

March 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, March 8, 2012 – 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room (note alternate room location)  
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

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft February 9, 2012 Minutes</u>	2. Approve Draft minutes of the February 9, 2012 meeting.
3. <u>Call to the Audience</u>  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.	3. For information and discussion.
4. <u>Transit Program Manager's Report</u>  The MAG Transit Program Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.	4. For information and discussion.
5. <u>2012 Federal Discretionary Grants</u>  The Federal Transit Administration released three Notice of Funding Availabilities for bus and bus facilities related projects on February 7, 2012. They have short due dates with the first of the three required to be submitted to FTA by March 22. This item was discussed at the Transit Committee on February 9th and the members suggested that the Transit Operators Working Group meet to discuss project ideas and recommend moving forward with those that 1) provide the most benefit to the most	5. For information, discussion, and recommendation to approve moving forward with the grant application process with the ten (10) projects that were identified as regional MAG projects.

individuals in the region – either directly or indirectly, 2) had the attributes that most closely fit with FTA’s funding objectives as stated in the NOFA. The Transit Operators Working group met on February 15, 2012 and reviewed 21 project concepts. The recommendation is to move forward and submit to FTA ten (10) projects with a funding request of approximately \$56 million dollars. Please refer to Attachments #1A-1B for the evaluation criteria and the complete list of projects.

6. MAG Region Transit Studies and Projects Summary

Please refer to Attachment 2 for an updated summary on MAG Region Transit Studies and Projects.

7. Reprogramming of Glendale Park and Ride/Transit Center and Preventive Maintenance Distribution of 5309-FGM Funds

The Glendale Park and Ride/Transit Center TIP listings and grant listings need to be reprogrammed due to a change in schedule. The project is currently undergoing a site location analysis and funding for right of way and construction need to be moved from their respective years: 2010, 2011, and 2012 to 2012 and 2013 to not jeopardize funds not being used in time and expiring. The outcome of this reprogramming effort leaves unprogrammed balances from FY2010 and FY2011 5309-FGM, 5307, and STP-flex funds. These need to be reprogrammed for preventive maintenance. The available funds for 5307 and STP will be distributed based on the approved methodology. 5309-FGM funds can only be used for fixed guideway service: routes in dedicated right-of-ways and HOV, and on rail. This relates to limited operators of

6. For information and discussion.

7. For information, discussion, and action to recommend the reprogramming of the Glendale Park and Ride/Transit Center as shown in the attached tables, and the distribution of FY2010 and FY2011 5309-FGM funds for preventive maintenance.

Phoenix, RPTA, METRO Rail, and Tempe. This distribution was previously discussed in 2010, and a methodology was approved as a non-precedent setting distribution. Please review Attachment #3A -3B (#3C is forthcoming) as there are three attachments: a table that shows the modifications needed for the reprogram of the Glendale Park and Ride/Transit Center, a memorandum that explains the scenarios and previous distributions of 5309-FGM funds for preventive maintenance, and tables noting the scenarios.

8. Federal Fiscal Year 2012 DRAFT Transit Program of Projects for Federal Funds

As of February 29, 2012 the US Congress has not approved a resolution to fund the full federal fiscal year (FFY) 2012. In anticipation of funding for the full FFY 2012, a DRAFT Transit Program of Projects for federal funds has been developed. The final FFY 2012 Transit Program of Projects will not be approved until the funding is authorized by US Congress. Please review Attachment #4 that lists the DRAFT FY2012 Program of Projects, which includes preventive maintenance calculations for 2012.

9. 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 22, 2012, the MAG Regional Council 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

8. For information and discussion.

9. For information and discussion.

developed at a later time. At the time of the recommendation, the amount to be flexed to transit is \$25,318,375 in federal Congestion Mitigation Air Quality (CMAQ) funds. The Transit Committee met on February 9th, and requested further information on: operator's capacity to use funding for preventive maintenance, what the distribution would be based on 100% vehicle revenue miles, and continue discussions on funding the light rail extension in the City of Mesa, and other eligible transit projects.

Please review Attachment #5A-5D that contains a memorandum, information about full distribution of the Closeout funds based on the currently approved distribution methodology, information about full distribution of the Closeout funds based on the currently approved distribution methodology over two years, and the distribution methodology based on 100% vehicle revenue miles. Information regarding the operator's capacity to use funding for preventive maintenance will be sent via e-mail to committee members and/or provided at the Transit Committee meeting on March 8, 2012.

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, April 12, 2012, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

10. For information and discussion.

11. For information and discussion.

DRAFT MEETING MINUTES  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSIT COMMITTEE

February 9, 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: Dan Cook 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: Wulf Grote
Maricopa County: Mitch Wagner	*Youngtown: Grant Anderson
Mesa: Jeff Martin for Mike James	Regional Public Transportation Authority:
*Paradise Valley: William Mead	Carol Ketcherside

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

OTHERS PRESENT

Eileen Yazzie, MAG	Bob Antila, Phoenix
Alice Chen, MAG	Jorie Bresnahan, Phoenix
Teri Kennedy, MAG	Ken Kessler, Phoenix
Marc Pearsall, MAG	Kini Knudson, Phoenix
Steve Tate, MAG	Tom Remes, Phoenix
Terry Johnson, Glendale	Janeen K. Gaskins, Surprise
Christine McMurdy, Goodyear	Karen Savage, Surprise
	Ben Limmer, METRO

1. Call to Order

The meeting was called to order at 10:06 a.m. by Chair Cathy Colbath. Chair Colbath welcomed everyone in attendance and announced that a quorum was present. She noted that the following members were joining the meeting by teleconference, Ms. Andrea Marquez of Buckeye, Mr. Ken Maruyama of Gilbert, and Mr. Tom Condit of Queen Creek. 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 January 12, 2012 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft January 12, 2012 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Colbath called for a motion to approve the draft meeting minutes. Mr. Maher Hazine of Peoria moved to approve the motion. Mr. Robert Yabes of Peoria seconded, and the motion passed unanimously.

3. Call to the Audience

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

4. Transit Program Manager's Report

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

Ms. Yazzie began her report by noting that she would defer a majority of her comments to Agenda Item #6. She also invited Mr. Cato Esquivel to brief the committee members on an exciting new project that the City of Goodyear had engaged in. He explained that the City of Goodyear had recently received approval from the Federal government to move ahead with usage of an electronic billboard that was located at their park and ride. He added that what was unique about the project was that it allowed for advertising which generated a dedicated revenue stream for transit operations, capital and maintenance for the city. He further noted that the city was looking at this display sign as a substantial amount of revenue per year in order to allow the city to expand its transit profile and service. Chair Colbath replied that the project was great news.

Chair Colbath thanked Mr. Esquivel and Ms. Yazzie for their reports and updates 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. \*MAG Committee Operating Policies and Procedures

Chair Colbath noted that this consent item was on the agenda for information only. She noted that 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. She asked if there were any questions or comments. Hearing none, Chair Colbath proceeded to the next item on the agenda.

6. Additional FFY2012 CMAQ Funds Available to Transit Projects

Chair Colbath introduced Ms. Yazzie to present an update on additional FFY2012 CMAQ Funds Available to Transit Projects.

Ms. Yazzie noted that the item was on the agenda for information and discussion, so there was no need for action at the time. She added that this item did not need to be rushed as there were a few months of review prior to the need for action, and then referred the members to the handouts at their places. She noted that there was a memorandum regarding the Transportation Review Committee and the Management Committee both recently recommended a closeout scenario for FY2012. 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 was \$22,395,731 in federal Congestion Mitigation Air Quality (CMAQ) funds. The amount may fluctuate depending on the final amount of federal CMAQ funds that were apportioned to the MAG region and if projects do not obligate. MAG should know the final amount by June/July 2012. She added that the committee had until about mid-August to flex the funds to transit.

She referred to the attached to the memorandum and a CMAQ Fact Sheet that outlined eligible and non-eligible items. The Transit Committee was requested to begin discussion on how to program/prioritize the \$22.4 million of CMAQ funds for FFY2012. She noted that preventive maintenance was not permitted with CMAQ. However, there were three projects that may use CMAQ funds, which included bus replacements and the Mesa Light Rail Extension Project. There were \$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 helped offset operating budgets. The Mesa Light Rail Extension project had commitments from the federal government for funding. Additional CMAQ funds could be used. She completed her presentation and invited any questions or comments from the members. Extensive discussion followed. Mr. Martin asked if the door was still open to consider utilizing additional funds on the Mesa light rail extension. Ms. Yazzie reaffirmed that it was still an option.

