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November 1, 2010

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: Tuesday, November 9, 2010 MAG Transit Committee Agenda

Tuesday, November 9, 1:30 p.m.
MAG Office, Suite 200, **Cholla Room**
302 North 1st Avenue, Phoenix

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 Kevin Wallace at (602) 254-6300 if you have any questions or need additional information.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

REVISED TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft October 14, 2010 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. Peer Region Structured Parking Policy Review

In the summer of 2010, MAG staff was directed by the Transit Committee to identify the criteria used in other regions for providing structured parking at bus park-and-rides. MAG staff contacted eight regions to collect information regarding the criteria and methodology for planning, site selection, and construction of structured transit parking facilities. Please refer to Attachment One for additional information.

6. Project Change Request to the Federal Fiscal Year 2010 Program of Projects

On June 22, 2010 the Transit Committee approved the FY2009 and FY2010 Program of Projects, and Regional Council took action on June 30, 2010. Additionally, the Regional Council approved the FY2011-2015 MAG TIP

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the October 14, 2010 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information and discussion.

6. For information, discussion and possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2010 Program of Projects.

on July 28, 2010. Since then, the City of Phoenix is requesting to delete a maintenance facility upgrade project, funded with FY2010 5307 funds, and replace it with a vehicle management system upgrade project and a park-and-ride lot construction project. These 5307 funds were made available to the City of Phoenix via a regional funding exchange between CMAQ, local, and 5307 for City of Phoenix rail and bus projects as documented in the 2007 Regional Transportation Plan (RTP). This project change request will complete the regional funding exchange with the City of Phoenix. Please refer to Attachment Two for additional information.

7. 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventive Maintenance

The request to address the distribution of 5307 funds for preventive maintenance (PM) came from a July 28, 2010 Regional Council action which approved "the Draft FY2011-2015 MAG TIP contingent on a finding of conformity... and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010."

On October 14, 2010, the Transit Committee was presented with three different distribution methodologies for preventive maintenance (PM) for 5307 funds. At the meeting, the committee requested additional information about distribution methodologies, specifically peer regions and other operation data inputs. Please refer to Attachment Three which provides further explanation of possible PM distribution methodologies for 5307 Urbanized Area Formula funds. Please refer to Attachment Three for additional information.

7. For information, discussion, and possible recommendation for a preventative maintenance distribution methodology for 5307 funds in the FY2011-2015 MAG TIP, have it reviewed and updated annually to coincide with the latest National Transit Database information and the fiscal year apportionments, and recommend modifying/amending the FY2011-2015 MAG TIP appropriately.

8. 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 Four 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 will be scheduled Tuesday, December 9, 2010 at 1:30 p.m. in the MAG Office, Saguaro Room.

8. For information and discussion.

9. For information and discussion.

10. For information.

DRAFT ATTENDANCE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

October 14, 2010

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair

*ADOT: Mike Normand

Avondale: Kristen Sexton for Rogene Hill

#Buckeye: Andrea Marquez

Chandler: RJ Zeder

*El Mirage: Pat Dennis

*Gilbert: Tami Ryall

Glendale: Cathy Colbath

Goodyear: Cato Esquivel

Maricopa County: Mitch Wagner

Mesa: Mike James

*Paradise Valley: William Mead

Peoria: Maher Hazine

*Queen Creek: Wendy Kaserman

Scottsdale: Theresa Huish

*Surprise: Michael Celaya

Tempe: Jyme Sue McLaren

*Tolleson: Chris Hagen

Valley Metro Rail: Wulf Grote

Regional Public Transportation Authority:
Carol Ketcherside

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

OTHERS PRESENT

Kevin Wallace, MAG

Marc Pearsall, MAG

Alice Chen, MAG

Monique de los Rios Urban, MAG

DeDe Gaisthea, MAG

Micah Henry, MAG

Jorge Luna, MAG

Eileen Yazzie, MAG

Jenna Goad, Glendale

Jeff Martin, Chandler/Mesa

John Farry, METRO

Holly Hassett, Hexagon

Stephanie Shipp, METRO

Joe Bowar, Phoenix

Ken Kessler, Phoenix

Tom Remes, Phoenix

Robert Yabes, Tempe

Bob Antila, Valley Metro-RPTA

Sharon Joy Kleitsch, The Connecting Partners

Charles Huellmantel, C.H. & A.

Marc Soronson, HDR

Jennifer Pyne, URS

1. Call to Order

The meeting was called to order at 1:32p.m. by Chair Debbie Cotton. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She introduced one member of the Transit Committee, Ms. Andrea Marquez who was participating via teleconference. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft August 12, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the Draft August 12, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve both draft meeting minutes. Mr. Mike James moved to approve the motion. Mr. Mitch Wagner seconded, and the motion passed unanimously.

3. Call to the Audience

Chair Cotton 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

Mr. Kevin Wallace from MAG stated that there was no Transit Program Manager's Report this month. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

5. Recommendation to Reappoint Chair and Vice Chair Transit Committee Positions

Chair Cotton introduced Kevin Wallace to brief the committee on the Recommendation to Reappoint Chair and Vice Chair Transit Committee Positions. Mr. Wallace explained that as a part of the MAG Committee Operating Policies and Procedures adopted in 2009 by the Executive Committee, the Chair and Vice Chair positions must be appointed on an annual basis. For technical committees, the Chair and Vice Chair positions serve one-year terms, with possible reappointments for one additional term, for a maximum of two years, by consent of the respective committee.

Mr. Wallace presented a variety of options for the members of the Transit Committee to select from. Members were requested to choose either action: (1) recommend reappointment of the current chair and vice chair to serve a second one-year term, or 2) have the vice chair ascend to the chair position and have a new vice chair appointed by the Regional Council Executive Committee. He then requested a motion or agreement to proceed with the appointments.

Mr. James stated that after reflecting upon the committee over the past year and the quality of the leadership, he believed it would be appropriate to reappoint both the Chair and Vice Chair for another one year term. He complimented the positive efficiencies in the grant coordination efforts under the Chair and Vice Chair and offered a motion to reappoint both the Chair and Vice Chair. Mr. RJ Zeder seconded, and the motion passed unanimously.

Chair Cotton thanked Mr. Wallace for his presentation and the kind words of the committee asked if there were any further questions or comments. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

6. Update on Transit Operations Research and Data Collection

Chair Cotton introduced Mr. Jorge Luna from MAG to present an update on Transit Operations Research and Data Collection.

