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February 5, 2015

TO: Members of the MAG Transit Committee

FROM: Maria Hyatt, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 12, 2015 – 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 Marc Pearsall at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

For the February 2015 meeting, the quorum requirement is 11 committee members.

2. Approval of January 8, 2015 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

Eileen Yazzie, the MAG Transportation Planning Project Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.

5. High Capacity Transit Corridor Updates

Robert Forrest of Valley Metro and Eileen Yazzie of MAG will present information about the status of all high capacity transit corridors in the region. The overall presentation will outline each corridor, where it is in the project development process, project costs, the alignment, and the projected year of opening. Additionally, Valley Metro, in coordination with the cities of Tempe and Phoenix, are requesting approval of the

1. COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the January 8, 2015 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion and possible recommendation to approve the revised alignment changes to the Tempe Streetcar and Phoenix – Northwest Phase II Light Rail Extension projects to undergo air quality conformity analysis for a future amendment to the MAG 2014-2018 TIP and MAG 2035 RTP.

revised project alignment for the Tempe Streetcar and Phoenix - Northwest Phase II Light Rail Extension projects. Additional information on the Tempe Streetcar project and the Phoenix – Northwest Phase II Light Rail Extension project is provided related to changes in alignments, year of opening and costs. The revised projects need to be incorporated into an air quality conformity analysis prior to modifying the MAG FY2014-2018 Transportation Improvement Program (TIP) and the MAG 2035 Regional Transportation Plan.

Please review the enclosed summary transmittal Attachment #1 and additional information. Project updates can also be found online at: http://www.valleymetro.org/projects_and_planning/current_projects.

6. Schedule Update on the Fiscal Year 2015 Program of Projects

Alice Chen of MAG will present the agenda item. The Federal Transit Administration requires all grant recipients to produce an annual Program of Projects (POP), in order for all transit projects funded under the Section 5307 program to be submitted for funding. The POP must be developed in consultation with interested parties, in coordination with public transportation services providers and is subject to public participation requirements. The public participation requirements are fulfilled by the process outlined in the MAG Public Participation Plan, which was adopted by MAG Regional Council in December 2006 and updated in April 2014.

F o r r e f e r e n c e
(http://www.azmag.gov/Documents/COMM_2014-04-01_Public-Participation-Plan_April-2014.pdf).

A schedule update of the Fiscal Year 2015 POP will be provided.

6. For information and discussion.

7. Semiannual Status Report on Federal Grant Activity

Ken Kessler and City of Phoenix staff are available for questions and comments. The City of Phoenix is the Designated Recipient (DR) for federal transit funds for the Phoenix Mesa Urbanized Area (UZA). Among other responsibilities, the City of Phoenix manages federal transit grants for the region. In support of MAG's role of coordinating regional transit planning and programming activities, the City of Phoenix will provide quarterly updates to the Transit Committee on the status of existing federal grants.

Please refer to Attachment #2 for additional information.

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, March 12, 2015, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

7. For information and discussion.

8. For information and discussion.

9. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

January 8, 2015

Maricopa Association of Governments; Chaparral Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

# ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
*Avondale: Kristen Sexton	*Peoria: Stuart Kent
#Buckeye: Andrea Marquez	Phoenix: Maria Hyatt, Chair
Chandler: Jason Crampton for RJ Zeder	Queen Creek: Mohamed Youssef
El Mirage: Jose Macias	Scottsdale: Ratna Korapella for Madeline Clemann
#Gilbert: Kristin Myers	Surprise: David Kohlbeck for Martin Lucero
Glendale: Debbie Albert	Tempe: Robert Yabes
Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
#Maricopa: David Maestas	Valley Metro: Wulf Grote
#Maricopa County DOT: Suparna Dasgupta	#Youngtown: Grant Anderson
Mesa: Jodi Sorrell	

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

OTHERS PRESENT

Eileen Yazzie, MAG	Jeff Martin, Chandler/Mesa
Jesse Ayers, MAG	Matthew Dudley, Glendale
Margaret Boone, MAG	Kevin Link, Glendale
Alice Chen, MAG	Patrick Sage, Glendale
DeDe Gaisthea, MAG	Ken Kessler, Phoenix
Vladimir Livshits, MAG	Wendy Miller, Phoenix
	Ratna Korapella, Scottsdale
	Stephen Chang, Surprise
	David Kohlbeck, Surprise
	Pamala Iacovo, Gannett Fleming
	Gary Bretz, transportation commissioner

1. Call to Order

The meeting was called to order at 10:05 a.m. by Chair Maria Hyatt. She welcomed everyone in attendance and announced that a quorum was present. She noted that six members were joining the meeting by teleconference: Nicole Patrick of ADOT, Andrea Marquez of Buckeye, Kristin Myers of Gilbert, David Maestas of Maricopa, Suparna Dasgupta of MCDOT and Grant Anderson of Youngtown. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft December 11, 2014 Meeting Minutes

Chair Hyatt inquired if there were any comments or corrections to the Draft December 11, 2014 Minutes. Hearing no further comments, she called for a motion on the Draft December 11, 2014 Minutes. Mohamed Youssef of Queen Creek moved to approve the motion, Robert Yabes of Tempe seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

3. Call to the Audience

Chair Hyatt stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda. Chair Hyatt requested that item #7 be heard out of order so that MAG staff may present on the MAG modeling process. She added that the Transit Program Manager's Report, Item #5 and #6 would be heard later in the meeting.

7. MAG Modeling 101

Chair Hyatt then invited Mr. Vladimir Livshits and Mr. Jesse Ayers of MAG to present MAG Modeling 101 to the Committee.

Mr. Ayers began his presentation by noting that both he and Vladimir work in the Information Services Department at MAG and that they would be reviewing the basics of 'MAG Modeling 101'. He said that he would be answering the 'who's, what's, how's and why's' of transit modeling. He noted that they his team projects data such as population, employment, housing, traffic, air quality analysis, etc, annually, with the most recent approved projections were approved by Regional Council in mid 2013. He added that the reason for the mandate in performing projections and modeling were implemented within Executive Order 2011-04 establishes the guidelines for the Arizona State Demographer performs estimates and projections and said that the State of Arizona performs the projections, while MAG applies the county control totals on a local and regional level.

While referring to the PowerPoint presentation, he explained that to develop a Base Case, MAG uses the 2010 census, collect parcels, collect buildings. He noted that the development projects and the

General plan, gives the model constraints on the projections. He added that in order to populate the model with people, staff compiled jobs and business database from the communities from within the MAG region. He then explained that a single database can synthesize employment, people, housing down to the parcels, the number of building structures, the household, persons, and jobs. Within each one of the tables, there were other fields/characteristics of each category, with the records then being synthesized to be consistent with census information.

Ms. Ayers continued that once the base year database was obtained, MAG had a whole set of models to project those into the future: specifically demographic/employment transition models. He added that whatever the delta was, the models added new information to those tables. Next up, there was the real estate development and pricing models where the vacancy rate became a trigger for development. Subsequently, this information informed the model of when to add developments and where to place them within the map. The constraints on where and what type of density were also in place. Then, household and employment location choice models would then come into play, where the data would be run over and over every year for 2011, 2012, 2013, etc.