Ms. Yazzie responded to all of the questions, comments and input from the Committee and summarized her followup in preparation for returning back to the Transit Committee in March. She noted that she and the Transit Operators Working Group would research the following

tasks: 1.) Review the capacity of operator's preventive maintenance budgets; 2.) Research modifying the preventive maintenance distribution methodology to be adjusted to 100% for vehicle revenue miles; 3.) Clarify perimeters of using preventive maintenance within certain years; and 4.) Spending additional capital funds on rail.

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. FY2012 Discretionary Grants Update

Chair Colbath introduced Ms. Alice Chen of MAG to brief the committee on an update regarding FY2012 Federal Transit Discretionary Grants.

Ms. Chen began her presentation by referring to a complimentary quote from FTA Administrator Paul Page, who stated that he believed that the City of Phoenix was the most exceptional agency when it came to mastering State of Good Repair, Clean Fuels and TIGGER applications and grants. She followed with the FTA's opinion that the region had been doing a good job in many areas, but that the grantees were lacking in the inclusion of documents such as letters of support, financial information, background, etc. She also noted that at the previous MAG meeting, a request was made to compile a summary of sample projects that had been awarded nationally for livability and state of good repair. She referred the members to the PowerPoint and to their packets. Discussion followed.

She stated that on January 25, 2012, the MAG hosted a workshop attended by transit operators in the region as well as some transit committee members to discuss potential project submissions (Attachment 7b). MAG proposed a submittal process for 2012 that was similar to the one utilized in 2011. Agencies interested in participating were required to provide the following documentation to MAG by the dates outline above: Completed application including project cost estimate; Documentation of local match (CIP, budget, letter of commitment); Support letter from city manager's office; NEPA documents if necessary; Fleet information if necessary. She added that MAG staff would work in collaboration with City of Phoenix and RPTA staff to prepare the applications; as all eligible projects with associated documentation would be recommended to MAG Regional Council for approval and submitted to FTA for consideration of funding.

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 December 2009, and that the time between the NOFA and submittal deadline was six 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%.

She said that the applications needed to be returned to MAG two weeks prior to the federal deadline. The submittal deadline did not allow enough time for the March 8, 2012 transit

committee to make final recommendations and acquire approval by MAG Regional Council under the task force scenario. She added that a coordination meeting between MAG and Phoenix and member agencies would allow for clarification so that all collaborative efforts may be submitted simultaneously to the FTA. These efforts would only include projects that are deemed to be most consistent with FTA's funding principles and using guidelines from nationally awarded 2011 projects (Attachments 7c & d); As stated above: form a task force consisting of nine members: City of Phoenix, RPTA, METRO, MAG staff (2), 2 bike-pedestrian, 2 transit committee (1 east valley, 1 west valley each). The intent would be to identify: Criteria for project selection; Projects that best fit with FTAs guidance, utilizing nationally awarded projects as benchmarks; Projects that have regional significance or are in the regional plan. Only projects that were recommended by the task force would be recommended to MAG Regional Council for approval and be submitted to FTA for consideration of funding.

Ms. Chen also clarified that the submitted proposals would need the following required elements: 1.) Documentation of local match (CIP, budget, letter of commitment); 2.) Support letter from city manager's office; 3.) Completed application including project cost estimate; 4.) NEPA documents if necessary; 5.) Fleet information if necessary. The submittals were due to MAG two weeks before federal submittal deadline – 10AM no exceptions. Ms. Chen concluded her presentation and added that she would entertain any comments or questions. A lengthy discussion by the committee at large followed and it was agreed that a special meeting would be called for in the coming days in order to move forward with the Discretionary Grant application process.

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

8. Quarterly Status Report on Federal Grant Activity

Chair Colbath introduced Mr. Ken Kessler of the City of Phoenix Transit Department and noted that he was present to answer committee questions for the Quarterly Status Report on Federal Grant Activity for February 2012. She asked if there were any questions or comments on the agenda item. Hearing no further comments or questions, Chair Colbath thanked Mr. Kessler and 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.

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 summary would be forthcoming at the March 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.

10. 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, March 8, 2012, at 10:00 a.m. in the MAG Office, Saguaro Room. There being no further business, Chair Colbath adjourned the meeting at 11:07 a.m.

March 1, 2012

To: Members of the MAG Transit Committee

From: Alice Chen

Subject: FY 2012 Discretionary Grants Update

### **Background**

At the February 9, 2012 Transit Committee Meeting, it was suggested that the Transit Operators Working Group work collaboratively to recommend projects for submittal for consideration of Federal Discretionary Grants. The intent is to get the maximum funding for the region by submitting on a collaborative application that includes requests for 1) projects most fits with the Federal Transit Administrations funding goals, 2) funding for projects that have the most benefit to the most number of people – either directly or indirectly.

### **Transit Operators Working Group**

MAG hosted a Transit Operators Working Group workshop on February 15, 2012. Prior to the meeting, a project check list was provided to facilitate the discussion. The check list was developed only for the purpose of the workshop and was not meant to represent current or future policy discussions. It was a tool created based on careful examination of the Notice of Funding Availability (NOFA) and past nationally awarded projects. The checklist was meant to quantify the more qualitative aspects of the grant selection criteria (Attachment #1A). A few caveats of the check list were:

1. It was not meant to be a comprehensive prioritization list but is a means by which to evaluate the best regional project most likely to be awarded funding.
2. Criterion that was expected to be the same across all projects (pollution reduction, congestion reduction, etc) was not included; only those applicable to some, but not all projects are.
3. The scores alone were not the final determination of what the region may elect to submit for funding – but rather a starting point for discussion.

### **Check List**

The check list items were taken from the NOFA and from each respective evaluation criteria section. Planning and Local & Regional Prioritization/Project Readiness is relevant for all grant programs. Other aspects differ according to program. The criteria were divided into sections as follows:

#### State of Good Repair

Section I: Demonstration of Need

Section II: Planning and Local & Regional Prioritization/Project Readiness

### Bus Livability

Section I: Linkage to Livability Principles

Section II: Planning and Local & Regional Prioritization/Project Readiness

Section III: Leveraging of Public and Private Investments

### Clean Fuels

Section I: Demonstration of Need/Technological Advancement

Section II: Planning and Local & Regional Prioritization/Project Readiness

### **Workshop Outcome**

The operators provided concepts for twenty-one (21) projects during the workshop. Utilizing the check list to facilitate discussion and based on group discussion, the group identified the ten (10) projects totaling \$54M that best met the goals stated above to move forward as part of the regional applications (Attachment #1B).

### **Next Steps**

Application templates have been sent to operators with projects moving forward to be filled out in its entirety and returned to MAG staff by the deadlines associated for each program. MAG, RPTA and City of Phoenix staff will compile the projects into a single application such that there will only be one application for each grant program from the region.

### **Recommendation**

For information, discussion, and recommendation to approve moving forward with the grant application process with the ten (10) projects that were identified by transit operators as MAG regional projects.

If you have any questions, please contact Alice Chen at the MAG office at 602-452-5066 or [achen@azmag.gov](mailto:achen@azmag.gov).

**State of Good Repair**

<b>Project Name:</b>
<b>Jurisdiction(s) Applying:</b>

I. Demonstration of Need	Page	Point
Met Useful life	14	
Beyond Useful life	14	
Refurbishment	general	
Asset Management (2 points)**	10	
Serves multiple modes - rail, ferry, private and local bus(2 points)**	10	
Energy efficient/reduction	14	
Emerging or advanced technology	15	
Green Building	18	
Applicant not applying for another grant?	18	

II. Planning and Local/Regional Prioritization:	Page	Point
RTP/TLCP	16	
Number of Routes served (To be stratified 1-5)	16	
Number of individuals served or expected to serve at completion (To be stratified 1-5)	16	
In CIP/Operating Budget	16	
Identified in TIP	16	

**Total Points (24 possible)**

<b>0</b>
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**Bus and Bus Livability**

<b>Project Name:</b>
<b>Jurisdiction(s) Applying:</b>

<b>I. Linkage to Livability Principles</b>	<b>Page</b>	<b>Point</b>
Downtown Location	general	
University Location	general	
Bike and Pedestrian Accessibility/Connectivity*	23	
Underserved population (Title VI)	23	
Serves multiple transit modes	20	
Improve connection between residential and commercial*	22	
Reduce Congestion	22	
Applicant not applying for another grant?	28	

