

April 6, 2012

TO: Members of the MAG Transit Committee

FROM: Cathy Colbath, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 12, 2012 – 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 March 8, 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. Reprogramming of Glendale Park and Ride/Transit Center and Preventive Maintenance Distribution of 5309-FGM Funds  
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,

### COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the March 8, 2012 meeting.

3. For information and discussion.

4. For information and discussion.

5. 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.

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 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 #1 as there are seven 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.

6. Federal Fiscal Year 2012 DRAFT Transit Program of Projects for Federal Funds and FFY2013-2015 Transit Projects

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 a full year of funding is authorized by US Congress. Since the March Transit Committee meeting, the 2012 transit projects were reviewed again. Most notably, there were two deletions of bus purchases in 2012, which raises the amount available for operators for preventive maintenance to \$42.9 million. Additionally, Transit Committee members requested a full listing and noted possible changes of 2013-2015 Transit Projects. Please review Attachment #2 that lists the DRAFT FY2012 Program of Projects, the distribution of funds for preventive maintenance, and a full listing and noted possible changes of 2013-2015 Transit Projects.

6. For information and discussion.

7. 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 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 #3 that contains a memorandum and information about distribution of the Closeout funds in 2013 to preventive maintenance based on the currently approved distribution methodology.

8. 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.

9. Next Meeting Date

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

Adjournment

7. For information, discussion, and possible action to approve a programming scenario.

8. For information and discussion.

9. For information and discussion.

DRAFT MEETING MINUTES  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSIT COMMITTEE

March 8, 2012

Maricopa Association of Governments; Saguaro 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/Metro: Wulf Grote
Maricopa County DOT: 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	Terry Johnson, Glendale
Alice Chen, MAG	Christine McMurdy, Goodyear
Jorge Luna MAG	Jeff Martin, Mesa
Marc Pearsall, MAG	Robert Yabes, Tempe
Kristen Sexton, Avondale	Ben Limmer, METRO
Jenna Goad, Glendale	Bob Antila, Valley Metro/RPTA
	Mike Sabatini, Baker

1. Call to Order

The meeting was called to order at 10:05 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, Mr. Ken Maruyama of Gilbert, and Mr. Lance Calvert of El Mirage. 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 February 9, 2012 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft February 9, 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. Mitch Wagner of Maricopa County DOT moved to approve the motion. Mr. David Kohlbeck 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 by noting that she had three items to report on. She thanked everyone present as well as MAG member agency staff for all of the work they had been doing in participating with the four ongoing MAG transit studies: the Sustainable Transportation and Land Use Integration Study, the Designing Transit Accessible Communities Study, the Southwest Valley Local Transit System Study, and the Northwest Valley Local Transit System Study. She noted that all of the staff's time commitments and input were valued by MAG in order to have successful studies. She also mentioned that the Southwest Valley Local Transit System Study had an online survey on the MAG website available for review as well as on April 5<sup>th</sup> there would be public forum for the study. She explained that the consultant selection for the Northwest Valley Local Transit System Study was underway. She concluded by informing the committee that there was forthcoming information on a proposed follow-up trip to Salt Lake City for a multi-modal transit tour on June 14-15, 2012 for MAG region public and private members who were interested in participating.

Chair Colbath thanked Ms. Yazzie for her report and update 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. 2012 Federal Discretionary Grants

Chair Colbath introduced Ms. Alice Chen of MAG who presented her 2012 Federal Discretionary Grants Update. Chair Colbath noted that it was on the agenda for possible action. Ms. Chen began her presentation by referring to a timeline of her process as well as noting that this was her third visit to the Transit Committee regarding the topic. She described the progress between the previous Transit Committee meeting in February and the current meeting.

Ms. Chen then elaborated that during the last Transit Committee meeting, it was recommended that the Transit Operators Working Group return to their workshop to look at ways to achieve maximum funding for the region, and to provide funding for projects that have the most benefit to the most number of people – either directly or indirectly. She also briefed the committee on workshop objectives, the need for a transparent process, and identifying the best regional projects. She said that the group identified projects most likely to get funding out of the \$200 million in request, and recommend funding amounts associated with each project that the Group deemed most likely to receive funding and were most beneficial for the region. She noted however that not all projects were recommended, and that the group was not setting policy or guidelines.

Ms. Chen further explained a livability assessment, and a quick overview of how projects were awarded nationally. She said that the summary was based on the descriptions of projects that were awarded funding and that the percentages were total award funds. She said that intermodal centers included administrative buildings and had the highest percentage of funding, which was partly due to the high funding amount typically allocated to a winning project. She added that there were actually more projects awarded in the accessibility and livability category but the funding for each was smaller.

She further commented that under State of Good Repair, the most significant criteria noticed was that fleet that were funded for replacement all had language that stipulated that it met or was beyond useful life. She added that as a region, we had prioritized fleet replacement in our formula grants and therefore they were generally not under this category. For maintenance facilities, she noticed that they often funded specific improvements and that there was a good number of technology related projects funding, most notably higher if asset management was added. She also briefly discussed clean fuels. She then referred the members to attachments 1A and 1B. Discussion followed on criteria for the categories and the findings.

Ms. Chen then discussed the various deadlines associated with the grant applications. She reviewed them in the following order: State of Good Repair, \$650M with a MAG deadline of 10:00 am CST - March 8, 2012 and an FTA - 11:59 pm EDT - March 22, 2012; then Livability - \$125M, with a MAG deadline of 10:00 am CST - March 15, 2012; FTA 11:59 pm EDT - March 29, 2012; then Clean Fuels - \$51.5M, with a MAG deadline of 10:00 am CST March 22, 2012, FTA - 11:59 pm EDT - April 5, 2012.

Ms. Chen also clarified that the submitted proposals needed 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

2 weeks before federal submittal deadline – 10AM no exceptions. Ms. Chen concluded that the item was on the agenda 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. She added that she would entertain any comments or questions.

Chair Colbath thanked Ms. Chen for her report and asked if there were any questions or comments. Mr. Dan Cook of Chandler asked about the rationale for the Bus Engine Repair item not being included on the recommended list. Ms Chen replied that the way that the rating was tabulated, the items included in the TIP of CIP were considered first, and even some good projects fell by the wayside because they were not the most likely to be funded for the good of the region. Ms. Chen noted that the projects that were being submitted for were all currently planned to receive funding in the TIP, so any new federal dollars that may be allocated to them in a successful grant application, could then be supplanted to help offset other needs with regional dollars. Discussion followed.

Mr. Neal Young of Phoenix asked for clarification on the FTA requirements for the grant applications and that there may be a limit to the amount of paperwork and support letters in the application submittal. He offered that Phoenix would like to recommend each City Manager submit a letter of support to MAG, where the letters would then be bundled and that MAG would in turn one letter of support to the FTA as a show of coordinated effort. Ms. Chen said that she did not get the impression from the FTA that they were limiting the amount of attachments. Discussion followed.

Ms. Chen established that the grant applications would be submitted to MAG, then MAG staff would then coordinate with City of Phoenix or RPTA staff so that the applications could then be uploaded through Grants.gov. Mr. Neal Young then offered that it would be preferred that a single, consolidated letter from MAG to the FTA would be the best way to underscore the region's joint, community-wide efforts. Mr. Grote added that the FTA prefers coordinated efforts in a single document. Discussion followed.

Mr. Young moved to approve moving forward with the grant application process, as discussed with the revised eight (8) projects that were identified by transit operators as MAG regional projects, and as additionally discussed, include a single, coordinated support letter by MAG, to be submitted to the FTA. Mr. Cook seconded, and the motion passed unanimously.

Chair Colbath thanked Ms. Chen 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.

## 6. MAG Region Transit Studies and Projects Summary

Chair Colbath introduced Mr. Marc Pearsall of MAG who referred to attachment MAG Region Transit Studies and Projects Summary.

Mr. Pearsall added that he did not have a formal presentation, and instead referred the members

to the attachment Agenda Item 6, Attachment 2. He noted that at previous transit committee meetings, MAG staff had been requested to prepare a summary list of all of the current MAG Region transit studies and projects. He added that the information was culled from MAG's Unified Planning Work Program (UPWP) and included studies partaken by MAG, City of Phoenix, RPTA, Metro and others. He also added that considering there were routinely a number of concurrent studies commencing simultaneously, that the attachment was a good tool so that the members could understand both the status and details of new and ongoing studies issued in the Valley, as well as recently completed studies.

Mr. Pearsall gave an overview of the newest and proposed studies for FY13 and also mentioned that over the next year, MAG staff would be working to consolidate the transit sections of the UPWP into a more concise section that was easier to access for the reader, as the transit components were currently spread out over multiple sections with the document.

Chair Colbath thanked Mr. Pearsall for his report adding that it was nice to have all of the current and proposed MAG and regional transportation and transit projects in one comprehensive document. She asked if there were any questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

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

Chair Colbath welcomed back Ms. Eileen Yazzie of MAG to brief the committee on an update regarding reprogramming of Glendale Park and Ride/Transit Center and Preventive Maintenance Distribution of 5309-FGM Funds.

Ms. Yazzie explained that agenda items 7, 8 and 9 were all related and linked, adding that a change in one of the items would effect the other items. She said that number 7 was on for action, but that eight and nine were on for information and discussion and also noted that there was some revised material that was sent to everyone on Monday March 5th. She also referred everyone to a revised calculation for Agenda Item #9 which was emailed out on Wednesday March 7<sup>th</sup>.

She explained that MAG staff and RPTA staff had worked with City of Glendale staff to reprogram the Glendale Park and Ride/Transit Center. She referred to the memorandum which explained the scenario for the Glendale facility. She noted that project was currently undergoing a site location analysis and funding for right of way and construction needs 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. Ms. Yazzie further explained that since this was a scheduling issue, that MAG staff felt that there was risk in leaving the project with 2010 funds and that the project may not be able to use those funds by the end of 2013. In order to lessen the risk, MAG suggested to Glendale and RPTA a variety of funding scenarios and it was mutually agreed upon to move funds to 2013 in order to lessen the risk of any expiring funds as well as aligning the project to where it was supposed to be as a regional priority and a longtime item from the Transit Lifecycle Program.