He explained that the next step in the process was to take the outputs, and engage them with the Travel Demand Model (TDM). He added that in relation to transit, the models made heavy use of accessibility where household and employment was located, based on things that could be computed, such as travel time, total population within 30 minutes of transit, etc. The use of proximity to nearest bus stops, light rail stops, and park and rides, etc. were also included in the coding. He concluded that once the staff had completed the entire process, the model would then go through a public process, via the aforementioned executive order, approximately 6-9 months, for MAG to get the county projections approved through a public process. MAG traditionally completes the task in a 6 month process, utilizing committee process.

Mr. Vladimir Livshits continued with the presentation and focused on the basics of modeling, noting that the models could be both mathematical and iconic. He asked the rhetorical question of why do we need transportation models. He replied that the region needs to test and simulate future conditions and to try out multiple transportation modes, markets and systems. He added that it was also required by federal law, and that it featured the state of the art software applications for transportation planning. He advised that the regional transportation modeling was always changing, with data collection, distribution of trips between zones, modal splits, and which mode a user utilizes such as a, car, transit, bus, light rail. After this, the route that the trip would take would be assigned.

He also revealed that there are sub models of the 4-step transportation model, so that it was actually more than 4 steps, with hundreds of thousands of lines of codes, which MAG staff has been working on consistently for over 35 years. MAG's documentation was also available online about the details of the 4 step model.

He explained further that the model was crucial and important for air quality purposes, as it was included within an integrated truck model with the passenger model. The model also had numerous sub models, and referred to the presentation's large overview of the model structure. He offered that one important observation was that during the past 20 years, the modeling paradigms had shifted and that the MPOs had changed their modeling to activity-based/agent-based modeling. What was

changing was away from zone based trips, to more accurate individual based trips. For transit, there are now new attributes in the activity based model vs. the 4 step model. Further, the activity based model now showed a tour based trip, rather than from zone to zone as was in the previous model.

Mr. Livshits completed his presentation and invited any members of the Transit Committee who may have transportation modeling requests, to feel free to contact him. Chair Hyatt asked if there were any questions or comments regarding the agenda item. Mr. Wulf Grote of Valley Metro inquired about items related to regionwide, macro-level modeling and wondered if micro-simulation modeling has assisted in giving more accurate data on site-specific analysis and validation. Brief discussion followed. Chair Hyatt again thanked Mr. Livshits and Mr. Ayers for their presentations and asked if there were further questions or comments regarding the agenda item. Hearing none, she returned to the published agenda item #5.

4. Transit Program Manager's Report

Chair Hyatt invited Eileen Yazzie of MAG to brief the Committee with the Transit Program Manager's Report. Ms. Yazzie noted that she was presenting on the following items.

Ms. Yazzie reported that two Transit Committee members submitted letters of interest for the open seat of Vice Chair, Kristen Sexton of Avondale and Wulf Grote of Valley Metro. The appointment of the position will occur at the MAG Executive Committee meeting on Monday January 12th. She completed her report.

Chair Hyatt thanked Ms. Yazzie and asked if there were further questions or comments regarding the agenda item. She noted that the original Tempe Streetcar agenda item had been pulled and would be heard again at a future date. Hearing no further comment, she moved onto the next item on the agenda.

5. Glendale Park-and-Ride and Transit Center Project Update and Reprogramming

Chair Hyatt invited Ms. Debbie Albert of the City of Glendale to provide an update on the current status and the next phase of both the proposed Glendale Park and Ride and the Glendale Transit Center improvements. Ms. Alice Chen of MAG would also provide an overview of reprogramming requirements. Chair Hyatt noted that the item was on the agenda for action and possible approval.

Ms. Albert explained that the Glendale Park-and-Ride and transit center improvements were projects identified in the Transit Life Cycle Program. The combined projects value totaling \$11.7 million in federal funds allocated toward design, right-of-way, and construction. The right-of-way funds were programmed under SAFETEA-LU provisions and would be lapsing in Federal Fiscal Year 2015. She noted that Glendale was technically looking at 2 projects; the park and ride and a transit center. She stated that Glendale had performed a needs assessment, and many discussions with land owners.

It was decided that the park and ride would be west of the L101, north of Union Hills Drive. She said that the original transit center was located at the north side of the mall, but that current transit center does not have an official contract with the mall. In efforts to address this issue through the project, the City of Glendale would not be purchasing the land, but entering a long term agreement. Both projects had been submitted to FTA for environmental review.

Ms. Albert continued that as for the park and ride, the project would be looking at full array of shade and lighting elements. The specific design details would be further designed through that phase., with a ticket vending machine at the transit center. The proposed time-line for the Transit Center would include the following: final design contract January 2015; construction summer 2015, project completion is by November 2015. The park and ride would then enter construction in December 2015 and be completed by December 2016.

Ms. Alice Chen discussed the packets TIP changes that were shown in attachment #2; agenda item #6 and that in response to the Federal Transit Administrations new grant management software, they had requested that lapsing funds be allocated within a grant by January 2015. She also explained that the current appraised value for right-of-way was less than the current programmed amount, therefore funds from right-of-way would be moved to construction. The project locations were also updated to be defined specifically as north of Union Hills and west of Loop 101. In order to meet time-line for the MAG Regional Council approval, the MAG Management committee would review this item on January 7, 2015. She said that the he funding level was modified, as were the costs, but that the current costs were under budget.

Chair Hyatt asked if there were any questions or comments regarding the agenda item. Mr. Cato Esquivel of Goodyear asked how much of the 5307 UZA program was programmed in FY2013-18, specifically on the second line item from the bottom, and was MAG expecting to find another \$3.1 million. Brief discussion followed . Ms. Chen replied and clarified that the funding for the Glendale projects would not affect the Avondale-Goodyear UZA in any way.

Chair Hyatt thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none, she called for a motion on the approval of the agenda item. Mr. Grant Anderson of Youngtown moved to approve the motion, Mr. Cato Esquivel of Goodyear seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

6. Scottsdale/Rural Road LINK Project Update and Reprogramming

Chair Hyatt then invited Mr. Abhishek Dayal of Valley Metro and Ms. Alice Chen of MAG to present on the Scottsdale/Rural Road LINK Project Update and Reprogramming agenda item for information and discussion. Mr. Dayal began his presentation by explaining that in 2011, RPTA-Valley Metro had completed an alternatives analysis/LPA that included a LINK project on Scottsdale Road/Rural Road, but was not formally adopted due to lack of operating funds at the time. A project definition study was then implemented to pursue interim service improvements within the corridor.

He explained that the project definition study drilled down to the corridor from a performance based aspect. The results concluded that two separate segments within the corridor were high performance, from Camelback Road to University Drive, and also from University Drive to Baseline Road, which made up over half of the ridership of the entire route. He further explained that the study recommendations were to increase peak and mid-day service on the current Route 72 frequencies to 10 minutes. However, due to the available funding through the TLCP, funding only covers these recommendations between Camelback to the Tempe Transit Center. He added that other system improvements and links to other cross-town routes would also be implemented to better bolster the effectiveness of the route.

Mr. Dayal stated that these improvements could be implemented as part of the April 2016 service changes, such as near term capital needs, such as maintenance facilities in Scottsdale. He noted that there would be a need of additional 4 buses and one spare and that transit signal priority was also being looked at, and that if buses were running at 10 minute frequency, 6am to 7am, this would be necessary to suffice the required fleet. He added that next steps included the development of a Transit Service Program implementation plan and cost estimate to occur in the Spring 2016 time-frame. He noted that Valley Metro was coordinating with MAG and member agencies, Chandler, Tempe and Chandler. Mr. Dayal completed his presentation and referred to Ms. Chen.

