

August 1, 2013

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, August 8, 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

2. Approval of Draft June 13, 2013 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

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

5. Sustainable Transportation Land Use Integration Study – Recommendation, Findings and Tools

Eileen Yazzie will provide an update to the Transit Committee on the Sustainable Transportation Land Use Integration Study (ST-LUIS). The presentation will 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. Please refer to Attachment #1 for additional information.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the June 13, 2013 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information, discussion, and recommendation to accept the recommendation, 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.

6. Avondale-Goodyear UZA Formula Funds

Alice Chen of MAG will present an update on the MAG Regional Transit Programming Guidelines, which was approved by Regional Council on March 27, 2013. In Section 702 of the guidelines, it was recommended that the programming of Avondale-Goodyear UZA funds would be addressed during working group discussions comprising members of the UZA and any other impacted member agencies. MAG staff, working with the designated recipient – the City of Phoenix and the Regional Public Transit Authority, convened the Working Group a total of four times. The group reached a consensus on the utilization of the funds. Please refer to Attachment #2 for additional information.

7. FY 2013 FTA Section 5307 Job Access and Reverse Commute Eligible Projects Priority Ranking

DeDe Gaisthea of MAG will offer an update on the priority ranking for the FY 2013 FTA Section 5307 Job Access and Reverse Commute eligible projects which includes the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. The MAG Elderly and Persons with Disabilities Program Ad Hoc Committee were tasked with the development of the priority rankings. The rankings will move through the MAG Committee process for final approval from the MAG Regional Council for inclusion into the TIP. Please refer to Attachment #3 for additional information.

8. MAG Strategic Transportation Safety Plan

Margaret Boone of MAG will present a brief introduction to the Transit Committee regarding the Strategic Transportation Safety Plan (STSP). The MAG 2013 Work Program identified a project to develop a comprehensive Strategic Transportation Safety Plan (STSP). The previous

6. For Information, Discussion, and possible recommended approval of the utilization of the Avondale-Goodyear UZA formula funds, updates to the TIP and any to Regional Transportation Plan as appropriate.

7. For information, discussion and possible recommendation to approve 1) the priority listing, 2) inclusion of the list of projects in the FY 2013 program of projects, and 3) amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

8. For information and discussion.

STSP was developed in 2005. The resulting Plan will provide input to the next update of the Regional Transportation Plan (RTP) from a transportation safety perspective. It will identify regional priorities, strategies, resource needs and performance indicators. The Plan will help establish a unified approach for identifying and implementing solutions for key road safety issues that affect all agencies in the MAG Metropolitan Planning Area. Oversight for this process will be provided by the MAG Transportation Safety Committee and the Transportation Safety Stakeholders Group (TSSG). Some key areas the plan will focus on will be transit, bicyclist and pedestrian, and disability/mobility safety issues in the region. MAG Transportation Safety staff will present the project and seek representation from the Transit Committee on participating in TSSG for this effort.

9. Quarterly Status Report on Federal Grant Activity

Ken Kessler and his staff are available for questions and comments. The City of Phoenix is the Designated Recipient (DR) for federal transit funds for the Phoenix Mesa Urbanized Area (UZA). Among other responsibilities, the City of Phoenix manages federal transit grants for the region. In support of MAG's role of coordinating regional transit planning and programming activities, the City of Phoenix will provide quarterly updates to the Transit Committee on the status of existing federal grants. Please refer to Attachment #4 for additional information.

10. 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.

9. For information and discussion.

10. For information and discussion.

11. Next Meeting Date

The next regular Transit Committee meeting is scheduled for Thursday, September 12, 2013, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

11. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

June 13, 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: Maria Hyatt
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 for Cathy Colbath	#Tempe: Greg Jordan
Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
Maricopa County DOT: Mitch Wagner	Valley Metro: Wulf Grote
Mesa: 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 10:05 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; Andrea Marquez of Buckeye, and Greg Jordan of Tempe. 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 and Draft May 9, 2013 Meeting Minutes

Chair Clemann asked if there were any comments or corrections to the Draft April 11, 2013 and May 9, 2013 meeting minutes. Hearing none, she called for a motion. Mr. Grant moved to approve the motion, Mr. Hazine 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 a few items to present. She said that the Section 5310 and 5307 applications due date was on June 7. She noted that the Elderly Persons with Disabilities application program received 26 applications from 22 organizations for the 5310 and for the 5307-JARC there were 12 applications from 6 agencies, which were currently under review with decisions by July and a return in August/September to Transit Committee. Chair Clemann inquired what the total funding amounts was for JARC and the 5310 programs. Ms. Yazzie explained there was \$1.8M for JARC and \$2.4M 5310, respectively, and a total request was \$3.7M 5310 with an available pot of \$5M; and for and \$4.7M JARC with an available pot of \$1.8M.

Ms. Yazzie noted that the Sustainable Transportation and Land Use Study (STLUIIS) study was set for approval in April, but it was requested to be heard at later time. After a May stakeholder meeting, the revised text was sent out and edits were received and the MAG staff was still comments reviewing comments. The final changes would be made in the next couple of weeks and would return to the committee in July. Ms. Yazzie also noted that the new FY14 UPWP provided funding for the new Southeast Valley Transit System Study (SEVTSS), a study jointly conducted with MAG and Valley Metro. She noted that an email has been sent out and advised the PMT members to contact Jorge Luna so that MAG could share the scope and get the project launched in late summer.

Ms. Yazzie also welcomed Maria Hyatt as the new interim director of Phoenix Public Transit Department. Chair Clemann thanked Ms. Yazzie for her report and moved onto the next item on the agenda.

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

Chair Clemann requested that Alice Chen present an update to the committee on the MAG FY 2013 Draft Program of Projects and FY 2014-2018 Draft Transportation Improvement Program.

Ms. Alice Chen informed 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. She noted that the Transit committee was tasked with programming and balancing the TIP, which included fiscal year 2013. She also said that MAG staff had been working with Valley Metro/RPTA to reconcile the needs of the Transit Life Cycle Program (TLCP) and to program the priorities of the Regional Programming Guidelines. She added that the item was on the agenda for information, discussion and possible recommended action.

Ms. Chen explained that for FY2013, there were changes made to the handout that was sent out on Monday June 10th. She stated that on page 1 of the handout, the first change was the Avondale apportionment number, was brought up to \$2.8M. She noted that on page 2, the Valley Metro friction brake phase 1 amount was brought up to \$331,000. She added that on page 3 the Central Mesa, adjustments were pending, where the small starts apportionment was \$18M, but the programmed amount was \$20M. She added that work would continue with Valley Metro to remedy those numbers. She said that on the original, but not on the handout, there was a FY2012 discretionary project; but it was removed because it would now be included in a grant. Ms. Chen said that there were no changes in FY14-18, however she said the number of buses noted in the TIP would now move from six from three units pushed to the horizon years, notably buses used for Express service.

Chair Clemann stated that in FY13, Scottsdale had a line item included for purchasing vehicles, but asked if they were they folded into the regional bus purchases. Ms. Chen replied that those buses were programmed under CMAQ flex on page 2 of the document, in the fourth section, line item 2. Ms. Chen also said that the funding programs changed within MAP 21 and some elements needed to be shifted, under the new and consolidated funding sources. Chair Clemann thanked Ms. Chen and asked if there were any comments from the Committee. Ms. Kristen Sexton asked if there was a line missing in the Avondale park and ride. Ms Chen replied that there would be two in FY14 and one in FY15. Ms. Yazzie added a clarification, noting that FY2014 begins on July first.

Ms. Chen noted that the item was on the agenda for recommended approval in relation to air quality conformity. Chair Clemann asked if there were any further questions or comments. Hearing none, she called for a motion. Mr. Hazine moved to approve the motion, Mr. Anderson seconded, and the motion passed unanimously. Chair Clemann then proceeded to the next item on the agenda.

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

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

Chair Clemann requested that Ms. Yazzie present an update to the committee on the American Recovery and Reinvestment Act (ARRA) Project Close-Out.

Ms. Yazzie explained the proposed project changes to transit projects in the MAG FY2011-2015 TIP as related to the American Recovery and Reinvestment Act (ARRA), which was passed by Congress and signed into law by President Obama in February 2009. She stated that the legislation required all Federal Transit Administration funds to be obligated by September 30, 2010 and also required all ARRA funds be drawn down/reimbursed by September 30, 2013.

Ms. Yazzie also explained that Alice Chen was coordinating with City of Phoenix, and as of January 2013, there was \$11 million identified that was not reimbursed at the time. At the February 2013 meeting, 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. She added that as of June 1st when COP reconciled the reimbursement request, there were \$3,721,455 in unspent ARRA funds. The funds had been reallocated to operations based on the approved methodology and presented in the project change sheet in Attachment #1. The motion was to spend the unallocated money on operations and PM. She added that there was a memo on how the remaining balance was processed through the distribution methodology, and in step 2 it outlined the current amount of funding the region had for Operations, She concluded that in step 3, it showed the adjustment rounding was for \$3 and that the new total to be unspent operations was \$5.4M with the table showing the amounts not spent.

Chair Clemann asked if there were any further questions or comments. Mr. Esquivel asked if the projects listed on step 3 were a part of ARRA. Ms. Yazzie replied yes. Mr. Dudley asked if the pending amounts and funds should be sent it to the City of Phoenix. Ms. Yazzie replied there were current operation IGA's in place and Mr. Ken Kessler added that there were change orders to the IGA's. Ms. Yazzie added that for changes the members should contact Ken Kessler at the City of Phoenix directly.

Ms. Yazzie summarized that the item was on the agenda 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. Chair Clemann asked if there were any further questions or comments. Hearing none, she called for a motion. Ms. Patrick moved to approve the motion, Mr. Dudley seconded, and the motion passed unanimously. Chair Clemann then proceeded to the next item on the agenda

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

7. Unused Preventive Maintenance Funds

Chair Clemann requested that Ms. Yazzie continue with update to the committee on Unused Preventive Maintenance Funds.

Eileen Yazzie informed the Committee of how unused preventive maintenance (PM) funds from small transit operators are allocated. She noted that between FY2011 and FY2015, it was estimated that the region would contribute \$77.8 million in federal funds to transit operators for PM. She said that MAG had an approved preventive maintenance distribution methodology that was documented in the MAG Regional Programming Guidelines for Federal Transit Formula Funds. She added that in some cases, the PM funds allocated to smaller transit operators was more than their budget needs. In the past, the unused funds had been distributed back through the methodology to the other operators that still had unmet needs. It was anticipated that this situation would occur again in FY2013, 2014, and 2015. Currently the situation had not been documented in the Transit Programming Guidelines, but may be if the Committee so chose.

Chair Clemann thanked Ms. Yazzie and asked if there were any further questions or comments. Ms. Yazzie noted that there was an approved methodology, and that the region was putting a lot of money into PM. She noted that smaller agencies had reached their PM limit, but that currently the amount is revised to redistribute the funds. Mr. Hazine asked if it was possible for the Committee to hear if the City of Peoria could not use their PM funds, and if they could allocate their unused funds to another agency. He noted that Peoria was using fewer buses and more cabs and that the funds were unused, but inquired if they could be used sooner than later. He added that at currently, Peoria was covered for PM for the next five years and would like to direct their portion of the regional funds to their operator (VM and COP) so their costs, Peoria's, would go down.

Chair Clemann asked if these funds could be used in facility maintenance. Ms. Yazzie stated that it had been previously agreed that it was to be used on buses. Ms. Hazine added that it might be applied for facilities, but many smaller agencies have city staff working there. Mr. Kohlbeck noted that the disposal of buses with Phoenix had been previously discussed as well, however Ms. Yazzie noted that Surprise was being removed from the methodology because the city was no longer operating service. Chair Clemann noted that Valley Metro was taking over operations and asked if Peoria had used those funds to bring down the cost of the cabs. Mr. Hazine noted that Peoria had asked that question prior to the change because the vehicles belonged to the taxi cab company.

Ms. Hyatt noted that any additional cost would reduce the cost per mile for all those purchasing service. Chair Clemann asked if there was a way to apply the money to those agencies. Ms. Yazzie replied that since Surprise was no longer a service operator, that Surprise would no longer get PM as it was only set aside for operators that report to NTD. Discussion followed and it was asked if the region wanted to change the allocation and dollar to dollar amount which would be up to the operators. Ms. Clemann noted that one loses PM, but gain efficiencies by reduced costs from DAR to cab. Mr. Cook asked of cities or operators were listed in step 2, and was there some regional policy that says they'll get PM money regardless if they operating money or not. Ms. Yazzie said there was text on the methodology, and that if a city was reporting to the NTD, then money was allocated.

Mr. Kohlbeck asked that with City of Phoenix taking over the 5310 program that belonged to ADOT, could that be used or plugged into that program. Ms. Yazzie said that the 5310 was mainly individual organizations that apply for money, but said that MAG would look further into the inquiry. Mr. Anderson said that during their introduction, the city could put their unused amount to another agency, but then they said that they want to put it back to the pot and redistributed to get a benefit for their improvements. He added that there were some communities that there was no assurance that the money being put back into the pot, but the benefit is not accrued back to the agency. Mr. Hazine replied that if a city doesn't use the money, the money is redirected back to the pot. Brief discussion followed.

Mr. Hazine said there was a CMAQ discussion, and that the question was that if the city of Chandler got a one to one benefit. If so, the amount went back into the general pot. He added that the current conversion was really no different, but it's the same discussion and should be treated equally. He inquired on what the process was for going forward. Ms. Yazzie noted that the hybrid transition happened three years ago, and that unused amounts beefed up the PM distribution. She added that since then, the Region allocated the money using NTD approved data, with some of the numbers in the future, and that the amounts would go down because they were now a hybrid system. She added that along with Ms. Chen's item, when the region programs, we may ask the operators if they had reached their limit today and in the next few years. She said that this could happen within the TIP.

