



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003  
Phone (602) 254-6300 ▲ FAX (602) 254-6490  
Email: [mag@mag.maricopa.gov](mailto:mag@mag.maricopa.gov) ▲ Website: [www.mag.maricopa.gov](http://www.mag.maricopa.gov)

February 2, 2012

TO: Members of the MAG Transit Committee

FROM: Cathy Colbath, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 9, 2011 – 10:00 a.m.  
MAG Office, Suite 200, Ironwood Room  
302 North 1st Avenue, Suite 200  
Phoenix, AZ. 85003

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

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

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

## TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft January 12, 2012 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. Consent Agenda

Consent items are marked with an asterisk (\*). Committee members may request that an item be removed from the consent agenda to be heard.

### COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the January 12, 2012 meeting.

3. For information and discussion.

4. For information and discussion.

5. Recommend approval of the Consent Agenda.

## CONSENT AGENDA

5a.\* MAG Committee Operating Policies and Procedures\*

On January 25, 2012, the MAG Regional Council approved updating the MAG Committee Operating Policies and Procedures, Section 5.05 - Terms of Officers, to two-year terms for the technical and other policy

5a.\* For information.

committees. As a result of this action, the Transit Committee officers that were appointed in January 2012 will serve until December 31, 2013. Please see Attachment One for more information.

#### ITEMS TO BE HEARD

6. Additional FFY2012 CMAQ Funds Available to Transit Projects

Each year, through the MAG Committee Process, priorities are established on how to use all of the federal obligation authority for the current federal fiscal year (FFY); this is generally known as Closeout. On February 1, 2012, the TRC recommended to approve Scenario #4: fund projects that will obligate in FFY2012 at a 50% increase of the federal share, up to 100% of project costs, with an additional \$293,000 of federal fund to CHN12-805, and the remaining balance to be flexed to transit, with projects and priorities developed at a later time. At the time of the recommendation, the amount to be flexed to transit is \$22,395,731 in federal Congestion Mitigation Air Quality (CMAQ) funds. The item is currently not approved and being heard through the committee process. MAG Management Committee will hear this item on February 8th and MAG Regional Council will hear the item on February 22nd. The Transit Committee is requested to begin discussion on how to program/prioritize the \$22.4 million of CMAQ funds for FFY2012. Please see Attachment Two for more information.

7. FY2012 Discretionary Grants Update

On January 25, 2012, the Maricopa Association of Governments (MAG) hosted a workshop for the transit operators in the region to discuss ideas for regional projects. As well, attendance was open to all MAG member agencies. The working group provided ideas for projects to be submitted for competitive grants, which as of mail out, have not yet been formally made

6. For information and discussion.

7. For information and discussion.

available. The four (4) grant opportunities disused included Bus and Bus Facility – State of Good Repair, Bus and Bus Facility – Livability, Clean Fuels, and Alternatives Analysis. A summary of project ideas and an update of the anticipated notice of funding availabilities will be discussed. Additional information will be distributed electronically prior to the meeting.

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 Three for additional information.

9. Request for Future Agenda Items

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

10. Next Meeting Date

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

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

DRAFT MEETING MINUTES  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSIT COMMITTEE

January 12, 2012  
Maricopa Association of Governments; Ironwood Room;  
302 N. 1<sup>st</sup> Avenue, Suite 200  
Phoenix, Arizona

MEMBERS ATTENDING

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

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

OTHERS PRESENT

Eileen Yazzie, MAG	Jenna Goad, Glendale
Alice Chen, MAG	Christine McMurdy, Goodyear
Teri Kennedy, MAG	Jeff Martin, Mesa
	Ken Kessler, Phoenix
	Kini Knudson, Phoenix
	Eve Ng, Scottsdale
	John Lopez, Tolleson
	Bob Reiss, Gannett Fleming

1. Call to Order

The meeting was called to order at 1:02 p.m. by Chair Cathy Colbath. Chair Colbath welcomed everyone in attendance and announced that a quorum was present. She noted that the following members were joining the meeting by teleconference, Ms. Andrea Marquez of Buckeye, Mr. Lance Calvert of El Mirage, Mr. Maher Hazine of Peoria and Mr. Robert Yabes of Tempe. 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 December 8, 2011 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft December 8, 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 of Mesa moved to approve the motion. Ms. Madeline Clemann of Scottsdale seconded, and the motion passed unanimously.

3. Call to the Audience

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

4. Transit Program Manager's Report

Chair Colbath introduced Ms. Eileen Yazzie who presented her Transit Program Manager's Report.

Ms. Yazzie began her report by noting that she had two introductions. She welcomed Mr. Neal Young, the new City of Phoenix Public Transit Director. She also introduced Ms. Teri Kennedy, the new MAG Transportation Improvement Program Manager. She noted that Ms. Kennedy came to MAG from ADOT and would be handling the TIP and programming responsibilities.

Ms. Yazzie updated the Committee on a previously posed question from December by Mr. Maher Hazine. Mr. Hazine's question was if the Preventive Maintenance (PM) cost was a reimbursable item if it was associated with taxi-cab companies that were contracted for ADA service or Dial A Ride service. She noted that she and MAG Planner Marc Pearsall inquired with the Federal Transit Administration on the issue, and that the FTA had responded with an answer to the eligibility inquiry. The FTA clarified that 5307 funds were not reimbursable if the services were used to maintain privately owned-for profit vehicles. The ownership and maintenance of the privately owned vehicle is assumed to be included in the contracting cost of doing business between a private contractor and a public agency. However, if it were a vehicle purchased under 5310, 5316 or 5317 in which the public agency owns the vehicle, then preventive maintenance could be utilized. Additional discussion pertaining to East Valley Dial A Ride followed.

