

June 5, 2013

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, June 13, 2013 – 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

COMMITTEE ACTION REQUESTED

2. Approval of Draft April 11, 2013 Minutes
Approval of Draft May 9, 2013 Minutes

2. Approve Draft minutes of the April 11, 2013 and May 9, 2013 meetings.

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.

3. For information and discussion.

4. Transit Program Manager's Report

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

4. For information and discussion.

5. FY 2013 Draft Program of Projects and FY 2014-2018 Draft Transportation Improvement Program

Alice Chen will be informing the Committee of how the full fiscal year Transit Formula fund apportionment for 2013 has been made available by the Federal Transit Administration. The development of the FY2014 - 2018 Transportation Improvement Plan (TIP) is currently underway. The Transit committee is tasked with programming and balancing the TIP, which will include fiscal year 2013. MAG staff has been working with Valley Metro/RPTA to

5. For information, discussion and possible action.

reconcile the needs of the Transit Life Cycle Program (TLCP) and to program the priorities of the Regional Programming Guidelines. An update on the TIP process will be given and any additional information will be sent out by Monday, June 10, 2013.

6. American Recovery and Reinvestment Act (ARRA) Project Close-Out

Eileen Yazzie will be explaining the proposed project changes to transit projects in the MAG FY2011-2015 TIP related to the American Recovery and Reinvestment Act (ARRA), which was passed by Congress and signed into law by President Obama in February 2009. The legislation required all Federal Transit Administration funds to be obligated by September 30, 2010. It also required all ARRA funds be drawn down/reimbursed by September 30, 2013. As of January 2013, there was \$11 million identified that was not reimbursed at the time. At the February 2013 MAG Transit Committee approved the recommendation to allocate any unspent ARRA funds by May 31, 2013 to operations or preventive maintenance utilizing the approved May 25, 2011 distribution methodology. As of June 1, 2013, there was \$3,721,455 of unspent ARRA funds. The funds have been reallocated to operations based on the approved methodology and presented in the project change sheet in Attachment #1.

7. Unused Preventive Maintenance Funds

Eileen Yazzie will be informing the Committee of how unused preventive maintenance funds from small transit operators are allocated. Between FY2011 and FY2015, it is estimated that the region will contribute \$77.8 million in federal funds to transit operators for preventive maintenance (PM). MAG has an approved preventive maintenance distribution methodology that is documented in the MAG Regional Programming Guidelines for Federal

6. For information, discussion and possible action to recommend approval of the project changes to the MAG FY2011-2015 Transportation Improvement Program related to the reallocation of \$3,721,455 of unspent federal ARRA funds to operations.

7. For Information, discussion and possible action.

Transit Formula Funds. In some cases, the preventive maintenance funds allocated to smaller transit operators is more than their budget needs. In the past, the unused funds have been distributed back through the methodology to the other operators that still have unmet needs. It is anticipated that this situation will occur in FY2013, 2014, and 2015. Currently this is not documented in the Transit Programming Guidelines, but can be if the Committee so chooses.

8. Transit Service Holiday Operations Discussion

Jorge Luna will lead the discussion regarding the transit service holiday operations in the region. He will provide a background on what the current hours of service are, the number and actual holidays that are on the schedule for 2014, the cost of current holiday service per day, and the cost difference per day between running a holiday service schedule to a regular schedule.

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

The next regular Transit Committee meeting is scheduled for Thursday, July 11, 2013, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

April 11, 2013

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

MEMBERS ATTENDING

ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Sexton for Rogene Hill	Peoria: Maher Hazine
#Buckeye: Andrea Marquez	Phoenix: Neal Young
Chandler: Dan Cook for RJ Zeder	#Queen Creek: Chris Anaradian
El Mirage: Sue McDermott	Scottsdale: Madeline Clemann, Chair
Gilbert: Leslie Hart	#Surprise: David Kohlbeck
Glendale: Matthew Dudley	Tempe: Robert Yabes for Greg Jordan
Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
*Maricopa County DOT: Mitch Wagner	Valley Metro: Wulf Grote
Mesa: Jeff Martin for Jodi Sorrell	Youngtown: Grant Anderson

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

OTHERS PRESENT

Eileen Yazzie, MAG	Christine McMurdy, Goodyear
Marc Pearsall, MAG	Ken Kessler, Phoenix
Margaret Boone, MAG	John Farry, Valley Metro
Alice Chen, MAG	Deron Lozano, Valley Metro
DeDe Gaisthea, MAG	Mindy Kimball, ASU School of Sust.
Jorge Luna, MAG	Dale Miller, Jacobs
	Jennifer Pyne, URS

1. Call to Order

The meeting was called to order at 10:01 a.m. by incoming Chair Madeline Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that three members were joining the meeting by teleconference; Andrea Marquez of Buckeye, David Kohlbeck of Surprise and Chris Anaradian of Queen Creek. Chair Clemann asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft March 14, 2013 Minutes

Chair Clemann asked if there were any comments or corrections to the Draft March 14, 2013 meeting minutes. Hearing none, she called for a motion to approve the draft meeting minutes. Mr. Jeff Martin moved to approve the motion, Mr. Robert Yabes seconded, and the motion passed unanimously. Chair Clemann proceeded to the next item on the agenda.

3. Call to the Audience

Chair Clemann 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 Clemann invited Ms. Eileen Yazzie to brief the Committee with the Transit Program Manager's Report.

Ms. Yazzie noted that she had a few items to present. She congratulated and officially recognized Madeline as the new Chair of the Transit Committee. She added that due to Cathy Colbath's new position as Acting Executive Director of Glendale Transportation and her busy schedule, she was unable to continue as Chair and had stepped down. Ms. Yazzie explained that as per MAG Committee Policies and Procedures, the Vice Chair ascended to the Chair position. New Chair Clemann will fulfill former Chair Colbath's term through December 2012, with the option of one additional 2-year term at the Transit Committee's discretion.