Ms. Chen then shifted the presentation to begin review of the MAG approved Federal Fund Programming Guidelines. She discussed the nine approved priorities of the two federal transit funds that were awarded. She noted that regarding the TLCP projects, the priorities 5 through 8 were primarily focused on delivering those projects. Ms. Chen also highlighted that there were \$70 million of unobligated FTA funds that were not in an awarded grant, and \$241 million in un-dispersed funds in the MAG Region. She also briefly discussed system and service expansion, CMAQ funding, and regional needs regarding unobligated grants and the upcoming grant schedule for 2015.

Chair Hyatt again thanked Mr. Dayal and Ms. Chen for their report and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

8. Request for Future Agenda Items

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

9. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, February 12, 2015 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Hyatt adjourned the meeting at 11:16am.

ATTACHMENT #1

Agenda Item 5

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 4, 2015

SUBJECT:

High Capacity Transit Corridor Updates

SUMMARY:

There are eight high capacity transit projects in the MAG region that are in different stages of project development or construction: Central Mesa LRT Ext., Phoenix Northwest - Phase I LRT Ext., Gilbert Rd. LRT Ext, Tempe Streetcar, Phoenix Northwest - Phase II LRT Ext., Capitol/I-10 West LRT Ext., West Phoenix/Central Glendale LRT Ext., and South Central LRT Ext.. The committee presentation will review some of the above mentioned corridors, and highlight where it is in the project development process, project costs, the alignment, and the projected year of opening.

Additionally, Valley Metro, in coordination with the City of Tempe and Phoenix, are requesting approval of the revised Tempe Streetcar Project alignment and the modification to the Phoenix Northwest - Phase II LRT Ext. **Please see Figures 1 - 4 in the attachment for alignment changes.**

The revised projects need to be incorporated into an air quality conformity analysis prior to modifying the MAG FY2014-2018 Transportation Improvement Program (TIP) and the MAG 2035 Regional Transportation Plan. Please see the Additional Project details can also be found online at: http://www.valleymetro.org/projects_and_planning/current_projects.

Tempe Streetcar

In December 2010, the MAG Regional Council approved the Locally Preferred Alternative for the Tempe South project, which included a 2.6 mile modern streetcar on a Mill Avenue with a one-way loop in downtown Tempe. The project's alignment was a one-way loop between Rio Salado Parkway and University Drive, going north on Mill Avenue and south on Ash Avenue. It continued to travel north/south on Mill Avenue between University Drive and Southern Avenue.

Valley Metro submitted this project to the Federal Transit Administration (FTA) for review, and it did not meet the FTA Small Starts Criteria. Working with the City of Tempe, Valley Metro modified the alignment to two options, and then hosted numerous public and stakeholder meetings in 2013. In June 2014, the Tempe City Council supported a route revision for a 3.1 mile Tempe Streetcar project. The proposed new Tempe Streetcar route travels on Rio Salado Parkway from the Marina Heights development west to Mill Avenue, downtown loop on Mill and Ash avenues and south to Apache Boulevard, then east to Dorsey Lane.

Valley Metro, in coordination with the City of Tempe, are requesting approval of the revised Tempe Streetcar Project, in order to modify the MAG FY2014-2018 Transportation Improvement Program (TIP) and the 2035 Regional Transportation Plan (RTP). The project has been revised to better fit the new federal funding criteria and meet community goals. Please review the June 12, 2014, Tempe City Council memorandum for information. The Valley Metro Rail Board will be taking action on this proposed change in February 2014 as part of the approval process for the Transit Life Cycle Program (TLCP).

The cost of the 2010 approved 2.6 mile Streetcar was a total of \$136 million, and the revised 3.1 mile Streetcar cost increases to \$177 million. The City of Tempe and Valley METRO Rail are currently working on the specifics of funding for the project. The Valley METRO Rail Board is scheduled to approve the project budget and identify funding for the project by May 2015. The year of opening for the previously approved 2.6 mile Streetcar project was 2016. The year of opening for the 3.1 mile Streetcar project is now 2018. Tempe will be responsible for the operating and maintenance costs for the streetcar.

Phoenix Northwest - Phase II LRT Ext.

In July 2007, the MAG Regional Council approved the Regional Transportation Plan Update - 2007, which included a modification to the Phoenix - Northwest LRT Extension route. It divided the project into two phases: Phase I - 3.2-miles on 19th Avenue from Montebello to Dunlap Road; and Phase II - Dunlap Road: 19th Ave to 25th Avenue, to Mountain View Road, ending near the I-17. Phase I is currently under construction and set to open in 2016. The corridor alignment for Phase II ended east of the I-17, and was incorporated in the RTP with that configuration.

In 2013, the City of Phoenix requested Valley METRO Rail reevaluate the northern terminus of the Phoenix Northwest - Phase II LRT Ext. project, given the importance of Metrocenter as a major regional activity center. Therefore, Valley Metro initiated a project definition study to evaluate options to extend the alignment across I-17. After a series of outreach efforts, including workshops with Phoenix staff in August and December 2013 and community outreach meetings in January and October 2014, a recommended alignment for crossing I-17 near Mountain View Road has been identified. Ending the alignment west of I-17 provides significant economic development opportunities and it allows improved access to the light rail system for trips originating west of the freeway. Additionally, on November 13, 2014, the Phoenix City Council approved a modification to the Northwest Phase II Light Rail Extension LPA to follow Dunlap Avenue between 19th and 25th avenues, extend north on 25th Avenue, turn west on Mountain View Road and cross I-17 to end a short distance west of the freeway.

The current Transit Life Cycle Program (TLCP) includes \$176 million for the project. The revised project that now ends west of I-17 is estimated to cost \$295 million (year of expenditure). The Valley METRO Rail Board is scheduled to approve the project budget and identify funding for the project by May 2015. The year of opening for Phoenix Northwest - Phase II LRT Ext. remains the same, 2026. Phoenix will be responsible for the operating and maintenance costs for this extension.

If this action is recommended for approval, the Tempe Streetcar and Phoenix Northwest - Phase II LRT Ext. projects will move forward for air quality conformity analysis. The final administrative approval of the project modifications for the MAG FY2014-2018 and 2035 RTP will be heard formally through the MAG Committee process in May-June 2015 when a new finding of conformity is determined.

PUBLIC INPUT:

Most recently, Valley Metro and the City of Tempe hosted a public meeting on December 1, 2014 about the realignment of the Tempe Streetcar. The agencies are accepting public input and feedback until January 5, 2015. An update will be provided at the MAG Transit Committee on January 8, 2015. As well, Valley Metro and City of Tempe had public, stakeholder, and business meetings, and conducted surveys in 2013 to gather input on route options. During the course of the initial Alternatives Analysis Study (2007-2010), the Valley Metro public involvement team conducted ten public meetings with 446 people attending; gave more than 47 presentations to advisory committees, neighborhood associations and civic organizations; and provided continuous updates via website, e-mails, newsletters and fact sheets. As well, Valley Metro and City of Phoenix had community outreach meetings in January and October 2014 for the Phoenix - NW Phase II project.

PROS & CONS:

PROS: Approval of the Revised Tempe Streetcar alignment and the modification to the Phoenix - NW Ext. Phase II will allow METRO, City of Tempe, and City of Phoenix to proceed with the project development process that includes an environmental assessment and preliminary engineering for the Tempe Streetcar.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The revised Tempe Streetcar route and Phoenix - NW Ext. Phase II will help increase transit ridership in both parts of the Valley, will connect neighborhoods to downtown Tempe, connect residents to employment centers, connect residents west of I-17, and will encourage redevelopment of underutilized parcels.

