

August 4, 2010

TO: Members of the MAG Transit Committee

FROM: Debbie Cotton, City of Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, August 12 2010, 1:30 p.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transit Committee will be held at the time and place noted above. Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage. Committee members or their proxies may attend in person, via videoconference or by telephone conference call. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Marc Pearsall or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG Transit Committee. If the Transit Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Kevin Wallace at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft July 10, 2010 and July 22, 2010 Minutes

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transit Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transit Committee requests an exception to this limit.

4. Transit Program Manager's Report

The MAG Transit Program Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.

5. Passenger Rail Planning Update

MAG staff will provide an update to the Transit Committee on current passenger rail planning activities, including projects at the Arizona Department of Transportation (ADOT) and the Western High Speed Rail Alliance.

6. State of Good Repair Initiative Grant Application Update

The Federal Transit Administration (FTA) made available \$775 million in funding to be used towards improving and maintaining buses and bus facilities. Five applications were submitted from the MAG region with six local/regional operators participating. Projects were presented to the members of Transit Committee at the June meeting but were not ranked or prioritized. Subsequently, FTA requested that

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the July 10, 2010 and July 22, 2010 meetings.

3. For information and discussion.

4. For information and discussion.

5. For information and discussion.

6. For information and discussion.

each MPO rated projects based on the criteria set forth in the Notice of Funding Availability. MAG staff will provide an overview of the process for developing the final ratings that were provided to FTA. Please see Attachment I for additional information.

7. Transit Programming for FY 2011

Through the MAG Committee process, MAG programs federal funds for transit projects while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region. Fiscal year (FY) 2010 was a transition year for transit programming. FY 2011 will continue the transition process by focusing on, among other issues, the development of regional transit programming guidelines for federal funds, finalizing the FY 2011 Transit Program of Projects, submitting federal grants to the Federal Transit Administration (FTA), and updating the status of transit projects. MAG staff will provide an overview and schedule for the upcoming activities. Please refer to Attachment 2 for additional information.

8. 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. Next Meeting Date

The next regular Transit Committee meeting will be scheduled Tuesday, September 7, 2010 at 1:30 p.m. in the MAG Office, Saguaro Room.

7. For information and discussion.

8. For information and discussion.

9. For information.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

June 10, 2010

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

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

OTHERS PRESENT

Kevin Wallace, MAG	Jorie Bresnahan, Phoenix
Marc Pearsall, MAG	Stephanie Child, Phoenix
Alice Chen, MAG	Bob Ciotti, Phoenix
Maureen DeCindis, MAG	Ken Kessler, Phoenix
Micah Henry, MAG	Wendy Miller, Phoenix
Steve Tate, MAG	Bob Antila, RPTA
Eileen Yazzie, MAG	Dawn Coomer, Tempe
Kristen Sexton, Avondale	Robert Yabes, Tempe
Brent Stoddard, Glendale	Bryan Copp, HDR
Jim Huling, Mesa	Brad Bielenberg, Otak
Jeff Martin, Mesa	Leslie Dornfeld, Plan+ET
Holly Hassett, METRO	Lauren Neu, Strand

1. Call to Order

The meeting was called to order at 1:31 p.m. by Chair Debbie Cotton. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She introduced one member of the Transit Committee, Ms. Andrea Marquez who was participating via teleconference. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft May 13, 2010 Minutes

Chair Cotton asked if there were any comments or corrections to the May 13, 2010 meeting minutes. Hearing no comments or corrections to the meeting minutes, Chair Cotton called for a motion to approve the draft minutes. Mr. Dave Moody moved to approve the minutes. Mr. Robert Yabes seconded, and the motion passed unanimously.

3. Call to the Audience

Chair Cotton 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 Cotton introduced Mr. Kevin Wallace from MAG to provide the Transit Program Manager's Report. Mr. Wallace explained that there were copies of the Executive Summary of the Transit Framework Study available for the Committee members online, CD and by hard copy.

Mr. Wallace mentioned that MAG staff was working on a new resolution that would be going before the MAG Management Committee and Regional Council in July. He explained the resolution would support the expansion of Amtrak passenger service into the Phoenix metropolitan area as part of the National Intercity Rail Network. He stated that Phoenix is currently the largest city in the nation without Amtrak intercity passenger rail, having lost the service in June 1996. Chair Cotton expressed support for returning Amtrak service to the Valley and MAG Region.

Ms. Rogene Hill inquired if there were any current Arizona Department of Transportation (ADOT) studies on the return of Amtrak to the MAG Region. Mr. Wallace replied that ADOT had submitted for a federal grant that would allow ADOT to study how to bring Amtrak back through the Valley using Union Pacific's Wellton Branch railroad west of Phoenix. He stated that the competitive grant was due to be awarded in the fall and MAG contributed matching funds to ADOT in an effort to secure the grant.

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

5. Federal Fiscal Year 2010 Program of Projects for 5307 & 5309 FTA Funds

Chair Cotton introduced Ms. Eileen Yazzie of MAG to explain the Federal Fiscal Year 2010 Program of Projects for 5307 & 5309 Federal Transit Administration (FTA) Funds.

Ms. Yazzie stated that she had previously emailed two tables and a memo. She stated that both tables pertained to the Phoenix-Mesa and Avondale UZA (Urbanized Areas) funds and 5309 for fixed guideway modernization. She mentioned that for the Program of Projects, the region received apportionments and allocations of FTA funds and that MAG had to reconcile differences and make needed modifications in order to proceed and stay on time with the FY2010 grant process. She noted that Mr. Ken Kessler of the City of Phoenix would discuss the grant process later in the agenda. Ms. Yazzie summarized the five topic items for her presentation, which included the difference between current Program of Projects and Allocations; the 5307 Phoenix/Mesa UZA Program of Projects; the 5307 Avondale UZA; and the 5309 –FGM. She stated the item was on the agenda for discussion and action.

Next Ms. Yazzie discussed the difference between current 2010 Projects and Allocations. Ms. Yazzie noted that the Transit Committee previously had recommended modifications to the FY09-10 and 2011-15 projects. The modifications were to projects in the MAG FY2008-12 TIP and the Draft FY2011-15 TIP. She explained there were changes and a difference in what was approved in March and the actual allocations.