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

## 5. Federal Transit Discretionary Grants

Chair Colbath introduced Ms. Alice Chen of MAG to brief the committee on an update regarding Federal Transit Discretionary Grants.

Ms. Chen noted that the item was on the agenda for information and discussion. She noted that in recent years, the federal government has switched from the previous earmark allocation to a new discretionary competitive grant process. She proceeded to give an overview of the process that MAG has followed over the past two years, as well as some insight into 2012 and actions that the region may want to take in the future.

Ms. Chen then referred the members to her presentation, where she reviewed the 2010 Results. She noted that the date of the first discretionary Notice of Funding Availability (NOFA) was Dec 2009, and that the time between the NOFA and submittal deadline was 6 weeks. She added that the total number of grants submitted by region was eleven, with a total requested funding value of \$109.8 Million. The total award to the region was \$9.0 Million, a percentage of 8.2%. She then referred to the 2011 Results, and that the date of the first discretionary NOFA was June 2011. The time duration between the NOFA and submittal deadline was 4-8 weeks. The number of grants submitted by the MAG region was five, with a total requested funding value of \$135.4 Million. The award for the region was \$10.4 Million, and percentage of 7.7%.

Ms. Chen then recapped the 2010 time-line of events. She explained that the “not applicable” were placeholders for what the region did differently in 2011. She also noted that the red blocks indicated federal events and the purple were regional events. She then described that bus livability was first, with an 8 week deadline; followed by Clean fuels at 8 weeks; SGR at 6 weeks; and TIGGER grants at 4 months. She stated that within the 2011 time-line of events, there was a Technical Working Group meeting that included transit operators. She noted however that local lead time was probably not sufficient, although it was the best given the short deadline. She noted that all were working concurrently was moving the projects through the MAG committee process.

She then explained some 2012 assumptions. NOFAs with same criteria / funding requirement will be made available in 2012. The time-line between the released date and submittal date will be 4–8 weeks. She said that one observation was that fewer applications and greater regional collaboration from a single region has lead to greater success in peer regions. Additionally, repeat requests for funding can be successful. For example, she noted that METRO’s solar panel project and COP’s refurbishment projects were repeat requests in 2010 and 2011, although METRO did modify the application to include private entity partnership.

Ms. Chen then summarized the proposed 2012 preliminary time-line. There was a January Transit Committee meeting with a review of 2011; followed by a Transit Operators Working Group Meeting during the week of January 23<sup>rd</sup>. By the end of February, projects will be verified for eligibility and City Council Approval, which may take 4 weeks. By February 24, the Local Application will be completed (4 weeks) and by March 23 the Regional Application completed(4 weeks). She noted that in the March/April time-frame, both SGR/Livability Federal Submittal and Clean Fuels will be readied for federal submittal; however, both submittals were dependent on continuing resolutions and NOFA release dates.

Chair Colbath thanked Ms. Chen and asked if there were any questions or comments. Ms. Madeline Clemann stated that she had two questions. She added that Ms. Chen's presentation had a lot of valuable information and requested that the powerpoint be emailed to the committee members. Ms. Chen replied that it was currently on the website and could also be emailed on request. Ms. Clemann also asked about Phoenix' diesel hybrid vehicles submittal and if it reflected an award directly to Phoenix, instead of the region. Ms. Chen deferred the question to Mr. Ken Kessler of Phoenix for clarification. Mr. Kessler replied that the chart was incorrect and that it should be corrected. Ms. Chen noted that the information would be revised and redistributed to the members.

Discussion regarding TIGGER allocations and distributions member agencies as well as agency collaborations followed. Questions about the Transit Operators Working group meeting also followed. Mr. Ben Limmer added some commentary on the pending NOFA schedule and its due dates from the FTA. He noted that he would be happy to provide the calendar list to those members who request it. Vice Chair James of Mesa also requested that MAG staff inquire and research what the national trends have been for funding bus, bus facilities and regional transit projects, as it appeared that collaboration was key to obtaining federal funding.

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

#### 6. Sustainable Transportation Land Use Integration Study Update

Chair Colbath introduced Ms. Eileen Yazzie of MAG to present an update on the Sustainable Transportation Land Use Integration Study.

Ms. Yazzie noted that the item was on the agenda for information and discussion. She explained that the Sustainable Transportation Land Use Integration Study was launched in 2010 and referred to her presentation where she introducing the project, its study progress and milestones, completed work to date, as well as next up/key components and lastly, next steps. She briefed the members on key Study Components, research & analysis, potential mobility guidelines, scenario modeling & policy development, and strategies (recommended policies, programs, investments, and pathways).

Ms. Yazzie then delved into the aspects of Research & Analysis. She noted that completed so far, was best practices research. Additionally, there had been Stakeholder Group meetings and an ULI Public Panel #1. Regional market analysis, as well as High Capacity Transit (HCT) Corridor Analysis and Transit Corridor Evaluation Report were submitted to Stakeholders. She added that there were market research findings: showing growing demand, coupled with uneven feasibility. Highlights were: Changing demographics increase demand for TOD: 19% of total households fall into categories with greater demand for access to HCT; 310,000 households in 2010; with 485,000 households in 2040.

She then explained additional research & analysis. The feasibility analysis revealed varying TOD market strength by location, with strong and wide ranging product types feasible. The

research showed Downtown Tempe, Downtown Scottsdale, and parts of Downtown Phoenix as most viable. In the moderate category, only 2-3 story apartments were feasible in areas such as Mid-Town Phoenix, the Camelback Corridor, and Chandler. She also explained the limited category, which indexed limited current feasibility.