Ms. Yazzie then discussed the chain of events beyond this reprogramming of funds. The result was that funds in 2010-2011 would be made available for 5309-Flex, funds that may only be used for fixed guideway service: routes in dedicated right-of-ways and HOV, and on rail, and that they should be used for preventive maintenance. Right of way funds would be moved to 2012 and a small increase of PM funds in 2012 as well, with construction funds of approximately \$6.7 million to 2013. Further explanation discussion followed.

She explained how 5309 fixed-guideway modernization funds would be distributed. She noted that FGM funds were under a formula created in Scenario 3 which was based upon distribution via fixed guideway revenue miles and an entire year of METRO revenue miles. She added that this distribution was previously discussed in 2010, and a methodology was approved as a non-precedent setting distribution. She inquired with the members if they wanted to continue using the currently established Scenario 3 formula, or would they prefer a different set of scenarios. She added that a decision was not needed that day, but that answers and decisions were needed by the time staff begin formulating the new Program of Projects.

Ms. Yazzie summarized that the item was 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. Chair Colbath thanked Ms. Yazzie and asked if there were any questions or comments.

Mr. Cook of Chandler thanked staff for the information. He inquired if it was correct that the region was deleting \$16 million in funds, but only reprogramming \$12 million. Ms. Yazzie clarified that one of the items was a duplicate clerical entry that was captured in another previous line item, and then the second item was actually combined with another project under a new title. She followed by noting that she would show a clarified table that shows the correct information. Mr. Cook thanked Ms. Yazzie for the correction.

Mr. Greg Jordan inquired as to a clarification on why there was an impact to PM and requested a comprehensive table that showed the PM allocations and impacts from FY2011 through 2015 as had been the customary standard in the past. Discussion followed. Ms. Yazzie replied that PM funds were based upon the supposition that there were no capital projects within the plan in the future, however the Glendale P&R was a regional project still in the lifecycle program, and was an exception to that assumption. She offered that MAG staff could prepare a draft Program of Projects that featured capital projects for 2013, showing the deferred capital projects, which in turn free up funds for PM. Additional discussion regarding light rail capital projects followed.

Ms. Yazzie offered a suggestion that she could prepare a holistic report detailing projects in FY 2012, 2013, 2014 and 2015 plus a mini update and modifications to that report along with a summary of its effect on remaining funds for preventive maintenance and close-out. She added that the members need not taken action on this item so that she may return with that report at the next meeting in April. Discussion followed.

Chair Colbath thanked Ms. Yazzie and noted that she would re-present the information in a new format at the next meeting 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. Federal Fiscal Year 2012 DRAFT Transit Program of Projects for Federal Funds

Chair Colbath requested that Ms. Yazzie continue with a presentation on Federal Fiscal Year 2012 DRAFT Transit Program of Projects for Federal Funds.

Ms. Yazzie noted that this was just a preliminary draft that had been developed with MAG member agencies that featured Transit Program projects for TIP in the current federal fiscal year. She explained that this was draft information and requested that each agency review the items in the table to ensure that the information was correct. She noted that she had been working with Surprise to address their project and advised any members to contact her directly with any comments, suggestions or changes.

She elaborated that the final FFY 2012 Transit Program of Projects would not be approved until the funding is authorized by US Congress. She added that if Congress issues a Continuing Resolution through June, then the members would need to approve a list valid through the end of June in order to get the grants started, then amend the TIP accordingly.

Chair Colbath thanked Ms. Yazzie 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.

9. Additional FFY2012 CMAQ Funds Available to Transit Projects

Chair Colbath requested that Ms. Yazzie continue with a presentation on Additional FFY2012 CMAQ Funds Available to Transit Projects

Ms. Yazzie noted that this item was a continuation of an item that was previously discussed in February. She explained that she had compiled information regarding closeout and what its implications were for Preventive Maintenance for one year as well as looking at a variety of scenarios. Scenario One looked at distributing all \$25 million to PM for one year. Scenario 2 included a reprogramming spread over two years. Scenario 3 was assembled based on a request from the previous committee where the methodology reflects \$25 million distributed for vehicle revenue miles. She noted that the Transit Committee had previously requested that additional ideas for funding other capital projects not be excluded from the discussion, specifically transit facilities and light rail. Ms. Yazzie completed her presentation and deferred to Chair Colbath who thanked Ms. Yazzie and asked if there were any questions or comments.

Chair Colbath asked a clarifying question regarding the inclusion of the Glendale Transit Facility that was due for reprogramming for 2012-2013 within this item. Ms. Yazzie responded that it did not due to the fact that the Glendale Transit Facility was included within agenda item #7 and that it would be approved through the passage of agenda item #7. Ms. Yazzie reiterated the recommendation that she will prepare a holistic report detailing projects in FY 2012, 2013,

2014 and 2015 plus a mini update and modifications to that report along with a summary of its effect on remaining funds for preventive maintenance. She added that she would return with that report at the next meeting in April. Ms. Yazzie also noted that the item was not on the agenda for action. Chair Colbath thanked Ms. Yazzie and asked if there were any questions or comments.

Mr. Mike James of Mesa thanked Ms. Yazzie for the report and said he looked forward to the revised version of the report with the consolidated tables for April's meeting. He noted that Mesa supported the PM funding methodology, but was also interested in some of the funds being allocated to transit studies. Ms. Yazzie offered a followup question to Mr. James and any of the other members who may want to look at funding other transit studies. She advised that from this point forward, the members needed to be very specific about the Alternative Analysis (AA) study projects that they would be requesting, along with a description of what the study perimeters are and what the cost figure being requested, so that the revised holistic summary of projects may be completed with the most accurate and complete information.

Mr. James replied that the cities interested in looking at new studies would need to sit down and discuss the types of studies and their costs, and then get back to MAG within a couple of weeks with the information. Ms. Yazzie responded that it would be beneficial for the Transit Committee members who are not members of Valley Metro Rail if Mr. James could elaborate the specific types of AA projects that the METRO members were considering, the timing of the project openings and the amount of funds required in the request. Mr. James replied that they would need to discuss that further as he noted that he did not have those answers at the current time. Ms. Yazzie then asked Mr. Wulf Grote if he had any further information for the benefit of the members. Mr. Grote responded that there were a number of projects being requested for Alternatives Analysis within the upcoming year. He added that some of the projects were programmed in the long range program and then there were a few that were new interests. Mr. Grote noted that he did not have all of the facts and figures with him at present, but recalled a variety of proposed AA studies: the Phoenix-West Corridor was in the AA program; there was also programmed funding for the Glendale AA; there was a request for continuing work on the South Central Corridor which was ongoing; there was interest in doing environmental work for the Gilbert Road extension of the Central East light rail Corridor; there was also interest by Tempe and Mesa on the proposed Rio Salado Parkway Streetcar extension AA between Wrigleyville (Mesa) and Downtown Tempe.

Ms. Yazzie inquired with a few additional questions and comments. She asked if Mr. Grote could approximate the funds related to those five AA corridors. He replied that he would have to research the request and get back to the Committee with the information. He offered that he did have the estimates, but that they were not presently with him. Ms. Yazzie noted that she had previously reviewed the cost information in one of METRO's publications and Mr. Grote responded that it was included in one of their pamphlets. She asked if anyone currently had that pamphlet available and Mr. Jordan presented a copy of the small pamphlet for her to review. She explained that the total amount requested from METRO for the corridor Alternatives Analysis studies was \$11 million, which would drop the available funds for Preventive Maintenance from \$25 million down to \$14 million if the region selected in moving forward with that scenario.

Ms. Yazzie also mentioned that MAG staff had followed up with the FTA representative about using CMAQ funds or 5307 funds for Alternatives Analysis. The FTA was very concerned with this because Congestion Mitigation Air Quality funds must be linked with a construction project, but none of these projects were prepared for construction at current time. She further noted the FTA's concern and discomfort with spending CMAQ or 4307 funds for two projects not currently listed within the region's RTP or TIP, namely the Gilbert Road Extension or the Rio Salado Parkway Streetcar. The FTA responded to MAG staff with probing questions of why the region would engage in studying projects not in any long range transportation plans, and they also took issue with the presumed distant opening service dates of some of the corridors, especially in light of the region's transit service reductions, deficit and potential fare increases.

She explained that the FTA made it very clear that if the region moved forward with issuing funds for some of these studies, that the FTA would request a one-on-one conversation with the region's operators who would sponsor these studies. The FTA would be checking to ensure that if CMAQ funds were used for AA's, that the issuing agency must show that they had 50% of the project's projected capital cost already identified and budgeted for construction. Ms. Yazzie noted that while this was the region's decision to make in regards to how to allocate this \$25 million, the FTA heeded sound advice on how to proceed in a prudent manner in light of the region's budget challenges.

Mr. Neal Young of Phoenix recommended that due of the reduction of services both locally and regionally, he noted that his office was receiving many political and public comments regarding the diminishing services for bus passengers' needs, and that some of these requests for further studies were counterproductive when the needs of the passengers of today should be addressed first. Mr. Young stated that the supported moving forward with option one or two and that he felt that spending time and resources talking about AA's for projects far in the future was not prudent especially when there are serious problems to address in the Preventive Maintenance of the fleets. He advised that we should stay focused on the basics and what the region needs in the near term and move forward quickly by making a decision within the next month.

Mr. Jordan said that he appreciated everyone's comments, but noted that despite the current economic climate, the region still needed to plan for the future. Discussion followed. Ms. Madeline Clemann responded that even though Scottsdale has no light rail mileage and indirectly benefits from the rail system via its connections in Tempe, the city was concerned with potentially losing much needed PM funds and bus service at the expense of funding rail studies that are not even included in any long range transit plan. Discussion followed.