Ms. Yazzie noted that the FFY 2010 apportionment for 5307 Urbanized Area funds were \$49,837,007 for the Phoenix/Mesa UZA and \$1,000,309 for the Avondale UZA. She noted the total amount of projects programmed for 2010 in the current FY2008-2012 MAG TIP with 5307 funds for the Phoenix/Mesa UZA were \$49,575,696 and \$1,049,778 for the Avondale UZA. She explained that the FFY2010 apportionment for 5309 Fixed Guideway Modernization (FGM) was \$3,648,847 for the Phoenix/Mesa UZA and that the total amount of funds programmed for 2010 in the current 2008-2012 MAG TIP with 5309 FGM funds for the Phoenix/Mesa UZA were \$4,185,473.

Ms. Yazzie further explained that adjustments needed to be made for projects programmed with 5307 and 5309 FGM in 2010 to complete the 2010 Program of Projects for the MAG region to move forward with Federal Transit Administration (FTA) grant requests. She stated the changes would effect the projects programmed in the DRAFT 2011-2015 MAG TIP. She also noted that in the 2010 Program of Projects, the FFY 2010 apportionment for 5307-Phoenix/Mesa UZA was \$49,837,007. She explained the total amount of projects programmed for 2010 in the current 2008-2012 MAG TIP was \$49,575,696 with a difference of \$261,000 that needed to be adjusted so that the region could use the full allocation.

Ms. Yazzie detailed the current programming steps: (1) the region needed to adjust the federal required 1% enhancement project (PHX-901TB) down from \$507,532 to \$498,370 to match the 1% allocation; (2) the new balance of funds to be programmed after step 1: \$270,473; and there was a regional/MAG preventative maintenance project approved by the Committee in March designed to capture those funds. She suggested programming the preventative maintenance regional funds of \$2,074,797 and the balance of funds of \$270,473 to the current operators that had preventative maintenance projects programmed at the current allocations. Discussion followed.

Ms. Yazzie discussed the 2010 Program of Projects for the 5307 Avondale UZA. She state that the FFY 2010 apportionment for 5307 Urbanized Area funds was \$ \$1,000,309 for the Avondale UZA; however the amount programmed for 2010 in the FY 2008-2012 MAG TIP was \$1,049,778. She explained the federal share for the project needed to be lowered to meet the funding allocation.

Moving on, Ms. Yazzie explained that the FFY2010 apportionment for 5309 Fixed Guideway Modernization (FGM) was \$3,648,847, but the total amount programmed for 2010 in the FY 2008-2012 MAG TIP was \$4,185,473. She suggested lowering the federal share for the project, Glendale, Bell/101 (acquire ROW for park and ride) by \$536,626 to meet the apportionment. She added that the balance of funds needed for the project would need to be programmed in 2011, yet there was currently a ROW phase programmed in FY2011 in the DRAFT 2011-2015 TIP. In closing, Ms. Yazzie noted that the item was on the agenda for action.

Chair Cotton asked if there were any questions or comments for Ms. Yazzie.

Hearing no further questions or comments for Ms. Yazzie, Chair Cotton called for a motion to approve the action item. Mr. RJ Zeder motioned to recommend approval to amend and modify the 2008-2012 MAG TIP for projects to be funded with 5307 and 5309-FGM funds in 2010 for the 2010 Program of Projects. Mr. David Moody seconded, and the motion passed unanimously.

Chair Cotton thanked Ms. Yazzie for her presentation and proceeded to the next item on the agenda.

6. Programming the Transit Component of the DRAFT 2011-2015 MAG TIP

Ms. Eileen Yazzie proceeded with an explanation of the Programming the Transit Component of the DRAFT 2011-2015 MAG TIP. Ms. Yazzie stated an administrative error had been detected regarding the revenue stream projections between the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). After concurrence with RPTA staff, both agencies agreed that the revenue projections needed to be revised for compliance with the numbers reflected in the RTP.

Ms. Yazzie summarized the three topic items under review for her second presentation: (1) the difference between March 2010 and Current Revenue Projections;(2) steps to adjust 2011-2015 TIP; and (3) Congestion Mitigation Air Quality (CMAQ).

She noted that MAG staff had continued to work on the development of the DRAFT FY2011-2015 MAG TIP and discovered lower than projected estimates. Ms. Yazzie explained that the projected revenue streams for 5307 Urbanized Area for the Phoenix UZA and the 5309 – Fixed Guideway Modernization for 2011-2015 were lower than anticipated by a total of about \$20 million over the five year period. The total changes equated to approximately \$15.5 million less in the 5307 category and \$4 million less in the 5309 category.

Ms. Yazzie also acknowledged that on March 11, 2010, the MAG Transit Committee recommended approval of the amendments and modifications to the MAG FY2008-2012 TIP, and approval of the Listing of Transit Projects to be included in the DRAFT FY2011-2015 MAG TIP. She mentioned that the region utilized the Regionwide / MAG Preventative Maintenance projects that were originally programmed in March 2010 for the balances of 5307 funds in 2011, 2013, and 2015. These three projects were lowered from a collective 5307 funding at \$36,850,017 to \$21,899,149. She also noted that some projects had funding split or modified over 2 years and with different funds.

Ms. Yazzie's presentation detailed each year from Draft FY2011-2015. She stated that FY2011 included Preventative Maintenance (PM) a 1% enhancement adjustment, and the modified Glendale ROW and construction for park and ride. FY2012 included a 1% enhancement adjustment, with the Glendale construction funds for the park and ride lowered and moved to FY2011, with construction for the Phoenix park and ride lowered and moved to 2013 (costs fit into 2013 5309 balance), and with Valley Metro bus purchases lowered and moved to 2013. She noted that the FY2013 included a 2014 1% enhancement adjustment, Valley Metro Scottsdale ROW adjusted with the balance moved to FY2015, with the original program of two phases of ROW purchases. The FY2015 components included Preventative Maintenance and a 1% enhancement adjustment, with Valley Metro-Scottsdale ROW adjusted and the balance moved to FY2015 and the original program of 2 phases of ROW.

Ms Yazzie reminded the Committee that the MAG Regional Transportation Plan (RTP) allocated 35.9% of the regions Congestion Mitigation Air Quality funds (CMAQ), and that CMAQ funds were allocated to the region from the Federal Highway Administration (FHWA). She reported that the CMAQ allocation funding projections for Rail Transit projects, had been confirmed and modifications to the rail transit projects were requested to meet funding projections and project schedules. She stated that to meet the fiscal constraint requirement of the MAG TIP, the transit projects programmed in FY2011-2015 with 5307, 5309, and CMAQ fund needed to be revised.

She explained steps taken to adjust projects for the DRAFT 2011-2015 MAG TIP. She announced that the March 2010 recommended projects did not fully utilize the March 2010 5309-FGM projected revenue stream.

