From: Denise McClafferty
To: MAG Staff
Subject: Quorum Changes
Date: Thursday, August 22, 2013 9:33:14 AM

To all MAG staff:

On Wednesday, August 21, 2013, the MAG Regional Council approved the revisions to the MAG Committee Operating Policies and Procedures. These revisions included a change to the quorum requirements for the Management Committee and the other technical and policy committees. The new language regarding the quorum requirement is below. The quorum requirement/change is effective immediately. Those meetings missed prior to the effective date, August 21, 2013, will not be counted. Please feel free to contact me if you have any questions.

In the event that a member agency is absent for three (3) consecutive meetings of the Management Committee or any other technical or policy committee, excluding the Regional Council and the Regional Council Executive Committee, that member/position shall no longer be considered a member for the purposes of calculating the number constituting a quorum. At such time as the member does attend a meeting, that person will immediately again be considered a member for purposes of calculating the number constituting a quorum. In no event may the quorum consist of less than one-third of the voting members of the Committee.

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MARICOPA ASSOCIATION of GOVERNMENTS

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September 5, 2013

TO: Members of the MAG Transit Committee

FROM: Madeline Clemann, City of Scottsdale, Chair

SUBJECT: MEETING NOTICE AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, September 12, 2013 – 10:00 a.m.
MAG Office, Suite 200, Ironwood Room
302 North 1st Avenue, Suite 200
Phoenix, AZ. 85003

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

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

Please be advised that under procedures adopted by the MAG Regional Council on August 21, 2013, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership based on the attendance of the three (3) previous Transit Committee meetings. If the Transit Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Marc Pearsall at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. Call to Order For the September 2013 meeting, the quorum requirement is 10 committee members.	
2. Approval of Draft August 8, 2013 Minutes	2. Approve Draft minutes of the August 8, 2013 meeting.
3. Call to the Audience An opportunity will be provided to members of the public to address the Transit Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transit Committee requests an exception to this limit.	3. For information and discussion.
4. Transit Program Manager's Report Eileen Yazzie, the MAG Transit Program Manager will review recent transit planning activities and upcoming agenda items for other MAG committees.	4. For information and discussion.
5. Northwest Valley Local Transit System Study – Draft Report Final Acceptance Marc Pearsall will provide a status update to the Transit Committee regarding the completed Northwest Valley Local Transit System Study. The purpose of the study is to identify opportunities and strategies for improving the existing transit service in the Northwest Valley and develop a short, mid, and long range local transit plan that effectively provides circulation within the Northwest Valley and also connects	5. For information, discussion and possible action for acceptance of the Northwest Valley Local Transit System Study.

to the regional transit system. Please refer to Attachment #1 for additional information.

6. Job Access Reverse Commute Coordination – Lead Agency Change

Alice Chen and DeDe Gaisthea of MAG will provide a status update. On March 27, 2013, the MAG Regional Council approved the Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 300 of the Guidelines, the programming priorities included allocation for funding for Job Access Reverse Commute (JARC) related activities. Under Section 703 of the Guidelines, it was recommended that the City of Phoenix, the regional designated grant recipient, continue as the lead in the JARC application process, coordinating with MAG Human Services staff and the MAG Elderly and Persons with Disability Transportation Program (EPDT) Ad Hoc Committee. The Fiscal Year 2013 application process was completed in July 2013. The MAG EPDT Ad Hoc Committee held a debrief meeting on August 22, 2013. It was recommended at the debrief meeting, that given the MAG Transit Committee member's backgrounds regarding JARC criteria, that MAG staff, working with the Transit Committee assume the lead for future JARC applications. Please refer to Attachment #2 for additional information.

6. For information, discussion, and possible recommendation to update Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for JARC evaluation process from City of Phoenix to MAG.

7. Regional Competitive Grants – Project Priority Listing and Funding Allocation

Alice Chen will provide a status update. On March 27, 2013, the MAG Regional Council approved The MAG Regional Programming Guidelines for Federal Transit Formula Funds. Per Section 701 of the Guidelines document, it was recommended that any unprogrammed funds in the Phoenix-Mesa Urbanized Area be utilized through a competitive evaluation process. The process began in February 2013. Eight projects were submitted for consideration

7. For information, discussion and possible recommendation to approve the 1) Project priority listing, 2) funding allocation and 3) updates to the Transportation Improvement Program and as appropriate, to the Regional Transportation Plan 2010 Update.

of funding. The Evaluation Committee met on April 24, 2013 to review staff presentations and recommend a list of priority projects. At the April 24, 2013 meeting, there were no available funds to be programmed towards the projects submitted. On August 21, 2013, MAG Regional Council approved the deletion of a duplicate Transit Life Cycle Program (TLCP) Project which made available $3.9 million dollars in FY2013 funds. The Evaluation Committee met on August 12, 2013 to discuss funding of the projects. Please refer to Attachment #3 for the recommended priority list and funding allocation.

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.

8. For information and discussion.

9. Next Meeting Date

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

9. For information and discussion.

Adjournment

DRAFT MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

August 8, 2013
Maricopa Association of Governments; Ironwood Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

*ADOT: Nicole Patrick
*Avondale: Rogene Hill
#Buckeye: Andrea Marquez
Chandler: Jason Crampton for RJ Zeder
El Mirage: Sue McDermott
Gilbert: Leslie Hart
Glendale: Matthew Dudley for Cathy Colbath
Goodyear: Cato Esquivel
Marciopa: David Maestas
Maricopa County DOT: Mitch Wagner
Mesa: Jodi Sorrell
*Paradise Valley: Jeremy Knapp
Peoria: Maher Hazine
Phoenix: Maria Hyatt
#Queen Creek: Chris Anaradian
Scottsdale: Madeline Clemann, Chair
Surprise: David Kohlbeck
Tempe: Robert Yabes
*Tolleson: Chris Hagen
Valley Metro: Wulf Grote
Youngtown: Grant Anderson

