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July 2, 2012

TO: Members of the MAG Transit Committee

FROM: Cathy Colbath, City of Glendale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, July 12, 2012 – 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 Eileen Yazzie at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft June 14, 2012 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. Federal Fiscal Year 2012 Transit Program of Projects for Federal Funds and FFY2013-2015 Transit Project Changes

This item is dependent on Congressional approval of funding for the full federal fiscal year (FFY) 2012. If Congress moves forward and the Federal Transit Administration (FTA) publishes the FY2012 Apportionments, Allocations, and Program Information, before July 11, 2012, this item can move forward. If not, this item will be heard at a later time. If progress is made, the funding tables, FFY2012 Transit Program of Projects and related project changes will be sent out prior to the Committee meeting via e-mail, will be posted on the MAG Transit Committee web page, and hard copies available at the meeting.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the June 14, 2012 meeting.

3. For information and discussion.

4. For information and discussion.

5. For information and discussion and possible action to recommend approval to amend and modify the FY 2011-2015 MAG TIP for projects to be funded with federal transit funds for the FFY 2012 Program of Projects.

6. Transit Prioritization Guidelines for Formula Federal Funds

Information was presented at the May and June 2012 Transit Committee meetings, and at a working group meeting on June 11, 2012. A second working group meeting will be scheduled in July 2012. In advance of a July Working Group discussions, information is provided as requested regarding: modifications and suggestions to the DRAFT outline of the Federal Transit Formula Funds Programming Guidelines, information regarding preventive maintenance from 2008-2014, and information from operators quantifying the benefits of funding preventive maintenance.

7. FTA Discretionary Grant Process

At the June 2012 Transit Committee meeting, MAG staff presented an outline for formalizing the Federal Transit Administration(FTA) Discretionary Grant Process. The first step involves working with Transit Operators Working Group in the region to formalize a evaluation criteria for FTAs grant programs. The Working Group will meet on July 10, 2012. The group will utilized last year's evaluation criteria as a starting point. The recommendations from the Working Group will be presented for discussion. Additional information will be made available at the meeting.

8. South Central AA Purpose, Needs, and Goals

METRO staff will present an update on the South Central Alternatives Analysis study. The presentation will include a description of the project purpose, problem statement evaluation methodology and conceptual alternatives.

6. For information and discussion.

7. For information and discussion.

8. For information and discussion.

9. Request for Future Agenda Items

Topics or issues of interest that the Transit Committee would like to have considered for discussion at a future meeting will be requested.

10. Next Meeting Date

The next regular Transit Committee meeting is tentatively scheduled for Thursday, August 9, 2012, at 10:00 a.m. in the MAG Office, Ironwood Room.

Adjournment

9. For information and discussion.

10. For information and discussion.

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

June 14, 2012

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

MEMBERS ATTENDING

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

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

OTHERS PRESENT

Eileen Yazzie, MAG	Ken Kessler, Phoenix
Marc Pearsall, MAG	Mark Melnychenko, Phoenix
Alice Chen, MAG	Tom Callow, METRO/RPTA
Teri Kennedy, MAG	Abhi Dayal, METRO/RPTA
Vladimir Livshits, MAG	Ben Limmer, METRO/RPTA
Jorge Luna, MAG	Bob Antila, Valley Metro/RPTA
Jenna Goad, Glendale	Kammy Horne, URS
Evan Balmer, Mesa	

1. Call to Order

The meeting was called to order at 10:04 a.m. by Chair Cathy Colbath. Chair Colbath welcomed everyone in attendance and announced that a quorum was present. She noted that the following members were joining the meeting by teleconference, Ms. Andrea Marquez of Buckeye, Mr. Ken Maruyama of Gilbert and Mr. Robert Yabes on behalf of Greg Jordan of Tempe. Chair Colbath asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft May 10, 2012 Minutes

Chair Colbath asked if there were any comments or corrections to the Draft April 12, 2012 meeting minutes. Hearing none, Chair Colbath called for a motion to approve the draft meeting minutes. Mr. Mike James of Mesa moved to approve the motion and Ms. Rogene Hill of Avondale seconded, and the motion passed unanimously.

3. Call to the Audience

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

4. Transit Program Manager's Report

Chair Colbath introduced Ms. Eileen Yazzie of MAG who presented her Transit Program Manager's Report. Ms. Yazzie began by noting that the agenda was lengthy and deferred to the agenda. Chair Colbath thanked Ms. Yazzie and asked if there were any questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

5. Phoenix West Alternatives Analysis (AA) Study Recommendations

Chair Colbath requested that Ms. Eileen Yazzie brief the committee on the Phoenix West Alternatives Analysis (AA) Study Recommendations. Chair Colbath noted that the item was on for information, discussion and possible recommendation.