Ms. Yazzie added that Mr. Pearsall would be sending out an email letter requesting candidates interested in the Vice Chair position. Letters would need to be submitted to the MAG Regional Council Chair by mid-May, with the Executive Committee appointing a new Vice Chair by June. She also congratulated Mr. Neal Young on his promotion to Senior Executive Assistant to the City Manager of Phoenix. Mr. Young replied that he would still be heavily involved with Transit Committee as a part of his duties. Ms. Yazzie completed her manager's report.

Chair Clemann thanked Ms. Yazzie for her report and moved onto the next item on the agenda.

5. Sustainable Transportation Land Use Integration Study – Recommendations and Findings

Chair Clemann requested that Ms. Yazzie continue and update the committee on MAG's Sustainable Transportation Land Use Integration Study (ST-LUIS) – Recommendations and Findings.

Mr. Wulf Grote of Valley Metro asked if the vote on this item could be tabled until the next meeting as to give his staff additional time to confer and review the study recommendations, outcome and guidelines with MAG staff.

Ms. Yazzie explained that if the vote on this item and indeed be tabled, that she be permitted to give the presentation, and then have open dialogue with the Committee on any concerns with the study. She advised that MAG staff needed to gather additional information so that a 10th stakeholder meeting could be held in order to address the comments and concerns brought forward. She noted that perhaps May 20th would be a good date to organize another review meeting. The members concurred and Ms. Yazzie continued with her presentation.

She recapped that her presentation would review the outcomes of the scenario modeling exercise: the study's recommendation of place types for high capacity transit and walkable communities; the local/community evaluation tool; the regional high capacity corridor evaluation process; and the overall recommendations and findings. She referred the members to Attachment #1 for additional information. She also noted that the item was originally on the agenda for information, discussion, and recommendation to accept the recommendations, key findings, and the three tools: 1) Place Types, 2) Local Toolkit, and the 3) Regional high capacity transit corridor evaluation and scenario planning process of the Sustainable Transportation and Land Use Integration Study; and consider using the regional corridor evaluation tool in the future Regional Transportation Planning process. She noted that the action item was tabled due to Transit Committee request.

Ms. Yazzie further continued with her presentation with an overview of all of the recently completed, current and ongoing MAG transit related studies. She noted that the completed studies were: Sustainable Transportation & Land Use Integration Study (completed March 2013); Southwest Valley Local Transit System Study (completed April-May 2013); Northwest Valley Local Transit System Study (expected completion in May-June 2013); and Designing Transit Accessible Communities (expected completion in June 2013).

She then explained the studies that were underway and/or pending: Valley Metro Performance Measures/Service Standards (Ongoing; with MAG participation); Regional Bicycle and Pedestrian Rail Crossing Recommendations Study (expected completion in October 2013); Hassayampa Valley Rail Corridors Cost Analysis (expected completion in October 2013); Grand Avenue Commuter Rail Corridor Cost Analysis Update (BNSF-MAG; Summer 2013) and Transit Tools (Transit Market Research Study) (Pending; 2014). She also noted additional future studies pending for FY14: Southeast Valley Transit System Study (Pending; 2014) and Regional Multimodal Level Of Service Map (Pending; 2014).

Ms. Yazzie then explained the STLUIS study and its relation to the Regional Transit Framework, and then noted that the uniqueness inherent to the ST-LUIS was the holistic approach taken to investigating transit's potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling. The Study's focus was on transit and supportive land use and

was joined up with recommendations for creating compact walkable places throughout the region. The idea was to create an aggressive HCT network has been presented in a variety of regional documents in the past 25 years, with the following questions being analyzed: 1. What is sustainable transportation and how does it fit into the MAG region's future?; 2. Which corridors are best positioned to support High Capacity Transit (HCT)?; 3. How can land use and design decisions better support sustainable transportation?; 4. Which parts of the region have the greatest market support for TOD?; 5. What sustainable transportation options are available for places not supportive of HCT?

She added that the STLUIS project was launched in November 2010 to answer the questions noted previously. The Region wanted to figure out how to get a productive high capacity transit system with the right land use, and what was the market for these types of land uses that support transit. The ST-LUIS asked how the region could move toward sustainable transportation in ways that: Reflect market reality; recognize the high cost of high capacity transit, and were consistent with the values and aspirations of member communities. Mobility solutions were needed throughout the region, but limited parts of the region can support TOD and HCT in the near term.

Ms. Yazzie explained that sustainability depended upon productive investments as well as responsiveness to the needs of people and businesses. She said that there was genuine public and private sector enthusiasm for transit orientation and investment in the region, but cautioned that one size won't fit all and that future federal funding levels were uncertain. Additionally, shifting priorities were assisting the consideration of land use/transportation integration and transit's economic development impacts as well as considerable support among MAG member agencies for transit investments and supportive zoning for TOD.

She further explained that there were three umbrellas the Study's work fell into: Research & Analysis, Scenario Modeling, and Strategies & Tools. Additionally, they were building blocks to each other and as noted in the graphic, the first was integrated in the second and third components, and the second was integrated into the Strategies and Tools. She also referenced the previous Stakeholder Meetings and the attendance and support from the community from Feb. 10, 2011, March 28, 2011, May 12, 2011, Oct. 10, 2011, Oct. 24, 2012, Jan. 22, 2013, February 2013 - ULI Public and Business Forums, June 2, 2011 to Feb. 23, 2013 and today. She noted that today she was explained the Key Findings and Key Recommendations and reiterated that the strategies & tools dictated that 'One Size Doesn't Fit All'.

Ms. Yazzie then gave great examples of some of the work within the study, such as in section 3.1 Demand for TOD, which was supported by demographic shifts. Additionally, under section 3.2 Compact Walkable Communities, where TOD was achievable in different parts of the Region with different, unique characteristics. She then explained the 16 non-contiguous bus routes – which offered a mix of 10, 15, 20, 30 and 45 min peak service. She noted that the study team Arup and MAG were in the middle of mapping, which meant along one bus route, there were different frequencies depending on either a high demand area in urban phoenix, or if it crossed city boundaries due to not enough funding from cities. She also noted different starting and ending times depending on city limits and that it added a layer of complexity for the rider at times. She concluded that High Quality transit was bus or rail service that provided all day service with a long span of serve and frequencies of at least 15 minutes during daytime hours with high reliability, safety and customer experience, providing access to job centers and other major regional destinations.

