



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

October 4, 2012

TO: Members of the MAG Transit Committee

FROM: Cathy Colbath, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 11, 2012 – 10:00 a.m.
MAG Office, Suite 200, Ironwood Room
302 North 1st Avenue, Suite 200
Phoenix, AZ. 85003

A meeting of the MAG Transit Committee will be held at the time and place noted above. Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage. Committee members or their proxies may attend in person, via videoconference or by telephone conference call. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Marc Pearsall or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG Transit Committee. If the Transit Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Jorge Luna at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft July 12, 2012 Minutes - No meetings were held in August or September.

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transit Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transit Committee requests an exception to this limit.

4. Transit Program Manager's Report

The MAG Transit Program Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.

5. Transit Programming Guidelines - Preventive Maintenance

The last time the Work Group convened was August 1, 2012. It was requested that a high level analysis of revenues and TLCP/TIP expenditures be completed to review the remaining balance before a preventive maintenance policy is committed. Since then, MAG and RPTA staff have worked together and developed the following table that estimates the upcoming six years revenues and expenditures. Based on this analysis, it is suggested to commit 20% of both PHX/MESA and AVN/GDY UZA 5307 funding to preventive maintenance. Under the DRAFT Guidelines, this will be Priority #4. Additionally, the Draft Priority #7

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the July 12, 2012 meeting. No meetings were held in August or September.

3. For information and discussion.

4. For information and discussion.

5. For Information and discussion.

is to fund new projects based on a regional competitive evaluation process, which is still under development. Operators will be able to request additional preventive maintenance funding under Priority #7 through the evaluation process. Please see Attachment One for additional information.

6. Quarterly Status Report on Federal Grant Activity

The City of Phoenix is the Designated Recipient (DR) for federal transit funds for the Phoenix Mesa Urbanized Area (UZA). Among other responsibilities, the City of Phoenix manages federal transit grants for the region. In support of MAG's role of coordinating regional transit planning and programming activities, the City of Phoenix will provide quarterly updates to the Transit Committee on the status of existing federal grants. Please refer to Attachment Two for additional information.

7. Request for Future Agenda Items

Topics or issues of interest that the Transit Committee would like to have considered for discussion at a future meeting will be requested.

8. Next Meeting Date

The next regular Transit Committee meeting is tentatively scheduled for Thursday, November 8, 2012, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

6. For information and discussion.

7. For information and discussion.

8. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

July 12, 2012

Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

ADOT: Nicole Patrick	Peoria: Maher Hazine
Avondale: Rogene Hill	Phoenix: Neal Young
#Buckeye: Andrea Marquez	*Queen Creek: Kevin Johnson
Chandler: Dan Cook for RJ Zeder	Scottsdale: Madeline Clemann
#El Mirage: John Aleman for Lance Calvert	Surprise: David Kohlbeck
Gilbert: Nicole Dailey	Tempe: Greg Jordan
Glendale: Cathy Colbath, Chair	*Tolleson: Chris Hagen
Goodyear: Cato Esquivel	Valley Metro Rail/Metro: Wulf Grote
*Maricopa County DOT: Mitch Wagner	*Youngtown: Jim Fox
Mesa: Jeff Martin for Mike James	*Regional Public Transportation Authority:
*Paradise Valley: James Shano	Carol Ketcherside

*Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Eileen Yazzie, MAG	Ken Kessler, Phoenix
Marc Pearsall, MAG	Mark Melnychenko, Phoenix
Alice Chen, MAG	Tom Callow, METRO/RPTA
Teri Kennedy, MAG	Abhi Dayal, METRO/RPTA
Vladimir Livshits, MAG	Ben Limmer, METRO/RPTA
Jorge Luna, MAG	Bob Antila, Valley Metro/RPTA
Jenna Goad, Glendale	Kammy Horne, URS
Evan Balmer, Mesa	

1. Call to Order

The meeting was called to order at 10:04 a.m. by Chair Cathy Colbath. Chair Colbath welcomed everyone in attendance and announced that a quorum was present. She noted that the following members were joining the meeting by teleconference, Ms. Andrea Marquez of Buckeye and Mr. John Aleman for Lance Calvert of El Mirage. Chair Colbath also introduced and welcomed the newest members of the Committee, Ms. Nicole Dailey of the Town of Gilbert and Ms. Nicole Patrick of ADOT. Chair Colbath asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft June 14, 2012 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft June 14, 2012 meeting minutes. Hearing none, Chair Colbath called for a motion to approve the draft meeting minutes. Mr. Jeff Martin of Mesa moved to approve the motion and Mr. Maher Hazine of Peoria seconded, and the motion passed unanimously.

3. Call to the Audience

Chair Colbath stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transit Program Manager's Report

Chair Colbath introduced Ms. Eileen Yazzie of MAG who presented her Transit Program Manager's Report. Ms. Yazzie began by noting that she had two items for the agenda.