Mr. Hazine said that the region had done this with the buses because in Peoria's case, there was no bus fleet. He added that in any new grants, in '15 or '16 the city had enough money for the next five years, but Peoria didn't want to lose the place in line after the current amount was used up and eventually be able to tap into the funds. Ms. Yazzie replied that MAG would look at that in the distribution process in order not to lose sight of the funds. Ms. Clemann said that Peoria would not be removed from their place in line, but the formula will track along and with less vehicles would subsequently have less maintenance. Mr. Hazine stated that the goals were to run as efficient a system as possible, so the analysis should be looked at.

Mr. Anderson added that it was important that the allocation remained the same, but because of retaining Peoria would keep everyone on the same basis. He said also that the entire region benefitted as a rider from one city uses the services in another. Mr. Hazine replied that Peoria wanted folks that desired service expansion and noted that allocation was dropped, and that money within the funding pot did not allow Peoria to institute those requested services. Mr. Cook inquired if a community did begin operating services, then would the formula will help those new operators if a city becomes one. Ms. Yazzie replied in the affirmative.

Chair Clemann asked if there were any additional comments or questions. Mr. Dudley asked if a city had the PM and a taxi operator and their rate included PM, could the city not use PM for someone else that owns that vehicle. Mr. Hazine stated that an agency could own its vehicles, but federally owned vehicles could only use the PM. He noted that private cabs did not qualify because they could not individually break out the accounting for miles, maintenance, etc. Discussion followed. Mr. Dudley inquired about allocation percentages. Ms. Yazzie said that the methodology was based on NTD data, and that it included the current NTD percentages. Any changes in the dollar amount for distributed 5307 would use current NTD data; as it was ARRA and the Region used current distribution methodology. She added that even two years ago the Region did not have METRO in the methodology mix, as they had reported, but the LRT system was not queued into the mix yet.

Mr. Dudley asked that if in the long run, when Surprise goes away as an operator, would Peoria have less funding as well. Ms. Yazzie said that the percentages would change slightly. She added that she would work with Ms. Chen to run the numbers again and do a QA/QC to see if the funds could be used in 2013, '14, '15 and '16. Mr. Dudley asked if the allocation would go down as well for Tempe. Ms. Yazzie add that it would go down and that the region approved it on using data for distribution. He replied that Glendale was on the same page as they were paying for PM approved methodology. Discussion concluded. Mr. Cook inquired and asked if the committee needed to take action. Chair Clemann noted that action was only needed if the committee wished to change if the committee accepted to change it. Chair Clemann noted that no action was need on the item.

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

8. Transit Service Holiday Operations Discussion

Chair Clemann noted that she had originally requested the item be presented to the Transit Committee. She noted that Jorge Luna was to lead the discussion regarding the transit service holiday operations in the region, with a background on what the current hours of service are, and the number and actual holidays that were on the schedule for 2014. He was to also discuss the cost of current holiday service per day and the cost difference per day between running a holiday service schedule to a regular schedule. She noted that prior to the meeting, Valley Metro informed her that they would be putting the item on the upcoming RTAG agenda. MAG staff had sent the pertinent data to Valley Metro staff so that it may be included in the RTAG discussion. Therefore Chair Clemann advised that there would be no need for Transit Committee review of on the agenda item.

Chair Clemann thanked Mr. Luna and asked if there were any further questions. Hearing no further comments, Chair Clemann 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. Mr. Dudley inquired on the status of LTAF II funds and observed that they were typically expended by now. Mr. Grote replied that he would inquire with Paul Hodgins. Discussion ensued. Mr. Anderson noted that there was a call for bike ped review of grant applications and that design assistance meeting was on the same day as the next Transit Committee meeting. Ms. Yazzie stated that she would check on the conflicting schedules, but noted that there was a high probability of cancelling the next Transit Committee meeting. 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 may be held on Thursday, July 11, 2013 at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Chair Clemann adjourned the meeting at 10:58 a.m.

**ATTACHMENT
#1A + 1B**

Agenda Item 5

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

August 1, 2013

SUBJECT:

Sustainable Transportation - Land Use Integration Study (ST-LUIS)

SUMMARY:

The Sustainable Transportation and Land Use Integration Study (ST-LUIS) highlights the potential to move the region towards greater use of sustainable transportation modes – transit, walking and biking. The study provides a fresh look at ideas for transit investments and services that have been under previous consideration, and supports the creation of walkable and transit-oriented communities. The uniqueness of the ST-LUIS is 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 on transit and supportive land use is joined up with recommendations for creating compact walkable places throughout the region.

ST-LUIS asks how the region can move toward sustainable transportation in ways that:

- Reflect market reality
- Recognize the high cost of high capacity transit, and
- Are consistent with the values and aspirations of member communities.

ST-LUIS was undertaken from 2010-2013 and completed in three phases: research and analysis, scenario planning and modeling, and the development of local and regional tools. The study was complemented by nine stakeholder activities. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities.

Based on the ST-LUIS investigation of market realities and research findings, and the study's testing of high capacity transit (HCT) scenarios in the MAG region, the overarching recommendation from the ST-LUIS is to provide a high quality, productive transit system supported by compact walkable and transit-oriented places.

The Study's key findings are: 1) TOD demand will be driven by projected regional growth in population and jobs, and supported by demographic shifts, 2) transit-supportive and compact walkable development is achievable, with distinct opportunities in different parts of the region, 3) targeted corridor modifications improve transit productivity, 4) regional transit mode share and regional access increase with a mix of LRT and upgraded bus services, and 5) existing conditions drive the pathway for future HCT service.

The study was rooted on the projected demand for transit oriented development (TOD), which projects that in a future of 8.3 million people, 1 million (12%) will be the market for TOD; as well as a quarter, 1.1 million jobs from a future 4.4 million jobs would drive the TOD employment demand forward.

With this and other key findings, the study moved forward with a scenario planning and modeling exercise to offer three visions for future land uses, high capacity transit networks, transit ridership and transit productivity, using the project's market demand forecasts for TOD jobs and housing. The results of the scenario planning exercises provide high-level results rather than specific local recommendations. The scenario modeling exercise used the 44 recommended high capacity transit corridors from the MAG Regional Transit Framework Study, as the candidate corridors for analysis.

As part of the scenario planning exercise, the STLUIS created 3 place types: Compact Walkable, Transit Served, and High Capacity Transit (HCT) Oriented were created to reflect threshold densities and development patterns supportive of different transit modes. These land uses and were "applied" to station areas (½ mile) in the scenario planning process.

Transit service and capital investments included in each scenario were derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity. A brief summary of each scenario is provided below.

Enhanced Transit Scenario

The Enhanced Transit Scenario reflects a moderate expansion of the MAG Base Case scenario transit network (the RTP 2035 Network), as well as a reallocation of total regional growth to specify transit-oriented development (TOD) consistent with the ST-LUIS place types within one half mile of transit stations ("station areas"). The scenario includes 10 LRT, streetcar, and commuter rail corridors (including eight service corridors and two commuter rail corridors).

Transit Supply Scenario

This scenario reflects a very generous expansion of the Base Case scenario transit network, as well as a reallocation of total regional growth to direct transit-oriented and compact walkable development to station areas. This scenario includes all 44 corridors including LRT, BRT (mixed flow running, similar to the LINK), streetcar, and commuter rail corridors.

Refined Transit Supply Scenario

This scenario was generated after Scenario 1 and Scenario 2 were completed. This scenario tests a transit network that is more extensive than that of Scenario 1, but less extensive compared to Scenario 2. Transit network and land use assumptions were revised with the aim of increasing network productivity and reflecting constraints to HCT-supportive densities in some locations. This scenario includes 25 corridors including LRT, BRT (mixed flow running, similar to the LINK), streetcar, and commuter rail corridors.

ST-LUIS Scenario Modeling revealed that the small, compact, and selective strategic HCT network in the Enhanced Transit Scenario was the most productive, had the best fit with regional TOD demand, and represented the lowest capital cost

As cities, towns, communities, neighborhoods, and transportation corridors are quite different throughout the region, the STLUIS recognizes that *One Size Doesn't Fit All* and created 3 tools for the region and its member agencies to use: 1) Place Types, 2) Local Toolkit - Community Pathways to Sustainable Transportation and Development Prototypes Catalogue, and the 3) Regional High Capacity Transit (HCT) Evaluation and Scenario Planning Process.

The study recommendations, findings and tools have set the stage for the region to move toward more sustainable transportation options by evaluating regional projects that support sustainable transportation, jump start the regional transportation plan process, consider upgrading transit services, and support municipal actions. A copy of the Key Recommendations and Tools is

enclosed and the seven working papers and employment/market analysis is available at www.bqaz.org.

PUBLIC INPUT:

The study process included seven stakeholder meetings and two public/private business meetings to define sustainable transportation for the MAG region, and coordinate findings, create useful tools and products from the study.

PROS & CONS:

PROS: This study takes a holistic approach in investigating the region’s high capacity transit network potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling.

CONS: A shift in regional transportation, transit priorities, and discussions with local agencies on compatible land uses would be required to implement the recommendations for sustainable transportation services identified in the Sustainable Transportation Land Use Integration Study.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: To provide a data driven, analytical approach for testing different high capacity transit systems and their productivity, the scenario planning process established a two tiered screening and selection process of HCT candidate corridors, while evaluating the positive relationship with the more compact walkable and transit oriented land uses. The performance standards and indicators indicated that the future market for transit oriented development will support a small, focused rail network with an upgraded, high quality and productive bus system that feeds the rail network and extends transit access to much of the region, which should be supported by compact walkable and transit-oriented places.

POLICY: The Sustainable Transportation Land Use Integration Study provides a data driven, technical foundation for future policy discussions related to creating a more sustainable transportation network, and shifting transit investments and prioritization.

ACTION NEEDED:

Information, discussion, and recommendation to accept the recommendations, key findings, and the three Sustainable Transportation and Land Use Integration Study tools: 1) Place Types, 2) Local Toolkit, and the 3) Regional high capacity transit corridor evaluation and scenario planning process.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

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► Sustainable Transportation & Land Use Integration Study

Key Recommendations and Tools

July 2013



SUSTAINABLE TRANSPORTATION
& LAND USE INTEGRATION STUDY



1. Project Overview

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DEFINITION

SUSTAINABLE TRANSPORTATION

“A transportation system that supports prosperity in Maricopa County by providing a variety of mobility options, offering walkable communities throughout the region and locating high capacity transit that will be chosen by households and businesses seeking excellent access to local and regional destinations.”

ST-LUIS Stakeholder Group

The **Sustainable Transportation and Land Use Integration Study (ST-LUIS)** highlights the potential to move the region towards greater use of sustainable transportation modes – transit, walking and biking.

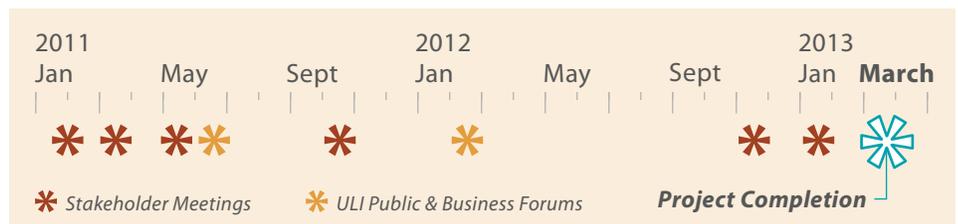
The study provides a fresh look at ideas for transit investments and services that have been under previous consideration, and supports the creation of walkable and transit-oriented communities. The uniqueness of the ST-LUIS is the holistic approach taken to investigating transit’s potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling. The Study’s focus on transit and supportive land use is joined up with recommendations for creating compact walkable places throughout the region.

ST-LUIS asks how the region can **move toward sustainable transportation** in ways that:

- Reflect market reality
- Recognize the high cost of high capacity transit, and
- Are consistent with the values and aspirations of member communities.

ST-LUIS was completed in three phases undertaken from 2010-2013, complemented by the stakeholder activities shown in Figure 1. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities. This document presents key study recommendations, findings, and a summary of the project’s research and analysis activities, scenario planning, and tools and strategies development.

Figure 1: ST-LUIS Meetings and Forums



2. Achieving Sustainable Transportation - Key ST-LUIS Recommendations

Based on the ST-LUIS investigation of market realities and research findings, and the study's testing of high capacity transit (HCT) scenarios in the MAG region, the overarching recommendation from the ST-LUIS is to:

Provide a high quality, productive transit system supported by compact walkable and transit-oriented places.

The ST-LUIS has created tools and implementation strategies for the region and local agencies to move to a more sustainable transportation system in the future. These are discussed further on pages 18-21.

3. Key ST-LUIS Findings

Out of the research and analysis, five key findings helped set the stage in testing illustrative high capacity transit networks in conjunction with land use modifications, and created tools and strategies for the region and local agencies to assess sustainable transportation options with appropriate land uses.

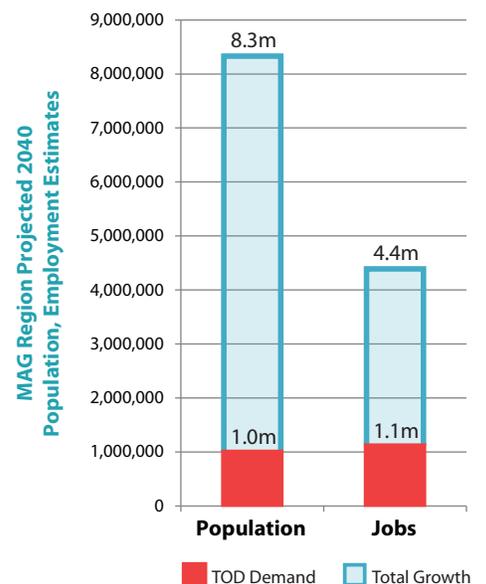
3.1 TOD Demand Will Be Driven by Projected Regional Growth in Population and Jobs, and Supported by Demographic Shifts

Overall regional growth is the fundamental factor fuelling demand for Transit-Oriented Development (TOD) and walkable communities. Growth in knowledge-based industries and demographic changes are the two key factors for growth in transit-oriented place types. Figure 2 illustrates the projected demand for TOD within the future regional growth of population and jobs. These trends are discussed in the 4.1 Research & Analysis section, and in greater depth in project background documents.