Ms. Yazzie then explained further Key Recommendations from the Study. Regarding Place Types, the place type director would integrate the information MAG has gathered, and allows agencies throughout the region to use the data as a guide on different development patterns, prototypes and attributes for associated land use to support sustainable transportation options. She reiterated the need to use the data to provide a high quality, productive transit system supported by compact walkable and transit-oriented places and to create a small, focused rail network with an upgraded bus system that feeds the rail network and extends transit access to much of the region.

She then explained the four categories included within the recommendation: Suburban, Compact Walkable, Transit Served and HCT Oriented. She noted that back in February of 2012, the study questioned the private and public panel for input on strategies for local agencies to consider. It integrated the information gathered, and put it into a ‘tool’ for local and regional agencies to use in evaluating corridors, places, and areas. It was also based on limited Market Demand and providing a variety of sustainable transportation options including compact walkable and transit served. She also identified areas by their planned land use and transportation system characteristics, such as the Local Toolkit’s Community Pathways to Sustainable Transportation, which featured the Development Prototype Catalogue. She added that the place type director integrated the information gathered, and allowed agencies in the region to use as a guide on different development patterns, prototypes and attributes for associated land use to support sustainable transportation options.

She also briefly explained Regional HCT Corridor evaluation and the scenario planning process, which evaluated existing corridor conditions, land use, transit supportive densities (people and jobs), and transit demand. Additionally, she noted the Community Pathways to Sustainable Transportation Interactive Tool, which featured pathway choices, place type profiles, place type dashboards, and reference materials. These permitted the study to “Synch up” with local and regional investment, planning and management decisions that supported sustainable transportation. Ms. Yazzie concluded her presentation by stating that every thing for the study was posted and available for review on the bqaz.org website under the Study’s area. The presentations from ULI , the Stakeholder meetings, and findings from the different study components were all there as well. Chair Clemann thanked Ms. Yazzie and opened up the agenda item for discussion.

Chair Clemann thanked Ms. Yazzie and the Committee for their dialogue and for her presentation and asked if there were any questions or comments. After at length commentary and discussion by Dan Cook, Jeff Martin, Neal Young, Wulf Grote, and Eileen Yazzie regarding the study, recommendations and MAG Model, Chair Clemann agreed that the item would be brought back for consideration at a future meeting after the May 20th Stakeholders meeting.

Chair Clemann asked if there were any questions or comments. Hearing none, she proceeded to the next item on the agenda.

6. Southwest Valley Local Transit System Study

Chair Clemann requested that Jorge Luna present an update on the Southwest Valley Local Transit System Study

Mr. Luna updated the Transit Committee regarding the completed Southwest Valley Local Transit

System Study. He stated that the purpose of the study was to identify opportunities and strategies for improving the existing transit service in the Southwest Valley and to develop a short, mid, and long range local transit plan that effectively provided circulation within the Southwest Valley and also connected to the regional transit system. He referred the members to Attachment #2 for additional information and said that the item was on the agenda for information, discussion and possible action for acceptance of the Southwest Valley Local Transit System Study.

Mr. Luna then provided some background on the local transit service options that suited the specific characteristics and travel needs in the Southwest Valley. He noted that the plan called to develop a transit service network that complements and supports regional transit improvements that best service the local needs of residents in that region. He briefly gave an overview of the study approach, transit summit, data analysis, and survey results. He stated that the Data Analysis included: existing and future conditions; land use; population density; employment density; density mix and study area trips. Further, he explained that the public input surveys included a vast array and variety of question lines and topics best used to cull public sentiment, opinion and need regarding transit.

He then explained the public transit summit last Spring, in which over 50 attendees participated. They received key input such as the need to serve key activity centers, downtowns, medical facilities, employment centers, and schools; while enhancing multimodal connectivity and thus creating a total transit system. Some additional comments received were the need for the region to promote ease of use – such as a simpler fare system, transit branding, and more understandable maps.

Mr. Luna then explained the Plan Approach, which was to create an effective, convenient, cost-effective, affordable, equitable, sustainable, economical and consistent transit system. He also discussed the recommended Service Area, which featured 3 Subareas with a mix of intensity of service in order to maintain productivity goals such as service types, arterial grid routes, circulators, flex routes and required ADA services. He then summarized the plans for the Short Term: Subarea coordination to continue the efforts; increased current frequencies to 30 minutes; expanded existing circulator service and initiate planned Goodyear circulator; and investigate circulator service in Buckeye. For Mid Term: expanded east-west to Litchfield Rd; north-south service on Litchfield and Dysart Rds; expand/modify circulators to respond to conditions; introduce Flex service and expanded ADA required services. Lastly, he explained Long Term: expanded east-west arterial bus service farther west and south; improved service of productive and flex routes; expanded ADA services as fixed route serve expands.

Mr. Luna then explained the system cost estimates: net operating cost (after fare revenue); which featured Short-term [2015] at \$4.6 M; Mid-term [2020] at \$12.3 M; and Long-term [2030] at \$23.9M with an average annual 2015-2030 budget of \$10.6 M. He then explained the capital budget for (buses, bus stops, facilities); with Short-term [2015] \$3.3 M; Mid-term [2020] \$12.4 M and Long-term [2030] \$18.3 M with an average annual budget for 2015-2030 of \$2.5 M. He added that as for funding the recommended transit service; it would require a commitment of local funds and/or new local transportation tax; along with leveraging federal funds that are available to the study area and a possible regional continuation for new projects beyond the current RTP. He also noted that the next steps included that the Southwest Valley Local Transit System Plan would be finalized and placed online in April 2013; the Southwest Valley communities would continue to work together through the SW Multimodal Group or other forum; then a determination of funding priorities and level of commitment to short-term or long-term investments. Mr. Luna completed his presentation.