Ms. Yazzie summarized that the item was on the agenda for information, discussion and possible action for the recommended approval for the project changes to the transit listing of projects for inclusion in the DRAFT FY2011-2015 TIP. Chair Cotton asked if there were any questions or comments for Ms. Yazzie.

Ms. Jyme Sue McLaren asked if RPTA reviewed the requested changes. Ms. Yazzie replied that RPTA staff had been provided the information and reviewed all of the recommended changes. Ms. McLaren suggested that it would be prudent to have Tempe Transit Operations staff review the document. Ms. Yazzie replied that the information had been passed out to all MAG members and RPTA earlier in the month. Discussion followed.

Ms. Carol Ketcherside concurred that the document warranted more dialogue and review. She stated that RPTA was not prepared to respond to this item on the agenda. She asked if the

Scottsdale Road Bus Rapid Transit (BRT) was a placeholder as there was uncertainty over whether the item qualified for Fixed Guideway Modernization Funds. Discussion followed.

Ms. Cathy Colbath inquired about the process for the changes and the timeframe for a decision and notifying the affected jurisdiction. Ms. Yazzie responded that as technical advisory committee, MAG and the Region looked to the Transit Committee members for guidance. She noted that the Committee was expected to communicate and notify the member agencies' own technical and operations staff in a timely manner, in order to be prepared to make decisions at the Transit Committee meetings.

Ms. Yazzie noted there was a time constraint at present as the Draft TIP FY2011-15 was already on the Transportation Review Committee (TRC) Agenda to be heard on June 29th. She added that due to its expedited schedule and deadline, it was imperative that the Transit Committee act on the item as soon as possible.

Ms. McLaren recommended that the Committee defer official action so that Tempe Transit Operations staff and other agencies may review and endorse changes. Mr. David Moody of the City of Peoria suggested that RPTA and Tempe approve their sections in order for the Transit Committee to ensure that the item can be heard by the TRC. Ms. Yazzie stated that that would be appropriate.

Chair Cotton recommended that the Committee meet again shortly to approve the item. Mr. Wallace advised returning for a Special Meeting within two weeks. Discussion followed. Hearing no further questions or comments for Ms. Yazzie, Chair Cotton called for a motion to approve the action item. Ms. Colbath motioned to recommend meeting within two weeks in order to be prepared to move forward with a decision, at a date, time and location to be determined by MAG staff. Ms. Ketcherside seconded, and the motion passed unanimously.

Chair Cotton thanked Ms. Yazzie for her two presentations and asked if there were any further questions or comments for Ms. Yazzie. She also thanked the Committee for the discussion and the importance of the rescheduled meeting. Hearing no further comments, Chair Cotton proceeded to the next item on the agenda.

7. Transit Federal Funding Grant Opportunities

Chair Cotton introduced Ms. Alice Chen from MAG to present an update on the Federal Transit Authority's (FTA) transit Federal Funding Grant Opportunities for information, discussion and possible action.

Ms Chen explained the outline of the various topics, and referred to the presentation on the purpose of the grants that the region may qualify for as well as the seven types of grant categories. She cited examples; State of Good Repair Bus and Bus Facilities Initiative; Clean Fuels Grant Program Augmented with Discretionary Bus and Bus Facilities Program; and Alternatives Analysis -Notice of Funding Availability (NOFA).

She stated that current trends in FTA funding reflected a preference for competitive discretionary grants, which were replacing Congressional earmarks. She noted that the FTA's

needs and requests of all future applications were moving towards a recommended process of regional prioritization in lieu of competition between individual cities and projects within the same region.

Ms. Chen explained the details of the State of Good Repair Bus and Bus Facilities Initiative and its evaluation criteria. The three guidelines were: planning and prioritization done at the local/regional level, the project was ready to implement and that there was technical, legal, and financial capacity to implement the particular project. She noted that for the State of Good Repair Bus and Bus Facilities Initiative, the six evaluation criteria consisted of: age of asset to be replaced or rehabilitated relative to its useful life; demonstrated backlog of deferred maintenance; consistent with fleet management plan; demonstrated positive impact on air quality; supports emerging technologies; and conforms to spare ratio guidelines. Ms. Chen detailed the State of Good Repair Bus and Bus Facilities Initiative grant and its four 'bus facilities' evaluation criteria; which included the age of asset to be replaced or rehabilitated relative to its useful life; demonstrated backlog of deferred maintenance; the support of emerging technologies; and compliance with "green Building" certification.

She further explained the six State of Good Repair Bus and Bus Facilities Initiative 'Asset Management' provisions: how plans/systems will be developed or upgraded; how inventories will be maintained physically and fiscally; how assets initial condition will be assessed; how assets will be inspected, monitored; use of support tools; demonstrated long term financial commitment.

Ms. Chen reviewed the Clean Fuels Grant Program evaluation criteria. She stated the program had five criteria which included: demonstrated need; planning and prioritization at the local/regional level; ready for implementation; demonstrated the benefits of the proposed project in reducing transportation related pollutants; that it supports emerging clean fuels technologies. She reviewed the Alternatives Analysis-Notice of Funds Availability(NOFA) which had available funding of \$25.7M, with a minimum/maximum of \$50k/\$2M. The evaluation criteria included: demonstrated need, technical capacity to carry out proposed work; and the potential impact on decision making. She announced that the FTA submittal deadline was July 12, 2010. She explained that eligible applicants could submit electronically through the FTA website. She also noted that eligible applicants were states, authorities of the states, metropolitan planning organizations, and local governmental authorities that may conduct alternatives analyses as defined by section 5309.

Chair Cotton thanked Ms Chen for her presentation and asked if there were any questions or comments. Ms. Hill inquired what the match requirements were for the grant. Ms. Chen indicated that the 83% FTA federal allocation required a 17% local match.

Mr. Mike James asked if there was a downside of not having a regional priority list. Ms. Chen replied that the FTA was encouraging regional coordination as it was beneficial in showing a unified effort for each region. She noted that they preferred the regional approach instead of individual cities soliciting grants on their own. She cited the recent example, as metropolitan Kansas City received a substantial FTA allocation for their unified efforts. She added that the FTA supported regionalism in their programs. Discussion continued.

Ms. Hill inquired what processes were in place to create a prioritized regional list of projects. Mr. Wallace responded and added a point of clarification. He noted that the Transit Committee was not in front of the new grant applications because there had not been a process established for conversations to begin in ranking projects on a regional level. He noted that the Transit Committee must decide and establish regional project ranking criteria.

Chair Cotton added that the Committee is expecting some white papers this fall from MAG staff regarding elements of ranking processes, priorities, evaluation criteria, and other necessary resources.