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

OTHERS PRESENT

Eileen Yazzie, MAG
Marc Pearsall, MAG
Margaret Boone, MAG
Alice Chen, MAG
DeDe Gaisthea, MAG
Sarath Joshua, MAG
Jeff Martin, Mesa
Dianna Evans, Phoenix
Ken Kessler, Phoenix
Kini Knudson, Phoenix
Ben Limmer, Valley Metro
Deron Lozano, Valley Metro
Mike Sabatini, Baker

1. Call to Order

The meeting was called to order at 10:06 a.m. by Chair Madeline Clemann. She welcomed everyone in attendance and announced that a quorum was present. She noted that two members were joining the meeting by teleconference; Andrea Marquez of Buckeye, and Chris Anaradian of Queen Creek. Chair Clemann asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft June 13, 2013 Meeting Minutes

Chair Clemann asked if there were any comments or corrections to the Draft June 13, 2013 meeting minutes. Hearing none, she called for a motion. Mr. Hazine moved to approve the motion, Mr. Anaradian seconded, and the motion passed unanimously. Chair Clemann then proceeded to the next item on the agenda.

3. Call to the Audience

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

4. Transit Program Manager's Report

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

Ms. Yazzie noted that she had a few items to present. She noted that the new Southeast Valley Local Transit System Study RFP was recently released and that the project was jointly managed by MAG and Valley Metro. She added that Ms. Alice Chen had recently distributed a meeting notice for 5307 (in the amount of $3.9 Million) scheduled for Monday August 12th at 1:30. She explained that the item would be back to Transit Committee in September.

Ms. Yazzie also welcomed Mr. David Maestas from the City of Maricopa. She noted that he would be representing one of MAG's newest member agencies. Chair Clemann thanked Ms. Yazzie for her report and moved onto the next item on the agenda.

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

Chair Clemann requested that Eileen Yazzie present an update to the committee on the Sustainable Transportation Land Use Integration Study – Recommendation, Findings and Tools.

Eileen Yazzie said that she would provide an update to the Transit Committee on the Sustainable Transportation Land Use Integration Study (ST-LUIS). She said that her presentation would review the outcomes of the scenario modeling exercises, the study's recommendation of place types for high capacity transit and walkable communities, the local/community evaluation tool, the regional high capacity corridor evaluation process, and the overall recommendations and findings.

She noted that the item was on the agenda for information, discussion, and recommendation to accept the recommendation, key findings, and the three tools: 1) place types, 2) local toolkit, and the

3) regional high capacity transit corridor evaluation and scenario planning process of the Sustainable Transportation and Land Use Integration Study. She referred the members to Agenda Item #1 for further information. She said that all of the materials were also posted on the bqaz.org website under the Study's section tab. The presentations from the ULI panes, the Stakeholder meetings, findings from the different study components were also located on the web page.

Ms. Yazzie began her PowerPoint by explaining the uniqueness of the ST-LUIS was the holistic approach taken to investigating transit's potential, by integrating real estate market analysis with transit corridor assessment and ridership modeling. The Study's focus on transit and supportive land use is joined up with recommendations for creating compact walkable places throughout the region. She said that ST-LUIS asked how the region can move toward sustainable transportation in the following ways: reflect market reality; recognize the high cost of high capacity transit, and were consistent with the values and aspirations of member communities.

She summarized that the ST-LUIS study began in 2010 with an in depth, 2 ½ year effort amongst the stakeholder agencies and the general public. The study was completed in three phases: research and analysis, scenario planning and modeling, and the development of local and regional tools. The study was complemented by nine stakeholder activities. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities.

Ms Yazzie further explained that based on the ST-LUIS investigation of market realities and research findings, and the study's testing of high capacity transit (HCT) scenarios in the MAG region, the overarching recommendation from the ST-LUIS was to provide a high quality, productive transit system supported by compact walkable and transit-oriented places. The Study's key findings were: 1) TOD demand will be driven by projected regional growth in population and jobs, and supported by demographic shifts, 2) transit-supportive and compact walkable development is achievable, with distinct opportunities in different parts of the region, 3) targeted corridor modifications improve transit productivity, 4) regional transit mode share and regional access increase with a mix of LRT and upgraded bus services, and 5) existing conditions drive the pathway for future HCT service.

She said STLUIS was rooted on the projected demand for transit oriented development (TOD), which projects that in a future of 8.3 million people, 1 million (12%) would be the market for TOD; as well as a quarter, 1.1 million jobs from a future 4.4 million jobs would drive the TOD employment demand forward. Mobility solutions were needed throughout the region, but limited parts of the region can support TOD and HCT in the near term. She reminded the members that sustainability depended on 1.) productive investments; and 2.) responsiveness to the needs of people and businesses. She also noted that there was genuine enthusiasm for transit orientation and investment in the MAG region, but that the realities of sustainability means that there was not a one size fits all solution, nor would there be a guarantee of future federal funding levels, which added to the uncertainty of the endeavors.

Ms. Yazzie noted that back in February of 2012, the MAG STLUIS study team questioned the private and public in a panel setting for input on strategies for local agencies to consider. This integrated the information we had gathered, and put it into a 'tool' for local and regional agencies to use in evaluating corridors, places, and areas. It was based on limited Market Demand and

provided a variety of sustainable transportation options including compact walkable and transit served. This component was presented in October 2012 and the final product was available in February 2013. It identified areas by their planned land use and transportation system characteristics, which an emphasis on "Synching up" with local and regional investment, planning and management decisions that support sustainable transportation.

She further explained the Community Pathways to Sustainable Transportation Interactive Tool, which featured elements such as pathway choices, place type profiles, place type dashboards and reference materials. She added that the place type director integrated the information MAG had gathered, and allowed agencies throughout the region to use as a guide on different development patterns, prototypes and attributes for associated land use to support sustainable transportation options. She concluded that successful outcomes were heavily tied into the tool.