POLICY: The Valley Metro Rail Board of Directors is planning to hear this item for approval on the March 2015 agenda. On June 12, 2014, the Tempe City Council approved the reconfigured Tempe Streetcar. Valley In the past, the Tempe City Council approved the Alternatives Analysis study recommendations on October 21, 2010, and the Chandler City Council approved the Alternatives Analysis study recommendations on November 18, 2010. On November 17, 2010, the METRO Board accepted the results of the Alternatives Analysis study to move forward to MAG for approval.

ACTION NEEDED:

For information, discussion and possible recommendation to approve the revised alignment changes to the Tempe Streetcar and Phoenix – Northwest Phase II Light Rail Extension projects to undergo air quality conformity analysis for a future amendment to the MAG 2014-2018 TIP and MAG 2035 RTP.

PRIOR COMMITTEE ACTIONS:

On December 8, 2010, the Regional Council moved approval of (1) A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe to be incorporated into the MAG FY 2011 to FY 2015 Transportation Improvement Program and the Regional Transportation Plan 2010 Update for an air quality conformity analysis; (2) Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG Regional Transportation Plan; (3) Without modifying priorities in the Regional Transportation Plan, consider increased service levels and capital improvements for Rural Road BRT, per the description provided herein, through the regional transportation system planning process; (4) Future consideration for high capacity transit needs north of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and (5) Without modifying priorities in the Regional Transportation Plan, consider future commuter rail service along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

MEMBERS ATTENDING

Mayor Thomas Schoaf, Litchfield Park, Chair
Mayor Hugh Hallman, Tempe, Vice Chair
#Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
#Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler

* Mayor Michele Kern, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
Mayor Jay Schlum, Fountain Hills
*Mayor Ron Henry, Gila Bend
*Governor William Rhodes, Gila River Indian
Community
Mayor John Lewis, Gilbert

*Mayor Elaine Scruggs, Glendale
 #Vice Mayor Joe Pizzillo, Goodyear
 *Mayor Yolanda Solarez, Guadalupe
 Supervisor Mary Rose Wilcox, Maricopa Co.
 Mayor Scott Smith, Mesa
 *Mayor Scott LeMarr, Paradise Valley
 *Mayor Bob Barrett, Peoria
 Councilman Bill Gates for Councilwoman
 Peggy Neely, Phoenix
 #Mayor Gail Barney, Queen Creek
 *President Diane Enos, Salt River

Pima-Maricopa Indian Community
 #Mayor Jim Lane, Scottsdale
 Councilwoman Sharon Wolcott, Surprise
 *Mayor Adolfo Gamez, Tolleson
 #Mayor Kelly Blunt, Wickenburg
 #Mayor Michael LeVault, Youngtown
 *Felipe Zubia, State Transportation Board
 Victor Flores, State Transportation Board
 #Roc Arnett, Citizens Transportation Oversight
 Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On November 17, 2010, the Transportation Policy Committee recommended approval of the requested action.

MEMBERS ATTENDING

Mayor Scott Smith, Mesa, Chair
 # Councilwoman Peggy Neely, Phoenix,
 Vice Chair
 # Mayor Bob Barrett, Peoria
 # Stephen Beard, HDR Engineering, Inc.
 * Dave Berry, Swift Transportation
 * Jed Billings, FNF Construction
 Councilmember Jack Sellers, Chandler
 Councilmember Shana Ellis, Tempe
 Councilmember Dick Esser, Cave Creek
 * Mark Killian, The Killian Company/Sunny
 Mesa, Inc.
 # Mayor Jim Lane, Scottsdale

Phil Matthews, Salt River Pima-Maricopa
 Indian Community
 Mayor Jackie Meck, Buckeye
 Vice Mayor Les Presmyk, Gilbert
 # Mayor Marie Lopez Rogers, Avondale
 # David Scholl
 * Mayor Elaine Scruggs, Glendale
 # Karrin Kunasek Taylor, DMB Properties
 * Mayor Lyn Truitt, Surprise
 Supervisor Max W. Wilson, Maricopa
 County
 Victor Flores, State Transportation Board
 F. Rockne Arnett, Citizens Transportation
 Oversight Committee

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On November 10, 2010, the Management Committee recommended approval of the requested action.

MEMBERS ATTENDING

Carl Swenson, Peoria, Chair
 Charlie Meyer, Tempe, Vice Chair
 # George Hoffman, Apache Junction
 Charlie McClendon, Avondale
 Stephen Cleveland, Buckeye
 * Gary Neiss, Carefree
 * Usama Abujbarah, Cave Creek
 Patrice Kraus for Rich Dlugas, Chandler
 Pat Dennis for Rick Flaaen, El Mirage
 * Phil Dorchester, Fort McDowell Yavapai
 Nation
 Rick Davis, Fountain Hills
 Rick Buss, Gila Bend

* David White, Gila River Indian Community
 Collin DeWitt, Gilbert
 Brent Stoddard for Ed Beasley, Glendale
 Mark Gaillard for John Fischbach, Goodyear
 Bill Hernandez, Guadalupe
 Sonny Culbreth for Darryl Crossman,
 Litchfield Park
 Christopher Brady, Mesa
 Jim Bacon, Paradise Valley
 Ed Zuercher for David Cavazos, Phoenix
 John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa
 Indian Community

David Richert, Scottsdale
Michael Celaya for Mark Coronado, Surprise
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg

* Lloyce Robinson, Youngtown
Rob Samour for John Halikowski, ADOT
* David Smith, Maricopa Co.
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

On October 28, 2010, the Transportation Review Committee (TRC) recommended the Locally Preferred alternative for approval. The TRC also recommended for approval the four additional study recommendations, with a clarification that recommendations three (additional bus rapid transit service on Rural Road) and five (future consideration of commuter rail service along the Tempe Branch) were not intended to modify priorities in the Regional Transportation Plan.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Doug Torres
Gilbert: Tami Ryall
Glendale: Cathy Colbath for Terry Johnson
Goodyear: Cato Esquivel
* Guadalupe: Gino Turrubiarres
Litchfield Park: Paul Ward for Woody Scoutten

Maricopa County: Clem Ligocki for John Hauskins
Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook, City of Chandler
* ITS Committee: Nicolaas Swart, Maricopa Co.

* Bicycle/Pedestrian Committee: Peggy Rubach, RPTA
* Transportation Safety Committee: Julian Dresang, City of Tempe

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

On October 14, 2010, the MAG Transit Committee recommended for the Locally Preferred Alternative and the four additional study recommendations to the MAG Transportation Review Committee (TRC).

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair
* ADOT: Mike Normand
Avondale: Kristen Sexton for Rogene Hill
Buckeye: Andrea Marquez
Chandler: RJ Zeder
* El Mirage: Pat Dennis
* Gilbert: Tami Ryall
Glendale: Cathy Colbath
Goodyear: Cato Esquivel

Maricopa County: Mitch Wagner
Mesa: Mike James
* Paradise Valley: William Mead
Peoria: Maher Hazine
* Queen Creek: Wendy Kaserman
Scottsdale: Theresa Huish
* Surprise: Michael Celaya
Tempe: Jyme Sue McLaren
* Tolleson: Chris Hagen

Valley Metro Rail:Wulf Grote
Regional Public Transportation Authority:

Carol Ketcherside

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

On July 25, 2007, the Regional Council moved approval of MAG Regional Transportation Plan (RTP) - 2007 Update, contingent upon a finding of conformity of the RTP and TIP with the applicable air quality plans.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear,
Chair
Mayor Mary Manross, Scottsdale, Vice Chair
*Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Bobby Bryant, Buckeye
*Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
*#Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
*President Raphael Bear, Fort McDowell
Yavapai Nation
Mayor Wally Nichols, Fountain Hills
*Mayor Fred Hull, Gila Bend
*Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
*Mayor Elaine Scruggs, Glendale
*Mayor Bernadette Jimenez, Guadalupe

Mayor Thomas Schoaf, Litchfield Park
Supervisor Don Stapley, Maricopa County
Mayor Keno Hawker, Mesa
*Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
#Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
* President Joni Ramos, Salt River
Pima-Maricopa Indian Community
Mayor Joan Shafer, Surprise
* Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
#Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
*Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
#F. Rockne Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.
Attended by telephone conference call.
+ Attended by videoconference call.