3.2 Transit-Supportive and Compact Walkable Development is Achievable, with Distinct Opportunities in Different Parts of the Region

The outlook for transit-oriented and compact walkable places in the MAG region is good with specific forms depending largely on market conditions. The ST-LUIS market analysis and financial feasibility analysis demonstrate that the strongest locations for new higher density development are mixed use employment centers in the core locations of Downtown Phoenix, Downtown Tempe, and Downtown Scottsdale. These employment centers can support the densities

Figure 2: Regional Population and Employment Projections



Source: Woods and Poole; MAG; Strategic Economics 2011

that correspond to **HCT Oriented** place types, ranging from 2-3 story townhomes to 5-7 story mixed use buildings.

There are other places in central locations—such as Camelback Corridor—that can offer relatively dense, walkable, bike-friendly environments, but that command slightly lower prices than the large employment centers. In these locations, the **Transit Served** place type will typically be achievable with likely product types including 2-3 story townhomes, 2-3 story apartments, and 3-4 story office buildings.

The market conditions necessary to support compact walkable development are far more widespread than are locations with the market strength required to support Transit Served and HCT Oriented development. There are many locations that have promise as places that could transition from conventional large-lot single family housing to the **Compact Walkable** place type that supports sustainable transportation.

The place types convey the development characteristics that need to be present on an area- or corridor-wide basis in order to support transit productivity and increased walk and biking. However, these characteristics will be found elsewhere in localized cases as well. The densities and the characteristics described are likely to continue to be found in contexts where higher densities and walkable character are valuable components of placemaking and identity, such as mixed use downtowns in places with low centrality that may not be directly served by high capacity transit.

3.3 Strategic Corridor Modifications Improve Transit Productivity

Adjustments to the planned corridors and networks made during upcoming planning phases are very likely to improve forecast productivity relative to the ST-LUIS projections. Careful modification and evaluation of specific alignments, stop locations, corridor length, connecting pedestrian improvements, land use shifts, and mode will be part of subsequent stages of planning for an Enhanced Transit system, with likely productivity gains.

3.4 Regional Transit Mode Share and Regional Access Increase with a Mix of LRT and Upgraded Bus Services

To increase regional transit use and productivity, a mixed network of both LRT and high quality bus services will generate the greatest transit productivity share as well as giving more households and communities improved options for travel throughout the region. LRT alone does not meaningfully increase the regional transit mode share. A high quality bus system that complements rail services, walk, bike and land use strategies is essential to shifting people from single occupant vehicles to transit. While upgraded bus services may include “true” Bus Rapid Transit (BRT) with exclusive guideways, lower-cost upgrades to provide all-day reliable and fast service can provide the quality envisioned by the study.

3.5 Existing Conditions Drive the Pathway for Future HCT Service

The HCT Supportiveness Analysis assessed existing corridor conditions such as land use, transit-supportive densities, and current transit demand to gauge a corridor’s potential to support future HCT service. Corridors with transit-supportive jobs and populations as well as demographic characteristics supporting transit ridership generally performed well in the corridor-level analysis for each scenario. Current transit-supportive conditions play a significant role in whether a corridor can sustain and support upgrades to HCT service in the future. Increased presence of the factors listed as HCT screening criteria will, over time, improve conditions for productive transit service and for TOD.

Continuing attention to existing conditions is particularly important because ridership of existing low-income and transit-dependent populations is taken into account most strongly in this part of the study.

PRIMARY HCT SCREENING CRITERIA

Total Residents

Percent Minority Population

Percent Low-Income Households (under \$20,000 per year)

Total Jobs

Transit-Supportive Job Density (jobs / acre)

Transit-Supportive Density (jobs + residents / acre)

Average Daily Weekday Boardings

Average Daily Weekday Boardings / Mile

4. Project Summary

The ST-LUIS effort was organized into three broad components. Each is summarized in this section.

4.1 RESEARCH & ANALYSIS

The *Research and Analysis* component provided the foundation of the Sustainable Transportation and Land Use Integration Study, set the parameters for the *Scenario Planning* component, and informed the development of the *Tools & Strategies* component.

Investigating the Opportunity for TOD

ST-LUIS included a range of activities to investigate the opportunity to create TOD, as shown in Table 1.

Through this investigation it was found that:

- **The commute trip is a critical factor in transit productivity.** Though work trips are less than

20% of total trips, work trips make up close to 60% of transit trips nationally.

- **Some business sectors are more likely to be near transit than others.** Jobs in industry sectors that have a tendency to cluster near transit include: Government; Information; Finance and Insurance; Real Estate; Professional, Scientific and Technical Services; Management of

Companies and Enterprises; Arts, Entertainment, and Recreation; and Accommodation and Food Services (based on national studies from the Center for Transit-Oriented Development).

- National research shows that **higher job density at station areas has a greater impact on increasing ridership** than does higher residential density, though both factors build transit use.

Table 1: ST-LUIS Activities and Outcomes

ST-LUIS ACTIVITIES				OUTCOMES
Transit-Oriented Development (TOD) and walkable communities	Research	Best Practices	Local Precedents	ST-LUIS Place Types and Local Toolkit
Understanding the real estate market	Development feasibility	Regional growth	Forecast Demand (jobs & housing)	Estimate of demand for jobs and housing in station areas
Corridor Potential	Current Conditions	Past Plans and Studies	Services and Modes	Corridor screening results and Transit Service Characteristics

“The Phoenix Metro region has historically ignored the business community in this conversation. ST-LUIS has been instrumental in moving this conversation forward in terms of understanding the role that employment plays in public transportation.”

Dena Belzer
ULI Forum 2

Key Factors Impacting Transit Ridership

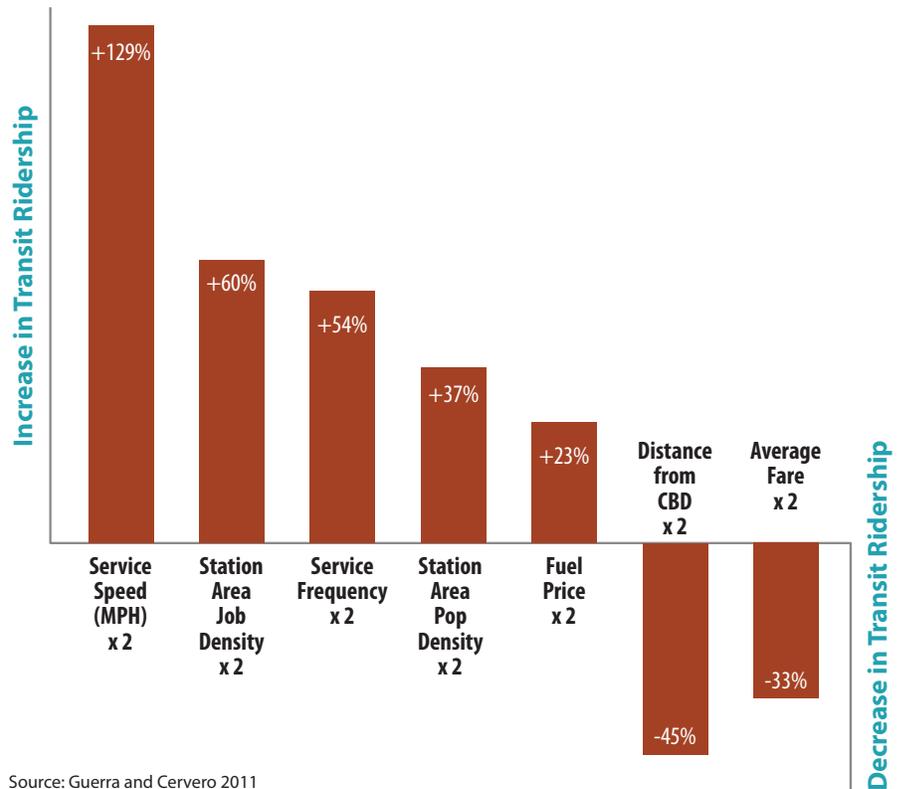
Academic research and practical experience have identified factors having significant impact on transit ridership.

These factors include service speed and frequency, station area job and population density, and distance from the central business district (CBD). Increasing values for these key factors results in either an increase or decrease in ridership, as shown in Figure 3.

Many of the factors supporting transit use have been shown to support walking and cycling as well. These include:

- Mixed use neighborhoods and districts at compact densities
- Local street networks with high connectivity
- Travel demand management/ incentives, including parking management

Figure 3: Change in Transit Ridership Resulting from Doubling Key Factors



Source: Guerra and Cervero 2011

Shifting Demographic Trends

A variety of trends, both locally and nationally, will support the success of walkable communities in the region.

National studies have demonstrated a growing demand for housing in compact, “walkable” neighborhoods near transit. Many households are interested in compact housing types in pedestrian-oriented neighborhood with good access to amenities, transportation options, and shorter commutes. TOD demand nationally in

the coming decades will be influenced by a variety of trends:

1. **An increasing number of smaller households:** 79 million Baby Boomers (who prioritize public transportation, walkability, and access to amenities, and are more receptive to living in smaller housing units on smaller lots) are approaching retirement.
2. **Changing consumer preferences among Millennials and knowledge workers toward authentic**

places and convenient lifestyles:

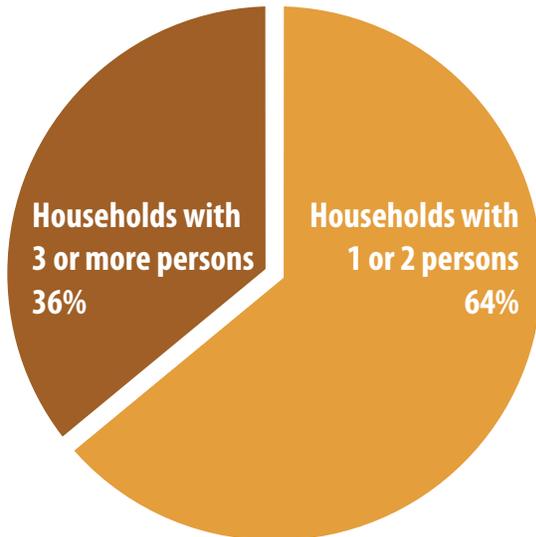
85 million Echo Boomers (who prefer walkable, mixed use neighborhoods short commutes) will enter the housing market for the first time.

3. **Disincentives to driving** including high gas prices, drive the search for alternatives to single-occupancy vehicle trips/commutes.

Local demographic shifts will support the growth of walkable communities in the region, as shown in Figure 4.

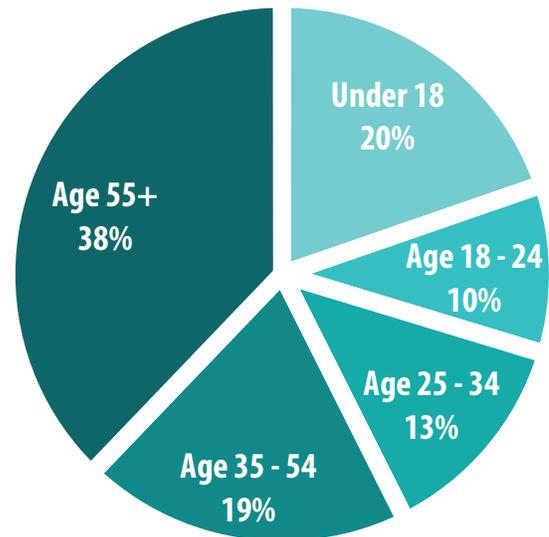
Figure 4: 2010-2040 Regional Growth Characteristics

Population Growth by Household Type Maricopa County 2010-2040



Source: Woods and Poole, Strategic Economics 2011

Population Growth by Age Maricopa County, 2010-2040



Sources:

Belden Russonello & Stewart, *The 2011 Community Preference Survey* (Washington D.C.: National Association of Realtors, March 2011).
Ibid and Joint Center for Housing Studies of Harvard University. *State of the Nation's Housing*, 2011.

Future Success Means Responding to Today's Challenges

The region faces a number of challenges to creating transit-supportive communities. Today, existing and planned development patterns are largely low density, as seen in Figure 5.

Infill development at TOD and walkable densities is hindered in some locations by zoning that allows densities in excess of those currently supported

by the real estate market. In addition, the region has significant supply of underutilized built space as well as vacant properties available which may slow TOD development.

Success requires regional collaboration in investment decisions, so regional assets—those attracting many people, such as major medical, educational and cultural institutions—will locate in places where high capacity transit can be provided efficiently and linked to the region.

