



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

February 7, 2013

TO: Members of the MAG Transit Committee

FROM: Cathy Colbath, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 14, 2013 – 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 Marc Pearsall at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft January 10, 2013 Minutes

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. MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application

MAG staff has been working in collaboration with the Transit Committee, Regional Public Transportation Authority (RPTA), the FTA designated recipient - City of Phoenix, and the Transit Operators Working Group to draft policy guidelines for Regional Programming Guidelines for Federal Transit Formula Funds. The MAG Regional Programming Guidelines for Federal Transit Formula Funds outlines the policies and procedures for Transit Programming in the MAG region. The Project Application is specific to the competitive regional process and will be utilized for un-programmed funds after regional priorities are met. Please refer to the guidelines

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the January 10, 2013 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion and possible action to recommend approval of the MAG Regional Programming Guidelines for Federal Transit Formula Funds and Project Application

documents Attachment #1 and the application posted on the website.

6. American Recovery and Reinvestment Act (ARRA) Project Close-Out

The American Recovery and Reinvestment Act (ARRA) was passed by Congress and signed into law by President Obama in February 2009. The legislation required all Federal Transit Administration funds to be obligated by September 30, 2010. It also required all ARRA funds be drawn down/reimbursed by September 30, 2013. As of January 15, 2013, there is \$11 million dollars that have not been reimbursed. MAG and City of Phoenix staff will work with the sub-recipients to reimburse any outstanding invoices. If the sub-recipients cannot meet the final deadline for invoice submission as outlined in the memo, MAG staff proposes reallocating unspent funds to Operations and/or Preventive Maintenance utilizing the methodology approved by Regional Council on May 25, 2011. Please refer to Attachment #2 for additional information.

7. Northwest Valley Local Transit System Study Update

A status update on the Northwest Valley Local Transit System Study will be provided. The purpose of the study is to Identify opportunities and strategies for improving the existing transit service in the Northwest Valley and develop a short, mid, and long range local transit plan that effectively provides circulation within the southwest valley and also connects to the regional transit system. The study will be completed by summer 2013.

8. Quarterly Status Report on Federal Grant Activity

The City of Phoenix is the Designated Recipient

6. For information, discussion and possible action to recommend reallocating any unspent ARRA funds by May 31, 2013 to Operations and/or Preventive Maintenance utilizing the methodology approved by Regional Council on May 25, 2011.

7. For information and discussion.

8. For information and discussion.

(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 #3 for additional information.

9. 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.

10. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, March 14, 2013, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

9. For information and discussion.

10. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

January 10, 2013
Maricopa Association of Governments; Chaparral Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

#ADOT: Nicole Patrick

Avondale: Kristen Sexton for Rogene Hill

*Buckeye: Andrea Marquez

Chandler: Dan Cook for RJ Zeder

El Mirage: Sue McDermott

*Gilbert: Nicole Dailey

Glendale: Matthew Dudley for Cathy

Colbath, Chair

Goodyear: Cato Esquivel

Maricopa County DOT: Mitch Wagner

Mesa: Jodi Sorrell

Paradise Valley: Jeremy Knapp

Peoria: Maher Hazine

Phoenix: Neal Young

*Queen Creek: Vacant/proxy not present

Scottsdale: Madeline Clemann, Vice Chair

Surprise: Karen David Kohlbeck

Tempe: Greg Jordan

*Tolleson: Chris Hagen

Valley Metro: Wulf Grote

Youngtown: Grant Anderson for Jim Fox

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

- Attended by Audioconference

OTHERS PRESENT

Eileen Yazzie, MAG

Marc Pearsall, MAG

Alice Chen, MAG

De De Gaisthea, MAG

Jami Garrison, MAG

Teri Kennedy, MAG

Jorge Luna, MAG

Christine McMurdy, Goodyear

Ken Kessler, Phoenix

Wendy Miller, Phoenix

Jessica Blazina, Surprise

Karen Savage, Surprise

Ben Limmer, Valley Metro

Jennifer Pyne, URS

Jeff Martin, agency proxy

1. Call to Order

The meeting was called to order at 10:02 a.m. by Vice Chair Madeline Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that two members were joining the meeting by teleconference; Greg Jordan of Tempe and Nicole Patrick of ADOT. Vice Chair Clemann asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft December 12, 2012 Minutes

Vice Chair Clemann asked if there were any comments or corrections to the Draft December 12, 2012 meeting minutes. Hearing none, she called for a motion to approve the draft meeting minutes. Neal Young moved to approve the motion and Dan Cook seconded, and the motion passed unanimously.

3. Call to the Audience

Vice Chair Clemann 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

Vice Chair Clemann invited Ms. Eileen Yazzie to brief the Committee with the Transit Program Manager's Report. Ms. Yazzie noted that she had four items to present. She said the regional Transit Service Inventory report was being finalized by Mr. Jorge Luna and she thanked the operating agencies and staff for their participation in providing the information in order to ensure that the assets and operations inventory presented a complete picture of the Valley. She said that a draft version would be posted for the members to review and comment on for later in January for publication. She also added that there was an upcoming webinar on January 15th in advance of the upcoming stakeholders' meeting for the Sustainable Transportation & Land Use Integration Study on January 22.

Ms. Yazzie noted that under the new MAP-21 guidelines, there was a new requirement that MPOs and the region must publish a transit asset report, and since the region just performed an inventory, MAG and City of Phoenix were reviewing the language to see if the TSI may be submitted or if additional reporting was needed. She concluded by saying that the National Transit Database (NTD) data was published in November and therefore MAG had updated its PM distribution methodology, which was posted on the MAG website. Vice Chair Clemann thanked Ms. Yazzie for her report and moved onto the next item on the agenda.

5. Assignment of Designated Recipient for Federal Transit Administration (FTA), Section 5310 Enhance Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program in the MAG region

Vice Chair Clemann then requested Teri Kennedy of MAG present and update on the Committee on the Assignment of Designated Recipient for Federal Transit Administration (FTA), Section 5310 Enhance Mobility of Seniors and Individuals with Disabilities (Sr/ID) Program in the MAG region.

Ms. Kennedy explained that the purpose of the presentation was for the selection of the Designated Recipient for the Phoenix-Mesa Urbanized Area. She added that under MAP-21, the urbanized areas of over 200,000 in population, may in coordination with the State, determine which agency would be their Designated Recipient (DR) of FTA, under Section 5310 Sr/ID Program funding. She added that previously under SAFETEA-LU, the State of Arizona, Department of Transportation, Multimodal Planning Division was the DR of the Elderly and Persons with Disabilities program, and the City of Phoenix was DR of Section 5317 New Freedom program. However, she added, that under MAP-21 the two programs had been combined and renamed, and both agencies were eligible to accept the responsibilities of the DR. Because of this consolidation, the Region has been enabled to select their choice of DR for the combined programs, as directed by the FTA.

She did add that no matter whom the Region selected as the DR, the areas outside of the MAG Region (particularly the Avondale-Goodyear UZA and the rural areas), would still be able to participate in the 5310 Program, with ADOT would administering DR. She concluded by adding that MAG staff had recommended that City of Phoenix be the selected DR and that this was also recommended for approval during the December 2012 MAG Ad Hoc Elderly and Persons with Disability Transportation Committee, the MAG Transportation Review Committee, and the MAG Human Services Technical Advisory Committee.

Ms. Kennedy then explained the Section 5310 DR planning process thus far, with MAG becoming aware of the choice selection of DR via ADOT in November 2012. In December, a committee process was implemented to review whom the Region's eligible DR's may be, to determine the application schedule and also to determine the committee's preferences. She noted that Regional Council approval would be sought on January 30, 2013, with a letter of preference sent to ADOT thereafter, with ADOT under the 5303/5304 process, forwarding the letter to the Governor for her signature and recommendation before reaching the FTA, MAG and City of Phoenix. She did note that the City of Phoenix had previously been recommended as preferential DR by the other MAG Committees (TAP, TRC, HSTC, EPDTC, HSCC, with MC, TPC and RC due in late January) from December 2012 through January 2013. Brief discussion followed.