She then described the findings from the study: a sustainable transportation scan, featuring eight factors for Sustainable Transportation Performance, a neighborhood street network, housing and employment density, mixed-use neighborhoods, regional accessibility (job centrality and concentration), frequent and convenient transit service, and demand management / incentives for Transit Oriented Development (TOD - including mixed income housing). She also mentioned that demographics played a key role. Additional findings from the ULI Focus Group included infill obstacles such as: land assemblage, parking, higher-risk than fringe development and over-zoning in Phoenix.

Ms. Yazzie further explained that there was genuine interest in bus options: branding, productive routes, frequent and reliable service. Key lessons have included some industry truths as experienced by peer regions; namely: “We can plan all we want. However, the market will dictate where development goes.”; “The region needs to take a hard look at rubber tire transit options.”; and “Four and five story infill development will work along bus rapid transit corridors just as well as it will work along light rail corridors.” Other observations have been based on the project progress and stakeholder input. Mobility solutions are needed throughout the region, but limited parts of the region can support TOD and HCT in the near term.

She mentioned that sustainability depends on productive investments; and that there needed to be responsiveness to the needs of people and businesses. There must also be enthusiasm for transit orientation and investment in the region, as a one size fits all philosophy wont solve challenges, especially since future federal funding levels remain uncertain.

Ms. Yazzie summarized key study components as well as recapping research and analysis for the study. She also highlighted potential mobility guidelines, scenario modeling and policy development, as well as strategy (i.e. recommended policies, programs, investments, and pathways). She stated that a potential mobility guideline should establish a frequent transit network, that in turn provided walk access to transit for a certain percentage of region’s population. It should also expand scheduled transit service to cover a certain percentage of the region’s area, thus achieve transit productivity. By also provide HCT access to a certain percentage of region’s job and career center, transit’s appeal would be increased, thus improving services for the transit dependent. She noted that scenario modeling would provide walk access to HCT for a certain percentage of region’s population. The recommendation would focus on achieving transit productivity as measured by cost per seat mile and farebox recovery.

She explained that one of the main goals of the study was to highlight pathways. Those tools would enable local selection of objectives and strategies, and to coordinate progression of investments and services. She said that the pathways addressed three aspects of land use and transportation integration. For cities: zoning regulations, pedestrian and bicycle improvements, station area design. For the region: transit investments and services, multi-modal connectivity. And for private sector response: development and revitalization consistent with

transit-supportive standards. The pathways would effectively define a process for evolution of transit investments and services based upon. Some of those include; Community conditions such as land use, connectivity, and demographics near stops and stations and in wider community as well as corridor transit performance and service characteristics.

Ms. Yazzie concluded with an overview of the next steps for the study. They included: mobility guidelines; scenario modeling and reporting; the upcoming ULI Panel Meeting #2 on February 23, 2012 and the Stakeholders Meeting #5 scheduled at a day to be determined in February or March 2012. She also mentioned to the members that the following study documents were available for review on the website: ULI Panel #1 Summary; HCT Readiness Analysis; Market Reports; and Working Paper #1. She referred the members to [www.bqaz.org](http://www.bqaz.org) for more information on Sustainable Transportation Land Use Integration Study. Ms. Carol Ketcherside and Eileen Yazzie briefly discussed population density and vehicle capacity. Mr. Cato Esquivel of Goodyear inquired as to if there were any additional high capacity corridors that extended into the west valley and if they were included in the study review. Ms. Yazzie clarified that only the 44 high capacity corridors that were identified in the 2010 Regional Transit Framework Study by the MAG Regional Council are being evaluated in the current Sustainable Transportation Land Use Study. She noted that only high capacity transit corridors are being reviewed, and that new lines are not included in the study. Discussion followed.

Chair Colbath again thanked Ms. Yazzie for her presentation. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

7. 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.

Chair Colbath inquired as to the possibility at a future meeting, of obtaining a comprehensive listing of all of the current and planned, local and regional transit studies in the MAG Region. MAG staff acknowledged that a list would be forthcoming at a future meeting.

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

8. Next Meeting Date

Chair Colbath thanked those present for attending the MAG Transit Committee meeting and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, February 9, 2012 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Colbath adjourned the meeting at 1:57 p.m.

February 1, 2012

TO: Members of the Transit Committee

FROM: Eileen Yazzie

SUBJECT: MAG COMMITTEE OPERATING POLICIES AND PROCEDURES

On January 25, 2012, the MAG Regional Council approved updating the MAG Committee Operating Policies and Procedures, Section 5.05 - Terms of Officers, to two-year terms for the technical and other policy committees. As a result of this action, the Transit Committee officers that were appointed in January 2012 will serve until December 31, 2013.

Prior to this change, officer appointments for technical and other policy committees were for one-year terms, with possible reappointment to serve up to one additional term by consent of the respective committee. MAG Committees have been operating under these policies and procedures for approximately 2 ½ years. Based on this experience, it was recommended that the terms for the technical and other policy committee officers be extended to two-year terms to provide more continuity. The terms of officers for the Regional Council, Executive Committee, Transportation Policy Committee, Management Committee and Economic Development Committee will remain the same.

If you have any questions, please contact Eileen Yazzie at the MAG Office at (602) 254-6300 or [eyazzie@azmag.gov](mailto:eyazzie@azmag.gov).

c: MAG Management Committee  
MAG Intergovernmental Representatives

TO: Members of the MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Planning Project Manager

DATE: February 1, 2012

SUBJECT: CMAQ FUNDS AVAILABLE TO TRANSIT THROUGH FEDERAL FISCAL YEAR (FFY) 2012 YEAR END CLOSEOUT

Each year, through the MAG Committee Process, priorities are established on how to use all of the federal obligation authority for the current federal fiscal year (FFY); this is generally known as Closeout. On February 1, 2012, the TRC recommended to approve Scenario #4: fund projects that will obligate in FFY2012 at a 50% increase of the federal share, up to 100% of project costs, with an additional \$293,000 of federal fund to CHN12-805, and the remaining balance is flexed to transit, with projects and priorities developed at a later time. At the time of the recommendation, the amount to be flexed to transit is \$22,395,731 in federal Congestion Mitigation Air Quality (CMAQ) funds.