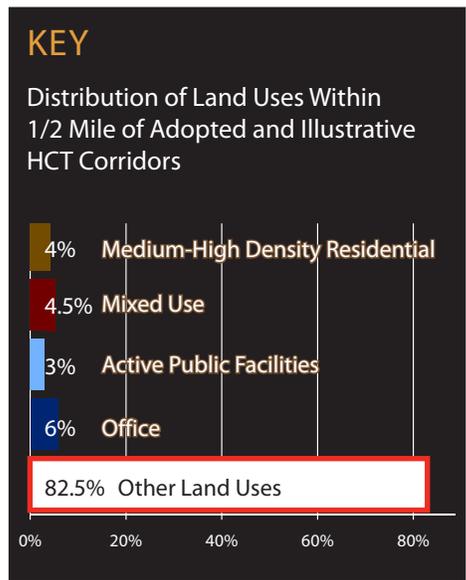
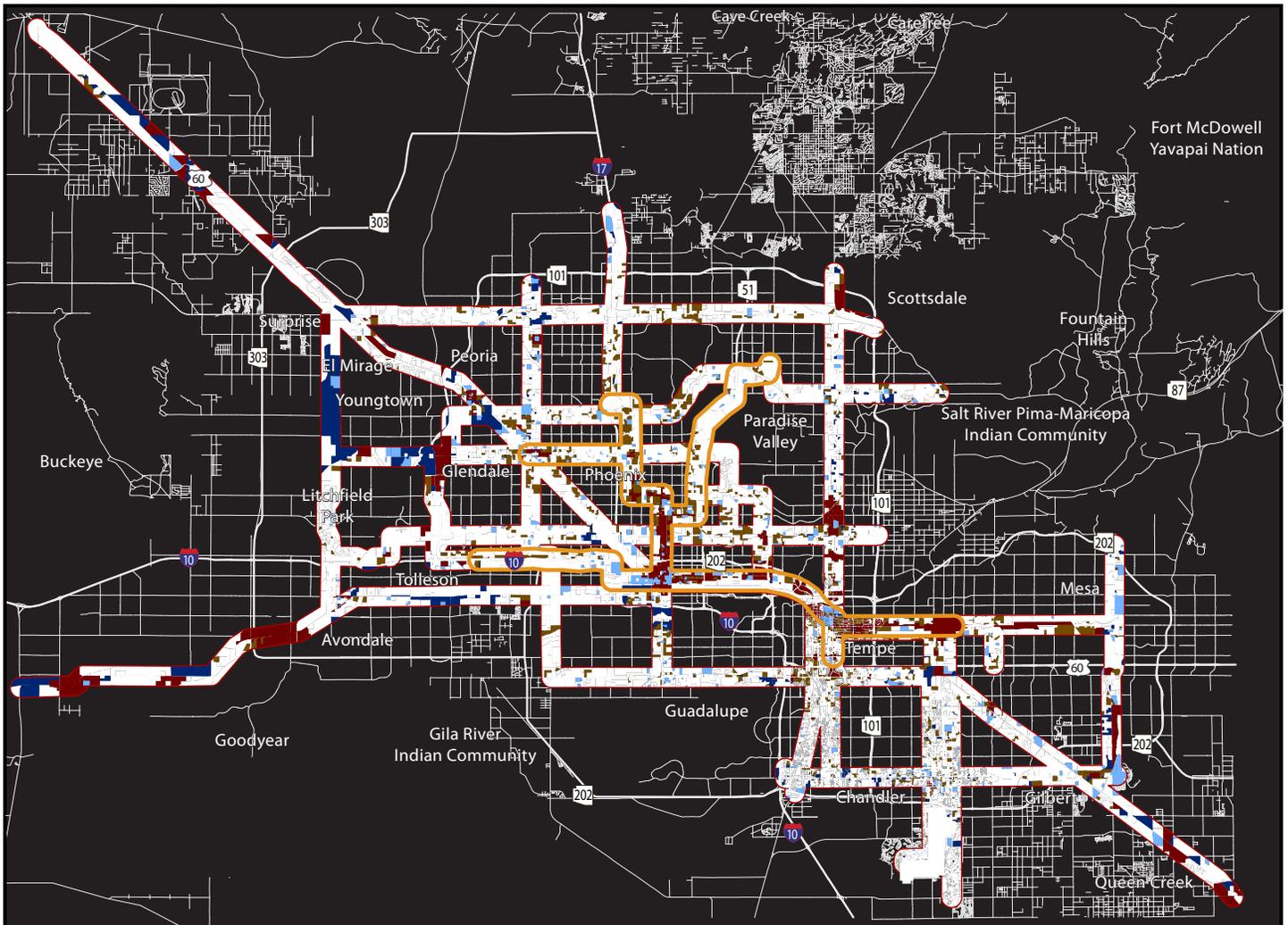


Figure 5: 2010 Regional Transportation Plan (RTP) Illustrative HCT Corridors & 2009 General Plan Land Uses



4.2 SCENARIO PLANNING AND MODELING

A central part of the ST-LUIS is the use of Scenario Planning to investigate: *What would happen if the region made changes to development patterns with the specific objective of supporting transit productivity and non-motorized transportation, while meeting market demand for TOD?* Scenario planning offers the opportunity to envision the region’s future land uses and the productivity of its high capacity transit network.

The ST-LUIS scenarios offer three visions for future land uses, high capacity transit networks, transit ridership and transit productivity, using the project’s market demand forecasts for TOD jobs and housing. The results of the scenario planning exercises provide high-level results rather than specific local recommendations.

Transit performance was analyzed through coordinated use of two modeling tools. Together they **reflect the influence on transit ridership of localized features** including development density, walkability and feeder bus service.

ST-LUIS Scenario Planning has been a valuable tool for investigating policy and investment options. MAG and partner agencies may wish to address some of the limitations of Scenario

Planning in future activities. Table 2 explains what ST-LUIS Scenario Planning does and doesn’t accomplish.

Shared Scenario characteristics

Each of the three scenarios matches a high capacity transit network with assumptions for station-area land uses that use ST-LUIS place types that illustrate three different sets of development characteristics that support walkable communities with different levels of transit investment.

The scenarios reflect:

- Expected regional population growth to over 8 million people
- Results of ST-LUIS analysis of candidate HCT corridors (from the Regional Transit Framework Study—RTFS)

- Investigation of real estate market, transit-supportive job sectors, location and density of existing job centers
- Use of ST-LUIS place types to streamline scenario design

“The winning strategy is about differentiation rather than everybody doing standard out-of-the-box TOD. The path of success is different for every community.”

Ellen Greenberg
ULI Forum 2

Table 2: What Does ST-LUIS Scenario Planning Accomplish?

ST-LUIS SCENARIO PLANNING	
DOES...	DOESN'T...
Test three land use and transit corridor patterns	Test additional scenarios of interest
Incorporate MAG socioeconomic data and ST-LUIS market findings	Reflect location-specific opportunities
Use MAG’s Regional Transit Framework Study (RTFS) corridors as input	Evaluate all corridor combinations
“Imagine” population and job growth directed to HCT station areas	Reflect localized existing conditions
Use a hybrid modeling method: Direct Ridership Model (DRM) and MAG 4-step model	Reflect benefits of compact walkable development outside station areas
Provide generalized results and recommendations	Make specific corridor recommendations
Include HCT corridors and assumptions for feeder bus services	Include specific local transit proposals

ST-LUIS Place Types

The place types were created to reflect threshold densities and development patterns supportive of different transit modes, and were “applied” to station areas in the scenario planning process. Figure 6 provides an overview of each place type. Additional detail regarding place types is included on pages 15 and 16.

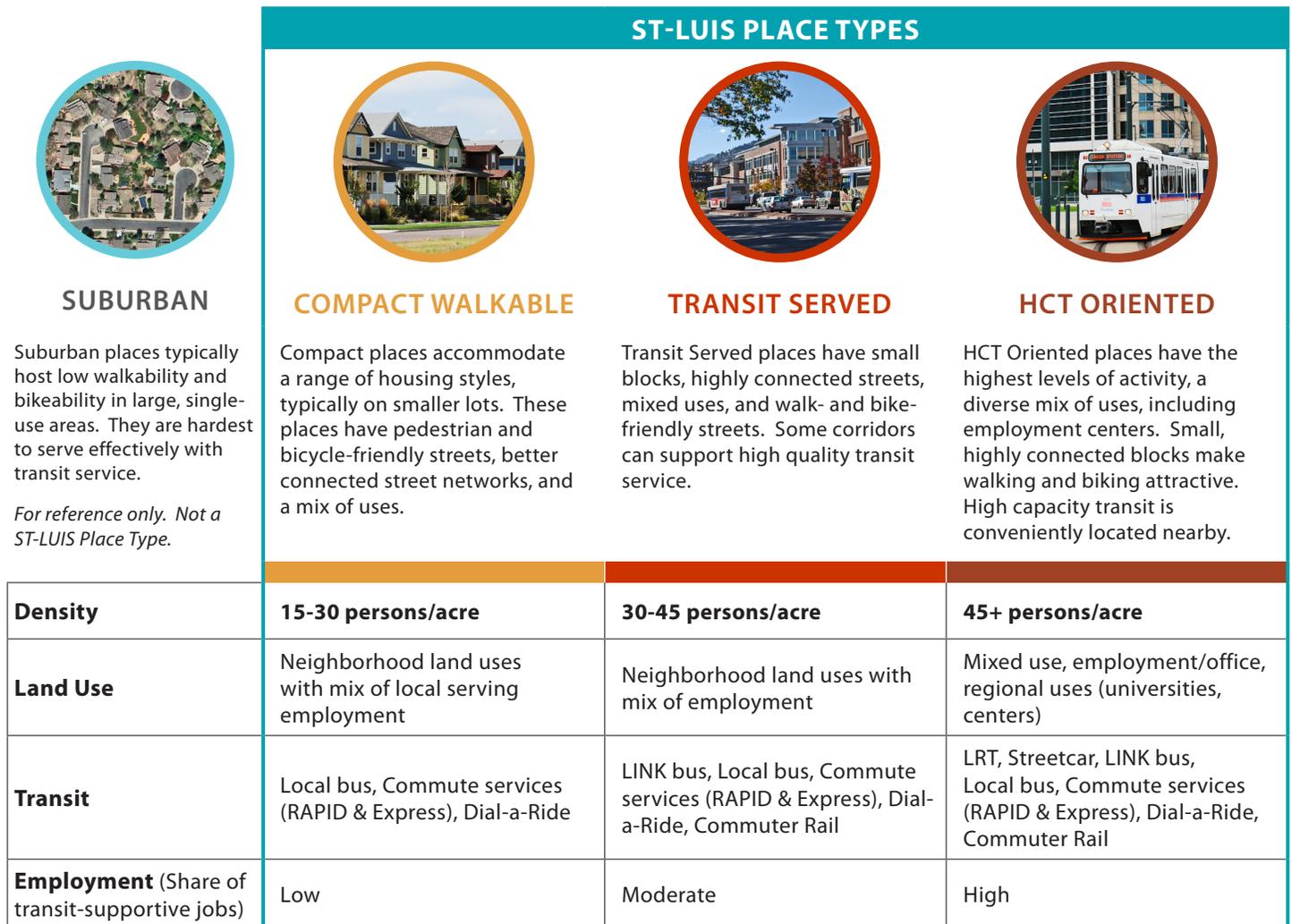
Factors in designing place types:

- Densities supportive of different travel choices and modal productivity
- Densities supported by regional real estate market demand
- Existing and planned densities (especially in core sub-areas)
- Transit-supportive job sectors

Factors in applying place types:

- Centrality (proximity to the region’s core)
- Location in specific core sub-areas (custom densities)
- Location in or out of employment cluster
- Inner or outer station area (1/4 or 1/2 mile radius)
- Special uses (e.g., Arizona State University)

Figure 6: ST-LUIS Place Type Overview



ST-LUIS Scenarios

The three ST-LUIS scenarios—*Enhanced Transit*, *Transit Supply*, and *Refined Transit Supply*—are compared in Figure 7, which shows the relative transit network size of each scenario, as well as each transit corridor’s service type.