Mr. Michael Celaya of the City of Surprise inquired that as the due date of July 12, did the applications need to go through the City of Phoenix. Ms. Chen replied that the grant application need not go through the designated recipient City of Phoenix, but rather directly through the FTA's website: www.grants.gov.

Mr. Wulf Grote added that as far as the FTA was concerned, there was a need for all cities in the region to rally around common projects, and that Valley cities shouldn't focus solely on individual projects if it put the region as a whole at a deficit. Discussion followed.

Mr. Dave Moody asked if it made sense for the region to get behind City of Phoenix garage improvements. Chair Cotton mentioned that there was willingness from Phoenix to sign off to make the approach more regional. Ms. Chen responded that due to the FTA's expedited schedule, the MAG region was left with little time for regional coordination on these grant applications as action was needed in order to advance the list of candidate project. Discussion followed.

Chair Cotton thanked Ms. Chen for her presentation and asked if there were any further questions or comments.

Chair Cotton called for a motion to approve the action item and proceed with the Federal Funding Grant Opportunities grant applications submittal. Mr. RJ Zeder of the City of Chandler motioned to approve the action item. Mr. David Moody of the City of Peoria seconded and the motion passed unanimously.

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

8. Update on the Tempe South High Capacity Transit Alternatives Analysis

Chair Cotton introduced Mr. Wulf Grote for an update on the Tempe South High Capacity Transit Alternatives Analysis.

Mr. Grote presented the Tempe South project and outlined the purpose of the Alternatives Analysis. He explained the elements of the study, specifically by mode (Light Rail Transit, Commuter Rail, Modern Streetcar and Bus Rapid Transit-BRT) and by corridor alignment/route (Rural Rd., McClintock Dr., Mill Ave., Kyrene Rd., and the Tempe Branch of the Union Pacific Railroad.)

Mr. Grote detailed recent actions by the City of Tempe, including April 2009 Tempe City Council consensus to advance 2 RTP projects: the BRT on Rural Road on Mill Avenue including a bus/right turn lane from Baseline to University as this helped meet the FTA definition of BRT for possible Small Starts funding. In addition, Modern Streetcar on Mill / Southern Avenue was endorsed. In May 2010 the Tempe City Council issued a resolution to advance both Modern Streetcar and BRT, but with an early focus on streetcar due to funding availability limiting the implementation of the Rural Rd BRT.

Mr. Grote explained travel characteristics of the Tempe Districts. He stated North Tempe featured the CBD(Central Business District), and a pedestrian/transit friendly environs with high density neighborhoods and a regional employment center. He explained that the ASU District featured included region-wide special events generator and unique trip patterns with sizeable non-peak trip patterns. He noted that the South Tempe District included a commuter corridor with higher income residential and low density housing as well as low density employment.

He noted that the study revealed that there was not one transit solution for the area. He then presented details on the Rural Road Bus Rapid Transit (BRT) characteristics. He explained the Rural Road BRT capital cost estimate in 2010 dollars was \$60-\$65 million for 10.5 miles, which was approximately \$6.1 million per mile. He stated that the cost estimates included 11 vehicles, 14 stations, 2 park-and-rides and an annual operations and maintenance cost of \$3.1 million. He reported that Tempe would contribute \$2.1 million and Chandler would contribute \$1.0 million. He explained that the Rural Road BRT line was estimated to carry ridership of 5,200 to 5,700 per day in 2015, with its shared parallel local line Route 72 (Scottsdale Rd/Rural Rd) carrying approximately 1,200 to 1,300 per day.

Mr. Grote provided a summary of the bus Transit Life Cycle Program Update, the Public Transportation Fund (PTF) revenue shortfall. The bus shortfall alone was \$656 million, and because of the shortfall it was recommended that the current regional plan delay implementation of BRT on Rural Rd from 2015 to beyond 2026. He explained that Rural Road BRT would still be recommended for implementation, but it was currently unfunded, as capital and operating would have to be derived from currently inadequate PTF funding.

He then summarized the Modern Streetcar mode. It was described as a fixed-guideway electric rail system, operating in mixed traffic, with articulated vehicles for tight radii turns. The vehicles were smaller than light rail vehicles, with 130 passengers per vehicle (35 seated / 95 standing), and typically operating as a single car unit. The stations would be simple with a focus on being a catalyst for economic development, including the redevelopment of 125 acres within the corridor. The Modern Streetcar alignment options included mid-block placements on Mill Ave. in downtown Tempe. The study revealed that new development potential existed in the corridor, as local Tempe policies tend to support livable and walkable communities. He explained that the benefit-cost analysis isolated the incremental benefit of modern streetcar and was shown as fiscally appropriate for a city, such as Tempe. The benefit-to-cost ratio was equal to 1:3 and it was assumed that the Modern Streetcar ratio would improve as ridership increases. Then, Mr. Grote presented details on the Mill Avenue Modern Streetcar characteristics. He reported that the streetcar cost estimates, funding, and capital cost was \$162 million (YOE), approximately \$62.3 million per mile. This included 2.6 miles of track from Rio Salado/Mill

to Southern /Mill. He explained the cost estimates included 5 vehicles, 9 stations, and operations and maintenance costs of \$3.1M (\$1.3M per mile (YOE)). He announced that funding capital would be provided by Regional PTF, FTA Small Starts and CMAQ funds with operating funds provided by City of Tempe. He explained that the Modern Streetcar line was estimated to carry a 2015 ridership of 1,100 to 1,600 per day, excluding special events.

He stated that the reasons for advancing the Modern Streetcar recommendation. The streetcar would support affordable housing within the corridor, encourage redevelopment of underutilized parcels and complements Tempe's diversity of people and places. The streetcar also supported the local policies that provide and encourage diverse transportation choices by enhancing investment in downtown neighborhoods. He noted that the goal of the streetcar was to also be a major component in promoting livable city and green initiatives and mirroring FTA initiatives for sustainability and livability. The mode would also better-serve special events than non-guideway transit, and also supporting ASU travel demand by provide seamless connection to LRT near the campus.

Mr. Grote summarized the next steps for the study. Meetings with community groups, commissions and public would continue through the fall of 2010 and Tempe City Council action would be expected soon after. The Alternatives Analysis recommendations, Locally Preferred Alternative (LPA) for FTA funding and MAG Regional Council approval, were all expected in the winter 2010 / spring 2011. Preparation of the application to enter FTA Project Development phase would occur in summer 2011 and in winter 2012 the project would begin engineering, pending FTA approval. Chair Cotton thanked Mr. Grote for his presentation and asked if there were any further questions or comments.

