

December 1, 2010

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, December 9, 1:30 p.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

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 Kevin Wallace at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft November 9, 2010 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. 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventive Maintenance

The request to address the distribution of 5307 funds for preventive maintenance (PM) came from a July 28, 2010 Regional Council action which approved "the Draft FY2011-2015 MAG TIP contingent on a finding of conformity. . . and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010." On October 14, 2010, the Transit Committee was presented with three different distribution methodologies for preventive maintenance (PM) for 5307 funds. On November 9, 2010 the Transit Committee was presented with five distribution methodologies for preventive maintenance (PM) for 5307 funds. At the November meeting, the committee requested that the transit operators

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the November 9, 2010 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion, and possible recommendation for a preventative maintenance distribution methodology for 5307 funds in fiscal year 2011, recommend modifying/amending the FY2011-2015 MAG TIP appropriately, and a distribution methodology of preventive maintenance for future years be developed.

meet to review and discuss the methodologies. The operators met on November 17, 2010 and again December 1, 2010. Information regarding the outcome of the December 1st meeting will be mailed/e-mailed at a later date. Please refer to Attachment One for additional information.

6. Scottsdale/Rural Road Alternatives Analysis Update

In November of 2004, Maricopa County voters approved Proposition 400, authorizing a twenty-year extension of a half-cent sales tax to fund transportation improvements identified in the adopted Regional Transportation Plan (RTP). Approximately one-third of the proceeds are earmarked for rail and bus transit improvements to serve identified regional needs. Among these improvements is the phased implementation of bus rapid transit (BRT) or similar service along several key arterials in Maricopa County. Scottsdale Road/Rural Road, in the cities of Scottsdale and Tempe, is the third of five BRT routes identified in the RTP that will be implemented by the Regional Public Transportation Authority (RPTA).

Since development of this corridor will require Federal matching funds, RPTA has embarked on the development of an Alternatives Analysis (AA) of the Scottsdale/Rural corridor to identify a Locally Preferred Alternative (LPA) for a "higher-capacity" transit service. Development of the LPA is a Federal requirement for projects seeking Federal Transit Administration (FTA) capital funds. The Scottsdale/Rural Road service will meet near-term transit needs in this high travel corridor, while laying a foundation for future high-capacity transit service in the study corridor. "Higher capacity" transit signifies a level of public transportation investment that falls between local fixed route bus service and true high-capacity transit, such as a fixed guideway system. Previous studies and plans have recommended an enhanced transit corridor along the Scottsdale/Rural Road alignment. This Alternatives Analysis (AA) constitutes the first

6. For information and discussion.

step toward implementation of such a corridor. Please refer to Attachment Two for additional information.

7. Phoenix West Alternatives Analysis Update and Operating Plan

The METRO Project team will provide an update on preliminary staff recommendations for the Phoenix West Alternatives Analysis study. In addition, the discussion will include options on how the project could operate with the bus system.

8. Glendale Phase I Alternatives Analysis Update

METRO staff will provide an update on the Glendale Phase I Alternatives Analysis. The Glendale High Capacity Transit (HCT) extension was included in the RTP, approved for funding by Maricopa County voters within Proposition 400 in 2004. This corridor extends from the Northwest Extension at 19th and Glendale Avenues in Phoenix to downtown Glendale. The Glendale and Phoenix have engaged with MAG and METRO to discuss alternatives to the Glendale extension currently shown in the RTP to ensure service to prominent activity centers and anticipated growth areas along the Loop 101. As an initial step, METRO is conducting an 18 month study to evaluate corridor options and their performance.

9. 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.

10. Next Meeting Date

Please note the new meeting time and location for the next regular Transit Committee meeting:

Thursday, January 13, 2010, 10:00 a.m.  
MAG Office, Cholla Room.

