



TRANSIT GRANTS AND PROGRAMS

ANNUAL REPORT FY 2011 -2012



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DIRECTOR'S FOREWORD

As we move into another year, I would like to pause and reflect on the achievements of the past year.

The Transit Group has much to be proud of, from a State Leadership Award from Community Transportation Association (CTAA), recognizing one state DOT in the nation for its service to transit riders, to a successful State Management Review, to winning the TIGER IV grant award, to new team members who joined us this past year.

This past year has been transformative and innovative for this group in many ways, not least of which is the new Surface Transportation Bill, MAP-21 (Moving Ahead for Progress in the 21st Century). Among many programmatic changes, this bill also introduces performance measures as a means to increase efficiency of resource utilization. Developing a system of measures to keep each of our programs up to date and competitive with the rest of the nation will be one of our biggest challenges moving forward.

While we were fortunate to be chosen for the State Leadership Award among fifty State DOT's, this award is reflective of the perseverance and the work of all the members of this team towards improving transit options and connecting Arizona's communities. The addition of four new staff members strengthens the team's mandate, while giving it a very diverse perspective. Utilizing each person's strengths and giving them opportunities to work on areas of improvement will also be a focus of the coming year.

Lastly, but definitely not the least, the State Management Review was a testament to the improvements that have been made in our programs, as well as a reminder of all the work that remains to be done as we stand on the threshold of the next year.



Director, Transit Programs



VISION STATEMENT

A complete transportation system that leads to a sustainable Arizona.



MISSION STATEMENT

Our mission is to build capacity with our transit partners to link people, jobs and communities, safely and efficiently, thus enhancing statewide mobility.



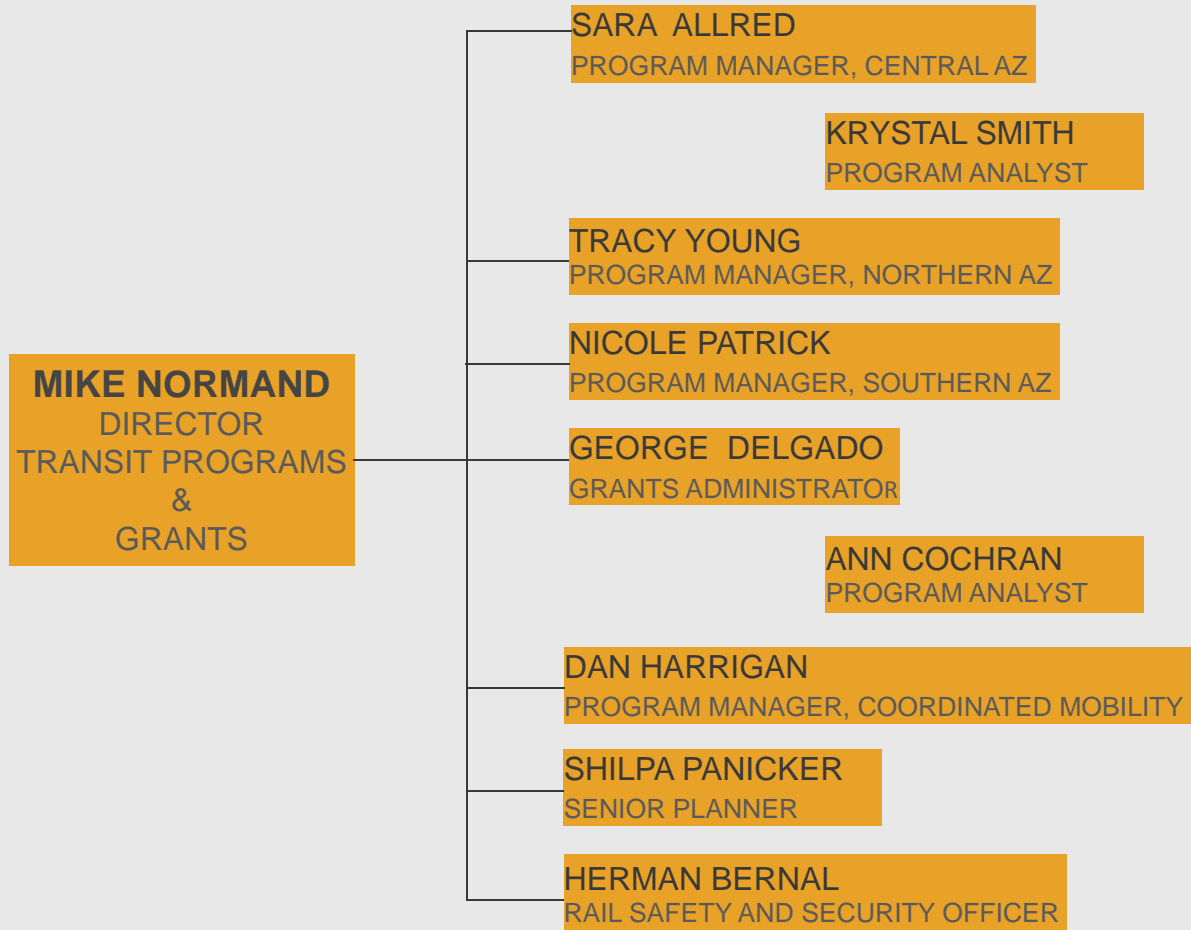
VALUES & STRATEGIES

Accountability, Integrity, Respect.