Ms. Kennedy concluded by noting that the item was on the agenda for information, discussion and possible action. Vice Chair Clemann thanked Ms. Kennedy and asked if there were any comments for her. She called for a motion to approve the recommendations. Maher Hazine moved to approve the motion as presented, and stated to recommend approval to designate the City of Phoenix, Phoenix Public Transit Department as the MAG Region's Designated Recipient of Federal Transit Administration, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, and Wulf Grote seconded, and the motion passed unanimously.

Vice Chair Clemann thanked Ms. Kennedy for her presentation and the Committee for their dialogue. Vice Chair Clemann then proceeded to the next item on the agenda.

6. MAG Regional Programming Guidelines for Federal Transit Formula Funds

Vice Chair Clemann then requested that Alice Chen of MAG present and a followup update on MAG Regional Programming Guidelines for Federal Transit Formula Funds. Vice Chair

Clemann noted that this was a continuation of the discussions from the December 2012 Transit Committee meeting.

Ms. Chen began by explaining that MAG staff had been working for months in collaboration with the Transit Committee, Regional Public Transit Authority (RPTA), the designated recipients City of Phoenix and the Transit Operators Working Group to draft policy guidelines for Regional Programming Guidelines for Federal Transit Formula Funds. She noted that at the December 2012 Transit Committee meeting, the voting members reached a consensus to fund Preventive Maintenance PHX-MESA UZA at 25% of the 5307 apportionment; and Job Access Reverse Commute (JARC) projects at the FY 2012 levels from the 5307 PHX-MESA apportionment. She summarized that the issues to be discussed during the current presentation included: 1) Programming funds for Avondale-Goodyear UZA, 2) Designee of Evaluation Committee, 3) Project Qualifying Criteria, 4) Closeout Process, 5) Draft Application, and 6) Evaluation criteria. She noted that attachments #2 and #3 were for additional information.

She then referred to her presentation, which outlined the agenda and featured: 1.schedule, 2.programming Avondale-Goodyear UZA 5307, 3.evaluation committee, 4.qualifying criteria, 5.closeout process, 6.evaluation criteria, 7.application, and 8.Next Steps. She then explained the Transportation Programs schedule for December 2012, with an overall financial outlook, programming levels for PHX-MSA UZA PM, programming Avondale-Goodyear UZA 5307, the JARC allocation of 5307 Funds and the evaluation Committee. Discussion Followed.

Ms. Chen then revisited the pending calendar ahead for the process, which featured the following dates for tasks: January 2013 - evaluation committee, qualifying criteria, closeout process, and evaluation criteria, with the Application's task dates as followed: February 2013 - full policy document for approval through MAG committee process, March 2013 - applications made available to member agencies, April 2013 - applications due, May 2013 - reading scores due, questions due June 2013 - projects approved by Transit Committee, and conclusion with July 2013 - projects approved by MAG Regional Council for inclusion in TIP.

She then reviewed the steps for programming the Avondale-Goodyear UZA 5307 for the FY2012 vs FY2013 Projected venues. She stated that the Avondale-Goodyear UZA recommendation was to 1.) Fund transit operations in the AVN-GDY UZA up to the FY 2012 amount for the FY TIP years 2014-2018. (FY 2012 ~ \$1,146,384), and 2.) the utilization of the balance of funds will be discussed during a future working group meeting comprising members of the Avondale-Goodyear UZA. She noted that the recommendations would have the ability to move through the following approval paths: Option 1: Transit Committee, Option 2: Transit Operators Working Group and Option 3: Ad-hoc working group comprising of representatives from member agencies. Discussion Followed.

Ms. Chen then proceeded in discussing the Qualifying Criteria for the program: The requirement was the Local Match as demonstrated by either the: CIP Budget or; a letter of commitment from the City Manager. Then the next step was certifying that the item was in a preliminary project scope; and lastly that there was documentation of National Environmental Policy Act (NEPA) for the project had begun for non-Categorical Exclusion projects or demonstration of Category Exclusion. She then detailed the Closeout Process and its period of availability. She said that MAP-21 expanded the period of availability for section 5307 funds to six years (year of apportionment plus five additional years). She also noted that the

Urbanized Area Formula Program funds apportioned in this notice were available for obligation in FY 2013 plus five additional years, and accordingly, funds apportioned in FY 2013 must be obligated in grants by September 30, 2018. She added that any FY 2013 apportioned funds that remain unobligated at the close of business on September 30, 2018 would revert to FTA for reapportionment under the Urbanized Area Formula Program. She said that the Design/Environmental portion must be completed by year 1 from project award date, with ROW completed by year 2 from project award date, and construction completed by year 3 from the project award date. Discussion Followed.

She then noted that there would be a Close Out Process that featured the following criteria: A maximum deferment period of one year after which the funds are available for close-out; Any deferments must go through committee process and demonstrate extraordinary circumstances; A call for project every 2 years consistent with new TIP programming cycles; A balance of funds for reprogramming will be discussed every 6 months at the Transit Committee; and the Transit Committee may request a call for projects as needed or funds be moved to preventive maintenance.

Ms. Chen completed her presentation by denoting the pending application schedule. She noted that the evaluation criteria comments were due by January 25, 2013, followed by a full policy document for approval through MAG committee process in February, applications made available to member agencies by March 2013, and applications due by April 2013. In May 2013, the reading scores and questions were due, with projects approved by Transit Committee in June 2013 followed by project approval by MAG Regional Council for inclusion in TIP in July / August 2013.

Vice Chair Clemann thanked Ms. Chen for her presentation and the Committee for their participation in the agenda item. Vice Chair Clemann then proceeded to the next item on the agenda.

7. U.S. Census Urban Boundary Smoothing

Vice Chair Clemann introduced Jami Garrison of MAG, who would present and update on the Committee on the U.S. Census Urban Boundary Smoothing. Ms. Garrison noted that under federal legislation, MAP-21 and its predecessors, allowed for the US Census to define urban area boundaries which would be smoothed in order to address transportation needs.

Ms. Garrison then referred to her presentation and explained the definition of what was an Urban Area. She noted that as per the US Census Bureau, an Urban Area represented a densely developed area, represented the "Urban Footprint", was based on residential population density and that the criteria must account for non-residential urban land uses that were functionally part of the urban landscape. She then explained why the MAG Region must smooth boundaries and how it affected the region as a whole. She noted that the smoothing did not affect funding availability to the region, but did provide the following stipulations: where MAG STP funds may be expended; reporting and programming requirements; for federal funding and Highway Functional Classification.

She then briefly explained how the FHWA Programs distinguished between urban and rural areas: denoting Highway Functional Classification, HPMS Reporting, distribution of STP

Funds STP Apportionment Formula, and control of outdoor advertising, and also mentioned the key FHWA and FTA Programs impacted: specifically MPOs such as MAG, Transportation Management Areas (TMAs) regarding application of conformity requirements and STP funding availability. She then referred to and displayed comparison urban area maps revealing the census' original vs smoothed maps from 2000 and 2010.

Ms. Garrison then concluded her presentation with a time-line for the boundary smoothing efforts.

She added that in March 2013, feedback was due to ADOT, in April/May 2013, then ADOT would submit smoothed boundaries to FHWA for approval, in May 2013 to 2014 the functional classification changes would be made based on approved UZA as needed, and with June 2014, being the final due date for any UZA adjustments to be approved by FHWA.