Chair Clemann thanked Mr. Luna and all of the Southwest Valley Study project management members for their work on the study. She then asked if there were any questions or comments. After a few brief comments of praise, she called for a motion to approve the agenda item. Mr. Wulf Grote moved to approve the motion, Mr. Cato Esquivel seconded, and the motion passed unanimously. Chair Clemann asked if there were any further questions. Hearing none, she then proceeded to the next item on the agenda.

7. Avondale-Goodyear Urbanized Area Federal Funds Programming

Vice Chair Clemann requested that Alice Chen provide an update to the Transit Committee on the Avondale-Goodyear Urbanized Area Federal Funds Programming.

Ms Chen noted that on March 27, 2013, the MAG Regional Council approved The MAG Regional Programming Guidelines for Federal Transit Formula Funds. In Section 702 of the Guidelines document, it was recommended that the utilization of Avondale-Goodyear Urbanized Area (AVN-GDY UZA) Federal Transit Funds be discussed during working group meetings comprising members of the AVN-GDY UZA. She said that MAG would begin the coordination process with AVN-GDY UZA member agencies to discuss programming options. She also referred the members to additional materials to review.

She noted that the Avondale-Goodyear UZA included the communities of Buckeye, Goodyear, Avondale, Glendale and Litchfield Park. She then briefly reviewed the AVN GDYUZA FY2012 vs FY2013 Projected budget and the Eligible Activities. These included Capital Facilities, under 5307/5339 with an 80/20 local match. The capital projects would be used to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. With Operations under 5307, the requirement was 50/50 local match for bus purchases and under 5307/5339, a required 85/15 local match.

Ms Chen also referred to the next steps, which included meeting with AVN-GDY cities week of April 15th to discuss potential relevant studies such as the Southwest Valley Local Transit System Study and the Designing Transit Accessible Communities Studies

Chair Clemann thanked Ms. Chen again for her presentation and asked if there were any further questions. Hearing none, Chair Clemann then proceeded to the next item on the agenda.

8. Unused Preventive Maintenance Funds

Chair Clemann requested that Eileen Yazzie present an update on Unused Preventive Maintenance Funds

Ms. Yazzie informed the Committee of how unused preventive maintenance funds from small transit operators were allocated. She said that between FY2011 and FY2015, it was estimated that the region would contribute \$77.8 million in federal funds to transit operators for preventive maintenance (PM). MAG had an approved preventive maintenance distribution methodology that was documented in the

MAG Regional Programming Guidelines for Federal Transit Formula Funds. She also referred to a graphic.

Chair Clemann thanked Ms Yazzie and asked if there were any questions or comments on the agenda item. Mr. Hazine asked if the Committee could learn a bit more on the topic during a future meeting. Hearing no further comments or questions, Chair Clemann thanked Ms. Yazzie and proceeded to the next item on the agenda.

9. Request for Future Agenda Items

Chair Clemann 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 Clemann proceeded to the next item on the agenda.

10. Next Meeting Date

Chair Clemann thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, May 9, 2013 at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Chair Clemann adjourned the meeting at 11:30 a.m.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

Thursday May 9, 2013
Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
Avondale: Rogene Hill	#Peoria: Maher Hazine
#Buckeye: Sean Banda for Andrea Marquez	Phoenix: Ken Kessler for Neal Young
Chandler: Dan Cook for RJ Zeder	#Queen Creek: Chris Anaradian
El Mirage: Sue McDermott	Scottsdale: Madeline Clemann, Chair
*Gilbert: Leslie Hart	Surprise: David Kohlbeck
Glendale: Matthew Dudley	Tempe: Robert Yabes for Greg Jordan
Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
Maricopa County DOT: Mitch Wagner	Valley Metro: Wulf Grote
Mesa: Jeff Martin for Jodi Sorrell	Youngtown: Grant Anderson

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

OTHERS PRESENT

Eileen Yazzie, MAG	Kristen Sexton, Avondale
Marc Pearsall, MAG	Christine McMurdy, Goodyear
Alice Chen, MAG	Kini Knudson, Phoenix
Monique de los Rios-Urban	Ted Mariscal, Phoenix
DeDe Gaisthea, MAG	Wendy Miller, Phoenix
Teri Kennedy, MAG	Bob Antila, Valley Metro
Stephanie Shipp, HDR	Deron Lozano, Valley Metro
	Mark Wavering, Gannett Fleming

1. Call to Order

The meeting was called to order at 10:02 a.m. by Chair Madeline Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that three members were joining the meeting by teleconference; Sean Banda of Buckeye, Maher Hazine of Peoria and Chris Anaradian of Queen Creek. Chair Clemann 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 11, 2013 Minutes

Chair Clemann asked if there were any comments or corrections to the Draft April 11, 2013 meeting minutes. Jeff Martin of Mesa and Dan Cook of Chandler noted that they had not received the electronic minutes supplement in their packets and requested if they may have time to review them. Chair Clemann concurred and noted that the Draft April 11, 2013 meeting minutes approval could instead be deferred until the May Transit Committee meeting. She called for a motion. Mr. Cook moved to approve the motion, Mr. Martin seconded, and the motion passed unanimously. Chair Clemann then proceeded to the next item on the agenda.

3. Call to the Audience

Chair Clemann 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 Clemann invited Eileen Yazzie of MAG to brief the Committee with the Transit Program Manager's Report.

Ms. Yazzie noted that she had three items to present. She explained that the Sustainable Transportation Land Use Integration Study was nearly wrapping up and that there was a new, eighth Stakeholder meeting coming up on May 20²⁰¹³. She requested that any comments or questions from member agencies regarding the Draft Final Report be submitted by Monday May 13, 2013. She also noted that on May 3 she forwarded out the applications for the 5310 and the 5307 JARC funding programs, and the due dates for the applications would be June 7, 2013. She noted that she would resend out the initial email which included all of the web-links to the applications and project information pages.