Figure 7: ST-LUIS Scenario Corridor Maps by Corridor Service Type

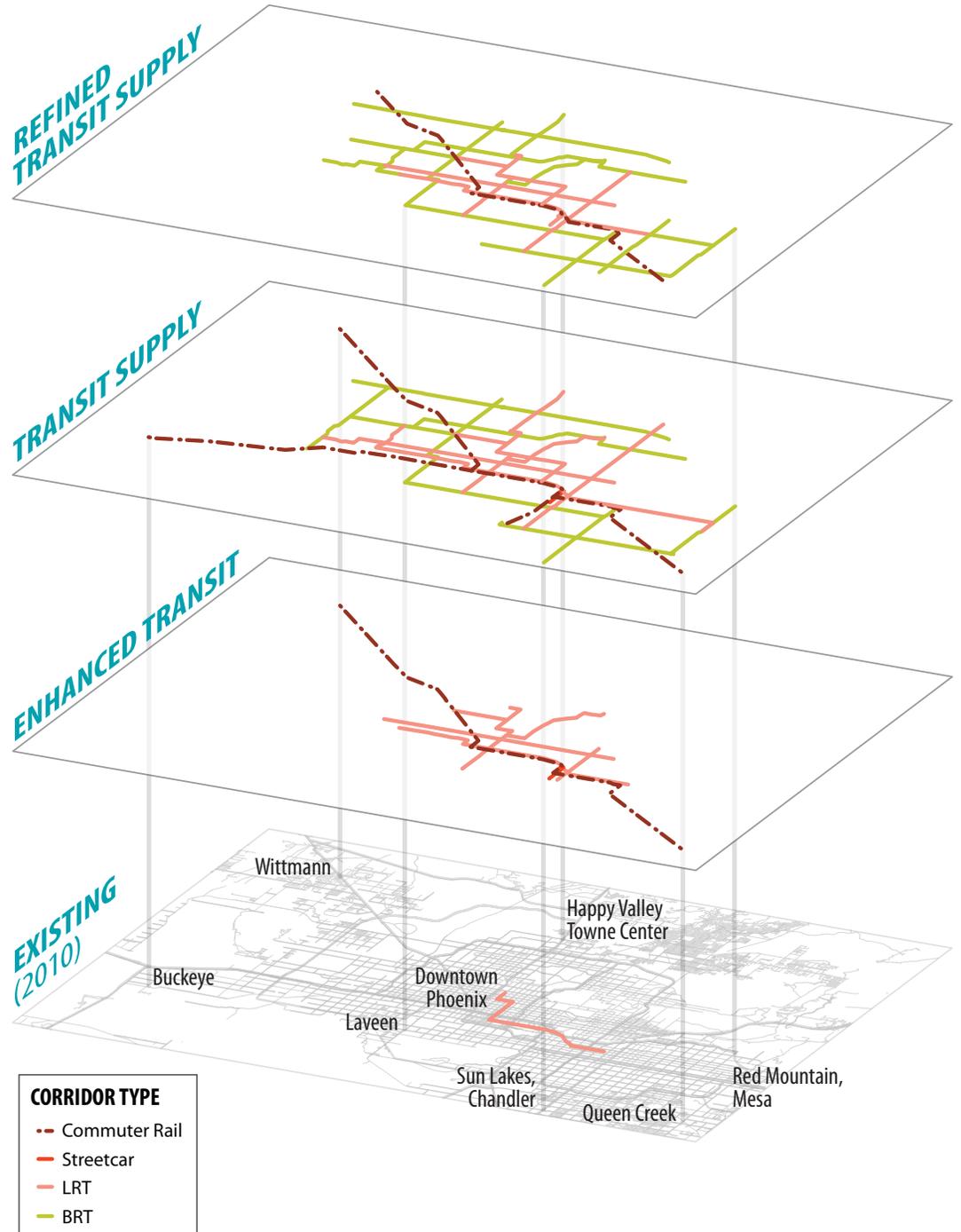
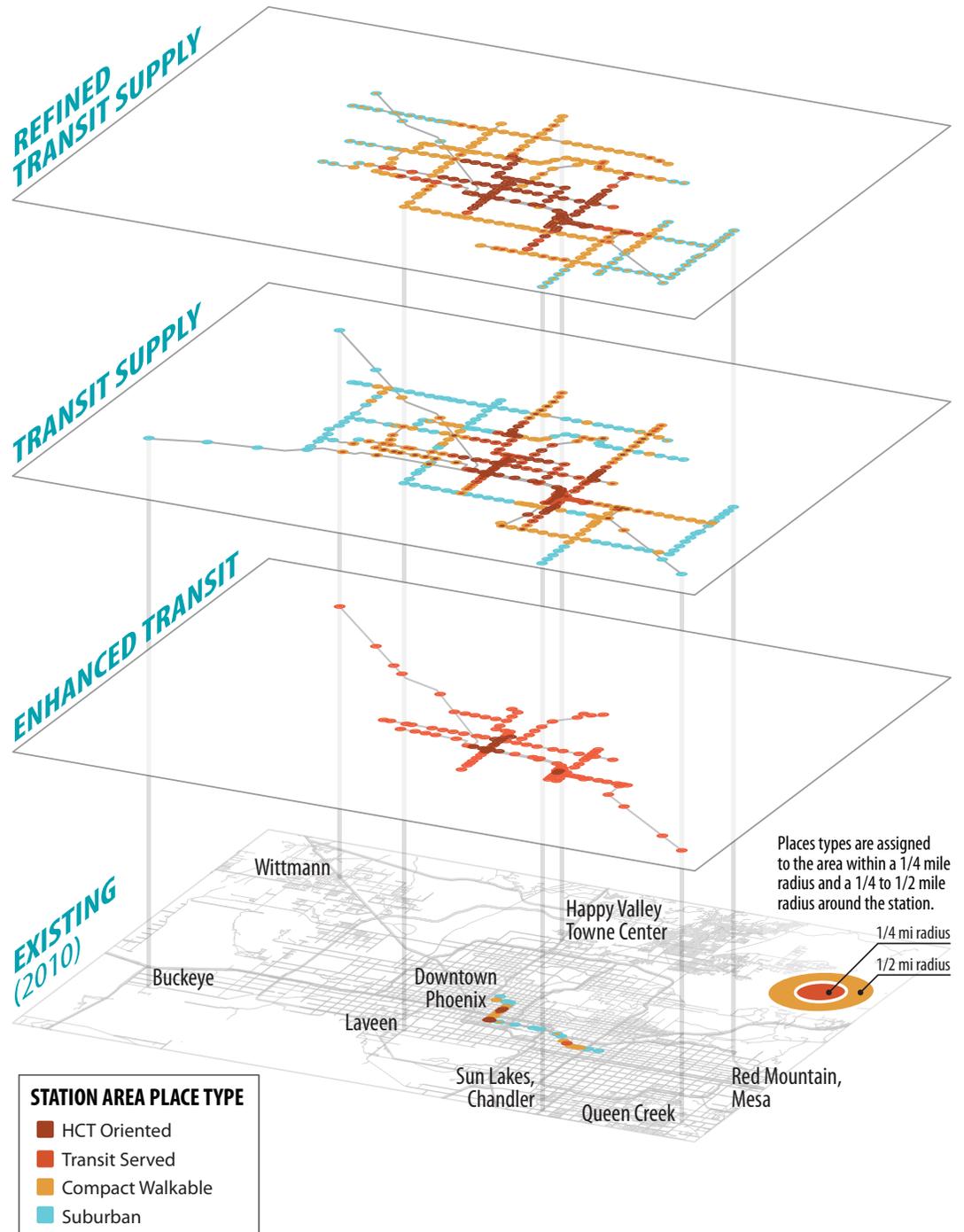


Figure 8 depicts the station area place type assignments for each scenario. Place types for may differ between the inner (1/4 mile radius) and outer (1/4 to 1/2 mile radius) station areas.

Figure 8: ST-LUIS Scenario Station Area Maps by Place Type



Scenario Modeling Results

Three transit network scenarios were tested in this study: Enhanced Transit, Refined Transit Supply and Transit Supply. Table 3 summarizes the transit network characteristics and station area place types by scenario.

The ST-LUIS market analysis, ridership productivity and mode share findings indicated a finite demand for transit-oriented and transit-supportive land use in the region. The Transit Supply scenario included a total of 352 stations along 24 HCT corridors. The TOD market demand was able to supply about half of the stations with TOD Place Types (HCT Oriented or Transit Served). The remaining 180 stations were assigned to compact walkable and/or suburban land uses since the TOD demand

was fully absorbed. This imbalance between supply and demand for TOD contributes to the lower productivity of the larger HCT systems.

ST-LUIS Scenario Modeling revealed that the small, compact, and selective strategic HCT network in the Enhanced Transit Scenario was the most productive, had the best fit with regional TOD demand, and represented the lowest capital cost. The projected annual average boardings per vehicle revenue hour decreased by 23% when the number of rail corridors was expanded from 10 to 24. The Enhanced Transit Scenario also maximizes land use integration with transit investments, due to a good fit between station area acreage and projected TOD demand.

PLACE TYPES

The ST-LUIS uses three 'place types' to categorize different areas in the region into groups with shared transportation and land use characteristics. These are described in detail on pages 15-16.

SUBURBAN *(Not a ST-LUIS Place Type)*
 NON-TOD

COMPACT WALKABLE

 CW

TRANSIT SERVED

 TOD

HCT ORIENTED

 TOD

Table 3: Scenario Characteristics

	TRANSIT				STATION AREA PLACE TYPES		
	Modes	Corridors	Miles	Stations	TOD 	TOD+CW  	Non-TOD  
Enhanced Transit Scenario 1	Rail Corridors (LRT, Streetcar, Commuter Rail)	10	160	124	124	-	-
	BRT Corridors	-	-	-	-	-	-
	Total	10	160	124	124	-	-
Transit Supply Scenario 2	Rail Corridors (LRT, Streetcar, Commuter Rail)	15	268	193	106	66	21
	BRT Corridors	9	167	159	-	-	159
	Total	24	435	352	106	66	180
Refined Transit Supply Scenario 3	Rail Corridors (LRT, Streetcar, Commuter Rail)	10	158	123	111	3	9
	BRT Corridors	14	209	200	1	32	167
	Total	24	366	323	112	35	176

Table 4 summarizes the characteristics of each scenario its modeling results.

Scenario Modeling Key Findings

- Upgraded bus services will complement HCT, feed the rail network and provide a needed increase in regional access.
- BRT services can range from “BRT-light” similar to the current LINK service, to full BRT with dedicated guideway. HCT modes are expected to include LRT, streetcar and commuter rail.
- Optimizing the transit system, relocating or consolidating stops, and truncating unproductive line segments can improve productivity.
- Downtown Phoenix station areas will have the highest sustainable mode share in the region (about 20% of trips with origins or destinations in the station areas) and can serve as a benchmark for measurement.

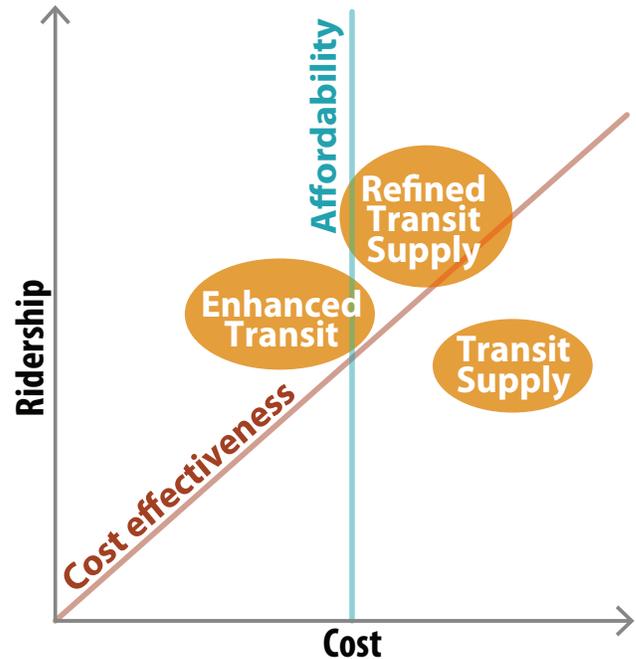


Figure 9: Conceptual Scenario Cost Effectiveness and Affordability Curves

Table 4: Scenario Summary

ST-LUIS SCENARIO	COMPARISON TO 2013 HCT NETWORK	MODE IN ST-LUIS NETWORK	STATION AREA PLACE TYPES	WHAT WE LEARNED FROM THE MODELING RESULTS
Enhanced Transit	Modest Expansion	HCT (LRT, Streetcar, Commuter Rail) Feeder bus	Transit served and high capacity transit oriented place types forecast by ST-LUIS Market Analysis	<ul style="list-style-type: none"> • Highest productivity • Best fit with TOD demand • Lowest cost • Least geographic coverage • Lowest total ridership
Refined Transit Supply	Generous Expansion	HCT (LRT, Streetcar, Commuter Rail)	Transit served and high capacity transit oriented place types forecast by ST-LUIS Market Analysis	<ul style="list-style-type: none"> • 2nd highest productivity • 2nd poorest fit with TOD demand • 2nd highest cost • Good geographic coverage • 2nd highest ridership
Transit Supply	Very Generous Expansion	BRT (with and without dedicated guideway) Feeder bus	Compact Walkable and/or suburban land uses where TOD land uses unlikely to be achieved	<ul style="list-style-type: none"> • Lowest productivity • Poorest fit with TOD demand • Highest cost • Excellent geographic coverage • Highest total ridership

4.3A TOOLS - ONE SIZE DOESN'T FIT ALL

The ST-LUIS tools support local and regional stakeholders in advancing plans for transit investments and services, supporting walkable and bikeable communities, enacting policies that support sustainable transportation, and guiding transit-oriented development. The three tools work together and recognize that there is not a *One Size Fits All* solution, allowing the region and local agencies to evaluate transportation and land use options in a market-based and data-driven approach.

ST-LUIS Place Types

The ST-LUIS place types describe and illustrate three kinds of places that offer the best opportunities for supporting sustainable transportation in the MAG region, based on the study's investigation of research findings, best practices and local precedents.

The place types can be used:

- To characterize **existing conditions**,
- To describe an **ideal condition**, and
- To communicate a **future vision** as a basis for actions.

Some characteristics are common to all three place types. All depend on

appropriate density and land use mix to support walkability, and a high level of street network connectivity. In successful walkable communities, these measurable characteristics are paired with the less-tangible qualities of authentic character, attractive public realm, and placemaking that contribute to identity and value. Figure 10 (see following page) provides information on some of the features that are distinct for the different place types.

As noted in Figure 10, the market conditions necessary to support Compact Walkable development are far more widespread than are locations with the market strength required to support Transit Served and HCT Oriented place types.

ST-LUIS market analysis and continuing national trends suggest that the places where new TOD is most likely will be in the region's central core because it has the advantages of existing density, mix of uses, and a central location. In place with these assets, high capacity transit can reinforce and strengthen the region's opportunity for economic development involving knowledge based industries and the subset of employees who will work for these businesses and who want an urban life style. Although not every part of the region will be able to directly support this type of activity, the entire region will benefit from a strong core and a thriving knowledge based economy.