Vice Chair Clemann thanked Ms. Garrison for her presentation and asked if there were any additional comments. Hearing none, Vice Chair Clemann then proceeded to the next item on the agenda.

8. Request for Future Agenda Items

Vice Chair Clemann asked the members of the Committee if there were any issues that they would like added as future agenda items. Mr. Matthew Dudley inquired if a his previous request for a summary update could be provided regarding the status of available future funding for the 5310 and 5317 programs; specifically under MAP-21. Vice Chair Clemann replied that an update would be provided in the near future. Hearing no further comments, Vice Chair Clemann proceeded to the next item on the agenda.

9. Next Meeting Date

Vice Chair Clemann thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, February 14, 2013 at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Vice Chair Clemann adjourned the meeting at 11:15 a.m.

Adjourn

ATTACHMENT #1

Agenda Item 5

MARICOPA ASSOCIATION OF GOVERNMENTS

Regional Programming Guidelines for Federal Transit Formula Funds

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100. GUIDING PRINCIPLES

1. The MAG Regional Programming Guidelines for Federal Transit Administration (FTA) formula funds shall comply with all federal laws. The Guidelines will be reviewed and updated for compliance as new state and federal laws are adopted, or as deemed necessary by Regional Council.
2. The MAG Regional Programming Guidelines for FTA formula funds will incorporate policy direction, as appropriate, from Regional Council approved MAG Transportation Plans.
3. The MAG Regional Programming Guidelines for Federal Transit Formula Funds and changes to the Guidelines will be approved through the MAG Committee Process including the Transit Committee, the Transportation Review Committee, the Management Committee, the Transportation Policy Committee, and the Regional Council. Please see Appendix A: MAG Committee Structure Chart.
4. The MAG Regional Programming Guidelines for Federal Transit Formula Funds, including 5307, JARC, 5340, 5337-FGM, 5337-HI Bus, 5339(d)(2), CMAQ, STP-AZ, are applicable to federal formula funds received from the Federal Transit Administration, and flexed Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds from the Arizona Department of Transportation (ADOT).
5. The MAG Regional Programming Guidelines for FTA formula funds will abide by federal guidance regarding federal and local shares depending on funding and project type.
6. FTA formula funds will be used within the period of apportionment. Funds flexed from FHWA, have an extended period of availability, however due to the deficit at the federal level, it is the region's goal to follow the same guidelines as FTA formula apportionments and program them within the appropriate years.
7. Transit operators and recipients of federal funds are required to work with MAG and the City of Phoenix, the designated grant recipient, to submit information for the Transit Service Inventory Report/ Transit Asset Management Plan. The information is necessary to make informed programming decisions for a comprehensive, coordinated, transparent, data driven process.
8. It is recognized that the Regional Public Transportation Authority (RPTA) is the agency designated to manage the Transit Life Cycle Program (TLCP).

200. PUBLIC TRANSPORTATION SUPPORTED BY THE REGION TRANSPORTATION PLAN

201. Regional Transportation Plan

The MAG Regional Transportation Plan (RTP) that was approved in 2003 established the Transit Life Cycle Program (TLCP) that is supported by the regional half-cent sales tax/public transportation fund (PTF), federal funds from transit formula accounts, farebox receipts, transit discretionary awards, and 'flexed' highway funds from Congestion Mitigation Air Quality (CMAQ) and state Surface Transportation Program (STP-AZ). Since the initial approval, the RTP has been updated several times.

202. Transit Life Cycle Program

The TLCP is a 20 year (2006-2026) program that includes:

- Fleet replacement for all transit services – State of Good Repair Program: rural, local, regional, Express, RAPID, Bus Rapid Transit, vanpools, and dial-a-ride/paratransit).
- Construction and acquisition of high capacity and light rail transit corridors, including associated park and rides, transit centers, maintenance facility upgrades and vehicles.
- Regional transit expansion program: Expansion of regional public transportation service including capital, procurement, and operations.
- Regional Park and Rides identified from the 2000 Regional Park and Ride Study. Please note, locations and scopes may have been modified since 2000; no additional regional park and rides have been added.
- Regional Transit Centers as identified in the 2003 RTP. Please note, locations and scopes may have been modified since 2003; no additional regional transit centers have been added.
- Regional operations and maintenance facilities to support an expanded regional transit system, including new and upgraded bus facilities, paratransit facilities, rural and vanpool facilities.
- Local routes that are identified to turn into supergrid routes in the TLCP. Refer to the latest version of the TLCP for route detail.
- ADA service, which is the service required by the Americans with Disabilities Act (ADA) for all areas within ¼ mile of a fixed route; and alternative transportation services for ADA certified passengers.
- Bus stop improvements Safety and Security
- Intelligent Transportation System projects including fare collection and communication systems

The TLCP does not include:

- Operations for local routes
- Operations for light rail or other high capacity fixed guideway modes
- Operations for vanpool services

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- Operations for non-ADA paratransit or alternative transportation services
- Preventive maintenance
- Expansion of local public transportation since 2003, including fleet purchase, replacements, and operations
- Expansion of non-ADA paratransit/dial-a-ride service since 2003, including fleet purchase, replacements, and operations
- Bike/Ped connections

300. TRANSPORTATION PROGRAMMING PRIORITIES

1. Provide services and improvements as required by law
 - Under MAP-21 it is required that 1% of 5307 funds are used for transit security or be able to certify that it is not necessary to do so.
2. Provide funding for support services for grant management to the designated recipient, the City of Phoenix. Currently, FY2012, this is \$40,000.
3. Fund Preventive Maintenance/Operations.
 - Preventive maintenance funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds.
 - Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.
4. Support the Transit Life Cycle Program (TLCP) capital bus program
5. Support the TLCP capital facility program
6. Support the TLCP regional transit supergrid service
7. Support the other TLCP projects as the program is updated.
8. Fund the Job Access Reverse Commute program using the process outlined in Section 700.703 Job Access Reverse Commute (JARC).
9. Fund additional projects based on a regional competitive evaluation process that is outlined in Section 700 Regional Competitive Evaluation Process.

400. PREVENTIVE MAINTENANCE DISTRIBUTION METHODOLOGY FOR 5307 FORMULA FUNDS

On May 25, 2011, the MAG Regional Council approved the current methodology for programming Preventive Maintenance (PM) for the MAG region. This methodology is applied for FY2012 and beyond, and is done so 'phasing out' of the old methodology between FY2012 and FY2014.

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1. The preventive maintenance distribution methodology first distributes the amounts between the bus and rail program based on operating expense, then distributes funds for bus operators based on a combination of passenger and vehicle revenue miles. Passenger miles are weighted by 10 percent and vehicle revenue miles are weighted by 90 percent. The distribution methodology is updated annually using the most recent NTD published data.
2. Federal funds for preventive maintenance for fiscal years 2012-2015 will be distributed based on a 'phase out' approach and use the May 25, 2011 approved preventive maintenance distribution methodology. Beginning in FY2012 the allocations, as identified in the adopted July 2010 FY2011-2015 MAG TIP for each operating agency, will be reduced by 25 percent each year, and an additional 25 percent for each subsequent year (50 percent reduction in 2013, 75 percent reduction in 2014), the remaining federal funds will be distributed using the new methodology. Beginning in FY2015, and continuing in the future, PM funds will be completely distributed under the new methodology.
3. Transit Operators Eligible for Operating Assistance in Large Urbanized Areas may choose utilize Operating Assistance in lieu of Preventive Maintenance.¹ This option does not change the agency's allocation or the regional allocation formula for Preventive Maintenance.

500. PROGRAMMING PROJECTS FOR A NEW MAG TRANSPORTATION IMPROVEMENT PROGRAM

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds via the MAG Transportation Improvement Program while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria. The MAG TIP and RTP are updated biennially.

