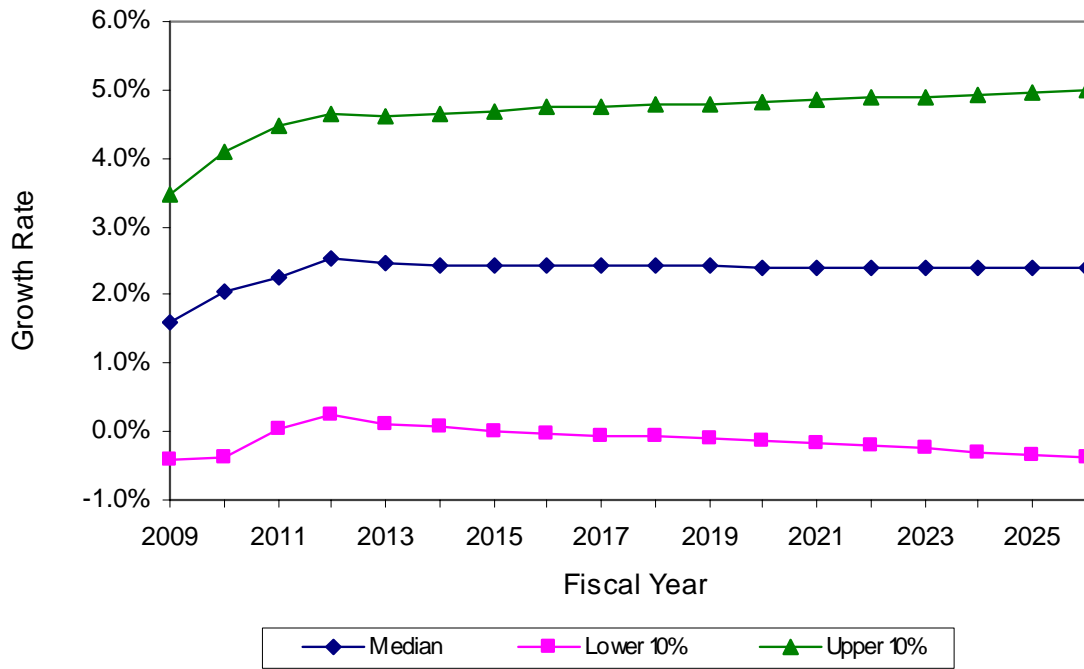
Phoenix CPI



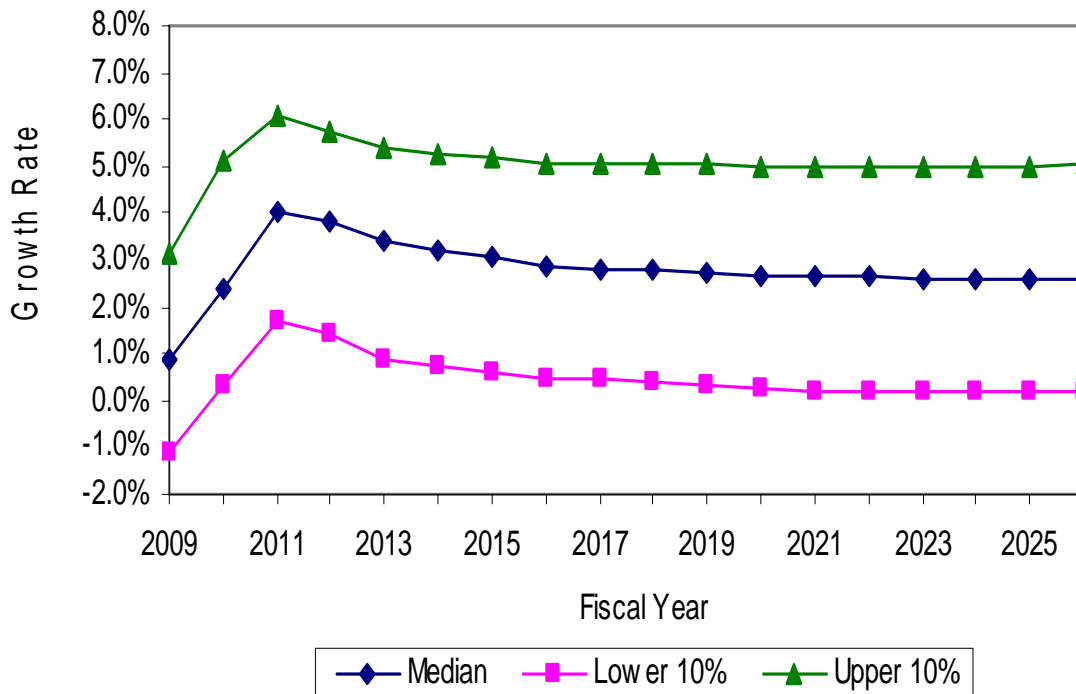
U.S. Housing Start



Sky Harbor Passenger Traffic



Maricopa County Total Non-Farm Employment



Mean Panelist Data Values

	Real Income Growth /1	Population Growth /1	Const. Employment Growth /1	Prime Interest Rate	Phoenix CPI Growth	U. S. Housing Start Growth	Sky Harbor Passenger Traffic Growth	Total Non-Farm Employment Growth /1
FY 2009								
Upper 10%	0.68%	2.83%	-2.03%	7.10%	4.62%	-2.27%	3.48%	3.16%
Lower 10%	-2.15%	1.34%	-15.98%	4.07%	2.44%	-19.45%	-0.42%	-1.10%
Median	-0.90%	2.16%	-8.90%	5.58%	3.47%	-10.79%	1.61%	0.86%
FY 2010								
Upper 10%	2.36%	3.29%	9.28%	8.10%	4.33%	19.51%	4.10%	5.12%
Lower 10%	-0.68%	1.65%	-4.60%	4.53%	2.01%	-1.04%	-0.39%	0.36%
Median	0.87%	2.47%	2.76%	6.35%	3.06%	7.19%	2.05%	2.39%
FY 2011								
Upper 10%	3.17%	3.45%	15.47%	8.90%	4.31%	20.41%	4.47%	6.11%
Lower 10%	0.22%	1.72%	-0.05%	5.10%	1.84%	4.12%	0.03%	1.68%
Median	1.68%	2.68%	8.78%	7.03%	2.90%	11.24%	2.26%	4.02%
FY 2012								
Upper 10%	2.84%	3.51%	12.86%	9.21%	4.23%	14.02%	4.65%	5.75%
Lower 10%	0.30%	1.83%	1.51%	5.33%	1.66%	1.15%	0.25%	1.42%
Median	1.67%	2.74%	7.63%	7.24%	2.73%	6.92%	2.55%	3.80%
FY 2013								
Upper 10%	3.10%	3.42%	11.28%	9.27%	4.16%	10.19%	4.60%	5.40%
Lower 10%	0.35%	1.75%	1.03%	5.36%	1.58%	-3.45%	0.12%	0.90%
Median	1.72%	2.61%	6.13%	7.12%	2.67%	3.16%	2.45%	3.40%
FY 2016								
Upper 10%	3.13%	3.20%	10.05%	9.48%	4.21%	10.81%	4.74%	5.06%
Lower 10%	0.30%	1.55%	-1.23%	5.22%	1.56%	-6.30%	-0.03%	0.50%
Median	1.67%	2.38%	4.04%	7.12%	2.62%	2.16%	2.43%	2.85%
FY 2021								
Upper 10%	3.19%	3.08%	10.26%	9.66%	4.27%	10.34%	4.84%	5.00%
Lower 10%	0.25%	1.25%	-2.07%	5.18%	1.54%	-7.30%	-0.16%	0.21%
Median	1.71%	2.17%	3.46%	7.15%	2.68%	1.54%	2.41%	2.64%
FY 2026								
Upper 10%	3.27%	2.92%	10.53%	9.82%	4.50%	11.79%	5.00%	5.02%
Lower 10%	0.14%	1.05%	-2.35%	5.10%	1.50%	-8.02%	-0.38%	0.18%
Median	1.65%	1.97%	3.43%	7.15%	2.64%	1.72%	2.40%	2.60%

All data in the above table are percentage growth rates with the exception of prime rates which are nominal rates.
/1 Data for Maricopa County

