

Program metrics for FFY 13

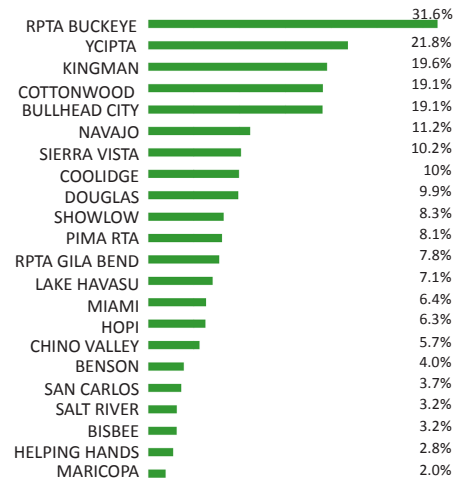


Figure 4 : FFY 13 fare recovery, 5311 program

Rural Transit Program (FTA 5311 program)

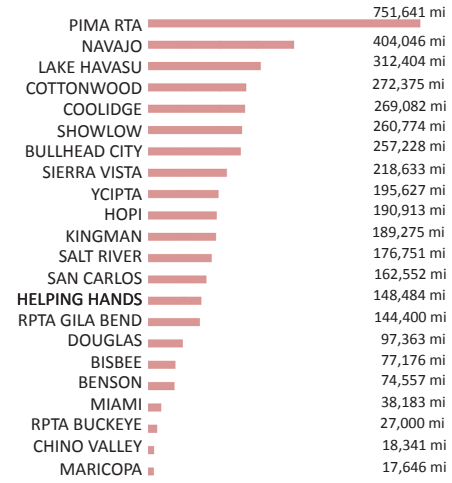


Figure 5 : FFY 13 annual rev miles, 5311 program

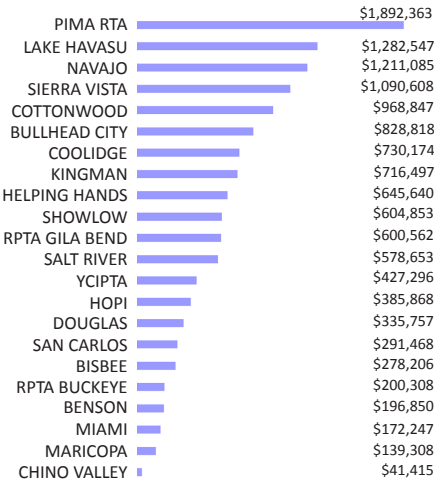


Figure 6 : FFY 13 annual op cost, 5311 program

Comparative metrics, FFY12 and FFY13

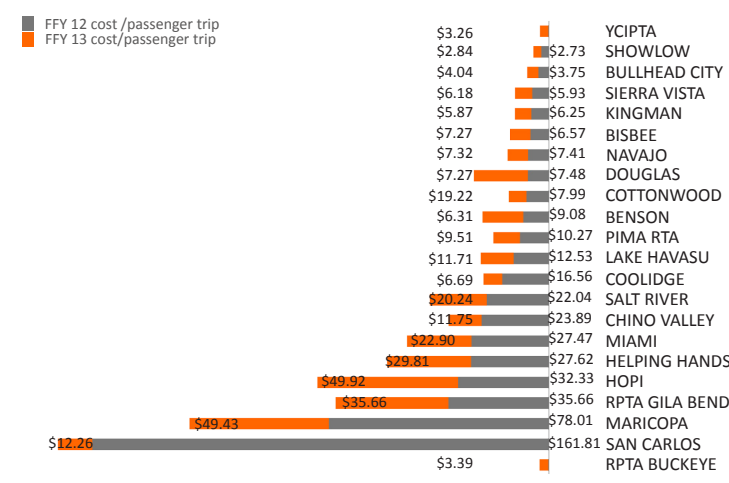


Figure 7 : FFY 12 and 13 net operating cost per passenger trip comparison

Rural Transit Program (FTA 5311 program)