Ms. Yazzie reminded the committee that Marc Pearsall of MAG had sent out an email on April 16, 2013 requesting candidates interested in the vacant Vice Chair position submit letters to the MAG Regional Council Chair by Friday May 17, 2013; the Executive Committee will appoint a new Vice Chair by June 17, 2013. Ms. Yazzie completed her manager's report. Chair Clemann responded to a member question that she would be willing to serve one additional term as Chair should the committee choose. Chair Clemann thanked Ms. Yazzie for her report and moved onto the next item on the agenda.

5. Federal TIGER Discretionary Grants

Chair Clemann noted that due to technical difficulties, Marc Pearsall of MAG and Jim Moore of Moore & Associates would provide a status update to the committee on the MAG Northwest Valley Local Transit System Study in a few moments. She requested that Item #9 be heard out of order so that Ms. Yazzie may brief the committee on the status of Federal TIGER Discretionary Grants.

Ms. Yazzie noted that many of the Transit Committee members present had been working with and attending the Valley Metro meetings regarding the TIGER program. She noted that the United States Department of Transportation (USDOT) was authorized to award \$473.847 million in Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants pursuant to the Full-Year Continuing Appropriations Act. She said that it was Round 5 (fifth year of the program). She said that the Notice of Funding Availability (NOFA) was issued on April 26, 2013 and that there was a tight turn around for submittals, with a due date of June 3, 2013.

She then explained the funding availabilities and a local match requirement of 20%, which would not necessarily make a project competitive. She noted that the USDOT was actually encouraging a 40-60% local match due to the high competition amongst the submittals. She said that the minimum project request for federal funds would also need to be a minimum of ten million (\$10,000,000). She noted that the last round's (Round 4) average award dispersal was \$13-\$16 million dollars. Ms. Yazzie explained that the MAG Region only had a few projects that would qualify for this grant application. Ms. Yazzie completed her presentation.

Mr. Cook asked if the state or region ever coordinated their TIGER efforts in recent past efforts. Ms. Yazzie replied that in previous TIGER applications, the MAG Region nor the state had coordinated their efforts. Discussion followed on how an uncoordinated program may prove detrimental to the Valley as many other states and regions had received substantial grant amounts due to their focused coordination. Chair Clemann thanked Ms. Yazzie for her report and noted that when the application process was complete, that perhaps the region analyze to see if those awards may have freed up Preventive Maintenance (PM) funding so that the region may start planning ahead.

Chair Clemann asked if there were any questions or comments. Hearing none, she proceeded to the next item on the agenda.

6. Northwest Valley Local Transit System Study

Chair Clemann requested that Marc Pearsall of MAG and Mr. Jim Moore of Moore & Associates return to the lectern to provide a status update to the committee on the MAG Northwest Valley Local Transit System Study.

Mr. Pearsall thanked Chair Clemann and the Committee for their patience and noted that the presentation and information was for discussion and possible action for acceptance of the Northwest Valley Local Transit System Study. He stated that the purpose of the study was to identify opportunities and strategies for improving the existing transit service in the Northwest Valley and to develop a short, mid, and long range local transit plan that effectively provided circulation within the Northwest Valley communities, but also connected to the regional transit system. He then thanked the Project Management Team members from the communities of El Mirage, Glendale, Maricopa County, Peoria, Surprise and Youngtown as well as Valley Metro for their involvement and guidance in the study since Spring 2012. He then introduced project consultant Jim Moore to give further details on the study's findings.

Mr. Moore referred to the attached Power Point presentation and noted the study was continuing with a number of public open houses to get public input as to the needs of a transit system in the NW

Valley. He noted that after twelve months of study, the final draft report's summaries were being vetted with a final round of public meetings in Surprise, Sun City and Youngtown. He explained that one of the objectives of creating a market-driven plan was the extensive public involvement. The activities were created specifically to engage study area communities as partners in the planning process, to ensure the Study's recommendations align with the communities' visions and desires for future transit service. He added that it recognized local citizens and stakeholders as the experts on their respective communities and emphasizes local control of the resulting plan. He also mentioned that the draft of the final recommendations would be posted on the website www.nvtransit.azmag.gov shortly after Memorial Day.

Mr. Moore referred to a study area map and noted that one ideal of the study was to create a transit blueprint for Northwest Region. He then advised of the Study Goals and the methodology in developing the study. He noted that current conditions were analyzed such as census data, demographic and existing resources. He noted that one of the primary functions of the study's public involvement process was its lengthy and in depth outreach element, which included over 2100 survey responses received, and over 30 community and public workshops, meetings and open houses over eight months.

Mr. Moore then discussed key findings of the study, which included both data driven results and user-demand oriented feedback. The top priorities noted by the residents were: 1) transit access to local shopping and medical needs was important, 2) Desire for neighborhood circulator shuttles, and 3) remedy insufficient transit access beyond the NW Valley. He added that some of the study outcomes were broken down into four service delivery options: 1) fixed route, 2) limited express, 3) deviated fixed route, and 4) Dial-A Ride. He noted that another outcome was to focus on enhancing local mobility while also improving connectivity with regional transit services. This featured a phased implementation – Near-term (present to 5 years), Mid-term (5 to 10 years), and Long-term (10 or more years).

He mentioned that one of the plan recommendations was the establish of an intergovernmental partnership agreement or charter in the near-term (present to 5 years); the result being a forged alliance between northwest communities in order to raise revenue and the governance structure that would permit the increase in bus service and the creation of five local neighborhood circulators. Subsequently, in the mid-term (5-10 years) there would be an increase in Valley Metro fixed-route service, an increase service to Banner-Boswell Medical Center; and an increase in frequency and coverage. In the long-term(10+ years), there would be support for the eventual implementation of high-capacity transit service; provision for a new north-south Valley Metro service along Litchfield Road that would connect the Northwest and Southwest Valleys, and extension of Valley Metro Routes. One additional element would be the transition of the Sun City Festival volunteer driver program, which could help link the community in far north Buckeye with Surprise, other Northwest Valley cities and even downtown Phoenix.