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

As part of the scenario planning exercise, the STLUIS created 3 place types: Compact Walkable, Transit Served, and High Capacity Transit (HCT) Oriented were created to reflect threshold densities and development patterns supportive of different transit modes. The land uses and were "applied" to station areas (½ mile) in the scenario planning process. Transit service and capital investments included in each scenario was derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity. She referred to her presentation to note brief summaries of each scenario:

1.) Enhanced Transit Scenario - The Enhanced Transit Scenario reflected a moderate expansion of the MAG Base Case scenario transit network (the RTP 2035 Network), as well as a reallocation of total regional growth to specify transit-oriented development (TOD) consistent with the ST-LUIS place types within one half mile of transit stations ("station areas"). The scenario includes 10 LRT, streetcar, and commuter rail corridors (including eight service corridors and two commuter rail corridors). 2.) Transit Supply Scenario - This scenario reflected a very generous expansion of the Base Case scenario transit network, as well as a reallocation of total regional growth to direct transit-oriented and compact walkable development to station areas. This scenario includes all 44 corridors including LRT, BRT (mixed flow running, similar to the LINK), streetcar, and commuter rail corridors.3.) Refined Transit Supply Scenario - This scenario was generated after Scenario 1 and Scenario 2 were completed. The scenario tests a transit network that is more extensive than that of Scenario 1, but less extensive compared to Scenario 2. Transit network and land use assumptions were revised with the aim of increasing network productivity and reflecting constraints to HCT-supportive densities in some locations. This scenario included 25 corridors including LRT, BRT (mixed flow running, similar to the LINK), streetcar, and commuter rail corridors.

She concluded by saying that the study recommendations, findings and tools had set the stage for the region to move toward more sustainable transportation options. She added that this was

accomplished by evaluating regional projects that support sustainable transportation, jump start the regional transportation plan process, consider upgrading transit services, and support municipal actions.

Ms. Yazzie again noted that the item was on the agenda for recommended approval. After brief discussion by the members, the action was amended to read as follows: for information, discussion, and possible recommendation to accept the Sustainable Transportation Land Use Integration Study recommendation, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration process, including evaluation criteria as appropriate.

Chair Clemann asked if there were any questions or comments. Mr. Anderson commented on scenario 3, Mr. Grote complimented the study and commented on land use scenarios, and Chair Clemann and Matthew Dudley thanked Eileen.

Chair Clemann asked if there were any further questions or comments. Hearing none, she called for a motion. Mr. Hazine moved to approve the motion, Mr. Anderson seconded, and the motion passed unanimously. Chair Clemann thanked Ms. Yazzie and asked if there were any further questions. Hearing no further comments, Chair Clemann proceeded to the next item on the agenda.

6. Avondale-Goodyear UZA Formula Funds

Chair Clemann requested that Ms. Chen present an update to the committee on the Avondale-Goodyear UZA Formula Funds agenda item.

Ms. Alice Chen presented an update on the MAG Regional Transit Programming Guidelines, which was approved by Regional Council on March 27, 2013. In Section 702 of the guidelines, it was recommended that the programming of Avondale-Goodyear UZA funds would be addressed during working group discussions comprising members of the UZA and any other impacted member agencies. MAG staff, working with the designated recipient – the City of Phoenix, the Regional Public Transit Authority, and Avondale-Goodyear UZA communities, convened the Working Group a total of four times. She noted that the group reached a consensus on the utilization of the funds and referred the members to attachment #2 for additional information. She added that the item was on the agenda for information, discussion, and possible recommended approval of the utilization of the Avondale-Goodyear UZA formula funds, updates to the TIP and any to Regional Transportation Plan as appropriate.

She then explained the background of the agenda item. The working group agreed to program the UZA for projects in Fiscal Years (FY) 2013-2015, with future years to be discussed as necessary. The general programming principles were outlined as well as the cost details: 1.) Provide services and improvements as required by law - includes Transit Security and Transit Enhancements; 2.) Fund Preventive Maintenance/Operations - fund ZOOM operations cost at 50 percent. 3.) Support the Transit Life Cycle Program (TLCP) capital bus program - with a total of 10 buses are currently allocated for service in the Avondale-Goodyear UZA. This included 6 express buses operated by RPTA and 4 local buses operated by City of Phoenix. Two buses were programmed for replacement in FY2013 and one per year thereafter. 4.) Fund Additional Projects. She added that this included

both additional operating costs and capital bus requirements for the following services: a.) Route 3 - Increase service to 30 minute frequency; b.) Route 17A - Increase service to 30 minute frequency c.) Route 17A - Extend service to Estrella Pkwy/Pebble Creek Pkwy at 30 minute frequency.

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

Ms. Chen summarized that the item was on the agenda for information, discussion and possible action to recommend approval of the project changes to the MAG FY2011-2015 Transportation Improvement Program related to the reallocation of $3,721,455 of unspent federal ARRA funds to operations.

Chair Clemann asked if there were any further questions or comments. Hearing none, she called for a motion. Mr. Dudley moved to approve the motion, Mr. Esquivel seconded, and the motion passed unanimously. Chair Clemann thanked Ms. Chen and asked if there were any further questions. Hearing no further comments, Chair Clemann proceeded to the next item on the agenda.

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

Chair Clemann requested that Ms. Gaisthea continue with update to the committee on the FY 2013 FTA Section 5307 Job Access and Reverse Commute Eligible Projects Priority Ranking agenda item.

Ms. DeDe Gaisthea of MAG provided an update on the priority ranking for the FY 2013 FTA Section 5307 Job Access and Reverse Commute eligible projects which included the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. She added that the MAG Elderly and Persons with Disabilities Program Ad Hoc Committee was tasked with the development of the priority rankings. The rankings would then move through the MAG Committee process for final approval from the MAG Regional Council for inclusion into the TIP. She referred the members to attachment #3 for additional information. She also noted that the item was on the agenda for information, discussion and possible recommendation to approve 1) the priority listing, 2) inclusion of the list of projects in the FY 2013 program of projects, and 3) amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

She then walked the committee members through her agenda item. She said that when MAP-21 went into full effect October 1, 2012, authorizing programs through 2014-Revisions: the New Freedom 5317 (projects beyond ADA services) was repealed and now consolidated as an eligible program under Enhanced Mobility of Seniors and Individuals with Disabilities (5310). She said that there was no longer a single 5310 apportionment to the state; and now apportionments specifically for large urbanized, small urbanized and rural areas. She added that Designated Recipients needed to be officially designated in large Urbanized Areas, with 200,000 in population. She noted that funds

could not be awarded until the DR was on file with the FTA regional office, and as required by FTA guideline as the MPO, MAG was initiating the process for a Designated Recipient (DR) for the region.