Mr. Young commented that no one believes that we should stop planning for the future. However, he noted that the moneys that were available for today's operations and PM needs, might be siphoned off for studies for rail projects that were 12-14 years into the future. He added that for every federal dollar received today for operations or PM would in turn reduce costs for everyone, therefore the saved dollars that were supplanted by federal allocations could then be used for the Alternatives Analysis that some agencies are requesting. He added that this would allow those interested agencies to then spend their own local funds on AA's without having to involve the funding of the entire region. Discussion followed.

Mr. Grote offered a clarification on the \$11 million provided by Eileen in regards to the AA project listing for METRO. He added that the funds were for a three-year duration, not a one year period. He noted that there was a new potential grant opportunity coming this Spring, the Annual Alternatives Analysis program from the FTA, which METRO was planning to apply for which may take some burden off of the issue before the committee. He also offered that METRO values the need to keep bus service operating for the benefit of the region and for linking passengers to the rail system. He said that METRO realizes the importance of PM, but that how to balance PM's needs with the remaining needs of future study-work was something that deserved continued discussion.

Mr. Jordan added that he believes he was one of the biggest and most consistent champions of PM, but noted caution in how to respond to large spikes in PM funding. He advocated that the region should be prioritizing a significant and stable annual funding stream for PM so that they may be relied upon moving forward. He said that this would assist in weathering the storm during down economies. Discussion followed.

Mr. Cook thanked all of the comments from the members. He agreed with analyzing all options and the importance of future planning, but he said that the realities were people are coming to public meetings pleading for continued bus service because their jobs were at stake. He said that weighed in a balanced approach against this reality, planning simply becomes less important for the greater good of providing much needed transit service. Ms. Yazzie summarized that it appeared the most crucial issue facing the members for this agenda item was should we carve out a portion of the funds for Alternatives Analysis. She said that in order to move forward, the members should provide some advice and estimates on how much should be set aside for a potential Scenario 4; providing funds for AA's. She invited input from the committee. Discussion followed.

Mr. Young mentioned that the vehicle revenue miles option for Scenario 3 was not what the committee or the elected officials in the region had previously agreed to in 2011, so he advised that the committee stick with the agreed upon methodology. Discussion followed. Mr. Grote added a side comment, noting that the Central Phoenix East Valley Light Rail Project took a total of 12 years from origin to opening day, so the expectation that future studies looking out over a decade was pretty standard for processes within the industry.

Chair Colbath thanked the committee for their discussion and asked if there were any further questions or comments. Ms. Yazzie then asked City of Mesa staff and METRO staff to provide a budgetary number to the committee so that it could be included within the scenario, which she noted would greatly assist in preparing the document. Chair Colbath inquired as to when Ms. Yazzie would need the information, and Ms. Yazzie responded that immediately during the day's meeting would be the most beneficial. She also emphasized that these were MAG region funds and that the MAG Transit Committee needed to make a decision for the Region. She added that if there was a meeting over at METRO, then it would not be inclusive of all of the region's members who sit on the Transit Committee. She reiterated why the Transit Committee was formed in 2009, was to ensure that decisions were made at MAG with full transparency in order to avoid side-conversations and deals amongst a few that would have overall implications for the entire region. She added that if anyone was uncomfortable with suggesting budget items during the meeting, that they may return with that information at the next meeting in April. Discussion followed.

Ms. Yazzie summarized the analysis that needed to be performed by the next meeting. The first was looking at the amount of funds requested for Alternatives Analysis with the information then reviewed by the Transit Operators Working Group or METRO's team. A summary of all of the scenarios would also be presented. Mr. Cook also added that at the previous Transit Operators Working Group meeting, there was discussion of how many in the region thought that we may be unable to spend all of the PM dollars and that it was sensible to allocate it for other uses. Discussion followed.

Ms. Yazzie offered a revised summary of the last three agenda items as they were all inter-related and the work that needed to be done before the April meeting. A holistic report would be prepared detailing projects in FY 2012, 2013, 2014 and 2015 plus a mini update and modifications to that report along with a summary of its effect on remaining funds for preventive maintenance and close-out. She said that she would also prepare an alternative scenario for inclusion of funds for Alternative Analysis utilizing the budget numbers provided by cities and agencies requesting the AA's. Ms. Clemann, Mr. Cook and Ms. Ketcherside all reiterated that the vehicle revenue miles option for Scenario 3 was not what the committee or the elected officials in the region had previously agreed to in 2011. They concurred that the committee adhere with the agreed upon methodology that had been previously agreed upon. Discussion followed.

Ms. Yazzie added that decisions regarding these items needed to be finalized by the May 10<sup>th</sup> Transit Committee in order to meet the deadlines. Chair Colbath thanked Ms. Yazzie 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.

10. 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. Hearing no further comments, she proceeded to the next item on the agenda.

11. 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, April 12, 2012, at 10:00 a.m. in the MAG Office, Saguaro Room. There being no further business, Chair Colbath adjourned the meeting at 11:40 a.m.

# **ATTACHMENT #1**

**Agenda Item 5**

April 4, 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 the attached 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, Scenario #3 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 (NDT) 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.

Please see the attachments for the four scenarios per year, and amounts of funds for distribution in FY2010 and FY2011. There is \$2,287,742 available in 2010 5309-FGM funds, which used data from the National Transit Database (NTD) in FY2008. Since METRO light rail was not in operations at that time, information was pulled from FY2009 for the scenarios related to distributing FY2010 funds. There is \$778,505 available in 2011 5309-FGM funds, which used data from NTD in FY2009.

## **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	Year of Funding	Last Date to Obligate Funds	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
<b>Current Pre Design &amp; Design Listing</b>													
Glendale	2011	2009	9/31/2012	GLN09-816	Bell/L101	Pre-design regional park-and-ride - CMAQ-Flex funds from FY2009	-----	CMAQ	162,836	0	0	162,836	
Glendale	2011	2009	9/31/2012	GLN09-817	Bell/L101	Pre-design regional park-and-ride - CMAQ-Flex funds from FY2009	-----	CMAQ	473,060	0	0	473,060	
Glendale	2011	2010	9/31/2013	GLN10-804T	Bell/L101	Pre-design regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	11.31.04	5309-FGM	219,720	54,930	0	274,650	
Glendale	2011	2010	9/31/2013	GLN11-808T	Bell/L101	Design regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	11.31.04	5309-FGM	620,646	155,162	0	775,808	
<b>No Proposed Changes to Pre-Design or Design Work Phases</b>													

Agency	Year in TIP	Year of Funding	Last Date to Obligate Funds	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
<b>Current ROW Listing</b>													
Agency	Year in TIP	Year of Funding	Last Date to Obligate Funds	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
Glendale	2011	2010	9/31/2013	GLN11-809TA	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101) - FY2010 5309-FGM Funds	11.32.04	5309-FGM	2,287,742	571,935	0	2,859,677	
Glendale	2011	2010	9/31/2013	GLN11-809TC	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101) - FY 2010 STP Flex Funds	11.32.04	STP-Flex	448,323	37,792	0	486,115	
Glendale	2011	2011	9/31/2014	GLN11-809TB	Bell/L101	Aquire right of way regional park-and-ride (Bell/L101)	----	5309-FGM	778,505	194,626	0	973,131	
<b>Proposed Changes to ROW</b>													
Glendale	2012	2012	9/31/2015	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
<b>Reprogramming Freed up Funds from Proposed Changes to ROW</b>													
Phoenix, Valley Metro/RPTA, and METRO Rail	2011	2010	9/31/2013		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	2010	9/31/2013		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	2011	9/31/2014		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>The Proposed Changes to ROW would free up \$2,719,740 5309-FGM Funds from 2010 that would need to be reprogrammed to Phx, RPTA, and METRO. Free up \$778,505 5309-FGM Funds from 2011 that would need to be reprogrammed to Phx, RPTA, and METRO. And Free up \$448,323 from STP-Flex from 2010 to be reprogrammed to all opertors.</b>													

Agency	Year in TIP	Year of Funding	Last Date to Obligate Funds	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
<b>Current Construction Listing</b>													
Glendale	2012	2011	9/31/2014	GLN12-812TA	Bell/L101	Construct regional park-and-ride (Bell/L101) - FY2011 5307 Funds	11.33.04	5307	174,425	43,606	0	218,031	
Glendale	2012	2011	9/31/2014	GLN12-812TB	Bell/L101	Construct regional park-and-ride (Bell/L101) - FY2011 Funds	11.33.04	5307, 5309-FGM, STP-AZ-Flex	2,193,048	231,901	0	2,424,949	\$1,668,972 - STP-Flex, \$320,818 - 5309-FGM, \$203,258 - 5307
Glendale	2012	2011	9/31/2014	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	2012	9/31/2015	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	
Glendale	2013	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	
<b>Proposed Changes to Construction</b>													
Glendale	2013			<del>GLN13-199T</del>	<del>Bell/L101</del>	<del>Construct regional park-and-ride (Bell/L101)</del>	<del>11.33.01</del>	<del>PTF</del>	<del>0</del>	<del>249,501</del>	<del>9,994,849</del>	<del>10,244,350</del>	Delete Project
Glendale	2012	2011	9/31/2015	<del>GLN12-812TC</del>	<del>Bell/L101</del>	<del>Construct regional park-and-ride (Bell/L101)</del>	<del>11.33.01</del>	<del>STP-Flex</del>	<del>1,460,900</del>	<del>88,305</del>	<del>0</del>	<del>1,549,205</del>	Delete: Funds are already in GLN12-812TB
Glendale	2012	2013	9/31/2015	<del>GLN12-812TD</del>	<del>Bell/L101</del>	<del>Construct regional park-and-ride (Bell/L101)</del>	<del>11.33.01</del>	<del>5307</del>	<del>4,415,105</del>	<del>1,103,776</del>	<del>0</del>	<del>5,518,881</del>	from 5309-FGM to 5307, and combine with GLN12-8012TA, TB. New Project is: GLN12-812T.
Glendale	2013	2013		<del>GLN13-199T</del>	<del>Bell/L101</del>	<del>Construct regional park-and-ride (Bell/L101)</del>	<del>11.33.01</del>	<del>PTF</del>	<del>0</del>	<del>249,501</del>	<del>9,994,849</del>	<del>10,244,350</del>	Delete Project
Glendale	2013	2013	9/31/2015	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.