Per Capita Income Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	1.5%	1.5%	1.8%	1.9%	2.0%	2.1%	2.1%	2.1%
Lower 10%	-3.5%	-3.0%	-1.0%	-0.5%	-0.5%	-0.5%	-0.5%	-0.5%
Median	-2.0%	0.0%	1.0%	1.2%	1.3%	1.3%	1.3%	1.3%
Panelist 2								
Upper 10%	1.0%	3.3%	3.8%	3.8%	3.4%	3.4%	3.2%	3.2%
Lower 10%	-1.5%	0.0%	0.7%	0.7%	0.8%	0.8%	0.5%	-0.1%
Median	0.0%	1.8%	2.4%	2.4%	2.2%	2.2%	2.0%	2.0%
Panelist 3								
Upper 10%	0.5%	0.5%	2.5%	3.5%	3.5%	3.0%	2.5%	2.5%
Lower 10%	-1.5%	-1.0%	0.5%	1.0%	1.0%	1.0%	1.0%	1.0%
Median	-1.0%	-0.5%	1.5%	2.0%	2.5%	2.3%	2.0%	2.0%
Panelist 4								
Upper 10%	-1.0%	3.5%	4.0%	3.5%	3.5%	3.5%	4.0%	4.0%
Lower 10%	-3.5%	-1.0%	-0.5%	-0.5%	0.0%	0.0%	0.5%	0.5%
Median	-2.0%	1.0%	1.5%	2.0%	2.2%	2.0%	2.1%	2.1%
Panelist 5								
Upper 10%	1.5%	2.5%	2.5%	2.5%	2.5%	3.0%	3.5%	4.0%
Lower 10%	-2.0%	-1.5%	-1.5%	-1.5%	-1.5%	-1.5%	-1.5%	-1.5%
Median	-1.0%	1.3%	1.5%	1.8%	1.8%	1.6%	1.6%	1.6%
Panelist 6								
Upper 10%	0.5%	0.8%	1.0%	0.0%	3.0%	3.5%	3.3%	3.1%
Lower 10%	-2.0%	-1.7%	-1.5%	0.0%	0.5%	1.0%	0.8%	0.6%
Median	-0.5%	-0.2%	0.0%	1.0%	1.5%	2.0%	1.8%	1.6%
Panelist 7								
Upper 10%	1.8%	3.1%	3.8%	3.5%	3.5%	3.6%	3.9%	4.4%
Lower 10%	-1.0%	-0.5%	0.5%	0.4%	0.2%	-0.3%	-1.0%	-1.5%
Median	1.0%	1.8%	2.0%	1.8%	1.8%	1.7%	1.2%	1.2%
Panelist 8								
Upper 10%	0.0%	2.0%	3.0%	2.8%	2.7%	2.6%	2.5%	2.5%
Lower 10%	-2.0%	0.0%	1.0%	0.8%	0.7%	0.6%	0.5%	0.5%
Median	-1.0%	1.0%	2.0%	1.8%	1.7%	1.6%	1.5%	1.5%
Panelist 9								
Upper 10%	0.5%	3.5%	3.5%	3.5%	3.5%	3.5%	4.0%	4.0%
Lower 10%	-2.0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Median	-0.7%	1.5%	1.0%	1.0%	1.0%	1.0%	1.5%	1.5%
Panelist 10								
Upper 10%	1.0%	1.2%	1.8%	1.8%	2.5%	2.5%	2.5%	2.5%
Lower 10%	-2.0%	-1.8%	-0.7%	-0.7%	-0.5%	0.0%	0.5%	0.5%
Median	-1.5%	-1.3%	-0.2%	-0.2%	0.0%	0.5%	1.0%	1.0%
Panelist 11								
Upper 10%	1.0%	3.5%	4.0%	4.0%	4.0%	3.5%	3.0%	3.0%
Lower 10%	-2.5%	1.0%	1.5%	2.0%	2.0%	1.5%	1.0%	1.0%
Median	-1.0%	2.0%	3.0%	3.0%	3.0%	2.5%	2.5%	2.0%
Panelist 12								
Upper 10%	0.6%	2.8%	4.5%	3.1%	3.0%	3.2%	3.8%	4.0%
Lower 10%	-2.0%	0.2%	1.9%	0.5%	0.4%	0.0%	0.2%	0.0%
Median	-0.7%	1.5%	3.2%	1.8%	1.7%	1.6%	2.0%	2.0%
Panelist 13								
Upper 10%	0.0%	2.5%	5.0%	3.0%	3.2%	3.3%	3.2%	3.2%
Lower 10%	-2.5%	0.0%	1.5%	1.2%	1.0%	0.8%	0.8%	0.8%
Median	-1.3%	1.5%	3.0%	2.2%	1.7%	1.5%	1.7%	1.7%

All data in the above table are in percentage growth rates.

Maricopa County Population Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	2.5%	2.8%	3.0%	3.5%	3.5%	3.2%	3.0%	2.8%
Lower 10%	0.5%	0.6%	0.8%	1.0%	1.0%	1.0%	0.8%	0.8%
Median	1.8%	1.9%	2.5%	2.5%	2.5%	2.0%	1.8%	1.8%
Panelist 2								
Upper 10%	3.0%	3.5%	3.4%	3.3%	3.2%	3.0%	2.9%	2.6%
Lower 10%	1.9%	2.1%	2.0%	1.9%	1.8%	1.5%	1.0%	0.8%
Median	2.7%	2.8%	2.9%	2.9%	2.5%	2.2%	1.9%	1.6%
Panelist 3								
Upper 10%	1.8%	2.8%	3.5%	3.5%	3.4%	3.0%	2.8%	2.6%
Lower 10%	1.0%	1.5%	1.5%	1.5%	1.5%	1.3%	1.2%	1.0%
Median	1.5%	2.0%	2.5%	2.8%	2.5%	2.3%	2.1%	2.0%
Panelist 4								
Upper 10%	2.8%	3.3%	3.5%	4.2%	4.1%	4.0%	3.5%	3.2%
Lower 10%	1.2%	1.3%	1.5%	2.5%	2.4%	2.1%	1.2%	1.0%
Median	1.9%	2.3%	2.5%	3.5%	3.3%	3.0%	2.7%	2.5%
Panelist 5								
Upper 10%	2.9%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%	3.3%
Lower 10%	1.0%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Median	2.5%	2.1%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
Panelist 6								
Upper 10%	3.4%	3.6%	3.5%	3.2%	3.2%	2.2%	3.0%	2.5%
Lower 10%	1.4%	1.6%	1.5%	1.8%	1.8%	1.5%	1.3%	0.8%
Median	2.4%	2.6%	2.5%	2.5%	2.5%	2.2%	2.0%	1.5%
Panelist 7								
Upper 10%	3.4%	3.7%	3.5%	3.6%	3.7%	3.9%	3.8%	3.8%
Lower 10%	1.8%	1.9%	1.8%	1.7%	1.7%	1.4%	1.0%	0.9%
Median	2.5%	2.9%	2.6%	2.4%	2.4%	2.4%	2.2%	2.1%
Panelist 8								
Upper 10%	2.5%	3.5%	3.5%	3.5%	3.2%	3.0%	2.9%	2.6%
Lower 10%	0.5%	1.5%	1.5%	1.5%	1.2%	1.0%	0.9%	0.6%
Median	1.5%	2.5%	2.5%	2.5%	2.2%	2.0%	1.9%	1.6%
Panelist 9								
Upper 10%	2.5%	3.0%	3.5%	4.0%	4.0%	3.5%	3.0%	3.0%
Lower 10%	1.5%	2.0%	2.5%	3.0%	3.0%	2.5%	2.0%	2.0%
Median	2.0%	2.5%	3.3%	3.5%	3.5%	3.0%	2.5%	2.5%
Panelist 10								
Upper 10%	3.0%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%
Lower 10%	1.0%	1.2%	1.2%	1.0%	1.0%	1.0%	1.0%	1.0%
Median	2.0%	2.2%	2.2%	2.0%	2.0%	2.0%	2.0%	2.0%
Panelist 11								
Upper 10%	3.0%	3.5%	4.0%	4.0%	3.5%	3.2%	3.0%	3.0%
Lower 10%	2.0%	2.5%	2.5%	2.5%	2.0%	2.0%	1.5%	1.0%
Median	2.5%	3.0%	3.5%	3.5%	3.0%	2.7%	2.5%	2.0%
Panelist 12								
Upper 10%	3.2%	3.6%	3.4%	3.3%	3.2%	3.1%	2.8%	2.6%
Lower 10%	1.6%	2.0%	1.8%	1.7%	1.6%	1.3%	1.0%	0.6%
Median	2.4%	2.8%	2.6%	2.5%	2.4%	2.2%	1.9%	1.6%
Panelist 13								
Upper 10%	2.8%	3.0%	3.5%	3.0%	3.0%	3.0%	2.8%	2.7%
Lower 10%	2.0%	2.0%	2.5%	2.4%	2.4%	2.2%	2.0%	1.8%
Median	2.4%	2.5%	3.0%	2.9%	2.9%	2.7%	2.5%	2.2%

All data in the above table are in percentage growth rates.