<b>II. Planning and Local/Regional Prioritization:</b>	<b>Page</b>	<b>Point</b>
RTP/TLCP	26	
Number of Routes served (To be stratified 1-5)**	22	
Number of individuals served or expected to serve at completion (To be stratified 1-5)**	22	
In CIP/Operating Budget (Local priority)	26	
Identified in TIP	26	

<b>III. Leveraging of public and private investments</b>	<b>Page</b>	<b>Point</b>
PPP	24	
Match %>=30%	24	
Match %>=60%	24	
Can be constructed with 70% funding	24	
Can be constructed with 40% funding	24	
Support of non-transportation agency - HUD, EPA, human services, housing	25	

**Total Points (27 possible)****0**\* Does not apply to transit centers unless it is streetscape project *connecting a* transit center

\*\* Priority per NOFA page 10

\*\*\* To be determined after all projects have been submitted

**Clean Fuels**

<b>Project Name:</b>
<b>Jurisdiction(s) Applying:</b>

<b>I. Demonstration of Need/Technological Advancement</b>	<b>Page</b>	<b>Point</b>
Met Useful life	general	
Beyond Useful life	general	
Incremental Cost	general	
Supports emerging technology	30	
Applicant not applying for another grant?	33	

**Total Points (4 possible)**

<b>0</b>
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## Transit Operators Working Group - February 15, 2012

### State of Good Repair

High to Low	Total Points	Project Name	Jurisdictions Applying	Project Cost	Y/N	Notes
1	19	Bus Stop	Phoenix, Tempe, Glendale, Scottsdale	\$ -	Y	Moved to Bus Livability
2	18	South Transit Facility Refurb	Phoenix	\$ 11,000,000	Y	High score. General consensus.
3	17	Desert Sky Transit Center	Phoenix	\$ 10,000,000	Y	High score. General consensus.
5	16	Bus Replacement	Regionwide	\$ 20,000,000	Y	"Moved up" Due to high level of bus funding in past awards
4	17	Maintenace Software	Tempe		N	Not recommended due to potential integration with RPTA
6	15	Mesa/Tempe OM Solar	RPTA/Tempe		N	Not on recommended list
7	14	Arizona Mills	Tempe		N	Not on recommended list
8	14	Mesa OM Pavement Replace	RPTA		N	Not on recommended list
9	13	Bus Camera Replacement	RPTA		N	Not on recommended list
10	12	Bus Engine Replacement	RPTA		N	Not on recommended list
11	10	Voice Enuciators	Glendale		N	Not on recommended list
12	10	Library Transit Center	Tempe		N	Not on recommended list
<b>SGR Total</b>				<b>\$ 41,000,000</b>		

## Bus and Bus Livability

High to Low	Total Points	Project Name	Jurisdictions Applying	Project Cost	Y/N	Notes
1	24	Phoenix Bike Cellar	Maricopa County	\$ 600,000	Y	High score. General consensus.
2	22	Bus Stops	Scottsdale, Tempe, Phoenix, Glendale	\$ 4,000,000	Y	Final amt TBD. Awaiting City of PHX estimate.
3	21	University Drive	Tempe	\$ 800,000	Y	General consensus. Low cost request.
4	21	Arrowhead Mall	Glendale	\$ 1,000,000	Y	Will only request the bike and pedestrian accessibility portion
5	17	Phoenix West Direct Connection Transit Ramp	Valley Metro Rail		N	Not on recommended list
6	15	City Center Transit Facility	Avondale		N	Not on recommended list
<b>Livability Total</b>				<b>\$ 6,400,000</b>		

## Clean Fuels

High to Low	Total Points	Project Name	Jurisdictions Applying	Project Cost	Y/N	Notes
1	3	CNG Pumps Upgrade	Tempe, Phoenix	\$ 2,200,000	Y	High score. General consensus.
2	3	Bus Replacement	Scottsdale, Glendale, Avondale(2)	\$ 4,400,000	Y	Only incremental costs. Will try to bring down cost request further
3	2	Mesa OM Solar	RPTA		N	Not on recommended list
<b>Clean Fuels Total</b>				<b>\$ 6,600,000</b>		

**Total Project Costs \$ 54,000,000**

## **MAG REGION TRANSIT STUDIES and PROJECTS SUMMARY MARCH 2012**

### **Regional Transit Planning: 600-0150**

(Excerpted from the MAG Unified Planning Work Program 2012-2013)

Objective: Develop strategies to promote mobility, as well as the social and economic well-being of the community, by providing an efficient and effective regional transit system that addresses the travel needs of the public.

#### **FY 2012 Objectives**

- Coordinate regional transit system planning activities through the MAG Transit Committee.
- Complete the regional sustainable transportation and land use integration study that identifies strategies to promote sustainable transportation and alternative land use patterns.
- Coordinate with ADOT on the development of the Phoenix-Tucson Intercity Rail Alternatives Analysis (Phase 1). [ NEW TITLE – ADOT PASSENGER RAIL STUDY ] MAG is a coordinating stakeholder.
- Provide staff support and ongoing coordination as a member of the Western High Speed Rail Alliance. MAG is a coordinating stakeholder.
- MAG will provide support to Valley Metro Rail (METRO) for Light Rail Transit (LRT) system planning and LRT project development activities.
- MAG will provide support to the Regional Public Transportation Authority (RPTA) for short range transit planning, capital planning, transit research, and transit life cycle programming.

## **MAG Budget in Brief:**

Southwest Valley Local Transit System  
Study..... \$280,000

The study will identify opportunities and strategies for developing an integrated local transit system in the southwest valley. Recent transit circulator studies completed for the cities of Avondale and Goodyear will be incorporated into a larger subarea strategy to improve mobility options by connecting population and employment centers, existing and planned transit services and facilities, retail centers, and public facilities. Additional communities that may participate in the study are Litchfield Park, west Phoenix, Tolleson, and the surrounding portions of Maricopa County. Due to declining regional transit funding, the study will also explore opportunities to: 1) improve the efficiency of existing transit service; and 2) implement transit circulators as both an alternative and a supplement to planned “super-grid” bus service in the southwest valley.

Designing Transit Accessible  
Communities..... \$200,000

Transit usage in the MAG region is primarily through pedestrian access. However, very little federal funding is currently utilized toward promoting the comfort and ease of access for the pedestrian transit user. This would be a “TOD-lite”(Transit Oriented Development) research project in that it will focus on local and regional bus services and not high capacity transit. Another study outcome would evaluate increasing accessibility to housing, goods, services, and recreation for the pedestrian transit user. While high capacity transit may not yet be an option for an area or corridor, a development pattern that is geared toward pedestrian and not automobile access can serve as a measure toward high capacity transit.

Northwest Valley Local Transit System  
Study..... \$238,000

The study will identify opportunities and strategies for developing an integrated local transit system in the Northwest Valley. The study purpose is to identify opportunities and strategies for improving the existing transit service in the Northwest Valley and to develop a short, mid, and long range local transit plan that effectively provides local transit and para-transit circulation options within the Northwest Valley and also connects to the regional transit system. The communities and agencies involved are Glendale, Peoria, Sun City and Sun City West(Maricopa County), Youngtown, El Mirage, Surprise, RPTA, ADOT and MAG.

West Valley Rail Corridor Cost Analysis..... \$30,000 (MAG On-Call)

The small study will conduct an analysis that will identify the capital costs associated with building a north-south freight and passenger rail corridor connecting the community of Gila Bend along the Hidden Waters corridor through the Hassayampa Valley to northwest Surprise. A task purpose is to identify how such a corridor would intersect with the east-west Union Pacific Railroad Wellton Branch at Buckeye and the BNSF Railway near Morristown. This small study would coordinate with ADOT pending Wellton Branch Railroad Corridor study.

## **FY 2012 Outcome Measures**

- Continuation of an integrated and cooperative regional transit system planning process.
- Identification of strategies for integrating land use and transportation through the Sustainable Transportation and Land Integration Study.
- Continuing support for activities of the Western High Speed Rail Alliance.

### **Valley Metro Rail (METRO) will conduct the following projects:**

- Initiate the third phase of an analysis of the infrastructure requirements associated with the development of the 57-mile high capacity light rail transit system.
- Continue to assist member cities with technical support in community education on transit-oriented development (TOD).
- Initiate the effort on a feasibility study for the South Central Corridor.
- Complete the environmental assessment effort for the street improvements along 19th Avenue from Montebello to Dunlap.
- Initiate an analysis of LRT ridership characteristics and performance to identify future potential adjustments that should be made to optimize the existing 20-mile LRT operation.