Mr. Moore also noted the report detailed a financing transit improvement program for the Northwest Valley. He stated that there were federal programs; state sources; and dedicated local transit-funding options with three phases for both implementation and long-term. He noted net implementation costs \$9,687,022 (Near-term); \$8,944,082 (Mid-term); \$89,140,980 (Long-term) as well as long term capital and operations costs of \$10,863,514 for near term, \$10,120,573 for mid-term and \$104,188,193 long-term. He then concluded his presentation and thanked the Committee.

Chair Clemann thanked Mr. Moore and all of the Northwest Valley Study project management members for their work on the study. She then asked if there were any questions or comments.

Jeff Martin of Mesa inquired on the study's near term prospects and David Kohlbeck of Surprise noted that local trips within Surprise were clearly popular and that increased transit within the city would help ease the burden on the City's Dial-A-Ride program. Sean Banda of Buckeye thanked the study partners and in particular the City of Surprise for including the Town of Buckeye's Sun City Festival within the study due to its unique geographic location in relation to Buckeye. Grant Anderson noted that since the Open Houses were occurring during the following week, could the agenda item be held for acceptance until after all final comments were solicited from the public and PMT members. Chair Clemann concurred and noted that the agenda item would return on a future agenda for approval.

Chair Clemann again asked if there were any questions or comments. Hearing none, she proceeded to the next item on the agenda.

7. FY 2013 Draft Program of Projects and FY 2014-2018 Draft Transportation Improvement Program

Chair Clemann requested that Alice Chen of MAG and Bob Antila of RPTA/Valley Metro provide a status update to the committee on the FY 2013 Draft Program of Projects and FY 2014-2018 Draft Transportation Improvement Program.

Ms. Chen noted that development of the FY2014-2018 Transportation Improvement Plan (TIP) was currently underway. She said that the Transit Committee is tasked with programming and balancing the TIP, which includes fiscal year 2013. MAG staff had been working with Valley Metro/RPTA to reconcile the needs of the Transit Life Cycle Program and to program the priorities of the Regional Programming Guidelines. She said that currently, the transit program was underfunded through the FY2013 and FY2104-2018 cycle by approximately \$14 million dollars. She thanked Bob Antila and Valley Metro for all of their efforts in assisting in working on the new TIP. She noted that it was on the agenda for information, discussion and possible recommended action.

She noted that the deficit of the transit projects in the 2014-2018 DRAFT TIP was only \$3 million. She also explained the draft listing represents the requests for programming as per the requests from cities. She noted that the decision was made to move capital bus purchases forward in order to smooth out the funding profile, as well as the reprogramming of park and rides. Ms. Chen explained possible scenarios on balancing the deficit, which included lowing the baseline preventive maintenance (PM) in 2013 and 2014 since there was additional PM from CMAQ closeout in 2013-14. Chair Clemann thanked Ms. Chen again for her presentation and asked if there were any further questions. Ken Kessler of Phoenix requested that MAG, Valley Metro and Phoenix meet and review the draft transit project listings to ensure the bus purchases are accurate. Mr. Antila offered some comments and clarifications.

Chair Clemann noted that until the details of the allocations were clarified and the deficit balanced between the agencies in advance of the TIP deadline, that it would not be prudent to approve the agenda item. She added that the item could return to the future MAG Committee agenda. After brief

dialogue, Dan Cook offered a motion in order to meet the TIP deadline, pre-approve the recommendations of MAG, Valley Metro and Phoenix in advance of the June 13th Transit Committee meeting. Clarification was heard, Jeff Martin seconded and the motion did not pass. Chair noted that the item would return to the June MAG Transit Committee for approval.

Chair Clemann thanked Ms. Chen and Mr. Antila again for the item and asked if there were any further questions. Hearing no further comments, Chair Clemann proceeded to the next item on the agenda.

8. Phoenix-Mesa Formula Competitive Projects Priority Listing

Chair Clemann requested that Alice Chen of MAG continue and provide a status update to the committee on the Phoenix-Mesa Formula Competitive Projects Priority Listing. She noted that the item was on the agenda for information and discussion.

Ms. Chen said that the Competitive Projects Priority Listing was a part of the Transit Formula Funds guidelines as approved by MAG Regional Council. She explained that under Section 701 of the Guidelines document, it was recommended that any unprogrammed funds in the Phoenix-Mesa Urbanized Area be utilized through a competitive evaluation process. The process began in February 2013. She added that eight projects were submitted for consideration of funding, with the Evaluation Committee meeting on April 24, 2013 to review staff presentations and recommend a list of priority projects. She said that while funding was not currently available at this time, the list might be used for future programming consideration.

She did add that the scaling and ranking of the projects was done on a point system, while the ranking and recommendations lists were a bit different in their results. She explained that the East improvement. While it was not a refurbishment or State of Good Repair item, it was vital and ranked high due to the timely fueling requirements of the bus fleet, which had limited stations for fueling during the day run schedule. She added a few other observations and completed her presentation.

Chair Clemann thanked Ms. Chen again for her presentation and asked if there were any further questions. Matt Dudley of Glendale asked some clarifying questions on behalf of Tempe and Chandler. Robert Yabes of Tempe explained the CNG expansion and Tempe's position on the listing. Chair Clemann and Ken Kessler asked some clarifying questions on categorization and criteria of the projects for pedestrian pathways and the future process when some of the projects are completed and convening future meetings of the review panel. Further discussion occurred. Wulf Grote of RPTA/Valley Metro offered some clarification and Rogene Hill of Avondale asked if the two different scores and rank order of the projects could be separated on a future agenda item.

Chair Clemann noted that she was uncomfortable with the results of the ranking, where the scores and the recommended ranking were open to subjective changes despite the ranking guidelines stipulating a clear priority listing. Ms. Chen offered more information on the background of the ranking process. Mr. Dudley recommended that as the Evaluation Committee could reconvene and assess the process and projects in light of the criteria. Mr. Kessler suggested that perhaps the JARC program could be possibly added in parallel to this process with the Evaluation Committee for next year, while still remaining a separate funding source.