Ms. Yazzie explained that METRO light rail had been managing the Phoenix West Alternatives Analysis (AA) Study and noted that Mr. Tom Callow of METRO was present to answer any technical questions. She advised that Valley METRO Rail, in partnership with the City of Phoenix and the Federal Transit Administration (FTA), initiated a study in May 2007 to analyze potential high-capacity transit (HCT) improvements in the west Phoenix area. As part of the process to request funding from the FTA, the project underwent an Alternatives Analysis (AA) where several modes and alignments were evaluated to address the project's

purpose and need. Ms. Yazzie noted that the Phoenix West AA was accepted by the City of Phoenix Council on May 15, 2012 and the METRO Board of Directors on May 17, 2012.

She explained some of the project elements and that the project limits were separated into two geographic alignment components, specifically the Mainline (I-10) and the downtown Phoenix section near the State Capitol. One section was freeway corridor focused and the other was working within the confines of an historic neighborhood near the capitol. She noted that the purpose of the Alternatives Analysis since 2007 was to develop a recommendation for high-capacity transit improvements in the study area by narrowing towards a preferred alignment as well as technology. She also referred members to the MAG Transit Committee website where they might read the full report produced by METRO.

Ms. Yazzie stated that the Locally Preferred Alternative (LPA) for the Phoenix West corridor, included a light rail alignment, from west to east, with a route recommendation consisting of the mainline via I-10 West; with median to north side running in the freeway corridors, as well as an alignment through the historic St. Matthews neighborhood via Van Buren to Downtown Phoenix from 7th Ave to Capital via a bi-directional, double-trackway on Jefferson. The St. Matthews alignment via Van Buren was agreed upon after heavy public involvement and input with leaders and residents of that neighborhood.

She stated that LRT technology was selected over BRT as it was deemed the most cost effective with more riders (nearly 19,000) and a faster travel time between 79th Ave and Downtown. It was estimated at a \$1.2 billion capital cost with \$17 million in annual O&M.. She reiterated the alignment along I-10 from 79th Avenue to I-17; southbound along I-17 Southbound Frontage Road; east along Van Buren Street to 18th Avenue; southbound along 18th Avenue to Jefferson Street; then east to 7th Avenue along Jefferson Street; and then along the Washington/Jefferson couplet to downtown Phoenix where the line would link with the existing METRO light rail near City Scape and the historic Maricopa County Courthouse.

Ms. Yazzie noted approvals of the project to date. The recommendation for High Capacity Transit Improvements in the I-10 Right-of-Way west of I-17 were passed in April 2008 by the Phoenix City Council, the METRO Board in June 2008, and MAG Regional Council in July 2008. She stated that acceptance for the AA, Locally Preferred Alternative (LPA) and recommendations were also passed by Phoenix City Council on May 15, 2012 and the METRO Board on May 17, 2012.

She further explained that the agenda items' action also presented the inclusion of a potential early action bus program (Corridor Advanced Transit Opportunities-CATO) that consisted of near term improvements and investments to improve existing mobility, enhance transit service, and lay the groundwork for future light rail service within the study area. The last component called for future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process. She concluded the presentation and noted that Mr. Callow was present for any further technical questions. Chair Colbath asked if there were further questions or comments.

Mr. Cook advised that he clearly supports the need for more transit in West Valley, but inquired if the item number 3 within the action was specifically requesting more funding for additional transit along the I-10 west corridor. METRO staff replied in the affirmative. Ms. Clemann inquired further clarification in asking if there were existing funds in the current RTP or TIP associated with items number 2 and 3. Ms. Yazzie noted that there was not. Mr. Callow replied that the intent of both items was to get them into the regional plan so that if new grant opportunities became available or eligible in the future, Valley Metro could apply for those funds in order to implement the advance bus plan for the Phoenix West corridor. Ms. Clemann stated that while she supports the premise of including the advance bus plan, there was concern that additional bus transit funding not already in the RTP and TLCP might cause issues in the future as it may compete with other voter approved regional bus plans included in the RTP, especially with recent operational cuts. Additional discussion followed between Mr. Farry, Mr. Cook, Mr. James, Mr. Hodgins and Mr. Knudson.

Chair Colbath asked if there were further questions or comments. Hearing none, Chair Colbath called for a motion to approve the draft meeting minutes. Mr. Farry moved to approve the motion and Ms. Hill seconded, and the motion passed unanimously.