Mr. Luna thanked the chair and stated that MAG staff had been prompted to engage in transit operations research and data collection by a recent Regional Council action, with the approval of the Draft FY2011-15 TIP and that the programming of preventative maintenance be reviewed and amendments of administrative modifications occur no later than December of 2010. Mr. Luna reported that in order to meet the directives of the Regional Council, staff performed the following research tasks: 1.) Contacted peer region transit systems regarding their distributions of federal funds; and 2.) MAG staff brought together an informal working group of MAG Region transit operators to gather data.

He noted that the first such meeting was held on September 21, 2010 where the group discussed and provided MAG information on ADA transit service funding and tracking, transit data inputs to the National Transit Database(NTD), preventative maintenance expenditures, budgetary concerns, and impacts of funding sources. The informal group of transit operators was expected to meet approximately twice a year to refine and update transit operating costs and assumptions, with the next meeting likely to occur in spring 2011. Mr. Luna added that the information gathered by the informal group of transit operators was intended to support in the development of Transit Prioritization Guidelines, another agenda item discussed by Ms. Eileen Yazzie during the course of the meeting.

Mr. Luna closed by adding that Transit Committee had previously requested that staff begin analyzing peer region transit policies in order to evaluate a variety of transit topics that effect the MAG Region. The evaluation of peer regions policies regarding structured transit parking facilities would be presented at the November Transit Committee meeting.

Chair Cotton thanked Mr. Luna for his presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

7. Project Change Request to the Federal Fiscal Year 2009 and 2010 Program of Projects

Chair Cotton introduced Ms. Eileen Yazzie from MAG to present an update on Project Change Requests to the Federal Fiscal Year 2009 and 2010 Program of Projects. Ms. Yazzie indicated that she had no formal PowerPoint presentation and invited Committee members to refer to their agenda packets. She noted that there was a one page table in the agenda packets for requests to modify the FY2011-2015 MAG TIP. She mentioned that these projects were all released out of discretionary grants and competitive grants programs, a majority through earmark discretionary programs (2009-2010.)

The last noted item on the list was a State of Good Repair Grant competitive grant application for the City of Phoenix from June 22, 2010 that the Transit Committee had approved with the FY2009 and FY2010 Program of Projects. The Regional Council took action on those changes as well on June 30, 2010, where it was requested that the earmark/high priority projects that were identified in the FY 2010 federal register be included in the FY2011-2015 MAG TIP. Ms. Yazzie noted that Phoenix was successful in receiving this grant and the Federal Register was included in the to reflect that award and further explanation of the Federal Register publication followed. The item was presented for information, discussion and possible action.

Mr. James offered a motion to accept the Project Change Request to the Federal Fiscal Year 2009 and 2010 Program of Projects. Ms. Ketcherside seconded, and the motion passed unanimously.

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

8. Programming 5307 and 5309 - Fixed Rail and Guideway Modernization Funds in FY2010 and 2011

Ms. Yazzie explained that there was a three-part action item on the agenda. The decision was made to split the motions into three due to the complexities and importance of each inter-related issue. She added that if any member agency was uncomfortable with any of the individual motions, but satisfied with other motions, that the Committee would table the questioned items and proceed with the approved items.

Chair Cotton inquired as to if there were any time constraints on any of the individual motions, that the committee should be aware of. Ms. Yazzie explained that items two and three needed to be heard by the Transit Committee and action taken before December 2010. If action was not taken at the October meeting, then the November meeting would be necessary to allow these items to be heard by the Regional Council on December 8th. She added that since much of the information presented dealt specifically with transit operations, that the committee looked to the transit operators in the room for assistance in the discussion.

Ms. Yazzie explained that on June 22, 2010 the Transit Committee approved the FY2010 Program of Projects, and the Regional Council had taken on these changes on June 30, 2010. Since then, the Executive Committee had taken action on September 13, 2010 to remove

\$1,517,999 of FY2010 5309 Fixed Rail and Guideway Modernization (FGM) federal transit funds from two Mesa park-and-ride construction projects. It was suggested to program these funds for preventative maintenance since all other eligible regional priorities from the TLCP are funded in the 2011-2015 TIP as a distribution for preventative maintenance for eligible 5309 activities was needed. She noted that additionally, the MAG Regional Council had taken action on July 28, 2010 and approved the FY2011-2015 MAG TIP, and that the programming of preventive maintenance was to be reviewed for potential amendments/ administrative modifications no later than December 2010. To ensure that the deadline was met, it was suggested to focus on making amendments/ administrative modifications to preventative maintenance for FY2011.

Ms. Yazzie summarized the three topics for information, discussion and possible action.

1) Recommend the amount of total preventative maintenance programmed in FY2011; 2) recommend a preventative maintenance distribution methodology for 5307 funds; 3) recommend a preventative maintenance distribution methodology for 5309 funds, and have the methodologies reviewed and updated annually to coincide with the latest National Transit Database information, and modify/amend the FY2011-2015 MAG TIP appropriately.

Ms. Yazzie also specified that all eligible RTP/TLCP regional priority projects were currently programmed in the FY2011-2015 TIP. It was suggested to program the remaining 5309 funds for preventive maintenance for fixed guideway eligible activities. Specifically, for 5309 FGM Programming Scenarios (examples for Phoenix, RPTA, Metro), the following two options were considered: 1) Combine the 2011 funds and distribute based on recommended formula. Funding in 2012 stays the same. 2.) Combine all funds and distribute evenly between 2011 & 2012. In addition, the recommendation of \$5.8 million for bus purchases needed to advance to 2011.

Chair Cotton asked if there was any discussion on the agenda items before the committee. Discussion followed.

After discussion on the merits of each scenario, the committee recommended the following for each motion:

- 1.) Recommended the amount of funds for preventative maintenance programmed in FY2011 and FY 2012 is distributed equally as shown in Option #2,
- 2.) Recommended that the preventative maintenance distribution methodology for 5307 be tabled until the November meeting after MAG staff may present more scenarios.
- 3.) Recommended Scenario #3 preventative maintenance distribution methodology for \$1,571,999 of FY2010 5309-FGM funds and that it is a non-precedent setting distribution; and modify/amend the FY2011-2015 MAG TIP and the FY2010 Program of Projects appropriately.

Chair Cotton asked if there were any further questions or comments and hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

9. Transit Prioritization Guidelines for Federal Funds

Ms. Yazzie explained that currently, the MAG region did not have an approved set of transit prioritization guidelines for programming federal funds. MAG set the priorities for the transit element of the Regional Transportation Plan (RTP) and the Regional Transportation Planning Authority (RPTA) was tasked to manage the life cycle for the transit element, known as the Transit Life Cycle Program (TLCP). She noted that there was a disconnect in the programming process, which has resulted in about \$30 million of 5307 federal funds in FY2011-2015 MAG Transportation Improvement Program (TIP) that were programmed to preventative maintenance as a placeholder since the region did not have prioritization guidelines in place to apply in programming the funds.