Agency	Year in TIP	Year of Funding	Last Date to Obligate Funds	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Notes
<b>Reprogramming Freed up Funds from Proposed Changes to Construction</b>													
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2013	2013	9/31/2015		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
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2012	2011	9/31/2014		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.
Phoenix, Valley Metro/RPTA, and METRO Rail	2012	2011	9/31/2014		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.
Glendale, Peoria, Phoenix, Scottsdale, Valley Metro/RPTA, Surprise, Tempe, and METRO Rail	2012	2011	9/31/2014		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.
<p><b>The Proposed Changes to Construction would free up \$377,683 5307 Funds from 2011 that would need to be reprogrammed to to all opertors. Free up \$320,818 5309-FGM Funds from 2011 that would need to be reprogrammed to Phx, RPTA, and METRO. And Free up \$1,663,972 from STP-Flex from 2011 to be reprogrammed to all opertors.</b></p>													
<p><b>The Proposed Changes to Construction would decrease the 5307 funds to preventive maintenance in 2013 by \$6,782,578.</b></p>													

**FY2010 Available Funds**

**Unprogrammed FY2010 5309 FGM** **\$ 2,287,742**

**Scenario 1 - BUS ONLY (on segments in operation 7 or more years)**

<b>NTD FY2008</b>	<b>Fixed Guideway Vehicle Revenue Miles*</b>	
City of Phoenix	288,168	
RPTA	156,890	
TOTAL	445,058	
<b>NTD FY2008</b>	<b>Fixed Guideway Vehicle Revenue Mile Distribution Percentages</b>	<b>Funds</b>
City of Phoenix	64.75%	\$ 1,481,277
RPTA	35.25%	\$ 806,465
TOTAL	100%	Total \$ 2,287,742

\*Fixed Guideway Vehicle Revenue Miles on segments in operation 7 or more years

**Scenario 2 - BUS and METRO (all segment totals with METRO's half year of operation)**

<b>NTD FY2008</b>	<b>Fixed Guideway Vehicle Revenue Miles*</b>	
City of Phoenix	368,017	
RPTA	253,379	
METRO**	1,362,250	
TOTAL	1,983,646	
<b>NTD FY2008</b>	<b>Fixed Guideway Vehicle Revenue Mile Distribution Percentages</b>	<b>Funds</b>
City of Phoenix	18.55%	\$ 424,435
RPTA	12.77%	\$ 292,222
METRO	68.67%	\$ 1,571,085
TOTAL	100%	Total \$ 2,287,742

\*Fixed Guideway Vehicle Revenue Miles on all reported segments  
 \*\*METRO Six months of operations (FY2009, December 2008-June 2009)

**Scenario 3 - BUS and METRO (all segment totals and METRO project for an entire year)**

<b>NTD FY2008</b>		
	<b>Fixed Guideway Vehicle Revenue Miles*</b>	
City of Phoenix	368,017	
RPTA	253,379	
METRO**	2,724,500	
TOTAL	3,345,896	
<b>NTD FY2008</b>		
	<b>Fixed Guideway Vehicle Revenue Mile Distribution Percentages</b>	<b>Funds</b>
City of Phoenix	11.00%	\$ 251,630
RPTA	7.57%	\$ 173,247
METRO	81.43%	\$ 1,862,865
TOTAL	100%	Total \$ 2,287,742

\*Fixed Guideway Vehicle Revenue Miles on all reported segments  
 \*\*METRO Projected for one year of operation (FY2009, December 2008-June 2009)

**Scenario 4 - METRO ONLY**

	<b>Distribution Percentage</b>	<b>Funds</b>
METRO	100.00%	\$ 2,287,742
TOTAL	100%	



**Scenario 3 - BUS and METRO (all segment totals and METRO project for an entire year)**

<b>NTD FY2009</b>		
	<b>Fixed Guideway Vehicle Revenue Miles*</b>	
City of Phoenix	392,975	
RPTA	292,156	
METRO**	2,724,500	
TOTAL	3,409,631	
<b>NTD FY2009</b>		
	<b>Fixed Guideway Vehicle Revenue Mile Distribution Percentages</b>	<b>Funds</b>
City of Phoenix	11.53%	\$ 89,726
RPTA	8.57%	\$ 66,707
METRO	79.91%	\$ 622,072
TOTAL	100%	Total \$ 778,505

\*Fixed Guideway Vehicle Revenue Miles on all reported segments  
 \*\*METRO Projected for one year of operation (FY2009, December 2008-June 2009)

**Scenario 4 - METRO ONLY**

	<b>Distribution Percentage</b>	<b>Funds</b>
METRO	100.00%	\$ 778,505
TOTAL	100%	

# **ATTACHMENT #2**

**Agenda Item 6**

TO: Members of the MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Planning Project Manager

DATE: April 5, 2012

SUBJECT: DRAFT 2012 TRANSIT PROGRAM OF PROJECTS AND 2013-2015 PROJECT STATUS

In February 2012, member agencies were initially asked to update the status of their transit projects for 2012 in order to develop the DRAFT 2012 Transit Program of Projects. This information was presented at the March Transit Committee. At the March Transit Committee, a member agency requested that a review was made on all 2012-2015 transit projects in the TIP to get a better gauge on funds available to program for preventive maintenance.

In this second review, the project status concluded that there are no major bus purchases needed in 2012 and that \$43 million of 5307 is proposed to be distributed to operators for preventive maintenance. This is noted in the 2012 Draft Program of projects. Please see the attached tables.

Additionally, requests were made to 2013-2015 projects, which are also in the attached tables. These changes incrementally affect the amount of funds for preventive maintenance. Please see the final table that outlines the estimated preventive maintenance amounts. These are not final and the highlighted TIP items are still pending project status updates.

If there are any questions regarding this item, please contact Eileen Yazzie at [eyazzie@amag.gov](mailto:eyazzie@amag.gov) or 602-254-6300.

**DRAFT 2012 TRANSIT PROGRAM OF PROJECTS**

Line items highlighted have yet to be updated

5307												
Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Glendale	2012	GLN11-001T	Regionwide	Purchase bus: < 30 foot - 2	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	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	418,770	0		418,770	No Change	
Peoria	2012	PEO12-807T	Peoria: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	128,223	0		128,223	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%)	11.92.02	5307	531,000	0	132,750	663,750	No change	
Phoenix	2012	PHX12-102T	Regionwide	Support Services for Grant	11.72.03	5307	40,000	0	10,000	50,000	No change	
Phoenix	2012	PHX12-825T	Regionwide	Preventive Maintenance	11.7A.00	5307	24,706,389	0	2,038,550	26,744,939	No change	
Scottsdale	2012	SCT12-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	5307	289,121	0		289,121	No Change	
Surprise	2012	SUR12-802T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	55,369	0		55,369	No Change	
Surprise	2012	SUR12-803T	Regionwide	Purchase bus: < 30 foot - 2	11.12.04	5307	144,715	36,197	0	180,912	No Change	
Tempe	2012	TMP12-807T	Tempe: Fixed Route	Preventive Maintenance	11.7A.00	5307	5,583,212	0	298,692	5,881,904	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	4,061,283	0	195,723	4,257,006	No Change	
Valley Metro/RPT A	2012	VMT12-813T	Regionwide: Fixed Route	Preventive Maintenance	11.7A.00	5307	7,721,919	0	480,747	8,202,666	No Change	
							<b>TOTA</b>	<b>53,100,001</b>	<b>2,391,197</b>	<b>3,156,462</b>	<b>58,647,660</b>	
							Est. APPORTIONME	\$ 53,100,000				
							DIFFERENCE	\$ (1)				

Deleted Projects											
Agency	Year	TIPIDN	Location	Work	ALI	Type of Funding	Federal	Regional	Local	Total	Note
Phoenix Valley Metro/RPT A	2012	PHX12-833TA	Regionwide	Purchase bus: standard 40 foot -	11.12.01	5307	15,956,857	3,989,214	0	19,946,071	Delete
Valley Metro/RPT A	2012	VMT12-101T	Regionwide	Purchase bus: standard 40 foot - 26 replace	11.12.01	5307	11,294,584	2,823,646	0	14,118,230	Delete
Valley Metro/RPT A	2012	VMT12-816T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-	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

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	
							TOTA	1,146,384	0	1,146,384	2,292,768	
							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 -	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	-----	5309-Disc.	2,592,777	-2,592,777	0	0	No Change	
							TOTA	9,592,777	1,133,077	0	10,725,854	

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	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-	11.33.01	5309-FGM	4,415,105	1,103,776	0	5,518,881	Defer to 2013	
							<b>TOTA</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 -	13.71.01	CMA Q-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	13.71.02	CMA Q-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	CMA Q-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	13.75.95	CMA Q-Flex	\$ 2,437,500			\$ 2,437,500	Federal funds increase to total costs through MAG Tier 3 - Closeout Process	
							<b>TOTA</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 Valley Metro/RPT A	2012	PHX12-833TB	Regionwide	Purchase bus: standard 40 foot -	11.12.01	STP-Flex	1,525,066	92,183	0	1,617,249	No change	
	2012	VMT12-820T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,534,012	0	0	1,534,012	No Change	
							<b>TOTA</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				