Maricopa County Construction Employment Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	-3.0%	2.0%	5.0%	8.0%	10.0%	10.0%	12.0%	14.0%
Lower 10%	-15.0%	-10.0%	-5.0%	0.0%	2.0%	1.0%	1.0%	1.0%
Median	-10.0%	-3.0%	1.0%	5.0%	6.0%	4.0%	3.0%	3.0%
Panelist 2								
Upper 10%	-6.0%	8.0%	12.0%	10.0%	15.0%	10.0%	10.5%	11.6%
Lower 10%	-16.0%	-8.0%	2.0%	2.0%	2.5%	-2.0%	-2.0%	-2.0%
Median	-10.0%	-4.0%	8.0%	7.0%	10.0%	4.0%	4.0%	4.0%
Panelist 3								
Upper 10%	0.0%	10.0%	15.0%	15.0%	12.0%	8.0%	6.0%	6.0%
Lower 10%	-15.0%	-10.0%	-5.0%	5.0%	5.0%	4.0%	4.0%	4.0%
Median	-7.5%	0.0%	5.0%	10.0%	7.5%	6.0%	5.0%	5.0%
Panelist 4								
Upper 10%	-2.0%	13.0%	20.0%	16.0%	12.0%	15.0%	15.0%	15.0%
Lower 10%	-15.0%	-8.0%	-5.0%	0.0%	-5.0%	-8.0%	-8.0%	-8.0%
Median	-8.0%	5.0%	10.0%	10.0%	6.0%	4.0%	3.5%	3.5%
Panelist 5								
Upper 10%	5.0%	12.8%	19.0%	15.7%	12.7%	11.8%	13.8%	14.0%
Lower 10%	-20.0%	-5.0%	-5.0%	-5.0%	0.0%	-5.0%	-5.0%	-7.0%
Median	-7.3%	6.1%	12.3%	9.0%	6.0%	4.0%	3.5%	3.5%
Panelist 6								
Upper 10%	-5.0%	5.0%	10.0%	14.0%	12.0%	9.0%	8.5%	8.2%
Lower 10%	-15.0%	-5.0%	0.0%	6.0%	4.0%	1.0%	-3.5%	-3.7%
Median	-10.0%	0.0%	5.0%	10.0%	8.0%	5.0%	2.5%	2.2%
Panelist 7								
Upper 10%	0.4%	11.0%	16.0%	17.0%	18.0%	18.0%	18.0%	18.0%
Lower 10%	-12.5%	-1.0%	-2.0%	-2.2%	-2.5%	-5.0%	-6.0%	-7.0%
Median	-5.5%	5.0%	5.0%	5.5%	6.0%	3.5%	3.5%	3.5%
Panelist 8								
Upper 10%	-7.0%	8.0%	11.0%	11.0%	8.0%	7.0%	6.5%	6.5%
Lower 10%	-13.0%	2.0%	5.0%	5.0%	2.0%	1.0%	0.5%	0.5%
Median	-10.0%	5.0%	8.0%	8.0%	5.0%	4.0%	3.5%	3.5%
Panelist 9								
Upper 10%	0.0%	15.0%	20.0%	10.0%	10.0%	7.0%	5.0%	5.0%
Lower 10%	-15.0%	-0.5%	5.0%	2.0%	2.0%	2.0%	1.0%	1.0%
Median	-5.0%	10.0%	15.0%	5.0%	5.0%	4.0%	3.0%	3.0%
Panelist 10								
Upper 10%	N/A							
Lower 10%	N/A							
Median	N/A							
Panelist 11								
Upper 10%	0.0%	5.0%	10.0%	10.0%	5.0%	5.0%	5.0%	5.0%
Lower 10%	-15.0%	-5.0%	0.0%	0.0%	3.0%	3.0%	2.0%	2.0%
Median	-10.0%	0.0%	10.0%	5.0%	4.0%	4.0%	3.5%	3.5%
Panelist 12								
Upper 10%	-1.8%	13.7%	17.7%	14.7%	11.7%	10.8%	13.8%	14.0%
Lower 10%	-15.2%	0.3%	4.3%	1.3%	-1.7%	-4.8%	-6.8%	-7.0%
Median	-8.5%	7.0%	11.0%	8.0%	5.0%	3.0%	3.5%	3.5%
Panelist 13								
Upper 10%	-5.0%	8.0%	30.0%	13.0%	9.0%	9.0%	9.0%	9.0%
Lower 10%	-25.0%	-5.0%	5.0%	4.0%	1.0%	-2.0%	-2.0%	-2.0%
Median	-15.0%	2.0%	15.0%	9.0%	5.0%	3.0%	3.0%	3.0%

All data in the above table are in percentage growth rates.

N/A means not available

Prime Interest Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	8.0%	9.0%	9.5%	10.0%	10.0%	10.5%	11.0%	11.5%
Lower 10%	4.5%	4.5%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Median	6.0%	7.0%	7.5%	8.0%	8.0%	8.0%	8.0%	8.0%
Panelist 2								
Upper 10%	7.3%	8.3%	9.6%	10.0%	10.0%	10.3%	10.5%	10.7%
Lower 10%	2.9%	4.0%	5.3%	5.3%	5.2%	4.9%	4.7%	4.5%
Median	5.1%	6.1%	7.4%	7.9%	7.9%	7.8%	7.8%	7.8%
Panelist 3								
Upper 10%	6.5%	7.0%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
Lower 10%	4.8%	5.3%	5.3%	5.5%	6.0%	6.0%	6.0%	6.0%
Median	5.5%	6.0%	6.0%	6.5%	6.5%	6.5%	6.5%	6.5%
Panelist 4								
Upper 10%	7.5%	9.0%	9.5%	10.0%	10.0%	10.0%	10.0%	10.0%
Lower 10%	5.0%	4.5%	5.0%	5.6%	5.5%	5.0%	5.0%	4.8%
Median	5.8%	6.7%	7.0%	7.2%	7.5%	7.5%	7.5%	7.5%
Panelist 5								
Upper 10%	7.3%	8.3%	9.6%	10.0%	10.0%	10.3%	10.5%	10.7%
Lower 10%	2.9%	3.9%	5.2%	5.6%	5.6%	5.2%	5.0%	4.8%
Median	6.5%	6.0%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%
Panelist 6								
Upper 10%	7.5%	8.0%	8.2%	8.3%	8.4%	9.0%	9.5%	9.5%
Lower 10%	3.5%	4.0%	4.2%	4.3%	4.4%	4.0%	4.5%	4.5%
Median	5.5%	6.0%	6.2%	6.3%	6.4%	6.5%	7.0%	7.0%
Panelist 7								
Upper 10%	8.3%	9.0%	9.3%	9.5%	9.8%	10.0%	10.5%	11.5%
Lower 10%	4.0%	4.5%	4.3%	4.0%	4.0%	4.0%	3.8%	3.5%
Median	6.0%	6.5%	6.5%	6.5%	6.0%	6.0%	6.0%	6.0%
Panelist 8								
Upper 10%	6.0%	7.0%	8.0%	9.0%	9.0%	9.0%	9.0%	9.0%
Lower 10%	4.0%	5.0%	6.0%	7.0%	7.0%	7.0%	7.0%	7.0%
Median	5.0%	6.0%	7.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Panelist 9								
Upper 10%	6.5%	8.0%	8.5%	8.5%	8.5%	9.0%	9.0%	9.0%
Lower 10%	4.5%	5.0%	5.5%	5.5%	5.5%	5.5%	5.5%	5.5%
Median	5.5%	6.5%	7.0%	7.5%	7.5%	7.5%	7.5%	7.5%
Panelist 10								
Upper 10%	7.2%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
Lower 10%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Median	5.7%	7.0%	8.5%	7.0%	5.5%	5.5%	5.5%	5.5%
Panelist 11								
Upper 10%	6.0%	6.5%	7.5%	8.0%	8.5%	8.5%	8.5%	8.5%
Lower 10%	5.0%	5.0%	5.5%	6.0%	6.0%	6.0%	6.0%	6.0%
Median	5.5%	6.0%	7.0%	7.5%	7.5%	7.5%	7.5%	7.5%
Panelist 12								
Upper 10%	7.2%	8.2%	9.5%	9.9%	9.9%	10.2%	10.5%	10.7%
Lower 10%	2.8%	3.8%	5.1%	5.5%	5.5%	5.2%	4.9%	4.7%
Median	5.0%	6.0%	7.3%	7.7%	7.7%	7.7%	7.7%	7.7%
Panelist 13								
Upper 10%	7.0%	8.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Lower 10%	4.0%	4.5%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Median	5.5%	6.8%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%

All data in the above table are in nominal rates.

