

MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

May 10, 2012
Maricopa Association of Governments; Saguaro Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

ADOT: Mike Normand	Peoria: Maher Hazine
Avondale: Rogene Hill	Phoenix: Neal Young
#Buckeye: Andrea Marquez	#Queen Creek: Tom Condit
Chandler: Dan Cook for RJ Zeder	Scottsdale: Madeline Clemann
*El Mirage: Lance Calvert	Surprise: David Kohlbeck
#Gilbert: Ken Maruyama	Tempe: Greg Jordan
Glendale: Cathy Colbath, Chair	*Tolleson: Chris Hagen
Goodyear: Cato Esquivel	Valley Metro Rail/Metro: Ben Limmer for Wulf Grote
Maricopa County DOT: Mitch Wagner	*Youngtown: Jim Fox
Mesa: Mike James	Regional Public Transportation Authority: Paul Hodgins for Carol Ketcherside
*Paradise Valley: William Mead	

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

OTHERS PRESENT

Eileen Yazzie, MAG	Marcus Coleman, Phoenix
Marc Pearsall, MAG	Ken Kessler, Phoenix
DeDe Gaisthea, MAG	Karl Matzinger, Phoenix
Bob Hazlett, MAG	Kini Knudson, Phoenix
Teri Kennedy, MAG	Joanne McLaughlin, Phoenix
Jorge Luna, MAG	Tom Remes, Phoenix
Carlos Perez, ADOT	Chad Heinrich, Tempe
Kristen Sexton, Avondale	# Robert Yabes, Tempe
Patrice Kraus, Chandler	Bob Antila, Valley Metro/RPTA
Jenna Goad, Glendale	Steve Hogan, Parsons Brinckerhoff
Christine McMurdy, Goodyear	Lauren Nell, Strand Assoc.
Jeff Martin, Mesa	Jennifer Pyne, URS

1. Call to Order

The meeting was called to order at 10:08 a.m. by Chair Cathy Colbath. Chair Colbath welcomed everyone in attendance and announced that a quorum was present. She noted that the following members were joining the meeting by teleconference, Ms. Andrea Marquez of Buckeye, Mr. Ken Maruyama of Gilbert and Mr. Tom Condit of Queen Creek. Chair Colbath asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft April 12, 2012 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft April 12, 2012 meeting minutes. Hearing none, Chair Colbath called for a motion to approve the draft meeting minutes. Mr. Neal Young of Phoenix moved to approve the motion and Mr. Maher Hazine of Peoria seconded, and the motion passed unanimously.

3. Call to the Audience

Chair Colbath stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transit Program Manager's Report

Chair Colbath introduced Ms. Eileen Yazzie of MAG who presented her Transit Program Manager's Report.

Ms. Yazzie began by noting that the agenda was lengthy. She reminded the members that Marc Pearsall had sent out a memorandum in April regarding the proposed UTA-Salt Lake City multi-modal transit tour that was originally scheduled for June, which had been postponed due to a scheduling conflict with a Mayor's meeting in Florida at the same time. The new date was September 27-28, 2012 and she referred members to Mr. Pearsall for any questions on hotels, travel or itineraries. Ms. Yazzie also noted that Moore & Associates had been selected as the consultant to manage the Northwest Valley Local Transit System Study over the next year. She added that Mr. Pearsall would report on the studies' status as the study later in the summer.

Mr. Maher Hazine inquired on the previously requested information on an item that had been taken back to the TRC. Ms. Yazzie replied that Transit Committee recommended CMAQ funds to be spent on bus purchases for 2013-14 and the freed up 5307 funds related to the original bus purchases would be reprogrammed for bus maintenance. She added that the TRC had decided unanimously and moved the item forward and was approved on consent and Management and eventually on consent at TPC.

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

agenda.

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

Chair Colbath requested that Ms. Eileen Yazzie brief the committee on Federal Fiscal Year 2012 DRAFT Transit program of Projects for Federal Funds and FFY2013-2015 Transit Projects. Chair Colbath noted that the item was on for information, discussion and possible action.