COMPACT WALKABLE

15-30 persons/acre



TRANSIT SERVED

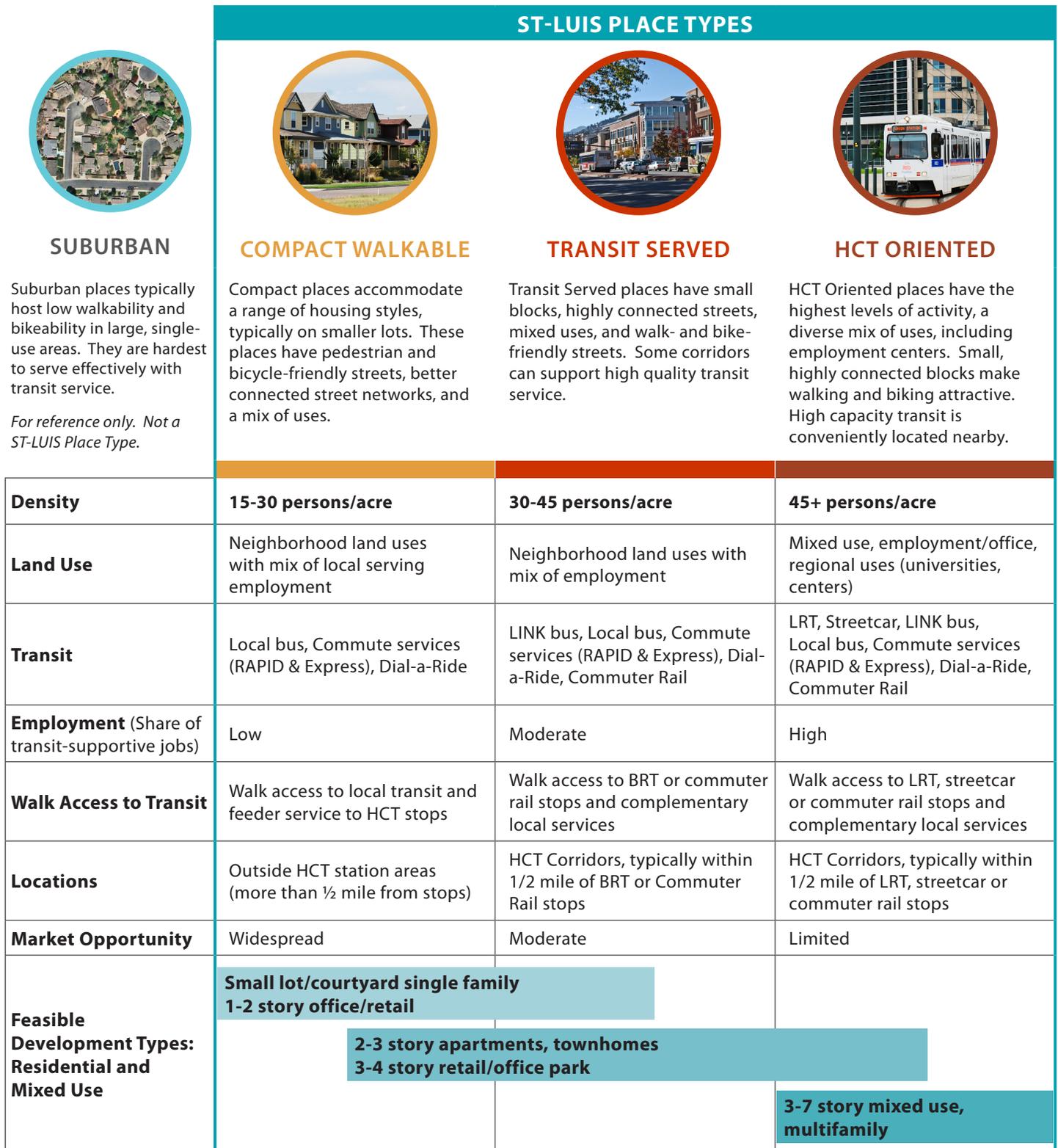
30-45 persons/acre



HCT ORIENTED

45+ persons/acre

Figure 10: Place Type Characteristics



Local Toolkit: Pathway Tools

The ST-LUIS provides two tools to assist local users in the region “synch up” transportation and land use plans. *Pathway Tool 1* allows practitioners to explore place type characteristics, consider a specific community’s present status and future vision for development, and review pathways to move toward more sustainable transportation solutions and development patterns. *Pathway Tool 2* provides design and development prototypes that synch up with the three recommended ST-LUIS place types.

Pathways support the transition to places that support sustainable transportation while responding to demographic and market trends. ST-LUIS Pathways are about...

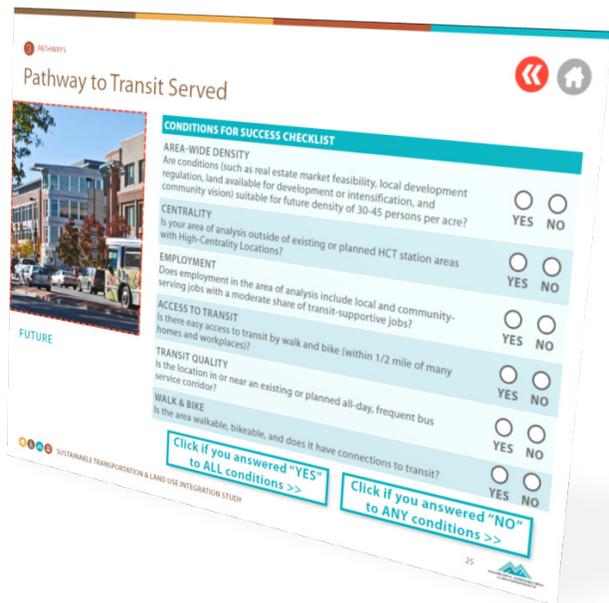
- ... Communities choosing to transition to integrated land use, urban design and mobility systems,
- ... Responding to market demand
- ... And supported by the actions of regional agencies,
- ... With the aim of moving toward sustainable transportation.

One size doesn’t fit all. Successful Pathways will reflect:

- Local conditions
- Community values and future visions
- Strength of local real estate market
- Location in the region
- Regional growth projected
- Regional plans for transit investments and services

Pathway Tool 1: Community Pathways to Sustainable Transportation Interactive Tool

- Pathway choices
- Place Type Profiles
- Place Type Dashboards
- Reference Materials



Pathway Tool 2: Development Prototypes Catalogue

- Prototypes
- Local Precedents
- Fit with ST-LUIS Place Types

Regional HCT Corridor Evaluation and Scenario Planning Process

ST-LUIS formulated a methodical High Capacity Transit (HCT) scenario planning process. The process was used to screen the various HCT corridors. The HCT corridor evaluation for this study was done in a two-step process that focused heavily on demographic, land use conditions, market demand, transit/bus ridership criteria, and commute conditions.

The STLUIS HCT Corridor Evaluation and Scenario Planning Process included:

- Screening and selection of candidate HCT corridors
- Specification of transit service characteristics
- Real estate demand forecasting
- Assignment of place types to station areas
- Modeling of transit ridership
- Evaluation of results

The screening process is flexible and can be modified accordingly for future regional decision-making efforts and used in further design and testing of regional land use and HCT networks. The evaluation criteria in the HCT corridor evaluation and the scenario planning process can both be changed in the future to meet regional goals/objectives, and/or federal directives.

4.3B STRATEGIES - MOVING TOWARD SUSTAINABLE TRANSPORTATION

Moving forward with the ST-LUIS will mean advancing the following strategies.

Strategy 1: Redefine Regional Projects

ST-LUIS recognizes that projects that advance sustainable transportation locally have value to the entire region—by enabling safe, active transportation, supporting transit use, and walkable communities.

The region should continue and expand regional support for projects that have a local focus, including:

- Complete Streets
- Safe routes to school
- Trails and bikeways
- New car ownership/share models
- First / last mile transit access projects, and
- Local transit services.

Strategy 2: Integrate the ST-LUIS findings and tools into RTP Planning Process

The Regional Transportation Plan (RTP) update should move forward with HCT network planning based on ST-LUIS results. Implementing activities include:

- Convene discussions with municipalities and the regional agency regarding local land use and transit commitment and HCT corridors
- Model a combined HCT and upgraded bus system
- Evaluate transit projects as part of overall multi-modal corridor mobility, considering highway, streets, intelligent transportation

systems (ITS), bicycle and pedestrian networks.

- Conduct more detailed corridor planning
 - Targeted corridor modifications (extent and alignment)
 - Recognize existing conditions
 - Reconcile ST-LUIS evaluation criteria with federal funding guidelines
- Complement corridor-level planning with strategic planning for nodal development
- Address commuter rail place types and appropriate densities/land use

“Phoenix’s light rail is already a success. We should be looking at TOD as an opportunity to plan long term.”

Mayor Scott Smith (Mesa)
ULI Forum 1

“My suggestion to MAG and Valley Metro is to embrace the development community more actively, as well as the brokerage community, learn where the employment centers are, where those employees live, and create appropriate mechanisms to move those people that would encourage them to take mass transit.”

“Look at the airlines. Do they have one size plane for every market? No. Look at our bus system, how many different bus sizes do we have?”

Mark Singerman
ULI Forum 2

Strategy 3: Upgrade Transit Services

Implementing the ST-LUIS Recommendations for upgraded transit services means improving transit quality, offering a mix of complementary services, and enabling easy, safe and comfortable multi-modal trips.

High quality transit is bus or rail service that provides all day (peak and off-peak) service with a long span of service 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. In conjunction with quality transit service, transit signal priority, queue jump lanes, bulb outs,

stop consolidation, in-line management strategies, and technology upgrades can aid network productivity. Table 5 describes key characteristics for ST-LUIS transit modes. These high quality services should be complemented by an array of services serving local and focused markets such as those in the list below. The complementary services will not all have the characteristics of all-day frequent service.

A mix of services that complement high capacity transit will extend the system’s reach and respond to specific needs. These services may include community bus for smaller communities, local feeders to rail stops, and continued and expanded peak-oriented express services. BRT services may also have varying levels of investment, with both all day, frequent rapid-type

services similar to LINK, as well as more capital-intensive BRT with dedicated guideways and rail-like amenities.

The transit system should be designed and operate so multi-modal trips are easy and attractive relative to the choice of driving alone. Multi-modal trips include trips on multiple transit modes as well as trips accessing transit by foot or bike. Supportive strategies include reliable and widely available route and schedule information, comfortable and safe walk and bike access to bus and rail stops, easy transfers with coordinated schedules and stop design, provision for bikes on transit vehicles and secure bike parking at transit stops, and fare integration throughout the network regardless of operator or mode.

Table 5: ST-LUIS Transit Service Characteristics Assumptions

	PEAK HEADWAY (MINUTES)	OFF-PEAK HEADWAY (MINUTES)	SPEED (MPH)	PEAK HOURS/DAY	OFF-PEAK HOURS/DAY
LRT	12	12	20	6 hours	15 hours
BRT	15	30	17.5	6 hours	15 hours
Commuter Rail	30	0	45	6 hours	0 hours
Streetcar	15	15	15	6 hours	15 hours

“We can plan all we want. The market decides where development goes.”

“If you want to build higher density urban infill in this region you’re going to have to change the way government thinks. All of the incentives today are in place to encourage growth on the urban fringe.”

Participants

ULI Forum 1

Strategy 4: Support Municipal Action

Local government action is essential in supporting a move to sustainable transportation. The ST-LUIS tools provide support for local decisions about development design, characteristics and transportation types.

1. Support transition to walkable communities with densities, transportation and urban form characteristics included in the ST-LUIS place types. The ST-LUIS Community

Pathways to Sustainable Transportation interactive tool (see page 17) focuses on these strategies, highlighting the following factors:

- Density (jobs + housing)
- Mixed land uses
- Connectivity
- Complete Streets
- Parking management
- Transit, walk and bike networks and services appropriate to their place types

2. Form partnerships between municipalities and transit operators to start transit service as appropriate, and prioritize services and investments that support pathways to sustainable transportation. Coordinated investments can increase the speed and reliability of transit trips, for instance.

3. Use “policy levers” identified in ST-LUIS to improve the feasibility outlook for higher density housing: reduced parking requirements in station areas, higher site coverage, and allowing horizontal mixed use.

“If local governments really want to see the shift to the urban core, as sought after by the new demographics, then they have to get with it and be more sophisticated in their ability to support good projects and their ability to make it more difficult to just go build houses in the next cotton field.”

James Lundy

ULI Forum 1

Table 6: First Steps to Prioritize Services and Investments Supporting Sustainable Transportation

	FIRST STEPS
Improve walkability	<ul style="list-style-type: none"> Remove barriers to transit stops and stations Develop contiguous walking paths and sidewalks that connect to local and regional networks Provide clearly marked pedestrian crossings and traffic signals with countdown signals Provide bulb outs and wider medians to reduce effective crossing distance
Increase speed and reliability	<ul style="list-style-type: none"> Include signal priority, in-lane transit stops, and transit-only lanes in corridor planning and capital investments Synchronize traffic signals with bus schedules to improve speed and reliability Improve coordination between traffic operations control centers and transit operators
Improve waiting areas	<ul style="list-style-type: none"> Invest in covered shelters, seating, landscaping, and other rider amenities Provide real-time transit arrival information Prioritize maintenance and upkeep of waiting areas

4. Tailor regulations and design guidelines for infill opportunities.

Real estate industry representatives who participated in the study emphasized the need for regulations and guidelines specifically addressing

typical infill conditions, such as small parcel sizes that may not satisfy standard on-site parking standards. Locations within HCT station areas will warrant reduced parking requirements.

Table 6 outlines a number of possible first steps for local governments to take toward prioritizing services and investments supporting sustainable transportation.

Beyond the Study - Next Steps

MAG and municipalities are already involved in many supportive activities that move the recommendations and strategies of the ST-LUIS forward. The region will need to continue to move

forward and answer questions not resolved through the project. These include:

- More detailed planning activities
- Continued emphasis on implementation activities

supporting the transition to walkable communities and TOD

- Implementation of a walk/bike/transit system that supports transitions to walkable communities and sustainable transportation

Glossary

TERM	DEFINITION
Bikeability	The comfort, safety, and appeal of cycling in a given place. Highly bikeable places have “comfortable” (or safe, pleasant, and convenient) environments for cyclists, including nearby destinations, a network of bicycle lanes, vehicle door buffers, protected turn lanes, high visibility signage and pavement markings to alert drivers to the presence of cyclists, secure bicycle parking (e.g. bicycle racks, lock boxes), and well-lit streets and sidewalks.
Bus Rapid Transit (BRT)	A rubber-tire based transit mode that is more reliable, is faster, and has a higher capacity than traditional rubber-tire services due to implementation of transit priorities measures such as transit signal priority, bulb outs, queue jump lanes, off-fare boarding, etc. BRT in the context of the ST-LUIS is similar to the existing Valley Metro LINK bus service. Full BRT with significant capital infrastructure including dedicated bus lanes and guideways, similar to the Health Line in Cleveland, Ohio, or the EmX in Eugene, Oregon, is not assumed as part of the ST-LUIS.
Centrality	A place’s proximity to the core of the metropolitan area, the densest concentration of jobs and housing near the geographic center of the region, or other job center. Places with high centrality have a significant number of jobs in transit-supportive categories (see Glossary 2 of 2). The highest centrality places are downtown employment centers like Downtown Phoenix or places with major institutional uses like Tempe.
Commuter Rail	Rail transit operating on a fixed guideway during peak periods in peak directions, typically having fewer stops than LRT and Streetcar and covering longer distance trips. Commuter rail train capacity is typically significantly higher than LRT and vehicles are designed for longer-distance trips (often with seats and tables).
Density	The number of residents and/or jobs in a given area; defined as “people per acre” for this study, combining the number of residents and jobs together. Density is typically regulated through controls on units per acre for residential development or floor area ratio (FAR) for commercial development.
Development Prototype	An illustrative building description that fits the density and urban design parameters of one or more specific Place Type(s).
Dwelling Units per Acre (DU)	The number of residential units divided by the number of acres of property on which they are located. This is a measure of residential density.
Floor Area Ratio (FAR)	The ratio between the area of a building and the area of the parcel on which it sits, typically measured in square feet. This is a measure of commercial density.
High Capacity Transit (HCT)	A frequent, reliable, high-speed, and high capacity form of transit that operates in a fixed guideway (such as rails), typically within a semi- or fully-segregated right-of-way. HCT systems have enhanced and branded passenger stations that may include amenities such as level boarding, real-time information provision, and off-board fare payment. HCT systems are considered more “permanent” and have the potential to generate land use and development impacts at stations and along corridors. In 2013, the types of HCT under consideration for the ST-LUIS are Light Rail Transit (LRT) and Streetcar.