### **The Regional Public Transportation Authority (RPTA) will conduct the following projects:**

- Develop transit facility and operating plans to support existing and future transit services in Maricopa County as well as services that address emerging inter county work trips. This includes site selection and environmental analysis of park and ride lots, as well as evaluation of local travel needs and the identification of transit services that can address those needs.
- Annual update of transit investment performance measures. Evaluate revisions to transit performance measures as part of annual development of Transit Performance Report. Work includes annual update of performance goals associated with the various measures.
- Complete transit facility plans to support existing and future transit services in Maricopa County.
- Work with local member agencies in the development of local transit plans and small area transit studies.
- Work with local and regional agencies in the development of transit studies and plans that address travel from and to adjacent counties.

- Continue planning efforts to improve the efficiency, effectiveness, and integration of the region's demand response transit services to meet community needs.
- Building on the work of the Regional Paratransit Study, evaluate opportunities and obstacles to development of a cooperative inter jurisdictional model of transit for the elderly and persons with disabilities.
- Coordinate development of interagency emergency transportation protocols as part of large area evacuation planning.
- Collect and analyze information from operators and area communities to develop an annual Transit Performance Report (TPR).
- Undertake site evaluations and environmental assessments of regional park and rides identified in the Regional Transportation Plan.
- Update the Transit Life Cycle Program.
- Complete the annual update of the Short Range Transit Program.
- Complete the Scottsdale Road/Rural Road Design Concept Report.
- Complete the Dial-A-Ride and Alternative Services Passengers Survey.

### **Follow-up on FY 2011 Outcome Measures**

- Measure: Continuation of an integrated and cooperative regional transit system planning process.  
Result: Transit planning activities are now coordinated through the MAG Transit Committee. Work continues regarding the implementation of Senate Bill 1073, including the development of a process to address material changes to the Transit Life Cycle Program that materially impact the performance of the Regional Transportation Plan. Recommendations for the Tempe South Alternatives Analysis, conducted by Valley Metro Rail (METRO), were accepted by the METRO Board and brought through the MAG committee process for review and approval by the MAG Regional Council.
- Measure: Updates and refinements to the transit element of the Transportation Improvement Program (TIP) based on a regional prioritization process.  
Result: During FY 2011, the MAG Transit Committee has engaged in developing a regional prioritization process for allocating federal transit funding. In the fall of 2010, MAG staff convened an informal working group composed of transit operators in the region to develop a methodology for the allocation 5307 of federal transit funds for preventive maintenance activities. The working group will continue to develop recommendations for consideration by the MAG Transit Committee through spring 2011.

- Measure: The regional sustainable transportation and land use integration study will provide "best practice" recommendations in the following areas: (1) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection in the corridors; (2) development patterns and densities necessary to support high capacity transit service options; (3) economic viability of implementing alternative land use scenarios along the corridors; and (4) overall strategies necessary to promote sustainable transportation and to enhance the land use/transportation connection in the corridors.

Result: A Notice to Proceed to begin the study was issued on November 2, 2010.

- Measure: Preliminary recommendations from the Phoenix-Tucson Intercity Rail Alternatives Analysis (Phase 1). [ NEW TITLE – ADOT PASSENGER RAIL STUDY ]

Result: Initiation of this ADOT study has been delayed, with preliminary results now anticipated during FY 2012. MAG is a coordinating stakeholder.

- Measure: Development of specific work program activities identified by the Western High Speed Rail Alliance Board of Directors.

Result: The Alliance hosted its first high speed rail conference in Las Vegas in November, 2010. The conference brought together industry and government leaders on how to build a national system, what the intermountain west brings to the high speed rail conversation, how to finance a new system, and how the metropolitan planning organizations and transit agencies are prepared to be partners through regional cooperation. MAG is a coordinating stakeholder.

### **Valley Metro Rail (METRO) will conduct the following projects:**

- Measure: Preliminary Engineering and Final Environmental Impact Statement (FEIS) for the Central Mesa Corridor.

Result: The Draft Environmental Assessment was completed in fall 2010. The Final Environmental Assessment is anticipated to be completed in the spring of 2011. The design phase was initiated in FY 2011 and will continue through FY 2012.

- Measure: Preliminary Engineering and Final Environmental Impact Statement (FEIS) for the South Tempe Corridor.

Result: The Draft Environmental Assessment was initiated in the winter of 2010 and is expected to be completed in the winter of 2011. It is anticipated that the Final Environmental Assessment will be completed in FY 2012 and that the design phase will be initiated in the spring of 2012.

- Measure: Alternatives Analysis and Draft Environmental Impact Statement (DEIS) for the Glendale High Capacity Transit Corridor.

Result: The Phase I Alternatives Analysis for the Glendale Corridor continued through FY 2011. It is anticipated to be completed in the fall of 2011.

- Measure: Continue the effort on the Alternatives Analysis and Draft Environmental Impact Statement (DEIS) for the I-10 West Corridor.

Result: The Locally Preferred Alternative is anticipated to be adopted in the spring of 2010. The DEIS was delayed in FY 2011. Work will continue through FY 2012.

Regional Public Transportation Authority (RPTA) will conduct the following projects:

- Measure: Develop transit facility and operating plans to support existing and future transit services in Maricopa County as well as services that address emerging inter-county work trips. This includes site selection and environmental analysis of park and ride lots, as well as evaluation of local travel needs and the identification of transit services that can address those needs.

Result: Assisted with site selection and design for Buckeye Park and Ride Lot. Participated in I-10 west high capacity transit planning efforts with METRO Rail and ADOT.

- Measure: Develop and refine criteria that will allow for the evaluation of the performance of implemented transit investments. Evaluate implementation of transit performance measures as part of annual development of the Transit Performance Report. Work includes the annual update of performance goals associated with the various measures.

Result: As part of the annual update of the Transit Performance Report, the RPTA identified recommended revisions to the Service Effectiveness and Efficiency Study (SEES) transit performance measures.

- Measure: Complete transit facility plans to support existing and future transit services in Maricopa County.

Result: Completion of Scottsdale Road/Rural Road Alternatives Analysis Study that identified a Locally Preferred Alternative (LPA) for bus rapid transit service in this corridor.

- Measure: Work with local member agencies in the development of local transit plans and small area transit studies.

Result: Worked with the Cities of Peoria and El Mirage on their respective local transit planning efforts. Participated in Grand Avenue Coalition discussions on future commuter rail options in the BNSF corridor. Engaged in ongoing work with the Town of Wickenburg to identify transit needs and how to best address them.

- Measure: Work with local and regional agencies in the development of transit studies and plans that address travel from and to adjacent counties.

Result: RPTA participated in development of the State Rail Plan, and in the Pinal County Transit Study.

- Measure: Continue planning efforts to improve the efficiency, effectiveness, and integration of the region's demand response transit services to meet community needs.

Result: RPTA provided technical support to the Regional Paratransit Technical Advisory Group in their efforts to implement the recommendations of the Regional Paratransit Study. Worked with members to implement an ADA bus and rail pass, to encourage ADA certified paratransit riders to utilize fixed route services whenever possible.

- Measure: Building on the work of the Regional Paratransit Study, evaluate opportunities and obstacles to development of a cooperative inter-jurisdictional model of transit for the elderly and persons with disabilities.

Result: Selection of a facility to house the in-person assessment center and travel training programs, as well as development of procurement for in-person assessment and travel training services. The center will provide a facility where evaluations of ADA status can be conducted. The evaluations will include an in-person interview, and where needed, a physical assessment of a client's mobility issues to determine their eligibility for full or conditional ADA status. RPTA developed service procurement for northwest valley dial-a-ride services.

- Measure: Coordinate development of interagency emergency transportation protocols as part of large area evacuation planning.

Result: Completed National Incident Management System training. Updated internal emergency communication protocols.

- Measure: Collect and analyze information from operators and area communities to develop an annual Transit Performance Report (TPR).

Result: Oversaw management of the on-line data reporting tool. Conducted the annual training workshop on reporting tool as well as quarterly and annual transit performance data submission requirements.

- Measure: Undertake site evaluations and environmental assessments of regional park-and-rides identified in the Regional Transportation Plan.

Result: RPTA Partnered with the City of Scottsdale on the site selection, environmental assessment, and preliminary design of the Thunderbird Park and Ride Lot to be located south of the Scottsdale Airpark and east of Scottsdale Road. As part of the Main Street LINK project, RPTA oversaw design and construction of Superstition Springs Park and Ride lot at Power Road and US 60.

- Measure: Update the Transit Life Cycle Program.

Result: RPTA provided technical support to the TLCP Working Group that developed and forwarded recommendations to the RPTA Board regarding the annual update of the Transit Lifecycle Program.