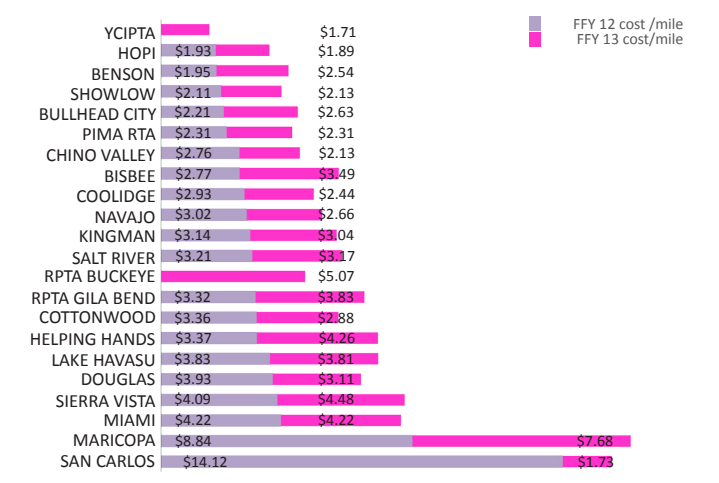


Figure 8 : FFY 12 and FFY 13 net operating cost per mile comparison

Program achievements for FFY 13

- The State vehicle procurement now includes larger transit buses. The new procurement will benefit both 5310 and 5311 grantees and enable the sub-recipients to procure vehicles more easily.
- More than half of the 5311 agencies received a site visit this year with the remainder scheduled for 2014.
- ADOT is assisting all 5311 grantees with their marketing. New transit guides, marketing brochures, and logos are being produced for 5311 grantees. Four grantees now have new, updated brochures, with the remainder scheduled through June.
- Reimbursement Requests moved to an on-line submittal process through TransitInvoice@azdot.gov.
- Even more electronic advances are coming up as the next 5311 application will be submitted through E-Grants.
- ADOT remains committed to regional systems rather than multiple adjacent small agencies providing transit service within overlapping communities. We strongly encourage coordination and partnerships.

Map-21 Program changes

- Planning was added to the list of eligible expenses under this program.
- 5311 (C) formula based tribal transit funding has been authorized under MAP-21, this will assist tribes in developing transit in the Reservations. ADOT responded to several requests for assistance in clarifying the process for tribes now applying under the formula program.
- The elimination of the JARC program and inclusion of the program objectives under 5311 affects transit and mobility programs.

RTAP (Rural Transit Assistance Program)

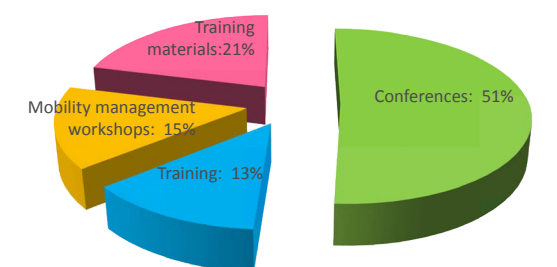


Figure 9 : Piechart showing distribution of RTAP funding in FFY 13

Coordinated Mobility (FTA 5310 program)

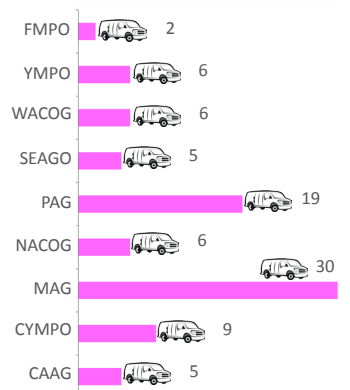


Figure 10 : Map showing 5310 vehicle distribution by COG

Program achievements for FFY 13

- Completed first round of applications in the E-Grants system.
- Delivered 88 vehicles statewide to eligible sub recipients within an average delivery time of 26 calendar days.
- Funded and implemented Trip Planner for coordinated mobility services, called PIMA Find a Ride in the PAG region and SARA RIDES, a One Click/One Call center in the YMPO region.
- Reconciled 12 grants to be closed in 2014.
- Instituted new on lien policy to ensure FTA useful life requirements are met.
- Funded 5 Regional level Mobility Managers in the rural COGS.

Map-21 Program changes

- Programs 5316 and 5317 were rescinded and the funding for these programs was rolled into other federal programs.
- Opened 5310 to operating expenses.
- Coordinated Mobility funds appropriated directly to large UZA's.

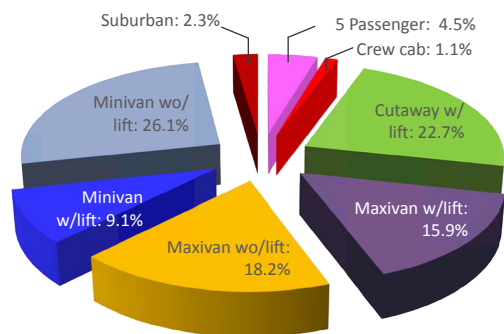


Figure 11: Pie chart showing percentage of vehicle type distributed by the 5310 program