U. S. Housing Start Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	0.0%	25.0%	25.0%	25.0%	15.0%	18.0%	18.0%	18.0%
Lower 10%	-25.0%	-10.0%	-5.0%	0.0%	-5.0%	-10.0%	-10.0%	-10.0%
Median	-10.0%	5.0%	10.0%	10.0%	5.0%	2.0%	2.0%	2.0%
Panelist 2								
Upper 10%	-2.1%	15.4%	9.5%	8.0%	7.0%	8.3%	7.9%	10.5%
Lower 10%	-17.9%	-0.4%	0.0%	0.0%	-5.5%	-7.0%	-7.5%	-8.5%
Median	-10.0%	2.0%	1.5%	4.5%	-0.9%	2.5%	3.0%	3.3%
Panelist 3								
Upper 10%	0.0%	10.0%	15.0%	17.0%	10.0%	10.0%	8.0%	7.0%
Lower 10%	-20.0%	-10.0%	0.0%	5.0%	5.0%	3.0%	3.0%	2.0%
Median	-15.0%	0.0%	10.0%	10.0%	7.5%	5.0%	4.0%	3.0%
Panelist 4								
Upper 10%	-8.0%	35.0%	30.0%	15.0%	20.0%	20.0%	20.0%	20.0%
Lower 10%	-22.0%	10.0%	5.0%	-5.0%	-20.0%	-20.0%	-20.0%	-20.0%
Median	-15.0%	20.0%	20.0%	10.0%	5.0%	1.0%	1.0%	0.5%
Panelist 5								
Upper 10%	5.0%	36.2%	34.8%	18.7%	10.4%	12.6%	12.9%	16.8%
Lower 10%	-23.4%	10.0%	16.6%	0.5%	-7.8%	-10.8%	-16.3%	-15.2%
Median	-10.0%	15.0%	20.0%	10.0%	1.3%	0.9%	-1.7%	0.8%
Panelist 6								
Upper 10%	0.0%	20.0%	20.0%	10.0%	8.0%	11.0%	10.0%	16.0%
Lower 10%	-20.0%	-10.0%	0.0%	0.0%	-2.0%	-9.0%	-10.0%	-14.0%
Median	-10.0%	5.0%	10.0%	5.0%	3.0%	1.0%	0.0%	1.0%
Panelist 7								
Upper 10%	-3.0%	21.0%	25.0%	17.0%	12.0%	14.0%	12.0%	18.0%
Lower 10%	-20.0%	-1.0%	1.5%	1.6%	-0.5%	-10.0%	-12.0%	-15.0%
Median	-6.8%	7.5%	9.5%	4.0%	3.0%	3.0%	2.5%	2.5%
Panelist 8								
Upper 10%	-10.0%	10.0%	15.0%	15.0%	10.0%	6.0%	3.0%	3.0%
Lower 10%	-20.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%
Median	-15.0%	5.0%	10.0%	10.0%	5.0%	3.0%	1.0%	1.0%
Panelist 9								
Upper 10%	0.0%	7.0%	10.0%	7.0%	5.0%	4.0%	4.0%	4.0%
Lower 10%	-10.0%	0.0%	2.0%	1.0%	1.0%	0.5%	0.5%	0.5%
Median	-2.0%	3.0%	4.0%	3.0%	3.0%	2.5%	2.0%	2.0%
Panelist 10								
Upper 10%	0.0%	10.0%	10.0%	15.0%	10.0%	10.0%	10.0%	10.0%
Lower 10%	-10.0%	-8.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%
Median	-6.0%	-4.0%	1.1%	6.5%	2.2%	2.2%	2.2%	2.2%
Panelist 11								
Upper 10%	0.0%	15.0%	12.0%	7.5%	4.0%	4.0%	3.0%	3.0%
Lower 10%	-15.0%	0.0%	7.5%	3.0%	2.0%	2.0%	1.0%	1.0%
Median	-10.0%	10.0%	10.0%	4.0%	3.0%	3.0%	2.0%	2.0%
Panelist 12								
Upper 10%	-6.4%	29.1%	29.1%	17.1%	11.1%	12.7%	15.6%	17.0%
Lower 10%	-24.6%	10.9%	10.9%	-1.1%	-7.1%	-10.7%	-13.6%	-15.0%
Median	-15.5%	20.0%	20.0%	8.0%	2.0%	1.0%	1.0%	1.0%
Panelist 13								
Upper 10%	-5.0%	20.0%	30.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Lower 10%	-25.0%	-5.0%	10.0%	0.0%	-5.0%	-10.0%	-10.0%	-10.0%
Median	-15.0%	5.0%	20.0%	5.0%	2.0%	1.0%	1.0%	1.0%

All data in the above table are in percentage growth rates.

Sky Harbor Passenger Traffic Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	3.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Lower 10%	-1.0%	-2.0%	-2.0%	-2.0%	-2.0%	-2.0%	-2.0%	-2.0%
Median	1.8%	1.9%	2.5%	2.5%	2.5%	2.0%	1.8%	1.8%
Panelist 2								
Upper 10%	2.4%	2.6%	3.2%	3.9%	4.0%	4.3%	4.6%	4.0%
Lower 10%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%	-0.9%	-1.5%	-2.0%
Median	2.0%	2.2%	2.4%	2.6%	2.8%	3.0%	3.0%	3.0%
Panelist 3								
Upper 10%	2.0%	4.0%	5.0%	4.0%	3.0%	3.0%	3.0%	3.0%
Lower 10%	-2.5%	-2.5%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Median	0.0%	2.0%	2.0%	3.0%	2.5%	2.5%	2.5%	2.5%
Panelist 4								
Upper 10%	3.0%	4.5%	4.5%	5.0%	6.0%	6.0%	6.0%	6.0%
Lower 10%	0.0%	-0.5%	-0.5%	-0.8%	-1.0%	-1.0%	-1.0%	-1.5%
Median	1.5%	1.8%	2.0%	2.2%	2.5%	2.5%	2.5%	2.3%
Panelist 5								
Upper 10%	4.5%	4.5%	4.5%	4.9%	4.9%	5.0%	5.4%	5.9%
Lower 10%	-0.5%	-0.5%	-0.5%	-0.1%	-0.1%	-0.2%	-0.6%	-1.1%
Median	2.0%	2.0%	2.0%	2.4%	2.4%	2.4%	2.4%	2.4%
Panelist 6								
Upper 10%	3.9%	3.9%	4.0%	4.0%	4.0%	4.1%	4.2%	4.3%
Lower 10%	-0.1%	-0.1%	0.0%	0.0%	0.0%	0.1%	0.2%	0.3%
Median	1.9%	1.9%	2.0%	2.0%	2.0%	2.1%	2.2%	2.3%
Panelist 7								
Upper 10%	5.5%	6.5%	6.8%	7.2%	7.5%	8.0%	8.1%	9.0%
Lower 10%	1.4%	1.6%	1.5%	1.0%	0.6%	0.0%	-0.3%	-1.0%
Median	2.6%	3.1%	3.5%	3.6%	3.4%	3.3%	3.2%	3.2%
Panelist 8								
Upper 10%	2.0%	3.0%	4.0%	4.0%	3.0%	3.0%	3.0%	3.0%
Lower 10%	0.0%	1.0%	2.0%	2.0%	1.0%	1.0%	1.0%	1.0%
Median	1.0%	2.0%	3.0%	3.0%	2.0%	2.0%	2.0%	2.0%
Panelist 9								
Upper 10%	3.0%	3.5%	4.5%	4.5%	4.5%	5.0%	5.0%	5.5%
Lower 10%	-1.0%	-0.5%	0.0%	0.0%	0.0%	-0.5%	-0.5%	-0.5%
Median	2.0%	2.0%	2.0%	2.5%	2.5%	2.5%	2.5%	2.5%
Panelist 10								
Upper 10%	N/A							
Lower 10%	N/A							
Median	N/A							
Panelist 11								
Upper 10%	3.0%	3.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Lower 10%	1.0%	1.0%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%
Median	2.0%	2.0%	2.0%	2.5%	2.5%	2.5%	2.5%	2.5%
Panelist 12								
Upper 10%	4.0%	4.2%	4.2%	4.8%	4.8%	4.9%	5.3%	5.8%
Lower 10%	-1.0%	-0.8%	-0.8%	-0.2%	-0.2%	-0.3%	-0.7%	-1.2%
Median	1.5%	1.7%	1.7%	2.3%	2.3%	2.3%	2.3%	2.3%
Panelist 13								
Upper 10%	5.0%	5.0%	5.0%	5.5%	5.5%	5.5%	5.5%	5.5%
Lower 10%	-1.0%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Median	1.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

All data in the above table are in percentage growth rates.