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

6. Transit Prioritization Guidelines for Federal Funds

Chair Colbath requested that Ms. Eileen Yazzie brief the committee on the Transit Prioritization Guidelines for Federal Funds. Chair Colbath noted that the item was on the agenda for information and discussion.

Ms. Yazzie offered a recap of the most recent working group meeting from the previous week. She noted that progress had been made in establishing Transit Programming Guidelines for Federal Funds. Information was compiled regarding the MAG Performance Measurement Framework, where previous MAG memorandums related to preventive maintenance and structured transit parking, types of federal transit funds and eligible uses, the old RPTA programming guidelines, PM, and transit programming policies/criteria from other agencies were reviewed. She explained that this would help foster an overview of the different effects as well as relationships between the different programs within the region. She stated that if there were still funds leftover at the end of a process, the new guidelines would help identify the process for application and distribution of those leftover funds. She noted that the recent Working Group discussions will be provided at the June Transit Committee meeting as well as another Working Group meeting in July or August.

Chair Colbath asked if there were questions or comments. She inquired about the time line for the process. Ms. Yazzie noted three areas, where July to October would be used for PM Analysis, October and November would be used for technical draft guidelines in order to prepare for 2014-18, which would then occur between November 2012 and February 2013.

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

7. FTA Discretionary Grant Process

Chair Colbath requested that Ms. Alice Chen of MAG present an update on the FTA Discretionary Grant Process. Ms. Chen noted that the agenda item was for information and discussion although there was request for recommendation for approval to Regional Council.

Ms. Chen explained that since 2008, the Federal Transit Administration (FTA) had made available discretionary transit grants to MAG member agencies. While MAG had coordinated the efforts with City of Phoenix and RPTA, the process evolved and had not been formalized. She added that in advance of future grant opportunities, MAG staff was proposing transit committee members formally recommend a process for applying for FTA discretionary grants. The process would include coordination with the MAG Bicycle and Pedestrian Committee in recommending for approval to Regional Council a policy framework, application process, and evaluation criteria. MAG staff was requesting a meeting of the Transit Operators Working Group including a representatives from the Bicycle and Pedestrian Committee, to help draft the evaluation criteria.

Ms. Chen gave further background on the process by again noting that discretionary transit grants available from Federal Transit Administration annually since 2008. During that time there had been increased coordination between member agencies and MAG/City of Phoenix/RPTA. While the projects were evaluated last year for submission, it became evident that there needed to be a formalize process for future grant opportunities, only for discretionary grant funds– not formula funds. She then explained the goals of the FTA Discretionary Grant Process. The first was to work to recommend a formal process to the MAG Regional Council. Subsequently, the process would rank and select projects to be submitted to FTA as part of a regional application. She then discussed various goals and objectives, qualifying criteria, program evaluation criteria state of good repair, bus livability and clean fuels.

She also described the work done over the past few months. The Transit and Bicycle and Pedestrian Committee was solicited for feedback and comment. Additionally, the Transit Operators Working Group (TOWG) included a representative from the Bicycle and Pedestrian Committee, that helped generate discussion on the needed areas as the TOWG reviewed and established evaluation criteria. She said that in July 2012, the Transit/Bicycle and Pedestrian Committee would present draft evaluation criteria from Transit Operators Working Group, then meet again if necessary in order to finalize evaluation criteria based on Committee feedback.

Ms. Chen stated that by August 2012, the Transit Committee would finalize project selection process and evaluation criteria, then recommend to the Transportation Review Committee in August for approval of evaluation criteria and on to Regional Council by September. Ms. Chen then explained the selection process that would begin in November. She stated that the first task would be to review all of the qualifying projects. She noted that all of the projects that

qualify, based upon the listing of agreed-upon qualifying criteria. She said that the list would be brought forward to the Transit Committee in January, where projects are categorized and ranked by the TOWG. by February. The list of recommended projects would be approved by MAG Regional Council, then the MAG/RPTA/COP staff would collaborate to compile final, single, all-in-one draft application for submission to the FTA.

She then summarized proposed goals and objectives: namely to achieve maximum funding for the region; provide funding for projects that have the most benefit to the most number of people—either directly or indirectly. She also detailed proposed qualifying criteria: specifically demonstrating requirements of the program; and local matches as demonstrated by either the: CIP Budget or Letter of Commitment.

Ms. Chen then gave a rundown of the various evaluation criteria such as: state of good repair; section I: demonstration of need; Section II: planning and local & regional prioritization/project readiness; bus livability; Section I: linkage to livability principles; section II: planning and local & regional prioritization/project readiness; Section III: leveraging of public and private investments; clean fuels; Section I: demonstration of need/technological advancement and Section II: planning and local & regional prioritization/project readiness.