Ms. Gaisthea further explained the Job Access Reverse Commute/5310 Elderly and Persons with Disability Program Update. She said that the New Freedom 5317 (projects beyond ADA services) was repealed and now consolidated as an eligible program under Section 5310, newly named the Enhanced Mobility of Seniors and Individuals with Disabilities. She stated that under SAFTEA-LU, the MAG region was allocated $1.8 million in FY 2012 specifically for JARC eligible projects. With the passage of MAP-21, JARC the dedicated funding was repealed. However, she said that JARC projects were eligible under 5307 formula funds and that MAG has concluded the DR process for the Section 5310 Program.

She noted that in February 2013, MAG Regional Council approved City of Phoenix assume the role of Designated Recipient for the 5310 program previously held by the Arizona Department of Transportation. Under Section 703 of the Federal Formula Transit Programming Guidelines recommended for approval by Transit Committee on February 14, 2013, it was recommended that City of Phoenix coordinate both programs. She said that the City of Phoenix would lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.-Sent out notification to applicants once approved by RC.

She concluded that all remaining projects met JARC requirements and addressed the criteria of addressing the needs of work related transportation for low-income individuals, utilizing the normalizing formula ensured the evaluations score from the committee was taken into consideration in calculation the funding amount.

Ms. Gaisthea concluded her presentation and noted that the item was on the agenda to: Recommend to approve 1) the priority listing, 2) inclusion of the listing of project in the FY 2013 program of projects, and 3) amendments and administrative modifications to the FY 2012-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate.

Chair Clemann thanked Ms. Gaisthea and asked if there were any questions. Comments were provided by Mr. Esquivel regarding $1.8 million vs the $1.5 million in Item 6. Ms. Yazzie replied that the 5307 JARC process has different criteria than the other funds were being sent over the ADOT for use in the small UZA statewide pot, as they were not interchangeable. Mr. Anderson commented on the scoring-allocation process of funds. Chair Clemann recommended that MAG reconsider how the funding is allocated for next year and that MAG work with the members to ensure that the process for next year can ensure that projects are more regionally beneficial.

Chair Clemann asked if there were any further questions or comments. Hearing none, she called for a motion. Ms. Hyatt moved to approve the motion, Mr. Crampton seconded, and the motion passed unanimously.

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

8. MAG Strategic Transportation Safety Plan

Chair Clemann requested that Ms. Margaret Boone present an update to the committee on the MAG Strategic Transportation Safety Plan agenda item.

Ms. Boone of MAG presented a brief introduction to the Transit Committee regarding the Strategic Transportation Safety Plan (STSP) and stated that the item was for information and discussion only. She noted that the MAG 2013 Work Program identified a project to develop a comprehensive Strategic Transportation Safety Plan (STSP). She explained that the previous STSP was developed in 2005 and was in need a revision and referred the members to her PowerPoint presentation.

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

Ms. Boone briefly explained the elements of the Study Objectives. She noted that they were to: 1.) Develop a comprehensive Strategic Transportation Safety Plan (STSP); 2.) Update previous STSP adopted by MAG in 2005; 3.) Establish regional vision, goals, objectives, strategies, countermeasures and performance measures for transportation safety; 4.) Coordinate with the Arizona Strategic Highway Safety Plan and 5.) Provide input to MAG NextGen Regional Transportation Plan.

She briefed the committee through her presentation and referred to the ten tasks within the TSSG and STSP: Task 1 – Transportation System Performance and Available Resources; Task 2 – Establish Regional Vision and Goals for Transportation Safety; Task 3 – Emphasis Areas, Potential Strategies, and Performance Measures; Task 4 – Network Screening Methodologies for Prioritization of Road Safety Needs**;** Task 5 – Incorporating Safety in the Regional Transportation Plan; Task 6 – Develop a Strategy to Incorporate Safety Enhancements in Road Projects; Task 7 – Improving Safety via Traffic Operations and Technology Solutions; Task 8 – Monitoring & Reporting on System Performance & Program Effectiveness; Task 9 – Implementation Plan 2015-2025; and Task 10 – Draft Final Report, Executive Summary and Presentations

Ms. Boone thanked the committee members. She solicited interest in those who wish to assist and participate in the TSSG and that they should contact her for further information. Chair Clemann thanked Ms. Boone and asked if there were any questions. Mr. Anderson, Mr. Grote and Mr. Dudley added comments on the value of the study and the importance of bike/ped safety in aging communities as well as with increased transit usage in the Valley.

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

9. Quarterly Status Report on Federal Grant Activity

Chair Clemann introduced Mr. Ken Kessler of the City of Phoenix Transit Department and noted that he and his staff were available to answer committee questions for the Quarterly Status Report on Federal Grant Activity ending with June 30, 2013. Chair Clemann asked if there were any questions or comments on the agenda item. Hearing no further comments, Chair Clemann proceeded to the next item on the agenda.

10. Request for Future Agenda Items

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

11. Next Meeting Date

Chair Clemann thanked those present and she announced that the next meeting of the MAG Transit Committee would be held on Thursday, September 12, 2013 at 10:00 a.m. in the MAG Office, Ironwood Room.

There being no further business, Chair Clemann adjourned the meeting at 11:18 a.m.

ATTACHMENT #1

Agenda Item 5

Agenda Item #5

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY… for your review

DATE:
September 5, 2013

SUBJECT:
Northwest Valley Local Transit System Study Recommendations

SUMMARY:
The Northwest Valley Local Transit System Study (NWVLTSS) was launched in April 2012 to investigate what a future transit system for the Northwest Valley area would look like. The study has finalized and staff is requesting acceptance of the study findings, recommendation and plan.