7. For information and discussion.

8. For information and discussion.

9. For information and discussion.

10. For information.

DRAFT MEETING MINUTES  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSIT COMMITTEE

November 9, 2010  
METRO light rail office  
101 North First Avenue, Suite 1300, Conference Room  
Phoenix, Arizona

MEMBERS ATTENDING

Glendale: Cathy Colbath, Chair	Peoria: Maher Hazine
ADOT: Mike Normand	Phoenix: Lauri Wingenroth for Debbie Cotton
Avondale: Rogene Hill	
*Buckeye: Andrea Marquez	*Queen Creek: Wendy Kaserman
Chandler: RJ Zeder	Scottsdale: Theresa Huish
*El Mirage: Pat Dennis	Surprise: Jim Swanson for Michael Celaya
*Gilbert: Tami Ryall	Tempe: Robert Yabes for Jyme Sue McLaren
*Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
Maricopa County: Mitch Wagner	Valley Metro Rail: Wulf Grote
Mesa: Jeff Martin for Mike James	Regional Public Transportation Authority: Carol Ketcherside
*Paradise Valley: William Mead	

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

OTHERS PRESENT

Kevin Wallace, MAG	Kristen Sexton, Avondale
Marc Pearsall, MAG	Jenna Goad, Glendale
Alice Chen, MAG	John Farry, METRO
Jorge Luna, MAG	Karl Matzinger, Phoenix
Eileen Yazzie, MAG	Ken Kessler, Phoenix
	Jorie Bresnahan, Phoenix
	Bob Antila, Valley Metro-RPTA
	Andrew Matusak, Baker
	Diane Eidam, Sjoberg Evashenk Consulting

## 1. Call to Order

The meeting was called to order at 1:32p.m. by Vice Chair Cathy Colbath. Vice Chair Colbath welcomed everyone in attendance, thanked METRO light rail for offering their facilities for the meeting and announced that a quorum was present. She noted that no members were participating via teleconference. 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 October 14, 2010 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft October 14, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Colbath called for a motion to approve both draft meeting minutes. Mr. RJ Zeder moved to approve the motion. Ms. Teresa Huish 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

Mr. Kevin Wallace from MAG stated that there were a few items from the Transit Program Manager's Report this month.

Mr. Wallace reported that the new ADOT RARF Projections forecast was down considerably from the 2009 forecast, with Public Transit Funds (PTF) was down \$420 million for bus programs, \$320 million for rail, and over \$1 billion for freeways over the lifetime of the plan.

He also noted that the Western High Speed Rail Alliance 'The Rail Ahead Conference' in Las Vegas in mid-October, was a success, with over 160 attendees, and 40 speakers and keynote addresses by Secretary of Transportation Ray LaHood and Senator Robert Bennett of Utah. Several MAG member agencies attended the conference, where the USDOT also announced that the Western High Speed Rail Alliance would receive \$1 million from the Federal Rail Administration to plan and study high speed rail in the Intermountain West. He added that the one initial segment that may be studied could be the Las Vegas to Phoenix corridor, or the Phoenix to Los Angeles corridor.

Mr. Wallace mentioned that MAG and ADOT staff met with a senior Amtrak representative on October 27 to discuss Amtrak's current status and future in Arizona. Amtrak mentioned that they were moving forward with plans to improve service in Southern Arizona on the Sunset Limited line and hoped to return to Phoenix in the future, but that those plans had been slowed down while negotiations continued with Union Pacific railroad regarding freight congestion issues on their line between Yuma and Tucson.

Chair Colbath thanked Mr. Wallace for his report and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

5. Peer Region Structured Parking Policy Review

Chair Colbath introduced Marc Pearsall of MAG to brief the committee on the Peer Region Structured Parking Policy Review.

Mr. Pearsall reported that in the summer of 2010, MAG staff was directed by the Transit Committee to identify the criteria used in other regions for providing structured parking at bus park-and-rides. MAG staff contacted eight regions, Dallas, Denver, Los Angeles, Minneapolis, Portland, San Diego, Salt Lake City and Seattle, to collect information regarding the criteria and methodology for planning, site selection, and construction of structured transit parking facilities.