Chair Colbath asked if there were questions or comments. Chair Colbath asked if the same Transit Operators Working Group working on the Grant Process was the same group working on the formula process as well as the Bike/Ped Committee. Ms. Chen responded not necessarily, as it depended on which discipline was discussed, as the operators or planners were designated by each member agency, but may indeed still be the same staff person.

Mr. James added that he thought one useful criteria might be to ask if the project advances the goals of Prop. 400. Ms. Chen replied that there was a question within the FTA guidelines that asked if the sample project was indeed a regional priority. Ms. Knudson added that there should be a renewed effort on a consolidated, commitment to a regional application for the next round of applications, as the FTA has been preferring them over individual applications. Ms. Clemann advised that it would be a good idea for a final round of reviews by the Transit Committee prior to submittal to ensure that the committee collectively supported the document, or may adjust it if need be. Ms. Chen replied in the affirmative that it would be brought back for final review by the TC. Ms. Hill advised that the final submittal may align itself with an established MAG region goal or statement to show that it was indeed meeting and satisfying regional objectives. Discussion followed.

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

8. MAG Southwest Valley Local Transit System Study Update

Chair Colbath requested that Jorge Luna of MAG present on the MAG Southwest Valley Local Transit System Study Update.

Mr. Luna began by noting that MAG and consultant URS were halfway through the 12-month study. He explained that the purpose of the study was to identify opportunities and strategies for improving the existing transit service in the Southwest Valley and to develop a short, mid, and long range local transit plan that effectively provided circulation within the Southwest Valley and also connects to the regional transit system. He listed the cities and agencies acting as partners within the study area: Phoenix, Tolleson, Avondale, Goodyear, Litchfield Park, Buckeye, Maricopa County-DOT, RPTA, Metro, and ADOT.

He explained that there were a series of Working Papers, such as WP1 – Project Management Plan, the WP2 – Public Involvement Plan, WP3 – Existing and Future Conditions, and the WP4A – Preliminary Needs Assessment, all which would be available to the public as they become published. He referred to the presentation and a series of integral elements of the study process. He noted that completed so far were data collection and analysis, review relevant studies and plans, existing and future demographic patterns, public input, an online survey, a transit summit that occurred on April 5, and the preliminary needs assessment, with an analysis of travel patterns, and the refined service area. He then gave further detail on the data gathering & analysis, growth trends, employment growth trends, travel patterns, travel pattern summary, and planned transit service coverage.

Mr. Luna noted that within the demographic feedback, work commute and shopping were the most frequently taken trips 4+ times/week, followed by social/recreation/entertainment, with the last priority being medical trips. He then noted the question of how were people getting around. More than 60% drive alone for all trips, with bus use highest for work, high school, college and recreation trips, and most likely to car pool for school, recreation, social, shopping and entertainment trips. Also considered most likely was walking to elementary and high schools. He added that transit usage was factored by responders as: 34% rate current transit service as Good, with 27% rated the current service as Poor. He said that the most important improvements requested were service later at night and on weekends, more frequent bus service, buses should go to more places, and that 70% would use transit if it was convenient.

He further explained survey results that inquired on what types of transit service was convenient. A bus stop within $\frac{1}{4}$ - $\frac{1}{2}$ mile and a wait for a bus of approx. 10 minutes were preferred. Park-and-Ride availability were also priorities. He added that 44% want to spend less than 30 minutes on bus, with 51% willing to spend 30-60 minutes on bus. He referred to sample questions for Southwest Valley transit users such as: what was the ideal local transit system; who and what should be served by the local transit system; and what were the most important connections that needed to be made.

Mr. Luna explained that the Preliminary Needs Assessment looked at current and future population; employment; population/employment density thresholds; income; zero vehicle household; youth; elderly; trip ends (total-home based work); as well as the top five total trip interchanges and top five home based trips. He concluded by noting that a three pronged approach was used to develop transit strategies: data analysis, surveys and the transit summit. He noted next steps included continuing outreach; finalizing survey analysis; scenario modeling; developing service alternatives; financial analysis and the draft plan and final plan.

Chair Colbath asked if there were questions or comments. Mr. Cook noted that it was an excellent presentation and a good study. He inquired if some of the conclusions from the study would include implementation steps. Mr. Luna replied that there would be study implementation scenarios developed with the member agencies regarding transit improvement recommendation as well as funding options. Mr. Cook asked if this may be an element within a future transit funding initiative such as a Proposition 500, as anything beyond Prop 400 was currently unfunded. Mr. Luna replied in the affirmative.