In recent years, the Northwest Valley has exhibited rapid growth. Communities have seen their populations double or triple in size in less than a decade and the Northwest of the MAG Region now exceeds approximately 600,000. These increases in growth have also resulted in increased demand for transit service. The purpose of the Northwest Valley Local Transit System Study is to develop a three-phased plan that identifies short-, mid-, and long-range strategies for local transit. The time-frames are identified as what can be accomplished in the short-range (0-5 yrs), mid-range (5-10), and long-range (10-15+ and beyond). These horizon years help organize planning efforts and are subject to funding availability. Ultimately, the plan arising from this study will serve as a blueprint for a sustainable and market-based local transit system that ties into the regional transit network.

The study area includes the communities of Buckeye, El Mirage, Surprise, and Youngtown, and portions of Glendale, Peoria and unincorporated Maricopa County, as well as the unincorporated communities of Sun City, Sun City West and Sun City Festival in the northeastern area of the town of Buckeye.

The study had two major phases. The first was to identify potential efficiencies in the current service. The second was to develop a comprehensive, market-defined, local transit system plan that meets the internal mobility needs of the sub-area and ties the sub-area to the overall regional transit system. The study took a six task approach in developing its recommendations: Task 1 - Project scope refinement and Project Management Plan; Task 2 - Public involvement process (1 year; over 35 meetings); Task 3 - Analyze existing and future population, Transportation, land-use conditions and socioeconomic data; Task 4 - Develop Northwest Valley local transit service needs: short-, mid-, and long-range; Task 5 - Financial analysis; and Task 6 - Developing and recommend a Northwest transit system plan.

The study presented an approach and potential funding requirements for developing transit service in the Northwest Valley over time that responds to local travel patterns and is reasonably cost-effective. Proposed recommendations include instituting new and expanding current neighborhood circulators, implementing major north-south routes as well as major east-west routes, implementing flexible transit service in certain areas, and providing the required complementary Americans with Disabilities Act (ADA) paratransit service.

Additional recommendations included creating a local volunteer drive program in Sun City Festival, modifying existing Glendale and Peoria transit routes to better align with a consolidated express route, extend Valley Metro service into Sun City and increasing frequency on a route serving Banner Boswell Medical Center. Recommendations also included creating a regional partnership among cities and identifying funding sources and future planning guidance.

Please see the attached Executive Summary for more details. Detailed information on the recommendations can be found on the MAG project website at: http://www.azmag.gov/Projects/Project.asp?CMSID=4206

PUBLIC INPUT:

The study incorporated a continuous twelve month public involvement process which included an online and intercept surveys, over 35 public meetings, multiple open houses, and presentation before various Councils and Boards of participating study members and stakeholders.

PROS & CONS:

PROS: This study provides a detailed evaluation for expanding and implementing transit service in the Southwest Valley for the short-, mid-, and long-range.

CONS: NONE.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resulting transit service study will identify capital and operating requirements, needs based service options, and funding opportunities for transit service in the Northwest Valley.

POLICY: The Northwest Valley Local Transit System Study provides decision-makers in the Northwest Valley with a comprehensive perspective on the needs and opportunities as well as the cost implications of implementing transit service.

ACTION NEEDED:

Information, discussion, and recommendation to accept the recommendations and findings of the Northwest Valley Local Transit System study.

PRIOR COMMITTEE ACTIONS:

The MAG Transit Committee on September 12, 2013 was the first committee to hear the pending action.

CONTACT PERSON:

Marc Pearsall, MAG (602) 254-6300.

Northwest Valley
Local Transit System Study

EXECUTIVE SUMMARY

JUNE 2013

Purpose and Overview

The Maricopa Association of Governments (MAG) commissioned the Northwest Valley Local Transit System Study to assess mobility needs within and around the Northwest Valley. The study area included the communities of El Mirage, Glendale, Peoria, Sun City (Maricopa County), Sun City Festival (in the Town of Buckeye), Sun City Grand (in the City of Surprise), Sun City West (Maricopa County), Surprise, and Youngtown. Collectively, these communities have experienced significant population growth across the past decade and are now home to more than 600,000 residents. The communities worked with MAG to identify transit needs in the Northwest Valley and develop practical, sustainable solutions.

City of El Mirage Arizona — Grand Heritage, Bright Future! · Glendale · Maricopa County · City of Peoria · Surprise Arizona · Town of Youngtown Arizona · Valley Metro