N/A means available

Maricopa County Total Non-Farm Employment Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	4.0%	7.0%	9.0%	8.0%	6.0%	5.5%	5.0%	5.0%
Lower 10%	-1.0%	0.0%	2.0%	2.0%	1.5%	0.5%	0.5%	0.5%
Median	1.2%	2.5%	4.0%	5.5%	5.0%	2.5%	2.5%	2.5%
Panelist 2								
Upper 10%	4.4%	5.1%	5.4%	5.1%	5.0%	5.3%	5.5%	5.5%
Lower 10%	-1.0%	0.8%	0.2%	0.1%	0.0%	-0.1%	-0.3%	-0.3%
Median	1.5%	2.8%	3.1%	2.6%	2.5%	2.6%	2.6%	2.6%
Panelist 3								
Upper 10%	3.0%	4.0%	5.0%	5.0%	5.0%	5.0%	4.0%	4.0%
Lower 10%	-1.0%	0.0%	2.0%	2.0%	2.0%	2.5%	2.0%	2.0%
Median	0.5%	2.0%	4.0%	4.0%	3.5%	3.8%	2.7%	2.7%
Panelist 4								
Upper 10%	1.0%	4.4%	6.2%	6.5%	6.6%	5.5%	5.5%	5.0%
Lower 10%	-2.8%	-1.0%	0.2%	1.8%	1.1%	0.0%	-0.5%	-0.5%
Median	-1.2%	1.2%	3.2%	4.8%	4.5%	3.5%	3.0%	2.8%
Panelist 5								
Upper 10%	4.7%	5.0%	5.5%	5.5%	5.5%	5.5%	5.5%	5.5%
Lower 10%	-1.1%	1.6%	2.1%	0.6%	0.2%	-0.1%	-0.3%	-0.4%
Median	1.8%	3.5%	3.5%	3.5%	3.0%	2.5%	2.5%	2.5%
Panelist 6								
Upper 10%	4.5%	5.5%	7.5%	6.5%	5.5%	5.0%	4.5%	4.5%
Lower 10%	-1.5%	-0.5%	2.0%	2.0%	0.0%	-0.5%	-1.0%	-1.0%
Median	1.5%	2.5%	5.0%	4.0%	3.5%	3.0%	2.5%	2.5%
Panelist 7								
Upper 10%	4.9%	6.0%	6.2%	6.5%	6.8%	7.0%	7.3%	8.0%
Lower 10%	1.0%	0.8%	0.7%	0.5%	0.2%	-0.2%	-0.4%	-0.6%
Median	3.5%	3.0%	3.3%	3.3%	3.2%	3.0%	2.8%	2.5%
Panelist 8								
Upper 10%	2.5%	4.0%	5.0%	5.5%	4.5%	4.0%	4.0%	4.0%
Lower 10%	-0.5%	1.0%	2.0%	2.5%	1.5%	1.0%	1.0%	1.0%
Median	1.0%	2.5%	3.5%	4.0%	3.0%	2.5%	2.5%	2.5%
Panelist 9								
Upper 10%	2.0%	5.0%	7.0%	7.0%	7.0%	5.0%	5.0%	5.0%
Lower 10%	-1.5%	-1.0%	2.0%	2.5%	2.5%	1.0%	0.0%	0.0%
Median	-0.8%	0.5%	5.0%	5.0%	5.0%	3.0%	2.5%	2.5%
Panelist 10								
Upper 10%	2.8%	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Lower 10%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Median	0.8%	0.8%	1.6%	1.9%	2.0%	2.0%	2.0%	2.0%
Panelist 11								
Upper 10%	2.0%	5.0%	5.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Lower 10%	0.0%	1.0%	3.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Median	1.0%	3.0%	5.0%	3.5%	3.0%	3.0%	3.0%	3.0%
Panelist 12								
Upper 10%	4.3%	6.7%	7.4%	6.2%	5.3%	5.0%	5.7%	5.8%
Lower 10%	-1.5%	0.9%	1.6%	0.4%	0.7%	0.4%	-0.3%	-0.4%
Median	1.4%	3.8%	4.5%	3.3%	3.0%	2.7%	2.7%	2.7%
Panelist 13								
Upper 10%	1.0%	6.0%	7.2%	6.0%	6.0%	6.0%	6.0%	6.0%
Lower 10%	-2.5%	1.0%	4.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Median	-1.0%	3.0%	6.5%	4.0%	3.0%	3.0%	3.0%	3.0%

All data in the above table are in percentage growth rates.

Phoenix CPI Growth Rate								
	2009	2010	2011	2012	2013	2016	2021	2026
Panelist 1								
Upper 10%	6.5%	6.3%	6.2%	6.4%	6.5%	7.0%	7.5%	8.0%
Lower 10%	2.8%	2.8%	2.8%	2.6%	2.6%	2.5%	2.5%	2.5%
Median	4.5%	4.3%	4.2%	4.0%	4.0%	4.0%	5.0%	5.0%
Panelist 2								
Upper 10%	4.2%	3.2%	3.2%	3.2%	3.3%	3.3%	3.4%	3.5%
Lower 10%	2.2%	1.3%	1.1%	1.1%	1.1%	1.1%	0.9%	1.0%
Median	3.3%	2.6%	2.3%	2.3%	2.3%	2.1%	2.1%	2.2%
Panelist 3								
Upper 10%	5.0%	5.5%	5.5%	5.0%	4.5%	4.0%	3.5%	3.5%
Lower 10%	2.5%	3.0%	3.0%	2.8%	2.7%	2.5%	2.5%	2.5%
Median	4.0%	4.0%	3.9%	3.8%	3.8%	3.5%	3.0%	3.0%
Panelist 4								
Upper 10%	5.2%	5.0%	5.0%	5.2%	5.2%	5.2%	5.4%	5.4%
Lower 10%	2.8%	1.8%	1.5%	1.3%	1.2%	1.2%	1.2%	1.2%
Median	3.8%	2.5%	2.3%	2.2%	2.1%	2.1%	2.1%	2.1%
Panelist 5								
Upper 10%	6.0%	5.5%	5.5%	5.5%	5.5%	5.5%	5.5%	5.5%
Lower 10%	2.1%	0.8%	0.8%	1.0%	1.0%	1.0%	0.9%	0.8%
Median	3.5%	2.8%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%
Panelist 6								
Upper 10%	4.3%	4.0%	3.5%	3.2%	3.0%	3.9%	3.3%	3.2%
Lower 10%	2.3%	2.0%	1.5%	1.2%	1.5%	1.6%	1.8%	1.6%
Median	3.3%	3.0%	2.5%	2.2%	2.5%	2.6%	2.8%	2.5%
Panelist 7								
Upper 10%	3.9%	3.3%	3.9%	3.8%	3.8%	4.5%	5.5%	8.0%
Lower 10%	1.9%	1.0%	1.0%	1.0%	0.8%	0.7%	0.6%	0.5%
Median	2.5%	2.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.0%
Panelist 8								
Upper 10%	4.6%	4.5%	4.0%	3.5%	3.5%	3.5%	3.5%	3.5%
Lower 10%	1.6%	1.5%	1.0%	0.5%	0.5%	0.5%	0.5%	0.5%
Median	3.1%	3.0%	2.5%	2.0%	2.0%	2.0%	2.0%	2.0%
Panelist 9								
Upper 10%	3.0%	3.0%	4.0%	4.5%	4.5%	4.0%	4.0%	4.0%
Lower 10%	2.2%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Median	2.5%	2.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Panelist 10								
Upper 10%	3.6%	4.0%	4.2%	4.2%	4.2%	4.2%	4.2%	4.2%
Lower 10%	2.6%	3.0%	3.2%	3.2%	3.2%	3.2%	3.2%	3.2%
Median	3.1%	3.5%	3.7%	3.7%	3.7%	3.4%	3.4%	3.4%
Panelist 11								
Upper 10%	5.0%	4.5%	4.0%	4.0%	3.5%	3.0%	3.0%	3.0%
Lower 10%	3.5%	3.5%	3.0%	2.5%	1.5%	1.5%	1.5%	1.5%
Median	4.5%	4.0%	3.5%	3.0%	2.0%	2.0%	2.0%	2.0%
Panelist 12								
Upper 10%	4.2%	3.5%	3.5%	3.0%	3.0%	3.2%	3.3%	3.2%
Lower 10%	2.2%	1.5%	1.5%	1.0%	1.0%	1.0%	0.9%	0.8%
Median	3.2%	2.5%	2.5%	2.0%	2.0%	2.1%	2.1%	2.0%
Panelist 13								
Upper 10%	4.6%	4.0%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Lower 10%	3.0%	2.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Median	3.8%	2.8%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

All data in the above table are in percentage growth rates.