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

9. MAG Northwest Valley Local Transit System Study

Chair Colbath requested that Marc Pearsall of MAG present on the MAG Northwest Valley Local Transit System Study Update.

Marc Pearsall noted that the purpose of the study was similar to that of the Southwest Valley Study presented earlier. The purpose was to identify opportunities and strategies for improving the existing transit service in the Northwest Valley and to develop a short, mid, and long range local transit plan; while also effectively providing circulation within the Southwest Valley and also connect to the regional transit system. He referred to the presentation which gave a history of the project. The studies' origins began with the Sun Cities Area Transit (SCAT) and Maricopa County Special Transportation Services (STS), which was discontinued on December 31, 2010. There was concern about the lack of viable transportation options for residents in the Sun City and Northwest Valley area. An informal group, the Northwest Valley Community Transportation Stakeholders hosted by Benevilla, had been meeting to identify transportation and mobility strategies for the Sun Cities-Northwest Valley area. It was due to a request for assistance in 2011 by this group, that MAG identify transit needs for para-transit, local routes, and circulators, similar to Southwest Valley Local Transit System Study.

Mr. Pearsall said that MAG recommended approval to amend the FY 2012 MAG Unified Planning Work Program and Annual Budget to include up to \$238,000 for a Northwest Valley Local Transit System Study. It was approved through the MAG committee process in August and September 2011. With the Draft RFP completed, ADOT presented MAG with FTA 5304 funding grant for study in November 2011. MAG issued an Request for Proposal (RFP) in January 2012, selected the consultant in April and the project kicked off in May 2012, with a project duration of one year and completion in spring 2013. He noted that Project Management Team included the following communities and agencies: El Mirage, Glendale, Peoria, Surprise, Youngtown, and the surrounding unincorporated portions of Maricopa County which include the communities of Sun City and Sun City West. He added that additional stakeholders would also be identified and included through the public and agency involvement process. Agencies that were participating in this study included the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA-Valley Metro), and Maricopa County. The project consultant, Moore & Associates, featured the team of Jim Moore, Jose Perez, Dan Boyle, Kathy Chambers, and Allison Moore.

Mr. Pearsall then explained that one purpose of the Northwest Valley Local Transit System Study (NWVLTSS) was to provide "best practice" recommendations in the following areas: 1.) recommendations for making the existing or planned transit service more efficient and effective; 2.) a market defined local transit system in the northwest valley for the short, mid, and long range that also connects to regional transit system; 3.) the cost of implementing such a transit system; 4.) funding strategies needed to implement an integrated local transit system; and 5.) an implementation road map. He also noted project highlights, such as to develop a comprehensive, phased, market-defined, fully integrated local transit system plan that effectively connects to the regional transit system. Some other elements discussed were to identify efficiency/effectiveness analysis of existing and future conditions; coordinate the study with on-going regional transit plans and studies; create a phased steps for implementation of plan; identify lifeline level of service for each phase, draft a sound financial plan and most importantly to garner widespread community support for transit service as well as a strong public involvement plan.

He concluded by noting the project's next steps. On June 6-7, 2012, the project management team held local field inspection tours of each community as well as one-on-one meetings. A technical analysis of existing and future conditions would culminate with Working Paper 1. Coordination with on-going regional transit plans and studies would continue. In late August – Fall 2012, the public involvement plan would be implemented with community input. The Public Involvement Plan, Working Paper 2 would be released in early 2013. In addition, in fall 2012 there would be a review of existing and future population, transportation, and land-use conditions, as reported in Working Paper 3.

Chair Colbath asked if there were questions or comments. Brief commentary on the study and the Grand Avenue COMPASS study followed. Mr. Cook added that he was pleased to see all of these transit studies collectively being produced in order to help the region map out its future. Ms. Hill also added that Avondale was very pleased with the study efforts by MAG and the region's coordination for future transportation planning. Chair Colbath thanked Mr. Pearsall and asked if there were any questions or comments. Hearing no further comments or questions, Chair Colbath proceeded to the next item on the agenda.

10. Request for Future Agenda Items

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

11. Next Meeting Date

Chair Colbath thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, July 12, 2012, at 10:00 a.m. in the MAG Office, Ironwood Room. There being no further business, Chair Colbath adjourned the meeting at 11:20 a.m.

ATTACHMENT #1

Agenda Item 6

July 2, 2012

TO: MAG Transit Committee

FROM: Eileen Yazzie, Transportation Programming Manager

SUBJECT: TRANSIT PROGRAMMING GUIDELINES FOR FORMULA FEDERAL FUNDS

Information was presented at the May and June 2012 Transit Committee meetings, and at a working group meeting on June 11, 2012. A second working group meeting will be scheduled in July 2012. The working group will continue to work on developing DRAFT Transit Programming Guidelines for Formula Federal Funds. The focus of the next working group meeting will be on the annual amount/percentage/allocation/etc. for funding preventive maintenance.