## 5307

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Avondale	2013	AVN13-905	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	5307	149,058	37,264	0	186,322	No Change
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	2013	GLN13-901T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	11.12.40	5307	104,255	0	35,940	179,700	No Change
Glendale	2013	GLN12-814T	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	11.12.04	5307	389,376	97,344		486,720	Increase funding amount by \$21,040
Glendale	2013	GLN12-815T	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	5307	95,101	23,775		118,876	Increase funding amount by \$25,840
Mesa	2013	MES09-804T	Main St/Mesa Dr	Acquire right of way for regional bus connection facilities for the downtown light rail stations at Center, Country Club, Mesa Dr. and others.	11.32.01	5307	999,890	249,972	0	1,249,862	Advance from 2014 to 2013, and change location from 6 bay transit center to multiple bus connection facilities along new light rail line
Peoria	2013	PEO13-901T	Peoria: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	33,547	0	11,312	56,559	No Change
Phoenix	2013	PHX13-104T	Central Avenue	Purchase bus: articulated - 3 expand (Central Ave Express)	11.13.06	5307	1,927,965	394,884	0	2,322,849	No Change
Phoenix	2013	PHX13-105T	Central Avenue	Purchase bus: standard - 3 expand (Central Ave Express)	11.13.01	5307	1,390,179	1,674,915	0	3,065,094	No Change
Phoenix	2013	PHX13-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	552,000	0	138,000	690,000	No Change
Phoenix	2013	PHX13-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000	No Change
Phoenix	2013	PHX13-107T	Regionwide	Purchase bus: standard 40 foot - 12 replace	11.12.01	5307	5,696,278	0	1,424,070	7,120,348	No Change
Phoenix	2013	PHX13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,401,177	0	1,973,079	9,865,393	No Change
Phoenix	2013	PHX13-902T	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	11.12.04	5307	1,980,000	495,000	0	2,475,000	Change from 35 to 25
Phoenix	2013	PHX13-903T	Regionwide	Purchase bus: standard 40 foot - 40 replace	11.12.01	5307	18,434,499	3,775,741	0	22,210,240	No Change
Scottsdale	2013	SCT13-901T	Regionwide	Purchase bus: standard 40 foot - 7 replace	11.12.01	5307	3,226,037	660,765	0	3,886,802	No Change
Scottsdale	2013	SCT13-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	5307	36,045	0	15,774	78,868	No Change
Surprise	2013	SUR13-902T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	5307	153,530	38,382	0	191,912	Advance from 2014 to 2013
Surprise	2013	SUR13-901T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	9,231	0	3,701	18,506	No Change

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Tempe	2013	TMP13-901T	Tempe: Fixed Route	Preventive Maintenance	11.7A.00	5307	773,859	0	358,835	1,794,173		
Valley Metro Rail	2013	VMR13-105T	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	11.7A.00	5307	506,331	0	248,685	1,243,423	No Change	
Valley Metro/RPTA	2013	VMT10-663T	Regionwide	Purchase bus: standard - 2 expand (Baseline)	11.13.01	5307	926,786	189,824	0	1,116,610		
Valley Metro/RPTA	2013	VMT13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	223,586	55,897	0	279,483		
Valley Metro/RPTA	2013	VMT13-904T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	11.12.04	5307	968,874	242,219	0	1,211,093		
Valley Metro/RPTA	2013	VMT13-906TA	Regionwide	Purchase bus: standard - 7 replace	11.12.01	5307	3,126,508	781,627	0	3,908,135		
Valley Metro/RPTA	2013	VMT13-902T	Regionwide: Fixed Route	Preventive Maintenance	11.7A.00	5307	1,273,309	0	528,253	2,641,266		
							Total	55,199,999	10,413,254	4,747,649	74,925,457	
							Est. Apportionment	55,200,000				
							Difference				1	

**5309-FGM**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Mesa	2013	MES08-803T	Main St/Mesa Dr	Acquire right of way for regional bus connection facilities for the downtown light rail stations at Center, Country Club, Mesa Dr. and others.	11.31.01	5309-FGM	62,630	15,658	0	78,288	Change location from 6 bay transit center to multiple bus connection facilities along new light rail line	
Mesa	2013	MES09-804T	Main St/Mesa Dr	Acquire right of way for regional bus connection facilities for the downtown light rail stations at Center, Country Club, Mesa Dr. and others.	11.32.01	5309-FGM	999,890	249,972	0	1,249,862	Advance from 2014 to 2013, and change location from 6 bay transit center to multiple bus connection facilities along new light rail line	
Mesa	2013	MES09-805T	Main St/Mesa Dr	Design regional bus connection facilities for the downtown light rail stations at Center, Country Club, Mesa Dr. and others.	11.31.01	5309-FGM	161,273	40,318	0	201,591	Advance from 2014 to 2013, and change location from 6 bay transit center to multiple bus connection facilities along new light rail line	
Valley Metro/RPTA	2013	VMT12-821T	Regionwide	Purchase bus: articulated - 3 expand (Scottsdale/Rural BRT)	11.13.06	5309-FGM	2,739,000	561,000	0	3,300,000		
							Total	3,962,793	866,948	0	4,829,741	
							Est. Apportionment	\$ 4,000,000				
							Difference				37,207	

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
<b>DELETED PROJECTS</b>											
Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
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
Phoenix	2013	PHX13-103T	Regionwide	Purchase bus: standard - 6 expand (McDowell, McKellips)	11.13.01	5307	2,780,359	569,471	0	3,349,830	Delete
Phoenix	2013	PHX13-106T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5309-FGM	950,139	0	237,535	1,187,674	Delete

**5309-Discretionary**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2013	VMR12-841T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	5309	4,400,000	4,400,000	0	8,800,000	
Valley Metro Rail	2013	VMR12-842T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right of Way Acquisition	13.75.91	5309	2,250,000	2,250,000	0	4,500,000	
Valley Metro Rail	2013	VMR12-918T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights)	13.75.95	5309	1,557,223	1,557,223	0	3,114,446	
Valley Metro Rail	2013	VMR13-936T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	20,000,000	8,175,000	0	28,175,000	
Valley Metro Rail	2013	VMR12-914T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	13.75.91	5309	5,000,000	1,000,000	0	6,000,000	
Valley Metro Rail	2013	VMR13-933T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	8,500,000	4,600,000	0	13,100,000	

**5307-AVN-UZA**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Avondale	2013	AVN13-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN-UZA	1,197,971	0	1,197,971	2,395,942	No Change

**CMAQ-Flex**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
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Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2013	VMR13-925T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	3,220,000	805,000	0	4,025,000	
Valley Metro Rail	2013	VMR13-939T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right-of-Way Acquisition	13.75.91	CMAQ-Flex	720,000	180,000	0	900,000	
Valley Metro Rail	2013	VMR13-941T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights)	13.75.95	CMAQ-Flex	3,360,000	840,000	0	4,200,000	
Valley Metro Rail	2013	VMR13-104T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	360,000	90,000	0	450,000	
Valley Metro Rail	2013	VMR13-934T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	13.75.91	CMAQ-Flex	6,640,000	1,660,000	0	8,300,000	
Valley Metro Rail	2013	VMR13-937T	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	2,400,000	600,000	0	3,000,000	

### STP-Flex

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro/RPTA	2013	VMT13-905T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,612,395	0	0	1,612,395	
Valley Metro/RPTA	2013	VMT13-906TB	Regionwide	Purchase bus: standard - 1 replace	11.12.01	STP-Flex	526,482	31,823	0	558,305	
Valley Metro/RPTA	2013	VMT13-907T	Regionwide	Purchase vanpools: 25 expand	11.13.15	STP-Flex	895,775	0	0	895,775	

### Local and Regional Projects

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2013	VMR13-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	19th Avenue Roadway Improvements	13.23.01	Local	0	0	27,682,000	27,682,000	Increase total costs from \$21 million to \$27.682 million.
Valley Metro/RPTA	2013	VMT13-102T	Regionwide	Design/construct regional dial-a-ride call center	11.43.01	Local	0	0	1,700,000	1,700,000	
Valley Metro/RPTA	2013	VMT13-103T	Regionwide	Fleet maintenance software	11.42.08	Local	0	0	800,000	800,000	
Valley Metro Rail	2013	VMR13-102T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	7,500,000	0	7,500,000	

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2013	VMR13-940T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	4,204,625	0	4,204,625	
Valley Metro Rail	2013	VMR13-935T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	4,700,000	0	4,700,000	
Valley Metro Rail	2013	VMR13-101T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	-----	PTF	0	10,000,000	-10,000,000	0	