The item is currently not approved and being heard through the committee process. MAG Management Committee will hear this item on February 8<sup>th</sup> and MAG Regional Council will hear the item on February 22<sup>nd</sup>. The amount can fluctuate depending on the final amount of federal CMAQ funds that are apportioned to the MAG region and if projects do not obligate. We should know the final amount by June/July 2012.

Attached to this memorandum is a CMAQ Fact Sheet that outlines eligible and non-eligible items. The Transit Committee is requested to begin discussion on how to program/prioritize the \$22.4 million of CMAQ funds for FFY2012.

There are three projects that can use CMAQ funds, which include bus replacements and the Mesa Light Rail Extension Project. There is \$34 million of 5307 funds programmed to replace buses in 2012. If CMAQ were to fund a portion or all of the bus replacements, the 5307 funds could be used to fund preventive maintenance, which helps offset operating budgets. The Mesa Light Rail Extension project has commitments from the federal government for funding. Additional CMAQ funds can be used.

Please see the attached tables for more information of current FY2012 TIP Transit Listings.

If there are any questions regarding this item, please call Eileen Yazzie at 602-254-6300.

**Currently Programmed Transit Projects - FFY2012**

5307										
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total
Glendale	2012	GLN11-001T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	144,715	36,197	0	180,912
Glendale	2012	GLN11-701T	Regionwide	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	11.12.04	5307	434,146	108,536	0	542,682
Glendale	2012	GLN12-813T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	11.7A.00	5307	156,706	0	39,177	195,883
Peoria	2012	PEO12-807T	Peoria: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	50,310	0	12,578	62,888
Phoenix	2012	PHX11-105T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5307	8,900,419	2,225,105	0	11,125,524
Phoenix	2012	PHX11-707T	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	11.12.04	5307	2,170,728	542,682	0	2,713,410
Phoenix	2012	PHX12-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	531,000	0	132,750	663,750
Phoenix	2012	PHX12-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
Phoenix	2012	PHX12-825T	Regionwide	Preventive Maintenance	11.7A.00	5307	8,154,199	0	2,038,550	10,192,749
Phoenix	2012	PHX12-833TA	Regionwide	Purchase bus: standard 40 foot - 37 replace	11.12.01	5307	15,956,857	3,989,214	0	19,946,071
Scottsdale	2012	SCT12-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	5307	49,657	0	12,414	62,071
Surprise	2012	SUR12-802T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	13,597	0	3,399	16,996
Surprise	2012	SUR12-803T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	5307	144,715	36,197	0	180,912
Tempe	2012	TMP12-807T	Tempe: Fixed Route	Preventive Maintenance	11.7A.00	5307	1,194,767	0	298,692	1,493,459
Valley Metro Rail	2012	VMR12-105T	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	11.7A.00	5307	782,892	0	195,723	978,615
Valley Metro/RPTA	2012	VMT12-101T	Regionwide	Purchase bus: standard 40 foot - 26 replace (Tempe)	11.12.01	5307	11,294,584	2,823,646	0	14,118,230
Valley Metro/RPTA	2012	VMT12-813T	Regionwide: Fixed Route	Preventive Maintenance	11.7A.00	5307	1,922,986	0	480,747	2,403,733
Valley Metro/RPTA	2012	VMT12-816T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	11.12.04	5307	940,649	235,162	0	1,175,811
Valley Metro/RPTA	2012	VMT12-817T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	217,073	54,268	0	271,341
<b>TOTAL</b>							<b>53,100,000</b>	<b>10,051,007</b>	<b>3,224,030</b>	<b>66,375,037</b>

**5307-AVN**

Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total
Avondale	2012	AVN12-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,146,384	0	1,146,384	2,292,768
<b>TOTAL</b>							<b>1,146,384</b>	<b>0</b>	<b>1,146,384</b>	<b>2,292,768</b>

**5309-Disc.**

Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total
Valley Metro Rail	2012	VMR12-838T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	5309-Disc.	7,000,000	3,725,854	0	10,725,854
Valley Metro Rail	2012	VMR12-912T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Repayment of funds advanced in prior years	----	5309-Disc.	2,592,777	-2,592,777	0	0
<b>TOTAL</b>							<b>9,592,777</b>	<b>1,133,077</b>	<b>0</b>	<b>10,725,854</b>

**5309-FGM**

Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total
Glendale	2012	GLN12-812TD	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	5309-FGM	4,415,105	1,103,776	0	5,518,881
<b>TOTAL</b>							<b>4,415,105</b>	<b>1,103,776</b>	<b>0</b>	<b>5,518,881</b>

**CMAQ**

Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total
Valley Metro Rail	2012	VMR12-104T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	CMAQ-Flex	4,521,250		0	4,521,250
Valley Metro Rail	2012	VMR12-840TR1	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	13.71.02	CMAQ-Flex	6,600,000		0	6,600,000
Valley Metro Rail	2012	VMR12-847T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Final Design	13.71.02	CMAQ-Flex	7,000,000		0	7,000,000

Valley Metro Rail	2012	VMR12-916T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	13.75.95	CMAQ-Flex	2,437,500		0	2,437,500
<b>TOTAL</b>							<b>20,558,750</b>	<b>0</b>	<b>0</b>	<b>20,558,750</b>

**STP-Flex**

Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total
Phoenix	2012	PHX12-833TB	Regionwide	Purchase bus: standard 40 foot - 3 replace	11.12.01	STP-Flex	1,525,066	92,183	0	1,617,249
Valley Metro/RPTA	2012	VMT12-820T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,534,012	0	0	1,534,012
<b>TOTAL</b>							<b>3,059,078</b>	<b>92,183</b>	<b>0</b>	<b>3,151,261</b>

## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FACT SHEET

According to the final Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidance, published October 20, 2008, the purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter. Table 1 provides a description of the 16 project categories contained in federal CMAQ guidance as well as general activities and projects eligible for CMAQ funding. Table 1 also includes the CMAQ eligible projects and programs added from transportation reauthorization, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU). Table 2 provides a list of ineligible CMAQ activities and projects.