Ms. Yazzie explained that Mr. Jorge Luna had sent the member agencies an excel workbook containing information on the Transit Service Inventory Report. She noted that MAG was looking at gathering information on transit service/operations budgets, as well as information on budgets for non-service providers that purchase service. She added that information regarding how much agencies spend on facilities such as bus stops, fleet, etc were also being gathered for this report. She stated that the information was requested to be submitted by the deadline of August 3rd. She also noted that the compiled data was integral in the development of a report, that would in turn lead to the creation and programming of the FY2014-18 TIP.

Ms. Yazzie also gave a briefing on the new, Congressionally and Presidentially approved MAP-21 authorization legislation that would provide a blueprint for transportation/transit funding for the next two years and three months. She added that there was still speculation on final guidance for funding tables for the new legislation. She then reviewed some of the highlights as related to transit and added that the federal government would be consolidating some programs, such as 5310 was being reorganized with 5317, and also explained that some funding that traditionally went through the state, would now be coming directly to urbanized areas. She also added that the eligibility of the 5316 program would now be under 5307, so that

would have to be reviewed should the MAG region wish to include the JARC program.

She also explained that some things had changed in the 5309 Fixed Guideway Modernization formula, where the federal government was removing criteria related to HOV lane utilizing bus routes unless they were in their own dedicated right of way. She further explained that the 5309 Fixed Guideway Modernization funds featured the main data-driver of express routes which use shared HOV lanes in the Valley. She said that the data related to those services would no longer be calculated in the 5309 reporting. She continued by noting that the Federal Transit Administration was creating a new bus and bus livability formula program. She concluded with additional brief discussion and a summary.

Mr. Greg Jordan of Tempe inquired as to a future agenda item that might feature an overview of the completed and formalized MAP-21 programs when they are provided to MAG. Ms. Yazzie affirmed that she would present it at a future meeting.

Chair Colbath thanked Ms. Yazzie and asked if there were any questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

5. Federal Fiscal Year 2012 Transit Program of Projects for Federal Funds and FFY2013-2015 Transit Project Changes

Chair Colbath requested that Ms. Eileen Yazzie brief the committee on the Federal Fiscal Year 2012 Transit Program of Projects for Federal Funds and FFY2013-2015 Transit Project Changes. Chair Colbath noted that the item was on for information, discussion and possible action.

Ms. Yazzie referred to the agenda description and stated that if materials such as allocation tables related to the item were not made available to the Committee for review in advance of the meeting, then the item would be deferred until a future meeting. As the materials were not yet available, the item was recommended for deferral until the next meeting.

She did state that on a positive note, all of the programming decisions had been made. When the actual dollar amounts were released, the only thing MAG must do is make modifications to the tables. She noted that the region does not know the amount of CMAQ funding it will receive, so at current time it was unknown how much should be flexed over. She offered an example of a scenario, where it was estimated that the region may receive approximately \$55-56 million in CMAQ funding. If that assumption were to be lower, then the region would have to adjust the amount flexed. She also noted that in regards to the 5307 funding, it was estimated that the region may receive \$53-55 million, so modifications to the Preventive Maintenance amount, would be needed should that amount not be fulfilled. These adjustments would be made when MAG receives its final apportionments.

Mr. Jeff Martin of Mesa inquired on the funding sources for some of these programs, as there might not be enough funding to cover these in certain outlying budget years. Ms. Yazzie replied for FY2012, the region was in good shape in that regard. She added that in 2013-14, that was when changes would occur and the region would need to respond to any need

adjustment in quick fashion and that understanding the eligibility guidelines, that all of the current MAG programs would likely be able to be funded. Chair Colbath thanked Ms. Yazzie and asked if there were any further questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

6. Transit Prioritization Guidelines for Formula Federal Funds

Chair Colbath requested that Ms. Eileen Yazzie brief the committee on the Transit Prioritization Guidelines for Formula Federal Funds.

Ms. Yazzie began by noting that there were two items on the agenda pertaining to Transit Prioritization Guidelines for Formula Federal Funds. She reminded the committee that she had previously sent out a brief memorandum as well as some additional materials regarding Preventive Maintenance (PM), both historic and estimated amounts. She added that the information was intended to give the committee as well as the Working Group an idea of the dollar amounts and percentages per year of what the region had funded and would be funding in the future for PM.

She explained that she had attached some input from two of the region's operators regarding what the value of PM was for the region and how would it help increase the overall funds for other transit budget needs. She added that they would continue to report in their findings on the impact of PM as the region moves forward.

Ms. Yazzie recapped the rationale behind why the region must create guidelines for transit prioritization. It was due in relation to the development of the FY2014-2018 TIP, and the planning that the region had done for the current TIP. The region had programmed between \$85 - \$105 million of federal funds in the 2011-2015 TIP for regional PM. She recalled that so far, the guidelines had been presented to the May 2012 Transit Committee, a working group meeting in June 2012, followed by another working group meeting in July 2012.