Ms. Colbath inquired how BRT and Streetcar would interact with METRO light rail. Mr. Grote replied that BRT's end of line station would be at Tempe Transportation Center (TTC) and that the modern Streetcar would offer direct connections to LRT in the vicinity of Mill Ave or ASU. Ms. McLaren also added that maintenance of the modern streetcar vehicles would be performed that the existing METRO OMC, as the tracks would be interlined in Tempe so that modern streetcars could access the METRO mainline and the maintenance facility.

Mr. James asked about the community input from the businesses and public. Mr. Grote responded that there had been a lot of interest, with the neighborhood advisory committee offering a mixed review of project, but majority of responders in support of the plan. The DTC (Downtown Tempe Community) had been engaged, especially with two options affecting downtown, Ash Avenue of Mill Avenue, in the mix of possible alignments.

Ms. Hill asked about the newer FTA initiatives for sustainability and livability showcasing the benefits of transit beyond cost-effectiveness and ridership and inquired when MAG may begin to use these other criteria in their studies. She noted that the Commuter Rail Study was primarily constrained by cost effectiveness and ridership. Mr. Wallace replied that the studies utilized existing and approved MAG evaluation criteria and guidelines and that the Transit Committee could identify and establish revised criteria for its own reviews, as this could feed into the review RTP this fall.

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

9. Overview of Federal Transit Administration Process

Chair Cotton introduced Mr. Ken Kessler of the City of Phoenix for his presentation and Overview of Federal Transit Administration Process

Mr. Kessler referred to his presentation and the agenda packet and explained the eight current Federal Transit Administration (FTA) Programs:

- Section 5307 Urbanized Area Formula;
- Flexible Funding for Highway & Transit
- CMAQ & STP funds transferred from Federal Highway Administration (FHWA);
- Section 5309 Fixed Guideway Modernization Formula;
- Section 5309 Bus and Bus Facilities;
- Section 5309 New Starts and Small Starts;
- Section 5316 Job Access & Reverse Commute; and
- Section 5317 New Freedom; and Section 5339 Alternatives Analysis.

He further provided an overview of the grant timelines. He added that the funding allocations were an appropriations act passed by Congress and signed by President with FTA apportionments and allocations published in the Federal Register. He mentioned that Phoenix conducts Job Access and Reverse Commute (JARC) & New Freedom regional competitive selection processes and that MAG staff reconciled published funding amounts with the Transportation Improvement Program (TIP). MAG allocates CMAQ closeout funds and initiates funds transfer from FHWA to FTA and that the State initiates transfer of STP-Flex funds from FHWA to FTA. Mr. Kessler gave further information on the TIP/STIP Update process. He noted that MAG staff presented proposed TIP amendments to the Transit Committee, then MAG staff prepared TIP amendments which were approved through MAG committee process. He stated that the TIP amendments were then forwarded by MAG to State for federal approval with MAG staff preparing Program of Projects and forwarding them to the City of Phoenix.

Mr. Kessler detailed the Application Development. He noted that it included a request to sub recipients for project information; with description/justification/scope; project cost estimate & funding sources; and estimated milestone dates. He mentioned that environmental documentation – the Categorical Exclusion (CE), Environmental Assessment (EA) , Environmental Impact Statement (EIS); Vehicle information–fleet status and vehicles to be replaced would all need to be entered on all application information and then submitted into FTA’s Transportation Electronic Award Management (TEAM) system.

Mr. Kessler explained that in the Application Pre-Submission Review; the City of Phoenix provided MAG staff with draft application for review and concurrence. Thereafter, MAG provided a concurrence letter to FTA with FTA Region IX staff performing a preliminary review. He noted that the City of Phoenix revised the draft application as applicable, with

Phoenix distributing the grant pass through agreements to sub recipients. He added that in the Application Submission and Review; the City of Phoenix submitted complete application in TEAM, followed with an FTA review application. He noted that it would then be forwarded to the Department of Labor (DOL); with the DOL sending out a letter and an application to initiate the certification process. He closed, explaining that unions have 15 days to review and reply; with the DOL addressing any union concerns and sending the letter certifying the grants.

Chair Cotton thanked Mr. Kessler for his presentation and asked if there were any further questions or comments.

Mr. Kevin Wallace requested clarification on the purposes and differences were in the Federal appropriation process and apportionment process. Mr. Kessler responded that the Federal appropriation was a higher level as this was the budget that each federal agency was allocated. He noted then the FTA would run their amount through formulas and earmarking, if any, which took additional time, so that all of the necessary documentation could be published in the Federal Register, which in turn reveals the actual apportioned amounts. He mentioned that the coordination between the two usually added about one month of duration to the process. Mr. Grote noted that as a part of its budget, the FTA also retained a small administrative fee from the appropriation before the full apportionment was distributed.

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

10. Sustainable Transportation and Land Use Integration Study

Chair Cotton introduced Mr. Kevin Wallace from MAG to present an update on the new MAG Sustainable Transportation and Land Use Integration Study.

Mr. Wallace mentioned that funding for the MAG Sustainable Transportation and Land Use integration Study was included in the FY 2011 MAG Work Program. He stated that the genesis for the study came directly out of the recently completed Regional Transit Framework and Commuter Rail Studies.

Mr. Wallace noted that the Sustainability study would emphasize strategies to promote sustainable transportation and encourage development patterns and densities necessary to support high capacity transit services. He added that the economic viability of implementation would be studied.

Mr. Wallace mentioned a sample of the study questions that would be major components within the study. Examples included: what constituted a sustainable transportation system; what was the role of transit in developing a sustainable transportation system in the MAG region; what density levels and development patterns were necessary to support BRT, LRT, and CRT, respectively; and lastly what was the economic viability of achieving these density levels in various locations throughout the MAG region. Additionally, what else was necessary to support efficient High Capacity Transit (HCT) services and should future HCT investments be focused in the central part of the region, or should the system be expanded to developing

areas along the urban fringe (Scenarios 2 & 3 in Transit Framework); and what planning tools were needed to assist cities in preparing for future HCT services. This was followed by discussions on HCT and BRT and Commuter Rail Corridors.

Mr. Wallace then explained the process of the study work. The study would designate a regionally appropriate definition of "Sustainable Transportation". Further, in connecting activity centers, the study would identify transit's role in the MAG Region. The study would also look at reallocated projected growth (2035) and the travel characteristics.