Mr. Pearsall noted that MAG had previously completed the Regional Park and Ride Study in January 2001, which established the following criteria for the MAG Region for the "Characteristics of Successful Park and Ride Lots" including high level of express bus service (every 15 minutes or less during peak period); express transit service available over at least a 3-hour period in AM/PM peak periods; located within close proximity of a freeway or light rail line (1-mile or less); multi-modal connectivity; access to HOV lanes for at least a portion of the bus trip to the final destination; visible location from adjacent arterials (to facilitate marketing and patron safety); parking costs at the destination are substantially higher than the round trip fare; capital cost and overall cost effectiveness; and market-passenger demand.

Mr. Pearsall then referenced tables that reflected both peer region park-and-rides, structured parking facilities, and transit center as well as examples of successful peer region bus-only structured parking facilities. He then gave an overview of common methodologies used by MAG peer region agencies for structured parking policies. He noted that several of existing and new park-and-ride facilities from the eight MAG Peer regions sampled in this analysis included surface parking lots. Structured parking facilities were usually not constructed for bus-only operations, but for major multi-modal stations serving local bus, express bus, and rail services. Agencies surveyed used one basic criterion when evaluating whether to construct structured transit parking facilities--market based demand for transit service.

He also added that information collected from the peer regions would suggest that a MAG Region structured transit parking policy should consist of a balanced mix of the following primary criteria: the facility is included in Regional Transportation Plan(RTP)/Transit Improvement Plan(TIP); passenger demand/market based/transit demand metrics (passenger boardings); minimum level of service (LOS) (local / express frequency)); acceptable cost benefit performance/ return on investment (ROI); and multi-modal transit connections/transit access. He mentioned that other important criteria included: Transit Oriented Development (TOD) opportunities; alternative land use scenarios; proximity to HOV lanes; freeway corridor access (within ¼ mile); and proximity to activity center access (within ¼ mile).

Chair Colbath thanked Mr. Pearsall and asked if there was any discussion or commentary from the Committee.

Mr. Wulf Grote commented that there was a local example of structured transit parking facility, located at McClintock & Apache in Tempe. The facility had been built to serve as a park and ride facility for METRO light rail as well as a transit oriented development opportunity for both commercial and residential use on the rail line. He added that it was built in a joint partnership between the agency(city) and private developers. He noted that economics should be the driving indicator for when a facility makes the most sense to construct and cited an example from Denver RTD, where a two-story structure had been built, but was later enlarged due to its growth in ridership. He mentioned that there is no one size fits all formula for when a region should build a structured parking facility, but that there should be a balanced mix between a designated regional formula-methodology and a case-by-case basis review of each site.

Ms. Rogene Hill agreed with Mr. Grote. She also added that she had concerns that the MAG Region was being compared to these eight 'Peer Regions'. She noted that these areas may not be considered truly peer regions in regards to transit, due to the fact that they all had mature transit systems that had grown over the preceding decades, but that the MAG Region's system was still lacking a true regional level of service. She mentioned that in addition to a balanced mix of criteria for building structured transit parking, future growth opportunities and needs should be looked at, as well as sustainability and TOD opportunities around each facility.

Mr. Wallace thanked the committee for their comments and also noted that the origins of the request for this structured parking policy review came from the Transit Committee's charge to formulate a distribution plan for programming federal funds. He added that the Transit Committee's work to develop a regional set of guidelines and criteria for structured parking and park and ride facilities would greatly aid the endeavor in allocating federal funds.

Mr. Jeff Martin commented that there should be a set of uniform guidelines, as well as a set list of locations for the region to work with. He said that the parking facilities shouldn't build these facilities for the sake of building them. He mentioned that they should be built for regional consistency and cited the Gilbert Park and Ride as an example of a downtown location not built near a freeway corridor. He noted that if park and rides were going to be built jointly near malls or developments, that they should be close in proximity to freeway/HOV corridors.

