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September 1, 2011

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, September 8, 2011 – 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix, Arizona. 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 Marc Pearsall at (602) 254-6300 for conference call instructions.

Please refer to the following MAG Transit Committee website to view the agenda, attachments and presentations online: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1162>

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 Eileen Yazzie or Marc Pearsall 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

1. Call to Order

2. Approval of Draft August 11, 2011 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. Chair/Vice Chair Appointments

On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer positions for technical committees have one-year terms, with possible reappointment to serve up to one additional term, by consent of the respective committee. The chair and vice chair appointments of the Transportation Review Committee are due to expire on December 31, 2011. According to the policies and procedures, the vice chair will ascend to the chair position and a new vice chair will be appointed by the Regional Council Executive Committee. Those interested in the vice chair position will be required to submit a letter of interest to the Regional Council Chair. Please refer to Attachment One for additional information.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the August 11, 2011 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information and discussion.

6. Transit Service Inventory (TSI)

On August 11, 2011, staff presented the Transit Service Inventory item before the Transit Committee. The Transit Service Inventory intends to be a resource for the Committee in programming, updating, and coordinating the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) and discretionary grants, respectively, by providing information such as multi-year plans for all transit operators and local agencies with an interest in public transportation in the region. At the August 2011 meeting, the Committee had several questions regarding the need, time line, and flowchart of the document. This a follow-up to address the Committee's questions. Please refer to Attachment Two for additional information.

7. Unprogrammed Federal Fund Balances

As of August 2011, there is a balance of \$3,585,121 of federal funds unprogrammed. There is \$899,103 in 5307, \$438,000 in CMAQ, and \$2,248,018 in STP funds that are unprogrammed due to project savings, and unspent funds. It is suggested to program the \$3,585,121 to preventive maintenance based on the currently adopted FY2011 preventive maintenance distribution methodology. Preventive Maintenance is not eligible under the CMAQ guidance. In order to maximize the ability to use federal funds for preventive maintenance, it is recommended to program \$438,000 of CMAQ funds for one of the City of Phoenix's bus purchases in exchange for \$434,407 of 5307 funds. This leaves a total of \$3,581,528 to program for preventive maintenance based on the currently adopted FY2011 preventive maintenance distribution methodology. Please refer to Attachment Three for the memorandum, appendix, and the five tables for information.

6. For information, discussion, and possible action to direct staff to work on developing the Transit Service Inventory document, and to update the TSI in support of the TIP as necessary.

7. For information, discussion, and recommendation to reprogram \$3,581,528 of 5307 and STP funds to preventive maintenance based on the FY2011 approved distribution methodology, as shown in Table 4B, and modify the 2011-2015 TIP accordingly, as shown in Table 5.

8. METRO Planning Projects Update

METRO staff will provide an update on the status of METRO's planning projects.

9. 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.

10. 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.

11. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, October 13, 2011, at 10:00 a.m. in the Ironwood Room (2nd Floor) at Maricopa Association of Governments.

Adjournment

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

11. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

August 11, 2011
Avondale Civic Center Library; Zane Grey Conference Room
11350 West Civic Center Drive
Avondale, Arizona

MEMBERS ATTENDING

Phoenix: Karl Matzinger for Debbie Cotton	*Paradise Valley: William Mead
*ADOT: Mike Normand	Peoria: Maher Hazine
Avondale: Rogene Hill	Queen Creek: Tom Condit
*Buckeye: Andrea Marquez	Scottsdale: Madeline Clemann
Chandler: Ann Marie Riley for RJ Zeder	Surprise: David Kohlbeck
El Mirage: Leah Hubbard	Tempe: Greg Jordan for Jyme Sue McLaren
*Gilbert: Ken Maruyama	*Tolleson: Chris Hagen
Glendale: Cathy Colbath, Chair	Valley Metro Rail: Ben Limmer for Wulf Grote
*Goodyear: Cato Esquivel	Youngtown: Grant Anderson
Maricopa County: Mitch Wagner	Regional Public Transportation Authority:
Mesa: Mike James	Carol Ketcherside

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

OTHERS PRESENT

Kevin Wallace, MAG	Kristen Sexton, Avondale
Marc Pearsall, MAG	Jason Crampton, Chandler
Alice Chen, MAG	Jenna Goad, Glendale
Jorge Luna, MAG	Jeff Martin, Mesa
Amy St. Peter, MAG	David Moody, Peoria
	Jorie Bresnahan, Phoenix
	Ken Kessler, Phoenix
	Evelyn Ng, Scottsdale
	Robert Yabes, Tempe
	Paul Hodgins, Valley Metro-RPTA
	Janet Strauss, Valley Metro-RPTA
	Mike Sabatini, Michael Baker Company

1. Call to Order

The meeting was called to order at 10:13 a.m. by Chair Cathy Colbath. Chair Colbath welcomed everyone in attendance and announced that a quorum was present. She noted that teleconference capabilities were not available at the meeting location. Chair Colbath asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft June 9, 2011 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft June 9, 2011 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Colbath called for a motion to approve the draft meeting minutes. Mr. Mike James moved to approve the motion. Mr. Maher Hazine seconded, and the motion passed unanimously.

3. Call to the Audience

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

4. Transit Program Manager's Report

Mr. Kevin Wallace noted that this would be his final meeting as he was departing MAG to take a position as Executive Director of the Spokane Regional Transportation Commission(SRTC). He noted that there were a few items to present to the Committee. He explained that there was some good news to report in that RARF Revenues were up for the first time in three years. He noted the status of the Regional Freight Framework Study, as well as a new Managed Lanes Study that would enable the region to look into new efficiencies within the existing roadway network, while also analyzing the feasibility of transit within those managed lanes. MAG was early in the process and had just selected a consultant. Another new study in the coming months was the Grand Avenue Optimization and Access Management Study, which was currently scoping various operations scenarios along Grand Avenue, which Bob Hazlett was currently managing. He also reported that the Western High Speed Rail Alliance had announced their second Rail Ahead conference for November 2-4, 2011 in Las Vegas, Nevada. He advised contacting Marc Pearsall for additional information.

Mr. Wallace concluded by thanking MAG and Transit Committee for their support over the years, that he had enjoyed working with everyone and that his departure was bittersweet. Chair Colbath thanked Mr. Wallace for his service over the past five years and wished him well on behalf of the Committee. She thanked him for his report and asked if there were any further questions or comments. Hearing none, Chair Colbath proceeded to the next item on the agenda.

5. Amendment of the FY 2012 Unified Planning Work Program and Annual Budget to Provide Funding for a Northwest Valley Local Transit System Study.