A Peer Review Panel would assist in reviewing the economic viability of the study recommendations as well as developing and evaluating three land use scenarios. The study would also look at density thresholds for HCT and guidance for implementing Transit Oriented Development (TOD) as well as developing an implementation strategy.

Mr. Wallace summarized the next steps. A finalized Request for Proposals (RFPs) would be advertised in July with an award September/October 2010, and a study duration of approximately 18-months.

Chair Cotton thanked Mr. Wallace for his presentation and asked if there were any further questions or comments.

Mr. James offered that when the region eventually began to define land use density, it should ensure that a variety of other criteria were included such as low cost housing and other data, which would be on par with the New Starts criteria.

Mr. Michael Celaya of the City of Surprise suggested that if grant linkages were possible, such as HUD and TIGER, this may help ensure the region's competitiveness in securing the grants. Ms. McLaren asked if the three land use scenarios outcomes were known at this time and if they were transit specific.

Mr. Wallace replied that the outcomes would be based on transit linkages and that the three scenarios would be defined at a later date. Mr. Grote cited as an example that there was a new study for Arizona Avenue with the task of looking at what it would take to make the corridor more transit friendly.

Mr. Moody asked if the Draft Request For Proposals (RFP) was available yet. Mr. Wallace replied that it would be sent out for review and input by the Transit Committee members. Further discussion followed. Chair Cotton mentioned that the Committee was looking forward to seeing the Draft RFP.

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

11. Request for Future Agenda Items

Chair Cotton asked the members of the Transit Committee if there were any issues that they would like added as future agenda items. Mr. Moody requested an item for the October/November time-frame. He suggested that MAG staff research and provide a summary list of all FTA capital improvement program grants that local jurisdictions traditionally apply for, but that could be converted into regional grant opportunities. He also inquired if the MAG Region would subsequently allow the jurisdictions to program those funds. Chair Cotton thanked Mr. Moody for his request.

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

12. Next Meeting Date

Chair Cotton thanked those present for attending the MAG Transit Committee meeting. She announced that the next meeting of the MAG Transit Committee, a special meeting to discuss and take action on the TIP at the request of the committee, would be held on Tuesday June 22, 2010 at a time and conference room to be determined. There being no further business, Chair Cotton adjourned the meeting at 3:42 p.m.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE - SPECIAL MEETING

June 22, 2010

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Cholla Room
Phoenix, Arizona

MEMBERS ATTENDING

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

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

OTHERS PRESENT

Kevin Wallace, MAG	Jenna Goad, Glendale
Marc Pearsall, MAG	Jorie Bresnahan, Phoenix
Alice Chen, MAG	Ken Kessler, Phoenix
Eileen Yazzie, MAG	Bob Antila, RPTA
Kristen Sexton, Avondale	Greg Jordan, Tempe
Matthew Dudley, Glendale	Lauren Neu, Strand

1. Call to Order

The meeting was called to order at 2:32 p.m. by Chair Debbie Cotton from the City of Phoenix. Chair Cotton welcomed everyone in attendance and announced that a quorum was present. She introduced three members of the Transit Committee, Ms. Andrea Marquez, Wendy Kaserman and Chris Hagen who were participating via teleconference. Chair Cotton proceeded to the next item on the agenda.

2. Call to the Audience

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

3. Federal Fiscal Year 2010 Program of Projects for 5307, 5309 FTA Funds, and STP-Flex

Chair Cotton introduced Ms. Eileen Yazzie from MAG to explain the Federal Fiscal Year 2010 Program of Projects for 5307 & 5309 Federal Transit Administration (FTA) Funds and STP-Flex.

Ms. Yazzie noted that in the two week duration between the current meeting and the previous June 10th meeting, MAG had been notified by ADOT that Surface Transportation Program (STP) Flex Funds had increased by a total of \$11.5 million. The MAG Region's share increased to \$3.3 million from the original projection of \$1 million. She noted that because of the recharge and influx of cash, the Glendale's right of way acquisition project would no longer need to be split over a two year period as a cost saving measure and could now proceed on its original budget schedule for FY 2010. Discussion followed.

Ms. Yazzie referred to her presentation and the agenda packets for the benefit of the committee members. The item had been previously discussed at the June 10, 2010 Transit Committee meeting and Ms. Yazzie explained that there were some changes in agenda packet from the previously mailed version.

Ms. Yazzie explained that on May 13, 2010, the FTA published the FY2010 Apportionments, Allocations, and Program Information. She stated that the FFY 2010 apportionment for 5307 Urbanized Area (UZA) were \$49,837,007 for the Phoenix-Mesa UZA, and \$1,000,309 for the Avondale UZA. She noted that the total amount of projects programmed for 2010 in the current 2008-2012 MAG TIP with 5307 funds for the Phoenix-Mesa UZA was \$49,575,696 and \$1,049,778 for the Avondale UZA. She also mentioned that the FFY2010 apportionment for 5309 Fixed Guideway Modernization (FGM) was \$3,648,847 for the Phoenix-Mesa UZA and that the total amount of projects programmed for 2010 in the current 2008-2012 MAG TIP with 5309FGM funds for the Phoenix-Mesa UZA was \$4,185,473.

Ms. Yazzie also provided more detail on the June 14, 2010 letter ADOT had sent to the Federal Highway Administration (FHWA) asking that \$3,333,533 of STP to the FTA be used in the

MAG region. The total amount of funds programmed for 2010 with STP Flex was \$1,021,450 and that there were \$2,312,083 in additional funds to be programmed. Ms. Yazzie noted that adjustments were needed for projects programmed with 5307, 5309 FGM, and STP flex to complete the 2010 Program of Projects for the MAG region in order to move forward with FTA grant requests. She acknowledged that those actions would also effect the projects programmed in the DRAFT 2011-2015 MAG Transportation Improvement Program (TIP).

Chair Cotton asked if there were any questions or comments for Ms. Yazzie.

Ms. Rogene Hill asked if the funds were available every year. Ms. Yazzie explained that with Regional Public Transportation Authority's (RPTA) guidance, there was updated summary of the varied STP Flex Fund allocations over the past two years. She cited an example for 2008, which had approximately \$2-3 million in Flex Funds. In 2009, the funds were severely reduced to approximately \$900,000 due to the State's budget woes. Ms. Yazzie noted that ADOT had reported the STP Flex fund outlook had improved from 2009, with the FY 2011-2015 time frame rewarding \$3.3 million to the MAG Region.

Mr. RJ Zeder inquired if there had been any other projects aside from Glendale's project that had been pushed out. Ms. Yazzie replied no other projects had been deferred.