Glossary (*continued*)

TERM	DEFINITION
High Quality Transit Service	Bus or rail service that provides all day (peak and off-peak) service with a long span of service 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.
Local Serving Employment	Jobs associated with local serving businesses and services, including schools, local retail businesses, personal services, medical offices not associated with major hospitals, real estate offices and bank branches. Home-based businesses and small-scale craft-based businesses may also be included.
Light Rail Transit (LRT)	LRT is a frequent, reliable, high-speed, and high capacity form of transit that operates in a fixed guideway (e.g. rails), typically within a semi- or fully-segregated right-of-way. LRT systems have enhanced and branded passenger stations that may include amenities such as level boarding, real-time information provision, and off-board fare payment. LRT systems are considered more “permanent” and have the potential to generate land use and development impacts at stations and along corridors.
Neighborhood Land Uses (or “land use mix”)	Housing mixed with local serving uses, including parks, schools, places of worship, community centers and child care, and neighborhood retail and services.
Place Type	Classification of an area based on its dominant land use, design, and transportation system characteristics. Describes current conditions and/or future vision, and helps guide local planning decisions with regional goals.
Station Area	An area with a radius of 1/4 or 1/2 mile around a transit station. A 1/2 mile station area covers approximately 500 acres.
Streetcar	Streetcar is a form of rail transit with similar amenities and characteristics to LRT, but typically provides localized circulation, for instance within a downtown or business district. Streetcar stops more frequently than LRT, operates slower than LRT due to its operating environment (which may include pedestrian malls and urban arterials), and generally operates with shorter train cars and thus lower capacities than LRT.
Transit-Oriented Development (TOD)	Transit-Oriented Development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable neighborhood or district and located within a half-mile of quality public transportation. <i>Adapted from the Center for Transit-Oriented Development, http://www.ctod.org</i>
Transit-Supportive Jobs	Jobs in industry sectors that have a tendency to cluster near transit, based on national studies from the Center for Transit-Oriented Development. Sectors include: Government; Information; Finance and Insurance; Real Estate; Professional, Scientific and Technical Services; Management of Companies and Enterprises; Arts, Entertainment, and Recreation; and Accommodation and Food Services.
Walkability	The comfort, safety, and appeal of walking in a given place. Highly walkable places have “comfortable” (or safe, pleasant, and convenient) environments for pedestrians, including features like very close-together destinations, small blocks, continuous sidewalks, shade, safe street crossings, and buffers from adjoining traffic (e.g. planting strips, street furniture).



ST-LUIS Project Materials

Related ST-LUIS project materials are available online. Use the following links to access these documents.

ST-LUIS PROJECT WEBSITE

<http://www.bqaz.org/sustainOverview.asp?mS=m16>

RESOURCES: LOCAL TOOLKIT

Community Pathways to Sustainable Transportation Interactive Tool
Development Prototypes Catalogue

<http://www.bqaz.org/sustainResources.asp?mS=m16>

WORKING PAPERS & MEMORANDA

Working Paper One - Regional Transportation Framework and Issues

Working Paper Two - Moving Toward Sustainable Transportation

Working Paper 3A: Supportive High Capacity Transit (HCT) Corridor Technical Analysis, Scenarios 1 & 2

Working Paper 3B: Supportive High Capacity Transit (HCT) Corridor Technical Analysis, Scenario 3

Working Paper Four: Study Recommendations Report

MAG ST LUIS – Market Study Memorandum

MAG ST LUIS – Employment Analysis Memorandum

<http://www.bqaz.org/sustainPapers.asp?mS=m16>

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IMAGE CREDITS

Cover photo: Marc Pearsall

Other photos: Ellen Greenberg unless otherwise noted

Aerial imagery: Google Earth

**ATTACHMENT
#2A + 2B**

Agenda Item 6

July 26, 2013

To: MAG Transit Committee
From: Alice Chen, Transportation Planner III
Subject: Avondale-Goodyear Small Urbanized Area Formula Funds

The MAG Regional Transit Programming Guidelines was approved by Regional Council on March 27, 2013. In Section 702 of the guidelines, it was recommended that the programming of Avondale-Goodyear Small Urbanized Area (UZA) funds would be addressed during working group discussions comprising members of the UZA and any other impacted member agencies. MAG staff, working with the designated recipient - the City of Phoenix and the Regional Public Transit Authority, convened the Working Group a total of four times. The group reached a consensus on the utilization of the funds.

The working group agreed to program the UZA for projects in Fiscal Years (FY) 2013-2015, with future years to be discussed as necessary. The general programming principles are outlined below. The cost details are attached.

1. Provide services and improvements as required by law - includes Transit Security and Transit Enhancements
2. Fund Preventive Maintenance/Operations - fund ZOOM operations cost at 50 percent
3. Support the Transit Life Cycle Program (TLCP) capital bus program - A total of 10 buses are currently allocated for service in the Avondale-Goodyear UZA. This includes 6 express buses operated by RPTA and 4 local buses operated by City of Phoenix. Two buses are programmed for replacement in FY2013 and one per year thereafter.
4. Fund Additional Projects. This includes both additional operating costs and capital bus requirements.
 - a. Route 3 - Increase service to 30 minute frequency
 - b. Route 17A - Increase service to 30 minute frequency
 - c. Route 17A - Extend service to Estrella Pkwy/Pebble Creek Pkwy at 30 minute frequency

In FY2013-2015, the UZA is overprogrammed by approximately \$1.5 million. The Regional Public Transit Authority (RPTA), working with City of Phoenix, have submitted an application to the Arizona Department of Transportation (ADOT) under the 5307/5339 grant program on behalf of the UZA for funds to be utilized toward capital bus purchase replacements.

For information, discussion, and possible recommended approval of the utilization of the Avondale-Goodyear UZA formula funds, updates to the TIP and to the Regional Transportation Plan as appropriate.

Avondale Transit Projects Included in the FY2013 Program of Projects

TIP #	Agency	Project Location	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
VMT13-106T	Valley Metro/RPTA	Regionwide	Operating: Support Zoom and TLCP Routes	2013	5307-AVN UZA	\$ 1,911,933	\$ 1,911,933	\$ -	\$ 3,823,866	Amend: Change lead agency to Valley Metro/RPTA
PHX13-120T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 2 replace	2013	5307-AVN UZA	\$ -	\$ 911,200	\$ 160,800	\$ 1,072,000	FY 2013 POP
AVN13-103T	Avondale	Regionwide	Transit Security	2013	5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	FY 2013 POP
AVN13-104T	Avondale	Regionwide	Transit Improvements	2013	5307-AVN UZA	\$ 7,202	\$ 28,807	\$ -	\$ 36,009	Amend: Change scope to PE/FEIS. FY13 POP

ATTACHMENT #3

Agenda Item 7

FY 2013 Phoenix JARC

Score	Applicant:	Project Title:	Capital Federal Request:	Capital (20%) Local Match:	Operating Federal Request:	Operating (50%) Local Match:	Project Total:	Recommend for Funding:	Request \$ x Score	(Request x Score) * percentage to reach full expenditure of funds (.469846)
96	City of Glendale	Bethany Home-Route 60	NA	NA	\$308,317	\$308,317	\$616,634	\$139,067	\$295,984	\$139,067
95	City of Glendale	Route 59th Avenue	NA	NA	\$172,484	\$172,484	\$344,968	\$76,989	\$163,860	\$76,989
94	RPTA/ Valley Metro	Route 70- Glendale Ave	NA	NA	\$706,345	\$706,345	\$1,412,690	\$311,961	\$663,964	\$311,961
93	City of Phoenix	Routes 3 Van Buren, 17 McDowell, 29 Thomas Roads	NA	NA	\$1,731,041	\$1,731,041	\$3,462,082	\$756,389	\$1,609,868	\$756,389
92	City of Scottsdale	Miller Road Circulator (OMITTED Route 514 -Not eligible)	NA	NA	\$387,087	\$387,087	\$774,174	\$167,321	\$356,120	\$167,321
91	RPTA/ Valley Metro	Route 251- Gila River	NA	NA	\$496,870	\$496,870	\$993,740	\$212,441	\$452,152	\$212,441
86	RPTA/ Valley Metro	Route 72- Scottsdale Rd Extension	NA	NA	\$95,070	\$95,070	\$190,140	\$38,415	\$81,760	\$38,415
84	RPTA/ Valley Metro	Route 571- Surprise Express	NA	NA	\$119,950	\$119,950	\$239,900	\$47,341	\$100,758	\$47,341
75	City of Tolleson	Zoom Circulator	NA	NA	\$91,225	\$91,225	\$182,450	\$32,146	\$68,419	\$32,146
81	Nobody's Perfect	New Freedom & JARC Service for the thrift store (employment) and recreational activities * NOTE: Application is 20% JARC and 80% NF	NA	NA	\$3,100	\$3,100	\$6,200	\$0	\$0	*Funded through Section 5310 New Freedom
72	RPTA/ Valley Metro	Next Ride- Purchase signs & install& SMS units	\$2,000.00	\$500.00	\$51,000	\$51,000	\$104,500	\$17,929	\$38,160	\$17,929
		Totals:	\$2,000.00	\$500.00	\$4,111,489	\$4,111,489	\$8,222,978	\$1,800,000	\$3,792,885	\$1,800,000

Funding Available	Funding Req Total	Difference
\$1,800,000.00	\$4,113,489.00	-\$2,313,489.00

ATTACHMENT #4

Agenda Item 9

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2013**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5307 Urbanized Area Formula Program</u>						
AZ-90-X074	2005	6/2/2006	43,319,916	40,372,987	2,946,929	Chandler (Hamilton Ave bus pullouts): Construction complete. Project accepted. Finalizing reports and punch lists prior to submitting reimbursement. Scottsdale (Mustang Transit Center): public outreach and design review to begin in Fall 2013 with construction tentatively scheduled to be bid in Spring 2014. RPTA: all projects completed. Estimated grant close out: 12/30/14.
AZ-90-X080	2006	4/20/2007	45,336,056	44,613,116	722,940	RPTA: Fuel island upgrade - project is complete, final reimbursement submitted and paid. Vehicle purchase (<30 ft)- vehicles delivered in April, going thru make-ready. Expected to be put into revenue service in July. Preventive Maintenance: awaiting until ARRA grant is closed prior to submitting for funds in this grant. Estimated grant close out: 12/31/13.
AZ-90-X088	2007	8/18/2008	42,409,809	39,737,728	2,672,081	Scottsdale (Mustang Transit Center): design is on hold while awaiting approval of design additions. No specific construction schedule at this time. Phoenix (1% security) : utilizing Transit Security Grant Program (TSGP) funds. Estimated grant close out: 6/30/14.
AZ-90-X096	2008	3/3/2010	47,046,732	39,741,517	7,305,215	Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. North Facility: Construction began August 2012. As of June 30, 2013, project is 70% complete. Glendale ADP Hardware: Installation is complete and all issues resolved. Contractor paid with reimbursement to be submitted in August. Glendale vehicles: purchase order issued in April. Peoria bus: reimbursement received and vehicles in revenue service. Estimated grant closeout: 6/30/14.
AZ-90-X103	2009/2010	5/31/2011	100,409,589	56,879,644	43,529,945	Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. North Facility: Construction began August 2012. As of June 30, 2013, project is 70% complete. East Baseline Park-and-Ride- Design work is near 98% complete. Order of immediate possession granted by court. Modifications to the zoning stipulations are going to City Council for approval. Glendale bus: purchase order issued in April . 700/800 mhz radio upgrade: communication study began in May. Bus Shelters: Installation is underway. Peoria bus: Vehicles will not be purchased until fiscal year 2014. RPTA 40' : will be requesting project savings in other lines item to purchase 3 more buses. RPTA <30' : RPTA purchasing on behalf of Tempe. buses delivered June 15, 2013. Going thru make-ready process prior to being placed in service. Origin & Destination: final survey to be conducted in FY2015. RPTA - 40' (Grand Avenue Limited): Buses may be needed for Scottsdale Road BRT service. Waiting until unification of Mesa and Tempe operations to assess need after September 2013. Estimated grant close out: 6/30/15.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2013**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-90-X109	2011	4/6/2012	53,724,938	24,143,658	29,581,280	Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. Previous grant funds are being utilized for transit enhancements at this time. RPTA (<30'): purchase order issued for 2 vehicles for Gila Bend/Ajo route. RPTA/Scottsdale Buses: purchase order issued for 6 of 13 buses. Will be waiting until next fiscal year for remaining. Glendale: awaiting delivery of dial-a-ride replacements. Preventive maintenance will be utilizing ARRA grant prior to funds remaining in this grant. Estimated grant close out: 6/30/16.
5307 Program Total			332,247,040	245,488,651	86,758,389	
<u>CMAQ/STP Transfers from FHWA</u>						
AZ-90-X084	2006	6/21/2006	18,561,754	18,141,928	419,826	Mesa (Loop 202/Power) - Finalizing reimbursements to ensure all costs are accounted for is taking longer than anticipated. Estimated grant close out: 12/31/13.
AZ-95-X004	2007/2008	11/25/2008	16,538,743	15,550,423	988,320	Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. Mesa (Main/Sycamore Transit Center): gathering documentation for final reimbursement taking longer than anticipated. Estimated grant close out: 6/30/14.
AZ-95-X006	2008/2009	5/21/2010	43,867,393	12,429,101	31,438,292	Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. Chandler (Hamilton Street): project is complete and accepted. Final payment made in April. Gathering documentation to send in for reimbursement. Glendale (Bell Road/Loop 101 Park-and-ride): contractor continues to work on project. RPTA (vanpool vans): final reimbursement received. Estimated grant close out: 6/30/15.
AZ-95-X009	2011	4/6/2012	21,874,820	13,724,292	8,150,528	Preventive maintenance (Glendale, Peoria, Scottsdale, Surprise, Tempe): utilizing previous grant funds. These funds will be used in FY 2014. Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. RPTA (vanpool vans): vans have been delivered with reimbursement complete. Could be ordering 2 more vehicles. METRO: Central Mesa project preliminary engineering is completed with construction 25% completed. Estimated grant close out: 6/30/16.
AZ-95-X013	2009/2010	5/31/2011	23,289,315	13,863,528	9,425,787	Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. METRO: Central Mesa project preliminary engineering is completed with construction 25% completed. RPTA: majority of vehicles have been delivered and in service. Estimated grant close out: 6/30/15.
CMAQ/STP Transfers Total			124,132,025	73,709,272	50,422,753	