Ms. Yazzie added that looking specifically at the later years of the TIP, 2012 - 2015, the funding amounted to almost \$18 million. MAG staff had used the framework of previous prioritization guidelines and had created different scenarios that emphasize: transit customers and existing service, transit customers and expansion of service, passenger enhancements, 'Building the Plan:' funding unfunded projects in the RTP, and other support services. She noted that these are emphasis areas were not exhaustive and referred the committee to their packets for additional information. Ms. Yazzie said that the TLCP/RTP priorities and projects with Federal funds resulted in a \$30 million funding gap, with only \$11.7 programmed in FY2011. She added that there were inadequate guidelines in the region to address the programming gap. She mentioned that a scenario to address these inadequacies was to create guidelines establishing a framework with three concepts: 1.) setting priorities and constant priorities (legal requirements), 2.) a transit demand metric system and 3.) Implementation.

Ms. Yazzie explained that the Transit Demand Metric System included a variety of criteria formulas such as: operation, operating expense, vehicle miles/hours/trips, services provided, service hours asset-management, spare ratio, average age of fleet, age/mileage of vehicles to be replaced eliminated back-log maintenance, passenger, ridership, revenue miles/hours/trips, and travel time saved. She added that locally derived revenues included: local match, emission reduction, development patterns and accessibility, auto ownership rates, and expansion versus replacement. Discussion followed.

Chair Cotton asked if there were any further questions or comments and hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

10. Tempe South Locally Preferred Alternative (LPA)

Mr. Wallace explained the Tempe South Locally Preferred Alternative (LPA) agenda item, the five components within the recommended motion before the Committee and that it was time sensitive due to the potential freeze in the TIP. He thanked METRO and City of Tempe staff on preparing the information and then introduced Marc Soronson of HDR's, METRO light rail consultant to give an update on the project. Mr. Soronson explained that the MAG Regional Transportation Plan (RTP) identified future high capacity transit improvements along Rural Road in the City of Tempe. Specifically, he noted, the RTP includes two transit projects within the Tempe South study area: 1) a 2-mile high capacity/light rail transit improvement extending south from downtown Tempe; and 2) a Bus Rapid Transit (BRT) corridor on Scottsdale/Rural Road extending from north Scottsdale to Chandler.

He noted that in August 2007, Valley Metro Rail (METRO) initiated a federally sponsored Alternatives Analysis in the Tempe South corridor. Both the 2-mile high capacity/light rail transit project and the BRT projects were analyzed as part of that study, but only the BRT segment south from downtown Tempe was evaluated. Mr. Soronson explained that the AA process culminates in the creation of a Locally Preferred Alternative (LPA), which defines the transit technology and alignments. METRO staff has proposed a modern streetcar along Mill Avenue for the LPA. The study also confirmed the importance of the Rural Road BRT project, between the Tempe Transit Center and the Chandler Fashion Center.

Mr. Soronson then explained the details of the Tempe South LPA study, the characteristics of the streetcar option and the BRT option, and discussion followed. He noted that ridership (opening day) for the modern streetcar was estimated at 1,100 to 1,600 per day, but that the number did not include special events. He also noted that the capital budget for the project was \$162 million with \$3.6 million per year for operating and maintenance costs. He followed with an explanation on the Rural Road BRT option. He noted that ridership (opening day) for the Rural Road BRT was estimated at 5,200 to 5,700 per day, but that the number also did not include special events. He added that the capital budget for the project was \$60-65 million with \$3.1 million per year for operating and maintenance costs.

Mr. Soronson mentioned that the Tempe South Study had an extensive public involvement process. Ten public meetings were held over the course of the project with 450 attendees participating. An additional 47 presentations were given to advisory committees, neighborhood associations, civic organizations, and other groups as well project updates via website, e-mail, and the newsletters.

Mr. Soronson then referred the members to their agenda packets, the presentation and informed the Committee that the item was on the agenda in five parts for information, discussion, and recommendation to approve:

- 1) A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe;
- 2) Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG Regional Transportation Plan;
- 3) Future consideration for increased service levels and capital improvements, per the description provided herein, for Rural Road BRT through the regional transportation system planning process;
- 4) Future consideration for high capacity transit needs north of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and
- 5) Further consideration of commuter rail along the Tempe Branch of the Union Pacific Railroad, through the regional transportation planning process, and pending results from the Arizona Department of Transportation's (ADOT's) Phoenix-Tucson Intercity Rail Alternatives Analysis.

Ms. Kristen Sexton asked if it was necessary to have the commuter rail portion included within the motion. She further explained that there was concern that this would set a precedent of prioritizing commuter rail on the Tempe-Kyrene Branch ahead of other lines described in the MAG System Study, even though it ranked last in ridership potential of the four corridors modeled.

Mr Wulf Grote responded that over the duration of the Tempe South study there was great interest in from the community in commuter rail on the UP Kyrene Branch and that there was a suggestion that continued study of the option should continue in the future. Mr Wallace added that this line item within the motion would not in any way set a prioritization for implementation of commuter rail on the branchline, but would allow for its continued study.

Mr. Soronson mentioned that the presentation would be further refined and considered for adoption by the Tempe City Council on October 21, 2010. The METRO Board would consider the LPA for acceptance on November 17, 2010, followed by final action by the MAG Regional Council on December 8, 2010.

Chair Cotton requested a roll call vote for the entire five-item motion. The motion passed with seven yeas, three nays and one abstention.

Chair Cotton asked if there were any further questions or comments and hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

11. Request for Future Agenda Items

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

Ms. Ketcherside requested a Quarterly Federal Grant Reports update. Mr. Wallace noted that the updates were already being prepared and that there would be another Quarterly Federal Grant Reports update from City of Phoenix staff before December.

12. Next Meeting Date

Chair Cotton thanked those present for attending the MAG Transit Committee meeting. She announced that the next meeting of the MAG Transit Committee would be held on Tuesday November 9, 2010 at 1:30pm in the Saguaro conference room. There being no further business, Chair Cotton adjourned the meeting at 3:18 p.m.