Please see for Appendix B for a typical schedule.

1. The Transit Life Cycle Program (TLCP) is updated annually and the projects are programmed using federal and Public Transportation Funds (PTF). The program is updated as a coordinated effort between RPTA and METRO, working with the member agencies in the region. It reflects the principles and goals as stated in the Regional Transportation Plan (RTP) and plans for funding of regional routes, capital projects and bus replacements according to its stated guiding principles.

¹ Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area.

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2. When developing a new TIP and an RTP, MAG/City of Phoenix will work with member agencies and collect information that goes into the Transit Service Inventory Report/Transit Asset Management Plan. This information will be made available at the beginning of the fiscal year when programming a new TIP and RTP.
3. When developing a new TIP and an RTP, RPTA will submit a project list from the TLCP to MAG.
4. MAG will take the information from the Transit Service Inventory Report/Transit Asset Management Plan, the project list from the TLCP. A draft listing of projects will be produced and reviewed with the MAG Transit Committee. Based on estimate funding levels of federal funds and the draft listings of projects, a calculation will be made to determine funding available for the Regional Competitive Evaluation Process, Section 700.
5. If funding is available for the Regional Competitive Evaluation Process (Section 700), that process will move forward.

600. TRANSIT PROGRAM OF PROJECTS

The Transit Program of Projects is a list of transit projects for a given fiscal year, that is reconciled with the actual Federal apportionments and allocations that are approved by Congress. The schedule for MAG to move forward with a Transit Program of Projects is dependent on Congressional action. **Please Appendix B.**

700. REGIONAL COMPETITIVE EVALUATION PROCESS

701. PHOENIX-MESA-GLENDALE UZA

The Phoenix-Mesa-Glendale UZA will conduct a Regional Competitive Evaluation Process to program remaining Federal Transit Funds. The process will be initiated every two year, consistent with the Regional Transportation Improvement Programming (TIP) cycle or as necessary, per the recommendation of the Transit Committee. **Please refer to Appendix B and Appendix C for detailed guidance on the evaluation criteria and application.** The application will be made available on the MAG website.

The Transit Committee may request a Competitive Evaluation Process during the non-TIP Programming years, however, it is recommended that the process is not conducted more than once a year. In the event it is necessary to program a balance of funds subject to FTA obligation and/or utilization deadlines, the Committee may recommend:

1. Funding additional projects submitted during the evaluation process but not initially chosen;
2. Increasing funding of awarded projects;
3. Allocating additional resources to regional Preventive Maintenance;

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4. Other options subject to MAG Regional Council Approval.

702. AVONDALE-GOODYEAR UZA

The utilization of Avondale-Goodyear (AVN-GDY) UZA Federal Transit Funds will be discussed during working group meetings comprising members of the AVN-GDY UZA. The interested members will conduct a sub-regional discussion with general guidelines and adhering to Arizona Open Meeting Laws under A.R.S. § 38-431. Recommendations from the working group would be reviewed by the Transit Committee and forwarded to MAG Regional Council for approval. Additional guidelines may be evaluated and established as the UZA's Transit planning and network becomes more established.

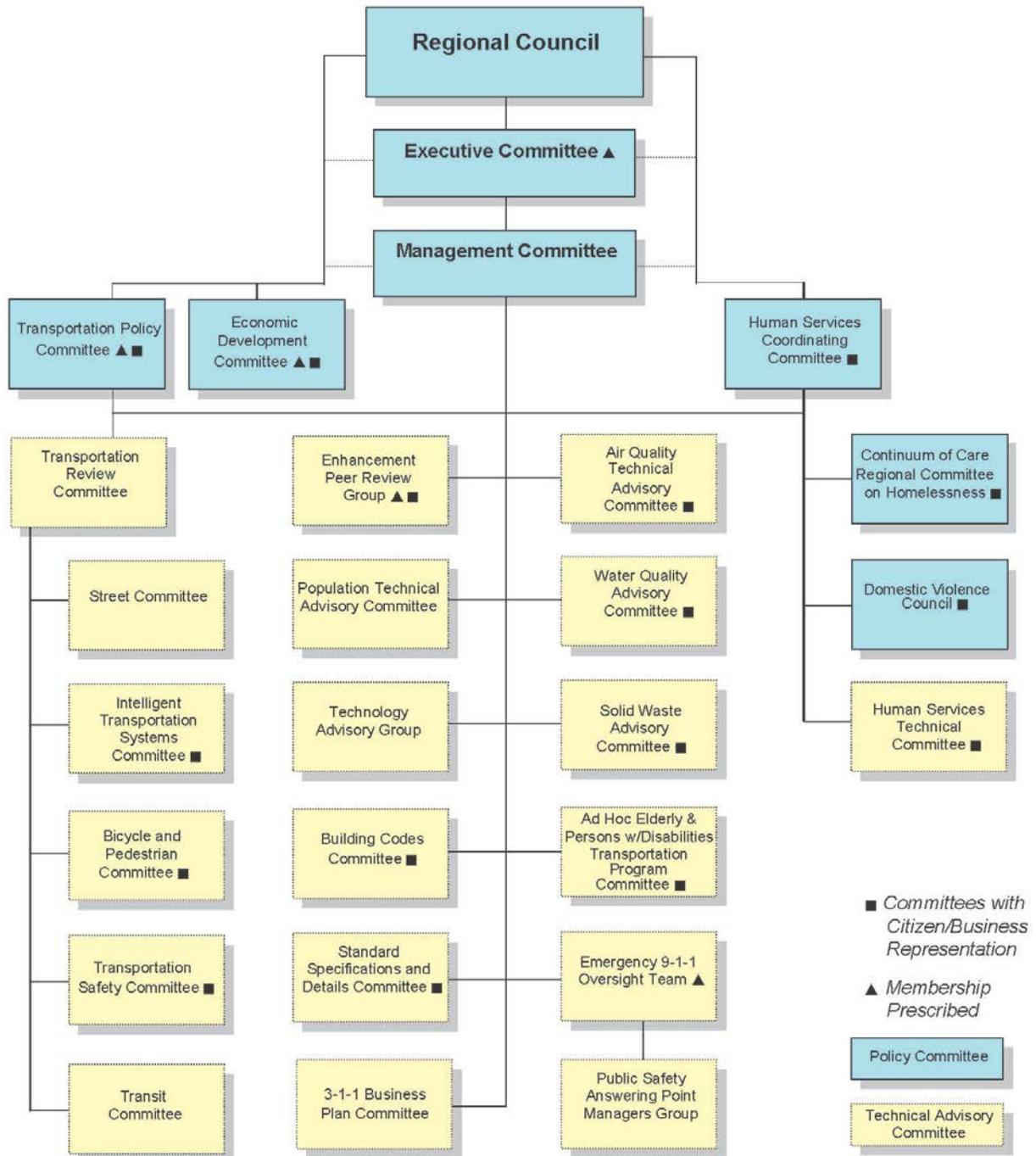
703. JOB ACCESS REVERSE COMMUTE (JARC)

Under SAFTEA-LU, the MAG region was allocated \$1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC dedicated funding was repealed. However, JARC projects are eligible under 5307 formula funds.

JARC eligibility includes private and public agencies, operations and capital projects under MAP-21 do not have to be derived from the Human Service Coordination Plan. FTA encourages MPO's and recipients to continue the coordinated planning process in identifying and developing projects for funding. The plan is updated annually and can be found on the MAG website.