CONTACT PERSON:

Eileen Yazzie, Transportation Planning Project Manager, MAG (602) 254-6300.

Figure 1: Tempe Streetcar Locally Preferred Alternative – 2.6 miles (2010)

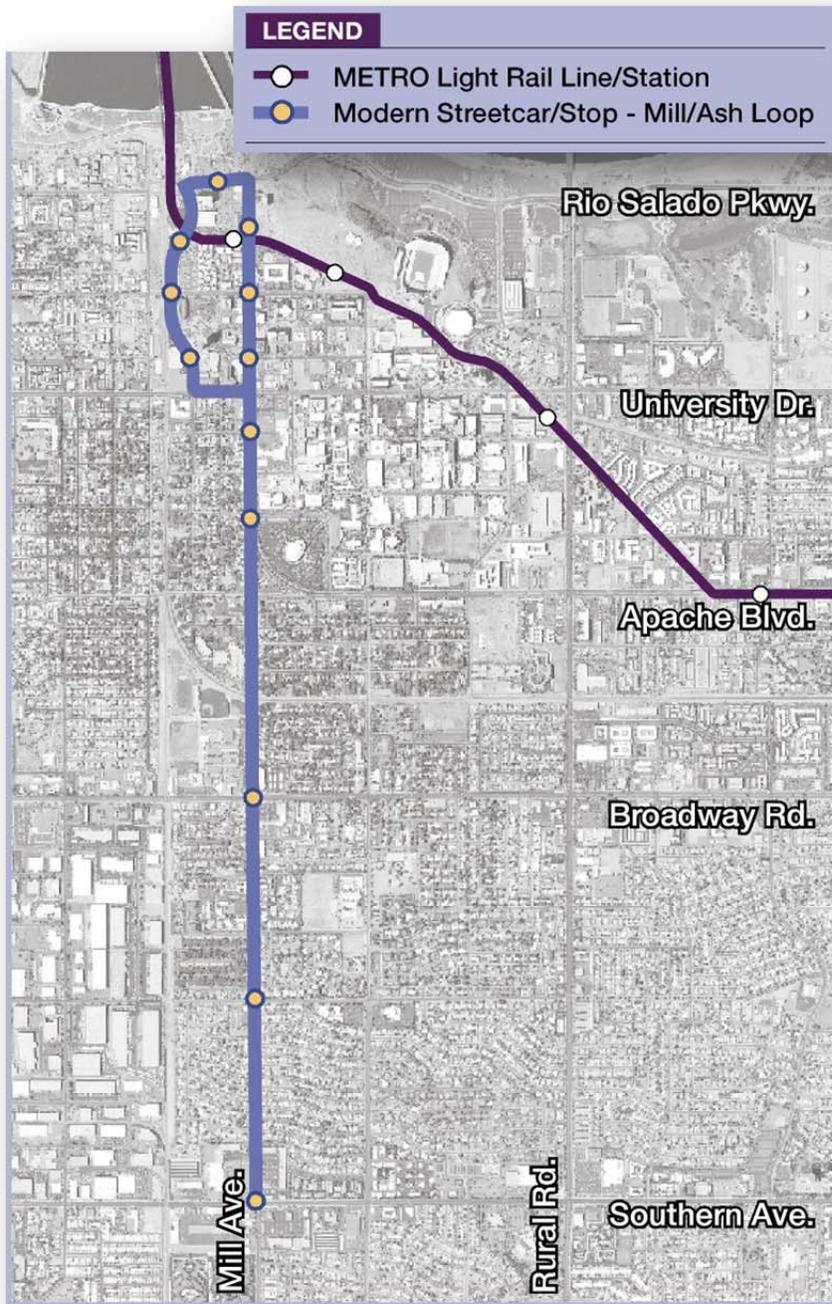


Figure 2: Revised Tempe Streetcar Locally Preferred Alternative – 3.1 miles



Figure 3: Phoenix Northwest – Phase II LRT Ext., Locally Preferred Alternative – Phase II (2007)