The SAFETEA-LU directs States and MPOs to give priority to two categories of funding. First, to diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects. Second, priority is to be given to cost-effective congestion mitigation activities that provide air quality benefits.

The development of a CMAQ-eligible project may occur through a public-private partnership. Private entity proposals that benefit the general public by clearly reducing emissions require a legal written agreement between the public agency and private or nonprofit entity specifying the use of funds, roles and responsibilities of participating entities, cost sharing arrangements for capital investments and/or operating expenses, and how the disposition of land, facilities, and equipment should original terms of the agreement be changed. Eligible costs under this section may not include costs to fund an obligation imposed on private sector or nonprofit entities under the CAA or any other federal law except where the incremental portion of a project that exceeds the obligation under Federal law.

Table 1. Eligible CMAQ Activities and Projects

1. Transportation control measures (TCMs) found in 42 U.S.C. §7408(f)(1)
  - programs for improved public transit
  - restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles
  - employer-based transportation management plans, including incentives
  - trip-reduction ordinances
  - traffic flow improvement programs that achieve emission reductions
  - fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
  - programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use
  - programs for the provision of all forms of high-occupancy, shared ride services
  - programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
  - programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
  - programs to control extended idling of vehicles
  - programs to reduce motor vehicle emissions from extreme cold-start conditions
  - employer-sponsored programs to permit flexible work schedules
  - programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

- programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
2. Extreme Low-Temperature Cold Start Programs
    - retrofitting vehicles and fleets with water and oil heaters
    - installing electrical outlets and equipment in publicly-owned garages or fleet storage facilities
  3. Alternative Fuels and Vehicles
    - establishment of publicly-owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles, unless privately-owned fueling stations are in place and reasonably accessible
    - support the conversion of private fueling facility to support alternative fuels through a public-private partnership
    - purchase of publicly-owned non-transit alternative fuel vehicles, including passenger vehicles, refuse trucks, street cleaners, and others
    - costs associated with converting fleets to run on alternative fuels
    - for private vehicles, the cost difference between alternative fuel vehicles and comparable conventional fuel vehicles
    - hybrid vehicles that have lower emission rates than their non-hybrid counterparts
    - hybrid passenger vehicles that meet EPA low emission and energy efficiency requirements for certification under the HOV exception provisions of SAFETEA-LU
    - projects involving heavier vehicles, including refuse haulers and delivery trucks may be eligible based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models
  4. Congestion Reduction & Traffic Flow Improvements
    - traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes are eligible provided they demonstrate net emissions benefits
    - Intelligent Transportation Systems (ITS) projects such as traffic signal synchronization projects, traffic management projects, and regional multimodal traveler information systems, traffic signal control systems, freeway management systems, electronic toll-collection systems, transit management systems, and incident management programs
    - Value/Congestion Pricing projects that generate an emissions reduction, including, but not limited to: tolling infrastructure, such as transponders and other electronic toll or fare payment systems; small roadway modifications to enable tolling; marketing, public outreach efforts to expand and encourage the use of eligible pricing measures; and support services, such as transit in a newly tolled corridor
    - innovative pricing approaches supported through the Value Pricing Pilot Program
    - operating expenses for traffic flow improvements for a period not to exceed three years if shown to produce air quality benefits, if the expenses are incurred from new or additional services, and if previous funding mechanisms, such as fares or fees for services, are not displaced
    - projects or programs that involve the purchase of integrated, interoperable emergency communications equipment
  5. Transit Improvements
    - new transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced mass transit service
    - rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase capacity and results in an increase in transit ridership
    - new transit vehicles (bus, rail, or van) to expand fleet or replace existing vehicles
    - diesel engine retrofits, such as replacement engines and exhaust after-treatment devices, are eligible if certified or verified by the EPA or CARB
    - other transit equipment may be eligible if it represents a major system-wide upgrade that will significantly improve speed or reliability of transit service, such as advanced signal and communications systems

- fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service, including fuel and fuel additives considered diesel retrofit technologies by EPA or CARB
  - operating assistance, including labor, fuel, maintenance, and related expenses, to introduce new transit service or expand existing transit service s is eligible for a maximum of 3 years
  - regular transit fares may be subsidized as part of a comprehensive area-wide program to prevent exceedances of NAAQS during periods of high pollutant levels; must be combined with a marketing program to inform SOV drivers of other transportation options
6. Bicycle and Pedestrian Facilities and Programs
    - construction of bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
    - non-construction outreach projects related to safe bicycle use
    - establishment and funding of State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc.
  7. Travel Demand Management
    - activities explicitly aimed at reducing SOV travel and associated emissions including fringe parking, traveler information services, shuttle services, guaranteed ride home programs, market research and planning in support Transportation Demand Management implementation, carpools, vanpools, traffic calming measures, parking pricing, variable road pricing, telecommuting, and employer-based commuter choice programs
    - capital expenses and up to 3 years of operating assistance to administer and manage new or expanded TDM programs
    - marketing and outreach efforts to expand use of TDM measures may be funded indefinitely, but only if broken out as distinct line items
    - telecommuting activities including planning, preparing technical and feasibility studies, and training
  8. Public Education and Outreach Activities
    - a wide range of public education and outreach activities, including activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, transit “store” operations, and any other activities that help forward less-polluting transportation options
  9. Transportation Management Associations
    - TMA start-up costs and up to 3 years of operating assistance
  10. Carpooling and Vanpooling
    - carpools and vanpools marketing covers existing, expanded, and new activities to increase the use of carpools and vanpools and includes the purchase and use of computerized matching software and outreach to employers and guaranteed ride home programs
    - vanpool vehicle capital costs include purchasing or leasing vans that do not directly compete with or impede private sector initiatives; vanpool operating expenses are limited to 3 years and include empty-seat subsidies, maintenance, insurance, administration, and other related expenses
  11. Freight/Intermodal
    - projects and programs (e.g. new diesel engine technology or retrofits of vehicles or engines, nonroad mobile freight projects) that provide a transportation function and target freight capital costs including rolling stock or ground infrastructure are eligible provided that air quality benefits can be demonstrated
  12. Diesel Engine Retrofits & Other Advanced Truck Technologies