ATTACHMENT ONE

Agenda Item 5

November 1, 2010

TO: Members of the Transit Committee

FROM: Marc Pearsall, Alice Chen, and Jorge Luna, Transit Planners

SUBJECT: Peer Region Structured Parking Policy Review

In the summer of 2010, MAG staff was directed by the Transit Committee to identify the criteria used in other regions for providing structured parking at bus park-and-rides. The purpose of the information collected was to assist and support MAG's development of transit prioritization guidelines for structured transit parking (park-and-ride) policies. The primary peer region elements that were reviewed included the utilization of criteria and methodology for planning, site selection and construction of structured transit parking facilities.

MAG staff collected information from eight regions regarding the criteria and methodology for planning, site selection, and construction of structured transit parking facilities: Dallas, Denver, Los Angeles, Minneapolis, Portland, San Diego, Salt Lake City and Seattle. It was determined that some agencies review each park-and-ride facility on a case by case basis, while others have no established policy. Overall, the peer regions' decisions to build structured park and ride facilities are primarily multi-modal and market based in nature.

MAG had previously completed a Regional Park and Ride Study in January 2001, which established the following criteria for the "Characteristics of Successful Park and Ride Lots":

- High Level of express bus service (every 15 minutes or less during peak period)
- Express transit service available over at least a three hour period in AM/PM peak periods
- Located within close proximity of a freeway or light rail line (1-mile or less)
- Multimodal connectivity
- Access to HOV lanes for at least a portion of the bus trip to the final destination
- Visible location from adjacent arterials (to facilitate marketing and patron safety)
- Parking costs at the destination are substantially higher than the round trip fare
- Capital Cost and Overall Cost Effectiveness
- Market - Passenger Demand

Local agencies such as the City of Phoenix and the Regional Public Transportation Authority (RPTA) also utilize criteria for selecting park and ride locations and facilities:

City of Phoenix

- Opportunities for a signed lease or permanent dedicated facility;
- Proximity to area residential development;
- Retain a general cost of \$8,000-10,000 per surface parking space;

RPTA

- More than 400 boardings per day at the bus stops within Transit Analysis Zone (TAZ)
- TAZ is located within one-quarter mile of an Activity Center
- Census data confirms private automobile ownership within TAZ is less than regional average

The Peer Regions that participated in our survey provided the following information:

PEER REGION STRUCTURED PARK AND RIDE POLICIES

PEER MPOs/Transit Agencies	Structured Park And Ride Policy in Place	Park-and-Ride Transit Facility Types (in system) (inc. surface parking lots)	Notes of interest.
Dallas (NCTCOG / DART)	Yes	65 - System transit centers/park-and-rides 46 - Bus-Rail structured/p+r 0 - Bus-only structured	DART- Structured parking analyzed on a case by case basis by NCTCOG / DART, but no structures built without rail service.
*Denver (DRCOG / RTD)	Yes (Market based)	76 - System transit centers/park-and-rides 9 - Bus-Rail structured/p+r 1 - Bus-only structured	RTD- When land costs exceed \$15.03 per square foot, agency deems if effective to build a structured parking facility.
*Los Angeles (SCAG / MTA)	Yes (Market based)	106 - System transit centers/park-and-rides 49 - Bus-Rail structured/p+r 3 - Bus-only structured	
*Minneapolis (Metropolitan Council / Metro Transit)	Yes (Market based)	146 - System transit centers/park-and-rides 8 - Bus-Rail structured/p+r 1 - Bus-only structured	MetroTransit - Bus-only facilities by policy are avoided due to operating high cost (elevators, power, overhauls, security) and lower patronage.
Portland (METRO / Tri-Met)	Yes	63 - System transit centers/park-and-rides 27 - Bus-Rail structured/p+r 0 - Bus-only structured	
San Diego (SANDAG / MTS / NCTD)	No Policy for Structured Parking Facilities	78 - System transit centers/park-and-rides 49 - Bus-Rail structured/p+r 0 - Bus-only structured	
Salt Lake City (WFRC / UTA)	No Policy for Structured Parking Facilities	149 - System transit centers/park-and-rides 18 - Bus-Rail structured/p+r 0 - Bus-only structured	
*Seattle (PSRC / Sound Transit)	Yes (Market based)	81 - System transit centers/park-and-rides 20 - Bus-Rail structured/p+r 1 - Bus-only structured	

SOURCE: Maricopa Association of Governments.

*This agency has built structured park and ride transit facilities for express bus/local bus. Structured facility characteristics have traditionally required a mix of modes - Light Rail, Commuter Rail, Express Bus and Local Bus/Circulator. All peer agencies in table have dedicated tax revenue sources for capital, operations and maintenance for transit facilities and park-and-rides.

STRUCTURED TRANSIT PARKING FACILITIES (PEER REGION SAMPLE)

PEER MPO/ Transit Agency	Facility Name	Routes Served / Daily Passenger / boardings at facility	Parking Spaces / Parking Levels	Cost
Denver, CO (RTD)	US36 and Broomfield Park and Ride	7 Express 5 Local 1,000 boardings	1500 spaces 4-levels	\$8.4 Million (Opened 2010)
Los Angeles, CA (LA-MTA) *Busiest 'bus- only' transit center west of Chicago, IL.	Lower El Monte Bus Station / Upper El Monte Bus Station	4 Express/BRT 18 Local 1 Greyhound 22,000 boardings (New El Monte facility will feature 40,000 daily boardings)	3,876 spaces 3-levels (New revamped facility to feature over 4,000 spaces, 2-levels.)	Original \$ N/A (Opened 1973) (New \$45 million revamped facility to open in 2012)
Minneapolis, MN (MetroTransit)	Coon Rapids Foley Blvd Park and Ride	2 Express No Local 2,200 boardings	1,243 spaces 2-levels	\$6.3 Million (Opened 2001)
Seattle, WA (Sound Transit)	Federal Way Transit Center	7 Express 7 Local 1,500 boardings	1,200 spaces 5-levels	\$39.4 Million (Opened 2006)

SOURCE: Maricopa Association of Governments, October 2010.

From the aforementioned tables, most existing and new Park and Ride facilities from the eight MAG peer regions sampled in this analysis are surface parking lots. It was also noted that structured parking facilities are usually not constructed for bus-only operations, but for major multimodal stations serving local bus, express bus, and rail services. The MAG peer region agencies experiences have guided their decision making for building structured transit parking with a focus on one basic criterion: market based demand for transit service.