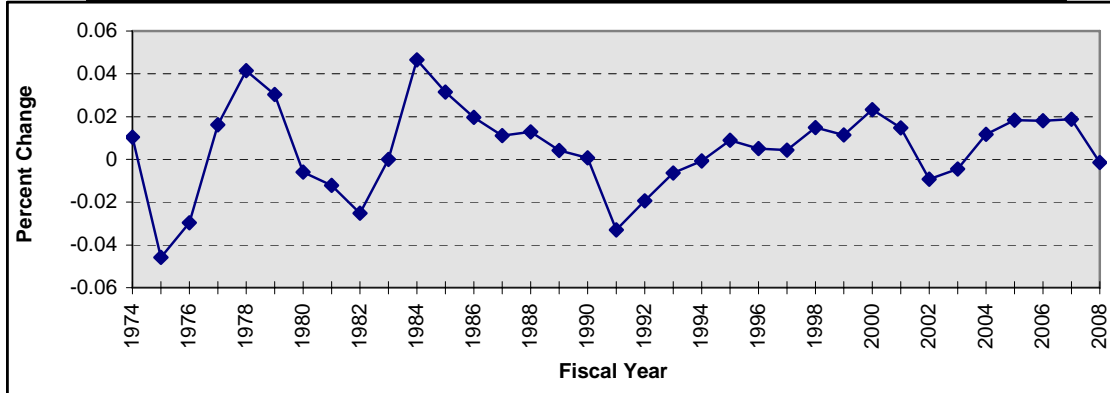
**HISTORICAL DATA
GROWTH IN REAL INCOME PER CAPITA
Using Phoenix CPI to Measure Inflation
(Annual Percent Change)**

HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960	1970	1980	-0.6%	1990	0.1%	2000	2.3%
1961	1971	1981	-1.2%	1991	-3.3%	2001	1.5%
1962	1972	1982	-2.5%	1992	-1.9%	2002	-0.9%
1963	1973	1983	0.0%	1993	-0.6%	2003	-0.5%
1964	1974	1984	4.7%	1994	-0.1%	2004	1.2%
1965	1975	1985	3.1%	1995	0.9%	2005	1.8%
1966	1976	1986	2.0%	1996	0.5%	2006	1.8%
1967	1977	1987	1.1%	1997	0.4%	2007	1.9%
1968	1978	1988	1.3%	1998	1.5%	2008*	-0.1%
1969	1979	1989	0.4%	1999	1.1%	2009	

*Estimate

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	-0.1%	1.9%	1.3%	0.9%	0.4%	1.9%
10 Years	-0.9%	2.3%	1.0%	1.1%	-0.5%	1.9%
Full Period	-4.6%	4.7%	0.6%	2.0%	-2.2%	3.0%

**HISTORICAL DATA
MARICOPA COUNTY POPULATION GROWTH
(Annual Percent Change)**

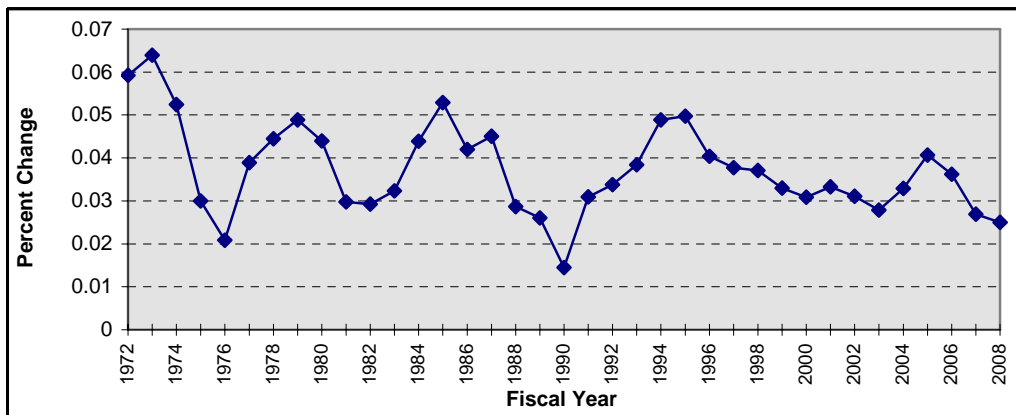
HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960	1970	1980	4.4%	1990	1.4%	2000	3.1%	
1961	1971	1981	3.0%	1991	3.1%	2001	3.3%	
1962	1972	5.9%	1982	2.9%	1992	3.4%	2002	3.1%
1963	1973	6.4%	1983	3.2%	1993	3.8%	2003	2.8%
1964	1974	5.2%	1984	4.4%	1994	4.9%	2004	3.3%
1965	1975	3.0%	1985	5.3%	1995	5.0%	2005	4.1%
1966	1976	2.1%	1986	4.2%	1996	4.0%	2006	3.6%
1967	1977	3.9%	1987	4.5%	1997	3.8%	2007	2.7%
1968	1978	4.4%	1988	2.9%	1998	3.7%	2008*	2.5%
1969	1979	4.9%	1989	2.6%	1999	3.3%	2009	

FY 2007 and prior from U. S. Census Bureau. * FY 2008 to 2009 based on Phoenix Blue Chip Forecast, 2nd Qtr 2008.

FY 2010-2026 based on Department of Commerce Population Projections 2006-2055 growth rates dated March 31, 2006.

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	2.5%	4.1%	3.2%	0.6%	2.6%	3.9%
10 Years	2.5%	4.1%	3.2%	0.5%	2.7%	3.7%
Full Period	1.4%	6.4%	3.7%	1.1%	2.7%	5.1%

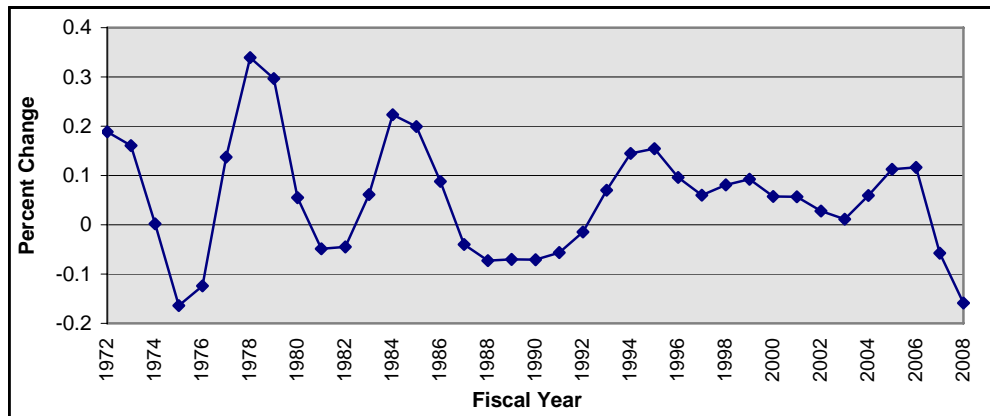
**HISTORICAL DATA
MARICOPA COUNTY GROWTH IN CONSTRUCTION EMPLOYMENT
(Annual Percent Change)**

HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960	1970	1980	5.5%	1990	-7.1%	2000	5.8%
1961	1971	1981	-4.9%	1991	-5.6%	2001	5.7%
1962	1972	1982	-4.5%	1992	-1.4%	2002	2.8%
1963	1973	1983	6.1%	1993	7.0%	2003	1.1%
1964	1974	1984	22.3%	1994	14.5%	2004	5.9%
1965	1975	1985	20.0%	1995	15.4%	2005	11.3%
1966	1976	1986	8.8%	1996	9.6%	2006	11.6%
1967	1977	1987	-4.0%	1997	6.0%	2007	-5.7%
1968	1978	1988	-7.3%	1998	8.1%	2008*	-15.9%
1969	1979	1989	-7.0%	1999	9.3%	2009	

FY 2006 and prior from Bureau of Economic Analysis. * FY 2007 to 2009 based on Phoenix Blue Chip forecast, 2nd Qtr 2008.
FY 2010 and after ADOT staff estimates.

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	-15.9%	11.6%	1.4%	12.0%	-11.8%	11.5%
10 Years	-15.9%	11.6%	3.2%	8.4%	-6.8%	11.3%
Full Period	-16.4%	34.0%	5.3%	11.7%	-7.2%	19.3%

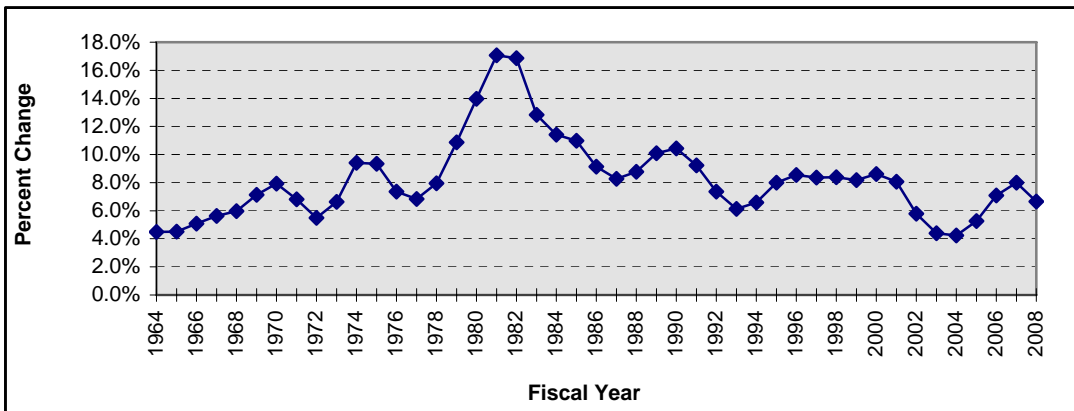
HISTORICAL DATA PRIME INTEREST RATE

HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960		1970 7.9%	1980 14.0%	1990 10.4%	2000 8.6%
1961		1971 6.8%	1981 17.1%	1991 9.2%	2001 8.1%
1962		1972 5.5%	1982 16.9%	1992 7.4%	2002 5.8%
1963		1973 6.6%	1983 12.8%	1993 6.1%	2003 4.4%
1964 4.5%		1974 9.4%	1984 11.4%	1994 6.6%	2004 4.2%
1965 4.5%		1975 9.3%	1985 11.0%	1995 8.0%	2005 5.3%
1966 5.1%		1976 7.4%	1986 9.1%	1996 8.6%	2006 7.1%
1967 5.6%		1977 6.8%	1987 8.3%	1997 8.4%	2007 8.0%
1968 6.0%		1978 7.9%	1988 8.8%	1998 8.4%	2008* 6.6%
1969 7.1%		1979 10.9%	1989 10.1%	1999 8.2%	2009

FY 2007 and prior from Federal Reserve. FY 2008 and after based on Global Insight, May 2008, Trend Forecast.