KEY NEEDS IDENTIFIED

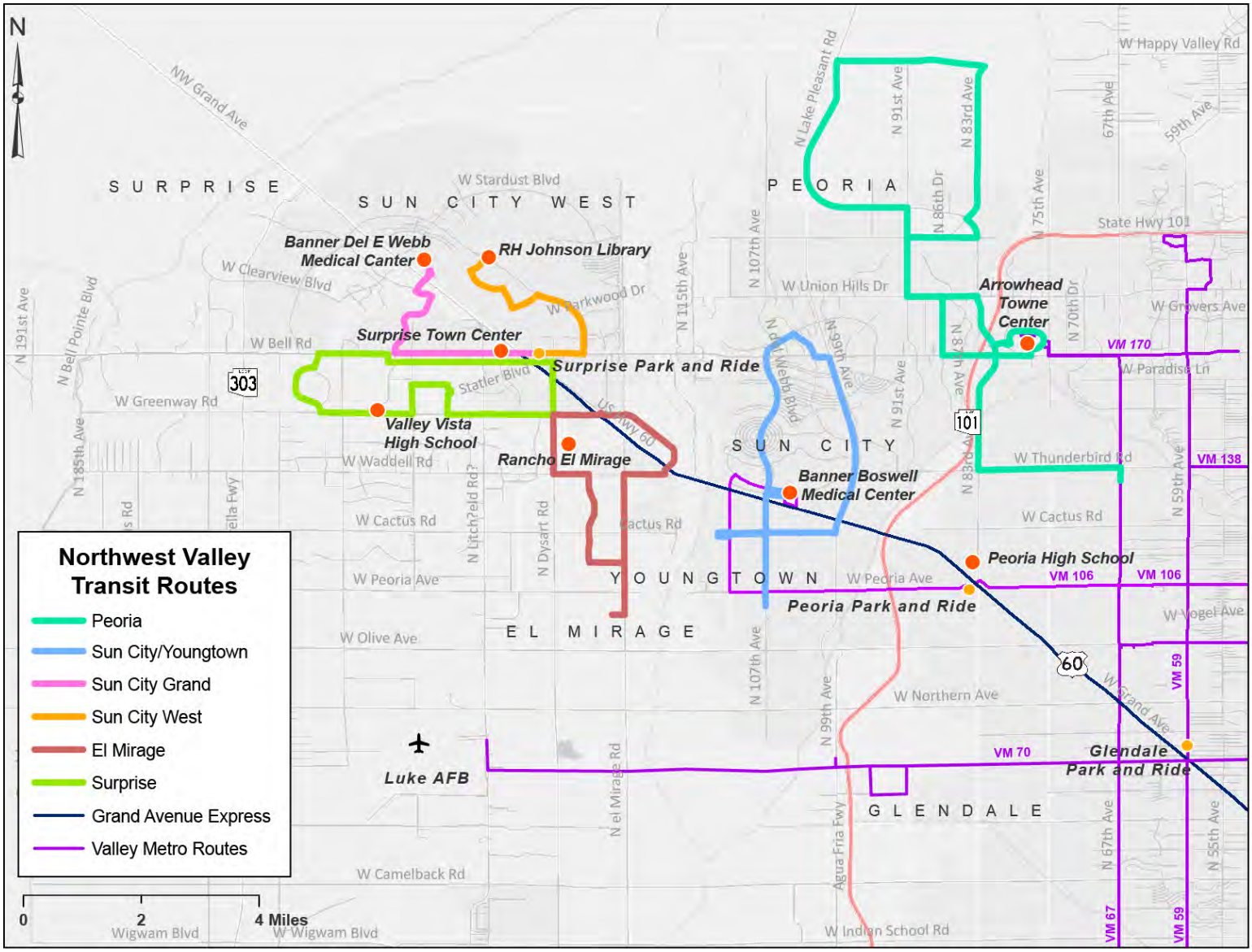
Input from current and potential transit riders was a fundamental ingredient in assessing mobility needs along with the development of practical recommendations. This input was gathered through surveys and community workshops by which residents and stakeholders could share their thoughts and perspectives on possible future transit service in the Northwest Valley.

Between September 2012 and February 2013, more than 2,600 online and mail-in surveys were collected from residents across the study area. Supplementing these surveys were 25 community meetings held throughout the Northwest Valley that allowed MAG and its partners to provide project details to attendees as well as record feedback. Through these extensive outreach and collaboration efforts, some of the preferred transit priorities and solutions included:

- Improved access local retail centers and healthcare centers via public transit,
- Local circulators as a means of addressing intra-community mobility needs, and
- Improved transit service to destinations beyond the Northwest Valley, especially downtown Phoenix and Sky Harbor Airport.

ADDRESSING IDENTIFIED NEEDS

The recommendations described on the following pages were developed to most effectively address the needs identified during the public involvement process while working within the framework of existing and/or proposed funding. With an eye toward practicality, the recommended improvements are proposed to occur in phased near-, mid-, and long-term time frames.