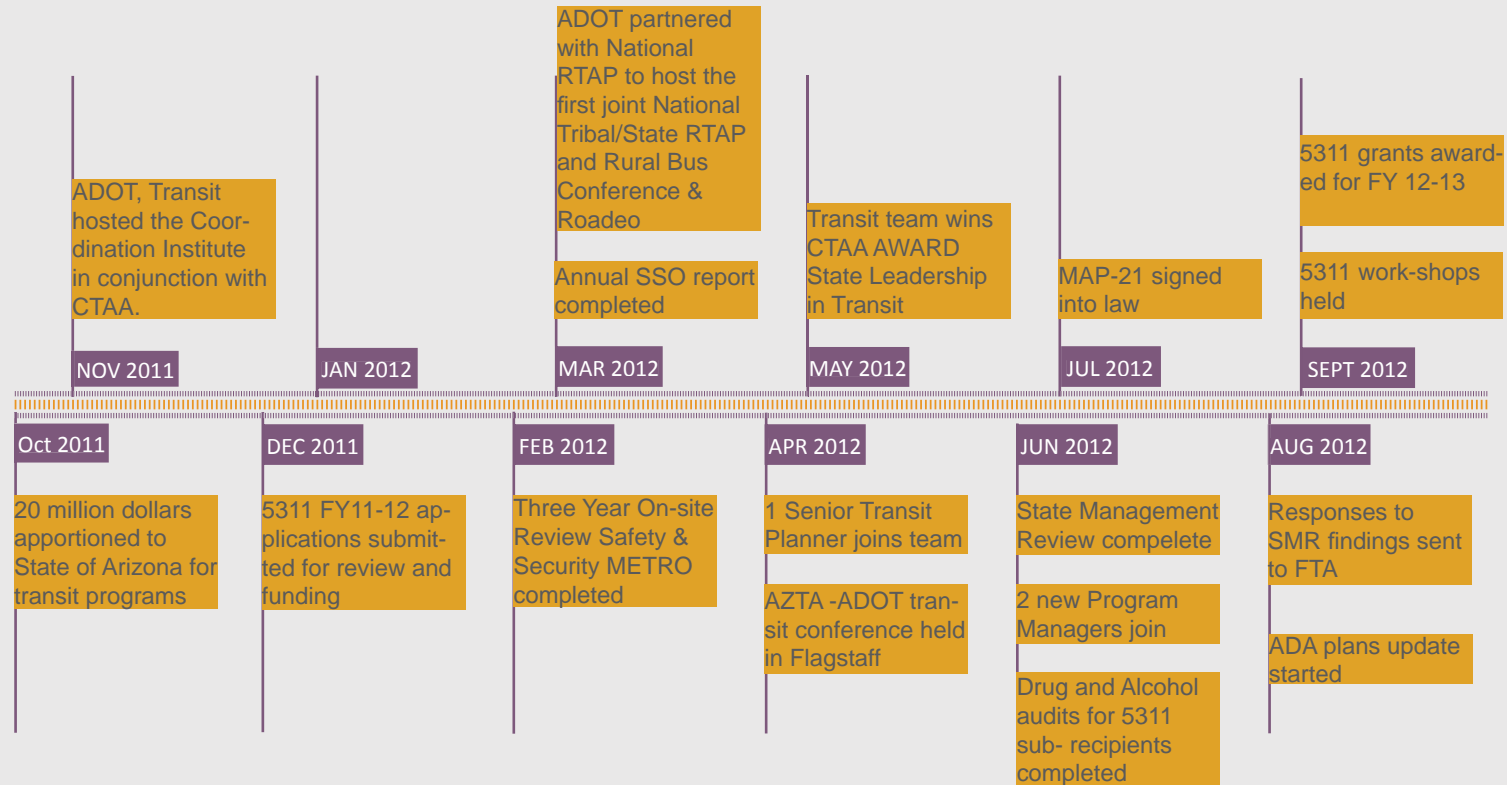
Capacity building, Standardization, Systemization, Communication.