Ms. Yazzie also noted a recent clarifying question from the Transit Committee of what the definition was of an RTP Project and what the definition was of a TLCP Project, as well as how/where do local projects fit in, etc. She explained that when it came to the Regional Transportation Plan, it was effectively the big umbrella that included all transit service, namely local service and regional service costs, routes, projects, ADA, non-ADA. In regards to Prop 400, that was just a portion of that. Historically, the region had used the TIP and federal funds to support those areas such as fleet replacement, PM, and TLCP projects. She summarized that developing transit prioritization guidelines was an attainable goal that would help the region manage its project funding more thoroughly.

She then explained the focus of the next working group meeting scheduled for July. She reviewed the 2008-2014 Regional Federal Funding for what had been done for PM for FY2014, and noted that it had increased since 2008. She stated that there had been previous guidelines that had capped PM, but there hadn't been a great need of recent in the region for bus replacements and expansion, which allowed the programming of funds for PM. She emphasized the need of the guidelines to reflect a balance of prioritizing local and regional

project needs. Discussion followed. She completed her report and added that she was looking to schedule the next working group meeting within the next 2-3 weeks.

Chair Colbath thanked Ms. Yazzie and asked if there were any questions or comments. Mr. Martin of Mesa requested that Ms. Yazzie give a brief overview summary of the two options available to the Committee. Ms. Yazzie replied that one scenario submitted and suggested by Phoenix featured more of a preference for the current system operating structure, with support of the regional TLCF projects that had been identified with additional new projects. In contrast, the other set of guidelines reflected a combination of existing service and regional service together. The rationale behind that option would be to implement a scoring system where the projects were weighted. The projects that were not regional in nature or included in the RTP would also go through an evaluation-criteria process. Mr. Martin inquired as to how a compromise on the options might be met, and Ms. Yazzie noted that with RPTA's input and guidance, the next working group would decide on the best path forward. Discussion followed.

Chair Colbath thanked Ms. Yazzie and asked if there were further questions or comments. Hearing no further comments or questions, she proceeded to the next item on the agenda.

7. FTA Discretionary Grant Process

Chair Colbath requested that Ms. Alice Chen of MAG present an update on the FTA Discretionary Grant Process. Ms. Chen noted that the agenda item was for information and discussion. She began by noting that it appeared that the Federal Discretionary Grant Process was being discontinued as directed in the new MAP-21 legislation. She stipulated that much of what she discussed the previous month would no longer be relevant as the entire FTA process will either change, be amended or eliminated altogether. She added that the good news was that the grant would now be awarded to the region in the form of a Formula Grant.

She explained that a meeting to discuss the Discretionary Grant Process had commenced in July. It was decided that since the region would be getting new guidelines and directives regarding the grant process, the regional members would still need to configure a method and format of allocating those new FTA Formula Grants that will be taking the place of the former Federal Discretionary Grant Process. She said that the MAG Region could use FTA's new guidelines as a starting point for discussion to factor which of the FTA's goals are in-line with those of the MAG Region.

Ms. Chen also said that if the goals and objectives did appear in synch with the evaluation criteria, then the Transit Operators Working Group could recommend to use the FTA's guidelines as our own, or include additional, more-region specific guidelines as well. She then referred to the handout, and noted the comments and reviews regarding the goals, and meaningful metrics of the bus and bus livability section. She briefly review the seven various criteria as presented within the handout: 1. Linkage to Livability Principles; 2. Linkage to Environmental Sustainability; 3. Leveraging of public and private investments; 4. Demonstrated Need for Resources; 5. Demonstration of Need - Bus Replacement or Rehabilitation; 6. Demonstration of Need - Bus Facilities and Equipment; and 7. Planning and Local/Regional Prioritization. Discussion followed.

Ms. Chen then gave a rundown of the schedule over the next month regarding the Discretionary Grant Process and the Transit Operators Working Group. She noted that it was a tight timetable and that things would move very quickly. The Transit Operators Working Group would make comments and recommend approval in July/August, and draft comments would then be sent to Transit Committee Members for review in the Aug/Sept. timeframe. She then concluded her presentation and offered to answer any questions or comments. Brief discussion followed.

Chair Colbath thanked Ms. Chen and asked if there were any further questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

8. South Central AA Purpose, Needs, and Goals

Chair Colbath requested that Mr. Ben Limmer of Valley Metro present an update on the METRO South Central AA Purpose, Needs, and Goals. Mr. Limmer noted that the agenda item was for information and discussion.

Mr. Limmer began by stating that this was the second update to the Transit Committee regarding the South Central Alternatives Analysis process out of four that would continue through 2013. He also referred to page 21 of his presentation and noted that due to MAP-21 congressional and Presidential legislation, the Alternatives Analysis process had been eliminated and that Valley Metro was awaiting word on the new FTA guidance, evaluation criteria and methodology that would take the place of the traditional AA's. He added that this information was expected sometime in fall 2012.

He continued with his presentation and referred to the current High Capacity Transit System map as identified in the 2012 TLCP Update, as well as identifying the Phoenix West Extension's deferral to 2023, the Northwest Extension's acceleration to 2016 and the Northwest Extension's deferral to 2032.