2014

Highlighted projects are pending updates

5307

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Glendale	2014	GLN14-101T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	11.7A.00	5307	135,139	0	31,599	157,994	No Change
Glendale	2014	GLN14-102T	Regionwide	Purchase bus: < 30 foot - 1 expand (dial-a-ride)	11.13.04	5307	76,765	19,191	0	95,956	Delete
Peoria	2014	PEO14-101T	Peoria: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	41,469	0	9,706	48,529	No Change
Peoria	2014	PEO11-805T	Regionwide	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	11.12.04	5307	460,586	115,147	0	575,733	No Change
Phoenix	2014	PHX14-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	574,000	0	143,500	717,500	No Change
Phoenix	2014	PHX14-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000	No Change
Phoenix	2014	PHX14-103T	Regionwide	Preventive Maintenance	11.7A.00	5307	7,930,959	0	1,843,633	9,218,165	No Change
Phoenix	2014	PHX14-104T	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	11.12.04	5307	2,060,000	515,000	0	2,575,000	Change from 35 to 25
Phoenix	2014	PHX14-105T	Regionwide	Purchase bus: standard 40 foot - 8 replace	11.12.01	5307	3,797,518	949,380	0	4,746,898	No Change
Phoenix	2014	PHX14-106T	Regionwide	Purchase bus: Articulated - 20 replace	11.12.01	5307	13,635,854	2,792,886	0	16,428,740	No Change
Scottsdale	2014	SCT14-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	5307	91,292	0	18,506	92,530	No Change
Surprise	2014	SUR14-101T	Surprise: Citywide Paratransit	Preventive Maintenance	11.7A.00	5307	17,614	0	3,870	19,349	No Change
Tempe	2014	TMP14-101T	Tempe: Fixed Route	Preventive Maintenance	11.7A.00	5307	1,767,287	0	405,200	2,025,998	
Valley Metro Rail	2014	VMR14-110T	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	11.7A.00	5307	1,282,379	0	291,762	1,458,809	No Change
Valley Metro/RPT A	2014	VMT11-812TA	Regionwide	Purchase bus: standard - 5 expand (University)	11.13.01	5307	2,386,474	488,796	0	2,875,270	
Valley Metro/RPT A	2014	VMT14-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	230,294	57,574	0	287,868	
Valley Metro/RPT A	2014	VMT14-103T	Regionwide	Purchase bus: < 30 foot - 14 replace (dial-a-ride)	11.12.04	5307	1,074,707	268,677	0	1,343,384	
Valley Metro/RPT A	2014	VMT14-104T	Regionwide	Purchase bus: standard 40 foot - 4 replace (Tempe)	11.12.01	5307	1,843,450	377,574	0	2,221,024	

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Valley Metro/RPT A	2014	VMT14-105T	Regionwide	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT)	11.13.01	5307	1,556,384	318,778	0	1,875,162		
Valley Metro/RPT A	2014	VMT14-106T	Regionwide	Purchase vanpools: 25 expand	11.13.15	5307	760,160	190,040	0	950,200		
Valley Metro/RPT A	2014	VMT14-101T	Regionwide: Fixed Route	Preventive Maintenance	11.7A.00	5307	2,455,613	0	556,697	2,783,486		
Valley Metro/RPT A	2014	VMT13-913TA	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT	11.32.02	5307	15,182,058	4,351,939	0	19,533,997		
							Total	57,400,002	10,444,982	3,314,473	70,081,592	
							Apportionment	57,400,000				
							Difference				-2	

### 5309-Discretionary

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2014	VMR14-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	17,000,000	24,000,000	0	41,000,000	
Valley Metro Rail	2014	VMR14-109T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	6,100,000	0	24,100,000	

### 5307-AVN-UZA

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Avondale	2014	AVN14-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN-UZA	1,251,879	0	1,251,879	2,503,758	No Change

### 5309-FGM

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Mesa	2014	MES10-808T	Main St/Mesa Dr	Construct regional bus connection facilities for the downtown light rail stations at Center, Country Club, Mesa Dr. and others.	11.33.01	5309-FGM	1,793,995	448,499	0	2,242,494	Advance from 2015 to 2014, and change location from 6 bay transit center to multiple bus connection facilities along new light rail line	
							Total	1,793,995	448,499	0	2,242,494	
							Apportionment	\$ 4,500,000				
							Difference				2,706,005	

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
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**STP-Flex**

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro/RPT A	2014	VMT11-812TB	Regionwide	Purchase bus: standard - 3 expand (University)	11.13.01	STP-Flex	1,626,828	98,334	0	1,725,162	
Valley Metro/RPT A	2014	VMT14-107T	Regionwide	Purchase vanpools: 45 replace	11.12.15	STP-Flex	1,660,770	0	0	1,660,770	

**CMAQ-Flex**

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2014	VMR14-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	8,200,000	2,050,000	0	10,250,000	
Valley Metro Rail	2014	VMR14-108T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,750,000	937,500	0	4,687,500	

**Local and Regional Projects**

Agency	Year	TIIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2014	NEW	I-17 Corridor - Bethany Home Rd to Dunlap Rd	19th Avenue Roadway Improvements	13.23.01	Local			31,368,000	31368000	New Project
Valley Metro Rail	2014	VMR14-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	13.71.01	PTF	0	500,000	0	500,000	
Valley Metro Rail	2014	VMR14-107T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	1,200,000	0	1,200,000	

2015

Highlighted projects are pending updates

5307

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Glendale	2015	GLN15-101T	Glendale: Citywide Paratransit & GUS	Preventive Maintenance	----	5307	115,603	0	28,901	144,504	No Change
Glendale	2015	GLN13-902T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	197,976	49,494		247,470	Defer 1 year to 2015. Increase funding amount by \$55,558
Glendale	2015	GLN13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	11.12.04	5307	242,970	60,743		303,713	Defer 1 year to 2015. Increase funding amount by \$15,845
Glendale	2015	GLN15-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	----	5307	237,202	59,300	0	296,502	Delete
Peoria	2015	PEO15-101T	Peoria: Citywide Paratransit	Preventive Maintenance	----	5307	34,297	0	8,574	42,871	No Change
Peoria	2015	PEO15-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	----	5307	237,202	59,300	0	296,502	No Change
Phoenix	2015	PHX15-102T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	586,000	0	146,500	732,500	No Change
Phoenix	2015	PHX15-103T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000	No Change
Phoenix	2015	PHX15-104T	Regionwide	Preventive Maintenance	----	5307	7,295,117	0	1,823,779	9,118,896	No Change
Phoenix	2015	PHX15-105T	Regionwide	Purchase bus: < 30 foot - 25 replace (dial-a-ride)	----	5307	2,160,000	540,000	0	2,700,000	Change from 30 to 25
Phoenix	2015	PHX15-106T	Regionwide	Purchase bus: RAPID 45 foot - 30 replace	----	5307	21,067,392	4,315,008	0	25,382,400	No Change
Scottsdale	2015	SCT15-101T	Scottsdale: Fixed Route	Preventive Maintenance	11.7A.00	5307	91,139	0	22,785	113,924	No Change
Surprise	2015	SUR15-102T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	----	5307	158,134	39,534	0	197,668	No Change
Surprise	2015	SUR15-101T	Surprise: Citywide Paratransit	Preventive Maintenance	----	5307	17,269	0	4,317	21,586	No Change
Tempe	2015	TMP15-102T	Regionwide	Purchase bus: commuter 45 foot - 8 replace	----	5307	5,617,971	1,150,669	0	6,768,640	
Tempe	2015	TMP15-101T	Tempe: Fixed Route	Preventive Maintenance	----	5307	1,935,755	0	483,939	2,419,694	

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Valley Metro Rail	2015	VMR15-110T	Central Phoenix / East Valley (CP/EV) 20-mile light rail transit starter line	Preventive Maintenance	11.7A.00	5307	1,436,896	0	359,224	1,796,120	No Change	
Valley Metro/RPT A	2015	VMT15-103T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	----	5307	948,806	237,202	0	1,186,008		
Valley Metro/RPT A	2015	VMT15-104T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT dial-a-ride)	----	5307	237,202	59,300	0	296,502		
Valley Metro/RPT A	2015	VMT15-105T	Regionwide	Purchase bus: < 30 foot - 3 replace (rural)	----	5307	237,202	59,300	0	296,502		
Valley Metro/RPT A	2015	VMT15-102T	Regionwide: Fixed Route	Preventive Maintenance	----	5307	2,502,858	0	625,715	3,128,573		
Valley Metro/RPT A	2015	VMT13-913TB	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT	11.32.02	5307	2,225,696	556,424	0	2,782,120		
Valley Metro/RPT A	2015	VMT15-108T	Scottsdale Road/Rural Road corridor	Scottsdale Rural Road BRT (Phase II)	----	5307	11,206,242	11,206,242	0	22,412,484		
							Total	58,828,929	18,392,516	3,513,734	80,735,179	
							Est. Apportionment	58,600,000				
							Difference	-228,929				

**5309-Discretionary**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2015	VMR15-104T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension Construction	13.23.01	5309	13,400,000	3,150,000	0	16,550,000	
Valley Metro Rail	2015	VMR15-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	19,000,000	25,700,000	0	44,700,000	
Valley Metro Rail	2015	VMR15-109T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	7,100,000	0	25,100,000	

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
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**5307-AVN-UZA**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Avondale	2015	AVN15-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,301,955	0	1,251,879	2,553,834	No Change

**5309-FGM**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note	
Peoria	2015	PEO13-902T	Peoria	Pre-design regional transit center (4-bay) Peoria	11.31.02	5309-FGM	40,132	10,033	0	50,165	Move from 2013 to 2015	
							Total	40,132	10,033	0	50,165	
							Est. Apportionment	4,800,000				
							Difference	4,759,868				

**STP-Flex**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro/RPT A	2015	VMT15-106T	Regionwide	Purchase vanpools: 45 replace	----	STP-Flex	1,710,585	0	0	1,710,585	
Valley Metro/RPT A	2015	VMT15-107T	Regionwide	Purchase vanpools: 25 expand	----	STP-Flex	950,325	0	0	950,325	

**CMAQ-Flex**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2015	VMR15-105T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.01	CMAQ-Flex	5,000,000	1,250,000	0	6,250,000	
Valley Metro Rail	2015	VMR15-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	9,200,000	2,300,000	0	11,500,000	

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2015	VMR15-108T	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,000,000	750,000	0	3,750,000	
Valley Metro Rail	2015	VMR15-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	13.71.01	PTF	0	250,000	0	250,000	