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	4.2%	8.0%	6.2%	1.5%	4.6%	7.6%
10 Years	4.2%	8.6%	6.6%	1.6%	4.4%	8.2%
Full Period	4.2%	17.1%	8.2%	2.9%	5.2%	11.2%

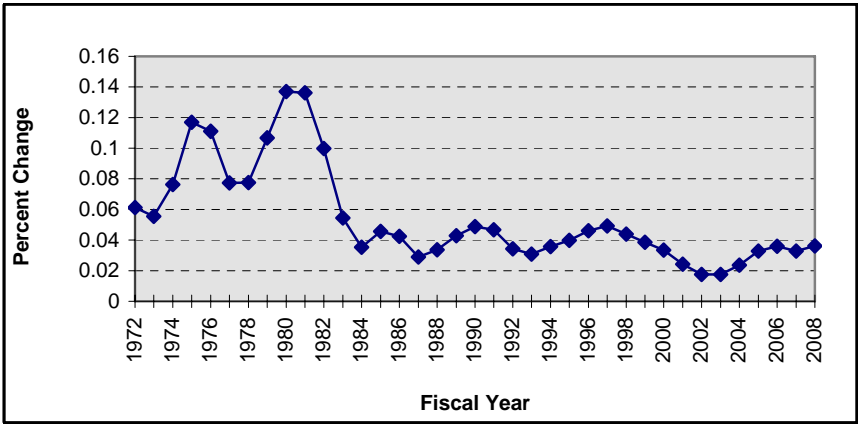
**HISTORICAL DATA
PHOENIX CPI GROWTH RATE
(Annual Percent Change)**

HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960	1970	1980	13.7%	1990	4.9%	2000	3.4%
1961	1971	1981	13.6%	1991	4.7%	2001	2.4%
1962	1972	1982	10.0%	1992	3.4%	2002	1.8%
1963	1973	1983	5.5%	1993	3.1%	2003	1.7%
1964	1974	1984	3.5%	1994	3.6%	2004	2.4%
1965	1975	1985	4.6%	1995	4.0%	2005	3.3%
1966	1976	1986	4.2%	1996	4.6%	2006	3.6%
1967	1977	1987	2.9%	1997	4.9%	2007	3.3%
1968	1978	1988	3.4%	1998	4.4%	2008*	3.6%
1969	1979	1989	4.3%	1999	3.9%	2009	

* Estimate

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	2.4%	3.6%	3.2%	0.5%	2.7%	3.6%
10 Years	1.7%	3.9%	2.9%	0.8%	1.8%	3.6%
Full Period	1.7%	13.7%	5.4%	3.2%	2.7%	10.8%

**HISTORICAL DATA
US HOUSING START GROWTH RATE
(Annual Percent Change)**

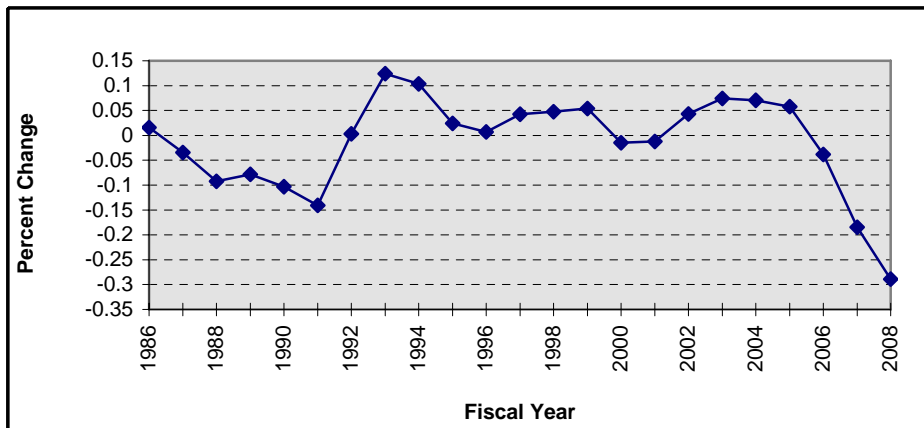
HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960	1970	1980	1990	-10.3%	2000	-1.5%
1961	1971	1981	1991	-14.1%	2001	-1.2%
1962	1972	1982	1992	0.3%	2002	4.3%
1963	1973	1983	1993	12.4%	2003	7.4%
1964	1974	1984	1994	10.3%	2004	7.1%
1965	1975	1985	1995	2.4%	2005	5.8%
1966	1976	1986	1996	0.7%	2006	-3.8%
1967	1977	1987	1997	4.2%	2007	-18.4%
1968	1978	1988	1998	4.7%	2008*	-28.9%
1969	1979	1989	1999	5.4%	2009	

FY 2007 and prior from U.S. Bureau of Census. * FY 2008 estimate and after based on Global Insight, May 2008,

Trend Forecast.

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	-28.9%	7.1%	-7.7%	15.6%	-24.7%	6.6%
10 Years	-28.9%	7.4%	-2.4%	12.1%	-19.5%	7.1%
Full Period	-28.9%	12.4%	-1.3%	9.6%	-13.0%	7.3%

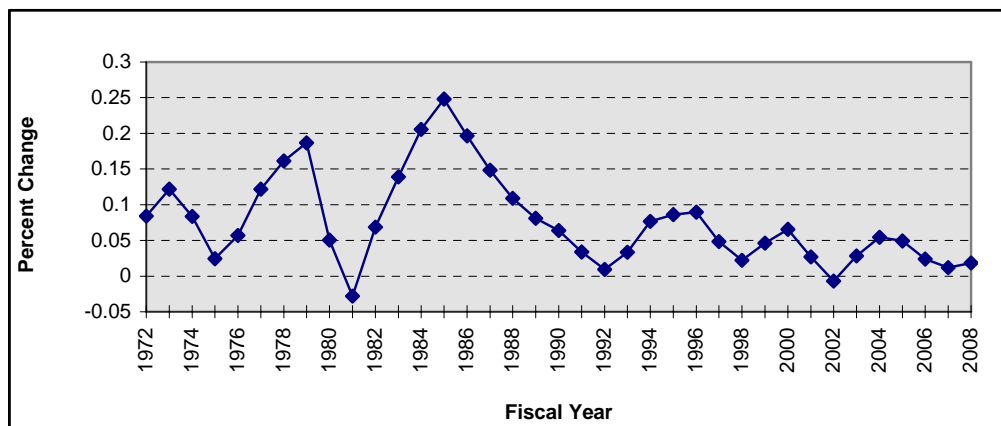
**HISTORICAL DATA
SKY HARBOR PASSENGER TRAFFIC GROWTH RATE
(Annual Percent Change)**

HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960	1970	1980	5.0%	1990	6.4%	2000	6.5%
1961	1971	1981	-2.8%	1991	3.4%	2001	2.7%
1962	1972	1982	6.8%	1992	0.9%	2002	-0.7%
1963	1973	1983	13.9%	1993	3.3%	2003	2.8%
1964	1974	1984	20.6%	1994	7.7%	2004	5.4%
1965	1975	1985	24.8%	1995	8.6%	2005	4.9%
1966	1976	1986	19.6%	1996	8.9%	2006	2.4%
1967	1977	1987	14.8%	1997	4.8%	2007	2.0%
1968	1978	1988	10.9%	1998	2.2%	2008*	2.0%
1969	1979	1989	8.1%	1999	4.6%	2009	

* Historical data FY 2007 and prior obtained from Phoenix Sky Harbor International Airport and Phx-Mesa Gateway Airport.
FY 2008 and after staff estimates.