Chair Colbath introduced Mr. Marc Pearsall of MAG to brief the committee on an amendment of the FY 2012 Unified Planning Work Program and annual budget, by providing funding for a Northwest Valley Local Transit System Study. Mr. Pearsall thanked the Chair and the Committee for the opportunity to speak and to discuss the proposed Northwest Valley Local Transit System Study. Referring to his PowerPoint presentation, he explained that the origins and request for the new study came from the recent elimination Sun City Area Transit (SCAT) and Maricopa County Special Transportation Services (STS) back on December 31, 2010. He added that in the succeeding days and weeks from the closure, there arose a general concern about viable transportation options for residents in the Sun City area.

Mr. Pearsall explained that at the forefront of the concern over the lack of transit service, was a grassroots group of concerned citizens, service providers, agency members and advocates from the senior and disabled communities. These individuals began to meet under the leadership of Benevilla, a not-for-profit community assistance organization from the Sun Cities community. He added that in cooperation with MAG's Amy St. Peter and the Human Services Division, an informal group began meeting for several months to identify strategies for the Sun City/Northwest Valley area to identify both short and long-term plans for transit solutions.

He also noted that in the spring 2011, the Arizona Department of Transportation staff contacted MAG Human Services and Planning staff with notification of the availability of \$160,000 in Section 5304 Statewide Planning funds, which ADOT deemed suitable for both rural and urbanized area planning projects. He said a twenty percent local match was required to obtain the funds, and thereafter it was determined that MAG could consider using \$78,000 of matching funds from the MAG Regional Area Road Fund (RARF), for planning and administering the Regional Transportation Plan, for a total of \$238,000 for the study duration.

Mr. Pearsall explained that the study would identify short and long term transit needs for paratransit, local routes, and circulators and noted that the study was very similar in scope and size to the upcoming and recently approved MAG Southwest Valley Local Transit System Study. He added that members of the Project Management Team would include members of Glendale, Peoria, Surprise, El Mirage, Youngtown, the Sun Cities (Sun City, West, Grand, and Festival), Maricopa County and Valley Metro. He also concluded by noting that the agenda action item was on the agenda for action to recommend approval to amend the FY 2012 MAG Unified Planning Work Program and Annual Budget to include \$238,000 for a Northwest Valley Local Transit System Study.

Chair Colbath thanked Mr. Pearsall and asked if there were any questions or comments. Mr. Maher Hazine asked if the RFP contract for the study would be done internally or outside of MAG. Mr. Pearsall replied that it MAG will release the RFP for outside consultation sometime in late fall 2011.

Hearing no further comments or questions, Chair Colbath noted that the item was on the agenda for information and discussion and possible action. Mr. Grant Anderson moved to approve the motion. Mr. Mitch Wagner seconded, and the motion passed unanimously. Chair Colbath proceeded to the next item on the agenda.

6. FY 2011 Federal Discretionary Grants

Chair Colbath introduced Ms. Alice Chen of MAG. Ms. Chen thanked the Chair and the Transit Committee for the opportunity to update the committee on the FY 2011 Federal Discretionary Grants.

Ms. Chen referred the committee to attachment one in their agenda packets and explained that the Federal Transit Administration (FTA) and the United States Department of Transportation (USDOT) had recently released five discretionary grant programs related to planning, transit facilities and bus replacements for Fiscal Year (FY) 2011. She noted that the discretionary grants were expected to replace federal earmark funds. She added that MAG had scheduled a meeting on July 6, 2011, with the transit stakeholders to discuss strategies and eligible projects in the region, which the group identified a list of projects to submit collaboratively as a region, as well as individual agencies discussed projects they may submit separately. This was done since there was not enough time in the FTA's tight schedule and deadlines to allow the item to come before the Transit Committee for consideration. She added that the goal of the collaboration was to make the region more competitive for future funding allocations. She also noted that the list of projects were not ranked by the region in the submittal with the intent of allowing the FTA to choose the projects that they deemed had the greatest chance of success.

She explained that on July 13, 2011, the MAG Management Committee recommended to support and forward the list of collaborative projects to the Executive Committee. She added that the members also included in the list an I-10 direct connection ramp project submitted by METRO rail, which was not discussed by stakeholders at the meeting. She also explained that this list of projects was forwarded to the Executive Committee to meet the short deadline for projects to be submitted to the FTA. She concluded by noting that on July 18, 2011, the Executive Committee approved supporting the list of collaborative projects and forwarding it to the FTA. She informed the committee that MAG had submitted two applications for a total of 4 grant programs; state of good repair, and bus and bus facilities, with two pending with clean fuels and TIGGER which were due on August 23. Discussion followed and Ms. Chen conclude her presentation.

Chair Colbath thanked Ms. Chen for her presentation and asked if there were any questions or comments. Ms. Madeline Clemann inquired as to the due date for the Clean Fuels Application. Ms. Chen replied that the application was due by August 23. Mr. Karl Metzinger offered a comment of thanks to MAG from the partners for all of their efforts in creating a cooperative process where all of the region's agencies could submit their programs and work with one single agency to submit the project list to the FTA. Chair Colbath echo that sentiment and thanked MAG for all of their work on this effort. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

7. Sub-recipient Oversight Agenda

Chair Colbath introduced Mr. Ken Kessler of Phoenix. Mr. Metzinger remarked prior to Mr. Kessler's presentation that the reason for the regional participation in the Sub-recipient Oversight Agenda was that the region was under increased scrutiny by the Federal Transit Administration and its auditors. He noted that with the increased scrutiny, came responsibility to adhere to the recommendations by the FTA that Phoenix needed to provide better oversight, guidance and review over the regional grants programs. Mr. Kessler thanked the Chair, the Transit Committee and Mr. Metzinger and proceeded to update the committee on the Sub-recipient Oversight Agenda.

Mr. Kessler explained that the City of Phoenix was engaged in improving the sub-recipient oversight and assistance process, for consistent compliance throughout the region. He noted that their efforts were in response to concerns, issues, challenges and compliance problems that the Federal Transit Administration (FTA) Compliance Program had reported. He also said that the City of Phoenix also wanted to work to provide more assistance to all of the regional sub-recipients so that they are educated and informed on the processes, ensuring proper steps are followed from the beginning of projects, and that they had the resources to ensure that their programs are eligible for FTA grants.

He then discussed some additional recurring issues that sub-recipient agencies have had with procedures and documentation pertaining to: land acquisitions for transit projects, procurement and contracting, Title VI (Civil Rights Act) requirements, substance abuse prevention programs, grants administration and recent findings in FTA reviews. He also discussed the on-going review process, training and resources, guidance for FTA projects, process and documentation review, and grant reimbursements. He noted that the City would continue with an on-going review process of the FTA review approach (e.g., Triennial Review, Financial Management Oversight Review, Procurement System Review, DBE Review, etc.), then report on the findings, including sub-recipient response for corrective actions, and follow-up.

Mr. Kessler further explained that additions to on-going review process. One was to enhance adherence to FTA requirements by reviewing documentation on any land acquisition processes that have occurred since the previous oversight review or FTA review. In addition he noted enhancing adherence to FTA Financial Management Oversight Review program by reviewing financial management controls, local matching sources, federally funded asset safeguards, cost allocation plans, Fringe Benefit Rates, and Force Account Plans.