Mr. Limmer then explained the details of the South Central study area, which focused from Downtown Central Ave, 7th Avenue and 7th Street, southward to the area of Baseline Rd /Dobbins Rd. He did point out some recent City of Phoenix Transit Investments, namely the Ed Pastor Transit Center, the upgrade of Central Station, new bus stop shelters and transit pads (due ARRA funds – \$270,000). Additionally, a new 27th Avenue/Baseline Park-and-Ride recently came on-line, with a new 24th Street/Baseline Park-and-Ride planned for 2013.

He continue with explaining the purpose and need of the proposed South Central corridor. He said that the purpose was to increase transit ridership, improve access to employment and educational facilities, and expand the regional high capacity network. Additionally, the transit corridor would support economic development/sustainable communities. He added that the need for the project was due to a variety of factors, including that walking was the predominant mode of access to transit in the area. Transit use was heavy in the study area, and that local Valley Metro buses were often crowded on Central Avenue and that over half of all Route 0 boardings occur in the study area. He noted that the study area included numerous clustered

activity centers, and that many originating and connecting transit and other trips were destined for areas served by existing LRT. He also noted that the South Central corridor and AA shared related goals that were contained within the MAG RTP, as well as improving access and mobility, sustaining the environment and accountability in planning along with broad public support for improved transit in South Phoenix and South Mountain Village.

Mr. Limmer continued with explaining Alternatives Analysis process. He said that it was the first step in the federal project development process for the purpose of recommending high capacity transit improvements in the study area. He described that the AA would answer essentially two components, the 'What' (Technology) and the 'Where' (Alignment). During the Tier 1 Mode Alternatives, the study would review a variety of applicable and most suitable modes such as light rail, modern streetcar and bus rapid transit. Also included within the Tier 1 was identifying the most appropriate alignment alternatives such as Central Avenue, 7th Avenue, and 7th Street. Some additional areas of review within the Tier 1, was the screening criteria of the following areas: ridership potential, physical and engineering constraints, land use and economic development potential, transportation network effects and cost (operating and capital). He noted that the end result of the nearly 2-year study was that a Locally Preferred Alternative (LPA) alignment and vehicle technology would be selected.

Mr. Limmer then explained that over the past three months, the Tier 1 alternatives had been vetted through a public process. He added that a set of alternatives were identified to move forward into Tier 2 alignment alternatives. The first was a Central/1st Avenue, bus rapid transit (BRT) option which would use the existing couplet under the Union Pacific Railroad and along Jackson St. Due to the limitations of the older roadway and infrastructure, BRT was deemed not feasible under Central Ave underpasses in Downtown Phoenix.

Another Tier 2 alignment alternative recommended for further study was the Central/1st Avenue couplet for light rail transit (LRT) and Modern Streetcar. That option would use the much wider 1st Avenue for two-way operation under the UPRR. The guideway would then transition to Central Ave via Madison St for re-connection to the on-way couplet northbound. The last Tier 2 alignment alternative recommended for further review was the 7th Avenue/Central Avenue option for LRT, BRT, and Modern Streetcar. Central Ave / Buckeye Rd / 7th Ave would be used in order to provide improved access to housing and a medical center on 7th Ave. The option would also require a new bridge over the UPRR for LRT and Modern Streetcar.

Mr. Limmer explained that during the public involvement process, there had been much feedback to date, with over forty small group meetings held and approximately 140 stakeholders in the database. There had been two public meetings during the summer, with additional attendance at several community events such as the Juneteenth Freedom Festival and some planning workshops. He stated that throughout the study, feedback surveys had been distributed on a regular basis with some decent feedback from the participants. A majority of the respondents favor light rail for the South Central corridor, but that the participants would continue to be surveyed into 2013. He also noted that the project was slightly ahead of its scheduled 18-24 month duration, and that work would continue through late 2014. He closed by adding that he would return to the Transit Committee in fall 2012 with an update of the results from the Tier 2 screening process.

Chair Colbath thanked Mr. Limmer and Valley Metro and asked if there were any questions or comments. Mr. Martin of Mesa thanked Mr. Limmer on his great presentation and inquired if there was any sense early in the study of potential ridership for the corridor. Mr. Limmer replied that they had not yet made it to that point yet, but were now looking into travel forecast models and assumptions with input from MAG. Mr. Limmer did point out that ridership on Routes 0, 7 and 8 were especially strong, and with the new Central/South Mountain Limited bus now running, high ridership in the corridor was already a reality. Mr. Martin also inquired on the potential costs of reconstructing or rebuilding grade-separations between the Union Pacific Railroad and the South Mountain transit corridor service in downtown Phoenix. He noted that those facilities were old and outdated and most likely in need of replacement. Mr. Limmer replied that all of those issues were being addressed and added that the Central Avenue underpass/railroad bridge was historic and could not be altered, specifically due to negative impacts of the existing railroad and nearly 80-year old bridge structure. He said that all of the proposed crossings for the railroad, Interstate-17 and the Salt River were being thoroughly reviewed. Brief discussion followed.

Chair Colbath thanked Mr. Limmer and Valley Metro and asked if there were further questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chair Colbath asked the members of the Committee if there were any issues that they would like added as future agenda items.