Information from the peer regions would suggest that a structured transit parking policy should consist of a balanced mix of the following primary criteria:

- Included in Regional Transportation Plan(RTP)/Transit Improvement Plan(TIP)
- Passenger Demand/Market Based/Transit Demand Metrics (passenger boardings)
- (Minimum Level of Service (LOS) (local / express frequency))
- Acceptable Cost Benefit Performance/ Return on Investment
- Multimodal Transit Connections / Transit Access

In addition, other important criteria may be included:

- Transit Oriented Development Opportunities / Alternative Land Use Scenarios
- Proximity to HOV Lanes/Freeway corridor access (within ¼ mile)
- Proximity to Activity Center access (within ¼ mile)

ATTACHMENT TWO

Agenda Item 6

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 2, 2010

SUBJECT:

Project Change Request to the Federal Fiscal Year 2010 Program of Projects

SUMMARY:

On June 22, 2010 the Transit Committee approved the FY2009 and FY2010 Program of Projects, and Regional Council took action on June 30, 2010. Additionally, the Regional Council approved the FY2011-2015 MAG TIP on July 28, 2010. Since then, the City of Phoenix is requesting to delete a maintenance facility upgrade project, funded with FY2010 5307 funds, and replace it with a vehicle management system upgrade project and a park-and-ride lot construction project. These 5307 funds were made available to the City of Phoenix via a regional funding exchange between CMAQ, local, and 5307 for City of Phoenix rail and bus projects as documented in the 2007 Regional Transportation Plan (RTP). This project change request will complete the regional funding exchange with the City of Phoenix. Please see the enclosed table for more information.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:

For information, discussion and possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2010 Program of Projects.

PRIOR COMMITTEE ACTIONS:

MAG Transit Committee: This item will be heard for the first time at the November 9, 2010 Transit Committee meeting.

CONTACT PERSON:

Eileen O. Yazzie, Transportation Programming Manager, (602) 254-6300.

Request for Project Change - 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX10-842T	Phoenix	South Phoenix Maintenance Facility	Design and construct upgrades	2010	5307	\$ 1,562,553	\$ 6,250,210		\$ 7,812,763	Amend: Delete Project. Move 5307 funding to the two projects listed below.
NEW	Phoenix	Citywide	Vehicle Management System (VMS) Upgrade	2010	5307	\$ 872,396	\$ 3,489,584		\$ 4,361,980	Amend: Add new project funded with funds released from PHX10-842T project.
NEW	Phoenix	24th Street & Baseline	Construct park-and-ride lot	2010	5307	\$ 690,157	\$ 2,760,626		\$ 3,450,783	Amend: Add new project funded with funds released from PHX10-842T project.

ATTACHMENT THREE

Agenda Item 7



November 1, 2010

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TO: MAG Transit Committee

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: 5307 URBANIZED AREA FORMULA FUNDS DISTRIBUTION SCENARIOS FOR PREVENTIVE MAINTENANCE

The request to address the distribution of 5307 Urbanized Area Formula funds for preventive maintenance (PM) came from a July 28, 2010 Regional Council action which approved "the Draft FY2011-2015 MAG TIP contingent on a finding of conformity. . . and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010."

On October 14, 2010, the Transit Committee was presented with a multi-part programming item regarding the distribution of \$11.7 million of 5307 FY2011 federal funds for PM and methodologies for distributing those funds in the MAG region. At the meeting, the committee recommended approval of evenly distributing the \$11.7 million for PM between FY 2011 and FY2012. In order to even out funds between fiscal years, bus purchases in FY2012 were forwarded to FY2011, this allowed for approximately \$12.4 and \$12.5 million being available for PM in the region for FY2011 and FY2012, accordingly.

Regarding the distribution methodologies, the Transit Committee was presented with three options for distributing the funds. At the meeting, the committee requested that staff research potential impacts, peer region best practices, and return with additional methodologies.

BACKGROUND

Each fiscal year the Federal Transit Administration (FTA) distributes federal funds based on NTD data (e.g. vehicle revenue miles, bus passenger miles, etc.) and population density data from the current decennial census. The current regional distribution percentages for PM have not changed since 2002; the amount distributed to each agency has only been adjusted for inflation by roughly two percent per year. Since 2002 bus revenue miles have increased over 35%, new modes have begun operating, and other operators have begun reporting data to the National Transit Database (NTD).

In developing the methodologies, MAG staff relied on NTD data, feedback from regional operators, peer region investigation, and general research. In developing distribution methodologies, staff kept in mind current agency allocations and also focused on system performance allocation by combining metrics such as passenger miles, vehicle revenue miles, unlinked passenger trips, and operating expenses (see Attachment I for definition of terms).

METHODOLOGIES

Please review Attachment 2 for the five distribution methodologies. Note that the percentages shown in the attachment are potential distribution scenarios. Once a methodology has been agreed upon the percentages will be updated using the latest NTD data as it becomes available.

Methodology 1 is based on vehicle revenue miles for bus and rail. **Methodology 2** is based on operating expenses for bus and rail. **Methodology 3** uses the locally developed ARRA unspent funds operating assistance distribution scenario for bus and rail. **Methodology 4** splits revenue miles between modes (bus and rail) and includes various distribution methodologies for the bus portion (FTA incentive tier; passenger miles, vehicle revenue miles, and operating expense for bus and rail; passenger miles and vehicle revenue miles for bus and rail (evenly weighted); passenger miles and vehicle revenue miles for bus and rail (25% weight on passenger miles and 75% on revenue miles); and passenger miles and vehicle revenue miles for bus and rail (10% weight on passenger miles and 90% on revenue miles)). **Methodology 5** is based on distribution between bus and rail using the distributions methodologies listed in Methodology 4 with the exception of the FTA incentive tier.

RECOMMENDATION

This item is on the agenda for information, discussion, and possible recommendation for a preventative maintenance distribution methodology for 5307 funds in fiscal years 2011 and 2012, have it reviewed and updated annually to coincide with the latest National Transit Database information and the fiscal year apportionments, and recommend modifying/amending the FY2011-2015 MAG TIP appropriately.

Please feel free to contact myself or Jorge Luna at 602.254.6300 or eyazzie@azmag.gov, jluna@azmag.gov with questions or comments.

ATTACHMENT I

Passenger miles traveled (PMT): The total number of miles traveled by passengers on transit vehicles. It is the cumulative sum of the distances ridden by each passenger; for example, ten passengers riding in a transit vehicle for two miles equals 20 passenger miles.

Vehicle revenue miles (VRM): The miles that vehicles are scheduled to or actually travel while in revenue service. The region uses this measure quite significantly through level of service in operating contracts, as a denominator for performance indicators (e.g. boardings/revenue mile), for invoicing transit service, among others.

Unlinked passenger trip (UPT): The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Operating expense (OE): The expenses associated with the operation of the transit agency, and classified by function or activity, and the goods and services purchased.