Mr. Kessler then walked the committee through the conduct forums on FTA requirements, NTI training, and providing sub-recipients with a copy of the "Transit Agency Self-Assessment Checklist", and updates to the checklist. He also referred the committee to the City of Phoenix Public Transit Department website [<http://phoenix.gov/PUBLICTRANSIT/index.html>] and additional links to federal regulations and guidance as well as the City of Phoenix staff contacts information for various FTA subject matter areas.

He then reviewed the provisions of resources (circulars, regulations, etc.) and training, as needed, to guide sub-recipients through the federally-funded project process. He then noted the preparation of required environmental documentation for transit capital projects, acquisition, management, use, and disposition of federally-funded real property, as well as the procurement and management of architectural and engineering contracts in support of federally-funded projects. He then referred to the procurement and management of non-construction contracts in support of federally-funded projects, the review of land acquisition documents and process, the review of contract procurement process and documents, in addition to the review of contracts to ensure inclusion of required FTA clauses.

Mr. Kessler concluded by summarizing the “FTA Grant Expenditure Reimbursement Request Application”, the certification of eligibility of costs by chief financial officer and transit managers, and completing the submittals with each grant reimbursement request. He also offered more detailed documentation to support costs submitted for reimbursement (including costs funded with local match funds), verification of eligibility of costs (e.g., procurement/contract compliance), and the sub-recipients responsible and accountable for compliance. Mr. Kessler concluded his presentation and asked if there were any questions.

Ms. Madeline Clemann inquired as to the details of what to do if there was an internal audit. She asked if all communication should go through the sub-recipients, therefore allowing the sub-recipients to learn about and stay in the loop regarding the status of the audit. Mr. Matzinger replied that staff could send out a quarterly FAQ to sub-recipients in order to keep everyone informed in a timely manner. Mr. Kessler noted that FTA oversight would also be improved. Mr. Hazine inquired about training details and Mr Greg Jordan asked about viewing the presentation, which he was informed was available on the MAG website. Mr. Jordan also advocated for more resources be directed into the sub-recipient support discussion and asked if the FTA oversight process was more complicated due to the fact that the MAG Region had so many agencies and operators, Mr. Kessler replied that it was difficult to measure the multitude of agencies and their effect on the FTA oversight process.

Chair Colbath thanked Mr. Kessler, Bob Antila and RPTA staff and noted that this information was very helpful to the sub-recipients. She then asked if there were any questions or comments. Hearing no further comments or questions, she proceeded to the next item on the agenda.

8. Transit Service Inventory

Chair Colbath introduced Mr. Kevin Wallace and Mr. Jorge Luna of MAG, who discussed and presented the Transit Service Inventory agenda item.

Mr. Wallace stipulated that the notion of a Transit Service Inventory evolved out of discussions from May 17th, 2011, the annual Short Range Transit Program(SRTP), which was presented to the Regional Public Transportation Authority (RPTA) Regional Transit Advisory Group(RTAG). He also mentioned that there was increased federal scrutiny for our programs and projects and that this was proposed as a simple inventory similar to the TIP Guidance Report with good access to data, not a formal policy action.

Mr. Luna then explained that the RTAG group discussed the purpose of the SRTP, how it is used, who used it, and how the document fed into the MAG Transportation Improvement Program(TIP) and Regional Transportation Plan (RTP). Noting a disconnect between the SRTP and the TIP and RTP, the group asked MAG staff to look into developing a document that inventories the five year plans for all transit operators and local agencies with an interest in public transportation in the region. He said that the group informally asked MAG staff to investigate the issue and present some options at a future MAG Transit Committee meeting. MAG staff has completed its review and offers the following report for discussion and consideration by the Transit Committee. The goal was that the Committee may wish to take action or may request additional information for discussion at a future date.

Mr. Luna discussed that the inventory would provide the MAG Transit Committee with a solid foundation to support project ranking as part of the MAG TIP update process and provide information for updates to the RTP. He noted that the document would also help with identifying options for federal grant opportunities and transit coordination at the local level. He then referred the committee to the agenda item two attachments for additional details. He added that regionally, there were several documents that provide details about current transit services and improvement plans for the region, including the SRTP, Transit Life Cycle Program (TLCP), Transit Performance Report (TPR), METRO Five-Year Capital Improvement program, and capital improvement programs developed by local agencies. However, he said that there was no single document that provided an overall perspective for both regional and local transit programs. He cited that the TLCP provided a thorough description of the Proposition 400 funded transit services, but it did not include local transit programs and services.

Mr. Luna then described the purpose of a Transit Services Inventory was the development of a single source of information for both local and regional transit services and funding sources. The TSI would capture the five-year operational and capital plans for all transit operators and all local agencies with an interest in public transportation in the region, and from all funding sources. He added that the issue was particularly important because in recent years, due to the economic downturn, and that the Federal Transit Administration had increased its review of the TIP to ensure that there were local operating funds in place for projects that will receive federal capital funds. For the RTP, federal regulations required that funding be “reasonably available” for both capital and operations. He noted that the TSI would not replace RPTA’s SRTP and would not be a project rating tool. Rather, the TSI would provide the MAG Transit Committee with the necessary information to support project ranking as part of the MAG TIP update process. The federal fund distribution process would continue to follow the established MAG committee process. The TSI would also provide information for the updates to the MAG RTP. In addition, the TSI could also help in coordinating transit service and projects between the various jurisdictions as well as with regional grant applications. He added that information sources for the TSI would include the RPTA’s SRTP, TLCP, TPR; METRO’s Five-Year Capital Program and Operating Budget; and local agency budgets and Capital Improvement Programs.

Mr. Luna mentioned that in regards to process, the TSI would be developed in-house by MAG staff in coordination with the regular update schedules for the TLCP, TIP, RTP, and local capital improvement programs. MAG staff had developed an initial structure and time line for consideration by the Transit Committee (he advised referring to Attachment 1 and 2, respectively). The proposed content would include information such as vehicle replacement schedules, service expansion time lines, bus stop improvements projects, and project initiation/completion date and status. He noted that the first draft is recommended for this fiscal year in order to refine the content and identify key contacts at the various agencies and jurisdictions. He concluded that it was envisioned that the TSI not be adopted as a formal document by the committee, rather that it be accepted as a resource.

Mr. Luna noted that agenda item was recommended for possible action to direct staff to work on developing the Transit Service Inventory document, and to update the TSI in support of the TIP as necessary. He then concluded his presentation.

Chair Colbath thanked Mr. Luna for his presentation on the important issue and asked if there were any questions or comments. After an at length dialogue and discussion from the committee, it was requested that before moving forward, Mr. Luna conduct more research on federal requirements for transit inventories with a revised summarization that would include additional clarification, as well as other variables, flow charts and other details, prior to bringing the Transit Service Inventory back to the Transit Committee at a future date.