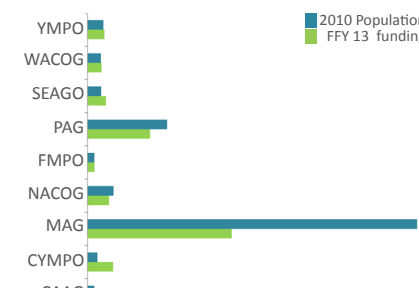


Figure 12 : Bar chart showing 5310 FFY13 funding by COG/MPO and their respective population

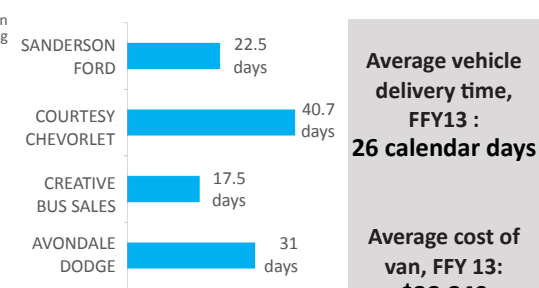


Figure 13 : Bar chart showing average vehicle delivery time by vendor

Average vehicle delivery time, FFY13 : 26 calendar days

Average cost of van, FFY 13: \$38,840

Grant Administration

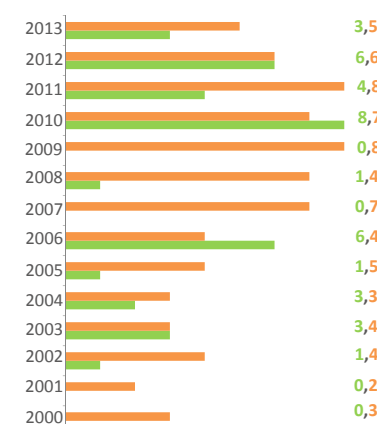


Figure 14: Graph showing progress in grant closures

Competitive Grant Opportunity Activity in FFY 13

- FTA Grants Closed**
Three grants were closed as follows:
5310 Program- STP-AZ-65-X003;
5311 Program- AZ-18-X036;
5311Program- AZ-18-X038.
FTA approved one grant expiration extension request for the 5311 Program-AARA Grant: AZ-86-X001.
- New Grant Openings**
These eight grants were opened:
5303/5304 Program: AZ-80-0021; AZ-80-0022; AZ-80-0023;
5311 Program: AZ-18-X059; AZ-18-X060; STP- AZ-85-X007 ; STP- AZ-85-X008;
5339 Program: AZ-34-003.

Reports Developed in FFY 13

- FTA Funding Report-Monthly**; Lists all FTA apportioned Transit Program grants. Source: MPD Financial and Administration Unit.
- Weekly Vehicle Report**-Cites average days for delivery.
- 2013 Discretionary (Competitive) Grant Activity Report**: Yearly; Cites number of competitive grant applications prepared/ submitted; awarded grants and award amounts are included.

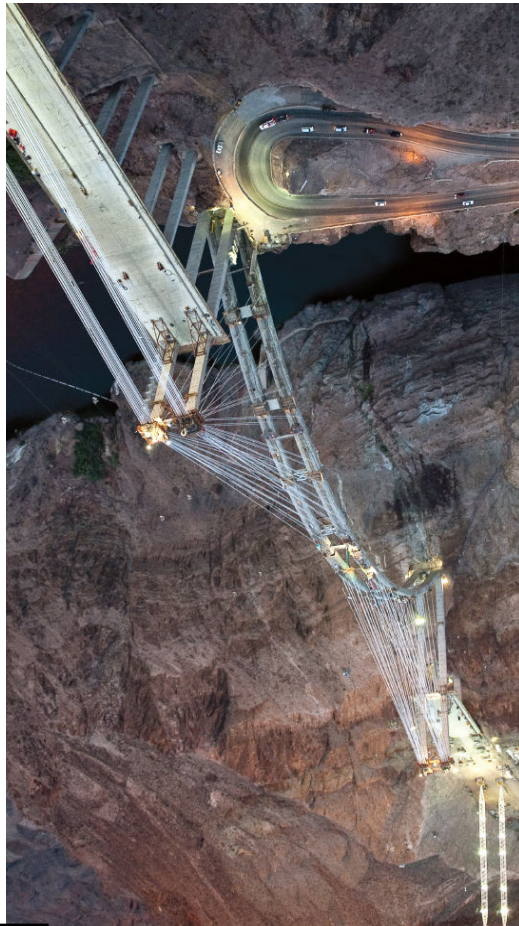
Small Urbans (FTA 5307 & 5339)