ATTACHMENT 2

Current TIP 5307 Distribution Amounts and Percentages for Preventative Maintenance

Agency	Federal Funds	Local Funds	Total	% of TOTAL PM Funds
Glendale	\$ 122,508	\$ 30,627	\$ 153,135	1.87%
Peoria	\$ 41,336	\$ 10,334	\$ 51,670	0.63%
Phoenix	\$ 5,463,344	\$ 1,365,836	\$ 6,829,180	83.45%
RPTA	\$ 731,118	\$ 182,779	\$ 913,897	11.17%
Scottsdale	\$ 0	\$ 0	\$ 0	0.0%
Surprise	\$ 5,476	\$ 1,369	\$ 6,845	0.08%
METRO	\$ 0	\$ 0	\$ 0	0.0%
Tempe	\$ 183,101	\$ 45,775	\$ 228,876	2.80%
TOTAL	\$ 6,546,883	\$ 1,636,720	\$ 8,183,603	100.00%

-These distribution percentages for preventive maintenance have not changed since 2002; the dollar amount distributed to each agency has only been adjusted for inflation by roughly two percent per year.

Methodologies:

The following are the proposed methodologies and potential distribution amounts for FY2011 based on half year of METRO data and the projected \$12,424,886 available for PM in FY2011. The proposed distribution percentages and funding amounts should be revised once the latest NTD data is available. In FY2012 the available PM will be \$12,565,938, distribution percentages and funding amounts should also be revised once the FY2012 NTD data is available.

Methodology 1 - Annual Vehicle Revenue Miles

Agency	Potential PM Distribution % (FY2011)	Potential Distribution \$ (FY2011)
City of Glendale	1.27%	\$ 157,796
Peoria Transit	0.49%	\$ 60,882
City of Phoenix	61.45%	\$ 7,635,092
RPTA	19.19%	\$ 2,384,336
City of Scottsdale	0.53%	\$ 65,852
Surprise DAR	0.19%	\$ 23,607
METRO	3.30%	\$ 410,021
City of Tempe	13.58%	\$ 1,687,300
TOTAL	100.00%	\$ 12,424,886

-Source: Bus service from NTD FY2008 Reporting Data; METRO from draft FY2009 NTD submittal.

Methodology 2 - Operating Expenses

Agency	Potential PM Distribution % (FY2011)	Potential Distribution \$ (FY2011)
City of Glendale	1.13%	\$ 140,401
Peoria Transit	0.47%	\$ 58,397
City of Phoenix	60.69%	\$ 7,540,664
RPTA	18.34%	\$ 2,278,724
City of Scottsdale	0.80%	\$ 99,399
Surprise DAR	0.23%	\$ 28,577
METRO	5.77%	\$ 716,916
City of Tempe	12.57%	\$ 1,561,808
TOTAL	100.00%	\$ 12,424,886

-Source: Bus service from NTD FY2008 Reporting Data; METRO from draft FY2009 NTD submittal.

ATTACHMENT 2 *continued*

Methodology 3 - Region Wide ARRA Unspent Funds Formula (operating expense % & vehicle revenue miles)

Agency	Operating Expense %	Agency	Potential Percentages	Potential Distribution
BUS	94.23%	City of Glendale	1.24%	\$ 154,069
METRO	5.77%	Peoria Transit	0.48%	\$ 59,639
TOTAL	100.00%	City of Phoenix	59.88%	\$ 7,425,120
		RPTA	18.69%	\$ 2,322,211
		City of Scottsdale	0.52%	\$ 64,609
		Surprise DAR	0.19%	\$ 23,607
		City of Tempe	13.23%	\$ 1,643,812
		TOTAL	94.23%	-
		BUS Amounts		
METRO Amounts				\$ 716,917
TOTAL				\$ 12,424,886

-Source: Bus service from NTD FY2008 Reporting Data; METRO from draft FY2009 NTD submittal.

Methodology 4 – Revenue Mile Mode Split

MODE	PM Distribution %	Potential Distribution
BUS	96.70%	\$ 12,014,865
RAIL	3.30%	\$ 410,021
TOTAL	100.00%	\$ 12,424,886

-Source: Bus service from NTD FY2008 Reporting Data; METRO from draft FY2009 NTD submittal.

Methodology 4 continued – Bus Mode Percentage Distribution Options

Agency	A. FTA Incentive Tier (PMT ²)/OE	B. (PMT*VRM) / OE	C. (PMT*50%) + (VRM*50%)	D. (PMT*25%) + (VRM*75%)	E. (PMT*10%) + (VRM*90%)
City of Glendale	0.05%	0.28%	0.39%	0.58%	0.85%
Peoria Transit	0.01%	0.07%	0.12%	0.21%	0.32%
City of Phoenix	69.91%	67.36%	67.67%	66.85%	65.61%
RPTA	23.42%	22.14%	21.48%	21.15%	20.66%
City of Scottsdale	0.02%	0.08%	0.19%	0.25%	0.37%
Surprise DAR	0.01%	0.03%	0.06%	0.08%	0.12%
City of Tempe	6.58%	10.04%	10.09%	10.88%	12.07%
TOTAL	100.00%	100.00%	100.00%	100.00%	100.00%

-Source: Bus service from NTD FY2008 Reporting Data; METRO from draft FY2009 NTD submittal.

Agency	A. Potential Distribution	B. Potential Distribution	C. Potential Distribution	D. Potential Distribution	E. Potential Distribution
City of Glendale	\$ 6,008	\$ 33,642	\$ 46,858	\$ 69,686	\$ 102,126
Peoria Transit	\$ 1,202	\$ 8,410	\$ 14,418	\$ 25,231	\$ 38,448
City of Phoenix	\$ 8,399,592	\$ 8,093,213	\$ 8,130,459	\$ 8,031,937	\$ 7,882,953
RPTA	\$ 2,813,881	\$ 2,660,091	\$ 2,580,793	\$ 2,541,144	\$ 2,482,271
City of Scottsdale	\$ 2,403	\$ 9,612	\$ 22,828	\$ 30,037	\$ 44,455
Surprise DAR	\$ 1,201	\$ 3,605	\$ 7,209	\$ 9,612	\$ 14,418
City of Tempe	\$ 790,578	\$ 1,206,292	\$ 1,212,300	\$ 1,307,218	\$ 1,450,194
TOTAL	\$ 12,014,865	\$ 12,014,865	\$ 12,014,865	\$ 12,014,865	\$ 12,014,865

ATTACHMENT 2 *continued*

Methodology 5 - Bus and Rail Percentage Distribution Options (half year of METRO data)

Agency	A. (PMT*VRM) / OE	B. (PMT*50%) + (VRM*50%)	C. (PMT*25%) + (VRM*75%)	D. (PMT*10%) + (VRM*90%)
City of Glendale	0.26%	0.34%	0.51%	0.78%
Peoria Transit	0.07%	0.11%	0.18%	0.29%
City of Phoenix	61.51%	58.64%	59.16%	59.97%
RPTA	20.21%	18.62%	18.72%	18.89%
City of Scottsdale	0.08%	0.16%	0.23%	0.33%
Surprise DAR	0.03%	0.05%	0.07%	0.11%
METRO	8.68%	13.33%	11.50%	8.60%
City of Tempe	9.16%	8.75%	9.63%	11.03%
TOTAL	100.00%	100.00%	100.00%	100.00%

-Source: Bus service from NTD FY2008 Reporting Data; METRO from draft FY2009 NTD submittal.