As noted earlier, Mr. Greg Jordan of Tempe inquired as to a future agenda item that might feature an overview of the completed and formalized MAP-21 guidance and programs when they are provided to MAG. Ms. Yazzie affirmed that she would present it at a future meeting.

Chair Colbath asked the members of the Committee if there were any other issues that they would like added as future agenda items. Hearing no further comments, she proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Colbath thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, August 9, 2012, at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Chair Colbath adjourned the meeting at 11:06 a.m.

ATTACHMENT #1

Agenda Item 5

October 4, 2012

TO: MAG Transit Committee & Guidelines Work Group
FROM: Alice Chen, Transportation Planner II
SUBJECT: TRANSIT PROGRAMMING GUIDELINES - PREVENTIVE MAINTENANCE

The last time the Work Group convened was August 1, 2012. It was requested that a high level analysis of revenues and TLCP/TIP expenditures be completed to review the remaining balance before a preventive maintenance policy is committed.

Since then, MAG and RPTA staff have worked together and developed the following table that estimates the upcoming six years revenues and expenditures. Based on this analysis, it is suggested to commit 20% of both PHX/MESA and AVN/GDY UZA 5307 funding to preventive maintenance. Under the DRAFT Guidelines, this will be Priority #4. Additionally, the Draft Priority #7 is to fund new projects based on a regional competitive evaluation process, which is still under development. Operators will be able to request additional preventive maintenance funding under Priority #7 through the evaluation process.

Please note, FTA has not yet released guidance regarding uses of new types of funding (5337 HI Bus, 5339 – Bus and Bus Facility), and if preventive maintenance is eligible.

Additionally, please see the current DRAFT MAG Regional Programming Guidelines for Federal Transit Formula Funds for your review and continued input.

Please contact me with any questions at achen@azmag.gov or (602) 254-6300.

Analysis of Six Year Revenue and Expenditure Estimate							
	2013	2014	2015	2016	2017	2018	Total
Revenues*							
PHX/MES UZA - 5307	\$55,400,000	\$55,400,000	\$55,400,000	\$55,400,000	\$55,400,000	\$55,400,000	\$332,400,000
AVN/GDY UZA - 5307	\$2,878,000	\$2,878,000	\$2,878,000	\$2,878,000	\$2,878,000	\$2,878,000	\$17,268,000
PHX/MES UZA - Other FTA	\$50,247,201	\$27,712,141	\$27,855,901	\$28,000,869	\$28,147,055	\$28,294,468	\$190,257,636
AVN/GDY UZA - Other FTA	\$324,503	\$324,503	\$324,503	\$324,503	\$324,503	\$324,503	\$1,947,018
Total	\$108,849,704	\$86,314,644	\$86,458,404	\$86,603,372	\$86,749,558	\$86,896,971	\$541,872,654
Expenditures							
Bus - Facilities	\$24,281,977	\$4,663,364	\$4,758,717	\$4,001,268	\$3,789,223	\$0	\$41,494,549
Bus - Fleet	\$49,416,878	\$48,803,612	\$28,345,142	\$34,459,265	\$22,590,822	\$88,488,439	\$272,104,158
LRT**	\$17,000,000	\$17,100,000	\$17,300,000	\$17,400,000	\$17,500,000	\$17,700,000	\$104,000,000
Total	\$90,698,855	\$70,566,976	\$50,403,859	\$55,860,533	\$43,880,045	\$106,188,439	\$417,598,707
Available Federal Funds	\$18,150,849	\$15,747,668	\$36,054,545	\$30,742,840	\$42,869,513	-\$19,291,468	\$124,273,947
Preventative Maintenance							
Fund Preventive Maint. @ 20% of 5307 - PHX/MES UZA	\$11,080,000	\$11,080,000	\$11,080,000	\$11,080,000	\$11,080,000	\$11,080,000	\$66,480,000
Fund Preventive Maint. @ 20% of 5307 - AVN/GDY UZA	\$575,600	\$575,600	\$575,600	\$575,600	\$575,600	\$575,600	\$3,453,600
Total	\$11,655,600	\$11,655,600	\$11,655,600	\$11,655,600	\$11,655,600	\$11,655,600	\$69,933,600
Available Regionally Competitive Funds	\$6,495,249	\$4,092,068	\$24,398,945	\$19,087,240	\$31,213,913	-\$30,947,068	\$54,340,347
Average Annual Regionally Competitive Funds							\$9,056,725
Average Preventive Maint 2008-2010							\$8,194,203
Average Preventive Maint 2008-2014 wo/CMAQ Close-Out							\$15,139,897
Average Preventive Maint 2008-2014 w/CMAQ Close-out							\$18,374,094
* The Revenues exclude 5310 and are estimates							
**Expenditures adjusted down to match CMAQ revenue allocation stream							
The bus purchases in 2018 will need to be reviewed, and most likely advanced into 2016 and 2017 if possible.							