Program details

ADOT's Multimodal Planning Division (MPD) administers the Urbanized Area Formula Funding program (49 U.S.C. 5307) which makes Federal resources available to urbanized areas and to states for transit capital and operating assistance in urbanized areas (UZAs) and for transportation related planning. ADOT MPD also administers the Bus and Bus Facilities program (49 U.S.C. 5339) to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. FTA Section 5307 unobligated funding, that which was allocated to urbanized areas without existing transit systems or was unobligated for two years, is available through ADOT's competitive pool process to fund operating and capital project(s). FTA Section 5339, under Moving Ahead for Progress in the 21st Century (MAP-21), is allocated to the state of Arizona. The entirety of this funding is available through the ADOT competitive pool process to fund capital project(s) (e.g., vehicles, facility construction, etc.). Eligibility for Section 5307 and Section 5339 competitive funding pool is limited to existing small urban designated UZAs.

Program achievements for FFY 13 : Over \$4 Million was awarded in FFY13 through the competitive funding pool program.

Annual Report: Federal Fiscal Year (FFY) 13 Transit Programs and Grants



Increased safety of transit systems within the State: Safety is for everyone.

Efficient, diversified, and sustainable stewardship of resources for enhanced statewide mobility.

Improved quality of lives of Arizonans with increased linkages between communities, jobs, people and places.

To build capacity with our transit partners to enhance statewide mobility.

To establish the standard of excellence for transit programs managed by a state.

Goals

Mission

Vision

Director's foreword

2013 has been a results intensive year focusing on three specific areas: process improvements, implementation of MAP-21 and performance evaluation.

Our vision is to establish the standard of excellence for transit programs managed by a state. This year one of the big steps we took towards accomplishing this vision is the development of E-Grants, which is a grants administration software system that is being built to streamline our processes so that staff can refocus their efforts on their respective programs. Not only have we started the development of this software this year, but we have also successfully implemented the application process for the 5310 grant program in E-Grants. A similar success story this year is the implementation of the 5307/5339 competitive funding pool for capital projects aimed at making unused grant dollars available to qualifying sub-recipients. This year we have also started several challenging initiatives, the State Transit Plan, a state-wide contract for bus procurement, Coordinated Mobility efforts, and ensuring that the SSO program is brought into compliance with all the requirements of MAP-21, to name a few.

Together the achievements above reflect the perseverance and dedication of staff to do more with less. This annual report is not just a substantiation of our progress, it is also a reminder of what remains to be done to achieve our vision of excellence.

Organizational structure

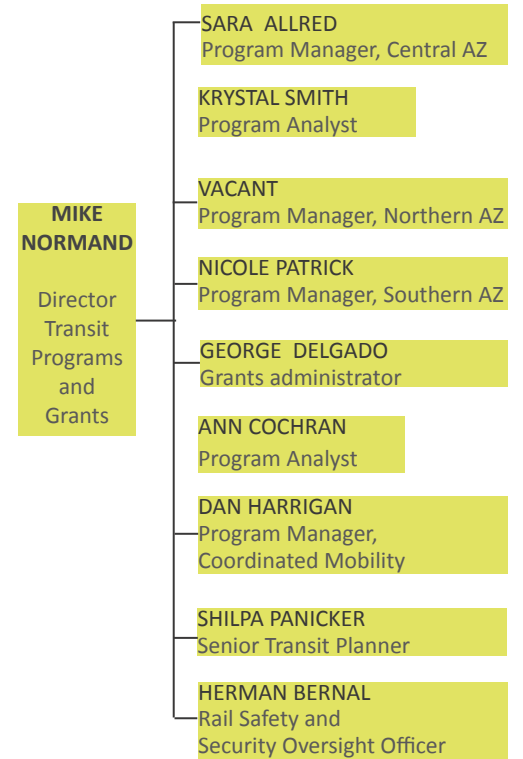


Figure 1 : Chart showing organizational structure of Transit Programs

Safety and Security Oversight (FTA 5329 Program)

Program achievements for FFY 13

- Completed Revision 4 of the ADOT System Safety Program Standard to comply with MAP-21.
- Completed the first review and comment to the Tucson Sun Link System Safety Program Plan, Accident/Incident Investigation Plan, Hazard Management Plan, Emergency Management Plan, Corrective Action Program Plan and System Security and Emergency Preparedness Plan.
- Reviewed and commented to the Valley Metro System Safety Program Plan, Accident/Incident Investigation Plan, Hazard Management Plan, Accident/Incident Investigation Plan, and Corrective Action Program Plan.
- Completed ADOT/Tucson Intergovernmental Agreement for State Safety Oversight of the City of Tucson Streetcar Project (Sun Link).
- Completed the Drug and Alcohol site visits for all 23 of the 5311 programs in Arizona and submitted to FTA MIS Reports for 2013.
- Submitted to FTA 2013 Annual Reporting for Arizona State Safety Oversight Program.
- Submitted to the FTA the ADOT Self-Assessment and Gap Analysis for MAP-21 certification.
- Reviewed and commented to FTA on the Advance Notice of Proposed Rulemaking (AMPRA).
- Day to day management of the SSO Program of Tucson Modern Streetcar Project, Valley Metro, Central Mesa Extension Project and the Phoenix Dunlap Extension Project.
- Hosted Crisis Communication and All-Hazards Awareness & Preparedness training at the 2013 AZTA Passenger Rail Conference in Tucson, November 13, 2013.