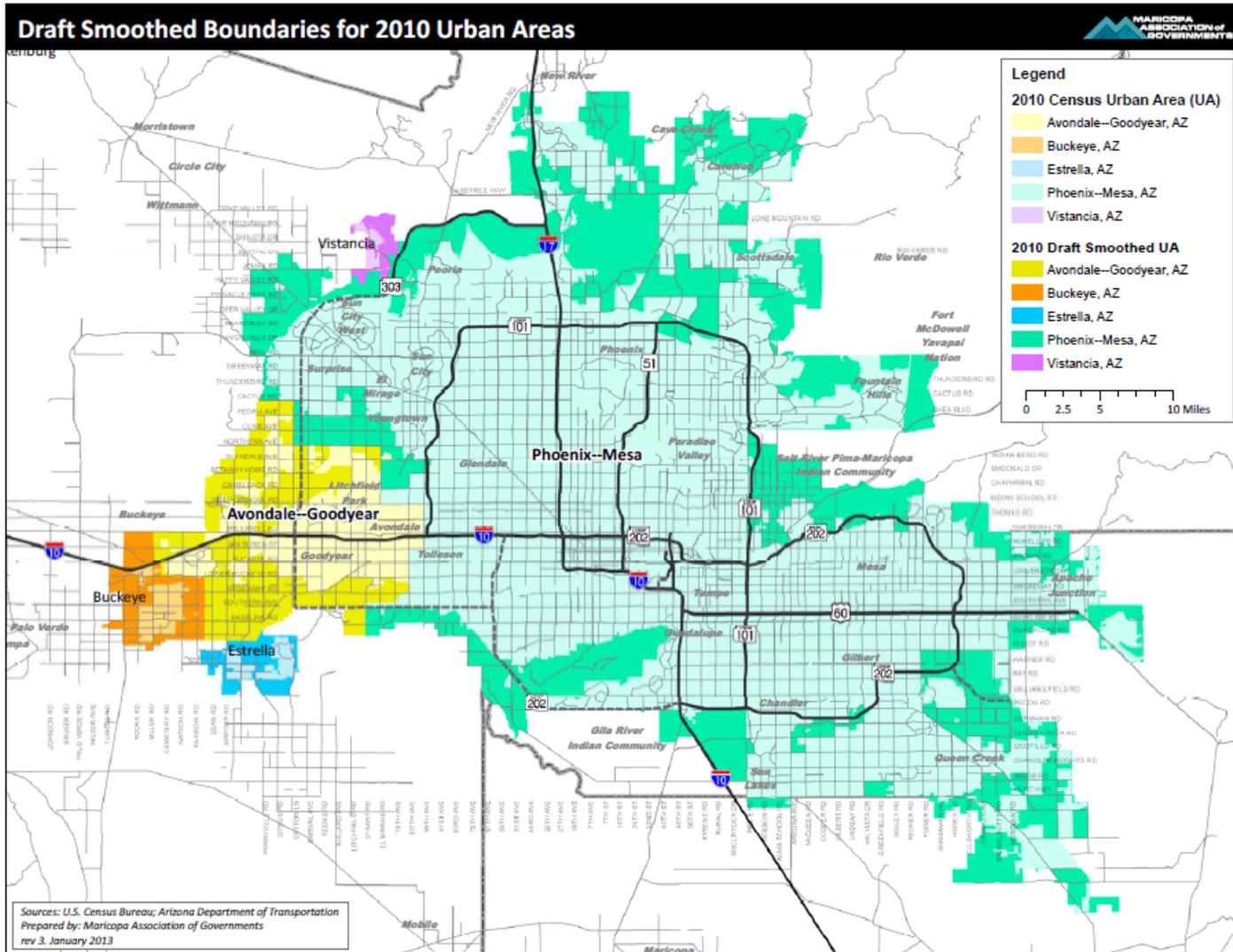
1. For Fiscal Year 2013, the amount will be held constant to FY 2012 level. For TIP programming Years 2014 - 2018, the amount will be adjusted in accordance with 5307 apportionment increases or decreases.
2. City of Phoenix will lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.
3. In the event there are unutilized JARC funds, the balance will be distributed as Preventive Maintenance utilizing the existing methodology.

Appendix A: MAG COMMITTEE STRUCTURE CHART



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Appendix B: MAG DRAFT SMOOTHED URBANIZED AREA



Appendix A: TRANSIT PROGRAMMING CYCLE

Transit Programming Process	
Typical Schedule	
2012	
June	Send Transit Service Inventory/Transit Asset Management Plan workbook to agencies and transit operators.
August	DUE DATE for Transit Service Inventory Workbook/Transit Asset Management Plan submittal
September	MAG Transit Committee
October	Transit Service Inventory Report Available
	TLCP project listing and funding are submitted to MAG.
November	MAG conducts analysis of TLCP funding requirements, baseline Preventive Maintenance funding and available funds for regionally competitive projects.
December	MAG Committees as need
2013	
January	MAG Committees as need
February	MAG Transit Committee – Regional competitive process initiated
March	Potential projects qualifying information and applications due
	MAG Transit Committee reviews initial submittals
	Applications sent to ad-hoc evaluation committee
April	Ad –hoc evaluation committee provides initial ranking to MAG
	Ad –hoc evaluation committee meets to evaluation project during interview process
May	Transit Committee to review and recommend projects
	MAG TRC, TPC, Management, RC for approval
June	MAG Committees as need, public input
July	MAG Committees as need, public input
August	MAG TIP and RTP Approved

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Appendix B: TRANSIT ACCESSIBILITY EVALUATION CRITERIA

Performance Based

Goal		Possible Metrics	Points Available
1	Improve access to the riders	a) Measured by LOS on Roadway b) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project c) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project d) Traffic count	3 3 3 3
2	Improve system connectivity and system	a) Connecting different modes b) Addresses missing link in the system c) Routes impacted d) Individuals Impacted	3 3 3 3
3	How it relates to land use	a) Supports transit accessible Land Use goals and infrastructure b) Support complete streets principles	3 3
4	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			40% Weight

Equitable / Title VI /Special Needs

Goal (As Stated in the NOFA)		Possible Metrics	Points Available
5	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/2 miles (low,med,high) b) Percentage Non-drivers within 1/2 miles (low,med,high) c) Percentage Senior Citizens within 1/2 miles (low,med,high) d) Percentage Persons with disabilities within 1/2 miles (low,med,high) e) number of driver licenses (low,med,high) f) minority population within 1/2 miles (low,med,high) g) ADA compliance h) Population analysis - human services	3 3 3 3 3 3 5 5
			30% Weight

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Safety - keep general until FTA guidance comes out

Description		Possible Metrics	Points Available
6	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
7	Directly addresses transit crime concerns including bike and pedestrian	a) Nice to have/ Will need to be addressed at one point/High Priority	3
8	Directly addresses pedestrian and bicyclists traffic safety concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
9	Improves security of the transit location	a) Nice to have/ Will need to be addressed at one point/High Priority	3
20% Weight			

Other Considerations

Description		Possible Metrics	Points Available
10	Committee Reading Score Ranking	Rank of the project relative to others	
11	Local Commitment	a) Match %>=30%	2
		b) Match %>=60%	2
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
10% Weight			

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Appendix C: STATE OF GOOD REPAIR EVALUATION CRITERIA

Performance Based

Description		Possible Metrics	Points Available
1	The age relative to its useful life.	a) Almost Met Useful life b) Met Useful life c) refurbishment (higher rating)	3 3 3
2	The project is critical to the type of service it provides, whether it is bus replacement, midlife rebuilt, parts replacement or facility maintenance issue.	a) Residents within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project b) Employment within 1/2 miles walking distance for pedestrian and 3 miles for bicycle project c) Cost of project/requested funding relative to individuals served d) increases lifecycle of product e) Routes impacted f) Individuals Impacted	3 3 3 3 3 3
3	Cost of project/number of people served in a and b above.	a) Cost of project/number of people served in a and b above.	5
			40% Weight