Ms. Teresa Huish asked if the MAG Region's bus purchases were based on service levels from before or after the July 26th cuts. Ms. Yazzie mentioned that perhaps each city/operator within the Transit Committee could offer some additional input on the question. Ms. Yazzie noted that all of the bus purchases reflected the revised operations levels that were approved with the changes to the RPTA TLCP. Discussion followed.

Ms. Yazzie stated that the item was on the agenda for action. Chair Cotton called for a motion to approve the action item. Mr. RJ Zeder motioned to recommend approval to amend and modify the 2008-2012 MAG TIP for projects to be funded with 5307, 5309-FGM, and STP-flex funds in 2010 for the 2010 Program of Projects.. Mr. Robert Yabes seconded, and the motion passed unanimously. Hearing no further comments, Chair Cotton thanked Ms. Yazzie for her presentation and proceeded to the next item on the agenda.

4. Programming the Transit Component of the DRAFT 2011-2015 MAG TIP

Chair Cotton requested that Ms. Yazzie explain the Programming the Transit Component of the DRAFT 2011-2015 MAG TIP. Ms. Yazzie explained that there were changes to the handout in the packets, and that as discussed previously at the June 10, 2010 Transit Committee meeting, administrative errors between the revenue stream projections between the RTP and the TIP were identified. After a conference with RPTA staff, it was determined that the revenue project revisions shall be in compliance with the numbers reflected in the Regional Transportation Plan (RTP).

Ms. Yazzie provided a brief overview of the 5307/5309 funds. She noted that 5307 enhancement funding had been lowered, and that the City of Phoenix was proceeding with its purchase of 37 buses, with an additional three purchased, for a total of 40 with STP Flex.

She continued with explanations of some of the split projects, with City of Phoenix construction for a park and ride, with deference of \$950k of \$9 million to 2013 for the Glendale Park & Ride. She also detailed 5309 Fixed Guideway Modernization, STP Flex for allowance to purchase vanpools, and the 2014 changes that reflect a 1% reduction in enhancements. She also mentioned Scottsdale/Rural Bus Rapid Transit (BRT) enhancements and lower fuel costs.

Ms. Yazzie also acknowledged that Bus Rapid Transit 'Lite' was not applicable for 5309 funds as the project was not considered a true BRT by the FTA. She mentioned that the Congestion Mitigation Air Quality (CMAQ) funding projections for Rail Transit projects had been confirmed and modifications to the rail transit projects in FY 2011-2015 were requested to be modified to meet funding projections and project schedules.

Ms. Yazzie noted that in order meet the fiscal constraint requirement of the MAG TIP, transit projects programmed in FY2011-2015 with 5307, 5309, STP, and CMAQ fund needed to be revised. Chair Cotton stated that the Committee appreciated Ms. Yazzie's efforts over the past few months on these issues and helping to clarify complicated elements. She asked if there were any questions or comments for Ms. Yazzie.

Mr. John Farry inquired as to whether Scottsdale Road BRT could be funded from 5309 New Starts, and compete for the same funding that Light Rail Transit (LRT) used. Ms. Yazzie responded that Scottsdale Road BRT could be funded through a different 5309 funding source for 'Fixed Guideway Modernization.' She further explained that there were three types of 5309 funding sources: New Starts, Fixed Guideway Modernization, and Bus, which was traditionally a funding source for maintenance.

Mr. Farry inquired that if Fixed Guideway Modernization funds were increased someday, would the MAG Region receive credit from FTA for expenditures budgeted and invested in FGM. He also inquired if the increase would occur in FY2015. Ms. Yazzie replied that FGM was formula based on High Occupancy Vehicle (HOV) lane usage calculations. She added that a January 2010 memo from the FTA featured a 'seven year clause', that seven years after operations began on a New Fixed Guideway line, could an interested party request review by the FTA for an increase in FGM.

Mr. Ken Kessler offered further clarification. He mentioned that date for the formula lagged by two years, therefore the request date would occur in 2017. Chair Cotton thanked Mr. Kessler for the clarification.

Chair Cotton called for a motion to approve the action item. Ms. Teresa Huish motioned to recommend approval for the project changes to the transit listing of projects for inclusion in the DRAFT FY2011-2015 MAG TIP. Ms. Rogene Hill seconded, and the motion passed unanimously.

Hearing no further comments, Chair Cotton thanked Ms. Yazzie for her presentation and proceeded to the next item on the agenda.

5. Request for Future Agenda Items

Chair Cotton asked the members of the Transit Committee if there were any issues that they would prefer to be added as future agenda items. Mr. Yabes requested two future agenda items. He requested a discussion on the process for dividing up TIP Preventative Maintenance funds for the region. He also requested that all future TIP process meetings be held exclusively at MAG to encourage more dialogue, and transparency and to reduce duplicate meetings.

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

6. Next Meeting Date

Chair Cotton thanked those present for attending the special meeting for the MAG Transit Committee. She announced that the July 8th meeting had been cancelled and that the next MAG Transit Committee would be held on Thursday, August 12, 2010 at a time and conference room to be determined. There being no further business, Chair Cotton adjourned the meeting at 3:04p.m.

ATTACHMENT ONE

Agenda Item 6

August 4, 2010

TO: Members of the MAG Transit Committee

FROM: Alice Chen, Transportation Planner II

SUBJECT: State of Good Repair Initiative Grant Application Update

The Federal Transit Administration (FTA) made available \$775 million in funding to be used towards improving and maintaining buses and bus facilities. Five applications were submitted from the MAG region with six local/regional operators participating. Projects were presented to the members of Transit Committee at the June meeting but were not ranked or prioritized.

After evaluating the grant submittals, FTA requested that each MPO rated projects based on the criteria set forth in the Notice of Funding Availability. MAG was requested to complete and submit the form along with a signed memo.

The ratings request from FTA included the following five criteria:

1. Planning and Local Prioritization
2. Project Readiness
3. Financial Capacity
4. SGR Demonstration of Need
5. FTA Goals

While MAG supported all the projects that were submitted to FTA for the grant application, the FTA request required that projects were differentiated using the criteria listed above. Projects that were included in the Transportation Improvement Program (TIP) with regional funds rated higher for Planning and Local Prioritization. Projects that would move forward with or without grant monies represented higher demonstration of need. All other criteria were rated "highly recommended" for all projects. The final rating submitted to FTA is attached.

Please feel free to contact me at 602.254.6300 or achen@mag.maricopa.gov with questions or comments.