Mr. RJ Zeder added that it was important that these facilities should have a threshold for the amount of both public and private investments and contributions, as well as a way to gauge the use of the facilities so that they were not sitting empty. He noted that joint use facilities with private developments should not inadvertently leave the general public with an overall financial burden and asked what the federal guidelines were for public private partnerships. Discussion followed.

Mr. Mike Normand noted that the cost per parking space for these parking facilities would be very high for structured versus surface lots, and that large traffic and ridership demand would be the only way to justify their construction. Mr. Grote added that the Federal Transit Administration would require a transit demand analysis for an facility funded with federal

dollars. He explained that the FTA would want to see a thirty year level of growth programmed into the facility before it could render it a worthy project for funding. Discussion followed.

Mr. Pearsall stated that as requested, he would return at a future meeting with a comprehensive listing of the peer region agencies Return On Investment (ROI) / cost benefit criteria used for their structured parking facilities.

Chair Colbath thanked Mr. Pearsall for his presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

6. Project Change Request to the Federal Fiscal Year 2010 Program of Projects

Chair Colbath introduced Eileen Yazzie of MAG to present an update on Project Change Request to the Federal Fiscal Year 2010 Program of Projects

Ms. Yazzie noted that she did not have a Powerpoint presentation, but referred to the revised table and summary transmittal that was emailed to the Committee members prior to the meeting. She mentioned that there were a total of seven projects included on the list, with six belonging to City of Phoenix and one belonging to Valley Metro/RPTA and continued to describe the details of the included table. Ms. Yazzie explained that City of Phoenix requested to delete a maintenance facility upgrade project, funded with FY2010 5307 funds, and replace it with a vehicle management system upgrade project and the 24<sup>th</sup> Street park-and-ride lot construction project. She said that the 5307 funds were made available to the City of Phoenix via a regional funding exchange between CMAQ, local, and 5307 for City of Phoenix rail and bus projects as documented in the 2007 Regional Transportation Plan (RTP). Ms. Yazzie added that the project change request would complete the regional funding exchange with the City of Phoenix.

Ms. Yazzie noted that the item was on the agenda for possible action to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2010 Program of Projects.

Ms. Hill offered a motion to recommend approval to modify/amend the FY 2011-2015 MAG TIP and the FY2010 Program of Projects. Mr. Grote seconded, and the motion passed unanimously.

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

7. 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventative Maintenance

Chair Colbath introduced Mr. Jorge Luna from MAG to present an update on 5307 Urbanized Area Formula Funds Distribution Scenarios for Preventative Maintenance.

Mr. Luna noted that the request to address the distribution of 5307 funds for preventive maintenance (PM) came from the July Regional Council action requesting amendments/administrative modifications no later than December 2010. He noted that on October 14, 2010, the Transit Committee was presented with three different distribution methodologies for preventive maintenance (PM) for 5307 funds. At that meeting, the committee requested additional information about distribution methodologies, specifically peer regions and other operation data inputs.

Mr. Luna explained the five 5307 Distribution Methodologies options before the Transit Committee were based on vehicle revenue miles, operating expenses, locally developed ARRA unspent funds operating distribution, mode split by revenue miles with various distribution methodologies for bus, and no mode split. He added that the possible action was to recommend approval of a methodology for distributing 5307 federal funds for preventive maintenance. Mr. Luna explained that the methodology could be reviewed and updated annually to coincide with the latest National Transit Database information and the fiscal year apportionments, and that the Transit Committee could also recommend modifying/amending the FY2011-2015 MAG TIP as appropriate.

Chair Colbath thanked Mr. Luna and asked if there was any discussion or commentary from the Committee. At length discussion followed on service levels, different options in providing funding for taxis, demand response, ADA service, jurisdictional vehicle ownership and revenue miles.

