

FINAL MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

January 8, 2015

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

MEMBERS ATTENDING

# ADOT: Nicole Patrick	*Paradise Valley: Jeremy Knapp
*Avondale: Kristen Sexton	*Peoria: Stuart Kent
#Buckeye: Andrea Marquez	Phoenix: Maria Hyatt, Chair
Chandler: Jason Crampton for RJ Zeder	Queen Creek: Mohamed Youssef
El Mirage: Jose Macias	Scottsdale: Ratna Korapella for Madeline Clemann
#Gilbert: Kristin Myers	Surprise: David Kohlbeck for Martin Lucero
Glendale: Debbie Albert	Tempe: Robert Yabes
Goodyear: Cato Esquivel	*Tolleson: Chris Hagen
#Maricopa: David Maestas	Valley Metro: Wulf Grote
#Maricopa County DOT: Suparna Dasgupta	#Youngtown: Grant Anderson
Mesa: Jodi Sorrell	

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

OTHERS PRESENT

Eileen Yazzie, MAG	Jeff Martin, Chandler/Mesa
Jesse Ayers, MAG	Matthew Dudley, Glendale
Margaret Boone, MAG	Kevin Link, Glendale
Alice Chen, MAG	Patrick Sage, Glendale
DeDe Gaisthea, MAG	Ken Kessler, Phoenix
Vladimir Livshits, MAG	Wendy Miller, Phoenix
	Ratna Korapella, Scottsdale
	Stephen Chang, Surprise
	David Kohlbeck, Surprise
	Pamala Iacovo, Gannett Fleming
	Gary Bretz, transportation commissioner

1. Call to Order

The meeting was called to order at 10:05 a.m. by Chair Maria Hyatt. She welcomed everyone in attendance and announced that a quorum was present. She noted that six members were joining the meeting by teleconference: Nicole Patrick of ADOT, Andrea Marquez of Buckeye, Kristin Myers of Gilbert, David Maestas of Maricopa, Suparna Dasgupta of MCDOT and Grant Anderson of Youngtown. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft December 11, 2014 Meeting Minutes

Chair Hyatt inquired if there were any comments or corrections to the Draft December 11, 2014 Minutes. Hearing no further comments, she called for a motion on the Draft December 11, 2014 Minutes. Mohamed Youssef of Queen Creek moved to approve the motion, Robert Yabes of Tempe seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

3. Call to the Audience

Chair Hyatt stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda. Chair Hyatt requested that item #7 be heard out of order so that MAG staff may present on the MAG modeling process. She added that the Transit Program Manager's Report, Item #5 and #6 would be heard later in the meeting.

7. MAG Modeling 101

Chair Hyatt then invited Mr. Vladimir Livshits and Mr. Jesse Ayers of MAG to present MAG Modeling 101 to the Committee.

Mr. Ayers began his presentation by noting that both he and Vladimir work in the Information Services Department at MAG and that they would be reviewing the basics of 'MAG Modeling 101'. He said that he would be answering the 'who's, what's, how's and why's' of transit modeling. He noted that they his team projects data such as population, employment, housing, traffic, air quality analysis, etc, annually, with the most recent approved projections were approved by Regional Council in mid 2013. He added that the reason for the mandate in performing projections and modeling were implemented within Executive Order 2011-04 establishes the guidelines for the Arizona State Demographer performs estimates and projections and said that the State of Arizona performs the projections, while MAG applies the county control totals on a local and regional level.

While referring to the PowerPoint presentation, he explained that to develop a Base Case, MAG uses the 2010 census, collect parcels, collect buildings. He noted that the development projects and the

General plan, gives the model constraints on the projections. He added that in order to populate the model with people, staff compiled jobs and business database from the communities from within the MAG region. He then explained that a single database can synthesize employment, people, housing down to the parcels, the number of building structures, the household, persons, and jobs. Within each one of the tables, there were other fields/characteristics of each category, with the records then being synthesized to be consistent with census information.

Ms. Ayers continued that once the base year database was obtained, MAG had a whole set of models to project those into the future: specifically demographic/employment transition models. He added that whatever the delta was, the models added new information to those tables. Next up, there was the real estate development and pricing models where the vacancy rate became a trigger for development. Subsequently, this information informed the model of when to add developments and where to place them within the map. The constraints on where and what type of density were also in place. Then, household and employment location choice models would then come into play, where the data would be run over and over every year for 2011, 2012, 2013, etc.