- Measure: Complete the annual update of the Short Range Transit Program.

Result: Completed the annual update of the Short Range Transit Program.

- Measure: Complete the Scottsdale Road/Rural Road High Capacity Transit Alternatives Analysis.

Result: Completed the Scottsdale Road/Rural Road High Capacity Transit Alternatives Analysis.

- Measure: Complete the 2010 Origin and Destination Transit Ridership Survey.

Result: Completed 2010 Origin and Destination Transit Ridership Survey.

March 2, 2012

TO: MAG Transit Committee

FROM: Eileen Yazzie, Transportation Planning Project Manager

SUBJECT: PROGRAMMING 5309- RAIL & FIXED GUIDEWAY MODERNIZATION FUNDS  
IN FY2010 AND 2011

The purpose of this memo is to provide the committee with an outline of information needed to make a recommendation for programming 5309- Rail & Fixed Guideway Modernization (FGM) funds for preventative maintenance (PM) using funds from FY2010 and 2011.

The Glendale Park and Ride/Transit Center Transportation Improvement Program (TIP) and grant listings need to be reprogrammed due to a change in project schedule. The project is currently undergoing a site location analysis and funding for right of way and construction need to be moved from their respective years: 2010, 2011, and 2012 to 2012 and 2013 in order to not jeopardize funding. The outcome of this reprogramming effort leaves unprogrammed balances from FY2010 and FY2011 5309-FGM, 5307, and STP-flex funds. These funds need to be reprogrammed for preventive maintenance. The available funds for 5307 and STP will be distributed based on the regionally approved methodology.

*Please see Table 1 for the requested project changes.*

5309-FGM funds can only be used for fixed guideway service: routes in dedicated right-of-ways and HOV, and on rail. This relates to the limited operators of Phoenix, RPTA and METRO Rail. Funds are allocated by a statutory formula to urbanized areas with fixed guideway systems that have been in operation for at least seven years. Distribution of 5309-FGM funds for preventive maintenance was previously discussed in 2010, and a methodology was approved as a non-precedent setting distribution.

#### **5309-FGM PREVENTATIVE MAINTENANCE DISTRIBUTION SCENARIOS**

The methodology discussed in 2010 was four scenarios for distributing PM for 5309-FGM federal funds based on National Transit Database (NTD) reported data: 1) based on annual fixed guideway vehicle revenue miles on segments in operation 7 or more years, 2) a combination of total bus fixed guideway vehicle revenue miles including METRO's half year fixed guideway vehicle revenue miles, 3) a combination of total bus fixed guideway vehicle revenue miles including METRO's projected full year of operation fixed guideway vehicle revenue miles, and 4) distributing all funds to METRO light rail.

*Information regarding fixed guideway vehicle revenue miles was still being collected at the time of the Transit Committee Agenda mailout. The tables related to the above mentioned scenarios will be e-mailed to members the week of March 5, 2012.*

#### RECOMMENDATION

This item is on the agenda for information, discussion, and action to recommend the reprogramming of the Glendale Park and Ride/Transit Center as shown in the attached tables, and the distribution of FY2010 and FY2011 5309-FGM funds for preventive maintenance.

Please feel free to contact myself or Jorge Luna at 602.254.6300 or [eyazzie@azmag.gov](mailto:eyazzie@azmag.gov), [jluna@azmag.gov](mailto:jluna@azmag.gov) with questions or comments.

**TABLE 1: Reprogram Glendale Park-and-Ride/Transit Center ROW is moved to 2012 and Construction is moved to 2013**

Agency	Year in TIP	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
<b>Proposed Changes to ROW</b>											
Glendale	2012	GLN11-809T	Bell/L101	Acquire right of way regional park-and-ride/transit center (Bell/L101)	11.32.04	5309-FGM	3,514,570	804,353	0	4,318,923	Combine GLN11-809TA, TB, and TC. Defer to 2012
Phoenix, Valley Metro/RPTA, and METRO Rail	2011		Express, Rapid, and Light Rail Routes	Preventive Maintenance - 2010 5309-FGM	11.7A.00	5309-FGM	2,719,740	679,935	0	3,399,675	Modify funds for 2010 preventive maintenance by increasing the federal amount by \$2,287,742 from \$431,998 to \$2,719,740. This effects: Phoenix, Valley Metro/RPTA, and METRO Rail.
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2011		Regionwide	Preventive Maintenance	11.7A.00	STP-Flex	448,323	37,792	0	486,115	New Project: This effects: Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail.
Phoenix, Valley Metro/RPTA, and METRO Rail	2011		Express, Rapid, and Light Rail Routes	Preventive Maintenance - 2011 5309-FGM	11.7A.00	5309-FGM	778,505	194,626	0	973,131	Add new projects to fund 2011 preventive maintenance for Fixed Guideway routes. This effects: Phoenix - Rapid, Valley Metro/RPTA - Express, and METRO Rail - LRT.
<b>Proposed Changes to Construction</b>											
Glendale	2013	GLN13-199T	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	PTF	0	249,501	9,994,849	10,244,350	Delete Project
Glendale	2012	GLN12-812TC	Bell/L101	Construct regional park and ride (Bell/L101)	11.33.01	STP-Flex	1,460,900	88,305	0	1,549,205	Delete: Funds are already in GLN12-812TB
Glendale	2012	GLN12-812TD	Bell/L101	Construct regional park and ride (Bell/L101)	11.33.01	5307	4,415,105	1,103,776	0	5,518,881	Amend: Delete project. Change funding from 5309-FGM to 5307, and combine with GLN12-8012TA, TB. New Project is: GLN12-812T.
Glendale	2013	GLN12-812T	Bell/L101	Construct regional park-and-ride/transit (Bell/L101)	11.33.04	5307	6,782,578	1,695,645	0	8,478,223	Move to 2013 and combine GLN12-812TA, TB and TD.
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2013		Regionwide	Preventive Maintenance	11.7A.00	5307	5,919,731	1,479,933		7,399,664	Modify funds for preventive maintenance by decreasing the federal amount by \$6,782,578 from \$12,702,309 to \$5,919,731. This effects: Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail

Agency	Year in TIP	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2012		Regionwide	Preventive Maintenance - 2011 5307	11.7A.00	5307	377,683	94,421		472,104	Modify funds for 2011 preventive maintenance by increasing the total by \$377,689. This effects: Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail.
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2012		Regionwide	Preventive Maintenance - 2011 STP-Flex	11.7A.00	STP-Flex	1,668,972	417,243		2,086,215	Modify funds for 2011 preventive maintenance by increasing the total by \$1,668,972. This effects: Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail.
Phoenix, Valley Metro/RPTA, and METRO Rail	2012		Express, Rapid, and Light Rail Routes	Preventive Maintenance - 2011 5309-FGM	11.7A.00	5309-FGM	320,818	80,205		401,023	Add new projects to fund preventive maintenance for Fixed Guideway routes. This effects: Phoenix - Rapid, Valley Metro/RPTA - Express, and METRO Rail - LRT.

**DRAFT 2012 TRANSIT PROGRAM OF PROJECTS**

5307												
Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Glendale	2012	GLN11-001T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	176,000	44,000	0	220,000	Increase Funding Amount by \$39,008	
Glendale	2012	GLN11-701T	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	5307	144,000	36,000	0	180,000	Decrease from 6 to 2 buses and decrease funding by \$362,682	
Glendale	2012	GLN12-813T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	11.7A.00	5307	186,631	0		186,631	No Change	
Peoria	2012	PEO12-807T	Peoria: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	59,235	0		59,235	No Change	
Phoenix	2012	PHX11-105T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5307	7,200,000	1,800,000	0	9,000,000	Change total to \$9,000,000 (\$7,200,000 fed / \$1,800,000 regional). Previously, it was a total of \$11.125 million with \$8.9 mil federal.	
Phoenix	2012	PHX11-707T	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	11.12.04	5307	1,900,000	475,000	0	2,375,000	Change quantity to 25 - \$2,375,000 (\$1,900,000 fed / \$475,000 regional). Previously, it was 30, total costs at \$2.7 mil and \$2.17 mil federal	
Phoenix	2012	PHX12-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	531,000	0	132,750	663,750	No change	
Phoenix	2012	PHX12-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000	No change	
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	No change	
Scottsdale	2012	SCT12-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	5307	82,641	0		82,641	No Change	
Surprise	2012	SUR12-802T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	18,817	0		18,817	No Change	
Tempe	2012	TMP12-807T	Tempe: Fixed Route	Preventive Maintenance	11.7A.00	5307	1,695,921	0	298,692	1,994,613	No Change	
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	1,160,864	0	195,723	1,356,587	No Change	
Valley Metro/RPT A	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	No Change	
Valley Metro/RPT A	2012	VMT12-813T	Regionwide: Fixed Route	Preventive Maintenance	11.7A.00	5307	2,606,643	0	480,747	3,087,390	No Change	
							<b>TOTAL</b>	<b>53,100,000</b>	<b>9,167,860</b>	<b>3,156,462</b>	<b>65,424,322</b>	
							Est. APPORTIONMENT	\$ 53,100,000				
							DIFFERENCE	\$ -				