Agency	A. Potential Distribution	B. Potential Distribution	C. Potential Distribution	D. Potential Distribution
City of Glendale	\$ 32,305	\$ 42,245	\$ 63,367	\$ 96,914
Peoria Transit	\$ 8,697	\$ 13,667	\$ 22,365	\$ 36,032
City of Phoenix	\$ 7,642,547	\$ 7,285,953	\$ 7,350,562	\$ 7,451,204
RPTA	\$ 2,511,070	\$ 2,313,514	\$ 2,325,939	\$ 2,347,061
City of Scottsdale	\$ 9,940	\$ 19,880	\$ 28,577	\$ 41,002
Surprise DAR	\$ 3,727	\$ 6,212	\$ 8,697	\$ 13,668
METRO	\$ 1,078,480	\$ 1,656,237	\$ 1,428,862	\$ 1,068,540
City of Tempe	\$ 1,138,120	\$ 1,087,178	\$ 1,196,517	\$ 1,370,465
TOTAL	\$ 12,424,886	\$ 12,424,886	\$ 63,367	\$ 12,424,886

ATTACHMENT FOUR

Agenda Item 8

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF SEPTEMBER 30, 2010**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
Section 5307 Urbanized Area Formula Program						
AZ-90-X068	2003	7/16/2004	53,778,070	53,160,596	617,474	Fare Collection System project not yet closed out due to issues with reporting. Withholding final payment to vendor until all reports are working satisfactorily. Scottsdale park and ride project planning complete, award is pending. Anticipating six months for environmental then design. Estimated grant close-out - 12/31/2011.
AZ-90-X070	2004	3/31/2005	55,536,053	54,430,174	1,105,879	Fare Collection System project not yet closed out due to issues with reporting. Withholding final payment to vendor until all reports are working satisfactorily. Remaining funds from various completed projects being reallocated to other FTA funded projects. Estimated grant close-out - 3/31/2011.
AZ-90-X074	2005	6/2/2006	43,319,916	36,956,654	6,363,262	Chandler: acquisition of right-of-way at Arizona Ave/Knox Road completed, construction plans for bus pullouts under review. Anticipate going to bid in December with award in February 2011. Phoenix: in the process of receiving final invoices for transit center upgrades. RPTA: loss of finance staff has delayed funding reallocation requests. Scottsdale: RFQ issued for design of Mustang park-and-ride, and award pending final review of submissions. Estimated grant closeout - 12/30/2011.
AZ-90-X080	2006	4/20/2007	45,336,056	40,931,297	4,404,759	Glendale: meeting with various vendors for the last phase of software upgrade. Phoenix: finalizing reallocation of remaining funds. RPTA: Loss of finance staff has delayed funding reallocation request. Tempe: Phoenix is awaiting signed change order for grant pass through agreement from Tempe in order to process final reimbursement request. Estimated grant close-out - 12/31/2011.
AZ-90-X088	2007	8/18/2008	42,409,809	37,435,256	4,974,553	Delay for Peoria's two remaining vehicles pending evaluation of need. Scottsdale Mustang Transit Center/Park and Ride project has been delayed due to project changes that require FTA guidance. Awaiting response from FTA on how to proceed with project changes. Staff is researching the reallocation of unexpended funds awarded to Maricopa County STS. Loss of RPTA finance staff has delayed funding reallocation requests. Estimated grant close out - 6/30/2012.
AZ-90-X096	2008	3/3/2010	39,606,732	27,893,780	11,712,952	RPTA buses and Phoenix Dial-a-Ride vans have been delivered and in revenue service. 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 - 6/30/2015.
5307 Program Total			279,986,636	250,807,758	29,178,878	