In advance of a July Working Group discussions, information is provided as requested regarding:

1. Two DRAFT options for Transit Programming Guidelines for Formula Federal Funds
2. Information about 2008-2014 regional federal funding for preventive maintenance
3. Responses from the City of Scottsdale and City of Phoenix regarding the benefits of funding for preventive maintenance. All transit operators have been contacted and will be submitting their responses by the next working group meeting.

Please feel free to contact myself at 602.254.6300 or eyazzie@azmag.gov with questions or comments.

OPTION #1

DRAFT Federal Transit Formula Funds Programming Guidelines – July 2, 2012

1. Provide Services and Improvements Required by Law

- Supports Federal Requirements

2. Support the Regional Transit Routes as identified in the Regional Transportation Plan (RTP)/Transit Life Cycle Program (TLCP)

- Supports the RTP's priorities

3. Provide fleet replacement and fleet equipment, facilities and facility equipment, and preventative maintenance to support transit operations,

- Supports RTP Vision of System Preservation and Safety
- Supports environmental preservation and system sustainability

ISSUE NEEDS RESOLUTION:

- *Preventative Maintenance policy to support transit operations needs to be agreed too*
 - *Options: 10% (or some %) flex account like MTC's policy, or some other policy*
 - *Additional funds for preventive maintenance, need has to be demonstrated and agreed to, with a plan to continue to fund preventive maintenance locally within 2 years (or another like idea). This is another MTC policy*
- *Is maintenance for facilities, park and ride, transit centers, technology systems, etc. to be funded? Facilities PM is allowable, but whether or not it should come out of the regional pot or an individual entity's PM portion is at question.*

4. Passenger Enhancements, Expansion of Service (non RTP/TLCP), and Connecting Pedestrian/Bicycle Improvements

- Supports RTP Vision of Access and Mobility, and FTA livability goals
- Operations funding not eligible. The exception is for the Avondale-UZA, which is under 200K population; federal funds can/are used for operations at a 50/50 match.
- Pedestrian/Bicycle improvements are eligible under 5307, 5309-FGM and others. All pedestrian improvements located within ½ mile and all bicycle improvements located within 3 miles of a public transportation stop or station.
- Project evaluation and criteria will need to be developed
 - The % funding provided by a local jurisdiction should be included in the evaluation criteria.
 - Maximize use of all funding sources by combining/partnering project funding where possible

OPTION #2

DRAFT Federal Transit Formula Funds Programming Guidelines – July 2, 2012

Phoenix Input (Items listed in order of priority)

1. Provide Services and Improvements Required by Law

- Supports Federal Requirements
- Does not include funding ADA service (10% of 5307 funds can be used for this purpose as a lesser priority below).

2. Preventative Maintenance

- Would support all transit service that is eligible for preventative maintenance funding using 5307 funds. This includes TLCP and non-TLCP funded transit service.
- Would maintain equity in the distribution of formula funds to those who operate and/or fund transit service.
- Would support goal to keep existing transit service on the streets.
- Note: A regional agreement should be established regarding what funding level of formula funds will be allocated to preventative maintenance (i.e. percentage of total formula funds, fixed dollar amount, etc.). This will assist agencies in planning and budgeting for these funds.
- Additionally, with ADA paratransit vehicles transitioning around the region from agency-owned to contractor-owned, additional discussion will be necessary to determine how any preventative maintenance allocations are shared with agencies who operate service and report to NTD, but do not own transit service vehicles.

3. Support Existing Transit Vehicle Replacements

- For vehicles that support both TLCP and non-TLCP funded service.
- For vehicle purchases that are both TLCP and non-TLCP funded.

4. Support Existing Transit Facilities Upgrades/Refurbishments

- For transit facilities that support both TLCP and non-TLCP funded service.
- For transit facilities projects that are both TLCP and non-TLCP funded.

5. Support Expansion Transit Vehicle Purchases (TLCP)

- For vehicles that support both TLCP and non-TLCP funded service.
- For vehicle purchases that are TLCP funded only.

6. Support New Transit Facilities and High Capacity Transit Corridors (TLCP)

- For transit facilities and high capacity transit corridors that support both TLCP and non-TLCP funded service.
- For transit facilities projects and high capacity transit corridors that are TLCP funded.

7. Support funding for ADA Paratransit Service

- 10% of formula funding can be allocated to support ADA paratransit operations.