ORGANIZATIONAL STRUCTURE



TRANSIT TIME LINE FOR FY 11-12



ABOUT TRANSIT GRANTS AND PROGRAMS

The Transit Grants and Programs group (Transit) within the Multi-modal Planning Division (MPD) of the Arizona Department of Transportation (ADOT), is a ten member team that is responsible for administering Federal Transit Administration (FTA) grants and programs that enhance mobility options in the non-urban areas of the State of Arizona. Transit has five main areas of focus :
Rural Transit (5311, 5307 and RTAP), **Coordinated Mobility** (5310, 5316,5317), **Planning** (5303, 5304), **Safety** (SSO) and **Grant Administration**.

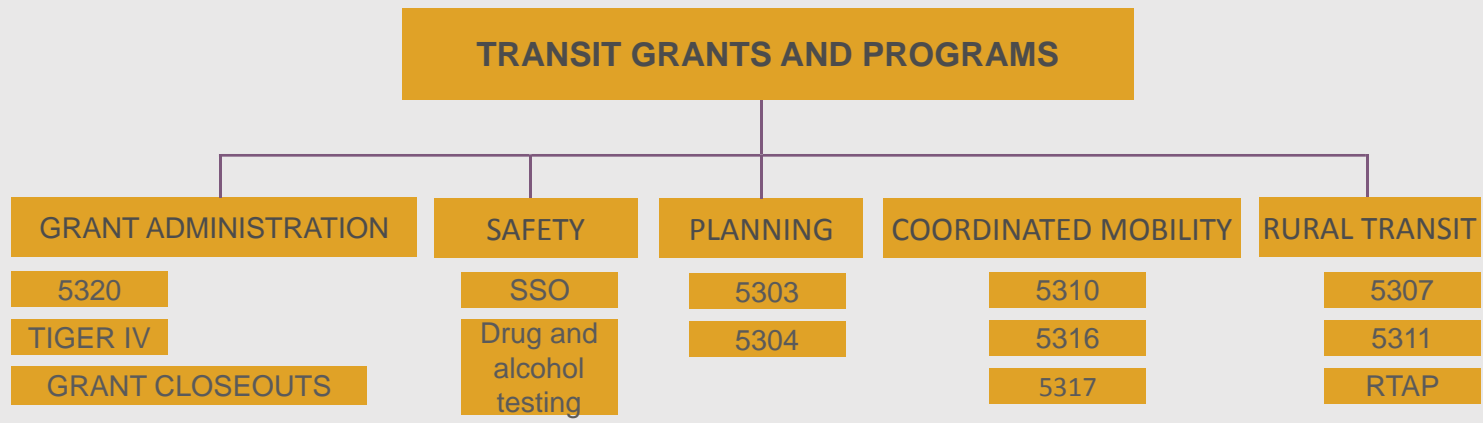
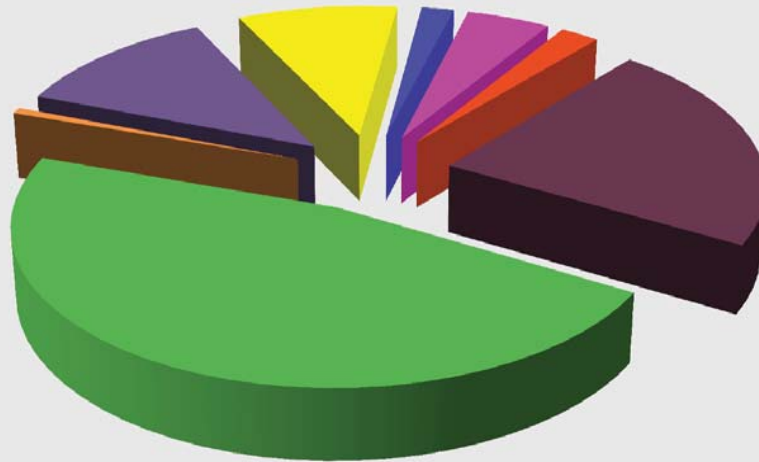


Fig 1: Chart showing focus areas of the Transit Grants and Programs group

ABOUT TRANSIT GRANTS AND PROGRAMS

The funding for programs administered by Transit becomes available on October 1 of each year. For the Fiscal Year 11-12, starting October 1, 2011 running till September 30, 2012, Transit was apportioned 20.2 million dollars, across eight grant programs. In addition, ADOT was also awarded 21.6 million dollars as part of the TIGER IV grant program. Transit is the designated recipient for the State of Arizona, for the programs identified on the following pages. As designated recipient Transit ensures distribution of FTA funding to eligible sub-recipients, and is responsible for administrative, financial compliance and oversight for these programs.