- applicable to onroad motor vehicles and nonroad construction equipment, project types in the diesel retrofit area include: diesel engine replacement, full engine rebuilding and reconditioning, the purchase and installation of after-treatment hardware including particulate matter traps and oxidation catalysts, and other technologies, and support for heavy-duty vehicle retirements programs
- purchase and installation of emission control equipment on school buses
- refueling projects (e.g., ultra-low sulfur diesel), but only if required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of nonroad engines and only until the standards are effective and the fuel becomes commonly available through the regional supply and logistics chain. Eligible costs are limited to the difference between standard nonroad diesel fuel and ULSD
- outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options
- under a public-private partnership, projects for upgrading long-haul heavy-duty diesel trucks with advanced technologies, such as idle reduction devices, cab and trailer aerodynamic fixtures, and single-wide or other efficient tires are eligible

### 13. Idle Reduction

- capital costs of off-board projects (e.g., truck stop electrification projects) that reduce emissions and are located within, or in proximity to and primarily benefitting a nonattainment or maintenance area
- capital costs of on-board projects (e.g., auxiliary power units, direct fired heaters, etc.) the heavy-duty vehicle must travel within, or in proximity to and primarily benefitting a nonattainment or maintenance area

### 14. Training

- funds to support training and educational development for the transportation workforce must be directly related to implementing air quality improvements and be approved in advance by the FHWA Division Office

### 15. Inspection/Maintenance (I/M) Programs

- for publicly or privately owned I/M facilities that constitute new or additional efforts eligible activities include construction of facilities, purchase of equipment, I/M program development, and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum
- operating expenses are eligible for a maximum of three years
- State or local I/M program related administrative costs are eligible in States that rely on privately owned I/M facilities
- privately-owned I/M facilities such as service stations, that own the equipment and conduct emission test-and-repair services, requires a public-private partnership
- establishment of “portable” I/M programs, including remote sensing providing that they are public services, reduce emissions, and meet relevant regulations

### 16. Experimental Pilot Projects

- an “experimental” project or program must be defined as a transportation project and be expected to reduce emissions by decreasing vehicle miles traveled (VMT), fuel consumption, congestion, or by other factors

### 17. In particulate matter nonattainment or maintenance areas, examples of eligible projects and programs include:

- paving dirt roads
- street sweeping equipment

Table 2. Ineligible CMAQ Activities and Projects

1. Projects outside of the nonattainment or maintenance area boundaries, except in cases where the project is located in close proximity to the nonattainment or maintenance area and the benefits will be realized primarily within the nonattainment or maintenance area
2. Light-duty vehicle scrappage programs
3. Projects that add new capacity for single-occupancy vehicle (SOV) are ineligible for CMAQ funding unless construction is limited to high occupancy vehicle (HOV) lanes
4. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions
5. Administrative costs of the CMAQ program may not be defrayed with program funds
6. Projects that do not meet the specific eligibility requirements under United States Code titles 23 or 49
7. Stand-alone projects to purchase fuel, except in certain states
8. Routine preventive maintenance for vehicles is not eligible as it only returns the vehicles to baseline conditions
9. Operating assistance for truck stop electrification projects is not an eligible activity since these projects generate their own revenue stream and can therefore recover all operating expenses

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<b><u>Section 5307 Urbanized Area Formula Program</u></b>						
AZ-90-X068	2003	7/16/2004	53,778,070	53,684,120	93,950	Phoenix Public Transit Department staff reviewed and approved Scottsdale land lease ensuring FTA rules. Scottsdale gathering documentation to submit reimbursement. Estimated grant close-out: 6/30/2012.
AZ-90-X070	2004	3/31/2005	55,536,053	55,536,053	0	All projects completed. Preparing final grant budget revisions. Estimated grant close-out: 6/30/12.
AZ-90-X074	2005	6/2/2006	43,319,916	39,208,402	4,111,514	Chandler: project went to bid in January, will close on February 9. Bids to be opened on February 10 with contract award scheduled for February 23 council action. RPTA: submitted reimbursement request, but waiting for contract change order execution. Requested project savings reallocation to preventive maintenance. Scottsdale: working with design firm and working to finalize land acquisition. Estimated grant closeout: 12/30/2013.
AZ-90-X080	2006	4/20/2007	45,336,056	42,821,047	2,515,009	Glendale: in process of installing last few dispatch system components. RPTA: submitted reimbursement request and will be requesting project savings reallocation. Estimated grant close-out: 9/30/2012.
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 awarded and underway. Construction will begin in Winter 2013. RPTA: Evaluating purchases to ensure all accounted for prior to requesting reallocation of project savings to another federally-funded project. Estimated grant close out: 12/31/2014
AZ-90-X096	2008	3/3/2010	47,046,732	37,919,584	9,127,148	RPTA: reimbursement for buses completed. Phoenix's bus RFP released, bids due next quarter. All other vehicles are having specifications written to start bid process. Preventive Maintenance costs are being gathered for reimbursement. All other projects are having scope of work finalized. Estimated grant close-out: 12/31/2014.
AZ-90-X103	2009/2010	5/31/2011	87,415,914	43,900,918	43,514,996	Vehicles: RFP for Phoenix has been released, while other agencies' proposals are continuing to be written/re-evaluated. 700/800 MHz project: narrowbanding under contract with vendor. Staff and vendor working on best way to proceed with project. Preventive maintenance, bus stop shelters and support services: funds in prior grants are still being utilized. Estimated grant close-out: 12/31/2017.
<b>5307 Program Total</b>			<b>374,842,550</b>	<b>311,319,217</b>	<b>63,523,333</b>	