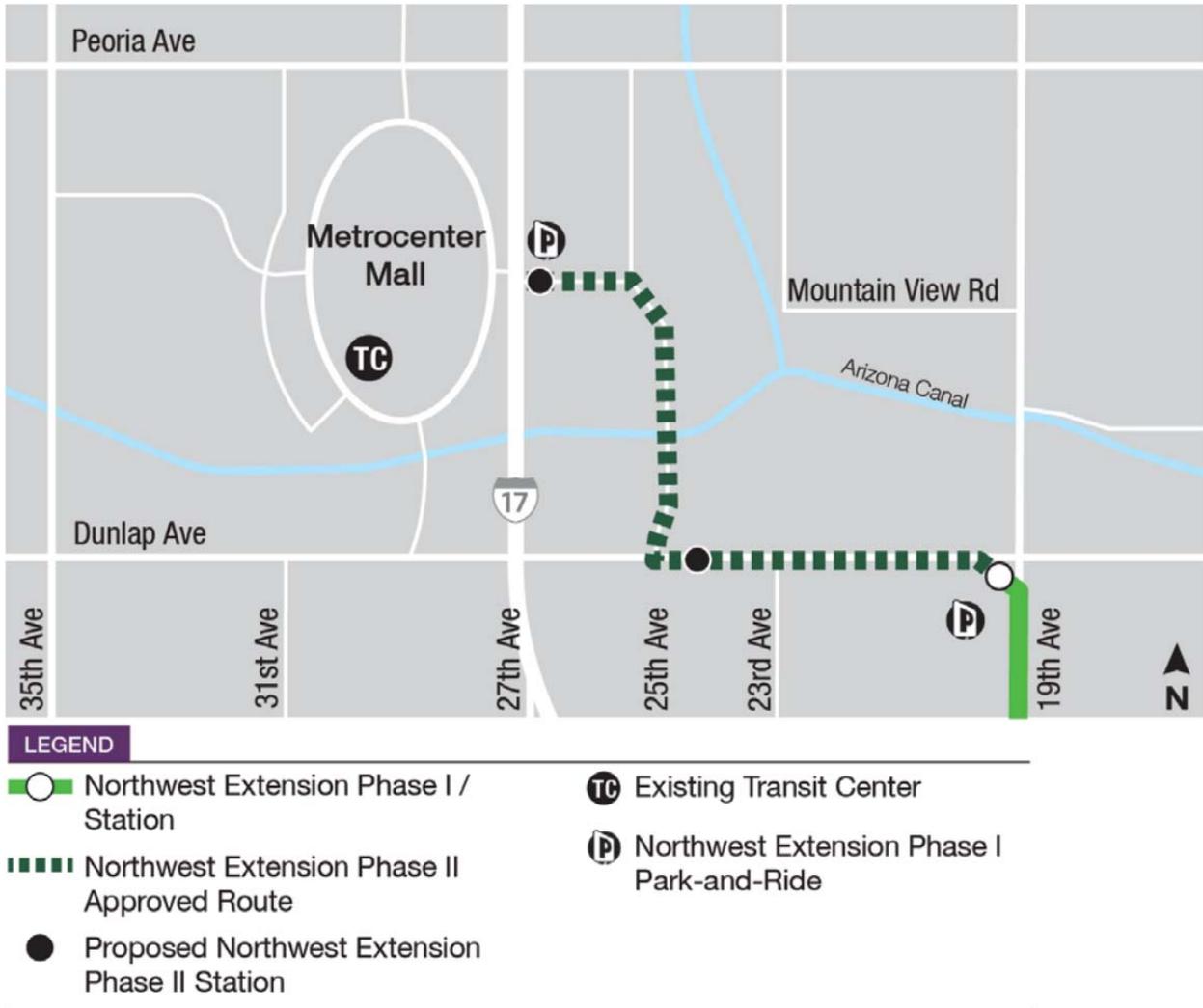
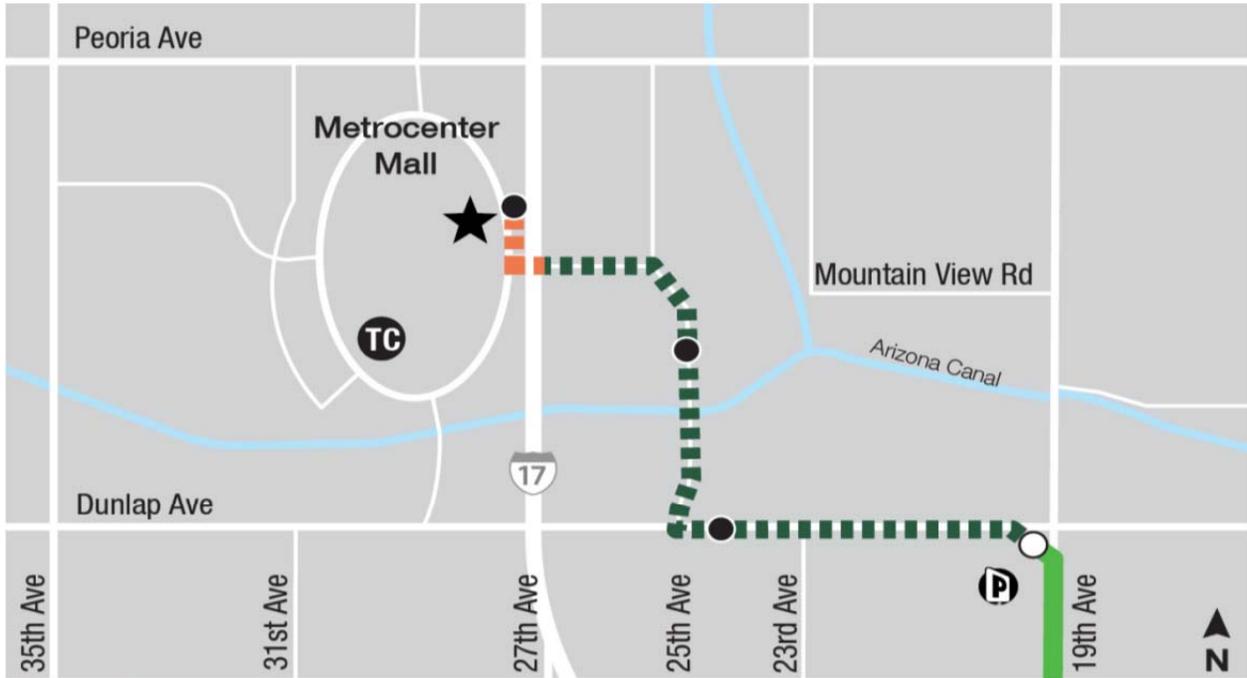


Figure 4: Revised - Phoenix Northwest – Phase II LRT Ext., Locally Preferred Alternative – Phase II



LEGEND			
	Northwest Extension Phase I / Station		Existing Transit Center
	Northwest Extension Phase II Approved Route		Northwest Extension Phase I Park-and-Ride
	Proposed Metrocenter Connection		Future Transit Center and Parking Options to be Studied
	Proposed Northwest Extension Phase II Station		

ATTACHMENT #2

Agenda Item 7

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF DECEMBER 31, 2014**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5307 Urbanized Area Formula Program</u>						
AZ-90-X074	2005	6/2/2006	43,319,916	40,682,954	2,636,962	Scottsdale (Mustang Transit Center): Design is at 95% and anticipated to be completed next quarter. Utility coordination underway. Construction tentatively scheduled to bid early 2015 contingent on Corp of Engineer's approval. Estimated grant close out: 9/30/16.
AZ-90-X088	2007	8/18/2008	42,409,809	40,156,179	2,253,630	Scottsdale (Mustang Transit Center): Design is at 95% and anticipated to be completed next quarter. Utility coordination underway. Construction tentatively scheduled to bid early 2015 contingent on Corp of Engineer's approval. Estimated grant close out: 9/30/16.
AZ-90-X096	2008	3/3/2010	47,046,732	46,628,820	417,912	Glendale vehicles: all projects completed and reimbursed. Phoenix: bus purchase and North Transit facility completed. Finalizing costs for preventive maintenance. Estimated grant close out: 6/30/15.
AZ-90-X103	2009/2010	5/31/2011	100,409,589	68,910,703	31,498,886	Phoenix: Transit Communications project - A study has been completed to determine transit communications system design. Procurement documents are being prepared, with anticipated solicitation to occur in mid to late 2015, and expected project completion in 2018. South Transit Facility: design is complete and rebid of construction contract underway. Contract to be awarded in spring of 2015, with project completion in late 2016. E. Baseline PnR: project scheduled for completion in March 2015. RPTA Bus: Orbit buses have not been ordered, but delivery expected next spring. Estimated grant close out: 6/30/18.
AZ-90-X109	2011	4/6/2012	53,724,938	51,670,167	2,054,771	Preventive maintenance: Surprise and Peoria are utilizing other grant funds. All others have been reimbursed. Phoenix: bus purchase complete, and vehicles in revenue service. Bus shelter project is complete. RPTA: will be moving funds to Scottsdale in order to purchase vehicles off of a contract with Akron, OH transit company. Glendale DAR: vehicles have been delivered, reimbursed and in revenue service. Project management: costs currently being charged. Avondale: Operating assistance: project complete. Estimated grant close out: 12/31/16.
AZ-90-X114	2012	9/11/2013	46,536,698	42,619,878	3,916,820	Preventive maintenance: Tempe, RPTA continue to charge grant. Phoenix, Scottsdale, Glendale and METRO are complete. Phoenix bus shelters: project is completed. Avondale Operating assistance: costs are being incurred with reimbursements submitted when needed. Glendale vehicles: vehicles have been delivered. Gathering documentation to submit reimbursements. Estimated grant close out: 12/31/15