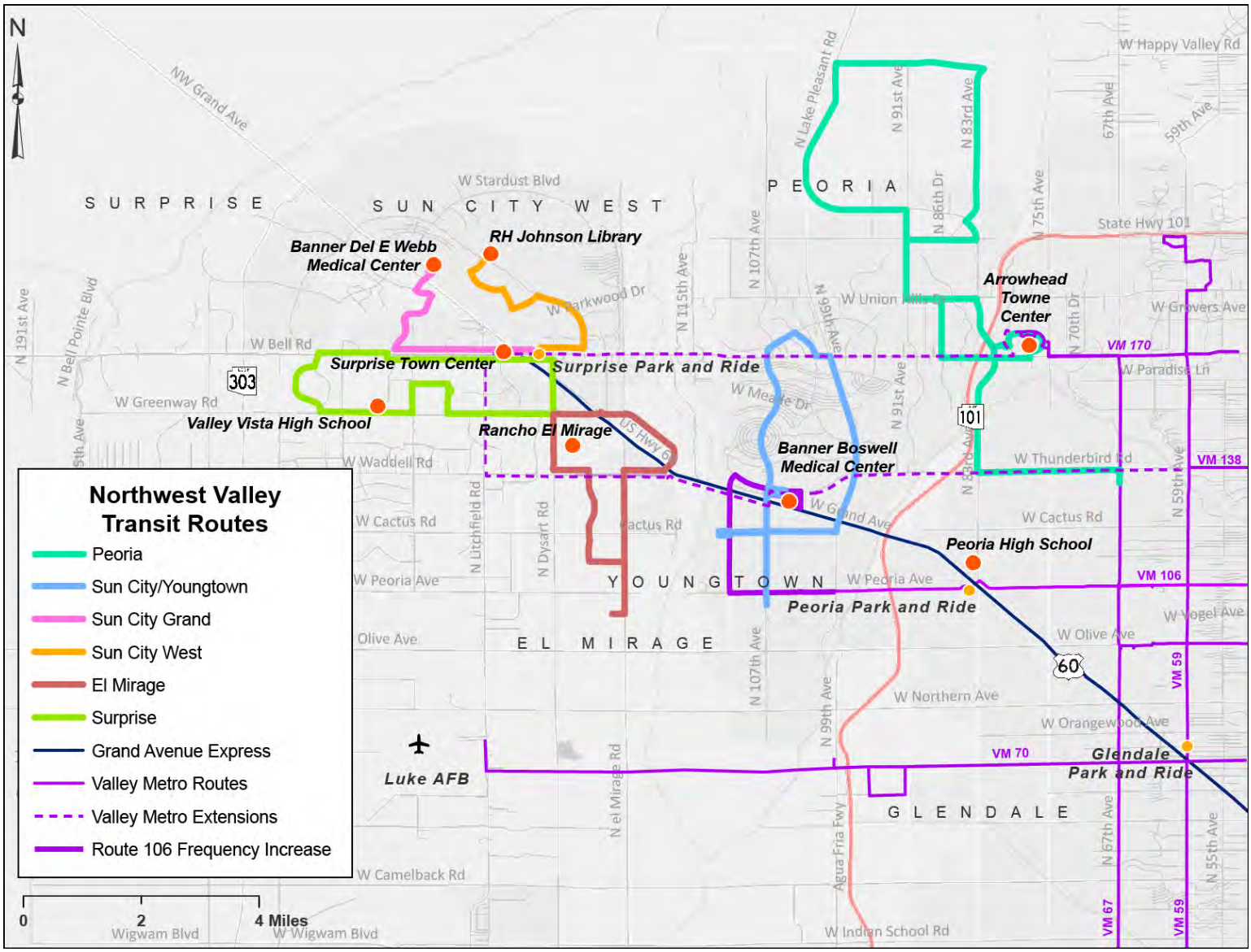


NEAR-TERM RECOMMENDATIONS

Our near-term recommendations provide relatively inexpensive and easily-implementable tactics to enhance transit service within the Northwest Valley across the next five years. These recommendations include:

- Create six local circulators that serve existing trip generators within the Northwest Valley.
- Establish an Intergovernmental Cooperative Agreement among the communities of El Mirage, Glendale, Peoria, Surprise/Sun
- City Grand, Sun City, Sun City West, Sun City Festival (in the Town of Buckeye), and Youngtown to address administrative and funding activities for enhancing local transit service throughout the Northwest Valley.
- Combine Express Routes 571 and Grand Avenue Limited into a single route, while also increasing its span-of-service to include mid-day hours.
- Continue the Northwest Valley Dial-A-Ride (DAR) program and adjust specific services where needed.

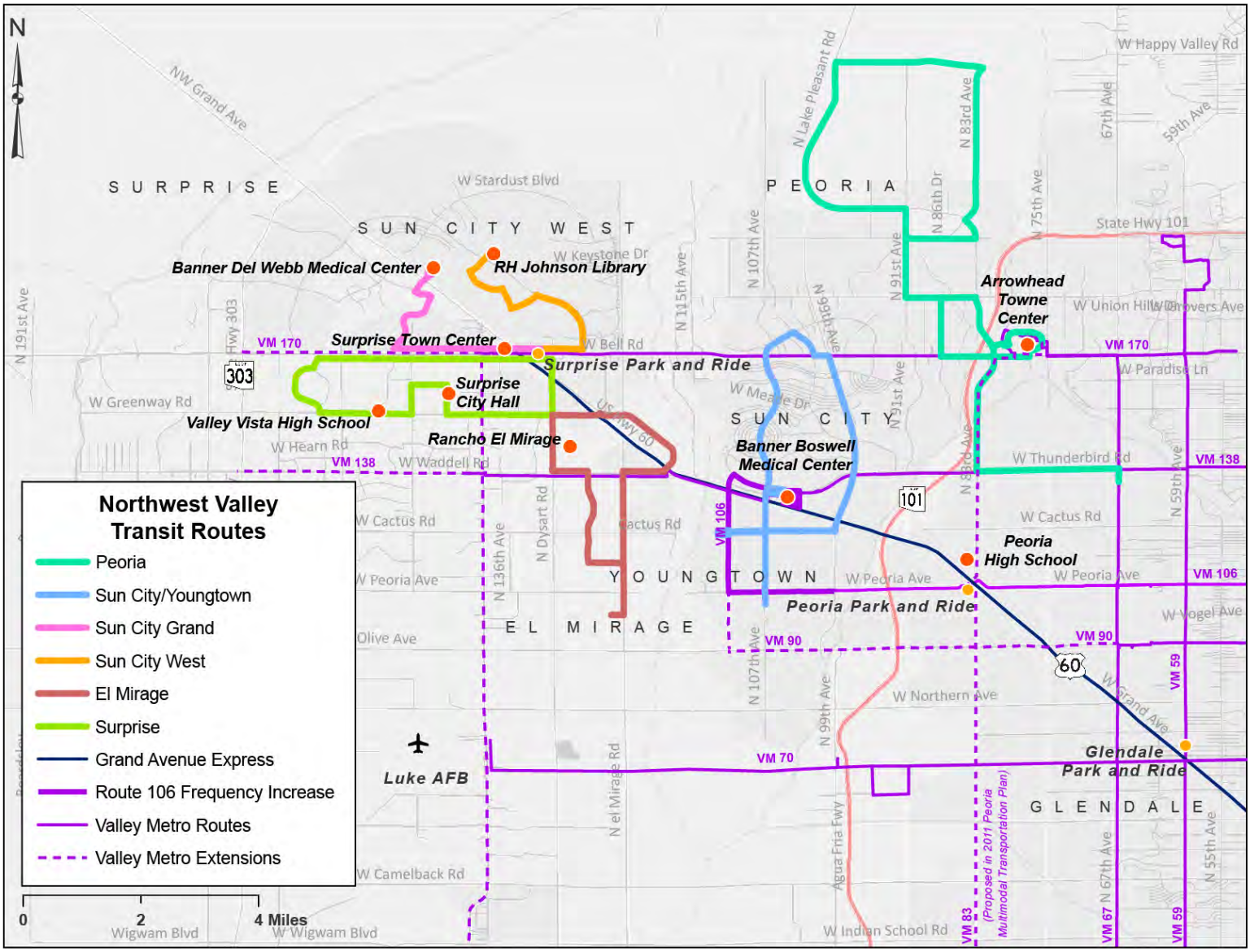
MID-TERM RECOMMENDATIONS MAP (FIVE TO TEN YEARS)



MID-TERM RECOMMENDATIONS

The mid-term recommendations listed below are intended to build upon the near-term service improvements, and would be implemented within the next five to ten years. In addition to possible demand-based increases in circulator service, mid-term recommendations include extensions of key Valley Metro routes into the Northwest Valley to increase transit connectivity Metro Phoenix area. Specific mid-term recommendations include:

- Extend Valley Metro Route 138 to Surprise via Thunderbird Road, Waddell Road, and Litchfield Road.
- Extend Valley Metro Route 170 to Surprise via Bell Road.
- Increase service to Banner-Boswell Medical Center on Route 106 to provide 30-minute service frequencies.
- Increase service on the six community circulators as future demand and funding warrant.