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<b><u>CMAQ/STP Transfers from FHWA</u></b>						
AZ-90-X084	2006	6/21/2006	18,561,754	17,815,837	745,917	Scottsdale - Lease agreement reviewed and approved by Phoenix. Gathering documentation to submit reimbursement. Mesa - construction is completed. Gathering documentation to submit reimbursement request. Estimated grant closeout: 12/31/2012.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	14,653,584	1,885,159	Vanpool vans ordered and some received, awaiting grant pass through IGA extension to process reimbursement. Bus proposal released with bids due next quarter. 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: 6/30/2013.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	7,490,980	36,376,413	Bus RFP has been issued with bids due next quarter. Some vanpool vans delivered, gathering documentation to process reimbursement. Chandler: bid documentation will be released the first week of January. Glendale: will be doing a needs assessment for park-and-ride. METRO: Costs are continuing to accrue with reimbursements processed bi-weekly. Estimated grant closeout: 12/31/2014.
AZ-95-X013	2009/2010	5/31/2011	22,840,992	7,064,223	15,776,769	Phoenix: bus RFP has been issued with bids due next quarter. RPTA: buses delivered and reimbursement request submitted. Vanpool vans ordered and delivered. Delaying the remaining van pool order. VMR: Central Mesa PE - work is continuing, Tempe South - haven't received FTA permission to start preliminary engineering. Estimated grant close-out: 12/31/15.
<b>CMAQ/STP Transfers Total</b>			<b>101,808,882</b>	<b>47,024,624</b>	<b>54,784,258</b>	
<b><u>Section 5308 Clean Fuels</u></b>						
AZ-58-0003	2011	9/20/2011	3,710,235	0	3,710,235	Components installed and vehicles delivered. Reimbursement request documentation being gathered. Estimated grant close-out: 9/30/12.
			<b>3,710,235</b>	<b>0</b>	<b>3,710,235</b>	
<b><u>Section 5309 Bus and Bus Facilities Program</u></b>						
AZ-03-0046	2004	8/2/2005	12,135,920	11,165,046	970,874	Received Congressional approval to move earmarked funds to another project. Planning and design underway for new project - East Baseline park-and-ride. Remaining funds will be deobligated and included in future grant as a result of this Congressional reallocation. Estimated grant close-out: 12/31/2013.
AZ-03-0050	2005	7/20/2006	12,730,295	12,390,172	340,123	Received Congressional approval to move earmarked funds to another project. Planning and design underway for new project - East Baseline park-and-ride. Remaining funds will be deobligated and included in future grant as a result of this Congressional reallocation. Estimated grant close-out: 12/31/2013.

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AZ-04-0004	2006	8/31/2007	7,312,615	5,646,041	1,666,574	Evaluating reallocation of unexpended funds from completed projects to another FTA project. Scottsdale's Skysong project: construction delayed to April, anticipated Council approval in June with construction to be in July and completion in November . Estimated grant close-out: 3/31/2013.
AZ-04-0005	2007	7/21/2008	3,210,240	2,307,360	902,880	Evaluating reallocation of unexpended funds to another FTA project. Scottsdale's Skysong project: construction delayed to April, anticipated Council approval in June with construction to begin in July and completion in November . Estimated grant close-out: 3/31/2013.
AZ-04-0008	2008	5/3/2010	7,856,040	7,116,640	739,400	Scottsdale's Skysong project: construction delayed to April, anticipated Council approval in June with construction to begin in July and completion in November. Estimated grant close-out: 3/31/2013.
AZ-04-0011	2009/2010	8/11/2011	5,066,200	51,360	5,014,840	Phoenix's bus RFP released with bids due next quarter. Phoenix E. Baseline park-and-ride planning and design underway. Scottsdale's Skysong project: construction delayed to April, anticipated Council approval in June with construction to begin in July and completion in November . Tempe's facility: construction to begin in February. Estimated grant close-out: 12/31/2014.
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: 6/30/2012.
AZ-04-0015	2010	8/5/2011	2,400,000	0	2,400,000	Phoenix 11th Street pedestrian project: 90% plans submitted for review. Specifications being written. Estimated grant close-out: 3/31/2013.
AZ-04-0019	2010	9/23/2011	2,917,700	0	2,917,700	Researching items needed to be included in bus specifications. Estimated grant close-out: 12/31/2015.
<b>5309 Bus Program Total</b>			<b>53,874,010</b>	<b>38,676,619</b>	<b>15,197,391</b>	
<b><u>Section 5309 Fixed Guideway Modernization Program</u></b>						
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. Mesa: US 60/Country Club park-and-ride is complete, but cameras are being installed in January. Estimated grant close-out: 9/30/2012.
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 Road park-and-ride project has design complete. Estimated grant close-out: 12/31/2012.