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	1.2%	5.4%	3.2%	1.9%	1.4%	5.2%
10 Years	-0.7%	6.5%	3.2%	2.2%	1.0%	5.5%
Full Period	-2.8%	24.8%	7.6%	6.3%	1.6%	16.9%

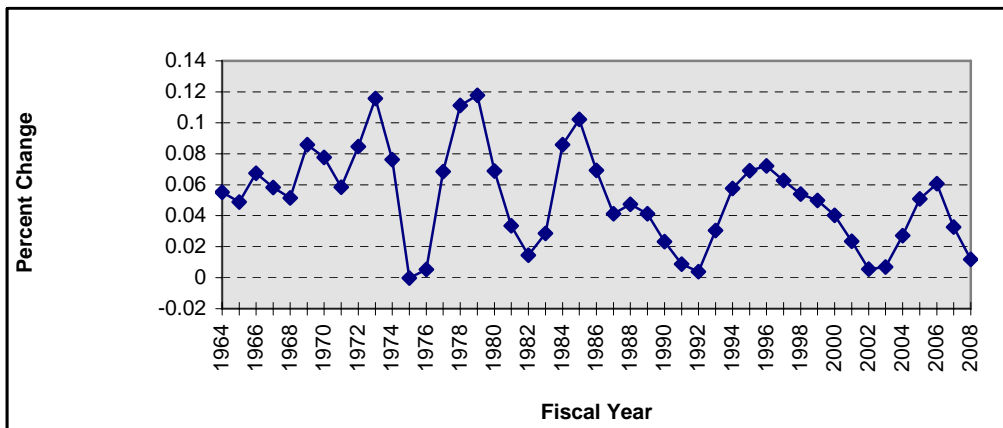
**HISTORICAL DATA - MARICOPA COUNTY
TOTAL NON-FARM EMPLOYMENT GROWTH RATE
(Annual Percent Change)**

HISTORICAL DATA BY FISCAL YEAR (July 1 through June 30)

1960		1970 7.8%	1980 6.9%	1990 2.3%	2000 4.0%
1961		1971 5.9%	1981 3.4%	1991 0.9%	2001 2.3%
1962		1972 8.5%	1982 1.5%	1992 0.4%	2002 0.6%
1963 5.5%		1973 11.6%	1983 2.9%	1993 3.0%	2003 0.7%
1964 5.5%		1974 7.6%	1984 8.6%	1994 5.8%	2004 2.7%
1965 4.9%		1975 0.0%	1985 10.2%	1995 6.9%	2005 5.1%
1966 6.8%		1976 0.5%	1986 6.9%	1996 7.2%	2006 6.1%
1967 5.8%		1977 6.9%	1987 4.1%	1997 6.3%	2007 3.3%
1968 5.1%		1978 11.1%	1988 4.7%	1998 5.4%	2008* 1.2%
1969 8.6%		1979 11.8%	1989 4.1%	1999 5.0%	2009

FY 2007 and prior from Bureau of Labor Statistics. FY 2008 and after ADOT staff estimates.

HISTORICAL DATA - GRAPHED



HISTORICAL DATA - ANALYSIS

Period	Historical		Mean	Std. Dev.	80% Range	
	Min.	Max.			Lower	Upper
5 Years	1.2%	6.1%	3.7%	1.9%	1.8%	5.7%
10 Years	0.6%	6.1%	3.1%	1.9%	0.7%	5.2%
Full Period	0.0%	11.8%	5.1%	3.0%	0.8%	8.6%



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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #6

Date

November 12, 2008

Subject

Past and Future VMOCC Agenda Items

Summary

At the request of the committee, RPTA was asked to track past and future VMOCC agenda items. This information is included in the attached spreadsheet. The committee is asked to consider the attachment and provide staff with direction.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

For information and possible action.

Contact Person

Bryan Jungwirth
Chief of Staff
602-534-1803

Attachments

Spreadsheet of Past and Future VMOCC Agenda Items

VMOCC Past and Future Agenda Items

Meeting Date	Agenda Item	Status of Agenda Item
15-Aug-07	Other Project Agreements	10/17/07 – Approved
	HDR reports on:	9/13/07 – Presented and Discussed
	- Developing a process to update the financial model annually	
	- Developing a process to distribute unallocated funds	10/17/07 – Approved
	Regional Paratransit Study Draft Final Report	9/13/07 – Presented and Discussed
	Bus Stop Study Draft Final Report	10/17/07 – Presented and Discussed
	VMOCC Structure	
	Park-and-Ride design discussion	2/13/08 – Tabled
13-Sep-07	New farebox rollout	11/17/07 – Presented and Discussed
	Bus Rapid Transit Update	10/17/07 – Presented and Discussed
	Bus Stop Study Report Results	11/17/07 – Approved
17-Oct-07	Bus Stop Inventory and Design Guidelines Study	11/17/07 – Approved
	Fare Policy Launch Plan Update	11/17/07 – Presented and Discussed
	Innovative uses for Park-and-Ride lots when not in use	
	Joint Development Policy	12/12/07 – Presented and Tabled
17-Nov-07	FFY 2009 Appropriations Request	12/12/07 – Approved
	TLCP/SR Beard Parking Lot Items	
	Bus Refurbishments – what are the effects on the TLCP	
	Joint Development Policy	12/12/07 – Presented and Tabled
	Opening weekend support of Rail	
	Arizona Avenue BRT Contract Award	1/09/08 – Approved
12-Dec-07	Farebox rollout	1/09/08 – Presented and Discussed
	Joint Development Policy	4/23/08 – Approved (joint meeting)
9-Jan-08	Farebox implementation update	2/13/08 – Presented and Discussed
	Planning Studies Update	2/13/08 – Presented and Discussed
	TLCP Parking Lot Items	
	Mesa Main Street Project Assessment Report	3/12/08 – Presented and Discussed
13-Feb-08	Suggested that the farebox item be moved to the Operator's Roundtable	
12-Mar-08	Farebox Data Update	6/25/08 – Presented and Discussed
	700 MHz Communications System	4/23/08 – Approved
	Vehicles for Mesa Main Street	
	Bus Procurement Contract Award	4/23/08 – Approved
	Park-and-Ride Reprioritization Study	4/23/08 – Approved
	New Service Promotions	6/25/08 – Presented and Discussed
	Construction Manager at Risk Contract Award	4/23/08 – Approved
	Bus Bridging	6/25/08 – Presented and Discussed
	Capital Development Policy	4/23/08 – Approved (joint meeting)
	RTP Brochure – how is it developed	6/25/08 – Presented and Discussed
23-Apr-08	Smartcard Presentation	
	AzTECH Proposal	6/25/08 – Tabled
	Rail Bus Bridging	6/25/08 – Presented and Discussed
	Farebox update	6/25/08 – Presented and Discussed
	Service promotions	6/25/08 – Presented and Discussed
	RTP Brochure development	6/25/08 – Presented and Discussed
25-Jun-08	AzTech Proposal – more information	8/19/08 – Approved
	Fare Policy Enhancement Program	9/16/08 – Presented and Discussed
	Ridership Data Update	8/19/08 – Presented and Discussed
	Regional Bus Stop Database (management functions and current status)	8/19/08 – Presented and Discussed
19-Aug-08	Bus Stop Improvement Workshop	9/10/08 – Bus Stop Workshop
	Outstanding agenda item requests	
	Management Audit Services Recommendation	9/16/08 – Presented and Discussed
	City of Phoenix RFP for Bus Stop Management System	9/16/08 – Presented and Discussed

VMOCC Past and Future Agenda Items

Open Agenda Items		
	<ul style="list-style-type: none"> · VMOCC Structure · Innovative uses for Park-and-Ride lots when not in use · TLCP/SR Beard Parking Lot Items · Bus Refurbishments – what are the effects on the TLCP · Opening weekend support of Rail · TLCP Parking Lot Items · suggested that the farebox item be moved to the Operator's Roundtable · Vehicles for Mesa Main Street · Smartcard Presentation · Regional Bus Stop Database (management functions and current status) · Outstanding agenda item requests 	
18-Nov-08	Summary Minutes (from joint meeting on October 21, 2008)	Action
18-Nov-08	Farebox Update	Action
18-Nov-08	ADA Paratransit Eligibility Determination Program Recommendations	Action
18-Nov-08	Short Range Transit Plan	Discussion
18-Nov-08	ADOT Revenue Forecast Update	Information
18-Nov-08	Past and Future VMOCC Agenda Items	Information
18-Nov-08	Future VMOCC Agenda Items	Information
Upcoming Items		
	Origin and Destinations Study	Action
	Valley Metro Identity Launch	Information
	IVR Contract Award	Action
	Volunteer Mileage Reimbursement Contract Award	Action
	Fuel Management System Contract Award	Action
Dec. 08	ITS Fund Utilization	Information
Dec. 08	Transit Framework Study Update (Kevin Wallace - MAG)	Information
July 09	Volunteer Driver Mileage Reimbursement Update	Information
Recurring Items		
December	Annual Transit Performance Report	Action
December	Congressional Appropriations Request Approval	Action
February	TLCP Financial Model Update and Approval	Action
February	FY 2009-10 Operating and Capital Budget	Action



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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #7

Date

November 12, 2008

Subject

Future VMOCC Agenda Items

Summary

Chairman Greg Jordan will request future VMOCC agenda items from the committee members.

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

Bryan Jungwirth
Chief of Staff
602-534-1803

Attachments

None



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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #8

Date

November 12, 2008

Subject

Member Agency Updates

Summary

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

Fiscal Impact

None

Considerations

None

Prior Committee Action

None

Recommendation

None

Contact Person

None

Attachments

None



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Valley Metro Operations and Capital Committee Information Summary

Agenda Item #9

Date

November 12, 2008

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