FY 11-12 Program Funding Levels



\$ 128,089.00	RTAP
\$457,391.00	5317
\$981,767.00	5316
\$378,150.00	5304
\$1,868,531.00	5303
\$2,429,123.00	5310
\$4,494,685.00	5307
\$9,462,771.00	5311

Fig 2: Pie chart showing the distribution of federal funding for all programs supported by Transit, for FY 11-12. Source : <http://www.fta.dot.gov/>

TOTAL	\$20,200,507.00
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GRANT ADMINISTRATION

The Grant Administration function of Transit oversees all the administrative activity associated with grants from applying to the FTA for a grant, milestone reporting on it, creating amendments, and eventually closing the grant when all the grant funds have been expended. Another significant function is applying for Federal discretionary grants across division lines and increasing the funding available to divisional sub-recipients.

FY 11-12 : SIGNIFICANT ACHIEVEMENTS

	FY11-12	FY12-13
	Closed	To Close
5303/04	1	1
5310 (capital)	5	1
5310 (STP)	2	-
5311	3	4
5316 (STP)	-	3
5317	-	3
TOTAL	11	12

Table 1: Table showing progress of Grant closures

In compliance with FTA requirements, 11 grants were closed this fiscal year. 12 grants are scheduled for close-out next fiscal year. This makes 23 of the 31 grants that will be closed out by the end of next fiscal year. Transit is making great strides to bring its grant closure process within FTA compliance. A team comprising of staff from Transit and Accounting are working together to achieve this task.

By the end of this fiscal year 6 out of 7 findings from the State Management Review had been addressed and a report in response to these findings was sent out. ADOT was awarded the TIGER IV award of 21.6 million dollars for the rehabilitation of a bridge along the I-15 corridor. Transit handled the completion and submission of the grant application packet and is involved in the performance reporting phase of grant management. Transit teamed up with Mojave Community College and applied for the Innovative Transit Workforce Grant. The proposal was for a mobile training program to increase awareness about careers in Transit as well as to provide hands-on training to people interested in pursuing a career in transit. We did not make the list of awards this year but will attempt to propose again next year.

RAIL TRANSIT STATE SAFETY OVERSIGHT

Arizona Department of Transportation (ADOT) is the designated state safety oversight agency in Arizona and is responsible for overseeing both, the Light Rail in Phoenix (in operation) and the Modern Streetcar (under construction) in Metropolitan Tucson. The 20 mile alignment of the Light Rail in the Phoenix- Mesa Metropolitan area served 13.2 million riders in 2011 and has 50 vehicles in its fleet. Tucson Street Car covers just under four miles and is anticipated to be in operation in late 2013. MAP-21 strongly emphasizes safety for not just rail, but bus also. Transit is awaiting further guidance from the FTA on specific requirements to strengthen its Safety Oversight program.

FY 11-12 : SIGNIFICANT ACHIEVEMENTS

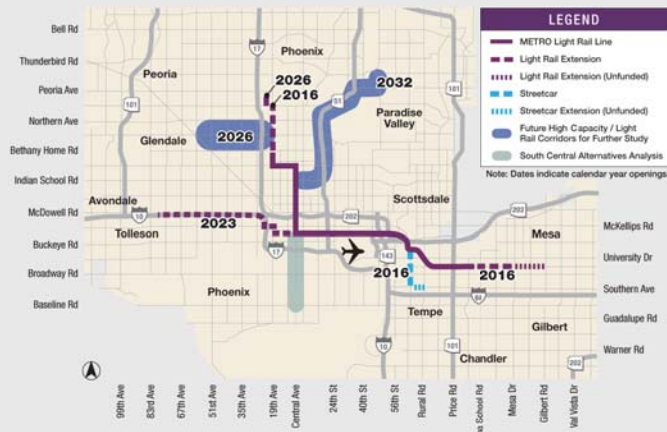


Fig 3: Map showing Light Rail alignment in Metro Phoenix

The recordable accidents for CY 2011 are 28, significantly lower than the year the system started operations, when 58 recordable accidents were documented.

Another significant achievement for this year was the removal of 17 of the 18 findings from an audit conducted on Valley Metro Safety and Security practices by the FTA on April 27–29, 2010. These findings were addressed in the updated Safety Plans.

In FY 11-12, all 5311 agencies in the State were audited for compliance with FTA regulations with respect to process and policies for Drug and Alcohol free workplace and the report was sent out to FTA.

Successful completion of the AZTA-ADOT Maintenance “Rodeo” at the 2011 State Conference.

5310/16/17 : coordinated mobility

The 5310, 5316, and 5317 programs are collectively known as the Coordinated Mobility Programs. The FTA provides ADOT formula (Capital) and Surface Transportation Program (STP) funds annually. Program funds are used for capital assistance, for the purchase of vehicles and related equipment statewide. ADOT strongly encourages coordination of services to facilitate the most efficient use of Federal, State and local resources.