Equitable / Title VI /Special Needs

Description		Possible Metrics	Points Available
4	Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.	a) Percentage Low income within 1/4 miles walking distance b) Percentage Non-drivers within 1/4 miles walking distance c) Percentage Senior Citizens within 1/4 miles walking distance d) Percentage Persons with disabilities within 1/4 miles walking distance e) Is it within 1/4 mile of a school walking distance	3 3 3 3 3

Safety

Description		Possible Metrics	Points Available
5	Does this project improve the safety of transit users or providers?	a) Nice to have/ Will need to be addressed at one point/High Priority	3
6	Directly addresses transit crime concerns	a) Nice to have/ Will need to be addressed at one point/High Priority	3
20% Weight			

Other Considerations

Description		Possible Metrics	Points Available
7	Committee Reading Score Ranking	Based on number of projects available.	
8	Local support is demonstrated by availability of local match and letters of support for the project.	a) Match %>=30%	2
		b) Match %>=60%	2
		c) price reasonability	3
		e) Project readiness (Pre-design, NEPA, ROW, Construction)	3
10% Weight			

Appendix D: APPLICANT RESOURCES

Census 2010 – For data related to Census 2010: <http://2010.census.gov/2010census/#>

Human Services Coordination Plan – Federal legislation requires applicants who receive federal funding to comply with a locally derived plan. A prioritized list of strategies is developed to improve efficiencies in service delivery. It is the goal of every plan to coordinate and collaborate on resources to help the most vulnerable in our region move throughout the community. The plan may be found here: http://www.azmag.gov/Documents/EaPWD_2012-05-01_Final-FY2013-Human-Services-Coordination-Transportation-Plan.pdf

Job Access Reverse Commute (JARC) – The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. JARC circular may be found here: http://www.fta.dot.gov/13093_7172.html

MAG- 21 – Updates to MAP-21 as provided by the Federal Administration can be found here: <http://www.fta.dot.gov/map21/>

MAG Population Data – Data for project application must be from documented sources. Population data not available from Census 2010 may be requested from MAG Information services. Assistance may be provided to applicants without GIS capabilities. http://azmag.gov/Information_Services/default.asp

MAG Transit Committee – For upcoming agenda items and additional resources, view the MAG transit committee web site: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

MAG Transportation Improvement Program – <http://www.azmag.gov/Projects/Project.asp?CMSID2=1140&MID=Transportation>

MAG Urbanized Areas – To view the draft maps of the smoothed Urbanized Areas: http://www.azmag.gov/Documents/TIP_2012-12-04_Smoothed-Boundaries-for-Urban-Areas-2000-and-Draft-2010.pdf

Transit Operators Eligible for Operating Assistance – Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999. The list may be found here: http://www.fta.dot.gov/documents/Table_3-A_Revised_12-7-12.xlsx

Appendix E: GLOSSARY OF TERMS

A.R.S. § 38-431 – Arizona Revised Statute pertaining to Public Meetings and Proceedings.

Applicant/Designated Recipient (for this application only) – The organization or entity submitting a grant application to the FTA on behalf of the subrecipient. The City of Phoenix is the “Applicant” to the FTA and the designated recipient of the awarded funds.

Asset Management – A system that includes functionality for:

1. Storing a complete asset inventory;
2. Recording condition and performance data for the inventory;
3. Identifying deficiencies in existing assets;
4. Providing decision support capability for predicting future conditions and needs;
5. Tracking data on work accomplishments, including maintenance actions and capital projects; and
6. Supporting monitoring and reporting.

Competitive Selection Process – A process to choose which projects will be funded. The process is conducted by the Maricopa Association of Governments, in coordination with member agencies in the Transit Committee and working with City of the Phoenix, the designate grant recipient.

Designated Recipient – Any local or state agency applying for and receiving grant funds directly from and authorized by FTA. City of Phoenix is the designated recipient for Section 5307, 5337, 5339, 5309, STP-AZ and CMAQ funds.

Federal Share – amount of funds being requested as part of the grant application.

FTA – Federal Transit Administration, the implementing agency of the US Department of Transportation for all federal transit programs.

Local Share – the amount of funds the sponsoring local agencies will invest in the project.

MPO – Metropolitan Planning Organization – a regional planning agency representing a predominately urban area, encompassing all or part of a county. MAG is the regional MPO.

MAP-21 - Moving Ahead for Progress in the 21st Century Act (MAP-21). On July 6, 2012 President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. MAP-21 will take effect on October 1, 2012. Until then, FTA will continue to manage agency programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

Subrecipient (For this application) – Any recipient of grants or grant funding from the designated recipient which originated with a federal agency (e.g., FTA). Generally, a subrecipient is the applicant selected by the designated recipient to receive funding for their project.

State of Good Repair – Projects that emphasizes one or more of the following concepts:

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1. Maintaining rolling stock and infrastructure as needed;
2. Performing maintenance, repair, rehabilitation and renewal; and/or
3. Reducing or eliminating an agency's backlog of unmet capital needs.

Transit Accessibility – Projects that aim to improve accessibility to transit for bicyclists, pedestrians and other non-motorized users. Examples may include bus stop improvements, sidewalk, safety, lighting, shading, and information.

Eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. This provision does not affect the continued availability of operating assistance for public transportation operators in urbanized areas with populations between 50,000 and 199,999.

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ATTACHMENT #2

Agenda Item 6

February 8, 2012

To: MAG Transit Committee

From: Alice Chen, Transportation Planner II

Subject: American Recovery and Reinvestment Act (ARRA) Project Close-Out

The American Recovery and Reinvestment Act (ARRA) was passed by Congress and signed into law by President Obama in February 2009. The legislation required all Federal Transit Administration funds to be obligated by September 30, 2010. It also required all ARRA funds be drawn down/reimbursed by September 30, 2013.

Currently there are still projects in the MAG region that were obligated with ARRA funds but which have not been submitted for reimbursement. As of January 15, 2013, there is \$11 million dollars that have not been reimbursed. MAG and City of Phoenix staff will work with the sub-recipients to reimburse any outstanding invoices. The following deadlines are required to meet spending deadlines and to process any TIP amendments that are necessary to ensure funds are reimbursed and not lost to the region.

ARRA Transit Projects	
Final Closeout Time Line	
<i>Deadline</i>	<i>Action</i>
5/31/2013	ALL final documentation for current ARRA projects reimbursements due from Agencies to City of Phoenix.
6/12/2013	Management Committee recommends approval of TIP amendment for Preventive Maintenance/Operations.
6/13/2013	Transit Committee recommends approval of TIP amendment for Preventive Maintenance/Operations.
6/26/2013	MAG Regional Council approves TIP amendment
7/31/2013	ALL final documentation for Preventive Maintenance/Operations reimbursements due from Agencies to City of Phoenix.
8/31/2013	Final draw down from FTA and reimbursements made to agencies.
9/23/2013	Estimated FTA TEAM Closes

If the sub-recipients cannot meet the final deadline for invoice submission as outlined above, MAG staff proposes reallocating unspent funds to Operations and/or Preventive Maintenance utilizing the methodology approved by Regional Council on May 25, 2011. Please note operating expenses/preventive maintenance expenses from 2009 to present are eligible for reimbursement.

For Information, discussion and possible recommendation to reallocate any unspent ARRA funds by May 31, 2013 to Operations and/or Preventive Maintenance utilizing the methodology approved by Regional Council on May 25, 2011.

If you have any questions or concerns, please contact Alice Chen, Transportation Planner II at achen@azmag.gov or 602-554-6300.