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2013**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
<u>Section 5308 Clean Fuels</u>						
AZ-58-0003	2011	9/20/2011	3,710,235	2,539,339	1,170,896	RPTA (Scottsdale buses - hybrid electronic propulsion): Purchase order has been issued for hybrid components for 7 Scottsdale buses. Estimate grant close out: 12/30/13.
5308 Clean Fuels Total			3,710,235	2,539,339	1,170,896	
<u>Section 5309 Bus and Bus Facilities Program</u>						
AZ-03-0066	2012	11/15/2012	35,481,000	1,288,505	34,192,495	METRO - Central Mesa Light Rail Extension: construction is 25% complete. Estimated grant close out: 6/30/16.
AZ-03-0067	2010	9/20/2012	1,310,997	1,310,997	0	Phoenix: East Baseline Park-and-Ride- Funds used for bond to obtain order of immediate possession which was granted by court. Modifications to the zoning stipulations are going to City Council for approval. Estimated grant close out: 9/30/13
AZ-04-0004	2006	8/31/2007	7,312,615	5,660,261	1,652,354	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale (Skysong): construction contract awarded at April 9, 2013 City Council meeting; expected completion in Winter 2013. Estimated grant close out: 6/30/14.
AZ-04-0005	2007	7/21/2008	3,210,240	2,327,914	882,326	Phoenix: regional maintenance facility and dial-a-ride facility projects have been cancelled and earmarked funds will be deobligated and returned to FTA. Scottsdale (Skysong): construction contract awarded at April 9, 2013 City Council meeting; expected completion in Winter 2013. Estimated grant close out: 6/30/14.
AZ-04-0008	2008	5/3/2010	7,856,040	7,116,640	739,400	Scottsdale (Skysong): construction contract awarded at April 9, 2013 City Council meeting; expected completion in Winter 2013. Estimated grant close out: 6/30/14.
AZ-04-0011	2009/2010	8/11/2011	5,066,200	1,297,953	3,768,247	Phoenix: East Baseline Park-and-Ride- Design work is near 98% complete. Order of immediate possession granted by court. Modifications to the zoning stipulations are going to City Council for approval. Phoenix bus: pilot bus is currently being built. Delivery expected to start in November 2013. Tempe: EV Facility- Project is 100% complete and reimbursement submitted. Bus Replacement- Currently researching new vehicle prototypes. Scottsdale: Scottsdale Road Park and Ride- construction is 99% complete, expected to be complete in July; Skysong Transit Center- construction contract awarded at April 9, 2013 City Council meeting; completion schedule for Winter 2013. Guadalupe: Working on proposal and acquiring local match. Estimated grant close out: 12/31/14.

**CITY OF PHOENIX PUBLIC TRANSIT DEPARTMENT
FTA GRANT STATUS REPORT
AS OF JUNE 30, 2013**

PROGRAM/ GRANT NUMBER	FEDERAL FUNDING YEAR	GRANT AWARD DATE	FEDERAL FUNDS AWARDED	FEDERAL FUNDS EXPENDED	FEDERAL FUNDS REMAINING	STATUS
AZ-04-0014	2008	9/16/2010	245,000	0	245,000	Funds reallocated to Glendale. Purchase order issued in April; waiting for delivery of vehicles. Estimated grant close out: 12/31/13.
AZ-04-0015	2010	8/5/2011	2,400,000	311,469	2,088,531	Phoenix: 11th Street Pedestrian: Construction nearly 50% complete. Nearly all of the west side is complete. Will be starting on east side in the next quarter. Estimated grant closeout: 11/30/13.
AZ-04-0019	2010	9/23/2011	2,917,700	0	2,917,700	Phoenix sent request to FTA for guidance on possible ways for Phoenix to utilize this funding. The funding is for four (4) hybrid buses. Two buses will have supercapacitor batteries and two buses will have lithium-ion batteries. Estimated grant close out: 12/31/15.
AZ-04-0022	2011	8/3/2012	6,320,000	5,694,544	625,456	Phoenix: North Facility Refurbishment - Construction began August 2012. As of June 30, 2013, construction is about 70% complete. Estimated grant close out: 12/31/13.
AZ-04-0025	2010	9/20/2012	490,000	22,964	467,036	Phoenix: East Baseline Design work is near 98% complete. Order of immediate possession granted by court. Modifications to the zoning stipulations are going to City Council for approval. Estimated grant close out: 6/30/14.
5309 Bus Program Total			72,609,792	25,031,247	47,578,545	
<u>Section 5309 Fixed Guideway Modernization Program</u>						
AZ-05-0201	2007	7/10/2008	2,727,749	2,651,005	76,744	Funds deobligated on 7/30/13. Grant closed - 7/31/13.
AZ-05-0202	2008	4/12/2010	3,560,398	3,267,196	293,202	Scottsdale (Scottsdale Road Park-and-ride): construction is 99% complete. Estimated Grant Closeout: 09/30/13.
AZ-05-0203	2009/2010	5/26/2011	7,453,822	5,138,974	2,314,848	RPTA: Bus- reimbursement submitted and paid. Glendale park-and-ride: contractor is continuing working on design phase. Preventive maintenance: waiting for ARRA grant close out prior to utilizing these funds. Estimated grant close out: 6/30/15.
AZ-05-0204	2011	4/6/2012	259,754	0	259,754	Phoenix: Desert Sky Transit Center - Location is being selected. Design contract, scope of work, and fees have been successfully negotiated; contract awarded by City Council on 5/1/13 meeting. Estimated grant close out: 12/31/14.
AZ-05-0205	2012	4/24/2013	1,481,866	183,986	1,297,880	Preventive maintenance: waiting for ARRA grant close out prior to utilizing these funds. Estimated grant close out: 6/30/14.
5309 FGM Program Total			15,483,589	11,241,161	4,242,428	

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Section 5316 Job Access and Reverse Commute (JARC) Program						
AZ-37-X008	2007	8/15/2008	1,515,115	1,113,840	401,275	Phoenix: VMS upgrade: testing is completed. One issue remaining prior to 180 day acceptance beginning. Estimated grant closeout: 3/31/2014.
AZ-37-X011	2008/2009	8/11/2010	1,336,332	780,022	556,310	RPTA- Vanpool Purchase- vans have been delivered. Having graphics added. Rte 685/ Marketing & Promotion- marketing still finalizing plan; costs are still being incurred but lower than anticipated. Gila River Casino Route- Reimbursement request for balance will be prepared and submitted in Summer 2013 after service reconciliation is complete. Ajo/Gila Bend Connector Route- Projections indicate that the funds will be used up by December 31, 2013 with final reimbursement occurring by March 31, 2014. Phoenix Admin Funding: Completed. Estimated grant close out: 6/30/14.
AZ-37-X014	2011	3/9/2012	1,839,232	1,514,903	324,329	RPTA (Route 184): awaiting fiscal year reconciliation prior to submitting reimbursement request. Tolleson (Zoom circulator): No reimbursement submitted this quarter. Scottsdale (Routes 76 and 81): final reimbursement submitted and paid. CASS: Temporary Employment Services (TES) - reimbursement submitted. Glendale: Rte 59- Reimbursement request for FY2012-13 expenditures will be submitted after FY-end reconciliation. Phoenix/MAG Admin: costs have been charged. Estimated Grant Closeout: 6/30/14.
AZ-37-X017	2008/09/10	9/21/2010	4,073,588	3,028,874	1,044,714	Phoenix: VMS upgrade: testing is completed. Communication study began in May 2013. RPTA My Stop: Preparing scope modification request to utilize remaining funds to maintain stops and add new stops resulting from route restructuring with estimated completion in summer 2013. RPTA Rte 72: Reimbursement request for balance will be submitted in Summer 2013 after year end reconciliation is complete. RPTA Rte 685: Expenditures lower than expected. Projections indicate that these funds will be used up September 2015. Glendale Gus 1&2/Rte 60: Projects are on track and awaiting year end to submit reimbursement. Estimated grant close out: 12/31/15.
AZ-37-X018	2012	4/24/2013	1,856,800	808,519	1,048,281	CASS - Temporary Employment Services (TES): utilizing prior grant funds. Glendale (Route 60): utilizing prior grant funds. Phoenix (Routes 3, 17, 29): complete. RPTA: Mobility Management (Get Transit Smart): documentation being gathered to submit reimbursement request; NextRide: reimbursement submitted and paid; Route 251- awaiting year end reconciliation prior to submitting reimbursement. Estimate grant close out: 6/30/16.
5316 Program Total			10,621,067	7,246,158	3,374,909	

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<u>Section 5317 New Freedom Program</u>						
AZ-57-X001	2006	6/13/2008	1,052,690	960,164	92,526	RPTA: Senior medical trips - complete. Phoenix: funds to be utilized next fiscal year. Estimated grant closeout date 12/31/13.
AZ-57-X008	2008	8/19/2009	451,217	369,116	82,101	RPTA: Remaining funds reallocated to EV Paratransit program. Estimated grant closeout: 12/31/13.
AZ-57-X009	2008/2009	7/28/2010	1,078,889	991,111	87,778	RPTA reallocated on-line transportation directory to East Valley alternative taxi subsidy; reimbursement submitted. Phoenix: senior cab: funds to be used next fiscal year. Estimated grant close out: 12/31/13.
AZ-57-X012	2009/2010	6/3/2011	1,820,502	1,118,221	702,281	Phoenix- Trapeze Phase II completed and Phase III is on hold. Glendale: Taxi Voucher, BAG IT, GUS3: Projects are on track. Awaiting year end to submit reimbursements. RPTA: All projects are on track. Estimated grant closeout: 6/30/14.
AZ-57-X013	2011	2/17/2012	877,892	507,472	370,420	Phx/MAG Admin: started utilizing funds. Glendale: Taxi voucher project - RFP still in process. Phoenix: Senior/ADA Cab Programs - Project in operations and will be drawing down at a future date. RPTA Fare Collection: RFP in process. RPTA Volunteer Driver: Reimbursements submitted when needed. Estimated grant close out: 6/30/14.
AZ-57-X016	2012	6/19/2013	1,141,706	0	1,141,706	Admin: utilizing previous grant funds. Glendale: bus enhancement: project awarded with work anticipated to start in August 2013. Taxi Voucher Program: utilizing prior grant funds. NAU: expenses are being incurred and reimbursements submitted when necessary. Benevilla: program started in July. Peoria: program is beginning in July 2013. RPTA: Personal Securement Loops: first order has been received and are currently being installed; Travel training & cab coupon programs: utilizing previous grant funds. Estimated grant close out: 12/31/16.
5317 Program Total			6,422,896	3,946,084	2,476,812	
<u>Section 5339 Alternatives Analysis Program</u>						
AZ-39-0001	2007	5/15/2008	993,600	827,863	165,737	RPTA will conduct a survey of express passengers using park n rides. Estimated grant closeout: 9/30/13.
AZ-39-0003	2009/2010	5/27/2011	2,350,000	2,350,000	0	Grant closed - 5/16/13
AZ-39-0005	2011	6/21/2012	1,000,000	255,541	744,459	South Central Avenue: Work is continuing. Estimated grant close out: 9/30/14
5339 Program Total			4,343,600	3,433,404	910,196	

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<u>ARRA</u>						
AZ-96-X002 (5307 Urbanized Area)	2009	8/21/2009	66,074,735	61,545,853	4,528,882	Scottsdale: Scottsdale Road Park-and-ride - construction is 99% complete, expected to be complete in July; final reimbursement submitted. RPTA: final reimbursement submitted. Mesa Park-and-Rides: awaiting final documents for DBE and certification of full/final payments. Project savings reallocated for regional operating assistance. Estimated grant close out: 9/30/13.
AZ-56-0001 (5309 Fixed Guideway)	2009	8/20/2009	640,070	200,514	439,556	Funds deobligated. Grant closed - 5/29/13
ARRA Program Total			66,714,805	61,746,367	4,968,438	
TOTAL			636,285,049	434,381,682	201,903,367	