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS		STATUS
			AWARDED	EXPENDED	
			FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING
AZ-90-X124	2013	5/23/2014	35,878,244	11,294,928	24,583,316 Phoenix: vehicles will be ordered in Spring 2015. Glendale: vehicles will be ordered in summer 2015. Preventive maintenance: Phoenix utilizing the funds. Glendale/RPTA/Scottsdale: utilizing previous grant funds. METRO: complete. Phoenix's South Facility: design is complete and rebid of construction contract underway. Contract to be awarded in spring of 2015, with project completion in late 2016. Transit Centers: projects in the early stages of design. Operating Assistance: projects at various stages with reimbursements submitted when needed. Chandler: RFP estimated to be released by March 2015. Tempe: CNG Pump Expansion: construction approximately 75% completed. Building systems: currently in design phase. Estimated grant close out: 6/30/17.
AZ-90-X128	2013	4/10/2014	4,097,792	785,225	3,312,567 Phoenix: vehicles to be ordered early spring 2015 with delivery expected in early 2016. RPTA/Avondale: utilizing previous grant funds for operating assistance. Avondale: researching security improvements to be completed utilizing the grant funds. Estimated grant close out: 12/31/16.
AZ-90-X131	2014	8/7/2014	42,440,445	3,066,724	39,373,721 Phoenix vehicles: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Artic buses will be ordered towards the end of 2015. E. Baseline PnR: utilizing previous grants funds. Laveen PnR: site selection is under review. Bus shelters: project is ongoing. VMR: 6 bus bay in Mesa - finalizing design while utilizing previous grant funds. RPTA: Peoria bus bay - design is continuing. Preventive maintenance: Phoenix is charging to grant. Scottsdale, RPTA, Glendale, Peoria utilizing previous grant funds. Estimated grant close out: 6/30/17.
AZ-90-X133	2014	7/31/2014	2,988,857	0	2,988,857 Phoenix vehicles: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Operating assistance and security enhancements: utilizing previous grant funds. Estimated grant close out: 6/30/17.
5307 Program Total			418,853,020	305,815,578	113,037,442
CMAQ/STP Transfers from FHWA					
AZ-90-X084	2006	6/21/2006	18,561,754	18,141,928	419,826 Phoenix: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Estimated grant close out: 6/30/16.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	15,950,423	588,320 Phoenix bus: bus order is being finalized with delivery expected in early 2016. Estimated grant close out: 6/30/16.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	36,760,522	7,106,871 Phoenix bus: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Glendale (Bell Road/Loop 101 Park-and-ride): environmental clearance received from FTA. Finalizing design for transit center. Estimated grant close out: 6/30/16.
AZ-95-X009	2011	4/6/2012	22,575,282	19,663,093	2,912,189 Preventive maintenance (Peoria, Scottsdale, Surprise): utilizing previous grant funds. These funds will be used in FY 2015. Phoenix bus: finalizing order with delivery expected in early 2016. RPTA (vanpool vans): vans have been delivered with reimbursement complete. METRO: Central Mesa project preliminary engineering is completed with construction 63% completed. Tempe South: revised route submitted to FTA. Estimated grant close out: 12/31/18.

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS			STATUS
			AWARDED	EXPENDED	REMAINING	
AZ-95-X013	2009/2010	5/31/2011	23,289,315	22,890,645	398,670	Phoenix bus: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. METRO: Central Mesa project preliminary engineering is completed with construction 63% completed. All funds have been draw down. RPTA: vehicles reimbursed and in service. Estimated grant close out: 6/30/16.
AZ-95-X015	2012	7/17/2013	29,453,720	11,005,967	18,447,753	Phoenix: first order of buses have been delivered and in revenue service. Will be ordering more buses in Spring 2015 with delivery expected in early 2016. METRO: Central Mesa project is 63% complete. RPTA: vehicles have been ordered, reimbursed and in revenue service. Scottsdale vehicles: finalizing contract change orders with Phoenix and RPTA. Purchase order will be issued once the change orders are finalized. Vehicles anticipated to be delivered in summer/fall 2016. Estimated grant close out: 12/31/16.
AZ-95-X023	2013	7/21/2014	21,838,652	1,637,131	20,201,521	METRO: Gilbert Road Extension: preliminary engineering is 85% completion. Central Mesa: the project is 63% completed. Tempe South: revised route submitted to FTA. Glendale: vehicles will be ordered in spring 2015. RPTA: van pool vans: exploring purchasing off of a state contract. Estimated grant close out: 6/30/2017.
AZ-95-X027	2014	8/7/2014	2,988,878	0	2,988,878	Preventive maintenance: utilizing previous grant funds. Glendale: vehicles are in the process of being ordered with delivery expected in early 2016. RPTA vanpool vans: exploring purchasing off of a state contract. If not viable, will be doing a procurement. Estimated grant close out: 12/31/17.
CMAQ/STP Transfers Total			179,113,737	126,049,710	53,064,027	
<u>Section 5309 Bus and Bus Facilities Program</u>						
AZ-03-0066	2012	11/15/2012	74,999,999	42,542,929	32,457,070	METRO - Central Mesa Light Rail Extension: construction is 63% complete. Estimated grant close out: 6/30/16.
AZ-04-0004	2006	8/31/2007	7,312,615	6,745,654	566,961	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale (Skysong): design for transit center completed. Design for sidewalk project is at 15% with completed slated for in the fall. Construction anticipated to be awarded in spring 2015. Estimated grant close out: 3/31/16.
AZ-04-0005	2007	7/21/2008	3,210,240	2,531,049	679,191	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale (Skysong): design for transit center completed. Design for sidewalk project is at 15% with completion slated for in the fall. Construction anticipated to be awarded in spring 2015. Estimated grant close out: 3/31/16.
AZ-04-0008	2008	5/3/2010	7,856,040	7,162,199	693,841	Scottsdale (Skysong): design for transit center completed. Design for sidewalk project is at 15% with completion slated for in the fall. Currently in negotiations with property owners for right-of-way acquisitions. Estimated grant close out: 3/31/16.

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-04-0011	2009/2010	8/11/2011	5,066,200	1,670,640	3,395,560	Phoenix: East Baseline Park-and-Ride - Design work complete, construction has started. Phoenix bus: RFP released, but award to happen in Fall 2014. Tempe: Bus Replacement - Currently researching new vehicle prototypes. Scottsdale: Skysong Transit Center - design for transit center completed. Design for sidewalk project is at 15% with completion slated for in the fall. Currently in negotiations with business property owners for right-of-way acquisitions. Guadalupe: funds will be returned. Estimated grant close out: 6/30/16.
AZ-04-0014	2008	9/16/2010	240,969	240,969	0	Grant closed on 7/30/14.
AZ-04-0015	2010	8/5/2011	2,400,000	1,923,822	476,178	Phoenix: 11th Street Pedestrian: Project is complete with the one year plant establishment expired on 1/20/15. Estimated grant closeout: 3/31/15.
AZ-04-0019	2010	9/23/2011	0	0	0	Funds returned to FTA due to funds awarded not substantial enough for viable sub-fleet. Grant closed on 1/22/15.
AZ-04-0025	2010	9/20/2012	490,000	51,163	438,837	Phoenix: East Baseline acquisition is completed. Ensuring all costs have been accounted for. Estimated grant close out: 3/31/15.
AZ-04-0026	2012	2/26/2014	7,000,000	0	7,000,000	Phoenix bus: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Estimated grant close out: 6/30/16.
AZ-88-0001	2012	9/23/2013	4,064,715	1,416,025	2,648,690	RPTA: equipment installed and reimbursement submitted. METRO: OMC shade canopy project: large portion of construction completed. Project is approximately 25% complete. Estimated grant close out: 12/31/15.
5309 Bus Program Total			112,640,778	64,284,450	48,356,328	
<u>Section 5309 Fixed Guideway Modernization Program</u>						
AZ-05-0202	2008	4/12/2010	3,560,398	3,337,389	223,009	Project savings will be reassigned to RPTA for partial reimbursement of buses. Estimated Grant Closeout: 6/30/15.
AZ-05-0203	2009/2010	5/26/2011	7,453,822	5,688,656	1,765,166	Glendale park-and-ride: site selected with environmental clearance received by FTA. Entering final design for transit center. Phoenix bus: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Estimated grant close out: 12/31/16.
AZ-05-0204	2011	4/6/2012	3,602,402	3,182,662	419,740	Phoenix: Desert Sky Transit Center - design is completed. Land acquisition is complete. Finalizing costs. METRO: preventive maintenance will be utilized in the next quarter. Estimated grant close out: 6/30/15.
AZ-05-0205	2012	4/24/2013	1,481,866	1,481,866	0	Grant is in the process of being amended to add the land acquisition and construction for Glendale's park-and-ride located near Bell Road and Loop 101. Estimated grant close out: 12/31/16.
5309 FGM Program Total			16,098,488	13,690,573	2,407,915	