Chair Clemann concluded that the Committee would table the item for a future date. She again thanked Ms. Chen again for her presentation and asked if there were any further questions. Hearing no further comments, Chair Clemann proceeded to the next item on the agenda.

9. Avondale-Goodyear Formula Funds Discussion

Chair Clemann requested that Alice Chen of MAG provide a status update to the committee on the Avondale-Goodyear Formula Funds Discussion. She noted that it was on the agenda for information and discussion.

Ms. Chen gave some background and noted that on March 27, 2013, the MAG Regional Council approved the MAG Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 702 of the Guidelines document, it was recommended that the utilization of Avondale-Goodyear Urbanized Area (AVN-GDY UZA) Federal Transit Funds be discussed during working group meetings comprising members of the AVN-GDY UZA.

She noted some highlights from the April 25, 2013 meeting between staff from the cities of Avondale, Goodyear, Glendale, Phoenix, Town of Buckeye, and Valley Metro/RPTA where they met to discuss the current utilization of Avondale-Goodyear UZA funds and programming options for available funds. She said that new apportionment numbers from the FTA were obtained, which was approximately \$2.8 million. She said that the Southwest Valley Local Transit System Study has outlined future transit options in the SW Valley. Additional information followed.

Ms. Chen noted the options for operations and bus purchases, in regards to the 5339 program featured under MAP-21, that it is required by federal law that ADOT is the designated recipient of these funds and the AVN/GDY UZA would need to follow their application process. She added that MAG would be working with ADOT in order to clarify the funding guidelines and process. She concluded her presentation and Nicole Patrick of ADOT advised that fiscal apportionments were out as of mid-May and that a meeting had been called between all the AVN-GDY UZA members in attendance. She noted that the process and guidelines would be circulated in June to all the parties involved.

Chair Clemann thanked Ms. Chen and Ms. Patrick for their information and asked if there were any further questions. Hearing no further comments, Chair Clemann proceeded to the next item on the agenda, which would now be #10, as #9 was heard earlier out of order.

10. Quarterly Status Report on Federal Grant Activity

Vice Chair Clemann introduced Mr. Ken Kessler of the City of Phoenix Transit Department and noted that he and his staff were available to answer committee questions for the Quarterly Status Report on Federal Grant Activity ending with March 31, 2013.

Mr. Kessler briefly explained the process for charging staff time/costing to FTA projects. He noted that there were rules, specifically for Force Account work. He noted that if the charges for any project exceeded \$100,000, then a Force Account Plan document must be submitted to justify using

said staff for FTA projects. He added that City of Phoenix would assist in those document provisions. He also said that salaries and fringes were chargeable, but the fringe rates required more in depth documentation for approval to do so. He summarized that City of Phoenix staff was available for any assistance or clarification on how the FTA guidelines work. Brief discussion followed.

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

11. Request for Future Agenda Items

Chair Clemann asked the members of the Committee if there were any issues that they would like added as future agenda items.

Chair Clemann noted that one issue she would like to include in a future meeting, would be the issue of regional holiday bus service scheduling and its costs, its overall effect on riders and the system as a whole during the workweek. She gave an example of a passenger who lost his job because of the weekday holiday hours had made him an hour late for work. She believed it was worth review and discussion from a system-wide level. Brief discussion followed.

Matt Dudley of Glendale also requested that from an operations and planning perspective, the committee discuss federally mandated ADA complimentary service coverage within the areas served by transit, as required for cities that operate buses and circulators. He said that since it has regional fiscal impact on all circulator service, it would be good to discuss it both at MAG and Valley Metro.

Hearing no further comments, Chair Clemann proceeded to the next item on the agenda.

12. Next Meeting Date

Chair Clemann thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, June 13, 2013 at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Chair Clemann adjourned the meeting at 11:40 a.m.

ATTACHMENT #1

Agenda Item 6

June 5, 2013

To: MAG Transit Committee

From: Eileen Yazzie, Transportation Manager

Subject: American Recovery and Reinvestment Act (ARRA) Project Close-Out

The American Recovery and Reinvestment Act (ARRA) was passed by Congress and signed into law by President Obama in February 2009. The legislation required all Federal Transit Administration funds to be obligated by September 30, 2010. It also required all ARRA funds be drawn down/reimbursed by September 30, 2013.

At the February 2013 meeting, the MAG Transit Committee approved the recommendation to allocate any unspent ARRA funds as of May 31, 2013 to operations or preventive maintenance utilizing the approved May 25, 2011 distribution methodology. As of June 1, 2013, there was \$3,721,455 of ARRA funds related to the project savings from the park and rides in Mesa and Scottsdale, and the LINK bus route improvements in Chandler. Please see the attached tables that documents the allocation of funds to operations in Step 1, Step 2, and culminates with Step 3 – the Project Change sheet to the FY2011-2015 TIP.

If you have any questions or concerns, please contact myself or Alice Chen, at eyazzie@azmag.gov or achen@azmag.gov or 602-554-6300.

ARRA Transit Projects	
Final Closeout Time Line	
Deadline	Action
5/31/2013	ALL final documentation for reimbursements current ARRA projects due from Agencies to City of Phoenix.
6/12/2013	Management Committee recommends approval of TIP amendment for Preventive Maintenance/Operations.
6/13/2013	Transit Committee recommends approval of TIP amendment for Preventive Maintenance/Operations.
6/26/2013	MAG Regional Council approves TIP amendment
7/31/2013	ALL final documentation for reimbursements Preventive Maintenance/Operations due from Agencies to City of Phoenix.
8/31/2013	Final draw down from FTA and reimbursements made to agencies.
9/23/2013	Estimated FTA TEAM Closes