FY 11-12 : SIGNIFICANT ACHIEVEMENTS

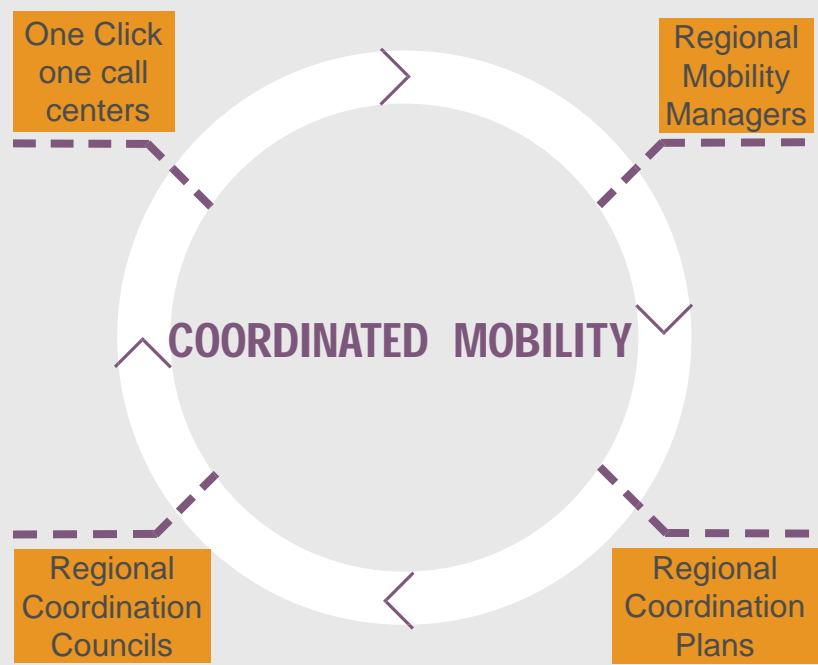


Fig 4: Diagram showing components of Coordinated Mobility

In November 2011, ADOT successfully hosted the Coordination Institute. This Institute provided the resources that explored : mobility management; one-call/one-click center; strategies for expanded services; working with health care partners; identifying transport needs; engaging local officials and the community.

Other highlights include :

- . Funding 5 Mobility Managers positions
- . Establishing a “One Click One Call” center in Yuma.
- . 140 vehicles delivered with an average delivery time of 54 days

MAP-21 changes are being incorporated into the program, the most significant of which was the repeal of the 5316 and 5317 programs and subsequent reductions in funding levels.



5311 PROGRAM : rural transit

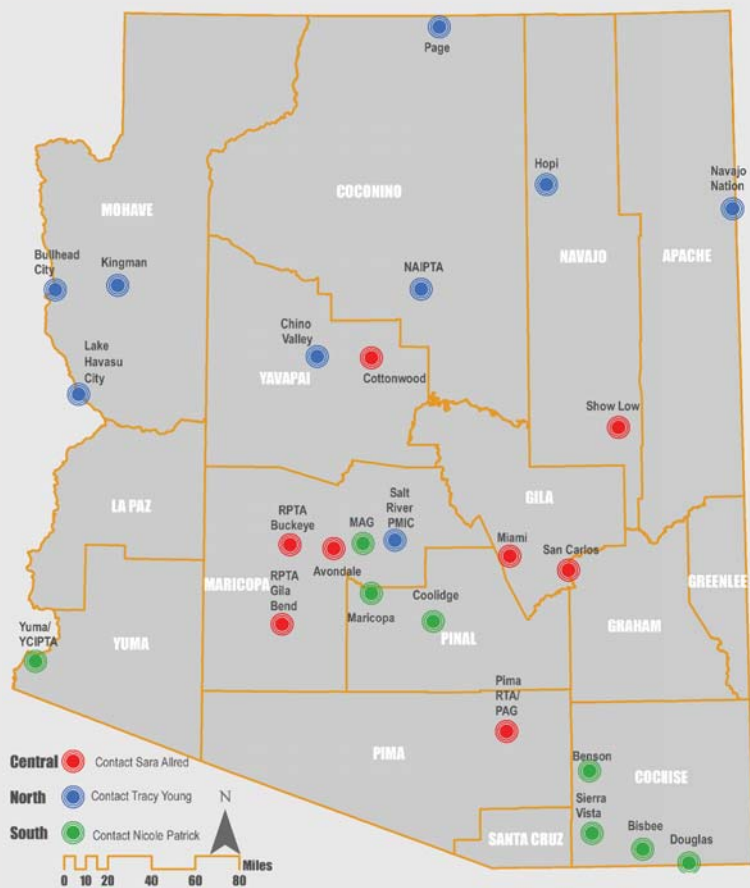


Fig 5: Map showing reorganization of the 5311 program

The 5311 program administered by Transit, funded the operation of about 3.8 million revenue miles, transporting approximately 1.3 million passenger trips during FY 11-12. With more than twenty sub recipients, this program also collected a million dollars in farebox revenue, with an average cost of operating being \$ 2.96 per revenue mile and average farebox revenue of \$1.08 generated per mile.