ATTACHMENT #3

Agenda Item 8

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF DECEMBER 31, 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	53,778,069	53,778,069	-	Grant closed by FTA on 1/16/2013.
AZ-90-X074	2005	6/2/2006	43,319,916	39,767,557	3,552,359	Chandler: A delay with the electrical work has had the project fall behind schedule. Working with SRP to expedite the work. Scottsdale: construction tentatively scheduled to be bid in fall 2013. RPTA: work has been completed. Reimbursement request submitted with payment received in January. Estimated grant close out: 12/31/14.
AZ-90-X080	2006	4/20/2007	45,336,056	44,472,131	863,925	There has been a delay in vendor delivering the final items. Once items delivered, final reimbursement will be submitted. Estimated grant close out: 6/30/13.
AZ-90-X088	2007	8/18/2008	42,409,809	39,089,920	3,319,889	Scottsdale: Construction is tentatively scheduled to be bid in fall 2013. RPTA: final reimbursement submitted. Phoenix: utilizing previous grant funds. Project is moving very slowly. Working with project manager to expediate the project. Estimated grant close out: 12/31/14.
AZ-90-X096	2008	3/3/2010	47,046,732	39,636,037	7,410,695	Phoenix bus: identified a regional cooperative procurement to purchase buses. PO to be issued next quarter. North Facility: Construction began August 2012. As of December 31, 2012 30% complete. Glendale ADP Hardware: Installation is complete, however, contractor is working on some minor issues regarding voice recording. Glendale Gus: Contract for installation of annunciator has been awarded. Staff is waiting for contract from Attorney's office to begin installation. Peoria bus: Awaiting final delivery reimbursement request. Estimated grant closeout: 6/30/14.
AZ-90-X103	2009/2010	5/31/2011	100,409,589	47,635,783	52,773,806	Phoenix bus: will be leading a regional cooperative agreement for the purchase of replacement buses next fiscal year. North Facility: Construction began August 2012. As of December 31, 2012 30% complete. E Baseline: Still in negotiations for land acquisition, and minor design adjustments needed. Glendale bus: Glendale: Staff is working with the Attorney's office to write the contract & go to the City Council for formal approval prior to placing orders for the buses. Bus Shelters: Installation is underway. Peoria bus: Vehicles will not be purchased until fiscal year 2014. RPTA 40': buses delivered, awaiting final reimbursement request. RPTA <30': RPTA does not need to order paratransit vehicles and will use the funds to purchase <30' buses for Tempe which are expected to arrive in spring 2013. Origin & Destination: Awaiting final reimbursement. GAL: Buses may be needed for Scottsdale Road BRT service. Review currently underway - decision expected by end of March. Estimated grant close out: 6/30/15.

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-90-X109	2011	4/6/2012	53,724,938	16,048,607	37,676,331	Phoenix bus: will be leading a regional cooperative agreement for the purchase of replacement buses next fiscal year. Previous grant funds are being utilized for transit enhancements. RPTA: bus purchases are delayed due to service reduction and retirement cycle. RPTA/Tempe Buses: Bid was awarded, purchase order expected to be issued by the end of February. Glendale: Staff is working with the Attorney's office to write the contract & go to the City Council for formal approval prior to placing orders for the buses, but will use funding off of earlier grants first. Preventive maintenance will be utilized this year. Estimated grant close out: 6/30/16.
5307 Program Total			386,025,109	280,428,105	105,597,004	
<u>CMAQ/STP Transfers from FHWA</u>						
AZ-90-X084	2006	6/21/2006	18,561,754	18,141,928	419,826	Mesa - Finalizing reimbursements to ensure all costs are accounted for is taking longer than anticipated. Estimated grant close out: 6/30/13.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	15,446,945	1,091,798	Phoenix bus: will be leading a regional cooperative agreement for the purchase of replacement buses next fiscal year. Mesa: gathering documentation for final reimbursement taking longer than anticipated. Estimated grant close out: 6/30/14.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	10,224,381	33,643,012	Phoenix bus: have identified regional cooperative bus procurement for Phoenix to participate in. PO to be issued next quarter. Chandler: project is majority complete with punch list items remaining. Glendale: contractor continues to work on project. RPTA: final reimbursement to be submitted next quarter. Estimated grant close out: 6/30/15.
AZ-95-X009	2011	4/6/2012	21,874,820	3,421,052	18,453,768	Preventive maintenance: utilizing previous grant funds. Phoenix bus: identified regional cooperative procurement to be used. PO to be issued in the next quarter. RPTA: PO issued in October. Vehicles expected to start arriving March. METRO: project is continuing as planned. Estimated grant close out: 6/30/16.
AZ-95-X013	2009/2010	5/31/2011	23,289,315	11,402,460	11,886,855	Phoenix bus: identified a regional cooperative procurement to purchase buses. PO to be issued next quarter. METRO: Central Mesa project is continuing with preliminary engineering. RPTA: majority of vehicles have been delivered and in service. Prompt payment has resulted in a discount which allows us to purchase more vehicles. These vehicles should be delivered in summer 2013. Estimated grant close out: 6/30/15.
CMAQ/STP Transfers Total			124,132,025	58,636,766	65,495,259	

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5308 Clean Fuels</u>						
AZ-58-0003	2011	9/20/2011	3,710,235	2,539,339	1,170,896	Board has approved and purchase order is pending. Estimate grant close out: 6/30/13.
5308 Clean Fuels Total			3,710,235	2,539,339	1,170,896	
<u>Section 5309 Bus and Bus Facilities Program</u>						
AZ-03-0066	2012	11/15/2012	35,481,000	0	35,481,000	METRO - Central Mesa Light Rail Extension: project is progressing. Estimated grant close out: 6/30/16.
AZ-03-0067	2010	9/20/2012	1,310,997	10,370	1,300,627	Phoenix: East Baseline- Design work is near complete with some adjustments needed. Working on land acquisition. Estimated grant close out: 6/30/14
AZ-04-0004	2006	8/31/2007	7,312,615	5,646,041	1,666,574	Phoenix: still evaluating reallocation to another FTA project. Scottsdale: construction bid to be advertised in February 2013; expected completion 8/31/13. Estimated grant close out: 12/31/13.
AZ-04-0005	2007	7/21/2008	3,210,240	2,307,360	902,880	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale: Construction bid advertising starting in February; completion date 8/31/13. Estimated grant close out: 12/31/13.
AZ-04-0008	2008	5/3/2010	7,856,040	7,116,640	739,400	Scottsdale: Construction bid advertising to begin in February 2013; expected completion by 8/31/13. Estimated grant close out: 12/31/13.
AZ-04-0011	2009/2010	8/11/2011	5,066,200	263,716	4,802,484	Phoenix: East Baseline- Design work is near complete with some adjustments needed. Working on land acquisition. Phoenix bus: will be leading a regional cooperative agreement for the purchase of replacement buses next fiscal year. Tempe: EV Facility- Project receives funding from multiple sources. First reimbursement for this grant will be submitted in February 2013. Bus Replacement- Currently researching new vehicle prototypes. Scottsdale: Scottsdale Road Park and Ride- New construction contract awarded 10/16/12 and project underway. Expected completion by May 2013; Skysong Transit Center- Construction bid to be advertised February 2013. Expected completion by August 2013. Guadalupe: Working on proposal and acquiring local match. Estimated grant close out: 12/31/14.
AZ-04-0014	2008	9/16/2010	245,000	0	245,000	RPTA: requesting to identify a different bus to charge to this grant; Estimated grant close out: 6/30/13.