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AZ-05-0203	2009/2010	5/26/2011	5,166,080	240,000	4,926,080	Preventive maintenance (PM) funding in Section 5307 formula grants currently being utilized. PM funding in this grant to be used in the future. Phoenix park-and-ride planning process to begin in near future. Glendale park-and-ride undergoing needs assessment. Mesa Loop 202/Power Rd. park-and-ride - project complete. Estimated grant close-out: 6/30/2013.
<b>5309 FGM Program Total</b>			<b>11,454,227</b>	<b>5,357,936</b>	<b>6,096,291</b>	
<b><u>Section 5309 New Starts Program</u></b>						
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.
<b>5309 New Starts Program Total</b>			<b>551,200,000</b>	<b>551,200,000</b>	<b>0</b>	
<b><u>Section 5316 Job Access and Reverse Commute (JARC) Program</u></b>						
AZ-37-X008	2007	8/15/2008	1,515,115	798,214	716,901	Remaining funds resulting from the discontinuation of Maricopa County's Special Transportation Services have been reallocated in 2011 competitive process. Funds were awarded to on-going services throughout the region. Estimated grant close-out: 12/31/2013.
AZ-37-X011	2008/2009	8/11/2010	1,336,332	530,996	805,336	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: 12/30/2012.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	1,682,600	2,390,988	Phoenix: VMS - factory acceptance testing is underway. RPTA: MyStop: final testing completed and sign installation complete. Operating assistance: Gathering documentation to submit reimbursement requests. Estimated grant close-out: 6/30/2014.
<b>5316 Program Total</b>			<b>6,925,035</b>	<b>3,011,810</b>	<b>3,913,225</b>	
<b><u>Section 5317 New Freedom Program</u></b>						
AZ-57-X001	2006	6/13/2008	1,052,690	576,819	475,871	RPTA - operating assistance projects on-going. Phoenix: the utilization of senior cab program is still high. Glendale: project is on-going, and gathering documentation to submit reimbursement request. Estimated grant close-out: 6/30/2013.
AZ-57-X008	2008	8/19/2009	451,217	250,167	201,050	East Valley Paratransit service above and beyond required ADA Complementary Paratransit Service has been implemented and is operating with Section 5317 funds. Unused East Valley Travel Training Program funds to be reallocated. Operating assistance cost is coming in lower than anticipated. Estimated grant close-out: 12/31/2013.

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AZ-57-X009	2008/2009	7/28/2010	1,078,889	675,102	403,787	Phoenix's senior taxi coupon program - a lot of interest with more people inquiring about the program, and all funds in this grant drawn down. RPTA: Taxi Subsidy/Volunteer program - covers multi years and will support services in Mesa and expanded into Gilbert, Chandler and Tempe; On-line Transportation Directory - planning meeting held with MAG and RPTA this quarter to discuss project starting in early 2012; 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	262,135	1,558,367	Glendale: All projects underway and gathering documentation to submit reimbursement requests. Phoenix's Trapeze project has Phase 1 completed in December. RPTA: projects underway and utilizing previous grants funds first. Estimated grant close-out: 6/30/2013.
<b>5317 Program Total</b>			<b>4,403,298</b>	<b>1,764,223</b>	<b>2,639,075</b>	
<b><u>Section 5339 Alternatives Analysis Program</u></b>						
AZ-39-0001	2007	5/15/2008	993,600	827,863	165,737	MAG - travel forecasting complete. Special events and model development in progress. Final invoices received and submitted for reimbursement. RPTA - On-board survey final report is complete. Management analyzing costs to be reimbursed. Estimated grant close-out - 6/30/2012.
AZ-39-0003	2009/2010	5/27/2011	2,350,000	1,335,264	1,014,736	Alternatives Analysis for Central Mesa corridor, Phoenix West Corridor, Tempe South corridor and South Central Avenue. South Central project started later than anticipated. Phoenix West is in process. Mesa and Tempe South are complete. Estimated grant close-out: 12/31/2014.
<b>5339 Program Total</b>			<b>3,343,600</b>	<b>2,163,127</b>	<b>1,180,473</b>	

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FTA GRANT STATUS REPORT  
AS OF DECEMBER 31, 2011**

<b>PROGRAM/ GRANT NUMBER</b>	<b>FEDERAL FUNDING YEAR</b>	<b>GRANT AWARD DATE</b>	<b>FEDERAL FUNDS AWARDED</b>	<b>FEDERAL FUNDS EXPENDED</b>	<b>FEDERAL FUNDS REMAINING</b>	<b>STATUS</b>
<b><u>ARRA</u></b>						
AZ-96-X002 (5307 Urbanized Area)	2009	8/21/2009	66,074,735	30,875,292	35,199,443	Mesa's park-and-rides: Power Road - completed; Gilbert Road - project slated for completion at the end of January; US 60/country Club - 95% complete with punch list items being completed. RPTA: Fare vending machine installation delayed due to fiber optic lines work not completed. BRT line opened in late January 2010. Phoenix: Happy Valley park-and-ride, Central Station and Pecos Road park-and-ride completed and opened; Baseline Road/27th Ave - off-site improvements completed. Scottsdale: construction contract will be released for bids in January. Tempe: construction to begin in February. VMR: shade canopies and park-and-ride completed. Operating assistance for Glendale, Peoria, Phoenix and Metro expended, ADA assistance for Phoenix expended. Estimated grant close-out - 6/30/2014.
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 - 3/31/2012.
AZ-56-0001 (5309 Fixed Guideway)	2009	8/20/2009	640,070	168,164	471,906	Project is complete. Finalizing the payments to all contractors. Estimated grant close-out: 3/31/2012.
<b>ARRA Program Total</b>			<b>67,762,187</b>	<b>32,090,838</b>	<b>35,671,349</b>	
<b>TOTAL</b>			<b>1,179,324,024</b>	<b>992,608,393</b>	<b>186,715,631</b>	

**NOTE:** Award total increased by \$145,652,467 from March 2011 report due to five new grants and two grant amendments being awarded.