The program has undergone organizational changes. Originally the entire program was managed by one Program Manager. This year the program was divided up into three geographic zones : north, central and south. Each zone is managed by a Program Manager. The introduction of a regionally focused approach to managing the 5311 program will advance the understanding of each community’s unique needs, enhance service delivery and allow customized program assistance and technical guidance from our program managers. The adjacent map illustrates this re-organization.

Finally, grant programs administered by Transit will see significant streamlining by the implementation of the grant management software. This new management tool will decrease the amount of administrative redundancies and enhance tracking and reporting of performance measures.

5311 PROGRAM FY 11-12 : performance measures

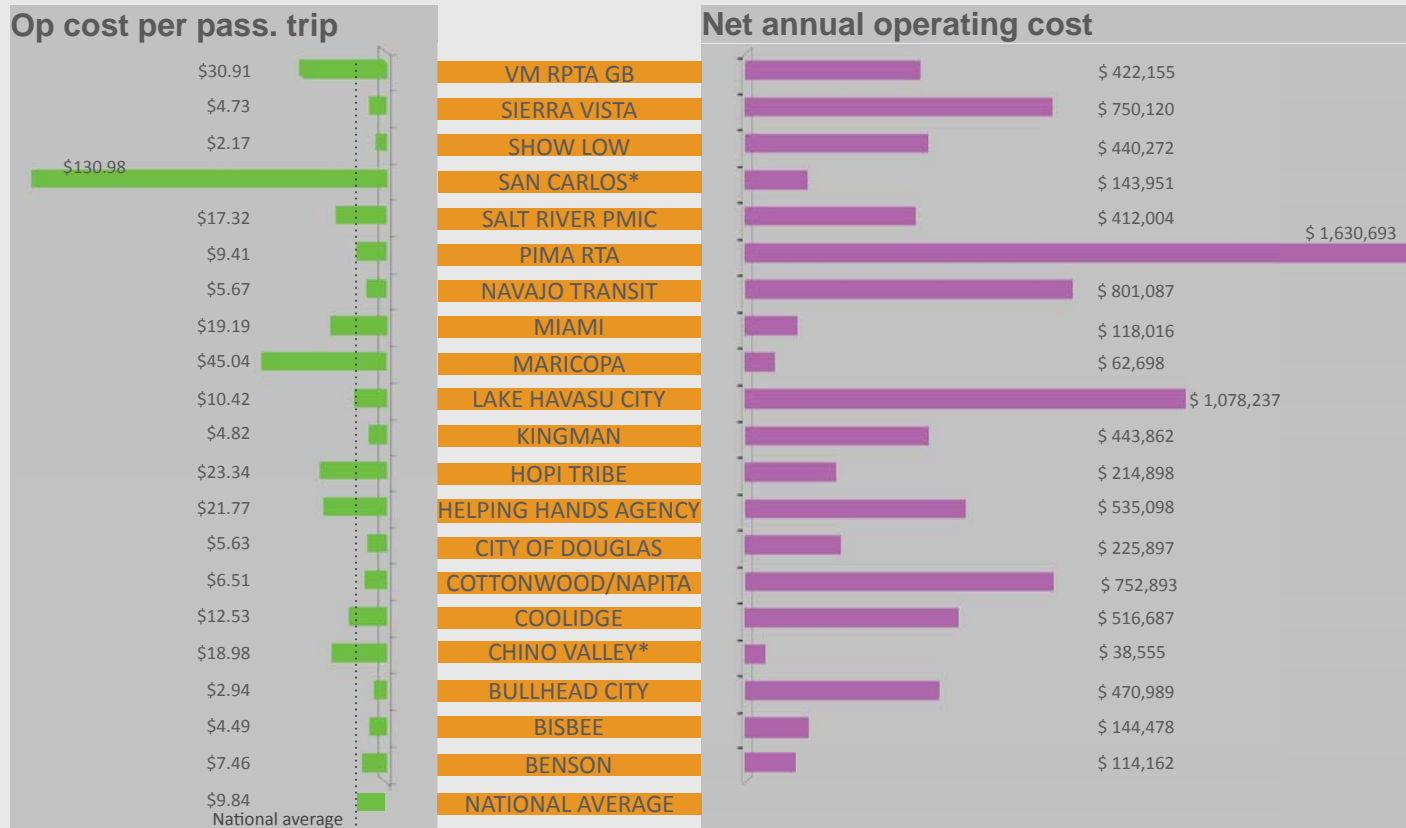


Table 2: Performance indicators : operating cost per passenger trip and net annual operating cost for FY 11-12
 * Agencies started in October 2011.