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AZ-04-0015	2010	8/5/2011	2,400,000	47,270	2,352,730	90% plans submitted for review. Final review is underway. Specifications are being written and bid tabs created. Council awarded contract on November 28, 2012. Construction should begin by March 1, 2013. Estimated grant closeout: 6/30/13.
AZ-04-0019	2010	9/23/2011	2,917,700	0	2,917,700	Phoenix sent request to FTA for guidance on possible ways for Phoenix to utilize this funding. Estimated grant close out: 12/31/15.
AZ-04-0022	2011	8/3/2012	6,320,000	844,300	5,475,700	Construction is about 30% complete. Construction duration was made longer due to the volume of upgrades for the facility. Estimated grant close out: 12/31/13.
AZ-04-0025	2010	9/20/2012	490,000	0	490,000	Phoenix: East Baseline- Design work is near complete with some adjustments needed. Working on land acquisition. Estimated grant close out: 6/30/14.
5309 Bus Program Total			72,609,792	16,235,696	56,374,096	
<u>Section 5309 Fixed Guideway Modernization Program</u>						
AZ-05-0201	2007	7/10/2008	2,727,749	1,859,375	868,374	Mesa: Project complete. Letter of acceptance issued. RPTA: reimbursement submitted and payment received in January for remaining vehicles. Estimated grant
AZ-05-0202	2008	4/12/2010	3,560,398	3,258,561	301,837	Scottsdale: New construction contract awarded on 10/16/2012 and project construction is underway. Project expected to be completed by early May 2013. RPTA: Final request being prepared for in plant inspections. Estimated Grant Closeout: 09/30/13.
AZ-05-0203	2009/2010	5/26/2011	7,453,822	4,463,543	2,990,279	RPTA: Bus- Waiting for contractor invoice for bus modifications. Bus delivered and request submitted. Manufacturer is making modification to the bus stop signal system. RPTA/PM/\$82K- Complete. RPTA/PM/\$233K- Not enough expenses to closeout yet. Estimated grant close out: 6/30/15.
AZ-05-0204	2011	4/6/2012	259,754	0	259,754	Location has been selected. Preparing presentation to City Council to receive approval for purchasing the selected parcel. Estimated grant close out: 12/31/13.
5309 FGM Program Total			14,001,723	9,581,479	4,420,244	
<u>Section 5316 Job Access and Reverse Commute (JARC) Program</u>						
AZ-37-X008	2007	8/15/2008	1,515,115	898,214	616,901	Phoenix: VMS: We cut over to the upgraded VMS System December 9, 2012. The system is being monitored. Admin funding - Costs lower than anticipated. Glendale/RPTA- Letter of assignment for route for Route 70 has been completed. Funds turned over to RPTA. Estimated grant closeout 3/31/2014.

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-37-X011	2008/2009	8/11/2010	1,336,332	745,855	590,477	RPTA- Vanpool Purchase- We have identified 13 vanpools that are originating in low-income areas and will be purchasing vans for 10 of these users. Rte 685/ Marketing & Promotion- July-Sept 2012 reimbursement for Route 685 submitted. Marketing continuing to finalize revised marketing plan. There were 399 trips provided in this quarter. Gila River- Reimbursement request for balance will be prepared and submitted in Summer 2013 after service reconciliation is complete. Ajo/GilaBend- Projections indicate that the funds will be used up by December 31, 2013 with final reimbursement occurring by March 31, 2014. Phoenix Admin Funding: Costs are lower than anticipated, but funds are being used as expenses are incurred. Estimated grant close out: 6/30/14.
AZ-37-X014	2011	3/9/2012	1,839,232	1,030,076	809,156	RPTA: No activity this quarter. Still using grant AZ-37-X017 JARC funding. Tolleson: No reimbursement submitted this quarter. Scottsdale (76 and 81): Final reimbursement request to be submitted in January 2013. CASS: No reimbursement submitted this quarter. Glendale: Rt 59- Reimbursement request for FY2012-13 expenditures will be submitted after FY-end reconciliation. Rt 70 letter of assignment is completed and funds turned over to RPTA. Phoenix/MAG Admin: Costs are lower than anticipated, but costs are starting to be submitted. Estimated Grant Closeout: 6/30/14.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	2,938,607	1,134,981	Phoenix: VMS: We cut over to the upgraded VMS System December 9, 2012. The system is being monitored. RPTA My Stop: Preparing scope modification request to utilize remaining funds to maintain stops and add new stops resulting from route restructuring with estimated completion in summer 2013. RPTA Rt 72: Reimbursement request for balance will be submitted in Summer 2013 after year end reconciliation is complete. RPTA Rt 685: Expenditures lower than expected. Projections indicate that these funds will be used up September 2015. El Mirage: Discussion on plan of action continues. Glendale Gus 1&2/Rt 60: Projects are on track. Estimated grant close out: 12/31/15.
5316 Program Total			8,764,267	5,612,752	3,151,515	
<u>Section 5317 New Freedom Program</u>						
AZ-57-X001	2006	6/13/2008	1,052,690	985,749	66,941	RPTA: Reimbursement request #8 submitted to Phoenix. Project on track. Phoenix: Complete 12/31/12. Estimated grant closeout date 12/31/13.
AZ-57-X008	2008	8/19/2009	451,217	368,945	82,272	Admin: Phoenix to submit reimbursement for final \$171 and close out project. RPTA: Phoenix discussing with RPTA if other eligible projects within the grant can utilize the remaining funding returned by RPTA and Surprise. Estimated grant closeout: 12/31/13.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF DECEMBER 31, 2012**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-57-X009	2008/2009	7/28/2010	1,078,889	951,134	127,755	RPTA is working with MAG to determine project scope. All other services continue. Submitting reimbursement requests monthly. Estimated grant close out: 12/31/13.
AZ-57-X012	2009/2010	6/3/2011	1,820,502	702,018	1,118,484	Phoenix- Trapeze Phase II completed and Phase III is on hold. Glendale- Taxi Voucher: project Complete. Glendale BAG IT, GUS3: Projects are on track. RPTA: All projects are on track. Estimated grant closeout: 12/31/13.
AZ-57-X013	2011	2/17/2012	877,892	319,771	558,121	Phx/MAG Admin: Still using older grant funds. Glendale: RFP still in process. Phoenix: Project has begun and reimbursements processed. RPTA Fare Collection: RFP in process. RPTA Volunteer Driver: Reimbursements submitted when needed. Estimated grant close out: 6/30/14.
5317 Program Total			5,281,190	3,327,617	1,953,573	
<u>Section 5339 Alternatives Analysis Program</u>						
AZ-39-0001	2007	5/15/2008	993,600	827,863	165,737	RPTA will conduct a survey of express passengers using park n rides. Estimated grant closeout: 6/30/13.
AZ-39-0003	2009/2010	5/27/2011	2,350,000	2,284,381	65,619	South Central Phoenix Corridor: work is continuing, but all funds will be drawn down by end of February. Will use funds in AZ-39-0005. Estimated grant close out: 3/31/13
AZ-39-0005	2011	6/21/2012	1,000,000	0	1,000,000	Prior grant funds expended. Work is continuing. Estimated grant close out: 9/30/14
5339 Program Total			4,343,600	3,112,244	1,231,356	
<u>ARRA</u>						
AZ-96-X002 (5307 Urbanized Area)	2009	8/21/2009	66,074,735	54,345,785	11,728,950	Scottsdale: new contractor awarded at October 16 council meeting. Construction underway. RPTA: reviewing documents from Mesa and Chandler in order to submit final reimbursement. Phoenix: vehicle PO being issued. Mesa PnRs: projects complete except for touch up painting. Estimated grant close out: 9/30/13.
AZ-56-0001 (5309 Fixed Guideway)	2009	8/20/2009	640,070	200,514	439,556	Discussions being held about project savings. Estimated grant close out: 3/31/13.
ARRA Program Total			66,714,805	54,546,299	12,168,506	
TOTAL			685,582,746	434,020,298	251,562,449	