LONG-TERM RECOMMENDATIONS

Over time, population density, employment density, and transit-dependent populations are expected to increase in the Northwest Valley. The long-term recommendations are intended to address this growth, while also complementing other transportation plans developed by communities in and near the Northwest Valley. Therefore, the long-term recommendations would allow transit in the Northwest Valley to both continue to meet expected demand as well as reflect other future improvements to the regional transportation network. Specific long-term recommendations include:

- Support eventual implementation of high-capacity transit service from Surprise to Downtown Phoenix along Grand Avenue.
- Extend the proposed Valley Metro route along Litchfield Road north to Surprise.
- Establish Valley Metro service along 83rd Avenue through Peoria to the Arrowhead Town Center.
- Extend Valley Metro Route 90 west along Olive Avenue and north along 111th Avenue to the intersection with Peoria Avenue.
- Extend Valley Metro Route 138 west along Thunderbird Road to Loop 303.
- Extend Valley Metro Route 170 west along Bell Road to Loop 303.
- Transition the Sun City Festival volunteer driver program to a limited express service to Surprise.

ATTACHMENT #2

Agenda Item 6

MARICOPA ASSOCIATION of GOVERNMENTS

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August 30, 2013

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Job Access Reverse Commute Coordination – Lead Agency Change

On March 27, 2013, the MAG Regional Council approved the Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 300 of the Guidelines, the programming priorities included allocation for funding for Job Access Reverse Commute (JARC) related activities. Under Section 703 of the Guidelines, it was recommended that the City of Phoenix, the regional designated grant recipient, continue as the lead in the JARC application process, coordinating with MAG Human Services staff and the MAG Elderly and Persons with Disability Transportation Program (EPDT) Ad Hoc Committee. The Fiscal Year 2013 application process was completed in July 2013. The MAG EPDT Ad Hoc Committee held a debrief meeting on August 22, 2013. It was recommended at the debrief meeting, that given the MAG Transit Committee member's backgrounds regarding JARC criteria, that MAG staff, working with the Transit Committee assume the lead for future JARC applications.

Current Language

703. JOB ACCESS REVERSE COMMUTE (JARC)

> 2. City of Phoenix will lead the JARC evaluation process coordinating with the MAG Human Services Division. Applications would be a coordinated effort between MAG Human Services Division and the City of Phoenix with final approval from MAG Regional Council.

Proposed Revised Language

703. JOB ACCESS REVERSE COMMUTE (JARC)

> 2. ~~City of Phoenix~~ **MAG** will lead the JARC evaluation process coordinating with the **MAG Transit Committee** and MAG Human Services Division. Applications would be a coordinated effort between **MAG Transit Committee and** MAG Human Services Division ~~and the City of Phoenix~~ with final approval from MAG Regional Council.

If you have any questions or concerns, please contact Alice Chen at achen@azmag.gov or DeDe Gaisthea at dgaisthea@azmag.gov at 602-254-6300.

ATTACHMENT #3

Agenda Item 7

MARICOPA ASSOCIATION of GOVERNMENTS
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August 30, 2013

To: MAG Transit Committee

From: Alice Chen, Transportation Planner III

Subject: Regional Competitive Grants – Project Priority Listing and Funding Allocation

On March 27, 2013, the MAG Regional Council approved The MAG Regional Programming Guidelines for Federal Transit Formula Funds. Under Section 701 of the Guidelines document, it was recommended that any unprogrammed funds in the Phoenix-Mesa Urbanized Area be utilized through a competitive evaluation process. The process began in February 2013. Eight projects were submitted for consideration of funding. The Evaluation Committee met on April 24, 2013 to review staff presentations and recommend a list of priority projects. At the April 24, 2013 meeting, there were no available funds to be programmed towards the projects submitted. On August 21, 2013, MAG Regional Council approved the deletion of a duplicate Transit Life Cycle Program (TLCP) Project which made available $3,989,281 in FY2013 funds. The Evaluation Committee met on August 12, 2013 to discuss funding of the projects.

Projects are recommended for funding priority utilizing the evaluation criteria worksheet developed by the working group and approved by the Transit Committee. The working group recommended:

1) Partial funding in the amount of $2.5 million for the project ranked first, the *South Transit Facility Refurbishment.* This project was submitted to FTA for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program in early 2013. The awards for TIGER have not been announced. Given the uncertainty of the TIGER grant, the committee recommended setting-aside $2.5 million for this project, pending FTA decision. The funds will be "freed up" if the project is awarded TIGER funding or made available for the project if it is not awarded TIGER funding.
2) Funding the full requested amounts for projects ranked numbers *2-HASTUS 2013 Upgrade, 3-EVBOM - Building systems and CO/O2 sensors, 4-Tempe Route 56 Bus Stop Improvements, 5-Chandler Shelter Procurement and Installation, 6-EVBOM - CNG Pump Expansion.*
3) Fund the minimum requested for project ranked number 7-*Crosscut Canal Bridge - Pathways to Transit*
4) The balance of funds, $37,163 was made available to City of Chandler for the ranked *8-Park and Ride Parking Canopies*. This amount was below their minimum requested amount. The city declined the funds. These funds will remain unprogrammed pending future needs.

Please refer to the attachment for the recommended priority listing and funding amounts.

If you have any questions or concerns, please contact Alice Chen, Transportation Planner III at achen@azmag.gov or Teri Kennedy at tkennedy@azmag.gov at 602-254-6300.