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

9. Request for Future Agenda Items

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

It was suggested by the members that MAG explore the option to send only electronic copies of the agenda versus the traditional hard copy agendas to those members who request the electronic version. Discussion followed. Mr. Pearsall noted that he would contact each member and address their choice of agenda distribution for future meetings. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Colbath thanked those present for attending the MAG Transit Committee meeting and to the City of Avondale for hosting the event. She announced that the next meeting of the MAG Transit Committee would be held on Thursday, September 8, 2011 at 10:00 a.m. at a location to be determined.

There being no further business, Chair Colbath adjourned the meeting at 11:30 a.m.

ATTACHMENT ONE

Agenda Item 5

September 1, 2011

TO: Members of the Transit Committee

FROM: Marc Pearsall, Transit Planner III

SUBJECT: CHAIR AND VICE CHAIR APPOINTMENTS ENDING DECEMBER 31, 2011

On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer positions for technical committees have one-year terms, with possible reappointment to serve up to one additional term, by consent of the respective committee. The chair appointment of the Debbie Cotton, City of Phoenix, is due to expire on December 31, 2011.

According to the policies and procedures, the vice chair will ascend to the chair position and a new vice chair will be appointed by the Regional Council Executive Committee. Those interested in the vice chair position will be required to submit a letter of interest to the Regional Council Chair. The letters of interest are requested to be submitted by **Tuesday, November 1, 2011** to Mayor Hugh Hallman, MAG Chair, at the MAG Office located at 302 N. 1st Avenue, Suite 300, Phoenix, Arizona 85003. The appointments will be made at the November 14, 2011 Executive Committee meeting.

If you have any questions, please contact Marc Pearsall at the MAG Office at (602) 254-6300 or mpearsall@azmag.gov.

cc: MAG Management Committee
MAG Intergovernmental Representatives

ATTACHMENT TWO

Agenda Item 6

August 26, 2011

TO: MAG Transit Committee

FROM: Jorge Luna, Transit Planner III

SUBJECT: TRANSIT SERVICES INVENTORY

The purpose of this memo is to follow-up on the Transit Service Inventory item presented before Transit Committee on August 11th, 2011.

BACKGROUND

On May 17th, 2011, Regional Public Transportation Authority (RPTA) staff presented the annual Short Range Transit Program (SRTP) to the Regional Transportation Advisory Group (RTAG). At the RTAG meeting, it was noted that there may be a disconnect between the SRTP and the programming of the TIP and updating of the RTP. The group informally asked MAG staff to investigate the issue. On August 11th, 2011, staff presented information before the Transit Committee. The Committee had questions regarding the inventory; this memo provides additional information to the Committee.

PROGRAMMING RESPONSIBILITY

Per USC Title 23 MAG is required to program transit projects to be funded with federal funds and ensure that the program be fiscally constrained. Programming is done through the MAG committee process starting at the Transit Committee and by working cooperatively with member agencies, the designated grant recipient, and the transit operators in the region. As noted in the August 2010 memo before this committee, FY2010 was a transition year for transit programming as the responsibility was shifted to MAG. The transition is ongoing; staff continues to work on fine tuning the programming process; one noteworthy outcome of the transition has been the Transit Committee.

INVENTORY NEED

There are numerous documents, funding sources, and boards/commissions, from local and regional agencies, involved in transit in the region; this is understood since the needs and priorities vary from jurisdiction to jurisdiction. Regarding the various documents, they detail the level of transit services and future investments to be undertaken by the specific agencies or jurisdiction. However, there is no single document that summarizes both regional and local transit programs and planned improvements; for example, the SRTP provides a thorough description of the Proposition 400 funded transit services and potential modifications, but it does not include local transit programs and service improvements.

The federal government has stepped-up grant funding oversight. As outlined by the "Sub-recipient Oversight" presentation given before the Transit Committee on August 11th, 2011, the Federal Transit Administration (FTA) is stepping-up enforcement to ensure that federal requirements for FTA

funded projects are being met; requirements such as availability of local project matching funds and project operating funds. The inventory intends to include such data.

The lack of a single document that summarizes both regional and local transit programs and their planned improvements for the next several years in the region makes it difficult for interagency cooperation and grant applications. For interagency cooperation and grant applications, such as the recent State of Good Repair and Discretionary Sustainability funding opportunities, the inventory would provide a snapshot of current and proposed regional, local, and transit agency projects, allowing for partnership opportunities. Finally, the data in the inventory also intends to help the region's Designated Recipient, the City of Phoenix, in preparing annual grant applications, such as the 5307 Urbanized Area Program. The data intended to be contained in the inventory is for the most part already provided to the Designated Recipient, but at the back end, when the grant gets submitted (e.g. data such as type of project, project information, justification, budget, and source of assistance). The difference with the data in the inventory is that it would now be provided at the front end. In essence, the inventory intends to summarize who is doing what, when, and with what resources; thus helping the Transit Committee in making informed programming decisions.

THE INVENTORY, OTHER PLANS/PROGRAMS, AND TIMELINE

The overarching regional 20-year plan is the RTP, with scaled implementation and modifications done through the SRTP, the TIP, and jurisdictional requests. The current programming process is roughly encapsulated in the following annual cyclical flow: planning (done by the RPTA and member agencies), budgeting and forecasting (operations and capital done by the RPTA and member agencies), programming (done through the MAG committee process), TIP implementation, service roll-out and monitoring (done through the Transit Performance Report -TPR-, and by member agencies). The primary programming feed into the TIP is the Transit Life Cycle Program (TLCP); the inventory would provide information on all projects, local and regional. The TSI would be developed in coordination with the regular update schedules for the TLCP, TIP, RTP, and local programs (see attachment 1).

THE TRANSIT SERVICES INVENTORY

The TSI would not replace the SRTP and would not be a project rating tool. Federal fund programming would continue to follow the established MAG committee process. The sources of information for the TSI would include the RPTA's SRTP, TLCP, TPR; METRO's Five-Year Capital Program and Operating Budget; and local agency budgets and Capital Improvement Programs for transit related projects. The proposed content would include information such as vehicle replacement schedules, service expansion timelines, and project initiation date and status (see attachment 2).

The TSI is not intended to be a formal document; rather, it would be accepted as a resource. The TSI intends to provide the Transit Committee with the best information available, actual or estimate, in order to make informed programming decisions for a comprehensive, coordinated, transparent, data driven process that aligns regional investments to meet the existing and future service demands and projected revenues for the region. The TSI would also help update to the MAG RTP.

RECOMMENDATION

This item is for information, discussion, and possible action to direct staff to work on developing the Transit Service Inventory document, and to update the TSI in support of the TIP as necessary.

Attachment I – TSI Tentative Timeline

Based on schedules gathered from several agencies and jurisdictions (CIP, Operations Plans –transit service only-, General Budget, TLCP, SRTP, TIP, and RTP), staff proposes to update the TSI beginning in August and have a final document by December. The schedule included below is the typical timeline; please note that actual schedules may shift slightly.