Figure 15 : Pictures showing preparations for starting operations of the Tucson Streetcar, Source : <http://tucsonstreetcar.com/>

Data source: Where not cited, data is from Transit Programs and Grants records.

Contributors: Mike Normand, George Delgado, Sara Allred, Nicole Patrick, Krystal Smith, Dan Harrigan, Ann Cochran, Herman Bernal, Shilpa Panicker

Planning (FTA 5304 Program)

Program achievements for FFY 13

- Completed the first Strategic Plan for the Transit Programs and Grants group. This document maps out the path of the group over the next four years.
- Initiated planning activities for the State Transit Plan. The State Transit Plan will establish a state-wide vision for transit development in the state and identify corridors of travel that increase regional connectivity.
- Completed the first Short Range Transit Plan (SRTP) in recent years, for the City of Bullhead City. The SRTP will guide the development of Transit in the City of Bullhead City over a five year time period.
- Completed an electronic application framework for a competitive offering of 5304 funds.

Transit Programs and Grants : Focus areas

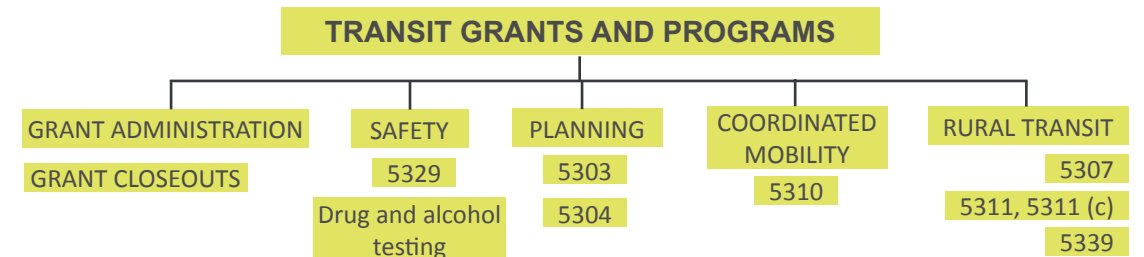


Figure 2 : Chart showing focus areas of Transit Grants and Programs

FFY 13 funding by grant program

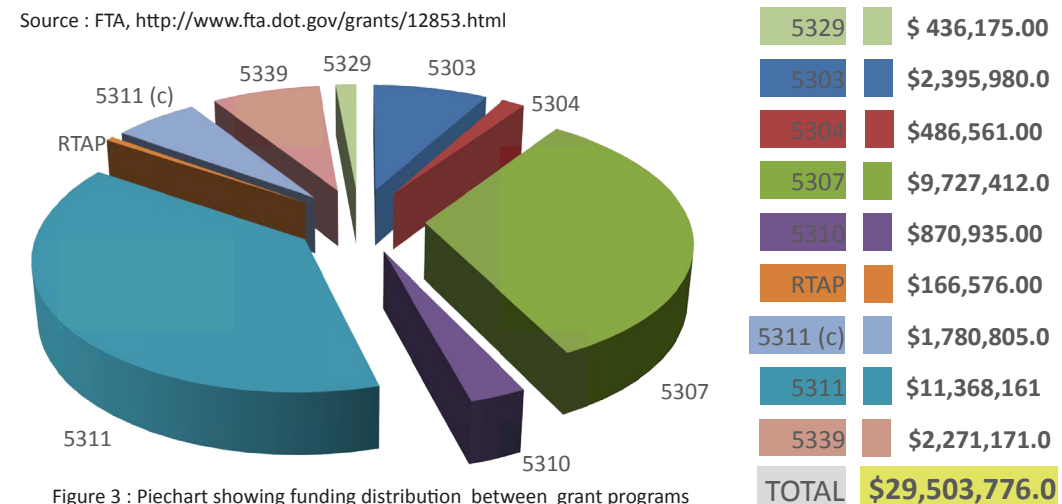


Figure 3 : Piechart showing funding distribution between grant programs