Mr. Wallace noted that as this agenda item was presented after receiving direction from the informal transit operators working group. He added that it was the most effective way that the Committee could gather the most correct and up-to-date information, from those service providers in the MAG Region. Further discussion and commentary followed on the methodology of using revenue miles, the redistribution of funds and its effect on local budget forecasting, dial-a-ride service, and the use of National Transit Database (NTD).

After further discussion, and citing a December deadline for decision by the Transit Committee, Chair Colbath asked the members if there was consensus on any of the five the distribution scenarios presented today for Preventative Maintenance. A majority of the members suggested that MAG staff meet once more with the informal operators working group so that additional scenarios could be explored. She noted that this information would be brought forward at the December 9, 2010 meeting, where the Transit Committee would take final action on a preferred distribution scenario for 5307 Urbanized Area Formula Funds for Preventative Maintenance.

Chair Colbath thanked Mr. Luna for his presentation and asked if there were any further questions or comments. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

#### 8. Quarterly Status Report on Federal Grant Activity

Chair Colbath referred the Committee members to their agenda attachment and noted that Ken Kessler of City of Phoenix was available to answer any questions on the agenda item, the

Quarterly Status Report on Federal Grant Activity. She noted that at the request of the Transit Committee, the City of Phoenix was providing ongoing, quarterly updates on the status of existing federal grants. Mr. Martin thanked the City of Phoenix staff for the quality and timeliness of the information.

Chair Colbath asked if there were any further questions or comments from the Committee. Hearing no further comments, Chair Colbath proceeded to the next item on the agenda.

9. Request for Future Agenda Items

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

10. Next Meeting Date

Chair Colbath thanked those present for attending the MAG Transit Committee meeting and thanked METRO light rail and staff for hosting the November meeting. She announced that the next meeting of the MAG Transit Committee would be held on Thursday December 9, 2010 at 1:30pm in the MAG Saguaro conference room. There being no further business, Chair Colbath adjourned the meeting at 2:50 p.m.

# **ATTACHMENT ONE**

## **Agenda Item 5**

December 2, 2010

TO: MAG Transit Committee

FROM: Jorge Luna, Transit Planner III

SUBJECT: 5307 URBANIZED AREA FORMULA FUNDS DISTRIBUTION SCENARIOS FOR PREVENTIVE MAINTENANCE

The request to address the distribution of 5307 Urbanized Area Formula funds for preventive maintenance (PM) came from a July 28, 2010 Regional Council action which approved "the Draft FY2011-2015 MAG TIP contingent on a finding of conformity. . . and that the programming of preventive maintenance be reviewed for potential amendments/administrative modifications no later than December 2010."

#### **BACKGROUND**

On October 14, 2010, the Transit Committee was presented with a multi-part programming item regarding the distribution of \$11.7 million of 5307 FY2011 federal funds for PM and methodologies for distributing those funds in the MAG region. At the meeting, the committee recommended approval of evenly distributing the \$11.7 million for PM between FY 2011 and FY2012. In order to even out funds between fiscal years, bus purchases in FY2012 were forwarded to FY2011, this allowed for approximately \$12.4 and \$12.5 million being available for PM in the region for FY2011 and FY2012, respectively.

Regarding the distribution methodologies, the Transit Committee was presented with three options for distributing the funds. At the meeting, the committee requested that staff research potential impacts, peer region best practices, and return with additional methodologies for the next meeting. On November 9, 2010 the Transit Committee was presented with five methodologies; the committee requested that transit operators in the region meet to review and discuss the methodologies. Transit operators met on November 17, 2010 and again December 1, 2010. The consensus from the operators was to distribute 5307 federal funds for PM, only for FY2011, based on the locally developed ARRA unspent funds operating assistance distribution methodology for bus and rail (see Attachment 1). The methodology maintains the current PM allocation as shown in the TIP for FY2011 and distributes the additional PM funds in the region between modes (bus and rail) using percentages. The percentages are based on 2009 NTD reported data, for the modes (bus and rail) based on operating expense and for bus operators based on revenue miles. The group recommended reconvening to identify future year allocations and methodologies.