Regarding CIPs, the earliest budget initiated is that of the City of Peoria in September, with the majority of the cities initiating the process at or about November. All CIPs are roughly adopted in June with the earliest adopted by the RPTA in February.

Regarding transit service operating budgets, the earliest transit budget initiated is the City of Phoenix in September, with the majority of the cities initiating the process at or about in November. All operating plans and budgets are roughly adopted in June with the earliest adopted by the RPTA in February.

Regarding general budgets, the earliest budget initiated is the City of Phoenix in September, with the majority of the budgets being initiated at or about November, with final adoption in June.

Regional Budget Timelines

	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Updated
CIP	I	D	D	D	D	D*	D	D	D	F								Annually
Ops Plan	I	D	D	D	D	D*	D	D	D	F								Annually
Budget				I	D	D	D	D	D	F								Annually
TLCP		I	D	D	D	D	F											Annually
SRTP	I	D	D	D	D	F												Annually
TIP			I	D	D	D	D	D	D	F								Biennially
RTP						I	D	D	D	F								Biennially
TSI												I	D	D	D	F		Biennially

KEY	
I	Initiate
D	Draft
F	Final

Attachment 2 – TSI Proposed Content

The following is the draft content for the inventory document:

Executive Summary

Intro

Service Area Profile – Existing and Future

Profile of Transit Current Service

Multi-Year Operations and Capital Plans

- Operational plans
 - Projected level of service (reduction/expansion)
- Capital Improvement Plans
 - Fleet expansion/replacement/rehabilitation schedule
 - Transit stops
 - Transit Centers
 - Park and Rides and associated facilities
 - ROW acquisition
 - Fixed guideway
 - Operations and Maintenance Facilities
 - Planning projects/studies
 - Security
 - Technology (upgrade/rehabilitation, sales equipment, ITS)

Revenues and Expenditures

Survey of long-range system enhancements

Summary of results

TIP Projects

Appendices

Resources

Glossary

ATTACHMENT THREE

Agenda Item 7

September 1, 2011

TO: Transit Committee Members

FROM: Eileen O. Yazzie, Transportation Programming Manager

RE: PROGRAMMING FEDERAL FUND BALANCES

There are currently five federal fund accounts that have unprogrammed balances. The 5307 account has \$58,275 in 2006 funds, there is \$840,828 in 5307-2007 funds, \$438,000 in CMAQ-2009 funds, \$213,353 in STP-2009 funds, and \$2,034,665 in STP-2011 funds. Please note the \$2,034,665 available in STP-2011 funds is actually due to STP-2008 funds not being programmed. FTA requested that we use the 2008 older funds first before the requesting authorization on 2011 funds. This totals \$3,585,121 available in federal funds that need to be programmed. **Please see Table 1: Unprogrammed Balances.**

It is suggested that these funds are programmed for preventive maintenance based on the approved preventive maintenance distribution methodology for FY2011. **Please see Appendix A for the approved preventive maintenance distribution methodology for FY2011.** In order to maximize the unprogrammed funds, it is necessary to reprogram a current federal transit funded project in 2011 that is eligible for CMAQ funding with CMAQ funds. CMAQ funds are not allowed to be used for preventive maintenance on existing service. Once a project is identified, then the other type of federal transit funds can be used for preventive maintenance.

The 2011 Transit Program of Projects was analyzed to try and find a project that would match \$438,000 of CMAQ funds. It is not allowed to program federal funds for a partial vehicle purchase; the federal funds need to support a total vehicle purchase. It is suggested to program CMAQ funds for one of the 29 replacement buses the City of Phoenix is planning to purchase with 5307 funds (PHX11-708T). With this reprogram, \$434,407 in 5307-2011 funds will be available to be programmed for preventive maintenance. **Please see Table 2: CMAQ Reprogram.** With the CMAQ Reprogram, the amount available to program is \$3,581,528, shown in **Table 3: Amounts to be Programmed for Preventive Maintenance.**

Table 4A: Preventive Maintenance Distribution on FY2011 Approved Methodology identifies the type of funding, the amount per operator and the total based on the approved preventive maintenance distribution methodology for FY2011. It is necessary to document the amounts

per funding category for grant administration. Please note, as related to the 5307-2006 and 5307-2007 funding, METRO Light Rail was not in operations at that time. Therefore, funds will be distributed on the same methodology, but with 100% of the funds being allocated to bus. This is noted in Appendix A, and the results are shown in Table 4 in the 5307-2006 and 5307-2007 columns.

Due to the Intergovernmental Agreements (IGA) for the 5307-2006 and 2007 funds being expired, it is suggested that the City of Phoenix is allocated their distribution amounts of \$34,872, \$503,151, and the balance of \$23,403 (5307-2006) and \$337,677 (5307-2007). \$361,080 will be deducted from the City of Phoenix's STP distribution, and redistributed per the same amounts as originally allocated in Table 4A, columns 5307-2006 and 5307-2007. This is revenue neutral and allows for a timely grant process. Please see **Table 4B: Recommended Preventive Maintenance** for the suggested amounts to be programmed per agency.

The necessary TIP modifications are shown in **Table 5: Project Changes**.

This item is on the agenda for information, discussion, and recommendation to reprogram \$3,581,528 of 5307 and STP funds to preventive maintenance based on the FY2011 approved distribution methodology as shown in Table 4B, and modify the 2011-2015 MAG TIP as shown in Table 5.

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

Appendix A: Approved preventive maintenance distribution methodology for FY2011

December 2010, MAG Transit Committee recommended the below distribution methodology for 2011 PM Funds (over and above what was originally programmed in the TIP for 2011) - non-precedent setting. Regional Council approved May 25, 2011

Distribution Methodology - Using 2009 Published NTD Data	
Operating Expense Mode Split	
Operating Expense	%
Bus	94.70%
Rail	5.30%
TOTAL	100.00%
Vehicle Revenue Miles	Vehicle Revenue Miles %
City of Glendale	1.26%
Peoria Transit	0.52%
City of Phoenix	59.84%
RPTA	20.28%
City of Scottsdale	1.00%
Surprise DAR	0.19%
City of Tempe	16.91%
TOTAL	100.00%

Distribution Methodology - Using 2009 Published NTD Data	
Operating Expense Mode Split	
Operating Expense	%
Bus	100.00%
Rail	
TOTAL	100.00%
Vehicle Revenue Miles	Vehicle Revenue Miles %
City of Glendale	1.26%
Peoria Transit	0.52%
City of Phoenix	59.84%
RPTA	20.28%
City of Scottsdale	1.00%
Surprise DAR	0.19%
City of Tempe	16.91%
TOTAL	100.00%

METRO Rail was not in operations in 2006 or 2007 as related to the 5307-2006 and 5307-2007 funds. This calculation represents no operating expenses for Rail