OPTION #2

DRAFT Federal Transit Formula Funds Programming Guidelines – July 2, 2012

- Note: An allocation formula would need to be developed to equitably distribute formula funds throughout the region for this purpose.

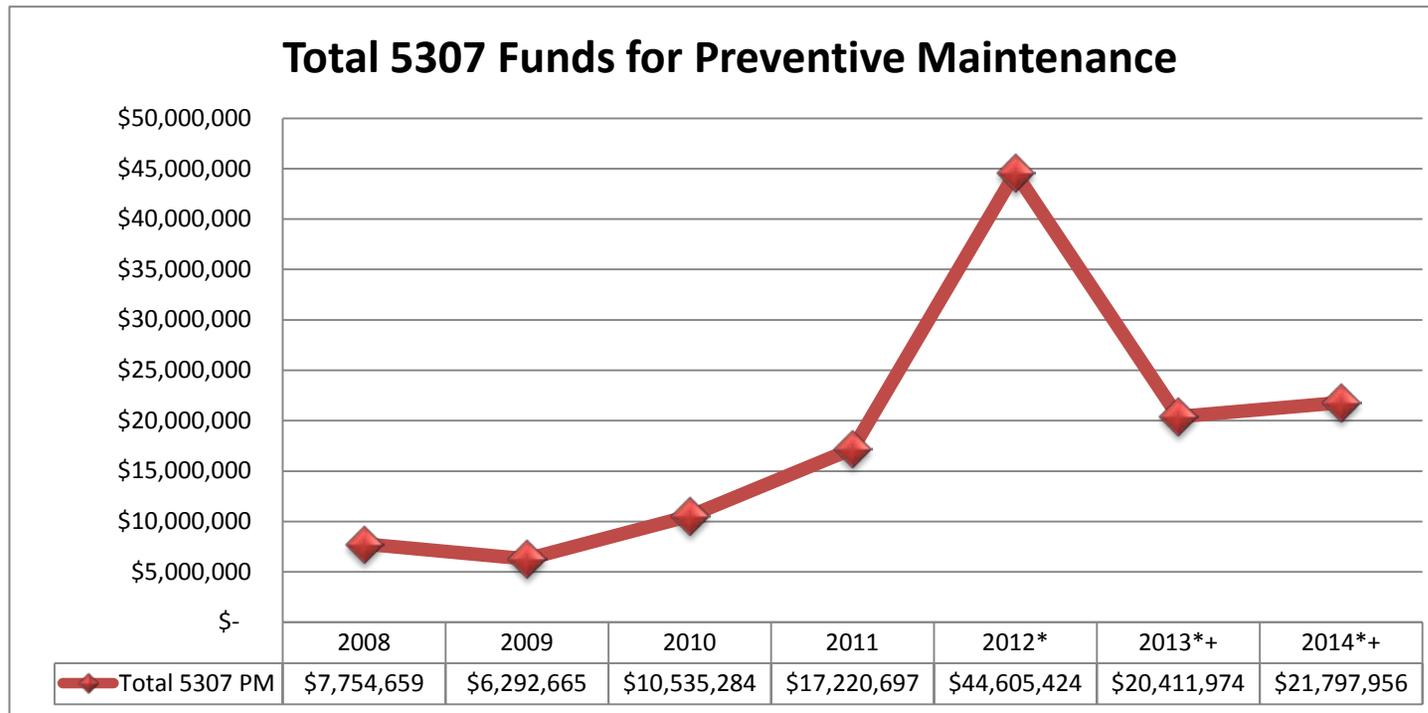
8. Competitive Evaluation Criteria for all other transit and bicycle related projects.

- Support Expansion transit vehicle purchases (non-TLCP)
- Support New transit facilities and high capacity transit corridors (non-TLCP)
- Support connecting pedestrian/bicycle improvements