**2016 and BEYOND**

Agency	Year	TIPIDN	Location	Work	ALI	Fund Type	Federal	Regional	Local	Total	Note
Valley Metro Rail	2016	VMR14-106T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.02	5309-Disc	3,125,000	9,875,000	0	13,000,000	Defer from 2014 to 2016 - Final Design
Valley Metro Rail	2016	VMR15-106T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.02	5309-Disc	3,850,000	13,600,000	0	17,450,000	Preliminary Engineering-Deferred from 2015 to 2016
Peoria	2016	PEO10-802T	Grand/Peoria	Pre-design regional park-and-ride (Grand/Peoria)	11.31.04		103,653	25,913	0	129,566	Move to from 2015 to 2016, Contruction FY2017/FY2018
Peoria	2016	PEO13-101T	Peoria	Design regional transit center (4-bay) Peoria	11.31.02		141,260	35,315	0	176,575	Move from 2013 to 2016, Increase total funds from \$156,575 to \$176,575
Peoria	2016	PEO13-102T	Peoria	Land regional transit center (4-bay) Peoria	11.32.02		626,301	156,575	0	782,876	Move from 2013 to 2016
Phoenix	2016	PHX13-909T	Laveen/59th Avenue	Pre-design regional park-and-ride (Laveen/59th Avenue)	11.31.04		122,129	22,242	0	144,371	Defer from 2013 to 2016 - change funds from 5309-FGM to 5307
Valley Metro Rail	2017	VMR13-930T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	5309-Disc	10,000,000	9,490,499	0	19,490,499	Defer from 2013 to 2017 - Final Design
Valley Metro Rail	2017	VMR14-105T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	5309-Disc	6,875,000	6,875,000	0	13,750,000	Defer from 2014 to 2017 - Final Design
Valley Metro Rail	2017	VMR15-107T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.75.91	5309-Disc	6,150,000	6,150,000	0	12,300,000	Defer from 2015 to 2017 - Final Design
Peoria	2017	PEO14-102T	Peoria	Construct regional transit center (4-bay) Peoria	11.31.02		1,282,184	320,546	0	1,602,730	Move from 2014 to 2017, Increase total funding from \$1,559,505 to \$1,602,730
Phoenix	2017	PHX14-107T	Laveen/59th Avenue	Design regional park-and-ride (Laveen/59th Avenue)	11.31.04		283,839	70,960	0	354,799	Defer from 2014 to 2017 - change funds from 5309-FGM to 5307
Phoenix	2017	PHX14-108T	Laveen/59th Avenue	Land regional park-and-ride (Laveen/59th Avenue)	11.32.04		1,612,725	403,181	0	2,015,906	Defer from 2014 to 2017 - change funds from 5309-FGM to 5307
Valley Metro Rail	2017	VMR14-104T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	CMAQ-Flex	5,000,000	1,250,000	0	6,250,000	Defer from 2014 to 2017 - Final Design
Phoenix	2018	PHX15-101T	59th Ave/Laveen	Construct regional park-and-ride (59th Ave/Laveen)	----		2,951,760	737,940	0	3,689,700	Defer from 2015 to 2018 - change funds from 5309-FGM to 5307

## Approved Preventive Maintenance Distribution Methodology

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

**Updated FY2012 Allocation Percentages**

Last Updated:  
4/5/2012

Agency	Actuals		Estimated		
	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	\$245,364	\$418,770	\$104,255	\$135,139	\$115,004
Peoria	\$92,038	\$128,223	\$33,547	\$41,469	\$34,177
Phoenix	\$11,298,006	\$24,706,389	\$5,401,177	\$7,930,959	\$7,262,499
RPTA	\$2,708,507	\$7,721,919	\$1,273,309	\$2,455,613	\$2,534,158
Scottsdale	\$97,504	\$289,121	\$36,045	\$91,292	\$102,292
Surprise	\$24,002	\$55,369	\$9,231	\$17,614	\$18,108
METRO	\$545,695	\$4,061,283	\$506,331	\$1,282,379	\$1,436,896
Tempe	\$1,831,900	\$5,583,212	\$773,859	\$1,767,287	\$1,925,802
<b>TOTAL</b>	<b>\$16,843,016</b>	<b>\$42,964,285</b>	<b>\$8,137,755</b>	<b>\$13,721,751</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%).

**FY2011 - Distribution Previously Recommended By Transit Committee**

December 2010, MAG Transit Committee recommended the below distribution methodology for 2011 PM Funds - non-precedent setting.

FY2011 TIP Amount		
Operating Agency	%	\$
City of Glendale	1.87%	\$ 122,508
Peoria Transit	0.63%	\$ 41,336
City of Phoenix	83.45%	\$ 5,463,344
RPTA	11.17%	\$ 731,118
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.08%	\$ 5,476
METRO	0.00%	\$ -
City of Tempe	2.80%	\$ 183,101
<b>TOTAL</b>	<b>100%</b>	<b>\$ 6,546,883</b>

Distribution Methodology - Using 2009 Published NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	94.70%	\$ 9,750,438
Rail	5.30%	\$ 545,695
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,296,133</b>
Vehicle Revenue Miles	Vehicle Revenue Miles %	\$
City of Glendale	1.26%	\$ 122,856
Peoria Transit	0.52%	\$ 50,702
City of Phoenix	59.84%	\$ 5,834,662
RPTA	20.28%	\$ 1,977,389
City of Scottsdale	1.00%	\$ 97,504
Surprise DAR	0.19%	\$ 18,526
City of Tempe	16.91%	\$ 1,648,799
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 9,750,438</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 245,364
Peoria Transit	\$ 92,038
City of Phoenix	\$ 11,298,006
RPTA	\$ 2,708,507
City of Scottsdale	\$ 97,504
Surprise DAR	\$ 24,002
METRO	\$ 545,695
City of Tempe	\$ 1,831,900
<b>TOTAL</b>	<b>\$ 16,843,016</b>

**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%	\$ 33,894,635
Rail	10.70%	\$ 4,061,283
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 37,955,918</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	\$
	%	\$
City of Glendale	0.96%	\$ 325,050
Peoria Transit	0.29%	\$ 96,600
City of Phoenix	60.56%	\$ 20,526,930
RPTA	21.13%	\$ 7,162,614
City of Scottsdale	0.85%	\$ 289,121
Surprise DAR	0.15%	\$ 51,181
City of Tempe	16.06%	\$ 5,443,139
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 33,894,635</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 418,770
Peoria Transit	\$ 128,223
City of Phoenix	\$ 24,706,389
RPTA	\$ 7,721,919
City of Scottsdale	\$ 289,121
Surprise DAR	\$ 55,369
METRO	\$ 4,061,283
City of Tempe	\$ 5,583,212
<b>TOTAL</b>	<b>\$ 42,964,285</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 - 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 Draft NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 4,225,732
Rail	10.70%	\$ 506,331
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 4,732,063</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 40,525
Peoria Transit	0.29%	\$ 12,043
City of Phoenix	60.56%	\$ 2,559,145
RPTA	21.13%	\$ 892,982
City of Scottsdale	0.85%	\$ 36,045
Surprise DAR	0.15%	\$ 6,381
City of Tempe	16.06%	\$ 678,610
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 4,225,732</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 104,255
Peoria Transit	\$ 33,547
City of Phoenix	\$ 5,401,177
RPTA	\$ 1,273,309
City of Scottsdale	\$ 36,045
Surprise DAR	\$ 9,231
METRO	\$ 506,331
City of Tempe	\$ 773,859
<b>TOTAL</b>	<b>\$ 8,137,755</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.

**FY2014 - PM Distribution Estimated\***

<b>FY2014 TIP Amount -75%</b>		
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>

<b>Distribution Methodology - Using 2010 Draft NTD Data</b>		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 10,702,470
Rail	10.70%	\$ 1,282,379
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 11,984,849</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 102,637
Peoria Transit	0.29%	\$ 30,502
City of Phoenix	60.56%	\$ 6,481,523
RPTA	21.13%	\$ 2,261,646
City of Scottsdale	0.85%	\$ 91,292
Surprise DAR	0.15%	\$ 16,161
City of Tempe	16.06%	\$ 1,718,710
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,702,470</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 135,139
Peoria Transit	\$ 41,469
City of Phoenix	\$ 7,930,959
RPTA	\$ 2,455,613
City of Scottsdale	\$ 91,292
Surprise DAR	\$ 17,614
METRO	\$ 1,282,379
City of Tempe	\$ 1,767,287
<b>TOTAL</b>	<b>\$ 13,721,751</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.

**FY2015 - PM Distribution Estimated\***

FY2015 TIP Amount -100%		
Operating Agency	%	\$
City of Glendale	0.00%	\$ -
Peoria Transit	0.00%	\$ -
City of Phoenix	0.00%	\$ -
RPTA	0.00%	\$ -
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.00%	\$ -
METRO	0.00%	\$ -
City of Tempe	0.00%	\$ -
<b>TOTAL</b>	<b>0%</b>	<b>\$ -</b>

Distribution Methodology - Using 2010 Draft NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 11,992,039
Rail	10.70%	\$ 1,436,896
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 13,428,935</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 115,004
Peoria Transit	0.29%	\$ 34,177
City of Phoenix	60.56%	\$ 7,262,499
RPTA	21.13%	\$ 2,534,158
City of Scottsdale	0.85%	\$ 102,292
Surprise DAR	0.15%	\$ 18,108
City of Tempe	16.06%	\$ 1,925,802
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 11,992,039</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 115,004
Peoria Transit	\$ 34,177
City of Phoenix	\$ 7,262,499
RPTA	\$ 2,534,158
City of Scottsdale	\$ 102,292
Surprise DAR	\$ 18,108
METRO	\$ 1,436,896
City of Tempe	\$ 1,925,802
<b>TOTAL</b>	<b>\$ 13,428,935</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.

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### Methodology for distributing 5307 federal funds for preventive maintenance:

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**Methodology:** Beginning in FY2012, the methodology distributes PM funds in the region between modes (bus and rail) using percentages that are based off of the latest NTD data. The distribution percentage for the modes (bus and rail) is based on operating expense, the distribution percentages for bus operating agencies are based on a combination of passenger and vehicle revenue miles (passenger miles weighted by 10% and vehicle revenue miles weighted by 90%).

**Phase Out Approach:** Beginning with the FY2012 allocation for each operating agency, as identified in the July 2010 TIP, 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 (described above), using the latest NTD reported data.