The graphs on page 11 and 12 illustrate the performance of the rural transit agencies. For the purposes of this report, four basic indicators have been used. Comparing with national average, as cited in the Rural Transit Fact book, 2012, it is evident the Arizona rural transit agencies are fairly competitive with the average cost per passenger trip, with only five agencies exceeding the national average.

5311 PROGRAM FY 11-12 : performance measures

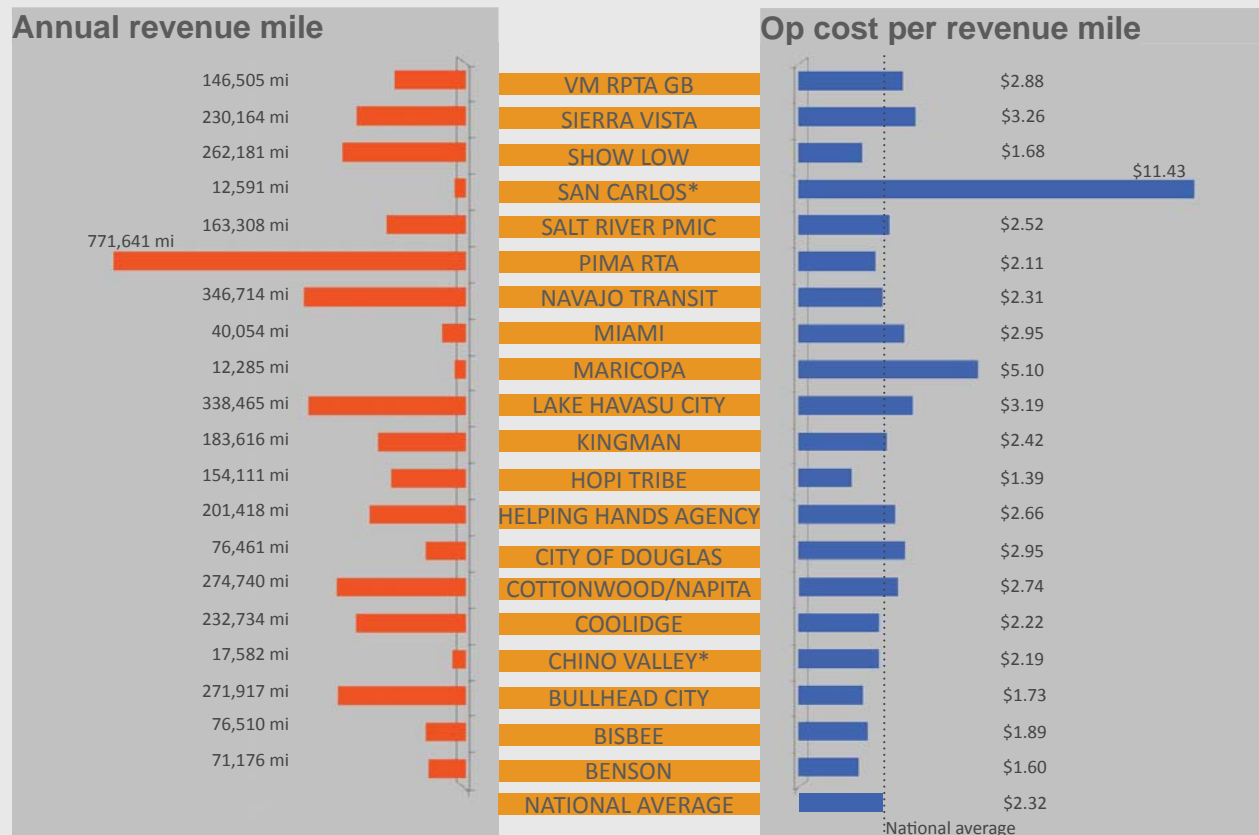


Table 3: Performance indicators : annual revenue miles and operating cost per revenue mile for FY 11-12
 * Agencies started in October 2011.

Similarly, about nine agencies in Arizona record a higher operating cost per revenue mile compared to the national average. Each rural transit agency varies by number of vehicles, type of service provided, and socioeconomic characteristics of its population base and thus it is important to develop a viable performance standard for the State of Arizona, which is one of the challenges of this program in the next year.