He explained that the next step in the process was to take the outputs, and engage them with the Travel Demand Model (TDM). He added that in relation to transit, the models made heavy use of accessibility where household and employment was located, based on things that could be computed, such as travel time, total population within 30 minutes of transit, etc. The use of proximity to nearest bus stops, light rail stops, and park and rides, etc. were also included in the coding. He concluded that once the staff had completed the entire process, the model would then go through a public process, via the aforementioned executive order, approximately 6-9 months, for MAG to get the county projections approved through a public process. MAG traditionally completes the task in a 6 month process, utilizing committee process.

Mr. Vladimir Livshits continued with the presentation and focused on the basics of modeling, noting that the models could be both mathematical and iconic. He asked the rhetorical question of why do we need transportation models. He replied that the region needs to test and simulate future conditions and to try out multiple transportation modes, markets and systems. He added that it was also required by federal law, and that it featured the state of the art software applications for transportation planning. He advised that the regional transportation modeling was always changing, with data collection, distribution of trips between zones, modal splits, and which mode a user utilizes such as a, car, transit, bus, light rail. After this, the route that the trip would take would be assigned.

He also revealed that there are sub models of the 4-step transportation model, so that it was actually more than 4 steps, with hundreds of thousands of lines of codes, which MAG staff has been working on consistently for over 35 years. MAG's documentation was also available online about the details of the 4 step model.

He explained further that the model was crucial and important for air quality purposes, as it was included within an integrated truck model with the passenger model. The model also had numerous sub models, and referred to the presentation's large overview of the model structure. He offered that one important observation was that during the past 20 years, the modeling paradigms had shifted and that the MPOs had changed their modeling to activity-based/agent-based modeling. What was

changing was away from zone based trips, to more accurate individual based trips. For transit, there are now new attributes in the activity based model vs. the 4 step model. Further, the activity based model now showed a tour based trip, rather than from zone to zone as was in the previous model.

Mr. Livshits completed his presentation and invited any members of the Transit Committee who may have transportation modeling requests, to feel free to contact him. Chair Hyatt asked if there were any questions or comments regarding the agenda item. Mr. Wulf Grote of Valley Metro inquired about items related to regionwide, macro-level modeling and wondered if micro-simulation modeling has assisted in giving more accurate data on site-specific analysis and validation. Brief discussion followed. Chair Hyatt again thanked Mr. Livshits and Mr. Ayers for their presentations and asked if there were further questions or comments regarding the agenda item. Hearing none, she returned to the published agenda item #5.

4. Transit Program Manager's Report

Chair Hyatt invited Eileen Yazzie of MAG to brief the Committee with the Transit Program Manager's Report. Ms. Yazzie noted that she was presenting on the following items.

Ms. Yazzie reported that two Transit Committee members submitted letters of interest for the open seat of Vice Chair, Kristen Sexton of Avondale and Wulf Grote of Valley Metro. The appointment of the position will occur at the MAG Executive Committee meeting on Monday January 12th. She completed her report.

Chair Hyatt thanked Ms. Yazzie and asked if there were further questions or comments regarding the agenda item. She noted that the original Tempe Streetcar agenda item had been pulled and would be heard again at a future date. Hearing no further comment, she moved onto the next item on the agenda.

5. Glendale Park-and-Ride and Transit Center Project Update and Reprogramming

Chair Hyatt invited Ms. Debbie Albert of the City of Glendale to provide an update on the current status and the next phase of both the proposed Glendale Park and Ride and the Glendale Transit Center improvements. Ms. Alice Chen of MAG would also provide an overview of reprogramming requirements. Chair Hyatt noted that the item was on the agenda for action and possible approval.

Ms. Albert explained that the Glendale Park-and-Ride and transit center improvements were projects identified in the Transit Life Cycle Program. The combined projects value totaling \$11.7 million in federal funds allocated toward design, right-of-way, and construction. The right-of-way funds were programmed under SAFETEA-LU provisions and would be lapsing in Federal Fiscal Year 2015. She noted that Glendale was technically looking at 2 projects; the park and ride and a transit center. She stated that Glendale had performed a needs assessment, and many discussions with land owners.