2008-2014 Regional Federal Funding for Preventive Maintenance							
	2008	2009	2010	2011	2012*	2013*+	2014*+
Glendale	\$ 145,106	\$ 117,752	\$ 197,144	\$ 249,870	\$ 432,824	\$ 209,369	\$ 204,303
Peoria	\$ 48,961	\$ 39,732	\$ 66,522	\$ 93,898	\$ 132,399	\$ 64,786	\$ 62,023
Phoenix	\$ 6,471,232	\$ 5,251,196	\$ 8,791,644	\$ 11,512,033	\$ 25,593,933	\$ 12,039,195	\$ 12,298,649
Scottsdale				\$ 101,081	\$ 301,622	\$ 129,542	\$ 152,811
Surprise	\$ 6,485	\$ 5,264	\$ 8,810	\$ 24,681	\$ 57,582	\$ 25,782	\$ 28,504
Tempe	\$ 115,502	\$ 93,728	\$ 294,645	\$ 1,892,381	\$ 5,818,562	\$ 2,534,066	\$ 2,925,470
Valley Metro Rail				\$ 565,712	\$ 4,236,885	\$ 1,819,672	\$ 2,146,533
Valley Metro/RPTA	\$ 967,373	\$ 784,993	\$ 1,176,519	\$ 2,781,041	\$ 8,031,616	\$ 3,589,562	\$ 3,979,663
Total 5307 PM	\$ 7,754,659	\$ 6,292,665	\$ 10,535,284	\$ 17,220,697	\$ 44,605,424	\$ 20,411,974	\$ 21,797,956
Total 5307 Funding	\$ 47,046,732	\$ 48,567,702	\$ 49,837,006	\$ 52,639,209	\$ 52,639,209	\$ 55,200,000	\$ 57,400,000
% of PM	16%	13%	21%	33%	85%	37%	38%

*Projected Estimates

+ Funding increased through CMAQ Flex through 2012 Closeout



Impact of Funding Preventive Maintenance

Please quantify the question – what does funding for preventive maintenance mean? As the region is looking to establish programming guidelines, one of the main questions that need to be answered is around funding preventive maintenance.

There are general statements that operators can say ‘we saved service’, but at this point, the region is needing to quantify the impact of funding preventive maintenance.

- What have your rates for purchasers been in 2008,2009,2010,2011 and 2012? Has the funding for preventive maintenance made a difference?
- What specific routes have you saved (or which ones are/were next in line to get cut without funding) with the funding for preventive maintenance in 2008,2009,2010,2011 and 2012?
- What specific route frequencies have you maintained at existing-preferred levels (i.e. Route XX was kept at 30min peak/30min off peak; instead of diminished service with 30min peak/60min off peak; etc) with the funding for preventive maintenance in 2008,2009,2010,2011 and 2012?
- Other questions and answers?

City of Scottsdale’s Response

The Scottsdale Transportation department is self funded (no general funds used) as is our transit program. The direct receipt of PM funds, along with the indirect application of PM funds by our contractors to our contracted service, has enabled us to keep a core transit system intact.

- Our PM funds for FY 11-14 are enabling us to fund 19,000 hours of service or almost 12 months of service on two of our three circulator routes – both of which are vital to the City’s tourism program, jobs and connections to regional fixed routes.
- In addition, the PM funds applied by our contractors has reduced our fixed route costs significantly and has enabled us to provide an estimated 45,000 hours of fixed route service or the equivalent of 3/4ths of the one year cost of Route 29 (Thomas Rd.), our most productive route.
- These funds and the reinstatement of LTAF II funds are enabling us to continue service at 2011 level without reducing service hours in FY’s 12-14.

City of Phoenix’s Response

The tables below depict the City of Phoenix’s total bus revenue miles on an annual basis that the preventive maintenance funding has allowed Phoenix to operate. Without this funding, the City of Phoenix would have had to reduce service on the street by a corresponding amount. The City of Phoenix calculated the revenue miles using our average contracted revenue mile rate

and additional operating costs, and the MAG provided PM funding levels per fiscal year.

Also provided is a list of typical bus routes and the annual service miles associated with each. This would provide a good overview of the relative importance of the PM funding. The City of Phoenix has not gone through an exercise to figure which routes they would cut to meet budgetary restrictions. Instead, City of Phoenix has typically figured what service level adjustments (frequency, route length, weekend operation, etc.) are needed to make to balance our budget.

REVENUE MILES FUNDED WITH PREVENTIVE MAINTENANCE		
Years	Preventive Maintenance	Revenue Miles Funded by PM
FY 2007-08	\$ 6,471,232	1,237,329
FY 2008-09	\$ 5,251,196	893,061
FY 2009-10	\$ 8,791,644	1,561,571
FY 2010-11	\$ 11,512,033	1,934,795
FY 2011-12 (Est)	\$ 25,593,933	3,968,052
FY 2012-13 (Est)	\$ 12,039,195	1,791,547
FY 2013-14 (Est)	\$ 12,298,649	1,761,984
Totals	\$ 81,957,882	13,148,339
Average	\$ 11,708,269	1,878,334

REVENUE MILES FOR SELECTED PHOENIX BUS ROUTES	
Route	Annual Revenue Miles
3	595,167
17	699,539
19	871,865
29	724,677
35	748,027
41	835,977
50	519,967
70	945,736
MARY Circulator	207,284
SMART Circulator	109,045