Deleted Projects											
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total	Note
Valley Metro/RPT A	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	Delete
Valley Metro/RPT A	2012	VMT12-817T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	217,073	54,268	0	271,341	Delete
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	Delete

5307-AVN											
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total	Note
Avondale	2012	AVN12-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,146,384	0	1,146,384	2,292,768	No Change
							<b>TOTAL</b>	<b>1,146,384</b>	<b>0</b>	<b>1,146,384</b>	<b>2,292,768</b>
							Est. APPORTIONMENT	\$ 1,146,384			
							DIFFERENCE	\$ -			

5309-Disc.											
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total	Note
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	No Change
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	No Change
							<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	Note
Glendale	2012	GLN11-809T	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101)	11.32.04	5309-FGM	3,514,570	804,353	0	4,318,923	Combine GLN11-809TA, TB, and TC, project is reprogrammed from 2010 and 2011
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	Defer to 2013
							<b>TOTAL</b>	<b>3,514,570</b>	<b>1,103,776</b>	<b>0</b>	<b>5,518,881</b>
							Est. APPORTIONMENT	\$ 4,415,105			
							DIFFERENCE	\$ 900,535			

CMAQ-Flex												
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total	Note	
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			\$ 4,521,250	Federal funds increase to total costs through MAG Tier 3 - Closeout Process	
Valley Metro Rail	2012	VMR12-840TR1	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	13.71.02	CMAQ-Flex	\$ 6,600,000			\$ 6,600,000	Federal funds increase to total costs through MAG Tier 3 - Closeout Process	
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			\$ 7,000,000	Federal funds increase to total costs through MAG Tier 3 - Closeout Process	
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			\$ 2,437,500	Federal funds increase to total costs through MAG Tier 3 - Closeout Process	
							<b>TOTAL</b>	<b>20,558,750</b>	<b>0</b>	<b>0</b>	<b>20,558,750</b>	
							Est. APPORTIONMENT	20,558,750				
							DIFFERENCE				0	

STP (AZ) - Flex												
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total	Note	
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	No change	
Valley Metro/RPT A	2012	VMT12-820T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,534,012	0	0	1,534,012	No Change	
							<b>TOTAL</b>	<b>3,059,078</b>	<b>92,183</b>	<b>0</b>	<b>3,151,261</b>	
							Est. APPORTIONMENT	\$ 3,300,000				
							DIFFERENCE	\$ 240,922				

TO: Members of the MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Planning Project Manager

DATE: March 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 22, 2012, the MAG Regional Council 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 \$25,318,375 in federal Congestion Mitigation Air Quality (CMAQ) funds. Please note, 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.

The Transit Committee met on February 9<sup>th</sup>, and requested further information on: operator's capacity to use funding for preventive maintenance, what the distribution would be based on 100% vehicle revenue miles, and continue discussions on using the funds for the light rail extension in the City of Mesa.

At the time of the agenda mailout, operators were reviewing their capacity to use the funds for preventive maintenance. Understanding that there may be a capacity issues, Scenario #2 was developed, which the funds to be programmed over two years. The CMAQ funds would be programmed for bus purchases in 2012 and 2013, and the 5307 funds in 2012 and 2013 related to those bus purchases would be made available for preventive maintenance.

Please see the attached tables that annotate three scenarios. Scenario #1 shows the amounts per operator based on the currently approved methodology and the full amount of Closeout funding used in one year, 2012. Scenario #2 shows the amounts per operator based on the currently approved methodology and the full amount of Closeout funding used over two years, 2012 and 2013. Scenario #3 shows the amounts per operator based on 100% vehicle revenue miles.

It was requested that operators prepare information for the agencies that purchase service on 'what this means for them.' If information is made available prior to the Transit Committee meeting, it will be sent out via e-mail.

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

## Closeout Scenario #1 - Closeout PM Distributed based on Currently Approved PM Distribution Methodology

**Table 1 - 5307 Federal Fund Amounts for Preventive Maintenance with Phase-Out Approach.**

**Last Updated:  
2/29/2012**

Agency	Actuals		Estimated		
	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	\$245,364	<b>\$403,454</b>	\$85,260	\$125,908	\$115,004
Peoria	\$92,038	<b>\$123,671</b>	\$27,902	\$38,726	\$34,177
Phoenix	\$11,298,006	<b>\$23,739,231</b>	\$4,201,648	\$7,348,039	\$7,262,499
RPTA	\$2,708,507	<b>\$7,384,442</b>	\$854,749	\$2,252,210	\$2,534,158
Scottsdale	\$97,504	<b>\$275,499</b>	\$19,150	\$83,082	\$102,292
Surprise	\$24,002	<b>\$52,957</b>	\$6,240	\$16,160	\$18,108
METRO	\$545,695	<b>\$3,869,930</b>	\$269,002	\$1,167,047	\$1,436,896
Tempe	\$1,831,900	<b>\$5,326,750</b>	\$455,779	\$1,612,713	\$1,925,802
<b>TOTAL</b>	<b>\$16,843,016</b>	<b>\$41,175,934</b>	<b>\$5,919,731</b>	<b>\$12,643,886</b>	<b>\$13,428,935</b>

**Table 3 - FY2011-2015 TIP Preventive Maintenance Distribution Amounts - Source: Approved July 2010 TIP**

Agency	% of TOTAL PM	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	1.87%	\$122,508	\$124,960	\$127,460	\$130,008	\$132,607
Peoria	0.63%	\$41,336	\$42,164	\$43,008	\$43,868	\$44,740
Phoenix	83.45%	\$5,463,344	\$5,572,612	\$5,684,064	\$5,797,744	\$5,913,701
RPTA	11.17%	\$731,118	\$745,740	\$760,655	\$775,868	\$791,386
Scottsdale	0.00%	\$0	\$0	\$0	\$0	\$0
Surprise	0.08%	\$5,476	\$5,584	\$5,700	\$5,812	\$5,928
METRO	0.00%	\$0	\$0	\$0	\$0	\$0
Tempe	2.80%	\$183,101	\$186,763	\$190,498	\$194,308	\$198,194
<b>TOTAL</b>		<b>\$6,546,883</b>	<b>\$6,677,823</b>	<b>\$6,811,385</b>	<b>\$6,947,608</b>	<b>\$7,086,556</b>

Phasing out the current TIP allocations by 25% beginning in FY2012 through FY2015. Beginning in FY2012 the allocations, as identified in the TIP for each operating agency, will be reduced by 25% each year, and an additional 25% for each subsequent year; for example FY2012 TIP allocation -25%, FY2013 TIP allocation -50%, FY2014 TIP allocation -75%, and FY2015 TIP allocation -100%. The remaining funds for each fiscal year will be distributed with the new methodology, using the latest NTD reported data. The first calculation is a split between modes (bus and rail) using percentages, for the modes (bus and rail) based on operating expense. The second calculation then distributes the funds for bus operators based on a combination of passenger and vehicle revenue miles (passenger miles weighted by 10% and vehicle revenue miles weighted by 90%).