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### Glossary

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**National Transit Database (NTD):** The NTD was established by Congress to be the Nation's primary source for information and statistics on the transit systems of the United States. Recipients or beneficiaries of grants from the Federal Transit Administration (FTA) under the Urbanized Area Formula Program (§5307) are required by statute to submit data to the NTD. The published data lags by about one year and a half to two years; for example, the data for FY2009 (fiscal year ending June 30, 2009) was published in November 2010.

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

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

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

# **ATTACHMENT #3**

**Agenda Item 7**

TO: Members of the MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Planning Project Manager

DATE: April 5, 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 (PM), 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.

The Transit Committee met on March 8<sup>th</sup>, discussed three scenarios, and suggested another scenario be developed with additional project suggestions. At the time of the meeting the additional projects were not identified, and members requested more time to identify projects.

Since that meeting, I have not received additional information about proposed projects to be included in the Transit CMAQ Closeout discussion. Therefore, the scenarios presented below are solely on distribution of funds for preventive maintenance needs.

In parallel, member agencies were asked to update the status of their transit projects for 2012-2015. The update concluded that no major bus purchases are needed in 2012 and that \$43 million of 5307 is proposed to be distributed to operators for preventive maintenance. This then does not allow the \$25 million of CMAQ Closeout funds to be used for preventive maintenance in 2012. We can program it for 2013 and/or 2014. Please review the scenarios as described below and presented in the tables.

Please see the attached tables that annotate two scenarios. Scenario #1 distributes the originally programmed PM amounts per operator based on the currently approved methodology and the full amount of Closeout funding in one year, 2013.

Scenario #2 distributes the amounts per operator based on the currently approved methodology and the full amount of Closeout funding over two years, 2013 and 2014. The CMAQ funds would be programmed for bus purchases in 2013 and 2014, and the 5307 funds in 2013 and 2014 related to those bus purchases would be made available for PM.

If there are any questions regarding this item, please contact Eileen Yazzie at [eyazzie@amag.gov](mailto:eyazzie@amag.gov) or 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:  
4/4/2012

Agency	Actuals		Estimated		
	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	\$245,364	<b>\$418,770</b>	<b>\$321,078</b>	\$125,908	\$115,004
Peoria	\$92,038	<b>\$128,223</b>	<b>\$97,984</b>	\$38,726	\$34,177
Phoenix	\$11,298,006	<b>\$24,706,389</b>	<b>\$19,093,601</b>	\$7,348,039	\$7,262,499
RPTA	\$2,708,507	<b>\$7,721,919</b>	<b>\$6,051,108</b>	\$2,252,210	\$2,534,158
Scottsdale	\$97,504	<b>\$289,121</b>	<b>\$228,903</b>	\$83,082	\$102,292
Surprise	\$24,002	<b>\$55,369</b>	<b>\$43,371</b>	\$16,160	\$18,108
METRO	\$545,695	<b>\$4,061,283</b>	<b>\$3,215,397</b>	\$1,167,047	\$1,436,896
Tempe	\$1,831,900	<b>\$5,583,212</b>	<b>\$4,404,688</b>	\$1,612,713	\$1,925,802
<b>TOTAL</b>	<b>\$16,843,016</b>	<b>\$42,964,285</b>	<b>\$33,456,130</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%	\$ 33,894,635
Rail	10.70%	\$ 4,061,283
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 37,955,918</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 325,050
Peoria Transit	0.29%	\$ 96,600
City of Phoenix	60.56%	\$ 20,526,930
RPTA	21.13%	\$ 7,162,614
City of Scottsdale	0.85%	\$ 289,121
Surprise DAR	0.15%	\$ 51,181
City of Tempe	16.06%	\$ 5,443,139
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 33,894,635</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 418,770
Peoria Transit	\$ 128,223
City of Phoenix	\$ 24,706,389
RPTA	\$ 7,721,919
City of Scottsdale	\$ 289,121
Surprise DAR	\$ 55,369
METRO	\$ 4,061,283
City of Tempe	\$ 5,583,212
<b>TOTAL</b>	<b>\$ 42,964,285</b>

FY2013 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>		

Distribution Methodology - Using 2010 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.	(PMT*.1)+(VRM*.9)	\$
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	New \$ Amounts
	Base Amount + Methodology %
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>

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%	\$ 4,225,732
Rail	10.70%	\$ 506,331
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 4,732,063</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	%
City of Glendale	0.96%	\$ 40,525
Peoria Transit	0.29%	\$ 12,043
City of Phoenix	60.56%	\$ 2,559,145
RPTA	21.13%	\$ 892,982
City of Scottsdale	0.85%	\$ 36,045
Surprise DAR	0.15%	\$ 6,381
City of Tempe	16.06%	\$ 678,610
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 4,225,732</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 104,255
Peoria Transit	\$ 33,547
City of Phoenix	\$ 5,401,177
RPTA	\$ 1,273,309
City of Scottsdale	\$ 36,045
Surprise DAR	\$ 9,231
METRO	\$ 506,331
City of Tempe	\$ 773,859
<b>TOTAL</b>	<b>\$ 8,137,755</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 #2 - Closeout PM Distributed based on Currently Approved PM Distribution Methodology IN 2013 AND 2014**

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

Last Updated:  
4/5/2012

Agency	Actuals		Estimated		
	FY2011	FY2012	FY2013	FY2014	FY2015
Glendale	\$245,364	\$418,770	\$212,666	\$243,550	\$115,004
Peoria	\$92,038	\$128,223	\$65,766	\$73,687	\$34,177
Phoenix	\$11,298,006	\$24,706,389	\$12,247,389	\$14,777,171	\$7,262,499
RPTA	\$2,708,507	\$7,721,919	\$3,662,209	\$4,844,513	\$2,534,158
Scottsdale	\$97,504	\$289,121	\$132,474	\$187,721	\$102,292
Surprise	\$24,002	\$55,369	\$26,301	\$34,684	\$18,108
METRO	\$545,695	\$4,061,283	\$1,860,864	\$2,636,912	\$1,436,896
Tempe	\$1,831,900	\$5,583,212	\$2,589,274	\$3,582,701	\$1,925,802
<b>TOTAL</b>	<b>\$16,843,016</b>	<b>\$42,964,285</b>	<b>\$20,796,943</b>	<b>\$26,380,939</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%	\$ 33,894,635
Rail	10.70%	\$ 4,061,283
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 37,955,918</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$
City of Glendale	0.96%	\$ 325,050
Peoria Transit	0.29%	\$ 96,600
City of Phoenix	60.56%	\$ 20,526,930
RPTA	21.13%	\$ 7,162,614
City of Scottsdale	0.85%	\$ 289,121
Surprise DAR	0.15%	\$ 51,181
City of Tempe	16.06%	\$ 5,443,139
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 33,894,635</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 418,770
Peoria Transit	\$ 128,223
City of Phoenix	\$ 24,706,389
RPTA	\$ 7,721,919
City of Scottsdale	\$ 289,121
Surprise DAR	\$ 55,369
METRO	\$ 4,061,283
City of Tempe	\$ 5,583,212
<b>TOTAL</b>	<b>\$ 42,964,285</b>

**FY2013 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		
Operating Expense	%	\$
Bus	89.30%	\$ 11,304,654
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%	\$ 1,815,414
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 11,304,654</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	\$ 1,815,414
<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%	\$ 4,225,732
Rail	10.70%	\$ 506,331
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 4,732,063</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	%
City of Glendale	0.96%	\$ 40,525
Peoria Transit	0.29%	\$ 12,043
City of Phoenix	60.56%	\$ 2,559,145
RPTA	21.13%	\$ 892,982
City of Scottsdale	0.85%	\$ 36,045
Surprise DAR	0.15%	\$ 6,381
City of Tempe	16.06%	\$ 678,610
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 4,225,732</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 104,255
Peoria Transit	\$ 33,547
City of Phoenix	\$ 5,401,177
RPTA	\$ 1,273,309
City of Scottsdale	\$ 36,045
Surprise DAR	\$ 9,231
METRO	\$ 506,331
City of Tempe	\$ 773,859
<b>TOTAL</b>	<b>\$ 8,137,755</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.

FY2014 - PM Distribution Estimated\*

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%	\$ 10,702,470
Rail	10.70%	\$ 1,282,379
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 11,984,849</b>
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9)	%
City of Glendale	0.96%	\$ 102,637
Peoria Transit	0.29%	\$ 30,502
City of Phoenix	60.56%	\$ 6,481,523
RPTA	21.13%	\$ 2,261,646
City of Scottsdale	0.85%	\$ 91,292
Surprise DAR	0.15%	\$ 16,161
City of Tempe	16.06%	\$ 1,718,710
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 10,702,470</b>

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 135,139
Peoria Transit	\$ 41,469
City of Phoenix	\$ 7,930,959
RPTA	\$ 2,455,613
City of Scottsdale	\$ 91,292
Surprise DAR	\$ 17,614
METRO	\$ 1,282,379
City of Tempe	\$ 1,767,287
<b>TOTAL</b>	<b>\$ 13,721,751</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.

**FY2014 CLOSEOUT - PM Distribution Based on NTD FY2010 Actual Reported Data**

FY2015 TIP Amount -100%		
Operating Agency	%	\$
City of Glendale	0.00%	\$ -
Peoria Transit	0.00%	\$ -
City of Phoenix	0.00%	\$ -
RPTA	0.00%	\$ -
City of Scottsdale	0.00%	\$ -
Surprise DAR	0.00%	\$ -
METRO	0.00%	\$ -
City of Tempe	0.00%	\$ -
<b>TOTAL</b>	<b>0%</b>	<b>\$ -</b>

Distribution Methodology - Using 2010 NTD Data		
Operating Expense Mode Split		
Operating Expense	%	\$
Bus	89.30%	\$ 11,304,654
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%	\$ 1,815,414
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 11,304,654</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	\$ 1,815,414
<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.