Ms. Yazzie noted that the detailed information on the topic was included within the agenda and that the purpose of the potential action was to approve a programming scenario for 2012. She noted for example, that if the Transit Committee decided to select an option that allowed the remaining \$32 million or the remaining 5307 funds, depending on the appropriation, should be programmed for preventive maintenance; or another scenario that the TC chose to recommend. She noted that the TC might approve project changes due to the fact that the MAG region still did not have a full FFY 2012 budget plan. Ms. Yazzie explained that once Congress approved a final apportionment for transportation, then the TC could adjust its assumptions at a later date. She also noted some clerical errors that would need to be remedied as well as a request by the City of Phoenix to lower the overall purchase of Dial-A-Ride vehicles by 10 per year for 2013-15. Discussion followed.

Chair Colbath inquired a clarifying question regarding the time-line for a needed decision by the Committee members. Ms. Yazzie replied that it depended on the federal government's pending Continuing Resolution beyond June 30, 2012. There was speculation that Congress may issue a six-month extension of funding in order to remove the transportation budget from the political election season and push it into 2013. Chair Colbath thanked Ms. Yazzie and asked if there were any questions or comments. Mr. Young of Phoenix moved to approve the motion to program the remaining balance of 2012 5307 funds to preventive maintenance; Mr. Hazine of Peoria seconded, and the motion passed unanimously.

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

6. ADOT Passenger Rail Corridor Study Update

Chair Colbath invited Mr. Carlos Perez of ADOT and Mr. Steve Hogan of Parsons Brinckerhoff present on the ADOT Passenger Rail Corridor Study Update.

Mr. Perez began with a brief introduction of the ADOT Passenger Rail Corridor Study from Tucson to Phoenix. He noted that the study was a partnership between ADOT, the Federal Railroad Administration and the Federal Transit Administration. It kicked off in January 2011 and that so far, ADOT had completed 24 of 38 stakeholder interviews with agencies and communities throughout Maricopa, Pima and Pinal Counties.

He explained that the following elements had assisted in progressing the study, namely the Statewide Transportation Planning Framework, the Arizona State Rail Plan and the FRA/FTA

Co-Lead of the study. Mr. Perez displayed a corridor map featuring six corridors that illuminated the passenger rail corridor study process. He also noted the steps in the process, including the alternatives analysis, initial screening, conceptual analysis, and final analysis which would produce the Locally Preferred Alternative (LPA).

Mr. Hogan explained some of the more in depth details of the study. He showed the service type metrics such as: cost per mile, COT emissions, energy use, implementation status as well as the initial screening of a variety of route locations between Tucson and Phoenix. He said that the screening of route locations reduced the number of potential alignments. He also explained the station evaluation where 38 potential station locations, screening results.

He also noted the commuter system and intercity system rankings and that six corridors had been analyzed through to the final screening process. He mentioned that there were a few MAG area considerations, such as system hub locations, including Downtown Phoenix and Sky Harbor station locations. Other elements such as system enhancements, commuter/intercity extensions, Chandler Ave BRT and the Gateway Airport Connection. Mr. Hogan summarized the passenger rail corridor study process and that the study would be complete in 2013.

Chair Colbath thanked Mr. Perez and Mr. Hogan. The Chair inquired as to how the project acceptance process would commence in 2013. Mr. Hogan stated that the ADOT Board would contribute as well as MAG member agencies, other MPO/COG agencies and committees. and discussion followed. She asked if there were any further questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

7. MAG Central Phoenix Framework Study Update

Chair Colbath requested that Mr. Bob Hazlett of MAG present the MAG Central Phoenix Framework Study Update.

Mr. Hazlett referred to his presentation and explained that the Central Phoenix Framework Study(CPHX) was bounded by Loop 101 and Loop 202/Future Loop 202 Extension. He verified the schedule for the CPHX Outreach, which included five focus groups and 85 total participants, and leadership interviews where MAG met with over 25 agencies to engage in geographically-based dialogues. Seven geographically based dialogues were also held.