Table 1: Unprogrammed Balances

Unprogrammed Balances as of July 2011		Year of funding	Reason there are funds available	Programming Comments
5307	\$ 58,275	2006	Funds returned due to closure of Maricopa County STS operations	Approval, TIP Amendment not required
5307	\$ 840,828	2007	Funds returned due to closure of Maricopa County STS operations	Approval, TIP Amendment not required
CMAQ	\$ 438,000	2009	Funds transferred for MAG Closeout project (bus) that did not move forward due to lack of operating funds	TIP Amendment required
STP	\$ 213,353	2009	Funds transferred not programmed	TIP Amendment required
STP	\$ 2,034,665	2011	Funds transferred not programmed. These funds are actually due to STP-2008 funds not being programmed. FTA requested that we use the STP-2008 older funds first before the requesting authorization on STP-2011 funds.	TIP Amendment required
Total	\$ 3,585,121			

TABLE 2: CMAQ Reprogram

Current TIP Listing										
TIP #	Agency	Location	Workd Description	Year	Federal Funding Type	Federal Cost	Regional Cost	Local Cost	Total Cost	ALI
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 29 replace	2011	5307	\$ 12,597,805	\$ 2,580,273	\$ -	\$ 15,178,078	11.12.01

Cost of single bus with 5307 funds (83% Federal and 17% Local)	\$ 434,407	\$ 88,975	\$ -	\$ 523,382
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Revised TIP Listing										
TIP #	Agency	Location	Workd Description	Year	Federal Funding Type	Federal Cost	Regional Cost	Local Cost	Total Cost	ALI
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 28 replace	2011	5307	\$ 12,163,398	\$ 2,491,298	\$ -	\$ 14,654,696	11.12.01
NEW	Phoenix	Regionwide	Purchase bus: standard 40 foot - 1 replace	2011	CMAQ	\$ 438,000	\$ 85,382	\$ -	\$ 523,382	11.12.01

Cost of single bus with CMAQ funds (83.6% Federal and 16.4% Local)	\$ 438,000	\$ 85,382	\$ -	\$ 523,382
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Amount of 5307 Funds available to be programmed	\$ 434,407
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Table 3: Amounts to be Programmed for Preventive Maintenance

Unprogrammed Balances as of July 2011		Year of funding	Reason there are funds available	Programming Comments
5307	\$ 58,275	2006	Funds returned due to closure of Maricopa County STS operations	Approval, TIP Amendment not required
5307	\$ 840,828	2007	Funds returned due to closure of Maricopa County STS operations	Approval, TIP Amendment not required
5307	\$ 434,407	2011	Funds available to reprogram of CMAQ-2009 funds	TIP Amendment required
STP	\$ 213,353	2009	Funds transferred not programmed	TIP Amendment required
STP	\$ 2,034,665	2011	Funds transferred not programmed. These funds are actually due to STP-2008 funds not being programmed. FTA requested that we use the STP-2008 older funds first before the requesting authorization on STP-2011 funds.	TIP Amendment required
Total	\$ 3,581,528			

Table 4A: Preventive Maintenance Distribution on FY2011 Approved Methodology

	5307-2006	5307-2007	5307-2011 (Increase)	STP	TOTAL
Agency	Distribution				
Glendale	\$ 734	\$10,594	\$ 5,183	\$ 26,824	\$ 43,336
Peoria	\$ 303	\$4,372	\$ 2,139	\$ 11,070	\$ 17,885
Phoenix	\$ 34,872	\$503,151	\$ 246,172	\$ 1,273,918	\$ 2,058,113
RPTA	\$ 11,818	\$170,520	\$ 83,429	\$ 431,735	\$ 697,502
Scottsdale	\$ 583	\$8,408	\$ 4,114	\$ 21,289	\$ 34,394
Surprise	\$ 111	\$1,598	\$ 782	\$ 4,045	\$ 6,535
METRO*	\$ -		\$ 23,024	\$ 119,145	\$ 142,169
Tempe	\$ 9,854	\$142,184	\$ 69,565	\$ 359,992	\$ 581,596
TOTAL	\$ 58,275	\$ 840,828	\$ 434,407	\$ 2,248,018	\$ 3,581,528

*Please note, as related to the 5307-2006 and 5307-2007 funding, METRO Light Rail was not in operations at that time. Therefore, funds will be distributed on the same methodology, but with 100% of the funds being allocated to bus.

Due to the Intergovernmental Agreements (IGA) for the 5307-2006 and 2007 funds expiring, it is suggested that the City of Phoenix is allocated their distribution amounts of \$34,872, \$503,151, and the balance of \$23,403 (5307-2006) and \$337,677 (5307-2007). \$361,080 will be deducted from the City of Phoenix's STP distribution, and redistributed per the same amounts as originally allocated in Table 4A, columns 5307-2006 and 5307-2007. This is revenue neutral and allows for a timely grant process.

Table 4B: Recommended Preventive Maintenance

	5307-2006	5307-2007	5307-2011 (Increase)	STP (\$361,080 Phx Deduction)	(\$361,080 STP Distribution)	TOTAL
Agency	Distribution					
Glendale			\$ 5,183	\$ 26,824	\$ 11,329	\$ 43,336
Peoria			\$ 2,139	\$ 11,070	\$ 4,675	\$ 17,885
Phoenix	\$ 58,275	\$840,828	\$ 246,172	\$ 912,838	\$ -	\$ 2,058,113
RPTA			\$ 83,429	\$ 431,735	\$ 182,338	\$ 697,502
Scottsdale			\$ 4,114	\$ 21,289	\$ 8,991	\$ 34,394
Surprise			\$ 782	\$ 4,045	\$ 1,708	\$ 6,535
METRO			\$ 23,024	\$ 119,145	\$ -	\$ 142,169
Tempe			\$ 69,565	\$ 359,992	\$ 152,038	\$ 581,596
TOTAL	\$ 58,275	\$ 840,828	\$ 434,407	\$ 1,886,938	\$ 361,080	\$ 3,581,528