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PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5316 Job Access and Reverse Commute (JARC) Program</u>						
AZ-37-X008	2007	8/15/2008	1,515,115	1,515,115	0	Grant closed 11/3/14.
AZ-37-X011	2008/2009	8/11/2010	1,336,332	1,286,332	50,000	RPTA- Marketing costs: costs are still occurring, but lower than anticipated. Estimated grant close out: 9/30/15.
AZ-37-X014	2011	3/9/2012	1,839,232	1,820,852	18,380	CASS- Temporary Employment Services (TES) - reimbursement submitted when necessary, but costs lower than anticipated. Estimated Grant Closeout: 6/30/15.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	3,702,673	370,915	RPTA Rte 72: Reimbursement submitted on a quarterly basis. RPTA Rte 685: reimbursements submitted on a quarterly basis, but costs much lower anticipated. Glendale Gus 1&2/Rte 60: all reimbursements submitted and completed. Estimated grant close out: 12/31/15.
AZ-37-X018	2012	4/24/2013	1,856,800	1,422,384	434,416	CASS - Temporary Employment Services (TES): utilizing prior grant funds. Glendale (Route 60): preparing reimbursement for FY2014. RPTA: Mobility Management (Get Transit Smart) project complete; Route 251- project complete. Route 571 - will be submitting reimbursement after FY2015 concludes. Estimate grant close out: 6/30/16.
5316 Program Total			10,621,067	9,747,356	873,711	
<u>Section 5317 New Freedom Program</u>						
AZ-57-X001	2006	6/13/2008	1,052,690	1,052,690	0	Grant closed - 11/5/14
AZ-57-X008	2008	8/19/2009	451,217	451,217	0	Grant closed - 7/31/14
AZ-57-X009	2008/2009	7/28/2010	1,078,889	1,050,754	28,135	Phoenix: senior cab: utilizing previous grant funds. Estimated grant close out: 6/30/15
AZ-57-X012	2009/2010	6/3/2011	1,820,502	1,571,139	249,363	Glendale: Taxi Voucher, BAG IT, GUS3: completed and fully reimbursed. RPTA (mobility management and NW Valley DAP): costs are being incurred with reimbursements submitted quarterly. Estimated grant closeout: 6/30/16.
AZ-57-X013	2011	2/17/2012	877,892	710,626	167,266	Glendale: Taxi voucher project - project just beginning. Phoenix: Senior/ADA Cab Programs - utilizing previous grant funds. RPTA Fare Collection: complete. RPTA Volunteer Driver: Reimbursements submitted when needed. Estimated grant close out: 6/30/17.

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AZ-57-X016	2012	6/19/2013	1,141,706	593,569	548,137	Admin: submitting reimbursements when needed. Glendale: bus enhancement: solar work is continuing, Taxi Voucher Program: utilizing prior grant funds. NAU: completed. Benevlla: program started in July 2013 with reimbursements submitted when necessary. Peoria: program is well received by citizens and reimbursements submitted when necessary. RPTA: Personal Securement Loops: next order to be placed in the spring; Travel training & cab coupon programs: utilizing previous grant funds. Estimated grant close out: 12/31/16.
5317 Program Total			6,422,896	5,429,995	992,901	
Section 5339 Alternatives Analysis Program						
AZ-39-0005	2011	6/21/2012	1,000,000	793,263	206,737	South Central Corridor Study: study is approximately 90% completed. Should be completed in the next 3-6 months. Estimated grant close out: 9/30/15
5339 Program Total			1,000,000	793,263	206,737	
Section 5310 Enhanced mobility of seniors and individuals with disabilities						
AZ-16-X002	2013	5/23/2014	2,328,527	1,564,592	763,935	All vehicles have been delivered and in service. Misc. Equipment: researching for most feasible equipment to meet About Care's needs. RPTA, Glendale, Phoenix, NAU, Nobody's Perfect: Operating assistance - expenses occurring with reimbursement submitted on a quarterly basis. MARC Community Resources, Terros: Mobility management - expenses occurring with reimbursement submitted on a quarterly basis. Estimated grant close out: 12/31/15.
AZ-16-X003	2014	4/1,864	3,376,162	0	3,376,162	Vehicles have been ordered with delivery underway. Glendale/RRPTA - Operating assistance: utilizing prior year's grant funds. Chandler/Gilbert Arc, Foothills Caring Corp, MARC Community Resources, Terros: Mobility Management: utilizing prior grant funds. Estimated grant close out: 12/31/16.
5310 Program Total			5,704,689	1,564,592	4,140,097	
Section 5337 State of Good Repairs						
AZ-54-0001	2013	1/28/2014	540,196	0	540,196	Phoenix: Desert Sky park-and-ride: construction management firm selected. Construction bid released in November with contract awarded in January. Plans will be adjusted to adhere to new Development Services Department new requirements. Estimated grant close out: 6/30/16.
AZ-54-0002	2013	2/11/2014	331,125	287,221	43,904	Light rail brake overhaul work is continuing with 34% of the project complete. Estimated grant close out: 6/30/16.
AZ-54-0004	2014	8/13/2014	340,563	0	340,563	Light rail brake overhaul work is continuing with 34% of the project complete. Estimated grant close out: 6/30/16.

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AZ-54-0005	2014	7/22/2014	2,113,963	0	2,113,963	RPTA: bus contract has been awarded. Vehicles are to be ordered in summer 2015 with delivery in summer 2016. Phoenix: preventive maintenance: utilizing previous grant funds. Estimated grant close out: 12/31/16.
5337 Program Total			3,325,847	287,221	3,038,626	
<u>Section 5339 Bus/Bus Facilities</u>						
AZ-34-0002	2013	2/5/2014	4,814,141	38,137	4,776,004	Phoenix: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Desert Sky P-n-R: Construction bid released in November with contract awarded in January. Plans will be adjusted to adhere to new Development Services Department new requirements. Preventive maintenance: utilizing older grant funds. Estimated grant close out: 6/30/17.
AZ-34-0004	2014	7/22/2014	5,028,871	0	5,028,871	Phoenix: 40 ft standard buses to be ordered early spring 2015 with delivery expected in early 2016. Preventive maintenance: utilizing previous grant funds. Estimated grant close out: 6/30/2017.
5339 Program Total			9,843,012	38,137	9,804,875	
TOTAL			763,623,534	527,700,874	235,922,660	