RTAP PROGRAM FY 11-12

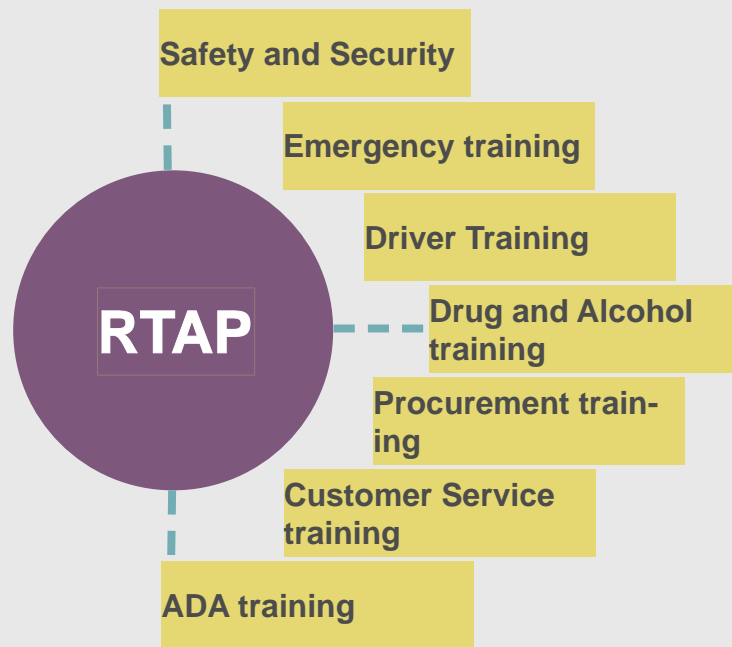


Fig 6: Diagram showing the different areas of RTAP trainings

The Rural Assistance for Training Program (RTAP) administered by Transit is designed to provide an enhanced level of training and technical assistance to 5310 and 5311 transit providers. Current RTAP services include a resource library, a training scholarship program, networking meetings, conference attendance and on-site technical assistance. In FY 11-12, Transit received approximately \$120,000 for all these activities. These funds were spent on a number of activities that including conferences, workshops and “roadeos”.

21% of the total scholarships were provided to sub-recipients for Defensive Driving, PASS, First Aid, and Civil Rights Training. As is evident, conferences form a large portion of the scholarships distributed.

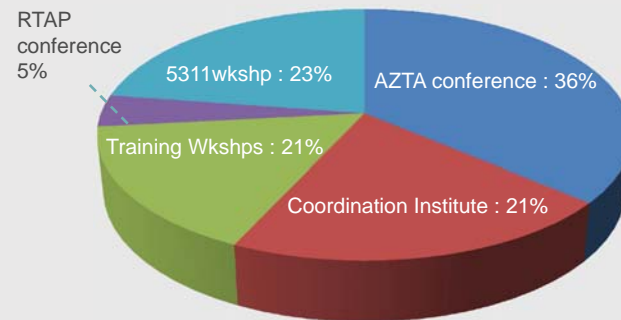


Fig 7: Chart showing distribution of scholarships for FY 11-12

5303-04 PROGRAM FY 11-12

The 5303 and 5304 planning programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide respectively. ADOT allocates federally apportioned funds planning funding to the MPOs in the state, based on an FTA approved formula. Funds are available for four years and the federal share of the program is not to exceed 80% of the cost of the projects funded through this program.

The 5303 program funds are passed on to the five existing Metropolitan Planning Organizations (MPOs) in the State. According to information available from the 2010 census, three new MPOS will be added to the list making it imperative to introduce performance indicators tied to the funding, to ensure the most efficient use of funds in the future.

Statewide funds (5304) are used to sponsor planning studies for rural agencies.

Transit completed the Bisbee Transit Evaluation Study, in which staff undertook analysis of the route, its bus stops, its time points and routing and recommended changes to increase the timeliness of the bus as well as the efficiency of service provided. In the upcoming fiscal year, Transit will be managing two transit studies :

- 1) **Bullhead Area Transit** : This study will be a service planning study geared towards analyzing service and performance of the bus system in Bullhead City, with recommendations for improvements.
- 2) **Ft Mojave Transit Feasibility Study** :This study is geared towards establishing the need for transit in the Fort Mojave Indian Reservation.

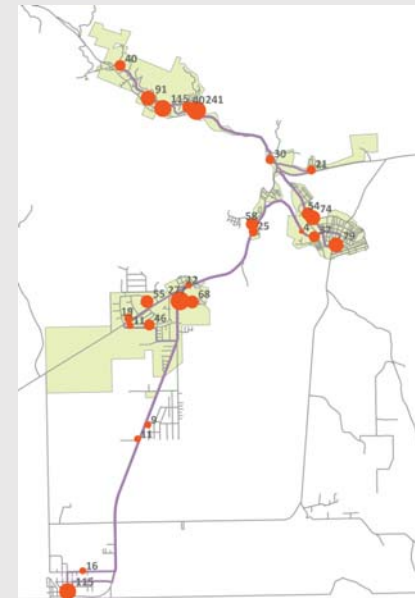


Fig 7: Map of Bisbee Bus : ridership per stop



Transit Programs and Grants
Multimodal Planning Division
Arizona Department of Transportation
206 S. 17th Ave. MD340B
Phoenix, AZ 85007