It was decided that the park and ride would be west of the L101, north of Union Hills Drive. She said that the original transit center was located at the north side of the mall, but that current transit center does not have an official contract with the mall. In efforts to address this issue through the project, the City of Glendale would not be purchasing the land, but entering a long term agreement. Both projects had been submitted to FTA for environmental review.

Ms. Albert continued that as for the park and ride, the project would be looking at full array of shade and lighting elements. The specific design details would be further designed through that phase., with a ticket vending machine at the transit center. The proposed time-line for the Transit Center would include the following: final design contract January 2015; construction summer 2015, project completion is by November 2015. The park and ride would then enter construction in December 2015 and be completed by December 2016.

Ms. Alice Chen discussed the packets TIP changes that were shown in attachment #2; agenda item #6 and that in response to the Federal Transit Administrations new grant management software, they had requested that lapsing funds be allocated within a grant by January 2015. She also explained that the current appraised value for right-of-way was less than the current programmed amount, therefore funds from right-of-way would be moved to construction. The project locations were also updated to be defined specifically as north of Union Hills and west of Loop 101. In order to meet time-line for the MAG Regional Council approval, the MAG Management committee would review this item on January 7, 2015. She said that the he funding level was modified, as were the costs, but that the current costs were under budget.

Chair Hyatt asked if there were any questions or comments regarding the agenda item. Mr. Cato Esquivel of Goodyear asked how much of the 5307 UZA program was programmed in FY2013-18, specifically on the second line item from the bottom, and was MAG expecting to find another \$3.1 million. Brief discussion followed . Ms. Chen replied and clarified that the funding for the Glendale projects would not affect the Avondale-Goodyear UZA in any way.

Chair Hyatt thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none, she called for a motion on the approval of the agenda item. Mr. Grant Anderson of Youngtown moved to approve the motion, Mr. Cato Esquivel of Goodyear seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

6. Scottsdale/Rural Road LINK Project Update and Reprogramming

Chair Hyatt then invited Mr. Abhishek Dayal of Valley Metro and Ms. Alice Chen of MAG to present on the Scottsdale/Rural Road LINK Project Update and Reprogramming agenda item for information and discussion. Mr. Dayal began his presentation by explaining that in 2011, RPTA-Valley Metro had completed an alternatives analysis/LPA that included a LINK project on Scottsdale Road/Rural Road, but was not formally adopted due to lack of operating funds at the time. A project definition study was then implemented to pursue interim service improvements within the corridor.

He explained that the project definition study drilled down to the corridor from a performance based aspect. The results concluded that two separate segments within the corridor were high performance, from Camelback Road to University Drive, and also from University Drive to Baseline Road, which made up over half of the ridership of the entire route. He further explained that the study recommendations were to increase peak and mid-day service on the current Route 72 frequencies to 10 minutes. However, due to the available funding through the TLCP, funding only covers these recommendations between Camelback to the Tempe Transit Center. He added that other system improvements and links to other cross-town routes would also be implemented to better bolster the effectiveness of the route.

Mr. Dayal stated that these improvements could be implemented as part of the April 2016 service changes, such as near term capital needs, such as maintenance facilities in Scottsdale. He noted that there would be a need of additional 4 buses and one spare and that transit signal priority was also being looked at, and that if buses were running at 10 minute frequency, 6am to 7am, this would be necessary to suffice the required fleet. He added that next steps included the development of a Transit Service Program implementation plan and cost estimate to occur in the Spring 2016 time-frame. He noted that Valley Metro was coordinating with MAG and member agencies, Chandler, Tempe and Chandler. Mr. Dayal completed his presentation and referred to Ms. Chen.

Ms. Chen then shifted the presentation to begin review of the MAG approved Federal Fund Programming Guidelines. She discussed the nine approved priorities of the two federal transit funds that were awarded. She noted that regarding the TLCP projects, the priorities 5 through 8 were primarily focused on delivering those projects. Ms. Chen also highlighted that there were \$70 million of unobligated FTA funds that were not in an awarded grant, and \$241 million in un-dispersed funds in the MAG Region. She also briefly discussed system and service expansion, CMAQ funding, and regional needs regarding unobligated grants and the upcoming grant schedule for 2015.

Chair Hyatt again thanked Mr. Dayal and Ms. Chen for their report and asked if there were further questions or comments regarding the agenda item. Hearing none, she moved onto the next item on the agenda.

8. Request for Future Agenda Items

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

9. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, February 12, 2015 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Hyatt adjourned the meeting at 11:16am.