He further noted that many issues had been identified to date. In the Phase 1 outreach, a variety of study recommendations, policy recommendations, mobility recommendations were reviewed as well as a deficiency analysis based upon 8 million population. The study was also developing inputs for the alternative bundles. He noted that the charrette attendees identified a universe of fiscally unconstrained, multi modal transportation projects to address long-range needs of the CPHX study area. He noted that additional projects identified by the CPHX project team and said that all projects assessed using the Livability Principle, such as transportation choice, equitable, affordable housing, economic competitiveness, support existing communities, coordinated and leverage federal policies and investments and communities and neighborhoods.

Mr. Hazlett explained that the study process engaged with creating Alternative Bundles. He said that common themes were used to identify three bundles: Bundle A: Trend/Improved Reliability; Bundle B: Distributed Growth and Bundle C: Focused Corridors.

He detailed creating the Alternative Bundles and focused on Bundle A: Trend/Improved Reliability. The bundle maintained a 2% mode split, improved local bus system with 10 minute headways, DHOVs (Direct High Occupancy Vehicle Lane Ramps) at system interchanges and park & rides and Advanced Traffic Management Strategies. He stated that Bundle B: Distributed Growth included an improved mode split (2-5%) by maintaining current trip times, improved local bus system with 10 minute headways, DHOVs, Advanced Traffic Management Strategies, managed lanes on all freeways and a commuter rail component. Lastly, he explained Bundle C: Focused Corridors improved mode split (2-10%), improved local bus system with 10 minute headways, DHOVs in focused corridors only, Advanced Traffic Management Strategies in focused corridors only and managed lanes in focused corridors only. He further noted that in Bundle C: Focused Corridors, the corridors included were: I-17, I-10 West, I-10 South, SR-101L, SR-51, US-60/Grand Avenue, Bell Road or Thunderbird Road, Thomas Road, Baseline Road or Southern Road, 51st Avenue/59th Avenue, 44th Street/Tatum Boulevard, Scottsdale Road/Rural Road, and Central Avenue.

Mr. Hazlett noted that the next steps in the process included planning partner refinement of bundles in May 2012; geographically based dialogues in May/June 2012; final adoption of bundles for evaluation in July 2012 and coding of multi-modal network bundles in July 2012.

Chair Colbath thanked Mr. Hazlett and asked if there were any questions or comments.

Mr. James of Mesa asked that beyond the capital costs if within each of the bundles, would the 10-minute transit service assumption be broken down by operations cost. Mr. Hazlett replied that the study could review that request, but that overall the capital costs were the focus of that particular task. Mr. James noted that the fiscal obligation of each community should be reviewed, especially 10-minute frequency, as the agencies were struggling just to provide 30-minute service. Additional discussion followed on the Arizona Parkway concept as well as capital, operating costs and transportation needs.

Mr. Ben Limmer of METRO inquired if the 2% mode split was for the entire study area or for the entire region. Mr. Hazlett replied that it was for the study area only. Ms. Madeline Clemann mentioned that recent experiences in transit show that the transit use of HOV lanes was not as popular or user friendly as once believed. She wondered if any analysis was being done on HOV use and its value for transit. Mr. Hazlett added that through managed lanes, direct HOV lanes and better use of the limited right of way, transit benefits overall as other traffic is improved. Discussion followed. Mr. Limmer asked if there could be a transit only bundle that focused on better bus transit for the major arterials, in lieu of the TOPS corridor or Arizona Parkway concepts, both that seemed to require additional rights of way. Mr. Hazlett invited Mr. Limmer that he and the other members of planning partners to submit those requests to him so that they could be included in the process.

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

8. FY 2012 Federal Transit Administration Discretionary Grants

Chair Colbath requested that both Marcus Coleman of City of Phoenix and Teri Kennedy of MAG present the FY 2012 Federal Transit Administration Discretionary Grants Update.

Mr. Coleman began with an overview of the Federal Discretionary Grant process and noted that it was on the agenda for information and discussion only. He mentioned that in the recent past, the MAG Region decided to get ahead of the Federal Discretionary Grant process by planning in advance, however he noted that the federal government was also moving full steam ahead concurrently and managed to release the NOFA (Notice of Funds Availability) much faster than the region anticipated. He added that this created an unforeseen time constraint for the region.