Approved Preventive Maintenance Distribution Methodology

STEP 1 - ARRA Reallocation

Distribution Methodology - Using 2011 NTD Data			
Operating Expense Mode Split			
Operating Expense	%	\$	
Bus	88.97%	\$	3,310,979
Rail	11.03%	\$	410,476
TOTAL	100.00%	\$	3,721,455
Pass. Mi. Trvld and Rev. Mi.	(PMT*.1)+(VRM*.9) %	\$	
City of Glendale	1.02%	\$	33,772
Peoria Transit	0.26%	\$	8,708
City of Phoenix	60.45%	\$	2,001,321
RPTA	21.76%	\$	720,535
City of Scottsdale	1.55%	\$	51,254
Surprise DAR	0.00%	\$	-
City of Tempe	14.96%	\$	495,389
TOTAL	100.00%	\$	3,310,979

Operating Agency	New \$ Amounts
	Base Amount + Methodology %
City of Glendale	\$ 33,772
Peoria Transit	\$ 8,708
City of Phoenix	\$ 2,001,321
RPTA	\$ 720,535
City of Scottsdale	\$ 51,254
Surprise DAR	\$ -
METRO	\$ 410,476
City of Tempe	\$ 495,389
TOTAL	\$ 3,721,455

STEP 2 - ARRA Reallocation

CURRENT OPS IN GRANT	
Agency	ARRA
Glendale	\$ 4,610
Peoria	\$ 671
Phoenix	\$ 870,744
RPTA	\$ 300,709
Scottsdale	\$ 20,442
Surprise	
METRO	\$ 222,519
Tempe	\$ 330,976
TOTAL	\$ 1,750,671

\$3,721,455 - Distribution - ARRA	
Agency	ARRA
Glendale	\$ 33,772
Peoria	\$ 8,708
Phoenix	\$ 2,001,321
RPTA	\$ 720,535
Scottsdale	\$ 51,254
Surprise	\$ -
METRO	\$ 410,476
Tempe	\$ 495,389
TOTAL	\$ 3,721,455

New Total	
Agency	ARRA
Glendale	\$ 38,382
Peoria	\$ 9,379
Phoenix*	\$ 2,872,064
RPTA*	\$ 1,021,243
Scottsdale	\$ 71,696
Surprise	\$ -
METRO	\$ 632,995
Tempe*	\$ 826,364
TOTAL	\$ 5,472,123

*Total amounts were reduced each by \$1.00 to address a \$3.00 total grant rounding issue

STEP 3 - ARRA Reallocation

TRANSIT			REQUESTED CHANGE TO THE FY2011-2014 TIP										
TIP #	Agency	Project Location	Project Description	Fiscal Year	A.L.I.	Match	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
GLN10-807T	Glendale	City of Glendale	Operating Assistance	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 38,382	\$ -	\$ 38,382	Increase funding for operations from \$4,610 to \$38,382
PHX10-804T	Phoenix	City of Phoenix	Operating Assistance	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 2,872,064	\$ -	\$ 2,872,064	Increase funding for operations from \$870,744 to \$2,872,064
PHX10-803T	Peoria	City of Peoria	ADA Complimentary Paratransit	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 9,379	\$ -	\$ 9,379	Increase funding for operations from \$671 to \$9,379
SCT10-801T	Scottsdale	City of Scottsdale	Operating Assistance	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 71,696	\$ -	\$ 71,696	Increase funding for operations from \$20,442 to \$71,696
TMP10-801T	Tempe	City of Tempe	Operating Assistance	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 826,364	\$ -	\$ 826,364	Increase funding for operations from \$330,973 to \$826,364
VMR10-801T	Valley Metro Rail	Central Phoenix, East Valley Light Rail Line	Operating Assistance	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 632,995	\$ -	\$ 632,995	Increase funding for operations from \$222,519 to \$632,995
VMT10-801T	Valley Metro	Regionwide	Operating Assistance	2013	30.09.01	0%	2010	ARRA	\$ -	\$ 1,021,243	\$ -	\$ 1,021,243	Increase funding for operations from \$300,709 to \$1,021,243
MES08-801T	Mesa	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power) - ARRA	2013	11.33.04	0%	2010	ARRA	\$ -	\$ 1,980,807	\$ -	\$ 1,980,807	Increase funding from \$644,000 to \$1,980,807
MES10-801T	Mesa	Gilbert/McDowell	Construct regional park-and-ride (ARRA FY2010 Funds)	2013	11.33.04	0%	2010	ARRA	\$ -	\$ 1,878,796	\$ -	\$ 1,878,796	Decrease funding from \$2,289,000 to \$1,878,796
SCT09-801T	Scottsdale	L101 and Scottsdale Rd	Construct regional park-and-ride (Loop 101/Scottsdale) - (ARRA FY2010 Funds)	2013	11.33.04	0%	2010	ARRA	\$ -	\$ 4,999,430	\$ -	\$ 4,999,430	Decrease funding from \$5,000,000 to \$4,999,430
VMT10-807T	Valley Metro	Arizona Ave Corridor	Bus Rapid Transit right of way improvements (phase I) Arizona Ave BRT	2013	11.22.01	0%	2010	ARRA	\$ -	\$ 365,728	\$ -	\$ 365,728	Decrease funding from \$2,500,000 to \$365,728
VMT11-707T	Valley Metro	Arizona Avenue Corridor	Bus Rapid Transit/Arizona Ave BRT construct busway improvements and stations	2013	11.23.01	0%	2010	ARRA	\$ -	\$ 7,985,093	\$ -	\$ 7,985,093	Decrease funding from 9,000,000 to \$7,985,093
MES10-809T	Mesa	US60/Country Club	Construct regional park-and-ride (US60/Country Club)	2013	11.33.04	0%	2010	ARRA-Transit	\$ -	\$ 1,884,575	\$ -	\$ 1,884,575	Decrease funding from \$3,228,750 to \$1,884,575
MES10-809T	Mesa	US60/Country Club	Acquisition of land for regional park-and-ride (US60/Country Club)	2013	11.33.04	0%	2010	ARRA-Transit	\$ -	\$ 3,085,533	\$ -	\$ 3,085,533	Decrease funding from \$3,238,250 to \$3,085,533