#### **RECOMMENDATION**

This item is on the agenda for information, discussion, and possible recommendation for a preventative maintenance distribution methodology for 5307 funds in fiscal year 2011, recommend modifying/amending the FY2011-2015 MAG TIP appropriately, and a distribution methodology of preventive maintenance for future years be developed.

Please feel free to contact myself or Jorge Luna at 602.254.6300 or eyazzie@azmag.gov, jluna@azmag.gov with questions or comments.

## ATTACHMENT I

The total amount to be distributed for FY2011 is \$12,424,886 using the locally developed ARRA unspent funds operating assistance distribution methodology for bus and rail. Of the \$12,424,886, \$6,546,883 will be distributed as identified in the FY2011 TIP (see Table 1); the additional funding, \$5,566,469, will be distributed first between modes bus (94.7%) and rail (5.3%), with the bus allocation to be apportioned to bus operators based on revenue miles (see Table 2).

<b>Table 1</b>		
	<b>FY2011 TIP Amount</b>	
	%	\$
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>

<b>Table 2</b>		
<b>Transit Modes</b>	<b>Distribution</b>	<b>FY2011 PM</b>
	<b>Percentages</b>	<b>Allocation</b>
Bus	94.70%	\$5,566,469
Rail	5.30%	\$311,534
<b>TOTAL</b>	<b>100.00%</b>	<b>\$5,878,003</b>
<b>Bus Portion Distribution Based on Revenue Miles</b>		
	<b>Distribution</b>	<b>FY2011 PM</b>
	<b>Percentages</b>	<b>Allocation</b>
City of Glendale	1.26%	\$70,138
Peoria Transit	0.52%	\$28,946
City of Phoenix	59.84%	\$3,330,975
RPTA	20.28%	\$1,128,880
City of Scottsdale	1.00%	\$55,665
Surprise DAR	0.19%	\$10,576
City of Tempe	16.91%	\$941,290
<b>TOTAL</b>	<b>100.00%</b>	<b>\$5,566,469</b>

<b>Table 3</b>	
	<b>Table 1 + Table 2 = Table 3</b>
	<b>FY2011 Apportionment</b>
City of Glendale	\$192,646
Peoria Transit	\$70,282
City of Phoenix	\$8,794,319
RPTA	\$1,859,998
City of Scottsdale	\$55,665
Surprise DAR	\$16,052
METRO	\$311,534
City of Tempe	\$1,124,391
<b>TOTAL</b>	<b>\$12,424,886</b>