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF SEPTEMBER 30, 2010**

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	17,815,837	745,917	Scottsdale - Skysong transit center design work in process. Issues over easement rights for utilities coordination have delayed the project. Mesa -park-and-ride design funds to be reallocated. Phoenix: reallocation of remaining funds from completed projects under review by management. Estimated grant closeout - 12/31/2011.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	14,519,945	2,018,798	Vehicles have been delivered and paid for except for expansion vanpool vans, which are currently on order. Design for Happy Valley/I-17 park-and-ride complete, construction scheduled to be completed in November. Main/Sycamore intermodal transit center is complete and minor repairs to be completed. Estimated grant close-out - 12/31/2011.
AZ-95-X006	2008/2009	5/21/2010	25,248,414	5,617,364	19,631,050	Bus purchase has been delayed due to service cuts. Van pool vans not yet ordered. Goodyear park-and-ride land has been purchased, and gathering documentation for reimbursement request. Estimated grant closeout - 6/30/2015.
CMAQ/STP Transfers Total			60,348,911	37,953,146	22,395,765	
<u>Section 5309 Bus and Bus Facilities Program</u>						
AZ-03-0046	2004	8/2/2005	12,135,920	11,165,046	970,874	Recently received Congressional approval to move earmarked funds to another project. Planning process for new project - East Baseline park-and-ride - to begin in the near future. Remaining funds to be deobligated and included in future grant as a result of Congressional reallocation. Estimated grant close-out - 3/31/2011.
AZ-03-0050	2005	7/20/2006	12,730,295	12,390,172	340,123	Recently received Congressional approval to move earmarked funds to another project. Planning process for new project - East Baseline park-and-ride - to begin in the near future. Remaining funds to be deobligated and included in future grant as a result of Congressional reallocation. Estimated grant close-out - 3/31/2011.
AZ-04-0004	2006	8/31/2007	7,312,615	5,628,540	1,684,075	Evaluating reallocation of unexpended funds from completed projects to another FTA project. Scottsdale's project is nearly complete for design, but issues over easement rights from utility coordination with Salt River Project (SRP) have delayed final design and start of construction. Estimated grant close-out - 12/31/2011.
AZ-04-0005	2007	7/21/2008	3,210,240	2,307,360	902,880	Evaluating reallocation of funds to another FTA project. Scottsdale's Skysong project is nearly complete for design; awaiting final utility agreement information. Estimated grant close-out - 12/31/2011.
AZ-04-0008	2008	5/3/2010	7,856,040	5,311,800	2,544,240	RPTA buses have been paid for and are in revenue service. Scottsdale's project is nearly complete for design; awaiting final utility agreement information. Estimated grant close-out - 12/31/2011.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF SEPTEMBER 30, 2010**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-04-0014	2008	9/16/2010	245,000	0	245,000	Documentation is being gathered to submit reimbursement request for the purchase of one bus. Estimated grant close-out - 6/30/2011.
5309 Bus Program Total			43,490,110	36,802,918	6,687,192	
<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, loss of RPTA finance staff has delayed the request for reallocation of remaining funds. Estimated grant close-out - 12/31/2011.
AZ-05-0202	2008	4/12/2010	3,560,398	3,236,944	323,454	RPTA buses have been paid for and are in revenue service. Loss of RPTA finance staff has delayed request for reallocation of remaining funds. Intermodal transit center is complete, but expenses still being submitted for reimbursement. Scottsdale's project has had preliminary design submitted and are under review with staff. Estimated grant close-out - 9/30/2011.
5309 FGM Program Total			6,288,147	5,096,319	1,191,828	
<u>Section 5309 New Starts Program</u>						
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. Estimated grant closeout - 12/31/2012.
5309 New Starts Program Total			551,200,000	551,200,000	0	
<u>Section 5316 Job Access and Reverse Commute (JARC) Program</u>						
AZ-37-X006	2006	4/26/2007	1,437,345	1,437,345	0	All projects complete and all funds drawn down. Grant close-out amendment submitted 8/9/2010, pending FTA approval as of 9/30/2010.
AZ-37-X008	2007	8/15/2008	1,515,115	488,699	1,026,416	Remaining funds resulting from the discontinuation of Maricopa County's Special Transportation Services have been included in the regional competitive selection process on a provisional basis. After termination of the grant pass through agreement with Maricopa County, the funds will be allocated to projects selected through the regional process. Estimated grant close-out - 12/31/2011.
AZ-37-X011	2008/2009	8/11/2010	1,336,332	0	1,336,332	Buses have been purchased, but reimbursement requests delayed due to loss of RPTA finance staff. Vanpool vans will be purchased from multi-year contract. Operating assistance projects are at various stages. Estimated grant close-out - 12/31/2012.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	0	4,073,588	There was no activity for this grant for this quarter, but all grantees have been notified that the grant has been awarded and the funds are available for use. Estimated grant close-out - 12/31/2013.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF SEPTEMBER 30, 2010**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
5316 Program Total			8,362,380	1,926,044	6,436,336	
Section 5317 New Freedom Program						
AZ-57-X001	2006	6/13/2008	1,052,690	389,259	663,431	RPTA - programs continuing, but loss of RPTA finance staff has delayed the reimbursement requests. Volunteer program still operating well. Software update has performance issues, but are being resolved. Travel training program - additional training conducted. Funds awarded to Maricopa County to be reallocated as a result of discontinuation of Maricopa County STS. Funds awarded to Four Sisters to be reallocated due to matching funding issues. These funds will be reallocated to projects selected in the regional competitive selection process. Estimated grant close-out - 12/31/2011.
AZ-57-X008	2008	8/19/2009	451,217	29,086	422,131	East Valley Paratransit service above and beyond required ADA Complementary Paratransit Service has been implemented and is operating with 5317 funds. East Valley Travel Training Program has begun preliminary travel training work for inclusion into the Regional Mobility Center where ADA in-person eligibility assessment will take place. Operating assistance cost is coming in lower than anticipated. Estimated grant close-out - 12/30/2011.
AZ-57-X009	2008/2009	7/28/2010	1,078,889	0	1,078,889	Phoenix's senior taxi coupon - a lot of interest with more people inquiring about the program. RPTA: Taxi Subsidy/Volunteer program - covers multi years and will support services in Mesa during this quarter; On-line Transportation Directory - planning meeting held with MAG and RPTA this quarter to discuss project starting in early 2011; East Valley Travel Training - in operation throughout fiscal year, planning continues and implemented in new Regional Mobility Center in early 2011. Estimated grant close-out - 12/31/2013.
5317 Program Total			2,582,796	418,345	2,164,451	

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF SEPTEMBER 30, 2010**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
Section 5339 Alternatives Analysis Program						
AZ-39-0001	2007	5/15/2008	993,600	622,246	371,354	MAG - travel forecasting complete. Special events and model development in progress. Awaiting final invoices to submit for reimbursement. RPTA - On-board survey final report is complete. Loss of RPTA finance has delayed submitting the reimbursement request. Estimated grant close-out - 12/31/2011.
AZ-39-0002	2008	9/9/2008	1,568,000	1,537,833	30,167	Alternatives Analysis for high capacity/light rail extensions to Mesa, South Tempe and West Phoenix. Reimbursement request for Mesa and Tempe studies are complete for this grant, West Phoenix study in progress. Estimated grant close-out - 12/31/2010.
5339 Program Total			2,561,600	2,160,079	401,521	
ARRA						
AZ-96-X002 (5307 Urban Area)	2009	8/21/2009	66,074,735	12,840,680	53,234,055	Mesa's park-and-rides are having final construction plans worked on. RPTA: 4 properties are in escrow for right-of-way, bus way improvements have punch list items being completed. Phoenix: Happy Valley park-and-ride should be completed in November, Central Station - first phase has begun and should last approximately 90 days, Pecos park-and-ride completed and opened in August. Scottsdale: design contract awarded and underway. Tempe: design is 95% complete. Operating assistance for Phoenix and Metro expended, ADA assistance for Phoenix expended. Estimated grant close-out - 6/30/2013.
AZ-66-X001 (FHWA Transfers)	2009	8/20/2009	1,047,382	632,351	415,031	Contractor completing finishing work. Expected completion in mid-November. Estimated grant close-out - 3/31/2011.
AZ-56-0001 (5309 Fixed Guideway)	2009	8/20/2009	640,070	5,936	634,134	Design has begun with completion scheduled for November. Construction will start once design has been approved. Estimated grant close-out - 12/31/2011.
ARRA Program Total			67,762,187	13,478,967	54,283,220	
TOTAL			1,022,582,767	899,843,575	122,739,192	