ATTACHMENT #2

Agenda Item 6

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5307 Urbanized Area Formula Program</u>						
AZ-90-X068	2003	7/16/2004	53,778,070	53,778,070	0	(0) Preparing grant close out documentation. Estimated grant close-out: 9/30/2012.
AZ-90-X070	2004	3/31/2005	55,536,053	55,536,053	0	Grant closed by FTA on 7/5/2012.
AZ-90-X074	2005	6/2/2006	43,319,916	39,235,423	4,084,493	Chandler: contract awarded in April to CT Price Contracting, Inc. Construction began June 18, 2012. RPTA: meeting held and submitted project savings reallocation. Waiting for vendor's final invoice prior to submitting final reimbursement request. Scottsdale: design is underway, public outreach and design review to commence in Fall 2012. Estimated grant closeout: 12/30/2013.
AZ-90-X080	2006	4/20/2007	45,336,056	43,448,787	1,887,269	RPTA: meeting held and submitted project savings reallocation. Awaiting vendor's final invoices prior to submitting final reimbursement request. Estimated grant close-out: 12/31/2012.
AZ-90-X088	2007	8/18/2008	42,409,809	39,089,920	3,319,889	Scottsdale Mustang Transit Center/Park and Ride: design contract awarded and underway. Construction will begin in Winter 2013. RPTA: Meeting held and project savings reallocation submitted. Estimated grant close out: 6/30/2014.
AZ-90-X096	2008	3/3/2010	47,046,732	39,276,509	7,770,223	RPTA: reimbursement for buses completed. Phoenix's bus RFP on hold awaiting fuel consultant study and recommendations. All other vehicles are having specifications written to start bid process. Preventive Maintenance costs are being gathered for reimbursement. All other projects are having scope of work finalized. Estimated grant close-out: 12/31/2014.
AZ-90-X103	2009/2010	5/31/2011	87,415,914	46,375,561	41,040,353	Vehicles: RFP for Phoenix's buses are on hold awaiting fuel consultant study and recommendations, while other agencies' proposals are continuing to be written/re-evaluated. 700/800 MHz project: factory acceptance testing scheduled in October. Preventive maintenance completed. Bus stop shelters and support services: funds in prior grants are still being utilized. Estimated grant close-out: 6/30/2015.
AZ-90-X109	2011	4/6/2012	53,263,644	14,166,108	39,097,536	Vehicles: RFP for Phoenix's buses are on hold awaiting fuel consultant study and recommendations, while other agencies' proposals are continuing to be written/re-evaluated. Preventive maintenance, bus stop shelters and support services: funds in prior grants are still being utilized. Estimated grant close-out: 6/30/2015.
5307 Program Total			428,106,194	330,906,432	97,199,762	