**FY2012 - PM Distribution Based on NTD FY2010 Actual Reported Data**

FY2012 TIP Amount -25%		
Operating Agency	%	\$
City of Glendale	1.87%	\$ 93,720
Peoria Transit	0.63%	\$ 31,623
City of Phoenix	83.45%	\$ 4,179,459
RPTA	11.17%	\$ 559,305
City of Scottsdale	0.00%	-
Surprise DAR	0.08%	\$ 4,188
METRO	0.00%	-
City of Tempe	2.80%	\$ 140,072
<b>TOTAL</b>	<b>100%</b>	<b>\$ 5,008,367</b>

Distribution Methodology - Using 2010 NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 9,688,328
Rail	10.70%	\$ 1,160,864
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,849,192</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 92,911
Peoria Transit	0.29%	\$ 27,612
City of Phoenix	60.56%	\$ 5,867,348
RPTA	21.13%	\$ 2,047,338
City of Scottsdale	0.85%	\$ 82,641
Surprise DAR	0.15%	\$ 14,629
City of Tempe	16.06%	\$ 1,555,849
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 9,688,328</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 186,631
Peoria Transit	\$ 59,235
City of Phoenix	\$ 10,046,807
RPTA	\$ 2,606,643
City of Scottsdale	\$ 82,641
Surprise DAR	\$ 18,817
METRO	\$ 1,160,864
City of Tempe	\$ 1,695,921
<b>TOTAL</b>	<b>\$ 15,857,559</b>

**FY2012 CLOSEOUT - PM Distribution Based on NTD FY2010 Actual Reported Data**

Operating Agency	%	\$
City of Glendale		
Peoria Transit		
City of Phoenix		
RPTA		
City of Scottsdale		
Surprise DAR		
METRO		
City of Tempe		
<b>TOTAL</b>		

<b>Distribution Methodology - Using 2010 NTD Data</b>		
Operating Expense Mode Split		
<b>Operating Expense</b>	<b>%</b>	<b>\$</b>
Bus	89.30%	\$ 22,609,309
Rail	10.70%	\$ 2,709,066
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 25,318,375</b>
<b>Pass. Mi. Trvld and Rev. Mi.</b>	<b>(PMT*.1)+(VRM*.9) %</b>	<b>\$</b>
City of Glendale	0.96%	\$ 216,823
Peoria Transit	0.29%	\$ 64,437
City of Phoenix	60.56%	\$ 13,692,424
RPTA	21.13%	\$ 4,777,799
City of Scottsdale	0.85%	\$ 192,857
Surprise DAR	0.15%	\$ 34,140
City of Tempe	16.06%	\$ 3,630,829
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 22,609,309</b>

Operating Agency	<b>New \$ Amounts</b>
	<b>Base Amount + Methodology %</b>
City of Glendale	\$ 216,823
Peoria Transit	\$ 64,437
City of Phoenix	\$ 13,692,424
RPTA	\$ 4,777,799
City of Scottsdale	\$ 192,857
Surprise DAR	\$ 34,140
METRO	\$ 2,709,066
City of Tempe	\$ 3,630,829
<b>TOTAL</b>	<b>\$ 25,318,375</b>

**Closeout Scenario #2 - Closeout PM Distributed Split over 2 Years based on Currently Approved PM Distribution Methodology**

**Table 1 - 5307 Federal Fund Amounts for Preventive Maintenance with Phase-Out Approach.**

Last Updated:  
3/1/2012

Agency	Actuals		Estimated		
	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	\$245,364	\$295,043	\$211,299	\$125,908	\$115,004
Peoria	\$92,038	\$91,453	\$66,667	\$38,726	\$34,177
Phoenix	\$11,298,006	\$16,893,020	\$11,557,963	\$7,348,039	\$7,262,499
RPTA	\$2,708,507	\$4,995,542	\$3,109,847	\$2,252,210	\$2,534,158
Scottsdale	\$97,504	\$179,070	\$102,348	\$83,082	\$102,292
Surprise	\$24,002	\$35,887	\$22,421	\$16,160	\$18,108
METRO	\$545,695	\$2,515,397	\$1,437,687	\$1,167,047	\$1,436,896
Tempe	\$1,831,900	\$3,511,335	\$2,070,687	\$1,612,713	\$1,925,802
<b>TOTAL</b>	<b>\$16,843,016</b>	<b>\$28,516,747</b>	<b>\$18,578,919</b>	<b>\$12,643,886</b>	<b>\$13,428,935</b>

**Table 3 - FY2011-2015 TIP Preventive Maintenance Distribution Amounts - Source: Approved July 2010 TIP**

Agency	% of TOTAL PM	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	1.87%	\$122,508	\$124,960	\$127,460	\$130,008	\$132,607
Peoria	0.63%	\$41,336	\$42,164	\$43,008	\$43,868	\$44,740
Phoenix	83.45%	\$5,463,344	\$5,572,612	\$5,684,064	\$5,797,744	\$5,913,701
RPTA	11.17%	\$731,118	\$745,740	\$760,655	\$775,868	\$791,386
Scottsdale	0.00%	\$0	\$0	\$0	\$0	\$0
Surprise	0.08%	\$5,476	\$5,584	\$5,700	\$5,812	\$5,928
METRO	0.00%	\$0	\$0	\$0	\$0	\$0
Tempe	2.80%	\$183,101	\$186,763	\$190,498	\$194,308	\$198,194
<b>TOTAL</b>		<b>\$6,546,883</b>	<b>\$6,677,823</b>	<b>\$6,811,385</b>	<b>\$6,947,608</b>	<b>\$7,086,556</b>

Phasing out the current TIP allocations by 25% beginning in FY2012 through FY2015. Beginning in FY2012 the allocations, as identified in the TIP for each operating agency, will be reduced by 25% each year, and an additional 25% for each subsequent year; for example FY2012 TIP allocation -25%, FY2013 TIP allocation -50%, FY2014 TIP allocation -75%, and FY2015 TIP allocation -100%. The remaining funds for each fiscal year will be distributed with the new methodology, using the latest NTD reported data. The first calculation is a split between modes (bus and rail) using percentages, for the modes (bus and rail) based on operating expense. The second calculation then distributes the funds for bus operators based on a combination of passenger and vehicle revenue miles (passenger miles weighted by 10% and vehicle revenue miles weighted by 90%).

**FY2012 - PM Distribution Based on NTD FY2010 Actual Reported Data**

FY2012 TIP Amount -25%		
Operating Agency	%	\$
City of Glendale	1.87%	\$ 93,720
Peoria Transit	0.63%	\$ 31,623
City of Phoenix	83.45%	\$ 4,179,459
RPTA	11.17%	\$ 559,305
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.08%	\$ 4,188
METRO	0.00%	\$ -
City of Tempe	2.80%	\$ 140,072
<b>TOTAL</b>	<b>100%</b>	<b>\$ 5,008,367</b>

Distribution Methodology - Using 2010 NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 9,688,328
Rail	10.70%	\$ 1,160,864
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,849,192</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	\$
City of Glendale	0.96%	\$ 92,911
Peoria Transit	0.29%	\$ 27,612
City of Phoenix	60.56%	\$ 5,867,348
RPTA	21.13%	\$ 2,047,338
City of Scottsdale	0.85%	\$ 82,641
Surprise DAR	0.15%	\$ 14,629
City of Tempe	16.06%	\$ 1,555,849
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 9,688,328</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 186,631
Peoria Transit	\$ 59,235
City of Phoenix	\$ 10,046,807
RPTA	\$ 2,606,643
City of Scottsdale	\$ 82,641
Surprise DAR	\$ 18,817
METRO	\$ 1,160,864
City of Tempe	\$ 1,695,921
<b>TOTAL</b>	<b>\$ 15,857,559</b>

FY2012 CLOSEOUT - Funds Split over 2 Years PM Distribution Based on NTD FY2010 Actual Reported Data

Operating Agency	%	\$
City of Glendale		
Peoria Transit		
City of Phoenix		
RPTA		
City of Scottsdale		
Surprise DAR		
METRO		
City of Tempe		
<b>TOTAL</b>		

Distribution Methodology - Using 2010 NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 11,304,655
Rail	10.70%	\$ 1,354,533
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 12,659,188</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	\$
	%	
City of Glendale	0.96%	\$ 108,412
Peoria Transit	0.29%	\$ 32,218
City of Phoenix	60.56%	\$ 6,846,212
RPTA	21.13%	\$ 2,388,900
City of Scottsdale	0.85%	\$ 96,429
Surprise DAR	0.15%	\$ 17,070
City of Tempe	16.06%	\$ 1,815,415
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 11,304,655</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 108,412
Peoria Transit	\$ 32,218
City of Phoenix	\$ 6,846,212
RPTA	\$ 2,388,900
City of Scottsdale	\$ 96,429
Surprise DAR	\$ 17,070
METRO	\$ 1,354,533
City of Tempe	\$ 1,815,415
<b>TOTAL</b>	<b>\$ 12,659,188</b>

FY2013 - PM Distribution Estimated\*

FY2013 Amount -50%		
Operating Agency	%	\$
City of Glendale	1.87%	\$ 63,730
Peoria Transit	0.63%	\$ 21,504
City of Phoenix	83.45%	\$ 2,842,032
RPTA	11.17%	\$ 380,328
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.08%	\$ 2,850
METRO	0.00%	\$ -
City of Tempe	2.80%	\$ 95,249
<b>TOTAL</b>	<b>100%</b>	<b>\$ 3,405,693</b>

Distribution Methodology - Using 2010 NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 2,245,036
Rail	10.70%	\$ 269,002
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 2,514,039</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	%
City of Glendale	0.96%	\$ 21,530
Peoria Transit	0.29%	\$ 6,398
City of Phoenix	60.56%	\$ 1,359,616
RPTA	21.13%	\$ 474,421
City of Scottsdale	0.85%	\$ 19,150
Surprise DAR	0.15%	\$ 3,390
City of Tempe	16.06%	\$ 360,530
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 2,245,036</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 85,260
Peoria Transit	\$ 27,902
City of Phoenix	\$ 4,201,648
RPTA	\$ 854,749
City of Scottsdale	\$ 19,150
Surprise DAR	\$ 6,240
METRO	\$ 269,002
City of Tempe	\$ 455,779
<b>TOTAL</b>	<b>\$ 5,919,731</b>

\*This Distribution Methodology is based on National Transit Database (NTD) published data. The methodology will be updated annually to incorporate the most recent NTD published data.