He noted that a Grant Working Team, made up of MAG, RPTA, and City of Phoenix, had met and worked together to hone a list of the best project that the region deemed should move forward. From there, the process moved to the Transit Operators Working Group which then decided on the final list of grant worthy projects. The individual project applications were completed by local agency. City of Phoenix, MAG, and RPTA staff worked together to fold the final projects into a single regional application. He stated that there was a common language for all projects, namely consolidated project components (i.e. bus stops, CNG fuel pumps), and that City of Phoenix staff submitted final application (DR) in a competitive, streamlined, two-week process.

Mr. Coleman explained that the applications submitted were State of Good Repair: 3 projects at \$33,509,000 in total funding request; Bus and Bus Livability: 3 Projects at \$4,653,880 in total funding request; Clean Fuels: 2 Projects at \$4,580,000 in total funding request; Alternatives Analysis: 1 Project at \$1M in total funding request for projects that were regional in nature. He explained that the results of the grant application and awards were expected by August 2012.

Ms. Kennedy noted that some of the grant criteria that the region worked on together was that the region group all of the projects within one single application and that each individual project within was clear and concise. She added that for 2013, competitive grant goals would be defined such as: regional projects are top priority; a readiness plan for submittals; and the project well defined and ready to go. Common elements noticed within the last set of successful applications were linking livability, local priority, regional connectivity and that project was ready to go if awarded. She noted that the next steps for the Grant Process was that MAG staff would move forward to formalize the process starting with Transit Committee and going to Regional Council for final approval. Once the process was approved by Regional Council, MAG staff will coordinate the project selection process in anticipation of opportunities for FY 2013 in either December or January.

Chair Colbath thanked Mr. Coleman and Ms. Kennedy and thanked the regional partners for all of the work they had done to streamline the grants process. She asked if there were any

questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

9. Transit Prioritization Guidelines for Federal Funds

Chair Colbath requested that Eileen Yazzie of MAG give an update on Transit Prioritization Guidelines for Federal Funds.

Ms. Yazzie began by stating that the rationale for the need for Transit Prioritization Guidelines in regards to federal funding was to begin the discussion amongst Transit Committee members. She noted that since FY2013 would begin on July 1, 2012, wherein the region would program the 2014-2018 TIP, she added that it was imperative to examine a process for preparing for unprogrammed federal transit funds in the future. An established set of guidelines was needed in order for the region to move forward in a reliable fashion. She added that in June or July, she would bring forward some other examples of what some peer transit agencies have done in regards to programming unspent federal funds.

Ms. Yazzie noted that the region had programmed between \$85 - \$105 million of federal funds in the 2011-2015 TIP for regional preventative maintenance. She added that in the past, there were Regional Prioritization Guidelines developed in early 2000's by RPTA, but never formally adopted and were used for guidance. While it was believed that they were out of date, not applicable at times, they did provide ARRA guidelines as approved by MAG in Dec 2009.

She noted that in terms of using current guidelines for viable projects, the FTA required that each project meet the federal requirements for transit service (ADA), with an emphasis on Operations/Preventive Maintenance, as well as projects that supported existing service, passenger needs, enhancements, and livability. She noted that the FTA was not interested in projects that expanded service without addressing current needs first. She then reviewed the old guidelines and explained that the region should development and approve a Transit Guidelines flowchart based upon the federal fund – programming responsibilities flowchart, and then creating prioritization guidelines from that information. Discussion followed.

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

10. Quarterly Status Report on Federal Grant Activity

Chair Colbath introduced Mr. Ken Kessler of the City of Phoenix Transit Department and noted that he was present to answer committee questions for the Quarterly Status Report on Federal Grant Activity for May 2012. She asked if there were any questions or comments on the agenda item. Hearing no further comments or questions, Chair Colbath thanked Mr. Kessler and proceeded to the next item on the agenda.

11. Request for Future Agenda Items

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

12. Next Meeting Date

Chair Colbath thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, June 14, 2012, at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Chair Colbath adjourned the meeting at 11:37 a.m.