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>CMAQ/STP Transfers from FHWA</u>						
AZ-90-X084	2006	6/21/2006	18,561,754	18,141,928	419,826	Mesa - construction is completed. Ensuring all costs are finalized prior to submitting final reimbursement request. Estimated grant closeout: 12/31/2012.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	15,446,945	1,091,798	Vanpool vans delivered and reimbursement complete. Bus proposal is on hold awaiting fuel consultant study and recommendations. Design for Happy Valley/I-17 park-and-ride complete, construction completed in November 2010. Main/Sycamore contractor selected who submitted shop drawings which have been approved. Discovered items with long lead times. Estimated grant close-out: 6/30/2013.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	9,548,534	34,318,859	Bus RFP is on hold awaiting fuel consultant study and recommendations. Some vanpool vans delivered, gathering documentation to process reimbursement. Chandler: notice to proceed given on June 4, 2012. Glendale: contract expected to be awarded at August City Council meeting. METRO: Costs are continuing to accrue with reimbursements processed bi-weekly. Estimated grant closeout: 6/30/2015.
AZ-95-X009	2011	4/6/2012	20,205,848	1,544,014	18,661,834	Bus RFP is on hold awaiting fuel consultant study and recommendations. Preventive maintenance being utilized in previous grants. METRO: Central Mesa PE - work is continuing. Estimated grant close out: 6/30/16.
AZ-95-X013	2009/2010	5/31/2011	22,840,992	10,628,972	12,212,020	Phoenix: Bus RFP is on hold awaiting fuel consultant study and recommendations. RPTA: buses delivered and reimbursement request submitted. Vanpool vans ordered and delivered. Delaying the remaining van pool order. METRO: Central Mesa PE - work is continuing, Tempe South - haven't received FTA permission to start preliminary engineering. Estimated grant close-out: 12/31/2015.
CMAQ/STP Transfers Total			122,014,730	55,310,393	66,704,337	
<u>Section 5308 Clean Fuels</u>						
AZ-58-0003	2011	9/20/2011	3,710,235	2,539,339	1,170,896	Components installed and vehicles delivered. Reimbursement submitted and paid. RPTA's management in discussion to determine whether any other vehicles can be retrofitted with equipment to utilize remaining funds. Estimated grant close-out: 9/30/2012.
			3,710,235	2,539,339	1,170,896	
<u>Section 5309 Bus and Bus Facilities Program</u>						
AZ-03-0046	2004	8/2/2005	12,135,920	11,165,046	970,874	Funds were deobligated and applied for in new grant. FTA closed out grant on 8/7/2012.
AZ-03-0050	2005	7/20/2006	12,730,295	12,390,172	340,123	Funds were deobligated and applied for in new grant. FTA closed out grant on 8/7/2012.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-04-0004	2006	8/31/2007	7,312,615	5,646,041	1,666,574	Evaluating reallocation of unexpended funds from completed projects to another FTA project. Scottsdale's Skysong project: construction administration contract awarded. Construction bid to be released in July. Estimated grant close-out: 6/30/2013.
AZ-04-0005	2007	7/21/2008	3,210,240	2,307,360	902,880	Evaluating reallocation of unexpended funds to another FTA project. Scottsdale's Skysong project: construction administration awarded. Construction contract to be released in July. Estimated grant close-out: 6/30/2013.
AZ-04-0008	2008	5/3/2010	7,856,040	7,116,640	739,400	Scottsdale's Skysong project: construction administration awarded. Construction contract to be released in July. Estimated grant close-out: 6/30/2013.
AZ-04-0011	2009/2010	8/11/2011	5,066,200	144,542	4,921,658	Phoenix's bus RFP is on hold awaiting fuel consultant study and recommendations. Phoenix E. Baseline park-and-ride planning and design underway. Scottsdale's Skysong project: construction administration contract awarded. Construction contract be to released in July. Tempe's facility: construction is 60% complete. Estimated grant close-out: 12/31/2014.
AZ-04-0014	2008	9/16/2010	245,000	0	245,000	RPTA: meeting held and had no unbilled buses. Will be used on bus currently being built. Estimated grant close-out: 12/31/2012.
AZ-04-0015	2010	8/5/2011	2,400,000	11,788	2,388,212	Phoenix 11th Street pedestrian project: plans completed. Construction documents are being prepared for advertising. Estimated grant close-out: 6/30/2013.
AZ-04-0019	2010	9/23/2011	2,917,700	0	2,917,700	Researching items needed to be included in bus specifications. Estimated grant close-out: 12/31/2015.
5309 Bus Program Total			53,874,010	38,781,589	15,092,421	
<u>Section 5309 Fixed Guideway Modernization Program</u>						
AZ-05-0201	2007	7/10/2008	2,727,749	1,859,375	868,374	Vehicle purchase complete and all buses accounted. Remaining vehicle funds will be on bus currently being built. Mesa: US 60/Country Club park-and-ride is 99% complete, cameras installed but not yet connected to cables. Estimated grant close-out: 3/31/13.
AZ-05-0202	2008	4/12/2010	3,560,398	3,258,561	301,837	RPTA reviewing vehicle purchases to ensure all reimbursed prior to requesting project savings reallocation. Scottsdale: construction administration contract awarded in April; construction contract has been issued a stop order by Scottsdale staff due to non-compliance of contract. Meeting to be held on September 11 with Phoenix staff, FTA ARRA consultant and Scottsdale staff to discuss options. Estimated grant close-out: 6/30/13.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-05-0203	2009/2010	5/26/2011	5,166,080	2,632,961	2,533,119	Preventive maintenance (PM) funding in Section 5307 formula grants currently being utilized. PM funding in this grant to be used in the future. Phoenix park-and-ride planning process to begin in near future. Glendale: study contract to be awarded at August City Council meeting for future park-and-ride location at Bell Road and Loop 101. Mesa Loop 202/Power Rd. park-and-ride - project complete. Estimated grant close-out: 6/30/2013.
AZ-05-0204	2011	4/6/2012	259,754	0	259,754	Submitted environmental documentation Phoenix's Desert Sky Transit Center for FTA approval. Estimated grant close out: 12/31/13.
5309 FGM Program Total			11,713,981	7,750,897	3,963,084	
Section 5309 New Starts Program						
AZ-03-0031	2005	8/19/2010	551,200,000	551,200,000	0	Amount awarded for this grant is the total amount appropriated, allocated, and awarded through the grant process to date (through amendment 12 - FY 2010 funding). Final draw down completed in August 2010. Final project close out work in process. Grant closed by FTA on 8/7/2012.
5309 New Starts Program Total			551,200,000	551,200,000	0	
Section 5316 Job Access and Reverse Commute (JARC) Program						
AZ-37-X008	2007	8/15/2008	1,515,115	898,214	616,901	Program administration funds are being utilized. VMS project: factory acceptance testing scheduled for October with cut-over scheduled in November. Awaiting year end reconciliation in order to submit reimbursement request. Estimated grant close-out: 6/30/2014.
AZ-37-X011	2008/2009	8/11/2010	1,336,332	630,371	705,961	Vanpool vans will be purchased from multi-year contract. Meetings with solar plant representatives have been held, but no positive movement about establishing vanpools. Operating assistance projects are awaiting final year end reconciliation prior to submitting reimbursement requests. Estimated grant close-out: 6/30/2013.
AZ-37-X014	2011	3/9/2012	1,839,232	440,300	1,398,932	Operating assistance being utilized in previous grants. Estimated grant close-out: 6/30/2014.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	2,130,546	1,943,042	Phoenix: VMS - demsontrated to staff, next phase underway. RPTA: MyStop project complete and gathering documentation for reimbursement submittal. Operating assistance: Awaiting final year-end reconciliation prior to submitting reimbursement requests. Estimated grant close-out: 6/30/2014.
5316 Program Total			8,764,267	4,099,431	4,664,836	