Table 5: Project Changes

TIP #	Agency	Location	Workd Description	Year	Federal Funding Type	Federal Cost	Regional Cost	Local Cost	Total Cost	ALI	Notes
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 28 replace - 2011 5307 Funds	2012	5307	\$ 12,163,398	\$ 2,491,298	\$ -	\$ 14,654,696	11.12.01	Original project was for 29 replacement vehicles. Project Split to use CMAQ Funds
NEW	Phoenix	Regionwide	Purchase bus: standard 40 foot - 1 replace - 2011 5307 Funds	2012	CMAQ	\$ 438,000	\$ 85,382	\$ -	\$ 523,382	11.12.01	New Project
GLN11-702T	Glendale	Glendale: Citywide Paratransit & GUS	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 245,364	\$ -	\$ 61,341	\$ 306,705	11.7A.00	Admin Mod: Increase Costs from \$240,180 to \$245,364
PEO11-702T	Peoria	Peoria: Citywide Paratransit	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 92,038	\$ -	\$ 23,010	\$ 115,048	11.7A.00	Admin Mod: Increase Costs from \$89,899 to \$92,038
PHX11-706T	Phoenix	Phoenix: Citywide Fixed Route	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 11,298,006	\$ -	\$ 2,824,502	\$ 14,122,508	11.7A.00	Admin Mod: Increase Costs from \$11,051,835 to \$11,298,006
SUR11-701T	Surprise	Surprise: Citywide Paratransit	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 24,002	\$ -	\$ 6,001	\$ 30,003	11.7A.00	Admin Mod: Increase Costs from \$23,220 to \$24,002
TMP11-701T	Tempe	Tempe: Fixed Route	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 1,831,900	\$ -	\$ 457,975	\$ 2,289,875	11.7A.00	Admin Mod: Increase Costs from \$1,762,335 to \$1,831,900
VMT11-709T	Valley Metro	Regionwide: Fixed Route	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 2,708,507	\$ -	\$ 677,127	\$ 3,385,634	11.7A.00	Admin Mod: Increase Costs from \$2,625,078 to \$2,708,507
VMR11-104T	METRO	Central Phoenix East Valley (CPEV) Fixed Route	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 545,695		\$ 136,424	\$ 682,119	11.7A.00	Admin Mod: Increase Costs from \$522,671 to \$545,695
SCT11-113T	Scottsdale	Scottsdale: Fixed Route	Preventive Maintenance - 2011 5307 Funds	2012	5307	\$ 97,504		\$ 24,376	\$ 121,880	11.7A.00	Admin Mod: Increase Costs from \$93,391 to \$97,504
NEW	Glendale	Glendale: Citywide Paratransit & GUS	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 38,152	\$ -	\$ 2,306	\$ 40,458	11.7A.00	New Project: STP requires a 5.7% local match
NEW	Peoria	Peoria: Citywide Paratransit	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 15,745	\$ -	\$ 952	\$ 16,697	11.7A.00	New Project: STP requires a 5.7% local match

TIP #	Agency	Location	Workd Description	Year	Federal Funding Type	Federal Cost	Regional Cost	Local Cost	Total Cost	ALI	Notes
NEW	Phoenix	Phoenix: Citywide Fixed Route	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 912,838	\$ -	\$ 55,177	\$ 968,015	11.7A.00	New Project: STP requires a 5.7% local match
NEW	Surprise	Surprise: Citywide Paratransit	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 5,753	\$ -	\$ 348	\$ 6,101	11.7A.00	New Project: STP requires a 5.7% local match
NEW	Tempe	Tempe: Fixed Route	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 512,031	\$ -	\$ 30,950	\$ 542,981	11.7A.00	New Project: STP requires a 5.7% local match
NEW	Valley Metro	Regionwide: Fixed Route	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 614,074	\$ -	\$ 37,118	\$ 651,192	11.7A.00	New Project: STP requires a 5.7% local match
NEW	METRO	Central Phoenix East Valley (CPEV) Fixed Route	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 119,145		\$ 7,202	\$ 126,347	11.7A.00	New Project: STP requires a 5.7% local match
NEW	Scottsdale	Scottsdale: Fixed Route	Preventive Maintenance - 2009 & 2011 STP Funds	2012	STP	\$ 30,280		\$ 1,830	\$ 32,110	11.7A.00	New Project: STP requires a 5.7% local match

ATTACHMENT FOUR

Agenda Item 9

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2011**

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	53,684,120	93,950	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 is underway for design with construction open to bidding in September. City Council approved lease in June. Estimated grant close-out: 6/30/2012.
AZ-90-X070	2004	3/31/2005	55,536,053	55,536,053	0	Fare Collection System project not yet closed out due to issues with reporting. Withholding final payment to vendor until all reports are working satisfactorily. Estimated grant close-out: 12/31/2011.
AZ-90-X074	2005	6/2/2006	43,319,916	39,208,402	4,111,514	Chandler: Project going to bid in early August with bids due in early September and award in October. RPTA: working on requesting reallocation of project savings to preventive maintenance. Scottsdale: RFQ issued for design of Mustang park-and-ride, and award of contract expected in August. Estimated grant closeout: 12/30/2013.
AZ-90-X080	2006	4/20/2007	45,336,056	42,821,047	2,515,009	Glendale: installation has started on software project. RPTA: ensuring all purchases are correctly accounted for in the grant prior to requesting project savings reallocation. Maricopa County: funds to be reallocated. Estimated grant close-out: 6/30/2012.
AZ-90-X088	2007	8/18/2008	42,409,809	38,249,092	4,160,717	Scottsdale Mustang Transit Center/Park and Ride: design contract to be awarded in August with construction planned to start in November/December. Staff is researching the reallocation of unexpended funds awarded to Maricopa County STS. RPTA: evaluating purchases to ensure all accounted for prior to requesting reallocation of project savings to another federally-funded project. Estimated grant close out: 6/30/2013.
AZ-90-X096	2008	3/3/2010	47,046,732	33,911,585	13,135,147	RPTA: gathering documentation to submit costs for reimbursement. RPTA buses and Phoenix's dial-a-ride vehicles have been delivered and placed in revenue service. All other vehicles are having specifications written to start RFP 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.
AZ-90-X103	2009/2010	5/31/2011	87,415,914	14,044,154	73,371,760	Vehicles: specifications are being finalized prior to release of RFP. RPTA purchased buses off of contract with Albuquerque, NM. 700/800 MHz project: entering into contract with vendor for narrowbanding solution. Implementation of full scope project to be evaluated. Preventive Maintenance, bus stop shelters and support services: funds in prior grants are being utilized. Estimated grant close-out: 12/31/2017.
5307 Program Total			374,842,550	277,454,453	97,388,097	