**Request for Project Change - 2011-2015 MAG Transportation Improvement Program**

ID	Agency	Location	Work	Year	ALI	Funding	Federal Cost	Regional Cost	Local Cost	Total	Request
GLN11-702T	Glendale	Glendale	Preventive Maintenance	2011	11.7A.00	5307	\$ 192,646	\$ -	\$ 30,627	\$ 223,273	Admin Mod: Increase total PM costs from \$153,135 to \$223,273
PEO11-702T	Peoria	Peoria	Preventive Maintenance	2011	11.7A.00	5307	\$ 70,282	\$ -	\$ 17,571	\$ 87,853	Admin Mod: Increase total PM costs from \$51,670 to \$87,853
PHX11-706T	Phoenix	Phoenix	Preventive Maintenance	2011	11.7A.00	5307	\$ 8,794,319	\$ -	\$ 2,198,580	\$ 10,992,899	Admin Mod: Increase total PM costs from \$6,829,180 to \$10,992,899
SUR11-701T	Surprise	Surprise	Preventive Maintenance	2011	11.7A.00	5307	\$ 16,052	\$ -	\$ 4,013	\$ 20,065	Admin Mod: Increase total PM costs from \$6,845 to \$20,065
TMP11-701T	Tempe	Tempe	Preventive Maintenance	2011	11.7A.00	5307	\$ 1,124,391	\$ -	\$ 281,098	\$ 1,405,489	Admin Mod: Increase total PM costs from \$228,876 to \$1,405,489
VMT11-709T	Valley Metro	Regionwide	Preventive Maintenance	2011	11.7A.00	5307	\$ 1,859,998	\$ -	\$ 465,000	\$ 2,324,998	Admin Mod: Increase total PM costs from \$913,897 to \$2,324,998
New	Scottsdale	Scottsdale	Preventive Maintenance	2011	11.7A.00	5307	\$ 55,665		\$ 13,916	\$ 69,581	Amend: New Project
New	Valley Metro Rail	Phoenix, Mesa, Tempe - Light Rail	Preventive Maintenance	2011	11.7A.00	5307	\$ 311,534		\$ 77,884	\$ 389,418	Amend: New Project
New	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 13 replace (Tempe)	2011	11.12.01	5307	\$ 5,647,292	\$ 1,411,823	\$ -	\$ 7,059,115	New project: Advance replacing 13 buses to 2011 from VMT12-101T.
VMT12-101T	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 26 replace (Tempe)	2012	11.12.01	5307	\$ 11,294,584	\$ 2,823,646	\$ -	\$ 14,118,230	Amend: Change from 39 to 26 buses. Advance replacing 13 buses to 2011.
MAG11-101T	MAG	Regionwide	Preventive Maintenance	2012	11.7A.00	5307	\$ 5,647,291	\$ 1,411,823		\$ 7,059,114	Amend: Decrease total costs from \$14,707,648 to \$5,647,291 and defer project to 2012

# **ATTACHMENT TWO**

## **Agenda Item 6**



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## MAG Transit Committee Information Summary

Agenda Item #6

### Date

December 3, 2010

### Subject

Scottsdale/Rural Alternatives Analysis (AA) Study

### Summary

Scottsdale/Rural Road is one of the five arterial street based Bus Rapid Transit (BRT) routes identified in the Regional Transportation Plan and funded under Proposition 400. The Scottsdale/Rural BRT will connect with the initial operating segment of the Light Rail Transit. The AA study evaluated higher capacity transit alternatives within the Scottsdale/Rural Road study corridor and is recommending a Locally Preferred Alternative (LPA) BRT option that will provide service between the planned Thunderbird Park & Ride lot in Scottsdale and the Metro Rail light rail transit line in Tempe. This will be the third BRT route implemented by the RPTA.

The objective of this study was to define the operational characteristics and associated capital requirements for the Scottsdale/Rural Road Bus Rapid Transit line that will operate in the Cities of Scottsdale and Tempe. The major deliverable of this effort will be a Locally Preferred Alternative for BRT service in the project corridor. After acceptance of the LPA by the Cities of Scottsdale and Tempe, RPTA will undertake a Design Concept Report (DCR) that will include preliminary design of the capital improvements that will support the implementation of BRT service in the project corridor.

### Fiscal Impact

The Scottsdale/Rural Road BRT identified in the RTP will be funded by ½ cent county wide sales tax approved by county voters in Proposition 400 (November 2004). Funding for bus purchase will also come from FTA 5309 funds identified in the Transportation Improvement Program (TIP). Funding for right of way and BRT station construction will also come from FTA 5307 funds identified in the TIP.

**Considerations**

BRT system provides shorter travel times than fixed route buses using one or more of the features such as traffic signal priority, intersection improvements including queue jumpers, limited stop service, exclusive bus lanes and off vehicle fare collection. The travel time savings and the frequency of service will encourage more transit usage which will alternatively reduce traffic congestion, lessen the demand for parking and also contribute to clean air.

**Recommendation**

This item is being presented for information.

**Contact Person**

Stuart Boggs  
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**Attachments**

PowerPoint presentation.