Section 5317 New Freedom Program

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-57-X001	2006	6/13/2008	1,052,690	835,987	216,703	RPTA: operating assistance projects on-going. Phoenix: the utilization of senior cab program is still high. Glendale: project complete. Estimated grant close-out: 6/30/2013.
AZ-57-X008	2008	8/19/2009	451,217	294,191	157,026	East Valley Paratransit service above and beyond required ADA Complementary Paratransit Service has been implemented and is operating with Section 5317 funds. Unused East Valley Travel Training Program funds to be reallocated. Operating assistance cost is coming in lower than anticipated. Estimated grant close-out: 12/31/2013.
AZ-57-X009	2008/2009	7/28/2010	1,078,889	675,102	403,787	Phoenix's senior taxi coupon program - a lot of interest with more people inquiring about the program, and all funds in this grant drawn down. RPTA: Taxi Subsidy/Volunteer program - covers multi years and will support services in Mesa and expanded into Gilbert, Chandler and Tempe; On-line Transportation Directory - planning meeting held with MAG and RPTA this quarter to discuss project starting in summer/fall of 2012; East Valley Travel Training - in operation throughout fiscal year. Estimated grant close-out: 12/31/2013.
AZ-57-X012	2009/2010	6/3/2011	1,820,502	372,144	1,448,358	Glendale: All projects underway and gathering documentation to submit reimbursement requests. Phoenix's Trapeze project has moved into Phase 3. RPTA: projects underway and utilizing previous grants funds first. Estimated grant close-out: 6/30/2013.
AZ-57-X013	2011	2/17/2012	877,892	13,197	864,695	ADA cab program for Phoenix is underway and is well received. Other programs utilizing funds in previous grant. Equipment options being reviewed prior to solicitation documentation being prepared. Estimate grant close out: 6/30/2014.
5317 Program Total			4,403,298	2,177,424	2,225,874	
Section 5339 Alternatives Analysis Program						
AZ-39-0001	2007	5/15/2008	993,600	827,863	165,737	MAG - travel forecasting complete. Special events and model development in progress. Final invoices received and submitted for reimbursement. RPTA - On-board survey final report is complete. RPTA's management analyzing costs to be reimbursed. Estimated grant close-out -12/31/2012.
AZ-39-0003	2009/2010	5/27/2011	2,350,000	1,964,527	385,473	Alternatives Analysis for Central Mesa corridor, Phoenix West Corridor, Tempe South corridor and South Central Avenue. South Central project started later than anticipated. Phoenix West is in process. Mesa and Tempe South are complete. Estimated grant close-out: 12/31/2012.
AZ-39-0005	2011	6/21/2012	1,000,000	0	1,000,000	South Central Avenue corridor study is about 30% completed.
5339 Program Total			4,343,600	2,792,390	1,551,210	

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
ARRA						
AZ-96-X002 (5307 Urbanized Area)	2009	8/21/2009	66,074,735	38,799,055	27,275,680	Mesa's park-and-rides: Power Road - completed; Gilbert Road - 99% complete, talk-a-phones to be installed in the next quarter; US 60/country Club - 99% complete with cameras installed but not connected to cables. Talk-a-phones to be installed in the next quarter. RPTA: Fare vending machine installation delayed due to fiber optic lines work not completed. BRT line opened in late January 2010. Phoenix: Happy Valley park-and-ride, Central Station, 27th Ave/Baseline park-and-ride and Pecos Road park-and-ride completed and opened. Scottsdale: construction administration contract awarded in April; construction contract has been issued a stop order by Scottsdale staff due to non-compliance of contract. Meeting to be held on September 11 with Phoenix staff, FTA ARRA consultant and Scottsdale staff to discuss options. Tempe: construction is 30% complete. METRO: shade canopies and park-and-ride completed. Operating assistance for Glendale, Peoria, Phoenix and Metro expended, ADA assistance for Phoenix expended. Estimated grant close-out - 9/30/2013.
AZ-66-X001 (FHWA Transfers)	2009	8/20/2009	1,047,382	1,047,382	0	Contractor completing finishing work. Park and ride opened to the public in December. Grant closed - 2/16/2012.
AZ-56-0001 (5309 Fixed Guideway)	2009	8/20/2009	640,070	200,527	439,543	Project is complete. Finalizing the payments to all contractors. Estimated grant close-out: 9/30/2012.
ARRA Program Total			67,762,187	40,046,964	27,715,223	
TOTAL			1,256,770,394	1,035,618,056	221,152,338	

NOTE: Award total increased by \$74,729,246 from March 2012 report due to four new grants being awarded.