FY 2010 State of good Repair Bus and Bus Facilities Initiative Scores

- 1-Low
- 2-Medium
- 3-High
- 4-Very High

Grant Number	Applicant Name/ Recipient	Project Description	Federal Amount Requested	Recommended Amount	Primary Project Purpose	FY 2010 Discretionary Funds Received	Planning and Local Prioritization	Project Readiness	Financial Capacity	SGR Demonstration of Need	FTA Goals	Total Rating
10635501	City of Phoenix	The request to procure twenty diesel-electric-hybrid buses with 2010 emissions standards-compliant diesel engines in order to evaluate a future propulsion alternative for the City of Phoenix fleet.	14,537,700	14,537,700	Upgrade Technology for replacement bus purchase	None	4	4	4	3	4	19
16035506	City of Phoenix	The Asset Management Upgrade Project. Strives to improve asset management in two critical areas of the regions transit system fixed route bus stops and amenities and revenue vehicle maintenance	848,000	848,000	Asset Management purchase and upgrade	None	See Below					
10635508	City of Phoenix	The project consists of necessary refurbishments and upgrades to the North and South Transit Operating Facilities to address code issues and current facility needs.	14,920,000	14,920,000	Bus Facilities refurbishment and upgrade	None	4	4	4	4	4	20
10635509	City of Phoenix	This request provides for the acquisition and support for emerging and advanced intelligent transportation technologies. The project includes in -vehicle equipment for the Vehicle Management System	10,979,496	10,979,496	Upgrade Technology	None	4	4	4	4	4	20
10635510	City of Phoenix	Purchase Bus: Purchase up to 68 diesel-electric hybrid and/or compressed Natural Gas buses and to fund up to 29 midlife hybrid battery replacements	33,075,500	33,075,500	Replace existing fleet with new technology	None	See Below					

16035506	RPTA	Web-Based revenue-vehicle management system	344,000	344,000		None	3	4	4	3	4	18
16035506	City of Glendale	Electronic Vehicle Inspection System	24,000	24,000		None	3	4	4	4	4	19
16035506	City of Glendale	Bus Stop and Bus Stop Amenities Database	480,000	480,000		None	3	4	4	3	4	18

10635510	City of Glendale/Mesa/Scottsdale/Tempe/RPTA	Purchase Bus: Purchase up to 68 diesel-electric hybrid and/or compressed Natural Gas buses	30,668,500	30,668,500		None	3	4	4	3	4	18
10635510	City of Glendale/Mesa/Scottsdale/Tempe/RPTA	Fund up to 29 midlife hybrid battery replacements	2,407,000	2,407,000		None	3	3	4	3	4	17

ATTACHMENT TWO

Agenda Item 7

August 4, 2010

TO: MAG Transit Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: TRANSIT PROGRAMMING FOR FY 2011

Through the MAG Committee process starting at the MAG Transit Committee, MAG programs transit projects to be funded with federal funds while working cooperatively with MAG member agencies, the designated grant recipient (City of Phoenix), and the transit operators in the region: City of Phoenix, Regional Public Transportation Authority (RPTA), Valley Metro Rail (METRO), City of Surprise, City of Glendale, City of Tempe, City of Scottsdale, and the City of Peoria.

Fiscal year (FY) 2010 was a transition year for transit programming. In the past, this effort was led by RTPA, and last year, it shifted to MAG. FY 2011 will continue to be a transition year for transit programming in the MAG region focusing on:

- Developing regional transit programming guidelines/priorities/evaluation criteria for federal funds
- Integrating TLCP material changes through the MAG Committee process
- Information gathering on operations, maintenance, and ADA budgets
- Additional regional transit policies
- Finalizing the FY 2011 Transit Program of Projects
- Submitting federal grants to Federal Transit Administration (FTA)
- Discretionary Federal Transit Grant – Regional review process
- Tracking transit project development status and transit service changes as it pertains to the FY 2011-2015 MAG TIP and Air Quality Conformity Analysis

Please refer to the DRAFT schedule below that outlines the course of action for the above mentioned focus areas. It is possible that there may be two groups formed from the MAG Transit Committee: Transit Operators, which would consist only of transit operators in the Region, and a Regional Transit Programming Stakeholders Group that would focus on evaluating and development of programming guidelines.

Transit Program of Projects

What is the Transit Program of Projects? The Transit Program of Projects is a list of transit projects for a fiscal year, in this case FY 2011 that is reconciled with the actual Federal

apportionments and allocations that are approved by Congress. The schedule of when MAG moves forward with the FY 2011 Transit Program of Projects is dependent on Congressional action, but in general, Congress usually approves the apportionments and allocations in the Spring, and then the reconciliation of funds can begin. The 2011-2015 MAG TIP has programmed projects with federal 5307, 5309, CMAQ-Flex funds, and STP-Flex funds in each of the five years to meet projected federal apportionments. Once apportionments are approved by Congress and made available to the public by FTA, MAG will then move forward on reconciling the projects programmed in 2011 with the available funds. The schedule is outlined below; please note that months may vary depending on when Congress apportions the federal funds.

DRAFT SCHEDULE:

<u>Transit Programming- Fiscal Year 2011</u>	
2010	
August	<ul style="list-style-type: none"> ● 12th - MAG Transit Committee: Initial discussion on transit programming for FY 2011 TRC - State of Transit in the Region presentation and discussions
September	<ul style="list-style-type: none"> ● 7th - MAG Transit Committee ● Transit Operators meeting ● Regional Transit Programming Stakeholders meeting* ● MC, TPC, and RC - State of Transit in the Region presentation and <i>discussions</i>
October	<ul style="list-style-type: none"> ● 14th - MAG Transit Committee: Report on Operation, Maintenance, and ADA Budgets and suggestions to preventative maintenance modifications to the 2011-2015 MAG TIP ● MC, TPC, and RC - Regional Transit programming guidelines for federal funds ● Regional Transit Programming Stakeholders meeting*
November	<ul style="list-style-type: none"> ● 9th - MAG Transit Committee - Draft recommendations to modify preventative maintenance projects in the FY 2011-2015 MAG TIP ● Regional Transit Programming Stakeholders meeting*
December	<ul style="list-style-type: none"> ● Regional Transit Programming Stakeholders meeting*
2011	
January	<ul style="list-style-type: none"> ● MAG Transit Committee - Regional Transit Programming guidelines/evaluation for Federal Funds
March	<ul style="list-style-type: none"> ● MAG Transit Committee - Develop Draft FY2011 Transit Program of Projects ● TRC - Draft FY2011 Transit Program of Projects
April	<ul style="list-style-type: none"> ● MC, TPC, RC - Draft FY2011 Transit Program of Projects

*If Needed