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2011**

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 completed. Issues over easement rights for utilities coordination delayed the project, but are now resolved. Anticipating construction to be completed in November. Mesa -park-and-ride design funds to be reallocated. Phoenix: reallocation of remaining funds from completed projects under review by management. Estimated grant closeout: 6/30/2012.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	14,653,584	1,885,159	Vanpool vans delayed in ordering due to holding costs. Bus proposal being reviewed prior to release. Design for Happy Valley/I-17 park-and-ride complete, construction completed in November 2010. Main/Sycamore intermodal transit center is complete and minor repairs to be completed. Estimated grant close-out: 12/31/2017.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	5,618,000	38,249,393	Bus purchase has been delayed due to service cuts. Vanpool vans receiving final make ready items with delivery expected in July. Goodyear park-and-ride land has been purchased, and gathering documentation for reimbursement request. Chandler: project going to be by the end of next quarter. Glendale: Specifications are being finalized prior to issuance of RFP. METRO: Costs are coming in, but no funds drawn down. Estimated grant closeout: 6/30/2015.
AZ-95-X013	2009/2010	5/31/2011	22,840,992	0	22,840,992	Phoenix: bus specifications being finalized prior to RFP issuance. RPTA: buses in production line. Vanpool vans order being finalized. VMR: Central Mesa PE - work is continuing, Tempe South - have not yet received FTA authorization to start preliminary engineering. Estimated grant close-out: 12/31/17.
CMAQ/STP Transfers Total			101,808,882	38,087,421	63,721,461	
<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 remaining earmarked funds to another project. Planning process for this new project - East Baseline park-and-ride - is currently underway. These reallocated funds will be deobligated and included in a future grant after environmental approval is received from FTA. Estimated grant close-out: 12/31/2012.
AZ-03-0050	2005	7/20/2006	12,730,295	12,390,172	340,123	Recently received Congressional approval to move remaining earmarked funds to another project. Planning process for this new project - East Baseline park-and-ride - is currently underway. These reallocated funds will be deobligated and included in a future grant after environmental approval is received from FTA. Estimated grant close-out: 12/31/2012.
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 Skysong project has design complete, utility issue resolved and construction expected to be completed by March 2012. Estimated grant close-out: 6/30/2012.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2011**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-04-0005	2007	7/21/2008	3,210,240	2,307,360	902,880	Evaluating reallocation of unexpended funds to another FTA project. Scottsdale's Skysong project has design completed, utility issue resolved with construction being completed in March 2012. Estimated grant close-out: 6/30/2012.
AZ-04-0008	2008	5/3/2010	7,856,040	7,116,640	739,400	Scottsdale's Skysong project has design completed, utility issue resolved with construction being completed in March 2012. Estimated grant close-out: 6/30/2012.
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: 9/30/2011.
5309 Bus Program Total			43,490,110	38,607,758	4,882,352	
<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, but ensuring all vehicles have been accounted for prior to requested project savings reallocation. Estimated grant close-out: 12/31/2011.
AZ-05-0202	2008	4/12/2010	3,560,398	3,258,561	301,837	RPTA reviewing vehicle purchases to ensure all reimbursed prior to requesting project savings reallocation. Scottsdale's project has had preliminary design submitted and is currently 60% complete. Estimated grant close-out: 12/31/2011.
AZ-05-0203	2009/2010	5/26/2011	5,166,080	240,000	4,926,080	Preventive maintenance being utilized in formula grants. Glendale/Phoenix park-and-rides: finalizing requirements in order to release design RFPs. Mesa's park-and-ride: construction at 25%, water, sewer and storm drain at 95% and underground electric installation at 75%. Estimated grant close-out: 12/31/2013.
5309 FGM Program Total			11,454,227	5,357,936	6,096,291	
<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-X008	2007	8/15/2008	1,515,115	462,399	1,052,716	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: 12/31/2012.

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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	452,744	883,588	Vanpool vans will be purchased from multi-year contract. Meetings with solar plant representatives have been held, but no positive movement about establishing vanpools. Operating assistance projects are at various stages. Estimated grant close-out: 12/31/2012.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	1,107,168	2,966,420	Phoenix: Contract entered with ACS for VMS upgrade. RPTA: contract approved by board, staff working with vendor to begin project. Operating assistance: Gathering documentation to submit reimbursement requests. Estimated grant close-out: 12/31/2013.
5316 Program Total			6,925,035	2,022,311	4,902,724	
<u>Section 5317 New Freedom Program</u>						
AZ-57-X001	2006	6/13/2008	1,052,690	389,259	663,431	RPTA - IVR is complete with reimbursement request submitted. Travel training program - additional training conducted and a travel trainer this quarter. 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. All funds returned have been reallocated during 2011 competitive process. Subrecipients gathering documentation to submit for all operating assistance. Estimated grant close-out: 12/31/2012.
AZ-57-X008	2008	8/19/2009	451,217	102,457	348,760	East Valley Paratransit service above and beyond required ADA Complementary Paratransit Service has been implemented and is operating with Section 5317 funds. East Valley Travel Training Program returned funds to be part of the next competitive funding process. Operating assistance cost is coming in lower than anticipated. Estimated grant close-out: 12/30/2012.
AZ-57-X009	2008/2009	7/28/2010	1,078,889	219,231	859,658	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 and expanded into Gilbert, Chandler and Tempe; On-line Transportation Directory - planning meeting held with MAG and RPTA this quarter to discuss project starting in 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.
AZ-57-X012	2009/2010	6/3/2011	1,820,502	14,977	1,805,525	Glendale: All projects underway and gathering documentation to submit reimbursement requests. Phoenix's Trapeze is in the planning stages and senior cab is continuing nicely. RPTA: projects underway and utilizing previous grants funds first. Estimated grant close-out: 6/30/2013.
5317 Program Total			4,403,298	725,924	3,677,374	
<u>Section 5339 Alternatives Analysis Program</u>						

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AZ-39-0001	2007	5/15/2008	993,600	804,114	189,486	MAG - travel forecasting complete. Special events and model development in progress. Final invoices received and submitted for reimbursement. RPTA - On-board survey final report is complete. Management analyzing costs to be reimbursed. Estimated grant close-out - 12/31/2011.
AZ-39-0002	2008	9/9/2008	1,568,000	1,568,000	0	Alternatives Analysis for high capacity/light rail extensions to Mesa, South Tempe and West Phoenix. Reimbursement requests for all have been submitted and funds have been drawn down. FTA closed on 3/10/2011.
AZ-39-0003	2009/2010	5/27/2011	2,350,000	1,074,691	1,275,309	Alternatives Analysis for Central Mesa corridor, I-10 West Corridor, Tempe South Corridor and South Central Avenue. South Central project started later than anticipated. I-10 West nearing completion. Mesa and Tempe South are complete. Estimated grant close-out:12/31/2014.
5339 Program Total			4,911,600	3,446,805	1,464,795	
ARRA						
AZ-96-X002 (5307 Urban Area)	2009	8/21/2009	66,074,735	26,960,645	39,114,090	Mesa's park-and-rides: construction has started for all 3 locations with each at various stages. RPTA: All parcels purchased and gathering documentation for reimbursement request. Waiting for fiber connections to be finalized. BRT line opened in late January. Phoenix: Happy Valley park-and-ride completed and opened in January; Central Station - completed and opened in July, Pecos park-and-ride completed and opened in August. Scottsdale: Construction anticipated to be open for bidding in September. Tempe: design is complete, construction bid review in July 2011. Operating assistance for Glendale, Peoria, 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	1,047,382	0	Contractor completing finishing work. Park and ride opened to the public in December. Estimated grant close-out - 9/30/2011.
AZ-56-0001 (5309 Fixed Guideway)	2009	8/20/2009	640,070	62,159	577,911	Construction contractor under contract. Notice to proceed will be given in mid to late July. Construction slated for completion in October. Estimated grant close-out: 12/31/2011.
ARRA Program Total			67,762,187	28,070,187	39,692,000	
TOTAL			1,166,797,889	944,972,794	221,825,095	