FY2013 CLOSEOUT - Funds Split over 2 Years PM Distribution Based on NTD FY2010 Actual Reported Data

FY2014 TIP Amount -75%		
Operating Agency	%	\$
City of Glendale	1.87%	\$ 32,502
Peoria Transit	0.63%	\$ 10,967
City of Phoenix	83.45%	\$ 1,449,436
RPTA	11.17%	\$ 193,967
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.08%	\$ 1,453
METRO	0.00%	\$ -
City of Tempe	2.80%	\$ 48,577
<b>TOTAL</b>	<b>100%</b>	<b>\$ 1,736,902</b>

Distribution Methodology - Using 2010 NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 9,753,601
Rail	10.70%	\$ 1,168,685
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,922,286</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 93,537
Peoria Transit	0.29%	\$ 27,798
City of Phoenix	60.56%	\$ 5,906,879
RPTA	21.13%	\$ 2,061,131
City of Scottsdale	0.85%	\$ 83,198
Surprise DAR	0.15%	\$ 14,728
City of Tempe	16.06%	\$ 1,566,331
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 9,753,601</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 126,039
Peoria Transit	\$ 38,765
City of Phoenix	\$ 7,356,315
RPTA	\$ 2,255,098
City of Scottsdale	\$ 83,198
Surprise DAR	\$ 16,181
METRO	\$ 1,168,685
City of Tempe	\$ 1,614,908
<b>TOTAL</b>	<b>\$ 12,659,188</b>

\*This Distribution Methodology is based on National Transit Database (NTD) published data. The methodology will be updated annually to incorporate the most recent NTD published data.

**Closeout Scenario #3 - Closeout PM Distributed based on Vehicle Revenue Miles ONLY**

**Table 1 - 5307 Federal Fund Amounts for Preventive Maintenance with Phase-Out Approach.**

Last Updated:  
3/1/2012

Agency	Actuals		Estimated		
	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	\$245,364	\$492,761	\$85,260	\$125,908	\$115,004
Peoria	\$92,038	\$151,029	\$27,902	\$38,726	\$34,177
Phoenix	\$11,298,006	\$23,303,776	\$4,201,648	\$7,348,039	\$7,262,499
RPTA	\$2,708,507	\$7,410,668	\$854,749	\$2,252,210	\$2,534,158
Scottsdale	\$97,504	\$320,944	\$19,150	\$83,082	\$102,292
Surprise	\$24,002	\$67,201	\$6,240	\$16,160	\$18,108
METRO	\$545,695	\$3,869,930	\$269,002	\$1,167,047	\$1,436,896
Tempe	\$1,831,900	\$5,559,626	\$455,779	\$1,612,713	\$1,925,802
<b>TOTAL</b>	<b>\$16,843,016</b>	<b>\$41,175,934</b>	<b>\$5,919,731</b>	<b>\$12,643,886</b>	<b>\$13,428,935</b>

**Table 3 - FY2011-2015 TIP Preventive Maintenance Distribution Amounts - Source: Approved July 2010 TIP**

Agency	% of TOTAL PM	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	1.87%	\$122,508	\$124,960	\$127,460	\$130,008	\$132,607
Peoria	0.63%	\$41,336	\$42,164	\$43,008	\$43,868	\$44,740
Phoenix	83.45%	\$5,463,344	\$5,572,612	\$5,684,064	\$5,797,744	\$5,913,701
RPTA	11.17%	\$731,118	\$745,740	\$760,655	\$775,868	\$791,386
Scottsdale	0.00%	\$0	\$0	\$0	\$0	\$0
Surprise	0.08%	\$5,476	\$5,584	\$5,700	\$5,812	\$5,928
METRO	0.00%	\$0	\$0	\$0	\$0	\$0
Tempe	2.80%	\$183,101	\$186,763	\$190,498	\$194,308	\$198,194
<b>TOTAL</b>		<b>\$6,546,883</b>	<b>\$6,677,823</b>	<b>\$6,811,385</b>	<b>\$6,947,608</b>	<b>\$7,086,556</b>

Phasing out the current TIP allocations by 25% beginning in FY2012 through FY2015. Beginning in FY2012 the allocations, as identified in the TIP for each operating agency, will be reduced by 25% each year, and an additional 25% for each subsequent year; for example FY2012 TIP allocation -25%, FY2013 TIP allocation -50%, FY2014 TIP allocation -75%, and FY2015 TIP allocation -100%. The remaining funds for each fiscal year will be distributed with the new methodology, using the latest NTD reported data. The first calculation is a split between modes (bus and rail) using percentages, for the modes (bus and rail) based on operating expense. The second calculation then distributes the funds for bus operators based on a combination of passenger and vehicle revenue miles (passenger miles weighted by 10% and vehicle revenue miles weighted by 90%).

**FY2012 - PM Distribution Based on NTD FY2010 Actual Reported Data**

FY2012 TIP Amount -25%		
Operating Agency	%	\$
City of Glendale	1.87%	\$ 93,720
Peoria Transit	0.63%	\$ 31,623
City of Phoenix	83.45%	\$ 4,179,459
RPTA	11.17%	\$ 559,305
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.08%	\$ 4,188
METRO	0.00%	\$ -
City of Tempe	2.80%	\$ 140,072
<b>TOTAL</b>	<b>100%</b>	<b>\$ 5,008,367</b>

Distribution Methodology - Using 2010 Draft NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 9,688,328
Rail	10.70%	\$ 1,160,864
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,849,192</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	\$
	%	
City of Glendale	0.96%	\$ 92,911
Peoria Transit	0.29%	\$ 27,612
City of Phoenix	60.56%	\$ 5,867,348
RPTA	21.13%	\$ 2,047,338
City of Scottsdale	0.85%	\$ 82,641
Surprise DAR	0.15%	\$ 14,629
City of Tempe	16.06%	\$ 1,555,849
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 9,688,328</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 186,631
Peoria Transit	\$ 59,235
City of Phoenix	\$ 10,046,807
RPTA	\$ 2,606,643
City of Scottsdale	\$ 82,641
Surprise DAR	\$ 18,817
METRO	\$ 1,160,864
City of Tempe	\$ 1,695,921
<b>TOTAL</b>	<b>\$ 15,857,559</b>

FY2012 CLOSEOUT 100% VMR Scenario - Based on NTD FY2010 Actual Reported Data

Operating Agency	%	\$
City of Glendale		
Peoria Transit		
City of Phoenix		
RPTA		
City of Scottsdale		
Surprise DAR		
METRO		
City of Tempe		
<b>TOTAL</b>		

Distribution Methodology - Using 2010 Draft NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 22,609,309
Rail	10.70%	\$ 2,709,066
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 25,318,375</b>
Pass. Mi. Trvld and Rev. Mi.	VRM %	\$
City of Glendale	1.35%	\$ 306,130
Peoria Transit	0.41%	\$ 91,794
City of Phoenix	58.64%	\$ 13,256,968
RPTA	21.25%	\$ 4,804,026
City of Scottsdale	1.05%	\$ 238,302
Surprise DAR	0.21%	\$ 48,384
City of Tempe	17.09%	\$ 3,863,705
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 22,609,309</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 306,130
Peoria Transit	\$ 91,794
City of Phoenix	\$ 13,256,968
RPTA	\$ 4,804,026
City of Scottsdale	\$ 238,302
Surprise DAR	\$ 48,384
METRO	\$ 2,709,066
City of Tempe	\$ 3,863,705
<b>TOTAL</b>	<b>\$ 25,318,375</b>